

# AMENDED PORT BELFORD REDEVELOPMENT PLAN AMENDMENT

Original Adoption: May 15, 2017 Prepared by: T&M  
Dated: August 2023 Prepared by: DMR Architects

**Prepared for:**



Middletown Township  
Monmouth County,  
New Jersey

**Prepared by:**



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*The original of this document has been signed  
and sealed in accordance with New Jersey Law.*

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## Table of Contents

<b>1. Redevelopment Area Introduction</b>	<b>1</b>
<b>2. Statutory Requirements</b>	<b>4</b>
<b>3. Public Outreach and Visioning</b>	<b>5</b>
3.1 Stakeholder Meetings	5
3.2 Charrette Workshop and Public Visioning Sessions	6
<b>4. Vision and Goals</b>	<b>8</b>
4.1 Vision Statement	8
4.2 Goals	8
<b>5. Land Uses and Building Plan</b>	<b>10</b>
5.1 Redevelopment Area Sub-Districts	10
5.2.1 Sub-District 1: Port Belford Ferry District	12
5.2.2 Sub-District 2: Port Belford Maritime Village District	20
5.2.3 Sub-District 3: Multi-Family Residential	26
5.2.4 Sub-District 4: Center Avenue Business and Residential District	28
5.2.5 Sub-District 5: Open Space and Recreation	30
5.2.6 Sub-District 6: Utilities and Services	33
5.2 Relationship to Zoning and Land Use Development Regulations	35
5.3 Permitted Uses	35
<b>6. Circulation Plan</b>	<b>39</b>
6.1 Bridge Connections	41
6.1.1 Recommended: Elevated Pedestrian Bridge	41
6.1.2 Elevated Roadway and Connector Bridge Alternative 1	42
6.1.3 Replacement of Main Street Bridge Alternative 2	42
6.2 Dedicated Bicycle Lanes	44
6.3 Trail Network (Bicycle/Pedestrian Paths)	45
6.4 Signage (Gateway / Wayfinding / Evacuation)	46
6.5 Additional Bicycle Facilities	48
6.6 Pedestrian Circulation	50
6.7 Bus / Shuttle Service	50
6.8 Parking Requirements	51
6.8.1 Parking for Residential Uses	51
6.8.2 Parking for Retail/Commercial Uses	51
6.8.3 Public Parking Garage	51
6.8.4 Shared Parking	51
6.8.5 On-Street Parking	52
6.8.6 Buffering and Screening of Parking Areas	52
<b>7. Green Infrastructure Techniques</b>	<b>53</b>
7.1 Downspout Disconnection	53
7.2 Rainwater Harvesting	53
7.3 Rain Gardens	54

Port Belford Redevelopment Plan  
Middletown Township, Monmouth County, New Jersey

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7.4 Bioswales.....	54
7.5 Permeable Pavements .....	55
7.6 Green Parking .....	55
7.7 Living Shorelines .....	56
7.8 Open Space Preservation .....	57
7.9 Recycled Materials .....	57
7.10 Green Roofs.....	57
<b>8. Design Standards.....</b>	<b>58</b>
8.1 Architectural Design Standards.....	58
8.2 Landscaping.....	59
8.3 Lighting Requirements.....	59
8.3.1 General.....	59
8.3.2 Spacing and Heights .....	60
8.4 Permitted Signs.....	60
8.4.1 General.....	60
8.4.2 Wall-Mounted Signs .....	61
8.5 Street Furniture .....	61
8.6 Adaptive Reuse.....	64
8.7 Loading and Service Areas.....	65
8.8 Refuse and Recycling Requirements.....	66
<b>9. Environmental Constraints and Permitting .....</b>	<b>67</b>
9.1 Wetlands.....	67
9.2 Flood Hazard Areas .....	68
9.3 Coastal Area Facility Review Act (CAFRA) Requirements.....	72
9.4 Threatened and Endangered Species .....	73
9.5 Historic District.....	73
9.6 Historic Fill.....	73
9.7 Contaminated Sites.....	73
<b>10. Affordable Housing Requirements.....</b>	<b>79</b>
<b>11. Planning Relationship.....</b>	<b>80</b>
11.1 Relationship to Middletown Township Master Plan.....	80
11.1.1 Middletown Township Master Plan (2004) .....	80
11.1.2 Master Plan Reexamination Report (2009).....	83
11.1.3 Master Plan Reexamination Report (2014).....	83
11.2 Relationship to Contiguous Municipalities' Plans .....	84
11.3 Relationship to the Monmouth County Master Plan .....	84
11.4 Relationship to the State Development and Redevelopment Plan .....	88
<b>12. Administrative and Procedural Requirements.....</b>	<b>90</b>
12.1 Acquisition.....	90
12.2 Relocation .....	90
12.3 Conveyance of Land .....	90
12.4 Financing Development .....	90
12.5 Redeveloper Selection .....	90

12.6 Redevelopment Entity Review .....	91
12.7 Planning Board Review Process.....	91
12.8 Waivers.....	93
12.8 Duration of the Plan.....	93
12.10 Amending the Redevelopment Plan.....	93

## List of Figures

Figure 1: Regional Location Map .....	2
Figure 2: Aerial Location Map .....	3
Figure 3: Regulating Plan.....	11
Figure 4: Sub-District 1: Port Belford Ferry District .....	13
Figure 5: Sub District 1: Conceptual Site Plan Phase 1.....	17
Figure 6: Sub District 1: Conceptual Site Plan Phase 1 & 2.....	18
Figure 7: Sub District 1: Perspective Streetscape Rendering.....	19
Figure 8: Sub District 1: Perspective Retail Rendering.....	23
Figure 9: Sub District 2: Port Belford Maritime Village District .....	24
Figure 10: Sub District 2a Residential Conceptual Site Plan.....	25
Figure 11: Sub-District 3: Multi-Family Residential.....	27
Figure 12: Sub-District 4: Center Avenue Business and Residential District .....	29
Figure 13: Sub-District 5: Open Space and Recreation .....	32
Figure 14: Sub-District 6: Utilities and Services .....	34
Figure 15: Circulation Plan.....	40
Figure 16: Proposed and Potential Bridge Connections .....	43
Figure 17: Wetland Areas .....	69
Figure 18: Flood Hazard Areas (Preliminary FIRMs) .....	70
Figure 19: Flood Hazard Areas (Preliminary FIRMs) in Sub-Districts 1 and 2 .....	71
Figure 20: Threatened and Endangered Species .....	75
Figure 21: Shoal Harbor Rural Historic District.....	76
Figure 22: Historic Fill .....	77
Figure 23: Sewer Service Area.....	78

Note: Unless otherwise noted all Figures were created by T&M Associates as part of the original redevelopment plan process

## List of Tables

Table 1: Permitted Uses.....	36
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## List of Appendices

Appendix A: Middletown Township Committee Resolution No. 16-84 Designating Area in Need of Redevelopment	
Appendix B: Public Notices for Community Visioning Sessions	

## **1. Redevelopment Area Introduction**

The Port Belford Redevelopment Plan (the “Redevelopment Plan”) is a result of the designation of the Port Belford Redevelopment Area as an “Area in Need of Redevelopment” as defined in the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq. (the “LRHL”). This designation was adopted by the Middletown Township Committee via Resolution No. 16-84 on February 1, 2016, which is attached to this report as Appendix A.

The Port Belford Redevelopment Area (the “redevelopment area”) is part of the Belford neighborhood located in northern Middletown Township (as seen in Figure 1: Regional Location Map). The redevelopment area is approximately 384 acres in land area, and is comprised of 46 tax parcels, as seen in Figure 2: Aerial Location Map, and listed in the Middletown Township tax maps as follows:

- Block 137, Lots 2,07, 122, 123, 130, 131, 3<sup>1</sup>, 5, 6, 7 132, 135, 136, 137,
- Block 281, Lots 3, 4, 5, 138, 139, 140, 141, 6, 7, 8, 15 142, 143, 144, 169,
- Block 306, Lots 47, 48, 170, 171, 172
- 49, 50, 51, 52, 66, 110, • Block 319, Lot 1
- Block 320, Lot 1
- Block 321, Lot 1
- Block 322, Lot 1
- Block 323, Lot 1
- Block 324, Lot 1
- Block 325, Lot 1

The redevelopment area has a history of a variety of land uses, including commercial, public, industrial, wetlands, forest/shrubland, and beaches. The Port of Belford is a historic hub of local fishing activity. The area offers excellent views across the Raritan Bay, scenic natural tidewater areas, commercial fishing activity, and a commuter ferry service to New York City.

The redevelopment area is bound to the north by the Raritan Bay, which provides maritime access to the Atlantic Ocean. Adjacent and to the east of the redevelopment area is the U.S. Naval Weapons System Earle, beyond which is the primarily residential neighborhood of Leonardo. Adjacent and to the south of the redevelopment area are single-family residential uses, beyond which is the Henry Hudson Trail and New Jersey State Highway 36. Adjacent to the west of the redevelopment area is the Dunes townhome complex, Compton Creek and wetlands, and single-family residential uses southward along Main Street. The Port Monmouth neighborhood of Middletown Township is located further to the west.

The purpose of this Redevelopment Plan is to set forth a plan to enhance and revitalize these critical parcels located along the Township’s beachfront area. The intent of the Redevelopment Plan is further detailed in the sections of that follow.

The original Port Belford Redevelopment Plan was adopted on May 15, 2017.

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<sup>1</sup> Block 137, Lot 3 also includes Board to undertake the preliminary Block 137, Lot 3 in order to minimize additional Lot 4. These properties investigation references both Lots 3 confusion. were combined in 2006. The and 4, but this Redevelopment Plan Resolution requesting the Planning hereinafter refers to the property as

## **2. Statutory Requirements**

This Redevelopment Plan is written pursuant to Section 7 of the Local Redevelopment and Housing Law ("LRHL") (N.J.S.A. 40A:12A-7.a.), which provides that "no redevelopment project shall be undertaken or carried out except in accordance with a Redevelopment Plan adopted by ordinances of the municipal governing body." Pursuant to the requirements of the LRHL, the Redevelopment Plan shall include an outline for the planning, development, redevelopment, or rehabilitation of the redevelopment area sufficient to indicate:

1. Its relationship to definite 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 redevelopment area.
3. Adequate provision for the temporary and permanent relocation, as necessary, of residents in the redevelopment 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 that the municipality envisions acquiring, in accordance with the Redevelopment Plan.
5. 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 (SDRP), adopted pursuant to the "State Planning Act," P.L. 1985, c. 398 (C.52:18A-196 et al.).

This Redevelopment Plan meets these statutory requirements as evidenced by the following sections of the plan.

### **3. Public Outreach and Visioning**

Preparation of this Redevelopment Plan involved thorough and transparent public outreach and visioning, involving stakeholder meetings, a charrette session, and a public meeting as a follow up to the charrette as part of the 2017 adoption. In order to gather public input, Middletown Township engaged multiple stakeholders within the redevelopment area, Middletown Township, Monmouth County, and the Bayshore Region. The list of stakeholders included the following:

- Property owners within the redevelopment area, including:
  - Belford Seafood Co-Op;
  - Independent fishers;
  - Business owners along Center Avenue; and
  - Residential property owners
- County Engineering, Planning, and Parks System;
- Naval Weapons Station Earle;
- Gateway National Recreation Area / National Parks Service;
- NY Waterway;
- Township of Middletown Sewerage Authority;
- Middletown Environmental Commission;
- Middletown Planning Board; and,
- Other interested Middletown Township residents.

The subsections that follow outline the approach used throughout the public outreach and visioning portion of the Redevelopment Plan preparation.

#### **3.1 Stakeholder Meetings**

Middletown Township's engagement with stakeholders began following the redevelopment area designation. The Township met with Belford Seafood Co-op owners and Center Avenue business owners on March 3, March 9, and May 17, 2016, to discuss the general vision and preliminary conceptual design for the redevelopment area.

The Township also conducted a comprehensive stakeholder meeting on September 27, 2016 with the following stakeholders:

- Monmouth County Engineering;
- Monmouth County Planning Department;
- Monmouth County Park System;
- National Parks Service / Gateway national Recreation Area Sandy Hook;
- Naval Weapons Station Earle;
- NY Waterway;
- Township of Middletown Sewerage Authority; and
- Middletown Environmental Commission.



### **3.2 Charrette Workshop and Public Visioning Sessions**

As part of the charrette, visioning, and public outreach stage, the Township held a charrette on October 24, 2016. Notice was posted on the Township's website (as shown in Appendix B) and was mailed to all owners of properties within the Port Belford Redevelopment Area.

On January 11, 2017, the Township held a public outreach session as a follow-up to the charrette, with notice posted on the Township's website (as shown in Appendix B) as well as to all stakeholders who had previously participated in prior meetings. In this final visioning session, the Township reviewed and affirmed the values, themes, and topics discussed and agreed upon during the October 24 charrette and throughout the public outreach process with interested stakeholders.

Some of the key concerns and obstacles discussed identified by and reviewed with the public include the following:

1. Need for enhanced traffic connections and accessibility
2. Wetland areas and environmental constraints hinder potential connections and development
3. Existing parking capacity cannot support more development
4. Environmental hazards and clean-up on former industrial site
5. Securing the shoreline.

Some of the key potential opportunities and desires expressed by the public and unique to the Port Belford area that were addressed include the following:

1. The potential to draw in visitors and make Belford a destination
2. Interest in enhanced ferry service
3. Great potential for a range of complimentary uses to be incorporated simultaneously
4. Existing infrastructure and amenities lay the groundwork for new development
5. Emphasize the seafood co-op as a core opportunity and anchor for redevelopment



Throughout the public outreach and visioning process, members of the public were given the opportunity to provide further input, and the result was a coordinated effort between the Township and stakeholders to further refine the vision for the Port Belford Redevelopment Area.

The values, themes, and topics have been repeatedly addressed and reaffirmed throughout the public outreach and visioning phase of the preparation of the Redevelopment Plan, and were used to form the basis of the vision, goals, permitted land uses, conceptual plans, design standards, and other plan components, all of which are outlined in the following sections.

## 4. Vision and Goals ●

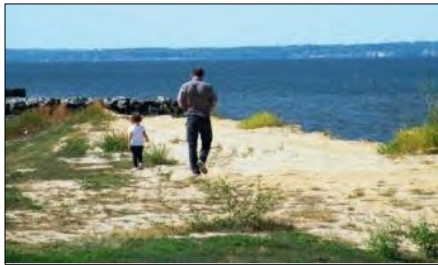
### 4.1 Vision Statement

Promote the Port Belford Redevelopment Area as an attractive destination along the Raritan Bayshore and Route 36 Corridor, while encouraging development and redevelopment that preserves and protects the rich maritime heritage, history, and natural environment that are unique to the Port Belford neighborhood.

### 4.2 Goals

The goals of the Port Belford Redevelopment Plan are as follows:

1. Embrace and preserve the existing neighborhood's established historical character and fishing/maritime heritage, while encouraging modern and innovative development types that complement and align with the established neighborhood.
2. Capitalize on prime waterfront location and views by encouraging scenic overlooks and viewing areas.

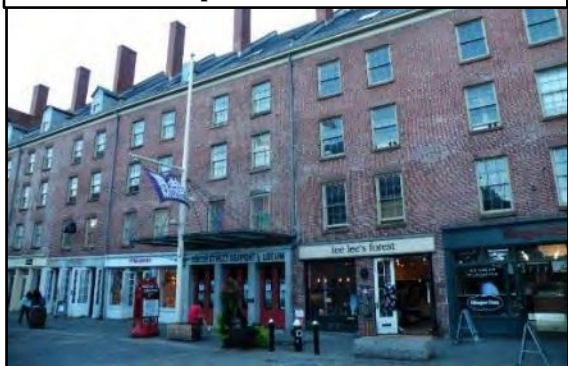


**Port Belford Waterfront Views**



3. Sustain existing and established water-oriented and commercial uses unique to the Port Belford area, while encouraging the expansion of such uses.
4. Reduce the impact of development on the environment through encouraging the implementation of green infrastructure techniques.
5. Encourage development that is resilient to future storm events, respects environmentally sensitive and flood prone areas, and promotes environmental cleanup, where applicable.
6. Encourage redevelopment that has a mix of complimentary uses all in one neighborhood that: allow residents to live, work, and play; and allow visitors to commute, shop, learn, and play.

**Mixed-Use Development in South Street  
Seaport District, NYC**



7. Encourage educational opportunities related to the historical maritime heritage, land uses, and natural environment that are unique to Port Belford.

**Tuckerton Seaport Museum, Tuckerton, NJ  
(Source: Google Street View)**



8. Encourage land use types and scale of development that are compatible with the geography, physical features, and characteristics of the neighborhood.

9. Enhance existing passive recreation areas, while encouraging and promoting the expansion of passive recreation in new areas, where appropriate.

**Recreation/Circulation  
Signage**



10. Encourage and facilitate enhanced traffic circulation, connections, and accessibility, including establishment of the Main Street connection.

11. Enhance and encourage improvements to non-motorized forms of transportation, focusing on trail linkages.

12. Encourage tourism that attracts visitors to Port Belford from other parts of Middletown, Monmouth County, and New Jersey.

13. Instill a consistent development style and design type throughout the redevelopment area that embraces historical development and design patterns that are local to Port Belford.

**Letter-type and Symbology Typical of the Port Belford Neighborhood**



14. Promote the redevelopment area as a neighborhood appropriate for new development and capital improvements, including accompanying funding.

### **4.3 Effect of Redevelopment Plan**

This Amendment sets forth certain standards and procedures for redevelopment within the redevelopment area. The standards and procedures set forth herein are intended to further the vision described in this Redevelopment Plan and are designed to promote flexibility in the implementation of the Redevelopment Plan. In addition, the Figures included as part of this Redevelopment Plan that depict designs of the redevelopment area are conceptual in nature only and subject to further refinement during the development, Township Committee, and Planning Board review process of any applications submitted by redevelopers.

The Port Belford Redevelopment Area is comprised of six (6) Sub-Districts, known throughout as Sub-Districts 1, 2, 3, 4, 5, and 6. These Sub-Districts are shown in Figure

Port Belford Redevelopment Plan  
Middletown Township, Monmouth County, New Jersey

3: Regulating Plan. The division of the Redevelopment Area into these Sub-Districts is further described in Section 5, below.

With respect to Sub-Districts 1, 2, and 5, this Redevelopment Plan supersedes in all respects the underlying standards of the Township's Planning and Development Regulations, including but not limited to all use, bulk, and design standards, as they may relate to the properties that comprise Sub-Districts 1, 2, and 5. This means that all pre-existing or underlying use, bulk, and design standards set forth in Middletown Township's Ordinances that otherwise would apply to the properties comprising Sub-Districts 1, 2, and 5 shall not apply and the redevelopment of those properties shall be governed only by this Redevelopment Plan and the standards set forth herein.

With respect to Sub-Districts 3, 4, and 6, the underlying Township Planning and Development Regulations shall apply, except for those certain use, bulk, and design standards that have been specifically modified by this Redevelopment Plan or except as explicitly stated otherwise in this Redevelopment Plan.

## **5. Land Uses and Building Plan**



### **5.1 Redevelopment Area Sub-Districts**

The Port Belford Redevelopment Area is broken down into six sub-districts, as identified in the mapping in Figure 3: Regulating Plan and as described in the following sub-sections. These different sub-districts serve to allow a degree of flexibility throughout the redevelopment area in terms of development and design types, while allowing for the different areas to be developed with a distinct identity that best supports the vision and goals of this Redevelopment Plan.



### 5.2.1 Sub-District 1: Port Belford Ferry District

This sub-district is in the immediate vicinity of the existing ferry terminal and parking area, as shown in Figure 4. It is central to the economic activity and transportation opportunities present in the Port Belford Redevelopment Area.



Sub-District 1 is divided into three (3) distinct sub-areas as follows and as shown in Fig. 4:

1. Sub-District 1a: Parking Garage
2. Sub-District 1b: Residential, Retail and Restaurants
3. Sub-District 1c: Public Improvements

The goals of Sub-District 1 are as follows:

4. Allow for mixed-use development along Harbor Way, including first floor commercial/retail with residential uses.
5. Ensure that there is adequate parking for all uses, including the commuter parking area serving ferry users, and allow for enhanced and expanded parking as new development occurs, including a parking deck.
6. Promote the ferry operation as a focal point of Sub-District 1; promote expanded ferry service and ridership by supporting and integrating the operation of the ferry service into a mixed-use component along Harbor Way.
7. Encourage implementation of a transit-oriented development (TOD).
8. Potentially construct a bridge (or bridge alternative) to traverse the Compton Creek, with specifications as discussed further in Section 6.1 of this Redevelopment Plan, as may be appropriate to accommodate the future development of Sub-District 2a: Waterfront Multi-Family Residential.
9. Provide enhanced public waterfront access and public gathering spaces.
10. Instill a sense of neighborhood/community.



To further the goals outlined above, development of Sub- District 1 will be generally consistent with the Conceptual Site Plans and renderings, as depicted in Figures 5, 6, 7 and 8. The redevelopment of Sub-District 1 will incorporate the design concepts, land use arrangements and amenities described in the Land Use Regulating Plan and will be subject to the standards outlined in the relevant sub-sections of this Redevelopment Plan that follow.

The Conceptual Site Plan, shown in Figures 5 and 6, contemplates the following potential future development. It is understood that the following list of potential uses is aspirational and is intended to provide flexibility in the ultimate development of the redevelopment area.

1. Expansion of the existing ferry terminal building to the southwest along Harbor Way. The expansion should include or be developed in conjunction with a multi-purpose civic or community center, which could include a public atrium or gathering place, meeting rooms, historic museum, or environmental center, and ancillary retail space. This can be designed in association with the adjoining park and public gathering area to the south.
2. An optional bridge (or bridge alternative) spanning the Compton Creek, with specifications as discussed further in Section 6.1 of this Redevelopment Plan, as may be appropriate to accommodate the future development of Sub-District 2a: Waterfront Multi-Family Residential.
3. Development of a new multi-story parking deck at the approximate location of the existing commuter parking lot providing access to both the parking areas and new commercial uses adjoining the deck.
4. Mixed-use development attached to the parking deck structure and fronting on Harbor Way, allowing for: commercial/retail uses on the ground floor; residential uses above the ground floor; and multi-family residential uses on the ground floor provided that the unit is located outside the flood plain. The façade of the residential units (including windows and porches) should be angled/staggered to create a prime waterfront view.
5. Retail, restaurant, and banquet hall uses on the north-eastern side of the parking deck, fronting on the Raritan Bay with waterfront views. This can include an elevated outdoor seating area and public promenade overlooking the adjoining pedestrian plaza.

**Mixed-Use Development with Parking and Office Space on Ground Floor, and Residential Units Above Ground Floor (Red Bank, NJ)**





6. A pedestrian plaza and esplanade running along the proposed retail/restaurant area and spanning from the northern terminus of Harbor Way to the northern terminus of the proposed roadway on the southern side of the parking deck structure. This plaza will have bollards on either end to restrict the area to pedestrian use only, but will allow vehicular access in for purposes of drop-off and pick-up of ferry users and during emergencies. This can be developed in conjunction with an amphitheater or designed in a manner that would allow its use for concerts and other public events.



7. This Redevelopment Plan encourages development in Sub-District 1 to include enhancements to the existing bulkheads, creation of new bulkheads or living/natural shorelines where appropriate, or other shoreline stabilization measures, as may be applicable and desirable.
8. Dedication of a flex space along Harbor Way and to the north of the proposed green infrastructure facilities to serve as a market area located outside of the flood hazard area.
9. A park and public gathering element with enhanced boat docking areas along the Compton Creek and at the southern end of the proposed expanded terminal building.
10. Public open space elements will be designed to tie development and hardscape into adjoining natural features, including the pedestrian and bike paths traversing the open space areas and the waterfront along the Bayshore.
11. Surface parking on the southwestern and southeastern sides of the proposed access road and on the southern and eastern sides of the residential buildings, but south of the retail/restaurant area
12. An interpretive center is to be provided in Sub-District 1 or Sub-District 2. The interpretive center is envisioned public uses such as kayak and seining storage and other similar uses. The building shall have overhead doors for storing equipment.
13. A helipad may be provided in the south easternmost point of Sub-District 1.
14. Conversion of the existing drainage facilities along Harbor Way to green infrastructure elements, including rain gardens, bioswales, or other features as applicable.

15. Dedicated open space areas for wetlands, as identified and pursuant to a wetland delineation.
16. Dedicated on-street bicycle lanes along Harbor Way and around the proposed parking deck.
17. Bicycle and pedestrian paths linking to a series of proposed trails in Sub-District 5: Open Space and Recreation adjacent and to the east.
18. Additional proposed signage, bicycle facilities, and monuments/public art.
19. Any additional improvements to bulkheading as necessary.
20. All improvements shall meet CAFRA requirements as applicable.
21. A traffic study shall be provided as part of a site plan application and may require off site traffic improvements by the redeveloper.

In addition to the standards and requirements listed above, the following shall apply:

1. Minimum Tract Size: 3 acres
2. Maximum Building Height: 70 feet (2)
  - Residential: 4 stories with the following exceptions
    - Lofts / Mezzanine levels do not count as a story even though they may appear to be a separate story.
    - Corner building elements of not greater than 25% of the building elevation may be 5 stories.
    - Residential buildings located over 500 feet from the shoreline and not attached to the commuter parking structure may be 5 stories.
  - Parking Structure: 5 story (6 parking levels)
3. Maximum Impervious Coverage: 80 percent

The standards for minimum tract size and maximum impervious coverage set forth above shall be applicable to the entirety of Sub-District 1, as a whole, and not on a lot-by-lot basis in the event of future individual subdivisions or other property divisions within Sub-District 1. In addition, there shall be no setback requirements to interior lot lines that may be created as part of any future subdivision within the Sub-District 1 tract, and no minimum distances between buildings within Sub-District 1 except as may be required by applicable building and fire safety codes.

The term “Building Height,” as used in this redevelopment plan shall mean building height as defined in the latest version of the International Building Code as adopted by the State of New Jersey, excepting that all architectural embellishments such as spires, belfries, cupolas, belvederes and similar structures are not included, as well as penthouses and other structures excluded from building height under the building code.

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<sup>2</sup> Maximum building height shall not apply to the proposed pedestrian bridge options discussed in Section 6.1 of this Redevelopment Plan. The permitted height of the pedestrian bridge shall be as required by the U.S. Coast Guard.

### 5.2.2 Sub-District 2: Port Belford Maritime Village District

The Port Belford Maritime Village sub-district is located in the northernmost portion of the redevelopment area and along the Compton Creek, as depicted in Figure 9. This sub-district houses the seafood co-op, multiple individual boat slips, as well as other small private uses attributed to the fishing and maritime industries (current to the time of adoption of this Redevelopment Plan). This Redevelopment Plan acknowledges the importance of this sub-district's proximity to both the Raritan Bay and the ferry terminal.

The goals of Sub-District 2 are as follows:

1. Support, maintain, and enhance existing commercial fishing activities.
2. Facilitate circulation and parking improvements to support new and enhanced development.
3. Encourage improvements to the shoreline, including new bulkheading or living shorelines, where feasible.
4. Emphasize the former industrial site (Sub-District 2a: Waterfront Multi-Family Residential) as a key development opportunity.



In order to further the goals outlined above, this Redevelopment Plan encourages development in Sub-District 2 to include the following amenities, as discussed further and subject to the standards outlined in the relevant sub-sections of this Redevelopment Plan:

1. Enhancements to the existing bulkheads, including living/natural shorelines where appropriate.
2. General cleanup of the bulkhead and waterfront area
3. An optional bridge (or bridge alternative) spanning the Compton Creek, with specifications as discussed further in paragraph 4 directly below and Section 6.1 of this Redevelopment Plan.
4. Transportation improvements, including but not limited to two alternatives discussed in Section 6: Circulation Plan of this Redevelopment Plan. Alternative 1 includes investigating the feasibility of a connector vehicular bridge over Compton Creek, from the western terminus of Harbor Way (located at the southwestern corner of the Bayshore Waterfront Park parking lot), extending to the west over Block 281, Lots 7, 9, 10, 11, and 12, which is primarily wetlands, and connecting with Port Monmouth Road at Block 281, Lot 3. Alternative 2 includes installment of a swing bridge connecting Main Street where the bridge once stood. Further standards and considerations are discussed in Section 6 of this Redevelopment Plan.

5. Permitted uses to complement the existing established fishing industry, including restaurants, retail, museums, or educational facilities.
6. Building upgrades, rehabilitation, and façade improvements to seafood co-op buildings, as necessary.
7. Expansion of buildings and uses in the western portion of Block 137, Lot 3 that support the fishing activity of the seafood co-op.
8. Adaptive reuse of the net-house on Block 137, Lot 3.
9. Reestablishment of the dining use associated with the seafood co-op activities.
10. Façade improvements and general site enhancements, where appropriate. Such improvements and enhancements can be encouraged through such means as five-year tax abatements or other tax incentive programs.
11. Intersection improvements and pedestrian crossings at the intersection of Port Monmouth Road and Main Street (at the southwestern corner of Block 137, Lot 3).



### **Sub-District 2a: Waterfront Multi-Family Residential**

Additionally, the former industrial site, which is identified as Sub-District 2a: Waterfront Multi-Family Residential and as the area with hatched/stripped shading on Figure 10 below, is a key development opportunity, as it is one of the largest undeveloped tracts of contiguous land acreage in the redevelopment area. This is the only portion of Sub-District 2 where multifamily residential development is envisioned. The multi-family development may be designed with one overall building housing all units, or alternatively with two or three separate buildings, as shown by the conceptual alternative in Figures 10, provided that ground-level parking shall be provided with a maximum of six stories of residential units above. As noted in Section 4.3 above, all Figures included with this Redevelopment Plan that depict designs of the redevelopment area are conceptual and subject to further refinement.

A green buffer is also encouraged to screen the multi-family residential community located directly to the west as well as the seafood co-op activities to the east. The green buffer may be incorporated into a development along with a bicycle/pedestrian path, which this Redevelopment Plan envisions to loop around Sub-District 2a along the Raritan Bay (as part of a waterfront walkway) and connecting on both ends to Port Monmouth Road. Also recommended for incorporation into the green buffer and bicycle/pedestrian path is a public waterfront access link to the beach located at the

northern end of The Dunes development, located adjacent and to the west of Sub-District 2a.

This Redevelopment Plan also encourages investigating the appropriateness and feasibility of installing a living shoreline along the Raritan Bay where the existing bulkhead lies and adjoining the waterfront walkway. Monmouth County is currently in the early stages of designing bulkhead improvements for the entirety of the northern property boundary of Sub-Districts 2 and 2a. However, it is recommended that a living shoreline be considered in those areas where traditional bulkheading may not be anticipated.

Development of Sub-District 2a should be generally consistent with the Residential Conceptual Site Plan as depicted in Figure10, which is conceptual in nature. Additionally, the following standards shall apply:

1. Sub-District 2:
  - a. Minimum Lot Size: 1 acre
  - b. Maximum Building Height: 6 stories / 65 feet
  - c. Maximum Lot Coverage: 80 percent
2. Sub-District 2a:
  - a. Minimum Lot Size: 8 acres
  - b. Maximum Building Height: 6 stories / 70 feet (4 stories of habitable area above 2 stories parking)
  - c. Maximum Residential Density: 40 du per gross acre
  - d. Building Setback, Front: 50 feet
  - e. Building Setback, Rear: 100 feet
  - f. Building Setback, Side: 50 feet (one side), 100 feet (both)
  - g. Maximum Lot Coverage: 80 percent

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<sup>3</sup> It is also noted that a mixed-use overlay may be permitted on Sub-District 2 (excluding Sub-District 2a). In such a case, a redeveloper responding to a request for proposals will be encouraged to propose a development type.



### 5.2.3 Sub-District 3: Multi-Family Residential

The Multi-Family Residential sub-district is located to the west of Main Street and to the south of the Compton Creek, as shown in Figure 11. This sub-district is adjacent to multiple single family detached homes along Main Street. The Redevelopment Plan envisions multi-family residential development in this sub-district.

The goals of Sub-District 3 are as follows:

1. Serve as a transitional area between Sub-District 2: Port Belford Maritime Village to the north and the residential areas to the south.
2. Contribute to the Township's compliance with its affordable housing obligation.

Indeed, this Redevelopment Plan envisions affordable housing development in the Multi-Family Residential Sub-District, in the western portion of the redevelopment area along Main Street. In March 2010, the applicant for Block 281, Lots 14<sup>4</sup> and 15 received preliminary and final major site plan approval from the Middletown Township Planning Board. The approval was for three multi-story residential buildings with parking areas underneath each building at the ground level, and with 38 residential units. The development that was approved is subject to an affordable housing set-aside obligation, in which nine (9) of the 38 approved residential units will be set-aside for low- and moderate-income households. The standards contained in this Redevelopment Plan are consistent with Planning Board approvals and are incorporated by reference. Additionally, this Redevelopment Plan incorporates the standards and regulations as outlined in §540-956. Standards and regulations affecting RMF-1 zone of the Middletown Township Code.

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<sup>4</sup> It is noted that Block 281, Lot 14 is **not** a part of this Redevelopment Area and is not subject to the standards outlined in this Redevelopment Plan. Nonetheless, this parcel is a part of the proposed development that received site plan approval and as such will be subject to the affordable housing requirements as outlined in the Township's Housing Element and Fair Share Plan.

#### **5.2.4 Sub-District 4: Center Avenue Business and Residential District**

Sub-district 4 is located along Center Avenue and Palmer Street, and includes numerous vacant lots to the south of Palmer Street, as depicted in Figure 12. The prevailing land use in this area is currently commercial.

The goals of Sub-District 4 are as follows:

1. Maintain the residential character of Center Avenue.
2. Permit existing commercial uses as of right.
3. Encourage improvements to the existing commercial and industrial uses at the east end of Center Avenue over time, including improved site design, parking, circulation and access, screening/buffer areas, landscaping, etc.
4. Encourage linkages and facilitate circulation of both vehicular and non-vehicular transportation.
5. Balance development and redevelopment with protection of existing wetland areas.

To further the goals outlined above, this Redevelopment Plan allows the continuation of existing uses, bulk, and design standards in Sub-District 4. It is the intention of the Redevelopment Plan for Sub-District 4 to develop pursuant to the underlying zoning standards. Existing commercial and industrial uses shall be grandfathered but any changes or expansions of such uses in Sub-District 4 shall be subject to the standards outlined in §540-604 Architectural and building design standards of the Middletown Township Code.

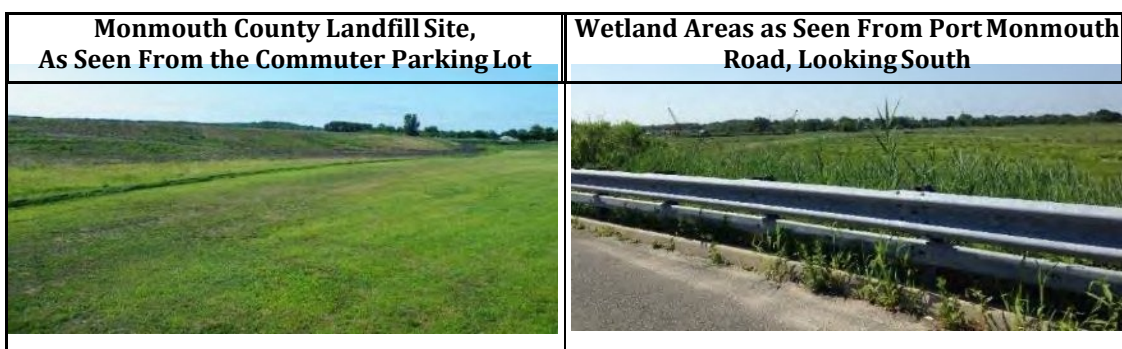
This Redevelopment Plan encourages a potential bicycle/pedestrian path connector to feed into the eastern terminus of Palmer Street and dedicated bicycle lanes on Palmer Lane, leading into Main Street. This will provide for enhanced circulation in and out of the redevelopment area via non-vehicular forms of transportation.

It is noted that the majority of Sub-District 4 is not sewered, with the exception of the developed portions of this sub-district with frontage on Center Avenue. The sewered properties include Block 306, Lots 135, 138, 140-142, and a small portion of Lot 130 at the eastern terminus of Palmer Street. In order to service these parcels or others outside of the sewer service area that are intended for development, an amendment or addenda would have to be submitted to Monmouth County for review.

Additionally, the majority of Sub-District 4 (primarily the area to the south of Center Street) is mapped as wetlands on US Fish and Wildlife Service National Wetlands Inventory mapping. Any proposed development will require a formal wetlands delineation and will be subject to any applicable state or county regulations.

### 5.2.5 Sub-District 5: Solar, Open Space and Recreation

Sub-District 5 is comprised of three separate tracts of land that encompass most of the land area within the Port Belford Redevelopment Area. Most of Sub-District 5 is encumbered by either wetlands or water/streams, as depicted in Figure 13. Most of this land is owned by Monmouth County. The westernmost tract of land in this sub-district is listed on the Monmouth County Recreation and Open Space Inventory. The central tract of land is located between Main Street and the portion of Harbor Way that is adjacent to the sewerage authority, and is primarily wetlands. The easternmost tract of land owned by the County (Block 306, Lot 66) comprises the majority of the land area in the sub-district and includes the Middletown Township compost facility, the Belford landfill site, the Ware Creek and tributaries, and associated wetland areas.



This Redevelopment Plan acknowledges that this sub-district provides prime opportunities open space and passive recreation activities, including nature trails, pedestrian/bike paths, observing areas, and **walkways** incorporated within and adjoining the natural features in these areas. Pedestrian walks and bike paths can also provide connections to the ferry terminal from other portions of the redevelopment area via alternative forms of transportation (i.e. a connector bicycle path from the Henry Hudson Trail).

Without limiting the foregoing, this Redevelopment Plan also acknowledges the unique opportunity presented by the Belford landfill site as a site for utility-scale solar development. Under the Municipal Land Use Law, solar arrays are a permitted use on any former landfill site. Under New Jersey State Law, former landfill sites are generally provided with preferential treatment in terms of eligibility for state-based solar incentives. Landfill sites may also be eligible for certain federal solar incentives, including those associated with the Federal Investment Tax Credit and Inflation Reduction Act of 2022. The Township recognizes that redeveloping the landfill property with a grid-supply solar array and taking advantage of these state and federal programs could provide an opportunity, through an appropriate agreement with a solar redeveloper, to support other aspects of the overall redevelopment effort.

Sub-District 5 is divided into three (3) distinct sub-areas as shown on Figure 13:

1. Sub-District 5a: Solar Development Area
2. Sub-District 5b: Army Corp. N61 Dredge Disposal Area
3. Sub-District 5c: Township Recycling Facility

The goals of Sub-District 5 are as follows:



Port Belford Redevelopment Plan  
Middletown Township, Monmouth County, New Jersey

1. Provide additional Township and
2. County recreation areas.
3. Emphasize the importance of preserving natural areas.
4. Encourage pedestrian and bicycle linkages.
5. Provide scenic views and natural vistas near areas proposed for redevelopment.
6. Continue coordination and cooperation between the Township and the County.
7. Redevelop the capped areas of the Belford landfill site with a utility-scale solar array in Sub-District 5a.

**Pedestrian Trail, Hartshorne Woods Park**



This Redevelopment Plan establishes a new Solar, Open Space and Recreation district within the redevelopment area. In order to further the goals outlined above, the standards listed below and in the relevant sub-sections of this Redevelopment Plan that follow shall apply to development in Sub-District 5:

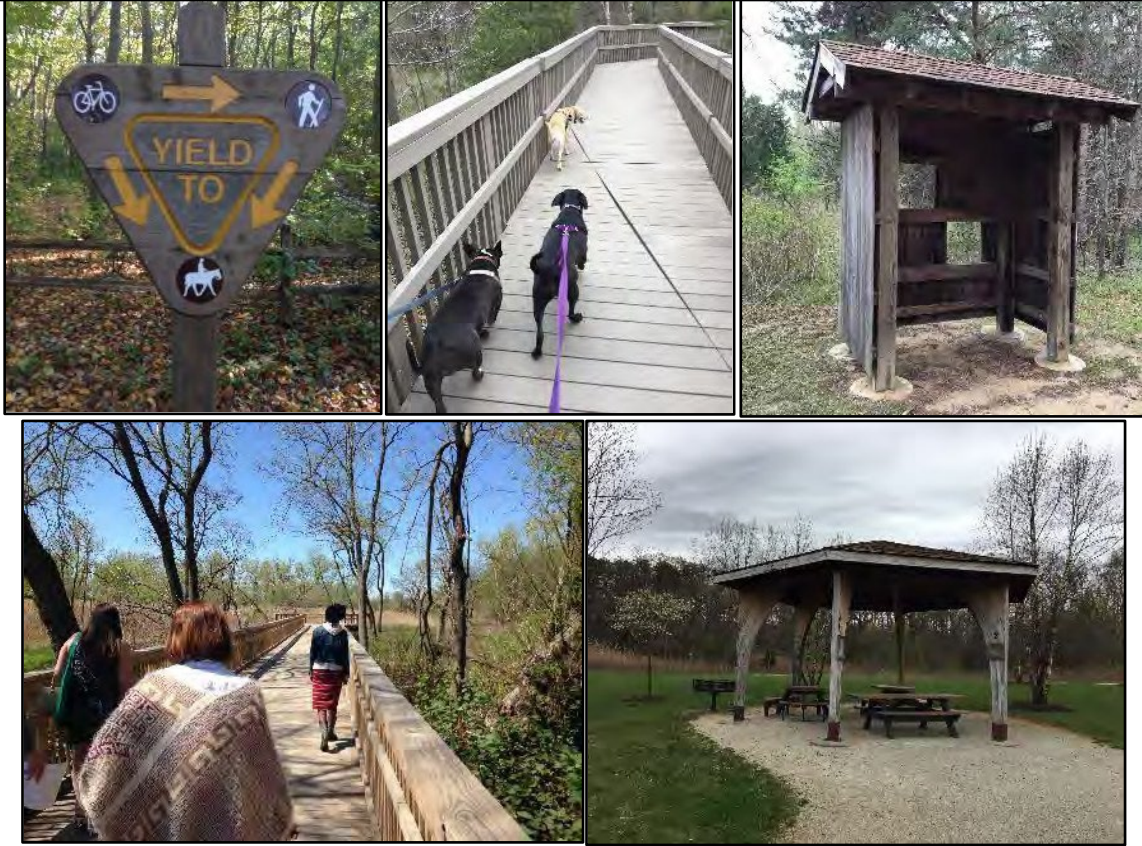
- |  |                     |
|--|---------------------|
| 1. Minimum Lot Size:   | 3 acres             |
| 2. Maximum Building Height:  | 3 stories / 40 feet |
| 3. Maximum Lot Coverage:   | 80 percent          |
| 4. Appropriate passive outdoor recreational areas shall be provided and shall include suitable landscaping, sitting and walking areas. |                     |

The standards for minimum tract size and maximum impervious coverage set forth above shall be applicable to the entirety of Sub-District 5, as a whole, and not on a lot-by-lot basis in the event of future individual subdivisions or other property divisions within Sub-District 5.

With respect to the development of Sub-District 5a with a utility-scale solar array, any panels associated with such array shall be located only on those areas shown on Figure 13 as being “eligible for solar development.” These areas are limited to the existing capped areas of the closed Belford landfill. Ancillary equipment, such as inverters, interconnection lines, switchgear, concrete pads, poles, and the like, may be located off the capped landfill areas so long as any such equipment is installed pursuant to relevant construction or electrical code. With respect to Item 4, above, any solar project development shall take into consideration the objective to provide passive outdoor recreation, but any such outdoor recreation, walking trails, or sitting areas shall be installed respecting the solar equipment associated with the array and in accordance with any applicable electrical or construction code.

Port Belford Redevelopment Plan  
Middletown Township, Monmouth County, New Jersey

**Preferred Open Space and Recreation Amenities (Trail Signage, Elevated Walkways, Observation Decks, Pavilion and Picnic Areas, etc.)**



### **5.2.6 Sub-District 6: Utilities and Services**

Current to the time of adoption of this Redevelopment Plan, sub-district 6 encompasses the Middletown Township Sewerage Authority, as depicted in Figure 14. This Redevelopment Plan acknowledges that sub-district 6 serves as a prime location for a linkage between the ferry terminal and parking area to the north with the southern portion of the redevelopment area along Center Avenue to the south.

The goals of Sub-District 6 are as follows:

1. Maintain and enhance existing utilities and services, as necessary.
2. Encourage linkages and facilitate circulation of both vehicular and non-vehicular transportation.

To further the goals outlined above, this Redevelopment Plan allows the continuation of existing uses, bulk, and design standards in Sub-District 6. It is the intention of the Redevelopment Plan for Sub-District 6 to develop pursuant to the underlying zoning standards. Existing uses shall be grandfathered, but any changes or expansions of such uses in Sub-District 6 shall be subject to the standards outlined in §540-604 Architectural and building design standards of the Middletown Township Code.

## **5.2 Relationship to Zoning and Land Use Development Regulations**

To implement this Redevelopment Plan consistent with the objectives stated herein, the redevelopment area shall be redeveloped in accordance with the standards detailed in this Redevelopment Plan, except where otherwise noted.

## **5.3 Permitted Uses**

The permitted uses of each of the sub-districts of the Port Belford Redevelopment Plan shall be as indicated in Table 1.

Port Belford Redevelopment Plan  
Middletown Township, Monmouth County, New Jersey

**Table 1: Permitted Uses**

Use	Sub-District 1: Port Belford Ferry District	Sub-District 2: Port Belford Maritime Village	Sub-District 5: Open Space and Recreation
<b>Residential Uses</b>			
Bed and breakfast		x*	
Multi-family development	x	x*	
Mixed-use development (first floor retail uses with residential units)	x		
* Only permitted in Sub-District 2a: Waterfront Multi-Family Residential			
<b>Retail Uses</b>			
Retail uses	x	x	
Convenience store	x	x	
Bait and tackle shop		x	
Banquet or reception hall (with or without outdoor seating)	x		
Bicycle sales and repairs	x	x	
Walkway with concession stand, kiosk	x	x	
Coffee shop	x	x	
Markets (farmers', fish, flea)	x	x	
Specialty grocery store	x	x	
Ice cream parlor	x	x	
News stand	x	x	
Outdoor storage/display of goods sold on-site		x	
Prepared food retail (bakery, pizzeria, etc.)	x	x	
Restaurant (with or without outdoor seating)	x	x	
Health spa / gym / fitness center	x		
<b>Transportation Uses</b>			
Bicycle share and rentals	x	x	x
Boat charter service	x		
Bus terminal	x		
Commuter parking lot	x		
Ferry terminal	x	x	
Heliport	x		
Parking garage	x	x	
Shuttle service	x		
Stand for taxi/limo/car share service	x	x	
Surface parking	x	x	x
Pedestrian ferry	x	x	
<b>Water-Oriented Uses</b>			
Aquarium		x	

Port Belford Redevelopment Plan  
Middletown Township, Monmouth County, New Jersey

Boat building and repair		x	
Boat lift	x	x	

Port Belford Redevelopment Plan  
Middletown Township, Monmouth County, New Jersey

Use	Sub-District 1: Port Belford Ferry District	Sub-District 2: Port Belford Maritime Village	Sub-District 5: Solar, Open Space and Recreation
Commercial fishing operation		x	
Docking and landing facility	x	x	
Fish and seafood processing facility		x	
Fishing charters / party boat	x	x	
Fishing equipment repair and fabrication		x	
Marina	x	x	
Marine / fisher equipment storage		x	
Seafood processing, packaging, and distribution		x	
<b>Public Recreational Uses</b>			
Children activity center	x	x	x
Fishing / crabbing		x	x
Fitness Trail	x	x	x
Nature Study /Education Area	x		x
Osprey viewing platform			x
Outdoor amphitheater	x	x	x
Public gathering place (park, esplanade)	x	x	x
Playground	x	x	x
Public waterfront access	x	x	x
Public boat launch/ramp	x	x	x
Wildlife bird watching photography			x
<b>Agricultural Uses</b>			
Aquaculture uses		x	
Fishery		x	
Road side farm stand	x	x	
Wildlife refuge			x
<b>Service Organizations</b>			
Civic center	x		
Community center (environmental or interpretive center)	x	x	x
Garden club	x	x	x
Museum or historical society	x	x	x
Research and academic facilities (related to resiliency, and marine and historical uses)	x	x	x
<b>Utility Uses</b>			



Port Belford Redevelopment Plan  
Middletown Township, Monmouth County, New Jersey

Use	Sub-District 1: Port Belford Ferry District	Sub-District 2: Port Belford Maritime Village	Sub-District 5: Solar, Open Space and Recreation
Commercial communication antenna or tower	x	x	
Commercial wind farm (small scale)	x		
Electric, gas, water and sewer line	x	x	
Radio communication center	x	x	
Solar arrays	x	x	x
Stormwater management facilities and structures	x	x	
Telephone communication center	x	x	
Utility equipment building	x	x	
<b>Temporary Uses</b>			
Food trucks	x	x	x
Fair ground			x
<b>Miscellaneous Uses</b>			
Solar energy production facility <sup>1</sup>	x		x
Dredge spoil facility			x
<b>Accessory Uses</b>			
All uses open to public	x	x	x
Any use that is typical or customarily accessory and incidental to a permitted use	x	x	x

<sup>1</sup> As used in this Redevelopment Plan, the following terms shall have the meanings set forth below:

1. "Solar energy production facility" shall mean a solar energy system principally used to capture solar energy and convert it to electrical energy for sale to a utility for off-site uses. Solar energy production facilities may consist of one or more freestanding ground- or roof-mounted solar collector devices, solar-related equipment and other accessory structures and buildings including light reflectors, concentrators, and heat exchangers, substations, electrical infrastructure, transmission lines and other appurtenant structures and facilities.
2. "Solar energy system" shall mean a system of panels or other solar energy devices, including solar-related equipment, the purpose of which is to provide for the collection, inversion, storage, and distribution of solar energy for electricity generation, space heating, space cooling or water heating.
3. "Solar-related equipment" shall mean items including but not limited to a solar photovoltaic cell, panel, or array, or solar hot air or water collector device panels, lines, pumps, batteries, mounting brackets, framing and possibly foundations used for or intended to be used for collection of solar energy.



## **6. Circulation Plan** ●

As has been identified throughout the public outreach process, it is important to recognize and emphasize the opportunities for enhanced connections in the Port Belford Redevelopment Area. This Redevelopment Plan outlines enhanced connections that will improve: access between the redevelopment area and the Route 36 Corridor; and travel *within* the redevelopment area, encouraging more interaction among the various activities and land uses envisioned for Port Belford.

It is noted that extensive reconfiguration of the existing roadway network to the north of Route 36 and in the greater Port Belford neighborhood would be difficult, as evidenced by such obstacles as the configuration of the developed portions of the redevelopment area and the extensive wetlands constraints. For this reason, new or enhanced vehicular connections are not likely, and as such, most of the circulation recommendations made by this Redevelopment Plan focus on enhancements to pedestrian and bicycle connections. The recommendations outlined in this circulation plan serve to support the effort to create the Port Belford area as a transit-oriented development, in which it can serve as a multi-modal neighborhood that connects multiple aspects of the community through biking, pedestrian alternatives, hiking, and public transportation. The circulation recommendations are described in the following subsections and are depicted in Figure 15.

## **6.1 Bridge Connections**

The Compton Creek was formerly traversed by a movable swing bridge, which connected Main Street, until the bridge's removal in 1987 due to high upkeep costs. However, the Township is vested in investigating opportunities to reestablish the Compton Creek connection. However, the Compton Creek is a federally controlled navigable channel. As such, the development of a new bridge to reestablish the connection across the Compton Creek will be subject to the following:

1. The vertical under clearance shall not restrict the passage of vessels within the waterway per federal mandate, and will be subject to a high level fixed span. High level fixed span requirements are determined and governed by the US Coast Guard.
2. Any applicable regulatory permits, alternatives analyses and studies (including identification of any anticipated dredging, boat size needed for clearance, etc.), and the standard public hearing process required by the US Coast Guard or US Army Corps of Engineers, as applicable.
3. Any proposed bridge structure of over 20 feet in length will be owned and maintained by Monmouth County and/or the New Jersey Department of Transportation.

This Redevelopment Plan proposes multiple bridge options across Compton Creek, including two potential options for reconnecting Main Street across the Compton Creek. The proposed options also include a possible elevated roadway and connector bridge over existing wetlands and the creek or the replacement of the bridge at its previous location. These options are depicted in Figure 16 and are discussed below.

### **6.1.1 Elevated Pedestrian Bridge Options**

The redevelopment plan proposes several options for a new pedestrian bridge and other means for traversing the Compton Creek, as shown on the conceptual land use plan and discussed in this sub-section of the Redevelopment Plan.

In one option, on the northwestern side of the Compton Creek, the pedestrian bridge could extend from an area near the eastern terminus of Port Monmouth Road (close to the Belford Seafood Co-op). On the southeastern side of the Compton Creek, the pedestrian bridge could extend to either the southern end of the service road that runs parallel to Harbor Way or directly to the upper level of the proposed parking deck to the south of Harbor Way. An elevated pedestrian bridge would allow an enhanced view of the New York City skyline as well as the Port Belford neighborhood and its various marine-oriented uses, emphasizing the appeal and uniqueness of the neighborhood.

One of the many challenges associated with this alternative crossing at the center of the historic harbor is that as the pedestrian bridge would traverse portions of the Compton Creek that are used for fishing and other boats, the bridge would have to allow boat clearance below, and as such would have to be developed at a height of at least 60 feet to allow proper clearance of fishing

boats, though official permitted clearance height will be determined by and dependent on US Coast Guard requirements as part of the permitting process. In addition, as discussed in Section 9.5 and shown in Figure 21 of this Redevelopment Plan, a portion of the redevelopment area that encompasses Compton Creek is situated in a historic district. As such, a further challenge is that the bridge will have to be developed at a height and in a manner that does not impact historic viewsheds, as determined by the New Jersey State Historic Preservation Office.

The pedestrian bridge could potentially be accessed via elevator on either anchor/side. If an elevator is used, it would not require a large amount of land area that would otherwise be necessary to allow for a ramp to reach the proper height. Another option is inclusion of a switchback ramp to allow for ADA access while reducing the amount of linear feet needed from any one direction. Additionally, on the eastern side of the Compton Creek, the pedestrian bridge, if anchored to the West of Harbor Way, could connect directly to the elevated flex space associated with the market area. Another option is for the pedestrian bridge to extend to the east, crossing Harbor Way, and connecting to the uppermost floor of the parking deck, which will have elevator access.

A second option is to have a new pedestrian bridge across the mouth of the Compton Creek, between the historic jetty on the northeast and the land at the southwest. In this location, the pedestrian bridge could provide views out into Raritan Bay and beyond and serve as a ceremonial entry arch threshold for arrival of ships into the harbor at Belford, without spoiling the historic character of the existing harbor.

Additional options include swing, draw, and/or floating pedestrian gangways or bridges located along the Compton Creek inlet. An automated pedestrian ferry may also be used in lieu of the other options discussed in this section.

#### **6.1.2 Elevated Roadway and Connector Bridge Alternative 1**

The first alternative for an elevated roadway and connector bridge allowing vehicular access would begin at the western terminus of Harbor Way (located at the southwestern corner of the Bayshore Waterfront Park parking lot), extending to the west over Block 281, Lots 7, 9, 10, 11, and 12, which is primarily wetlands, and connecting with Port Monmouth Road at Block 281, Lot 3. This alternative would greatly improve traffic flow (both vehicular and for pedestrians and bicyclists) in Port Belford, and would enable the redevelopment area to develop in a more cohesive and comprehensive manner. The benefit of locating this connection bridge in this location is that it would be located entirely to the west of all fishing activity and would not interfere with boat travel. The challenges of this alternative involve acquiring appropriate NJDEP permits as well as funding for construction. In addition, this alternative would require acquisition of private property for the realignment of the roadway and construction of the bridge elements on the south side Compton Creek.

#### **6.1.3 Replacement of Main Street Bridge Alternative 2**

The second alternative for a bridge would be the replacement of the Main Street Bridge at its previous location. This bridge also would have to be of sufficient height

Port Belford Redevelopment Plan

Middletown Township, Monmouth County, New Jersey

to allow the passage of boats, which would require significant construction and property acquisition on either side of the creek to allow for the appropriate approaches. Another approach would involve redeveloping a movable swing bridge in the same location where it once stood. This alternative would not be subject to the same height clearance requirements as the first alternative. However, the cost of installing and maintaining a movable bridge may outweigh its potential benefits. Such a project would not likely be eligible for federal funding.

## 6.2 Dedicated Bicycle Lanes

Dedicated on-street bicycle lanes can allow for a more comprehensive network of connections for non-vehicular means of transportation and can help to slow traffic and provide a safer travel experience for cyclists during peak service hours around the ferry commuter parking lot. This Redevelopment Plan recommends installment of on-street dedicated bicycle lanes or parallel bicycle paths, as depicted in a hatched line with circular symbology in Figure 15: Circulation Plan, in the following locations:

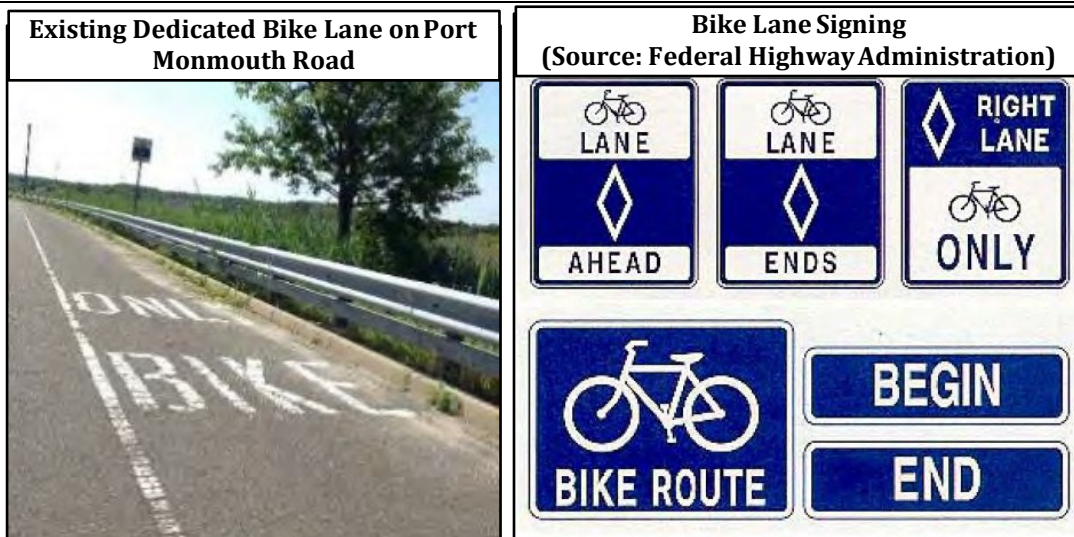


1. **Main Street:** Beginning at the intersection of Main Street with Route 36, continuing to the north as it crosses the Henry Hudson Trail, and extending to the intersection of Main Street with Harbor Way, along the southwest corner of the Bayshore Waterfront Park parking lot;
2. **Harbor Way:** Extending from the intersection with Main Street as stated above, and continuing to the ferry terminal building;
3. **East Road:** Beginning at the intersection of East Road with Route 36, continuing to the north as it crosses the Henry Hudson Trail, and extending to the intersection of East Road with Main Street;
4. **Palmer Street:** Beginning at the intersection of Palmer Street with Main Street, and extending to the eastern terminus of Palmer Street, where a connection for a potential bicycle/pedestrian path is recommended, as described in the following sub-section;
5. **Center Avenue:** Beginning at the intersection of Center Avenue with Main Street, extending to the east to the intersection of Center Avenue with Harbor Way, and continuing to the north along Harbor Way along the TOMSA property; and,

Any dedicated on-street bicycle lanes created through this Redevelopment Plan shall meet Federal Highway Administration (FHWA) standards, including requirements relating to lane width, pavement markings, and signage.

It is also noted that this Redevelopment Plan recommends updated striping and signage for the existing dedicated bicycle lanes that are identified in Figure 15: Circulation Plan, where FHWA standards are not currently met, if applicable.

With respect to Harbor Way and any other proposed bicycle lanes in Sub-District 1 as shown in Figure 15, parallel bicycle paths providing appropriate connectivity within nearby parklands may be substituted for on-street bicycle lanes to avoid potential conflicts with commuter traffic.



### 6.3 Trail Network (Bicycle/Pedestrian Paths)

In addition to the on-street dedicated bicycle lanes or paths recommended above, this Redevelopment Plan also recommends the creation of a network of trails for bicycle and pedestrian access in Sub- District 5: Open Space and Recreation in the eastern half of the redevelopment area, as depicted in square-dotted/hatched lines in Figure 15: Circulation Plan, provided that the proposed trails are compatible with the redevelopment of this area as permitted under this Redevelopment Plan.



This Redevelopment Plan envisions the purpose of a trail network in the open space and recreation area to be threefold: 1) it can provide enhanced recreation opportunities for residents and visitors of the Port Belford area; 2) it can serve to provide a direct connection from the Henry Hudson Trail to the ferry services; and, 3) it would encourage non-vehicular travel throughout the redevelopment area, lessening the strain on the roadway network and commuter parking lot.



Figure 15: Circulation Plan depicts various alternatives where the proposed trail network can serve as connections to the existing roadway network and Henry Hudson Trail. Trail networks and connections are conceptual in nature, and should require adequate separation, buffering, and screening from County and Township service vehicles accessing the existing municipal compost facility and County landfill site. These recommended connections are in the following locations:



1. **Henry Hudson Trail:** One alternative for a trail connection to be created along the Henry Hudson Trail at the southern end of the redevelopment area. This portion of the redevelopment area is mainly comprised of wetlands, and any potential trail connection would have to be elevated. This alternative serves as the most direct linkage from the Henry Hudson Trail into the redevelopment area. The southernmost stretch of this alternative is identified as a potential future path connection, subject to relevant wetland permitting requirements.

**Henry Hudson Trail Signage  
(Freehold, NJ)**



2. **Henry Hudson Trail via Eighth Street:** At the northern terminus of Eighth Street, an elevated path is identified as a potential future path connection to extend to the north and connect to the proposed trail network.
3. **Palmer Street:** As described in the previous sub-section, this alternative would require a dedicated bicycle lane to be created on Palmer Street. At the eastern terminus of Palmer Street, a trail connection is recommended, extending to the east in order to connect with the remainder of the trail network.
4. **Harbor Way:** Two trail connections are recommended here: one at the southeastern corner of the existing commuter parking lot, and another at the northeastern corner of the lot. The northern connection may be developed as a pathway along the beach, with public waterfront access.

The trail network depicted in Figure 15: Circulation Plan represents recommended potential path locations. The exact location of the trail network shall be subject to relevant outside approvals, wetland, regulatory permitting, etc., and ensuring that such trails are compatible with the redevelopment of each sub-district with any permitted use.

#### **6.4 Signage (Gateway / Wayfinding / Evacuation)**

Adequate signage that is strategically placed throughout the redevelopment area can help visitors orient themselves, navigate, and enhance enjoyment of the Port Belford experience. This Redevelopment Plan recommends signage to be installed in various points throughout the redevelopment area, as identified in Figure 15: Circulation Plan, which may include the following types:

1. **Gateway signage**, when located at key entrances to the community, welcomes visitors and can help instill a sense of community identity.

Port Belford Redevelopment Plan  
Middletown Township, Monmouth County, New Jersey



2. **Wayfinding signage and maps** can positively influence how visitors interact with the built environment and is essential for visitors to most efficiently travel throughout the neighborhood.





3. **Emergency evacuation signage** is crucial in emergency evacuation situations, and can help facilitate timely response and reaction.

**Emergency Evacuation Signage**  
(Source: FEMA)



## 6.5 Additional Bicycle Facilities

The Federal Highway Administration identifies that bicycle parking is one of the most important investments in order to improve and encourage bicycle travel in urban areas. As a result of enhanced bicycle facilities (including, but not limited to, bicycle Racks, bollards, lockers, lock-ups, repair stations, etc.) many bicycle owners may be encouraged to make bicycle trips that they might otherwise forego. As such, in order to further the objective of enhancing and encouraging improvements to non-motorized forms of transportation, this Redevelopment Plan encourages the following:

1. **Bicycle Lockers and Lock-ups:** Lockers are stand-alone enclosed designed to hold one bicycle per unit. Bicycle lock-ups are site-built secure enclosures that hold one or more bicycles. The availability of bicycle lockers and lock-ups at transit hubs is important to encourage commuting. Lockers and lock-ups are also effective at sites that require secure long-term parking for a variety of users, such as the ferry terminal building.

**Bicycle Lockers and Lock-Ups**



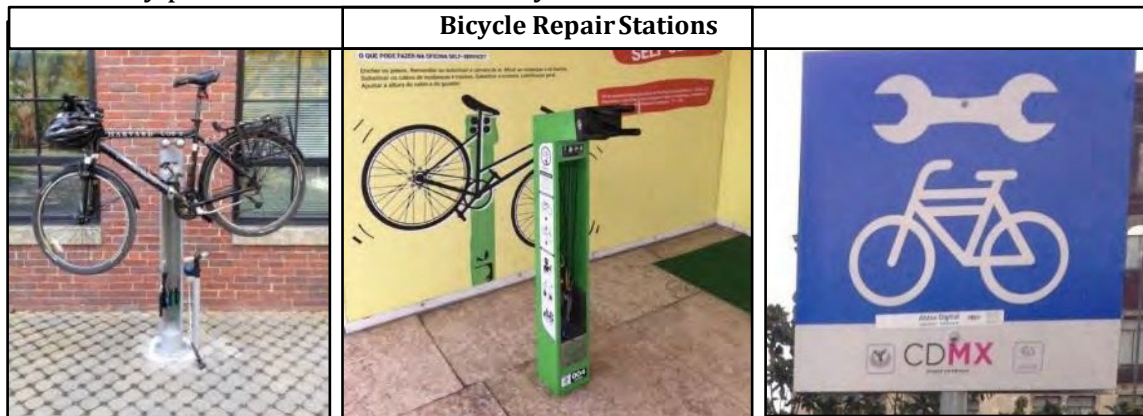
2. **Bicycle Racks and Bollards:** Racks may be located at store entrances or at a central location connected by pedestrian walkways, but not in such a manner as to impede pedestrian flow. The equivalent of one bicycle rack per store entrance is required. Bicycle racks or bollards shall also be provided for at least 15 percent of the occupants of residential dwelling units within the project.

**Bicycle Racks and Bollards**





3. **Bicycle Repair Stations:** Self-service bicycle repair stations are stand-alone facilities equipped with air pumps and an assortment of basic hand tools such as screwdrivers, wrenches, and tire levers. They may also include Quick Read (QR) codes, which can be read by smart phones, with detailed instructions on repairs assistance. Self-service repair stations encourage bicycle ridership as they provide convenience to bicycle riders.



This Redevelopment Plan encourages the installment of the aforementioned bicycle racks or bollards, as indicated in the bicycle symbol in Figure 15, in the following locations in the redevelopment area:

1. At the ferry terminal building.
2. Within close proximity to the seafood co-op / at the western end of the proposed pedestrian bridge.
3. At the Bayshore Waterfront Park parking area.
4. In at least two locations along the proposed bicycle/pedestrian trail network (for example, along the proposed trail branch along the beach, and in a more centrally-located in relation to the remainder of the trail network).

Bicycle lockers and a bicycle repair station shall be located by the ferry terminal for the convenience of bicycle commuters and recreational bicycle users in the area.

It is also noted that this Redevelopment Plan further encourages the use of non-motorized forms of transportation by permitting bicycle sales, rentals, shares, and repairs as permitted uses in Sub-Districts 1, 2, and 4.

**Bicycle Rental (Source: APA Image Library)**



## **6.6 Pedestrian Circulation**

Safe provisions for pedestrian access to and through all parking lots shall be required, including striping, enhanced pavement markings, brick or paver crosswalks, and traffic calming features. Surface parking areas and pedestrian walkways connecting them shall have sufficient lighting in accordance with Township standards. Depending on the purpose and use, sidewalks or pedestrian paths within Sub-District 1 and Sub-District 2a can be between 3 and 6 feet wide.

## **6.7 Bus / Shuttle Service**

In 2007, Middletown Township and Monmouth County introduced a “Dock & Roll” shuttle bus to provide a link between the Belford ferry terminal and the Middletown train station. The service was developed and funded through a unique partnership between the Monmouth County Planning Board and Middletown Township as part of a federally-sponsored transportation planning study to evaluate the need for feeder bus shuttles to Monmouth County train stations. The shuttle serviced both commuters and non-commuters, and was free to all riders.

The Dock & Roll service has since been discontinued, and as of the adoption of this Redevelopment Plan, there is no bus or shuttle service that connects directly to the ferry terminal building or services the Port Belford neighborhood north of Route 36. However, as the development envisioned and recommended by this Redevelopment Plan comes to fruition, the need for enhanced public transportation connections will be paramount for the success of the Port Belford Redevelopment Area. As such, this Redevelopment Plan recommends investigating future opportunities for coordination between Middletown Township, Monmouth County, NJ Transit, or any other relevant stakeholders for the funding and implementation of bus or shuttle services.

This Redevelopment Plan additionally recommends investigating the feasibility of a bus/shuttle service connecting the Port Belford ferry terminal area to Sandy Hook. This alternative would allow visitors from outside of the Bayshore region to stop in and visit Port Belford before or after spending time in Sandy Hook. This service would also enhance regional Bayshore tourism.

Additionally, it is recognized that the development envisioned and proposed in this Redevelopment Plan will encourage day or field trips to the Port Belford area in order to allow visitors to see the seaport, recommended museums, natural areas, etc. To accommodate for educational (maritime, historical, etc.) opportunities for field day



trips from schools, adequate parking for school buses shall be provided in the surface parking areas in Sub-District 1.

## **6.8 Parking Requirements**

This Redevelopment Plan emphasizes the importance of coordinating any potential redevelopment with the enhancement and expansion of the existing commuter parking areas. To that end, this Redevelopment Plan envisions and recommends the development of a parking deck structure with additional surface parking, as outlined previously in this Redevelopment Plan.

This Redevelopment Plan proposes an integrated, mixed-use, and transit-oriented development. Except as explicitly stated otherwise in this Redevelopment Plan, the following parking requirements shall apply in the redevelopment area. In Sub-Districts 1 and 2, once an initial phase of development is completed, parking accommodating future phases may utilize actual measured and documented parking usage of earlier phases to justify further reductions of the parking provided per a shared parking model.

### **6.8.1 Parking for Residential Uses**

The required number of parking spaces for mid-rise buildings, as defined in the Residential Site Improvement Standards (RSIS), shall be **1.5 spaces** per unit notwithstanding the number of bedrooms, which may be satisfied by parking spaces located in the shared parking structure. Visitor parking for the residential uses (which is 0.5 spaces per unit in accordance with the RSIS) is not additive to the 1.5 spaces per unit and will be accommodated on a shared basis within the overall parking supply in consideration of the mixed-use character of the development.

### **6.8.2 Parking for Retail/Commercial Uses**

The required number of parking spaces for retail/commercial uses shall be as follows:

<b>Use</b>	<b>Parking Requirement</b>
Retail	1 space per 275 square feet
Bank	1 space per 250 square feet
Restaurants/Bars (Family/Café)	1 space per 75 square feet
Restaurants (Fast Casual)	1 space per 100 square feet
Office (General)	1 space per 350 square feet
Office (Medical/Dental)	1 space per 275 square feet
Health Spa/Athletic Club	1 space per 2,200 square feet
Hotel	1 per room (including ancillary services)
Microbrewery/Microdistillery	1 per 1,100 square feet
Ferry	N/A

The foregoing parking requirements may be adjusted based upon shared parking as set forth in sub-section 6.8.4 below.

### **6.8.3 Public Parking Garage**

Port Belford Redevelopment Plan  
Middletown Township, Monmouth County, New Jersey

The existing ferry commuter parking lot reaches maximum capacity during peak commuting hours. This Redevelopment Plan recommends the expansion and enhancement of the commuter parking areas through the development of a parking deck and overflow surface parking with no fewer than 1,360 parking spaces, which includes the parking requirements for the initial 240 residential units to be constructed as Phase 1 and connected to the parking deck, at a required ratio of 1.5 spaces per unit as described above. The parking deck is contemplated to be constructed and owned by the County of Monmouth ("County"). In the event that the commuter parking needs are less than as originally anticipated, then prior to commencement of the construction of the Phase 2 residential units (approximately 175 units), the Redeveloper may elect to utilize the excess parking for the Phase 2 parking needs, but no more than at a ratio of 0.5 spaces per unit.

#### **6.8.4 Shared Parking**

Shared parking shall be encouraged for parking lots serving mixed-use commercial and residential buildings and commuter parking. Where necessary, the Planning Board may permit a limited amount of parking to be reserved either for residential or specified commercial uses only; or may restrict the hours that certain spaces are to be used for residential or commercial uses only.

The designated redeveloper responsible for the development of a property within the redevelopment area seeking to satisfy its parking requirement using a shared parking approach shall prepare a parking report such as that generated by a parking model from ULI/ICSC/National Parking Association Shared Parking, Third Edition, as may be updated, or a similar study and/or provide detailed parking testimony to the Planning Board that documents how an adequate supply of parking spaces will be provided to satisfy projected parking demand.

#### **6.8.5 On-Street Parking**

Parallel or angled parking shall be permitted along both street sides in locations deemed safe for vehicular, bicycle, and pedestrian circulation by the Planning Board Engineer.

Parallel parking spaces along driveways, roadways and internal streets shall be a minimum of 7 feet in width and 23 feet in length. If a shared maneuvering area of at least 5 feet is provided between pairs of parallel parking spaces, the parking space shall be 18 feet in length.

#### **6.8.6 Buffering and Screening of Parking Areas**

Parking lot layout, landscaping, buffering, and screening shall be provided to minimize avoid spillover light, glare, noise, or exhaust fumes onto adjacent properties, and provide the parking area with a reasonable measure of shade when trees reach maturity.

Surface lots shall be extensively landscaped. Tree islands are recommended at the ends of each aisle and interspersed within aisle to provide visual relief from long expanses of parking and to guide circulation. In addition, surface parking areas shall be broken up into sections separated from other sections by streets, buildings, or a

landscaped island wide enough to incorporate a pedestrian walkway flanked by five-foot minimum planting strips to support medium-sized shade trees or ornamental trees. The pedestrian walkways shall be designed into the overall pedestrian and bicycle circulation system within the project.

All surface parking lots shall include shade trees, with a caliper of 2.5 inches minimum. The equivalent of one shade tree per 20 spaces is required in landscape islands, and around parking areas.

#### **6.8.7 General Parking Design Standards**

The following general parking design standards shall apply in the redevelopment area.

1. Surface and structured parking are permitted in the front yards of public and private streets.
2. Minimum parking setback to all streets and buildings shall be 8 feet.
3. Up to 20% of total parking spaces may be compact car spaces. The dimensions of compact car spaces shall be 8 feet wide and 16 feet long.
4. ADA parking spaces shall comply with federal regulations.
5. Surface parking lots may be curbed with either granite block or concrete curb, with a curb height of 6 inches. Flush curb is permitted if necessary to comply with stormwater regulations.
6. Parking lots may be constructed of asphalt pavement or concrete pavement and may include porous pavement surfaces as part of the stormwater design requirements.
7. Parking lots shall be paved with a minimum 1.5-inch surface course (9.5M64), minimum 2.5-inch base course (9.5M64) and maximum 6-inch thick dense graded aggregate subbase.
8. Should concrete pavement be used, the minimum thickness of concrete shall be 6-inches with one layer of welded wire fabric or fiber-reinforced concrete on a 6-inch thick dense graded aggregate base course.
9. Hairpin striping shall only be required for surface parking lots, not for structured parking.
10. Entry/exit drives to surface or structured parking shall be at least 50 feet in length from the extended curb line of the roadway providing access.
11. Parallel and angled parking is permitted along all streets within Sub-Districts 1 and 2.
12. Aisle widths for angled parking spaces shall be a minimum of:
  - 30 degree parking – minimum aisle width of 12 feet
  - 45 degree parking – minimum aisle width of 13 feet
  - 60 degree parking – minimum aisle width of 18 feet
13. Sidewalks shall be provided in a comprehensive manner to provide connectivity within parking areas and among various uses. Sidewalks do not need to follow roadways or parking aisles but are to be designed to accommodate pedestrian accessibility needs.
14. No surface parking lot shall contain more than 20 spaces in a row, without interruption by a landscaped divider that is at least 8 feet wide.

- Port Belford Redevelopment Plan  
Middletown Township, Monmouth County, New Jersey
15. No internal islands are required to separate adjacent rows of parking in surface parking lots.

## **6.9 Street Design Standards**

This Redevelopment Plan recognizes the unique character of Sub-District 1 including the Ferry Terminal operations. As Sub-District 1 is a mixed-use development, RSIS design standards should not and do not apply. The following street design standards shall apply in Sub-District 1. RSIS design standards shall apply in Sub-District 2.

1. Minimum curb radius: 15 feet
2. Pavement Cross Slope: 2% for local and collector streets
3. Minimum two-way pavement width: 20 feet if no parking; 22 feet with parking (parallel or perpendicular)
4. Maximum curb-line opening: 70 feet
5. Minimum one-way pavement width: 12 feet
6. The pavement radius for cul de sacs shall be: 40 feet
7. Driveways, roadways and other traveled ways may be constructed of asphalt pavement, concrete pavement or concrete pavers, and may include porous pavement surfaces as part of the stormwater design requirements.
8. All streets are to be paved with a minimum 1.5-inch surface course (9.5M64), minimum 2.5-inch base course (9.5M64) and a maximum 6-inch thick dense graded aggregate subbase.
9. Should concrete pavement be used, the minimum thickness of concrete is 6-inches with one layer of welded wire fabric or fiber-reinforced concrete on a 6-inch thick dense graded aggregate base course.
10. The elevation of streets within the redevelopment area shall comply with the requirements of N.J.A.C. 7:13 with respect to the grade in relation to the flood hazard elevation.
11. Sidewalks may abut the curb lines of streets within the redevelopment area. Sidewalks shall be set back from existing public streets (Port Monmouth Road).
12. Design speed: 30 MPH
13. Minimum radius of horizontal curvature: 50 feet
14. Maximum longitudinal grade within 50 feet of an intersection: 5%
15. Sight triangles at intersections: 25 feet by 25 feet

Streets within the redevelopment area may be private streets and therefore have no defined rights of way associated with them. If required, cross-access easements will be provided along internal roadways to permit usage by the various parcels.

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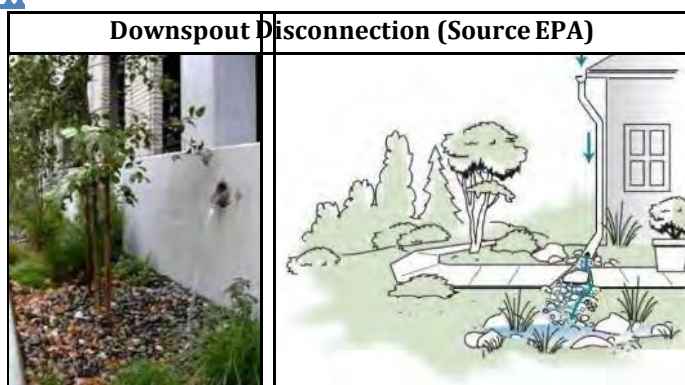


## 7 Green Infrastructure Techniques ●

Green infrastructure refers to a decentralized network of site-specific stormwater management techniques, implemented to reduce the volume of stormwater runoff entering the sewer system while also restoring the natural hydrologic cycle. Implementation of green infrastructure techniques can help to promote resiliency to and recovery from future storms. This Redevelopment Plan strongly encourages the implementation of green infrastructure techniques where **practicable, feasible** and appropriate, as discussed in the following sub-sections.

### 7.1 Downspout Disconnection

Downspout disconnection refers to the rerouting of rooftop drainage pipes to permeable areas, instead of traditional stormwater drainage systems. This allows stormwater runoff from building roofs to infiltrate soil.



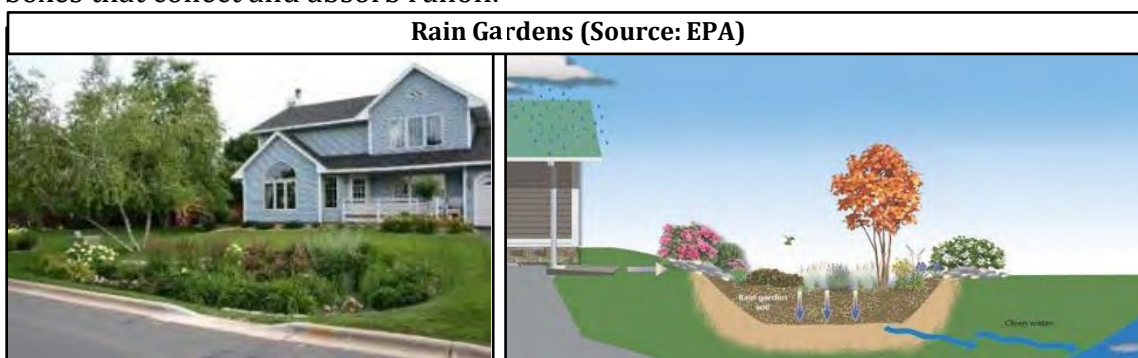
### 7.2 Rainwater Harvesting

Rainwater harvesting systems collect and store rainfall in specialized containment devices (e.g., rain barrels and cisterns) to be used for later use (e.g., watering lawns and gardens). When designed appropriately, rainwater harvesting systems can offer the following benefits to users and to the surrounding environment: they reduce floods in low-lying areas, they reduce soil erosion and contamination of surface water, they reduce demand on ground water and the water system (decreasing water bills), they are free from many chemicals found in ground water and are suitable for irrigation, and they are easy to maintain.



### **7.3 Rain Gardens**

Rain gardens are shallow, vegetated basins that absorb stormwater runoff from impervious surfaces (e.g., rooftops, sidewalks, and streets). Runoff is channeled into rain gardens, and is then used by plants, infiltrated into the ground, and evaporated. They may be installed in a variety of locations, and can be an attractive element of site design. Indeed, they may be installed in any properly graded unpaved space, and in parking lots and paved areas through the construction of specialized planter boxes that collect and absorb runoff.



This Redevelopment Plan encourages the installation of rain gardens where appropriate, while at the same time encouraging property owners to plant less turf grass and more native plants. Specifically, the existing drainage facilities along Harbor Way in Sub-District 1 are recommended to be retrofitted as rain gardens: Sub-District 1: Port Belford Ferry District Land Use Regulating Plan.



### **7.4 Bioswales**

Bioswales are open, linear channels with vegetation, mulching, or xeriscaping that slow stormwater runoff and attenuate flooding potential while conveying stormwater runoff away from critical infrastructure. Like rain gardens, their permeable surface also permits the natural infiltration of stormwater. As linear features, bioswales are particularly well suited to being placed along streets and parking lots. They are often used as an alternative to, or enhancement of, traditional stormwater drainage systems. Bioswales are particularly recommended throughout Sub-District 1: Port Belford Ferry District, along the proposed streets and parking areas.



**Bioswales (Source: EPA)**



## **7.5 Permeable Pavements**

Permeable pavements help to reduce stormwater runoff, which helps to improve the quality of terrestrial waters and mitigate flooding. With traditional (i.e., impervious) pavement, stormwater runs into drains and inlets, which places a burden on such infrastructure, and may result in the discharge of pollutants (e.g., sediment, oil residue, etc.) into terrestrial waters. Permeable pavements, however, infiltrate, treat, or store rainwater where it falls. Key examples of permeable pavements include pervious concrete, porous asphalt, and permeable interlocking pavers.

**Permeable Pavement (Source: EPA)**



**Permeable Pavement  
(Camden, NJ)**



## **7.6 Green Parking**

Parking lots can be designed to incorporate green infrastructure elements. Permeable pavements can be installed in sections of a parking lot, and rain gardens and bioswales can be included in medians and along the parking lot perimeter. Benefits include mitigating the urban heat island and a more walkable built environment.

**Green Parking Areas (Source: EPA)**

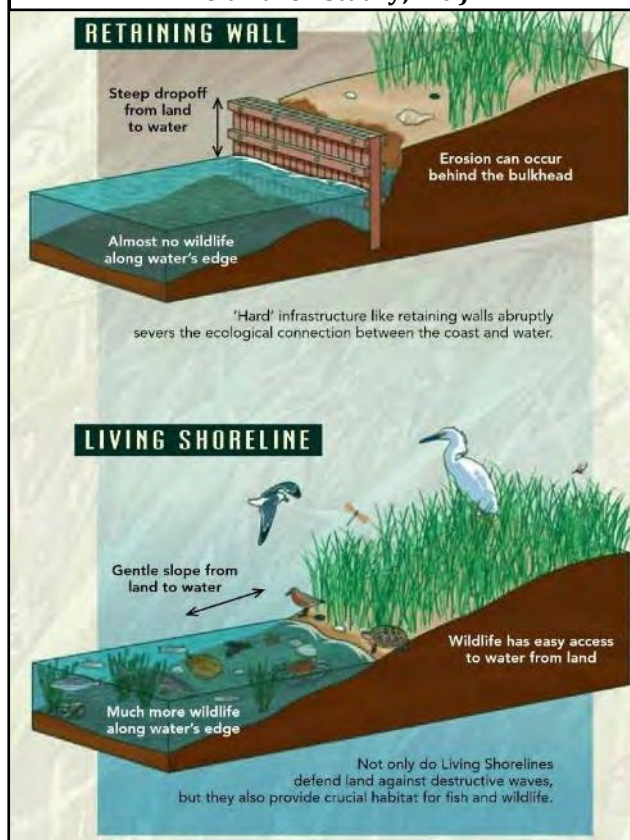


## 7.7 Living Shorelines

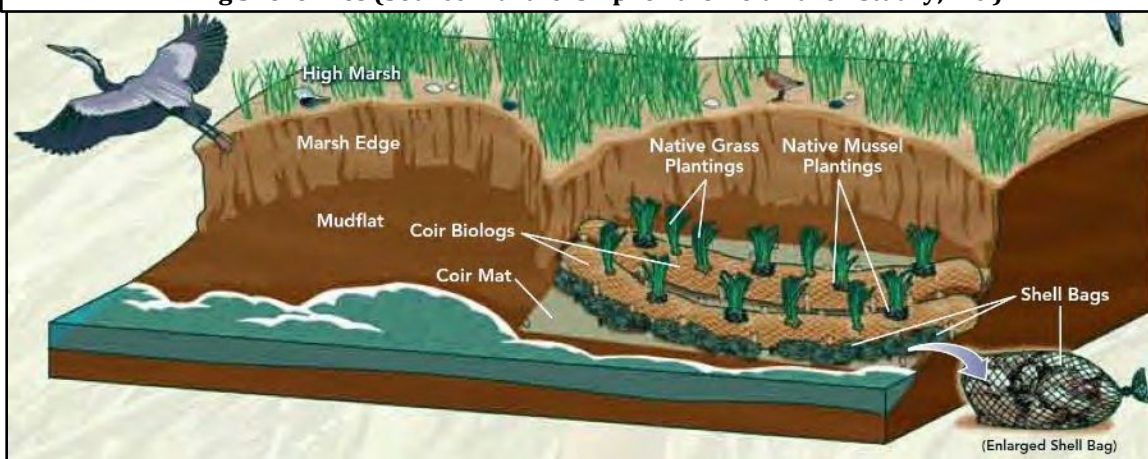
Living shorelines are an approach to shoreline stabilization that uses wetland plants, submerged aquatic plants, oyster reefs, coir fiber logs, sand fill, and stone to provide shoreline protection and maintain important habitat areas. They offer numerous benefits over hardened structures (e.g., bulkheads and concrete walls), including protection of the riparian and intertidal environments, improvement of water quality via filtration of upland runoff, and creation of habitat for aquatic and terrestrial species.

This Redevelopment Plan recommends investigating the appropriateness and feasibility of installing living shorelines along the Raritan Bay coastline within the redevelopment area. In addition, installment of any living shorelines shall not interfere with the improvements currently underway to the bulkhead near the ferry terminal building.

### Living Shorelines (Source: Partnership for the Delaware Estuary, Inc.)



### Living Shorelines (Source: Partnership for the Delaware Estuary, Inc.)





## **7.8 Open Space Preservation**

Preservation of open space areas within and adjacent to developed areas can help to mitigate the water quality and flooding impacts of stormwater. Indeed, natural open space areas promote increased groundwater recharge, lower stormwater runoff, and reduced levels of nutrients and sediment in terrestrial waters. They also help to cool developed areas through evaporative cooling and increased latent heat flux. The use of building coverage and impervious surface limits, tree-save requirements, and noncontiguous clustering are key ways to promote open space preservation through development regulation. Preservation of open space areas is a key recommendation of this Redevelopment Plan, particularly as it applies to Sub-District 5: Open Space and Recreation.

**Open Space Preservation (Source: EPA)**



## **7.9 Recycled Materials**

This Redevelopment Plan encourages the use of recycled materials in construction, including demolition materials from the existing facilities on the premises. Where an existing design standard would preclude the use of a recycled material, including demolition material, the use of the recycled material should take precedence and waive said design standard, where feasible.

## **7.10 Green Roofs**

Green roofs are roofs that are covered with substrate and vegetation that enable the infiltration of rainwater. This not only minimizes stormwater runoff, but also leads to reduced building operating costs and energy consumption by providing improved insulation of the roof surface, and absorbing less heat on the roof surface (i.e., increasing the roof surface albedo over traditional roof surfaces). Flat and low-pitched roofs are most suited to green roof development and retrofitting therewith. This Redevelopment Plan encourages the installation of green roofs, where appropriate.

**Green Roof (Source: EPA)**



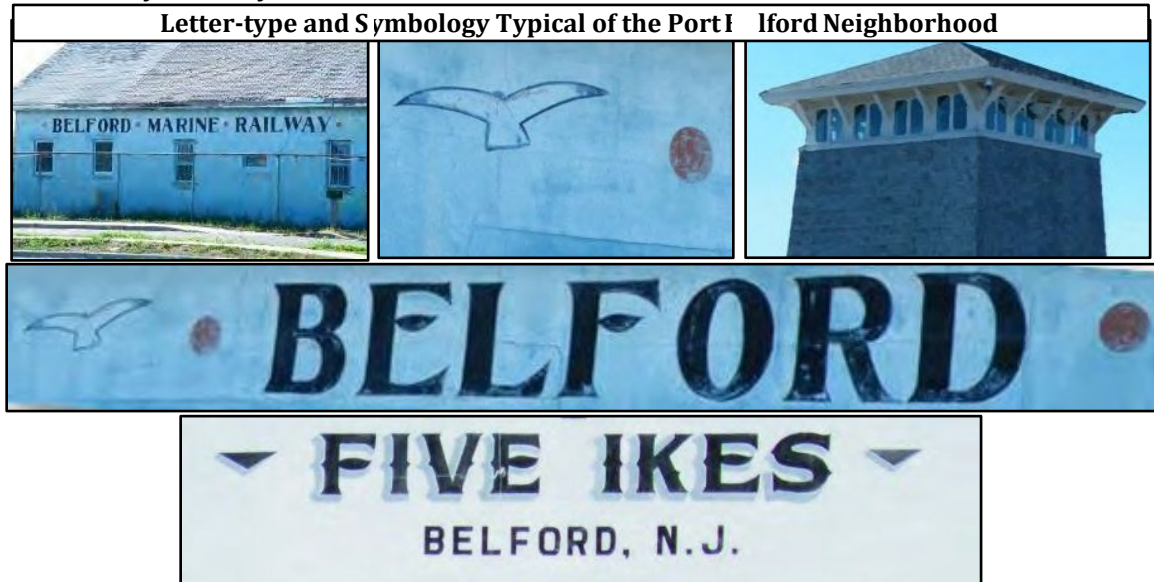
## 8. Design Standards ●

Any proposed redevelopment of the redevelopment area shall comply with the design standards that are outlined in the following sub-sections. All redevelopment activities are also subject to applicable state and federal requirements, and the redeveloper shall be responsible for ensuring compliance with all applicable standards and obtaining necessary state and federal permits prior to the issuance of any construction permits.

The standards presented here are meant to provide some degree of flexibility to account for market and regulatory fluctuations, while ensuring that the goals and objectives of the Redevelopment Plan are achieved.

### 8.1 Architectural Design Standards

Buildings within the redevelopment area will incorporate architectural elements and materials consistent with the established maritime theme of the Port Belford neighborhood. This Redevelopment Plan encourages development styles that embrace and look to established local Port Belford design types for inspiration. Examples of local design types that may be incorporated into a proposed development include existing iconography, symbols, font types, or other defining imagery that reflect the Port Belford style. Some examples include the font type on the Belford Marine Railway building or fishing boats, or the use of the seagull symbol (also on the Belford Marine Railway building) or the tower on the ferry terminal building as neighborhood icons or symbols. The use of consistent design standards and imagery throughout the redevelopment area can help to instill a sense of community identity.



All architectural elements and building materials are subject to review and approval by the Middletown Township Committee, acting as the redevelopment entity.

## **8.2 Landscaping**

Any portion of the Redevelopment Area that is not absolutely required for buildings or parking will be devoted to public plazas and green space. These areas will be designed to provide:

1. Amenities for the residents, employees, shoppers, and visitors to the site.
2. A lively human-scale street environment.
3. Protection for environmentally sensitive resources.
4. Mitigation of “heat island” effects.
5. Minimize use of potable water for irrigation.
6. A workable pedestrian and bicycle circulation system.

The redeveloper will prepare a landscaping and open space plan for review by the Planning Board. The plan will be prepared by a landscape architect licensed in New Jersey and specifically address and demonstrate how each of the above objectives is achieved. The landscaping and open space plan with respect to Sub-Districts 3, 4, and 6 shall comply with Chapter 540-622 of the Township Code. No application for site plan approval shall be submitted to the Planning Board until the landscape plan has been reviewed and approved by the redevelopment entity.

Redevelopment of Sub-District 2a: Waterfront Multi-Family Residential shall include provisions for the installment of a green buffer along the western edge of the site, to allow for proper screening from the residential development adjacent and to the west. A buffer also is proposed to the commercial fishing operations and Port Belford seafood co-op to the east.

## **8.3 Lighting Requirements**

The following standards shall apply for lighting within the redevelopment area:

### **8.3.1 General**

1. All exterior lighting shall be designed to prevent glare onto adjacent properties.
2. Pedestrian pathways shall be clearly marked and well-lit.
3. Lighting should be sufficient for security and identification without allowing light to trespass onto adjacent sites.
4. Exterior lighting, including interior lighting for exterior identification signs, shall be L.E.D. (light emitting diodes) or equivalent energy saving technology available at the time of construction, depended upon availability of suitable architectural lighting.
5. Light fixtures attached to the exterior of a building shall be architecturally compatible with the style, materials, colors, and details of the building and shall comply with Township building codes.



6. The type of light source used on the exterior of buildings, signs, parking areas, pedestrian walkways, and other areas of site, as well as the light quality produced, shall be the same or compatible.
7. Facades shall be lit from the exterior, and as a general rule, lights should be concealed through shielding or recessed behind architectural features.
8. This Redevelopment Plan recommends a King Luminaire K-199 lighting fixture on a Cleveland Style pole to 13-foot mounting height, or comparable designs with maritime design elements, as depicted below.



### 8.3.2 Spacing and Heights

1. Decorative lampposts, not greater than 13 feet in height, shall be provided at regular intervals along all commercial or mixed-use streets, parking areas, sidewalks, walkways, courtyards, community greens, and interior open spaces throughout the Redevelopment Area.
2. Lighting standards shall be consistent throughout the redevelopment area.
3. In parking lots, post heights may be extended to a maximum of 16 feet.

## 8.4 Permitted Signs

### 8.4.1 General

The redeveloper will prepare a comprehensive sign plan as part of the site plan process that will identify, locate, and illustrate each proposed sign within the project. In addition to those types of signs set forth below, the sign plan shall include details for proposed pedestrian-oriented signs, e.g., canopy fringe signs, blade signs, sandwich boards, and the like. The sign plan shall conform to standards as set forth in this Redevelopment Plan and demonstrate to the satisfaction of the Middletown Township Planning Board that an appropriate amount of signage is being used and that the following performance standards have been met:

1. The requested signage is necessary for the reasonable identification of the redevelopment area tenants.
2. The requested signage will not contribute to visual clutter.
3. The requested signage will not present any safety hazards.
4. The requested signage will complement the architectural style of the development.
5. All signs will be professionally designed and constructed of a durable material.
6. No sign will be illuminated in a manner that permits any light to shine or cause a nuisance to an adjacent residential use.
7. Freestanding signs will be consolidated at strategic locations and may be ground-based or pole-mounted.
8. Façade signs will complement and not interfere with, be out of proportion with, or cover over a building's architectural details.
9. Tasteful roof signs may be incorporated, but only to identify the overall location of Port Belford and not for commercial enterprise.
10. The gateway structure may also contain a sign only to identify the overall location of Port Belford and not for any commercial enterprise. The size of such sign shall be compatible and appropriate in consideration of the overall gateway structure.

#### **8.4.2 Wall-Mounted Signs**

Wall-mounted signs shall conform to the following standards:

1. The sign shall be affixed to the entrance façade of the building.
2. No part of a sign shall be higher than 20 feet above the front sidewalk elevation, and shall not extend above the base of the second-floor windowsill, parapet, eve, or building façade, except for painted signage and integral building branding, such as the "Belford Marine Railway" signage shown in image included in Section 8.1 of this Redevelopment Plan.
3. Limited to one sign per business but one additional wall-mounted sign shall be permitted on any side or rear entrance that is open to the public for a maximum of two signs for any one business. Such wall sign may only be lighted by an exterior source during the operating hours of business. No backlighting is permitted.
4. Wall-mounted signs shall not exceed an area equal to 10% of the wall of the building or portion thereof devoted to such use or activity upon which they are mounted.
5. Wall-mounted building directory signs identifying the occupants of a commercial building shall not extend above the parapet, eve, or building façade.
6. Applied plastic letters shall not be permitted.
7. All wall-mounted sign shall be approved by the Planning Board.

#### **8.4.3 Free-Standing/Monument Signs**

Free-standing and monument signs shall conform to the following standards:

Port Belford Redevelopment Plan  
Middletown Township, Monmouth County, New Jersey

1. Free-standing signs shall only be permitted in Sub-District 1.
2. Free-standing signs shall not exceed 250 square feet in size and 30 feet in height.
3. Free-standing signs shall be setback a minimum of 10 feet from the curb line of any internal roadway.
4. Monument signs shall be permitted within any sub-district of the Redevelopment Area.
5. Monument signs within Sub-District 1 shall not exceed 150 square feet in size and 12 feet in height.
6. Monument signs with Sub-Districts 2, 3, 4, 5, and 6 shall not exceed 100 square feet in size and 12 feet in height.
7. Monument signs shall be setback a minimum of 10 feet from the curb line of any internal roadway within Sub-District 1.
8. Monument signs shall be setback a minimum of 10 feet from the right of way of any public street or if there is no right of way, setback a minimum of 10 feet from the curb line of any internal roadway.
9. The sign shall be affixed to the entrance façade of the building.

#### **8.4.4 Other Site Signage**

In addition to the standards set forth above, the following standards shall also apply:

1. Entrance, exit, identification, directional and conditions-of-use signs are permitted in conjunction with off-street parking facilities and are not to exceed eight (8) square feet in size and five (5) feet in height.
2. No directional sign shall be so located that it will interfere with the safe operations of vehicles within the off-street parking facility or while entering or leaving the facility.
3. Any development shall adhere to the sign package for the development as approved by the Planning Board.

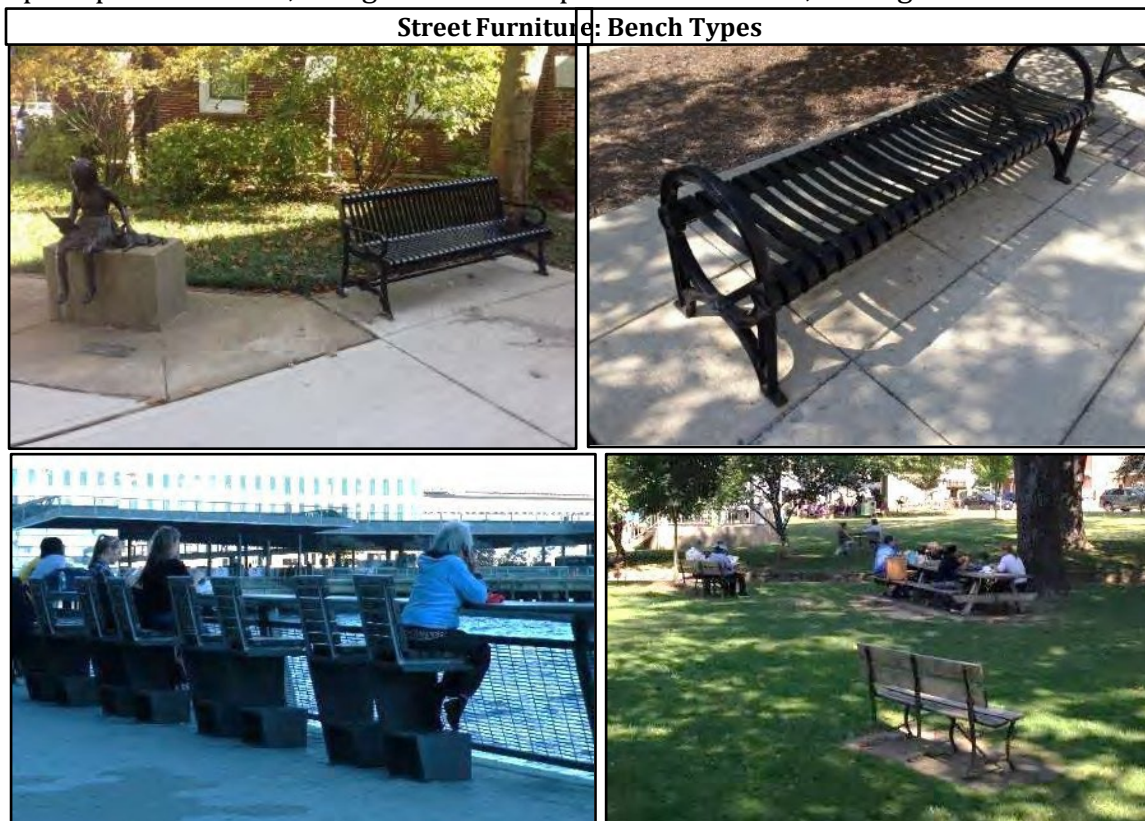
#### **8.5 Street Furniture**

Street furniture are components of public space in the urban environment that encourage passersby to interact with their environment and enhance the urban experience. Examples of street furniture include, but are not limited to, such elements as benches, picnic tables, lighting, planters, drinking fountains, public fountains, monuments, sculptures, public art installations, pop-up parks, mobile library kiosks (Little Free Libraries), maps and signage, educational and informational installations, newsstands, kiosks, and pavilions. Street furniture also includes the bicycle facilities discussed in Section 6.5 of this Redevelopment Plan. Some examples of preferred street furniture types are depicted in the imagery below.

Street furniture can have various positive impacts on a neighborhood, including the following:

1. Provide comfort (such as benches and seating);
2. Perform a specific function (such as a bicycle rack providing a place to keep a bicycle or a water fountain providing fresh drinking water);
3. Encourage recreation;
4. Add style and instill a consistent design palate throughout the neighborhood or development (this can be accomplished through signage or public art installations);
5. Increase pride in an area and sense of community/neighborhood identity; and,
6. Reduce vandalism, encouraging more people to spend more time in public spaces, increasing the number of “eyes on the street.”

In order to achieve the positive impacts state above, this Redevelopment Plan strongly encourages the installation of any of the street furniture previously mentioned throughout the redevelopment area in such areas as public gathering and open space locations, along the streetscape and waterfront, among others.





Port Belford Redevelopment Plan  
Middletown Township, Monmouth County, New Jersey

**Recommended Street Furniture  
(Clocks, Planters, Little Free Libraries)**



**Recommended Street Furniture (Kiosks/Signage, Parklets, Monuments/Art)**



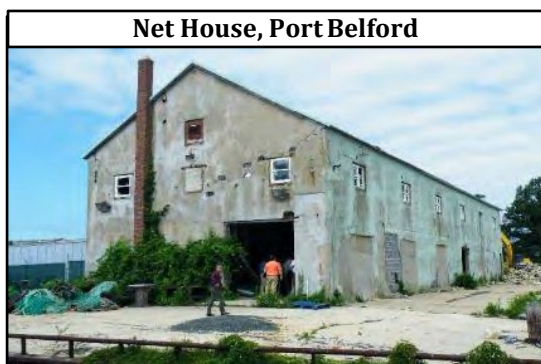
## **8.6 Adaptive Reuse**

Adaptive reuse is a process of reestablishing or redesigning an old, disused, or ineffective site or building into a new building or structure that can be used for a different purpose that is in line with current needs. The process involves the reconditioning of the existing structure to modern day standards and requirements, while preserving the original structure's distinctive architectural features. Some of the benefits of utilizing adaptive reuse in redevelopment include the following:



1. **Environmental Benefits:** Reduces the energy expended associated with the production of a building, including the acquisition of natural resources, manufacturing of materials and equipment, and product transport and delivery. Developments created through the adaptive reuse process are more environmentally sustainable than entirely new construction.
2. **Social Benefits:** Restores and maintains the significant heritage associated with a building, helping to ensure its longevity.
3. **Economic Benefits:** For property owners and developers, adaptive reuse offers vast cost savings compared to new construction and allows the leveraging of existing amenities. Adaptive reuse, when done at the right scale, can help a community facilitate the return of needed services, businesses, and educational opportunities to people in neighborhoods that need such services most, which can in turn spur jobs and economic growth.

Adaptive reuse is an essential part of this Redevelopment Plan, which focuses on embracing the established and historical maritime nature and design of Port Belford in redevelopment. As such, this Redevelopment Plan encourages the implementation of adaptive reuse techniques where appropriate within the redevelopment area. Specifically, the net house structure at the seafood co-op property in Sub-District 2: Port Belford Maritime Village District, has been identified as appropriate for adaptive reuse in the 2012 Belford Neighborhood Revitalization Plan. Adaptive reuse of the net house should serve to support the active fishing community and may be redeveloped as a restaurant. Other appropriate uses could include museum, community center, gallery, bed and breakfast, or banquet hall.



## 8.7 Loading and Service Areas

Loading and service shall be located to the side or rear of buildings unless a more appropriate location is approved by the Planning Board. Screening and landscaping shall be provided to minimize direct views of the loading areas and their driveways from adjacent properties or from the public right-of-way. Screening and buffering shall be achieved through walls, fences, and landscaping. Screening shall be a minimum of six feet high and shall be visually impervious. Recesses in the building, or depressed access ramps, may be used.

Befitting a walkable area, in Sub-District 1, vehicles accessing loading or service areas for buildings may use any paved area, including driveways and streets to maneuver into loading/service spaces, except along the roadway of Harbor Way or the ferry landing plaza.

Port Belford Redevelopment Plan

Middletown Township, Monmouth County, New Jersey

The number of loading docks will be based upon the anticipated needs of the various uses within the redevelopment area. The size of the loading areas shall be commensurate with the needs of the uses to which they serve and the typical size of delivery vehicles excepted.

## **8.8 Refuse and Recycling Requirements**

Shared refuse storage facilities shall be utilized where available and practical. The storage of refuse shall be provided inside building(s) or within an outdoor area in the rear of the property, screened around the perimeter by walls faced with brick or stone at a minimum height of seven feet with a gate or door. Such a wall shall be capped on the top.

## **8.9 Utility Pipe Materials**

Storm sewer pipes may consist of reinforced concrete pipe (RCP), high density polyethylene pipe (HDPE), corrugated metal pipe (CMP), ductile iron pipe (DIP) and/or poly-vinyl chloride pipe (PVC).

Sanitary sewer pipe may consist of poly-vinyl chloride pipe (PVC) and/or ductile iron pipe (DIP).

Water mains may consist of ductile iron pipe (DIP) and/or C900 PVC pipe.

## **9. Environmental Constraints and Permitting**

Because of the vicinity of the redevelopment area to the Raritan Bay, along with its unique geography, the redevelopment area has various environmental constraints. The redevelopment area is in wetland areas, flood hazard areas, and the CAFRA zone. Additionally, the redevelopment area is host to threatened and endangered species and a historic district, has a large area of historic fill, and is within close proximity to a site on the New Jersey list of known contaminated sites. Any development of the redevelopment area may be subject to the federal or state restrictions and/or permits as described below.

### **9.1 Wetlands**

The redevelopment area is adjacent to the Raritan Bay, which is tidally influenced. There are also large portions of the redevelopment area located within wetland areas, as mapped by the New Jersey Department of Environmental Protection (NJDEP) and depicted in Figure 17. Wetland areas as shown in Figure 17 are subject to change based on the issuance of a Freshwater Wetlands Letter of Interpretation from NJDEP.

In addition, there are three wetlands mitigation areas in the redevelopment area, which are all located on the County-owned tract (Block 306, Lot 66). These areas are mapped in Figure 17. The NJDEP approved the constructed wetland mitigation areas, totaling 14.4 acres in area, in 2006. The three wetland mitigation areas were subsequently deed restricted.

Any disturbance located in the wetland areas or the associated buffers are regulated by the NJDEP Division of Land Use Regulation. As such, any proposed development in the redevelopment area may require any of the following permits (contingent on proposed onsite improvements):

1. Freshwater Wetlands Permit (General Permit or Individual Permit) for any work proposed in the wetlands or wetlands buffer. It is important to note that the wetland boundaries would have to be surveyed by a wetland scientist.
2. Flood Hazard Area Individual Permit for work in the streams, Flood Hazard Areas and/or riparian buffers.
3. Coastal Area Facilities Review Act (CAFRA) Permit for the activities located 100 to 500 feet landward of the Mean High Water Line (MHWL) of the Raritan Bay
4. Waterfront Development Permit for any activities located below the MHWL of the Raritan or associated tributaries
5. Tidelands Bureau approval (License, grant, lease) for any in-water work that does not presently have a tidelands conveyance
6. Federal Permit includes – Army Corps of Engineers Permit for work below the MHWL of the navigable water

There are no mapped coastal wetlands in the redevelopment area. If the proposed project includes work below the MHWL, the disturbance to subtidal shallows and

shellfish habitat would have to be reviewed and minimized to the greatest extent possible.

If any future development involves greater than one acre of site disturbance and the increase of more than  $\frac{1}{4}$  acre of impervious surface, the project is classified a major project and Stormwater Management is required. This information would be submitted with the NJDEP Land Use Permit Applications.

## **9.2 Flood Hazard Areas**

The flood hazard areas are mapped in the preliminary Flood Insurance Rate Maps (FIRMs), which were issued by FEMA on January 30, 2015 and can be found in Figures 18 and 19. The mapped flood hazard areas as shown in Figures 18 and 19 are subject to updated mapping by FEMA. The preliminary FIRMs map two designated flood zones in the Port Belford Redevelopment Area, as follows:

1. **VE Zone:** The VE (or velocity) zone includes areas subject to inundation by the one-percent-annual-chance flood event with additional hazards due to storm-induced velocity wave action. Base Flood Elevations (BFEs) are derived from detailed hydraulic analyses and are indicated by the elevation provided. Among other criteria, the lowest horizontal structural member of a proposed structure must be located above the BFE in VE zones. The VE zones in the redevelopment area include the Ware Creek and its associated wetlands in the eastern half of the redevelopment area, ranging from a BFE of 14 feet to 17 feet. There are also VE14 and VE17 zones along the waterfront bulkheading in Sub-Districts 1 and 2.
2. **AE Zone:** The AE zone includes areas subject to inundation by the one-percent-annual-chance flood event determined by detailed methods mentioned above, but are not subject to velocity wave action flooding. The AE zones in the redevelopment area also include the Ware Creek and its associated wetlands, with a BFE ranging from AE12 to AE14. Sub-District 4: Center Avenue Business and Residential District and Sub-District 6: Utilities and Services are almost entirely encumbered by flood hazard areas with BFEs of AE11 and AE12. Sub-District 3: Multi-Family Residential is entirely encumbered by flood hazard areas with BFEs of AE12 and AE13. Sub-District 1: Port Belford Ferry District and Sub-District 2: Port Belford Ferry Maritime Village District are encumbered by flood hazard areas with BFEs ranging from AE11 to AE 13, as shown in Figure 19.
3. **500-Year Flood Hazard:** These are areas outside of the 100-year flood hazard and projected to have a 0.2 percent chance of an annual flood event. The 500-year flood hazard areas are mapped in Figures 18 and 19, and include the existing commuter parking lot, the former county landfill, the existing Township compost facility, and the eastern terminus of Center Avenue in Sub-District 4.

Any development proposed in the aforementioned flood hazard areas will be subject to applicable FEMA standards. Specifically, any proposed development subject to these standards shall be located at an elevation higher than the BFE.

### **9.3 Coastal Area Facility Review Act (CAFRA) Requirements**

The entirety of the Port Belford Redevelopment Area is located within the CAFRA Metropolitan Planning Area. Policy objectives for the Coastal Metropolitan Planning Area, as outlined in the Coastal Zone Management Rules N.J.A.C. 7:7-13.15(b), are as follows:

1. Guide development and redevelopment to ensure efficient use of scarce land while capitalizing on the inherent public facility and service efficiencies of concentrated development patterns;
2. Accommodate a variety of housing choices through development and redevelopment;
3. Promote economic development by encouraging redevelopment efforts such as infill, consolidation of property, and infrastructure improvements, and by supporting tourism and related activities;
4. Promote high-density development patterns in coastal urbanized areas to encourage the design and use of public transit and alternative modes of transportation to improve air quality, to improve travel among population and employment centers and transportation terminals, and to promote transportation systems that address the special seasonal demands of travel and tourism along the coast;
5. Encourage the reclamation of environmentally damaged sites and mitigate future negative impacts, particularly to waterfronts, beaches, scenic vistas, and habitats;
6. Promote public recreation opportunities in development and redevelopment projects, and ensure meaningful public access to coastal waterfront areas; and
7. Encourage the repair or replacement of existing infrastructure systems where necessary to ensure that existing and future development will cause minimal negative environmental impacts.

Any regulated activities conducted in the redevelopment area will be subject to the Coastal Zone Management Rules N.J.A.C. 7:7-13.17 and 7:7-13.18. Specifically, the rules for redevelopment in the CAFRA Coastal Metropolitan Planning Area regulate the impervious surface and vegetation preservation/planting as described below:

1. Maximum Impervious Cover Percentage: 80 percent of the total net land area
2. Tree preservation percentage for forested portion of site: 10 percent of the total net land area
3. Tree preservation and/or planting percentage for non-forested portion of site: 0 percent of the total net land area

In order to demonstrate compliance with the above requirements, the developer shall be responsible for calculating the net land area of the site. It is important to note that all the regulated activities proposed onsite within the CAFRA Zone will require approval from the NJDEP Division of Land Use Regulation.



The applicant shall also be responsible for meeting any other relevant Coastal Zone Management Rules, as applicable. This shall include submission of a full CAFRA/Waterfront Development Permit Application to the NJDEP Division of Land Use Regulation.

#### **9.4 Threatened and Endangered Species**

Based on NJDEP Digital GIS Landscape Project Data (Version 3.3), there are various areas in the redevelopment area mapped as habitats of threatened and endangered species (as shown in Figure 20), which mapping is subject to updates by NJDEP. The following Threatened and Endangered Species are identified in the redevelopment area:

1. Black Crowned Night Heron (State Threatened)
2. Black Skimmer (State Endangered)
3. Osprey nest and foraging habitat (State Threatened)
4. Least tern (State Endangered)
5. Common tern (Special Concern)
6. American oystercatcher (Special Concern)
7. Red knot (Federal Listed)

Due to the presence of State Threatened and Endangered species, a Threatened and Endangered Species Habitat Survey may be required. A survey would confirm the presence of any documented species and would provide any relevant information on developability of the redevelopment area.

#### **9.5 Historic District**

Based on NJDEP Digital GIS Data, the northwest portion of the redevelopment area is situated in the Shoal Harbor Rural Historic District (see Figure 21). This historic district received a State Historic Preservation Office (SHPO) opinion on October 2, 1992 and is on the New Jersey Register of Historic Places. At the state level, the New Jersey Register of Historic Places Act requires that actions by state, county, or local governments that may impact a property listed in the New Jersey Register of Historic Places be reviewed and authorized through the Historic Preservation Office (HPO).

#### **9.6 Historic Fill**

A large portion of the redevelopment area is mapped as having historic fill (see Figure 22). A Licensed Site Remediation Professional (LSRP) is required to assess the site information and conduct a preliminary site investigation. It may be determined that the LSRP needs to conduct soil and/or groundwater samples. If it is determined that the soil and/or groundwater is contaminated in excess of the NJDEP criteria, a Site Remediation Report and work plan will be required.

#### **9.7 Contaminated Sites**

There are no known contaminated sites in the redevelopment area. However, the NJ Environmental Management System (NJEMS) lists some existing developments in the

redevelopment area, including the Monmouth County Belford Mitigation Site, the Belford Ferry Land Use Regulation Permits, Belford Seafood Co-op Site Remediation Program – Preliminary Investigation (SRP-PI), and the Gateway Marina (SRR-PI) Many of the NJEMS sites are active and could impact the redevelopment of the redevelopment area. This information may require a more detailed review of the NJDEP resources.

## **9.8 Sewer Service Area**

Of the 384 acres comprising the redevelopment area, 164 acres are within the sewer service area (as shown in Figure 23), comprising 42.7 percent of the land area of the redevelopment area. The redevelopment area is serviced by the Township of Middletown Sewerage Authority (TOMSA), whose facility is located within Sub-District 6 of the redevelopment area. Most of the areas that are not sewerred in the redevelopment area include wetland areas and the Monmouth County landfill site. It is noted that the majority of Sub-District 4: Center Avenue Business and Residential District is not sewerred, with the exception of the developed portions of this sub-district with frontage on Center Avenue. In order to service these parcels or others outside of the sewer service area that are intended for development, an amendment or addenda would have to be submitted to Monmouth County for review.

## **10. Affordable Housing Requirements** ●

Any multi-family residential component of the Redevelopment Plan shall include a minimum set-aside of 15% affordable housing. Any redevelopment incorporating multi-family residential development shall also be in accordance with the Township of Middletown Housing Element and Fair Share Plan. The terms and conditions for the provision of affordable housing shall be incorporated into all development approvals and shall be further set forth in a redevelopment agreement between the redeveloper and the Township of Middletown.

## **11. Planning Relationship** ●

The following sub-sections outline the Redevelopment Plan's relationship to the local objectives in the municipal master plan, as well as to master plans of contiguous municipalities, Monmouth County, and the State Development and Redevelopment Plan, which are required pursuant to the LRHL (N.J.S.A. 40A:12A-7.a.).

### **11.1 Relationship to Middletown Township Master Plan**

This Redevelopment Plan is substantially consistent with the 2004 Middletown Township Master Plan and all subsequent Reexamination Reports, as evidenced by the following sub-sections.

#### **11.1.1 Middletown Township Master Plan (2004)**

The 2004 Middletown Township Master Plan establishes objectives, principles, and policies for major land use categories, of which the following are relevant to and substantially consistent with the redevelopment envisioned by this Redevelopment Plan:

##### **Objectives:**

1. To encourage municipal actions which will guide the long range appropriate use, development and preservation of lands within Middletown Township in a manner designed and intended to promote the public health, safety, morals, and general welfare of present and future residents.
2. To secure safety of the community, to the extent possible from fire, flood, panic and other natural and manmade disasters.
3. To provide adequate light, air, and open space.
4. To ensure that development with the Township does not conflict with the development and general welfare of neighboring municipalities, the County, the Region, and the State as a whole.
5. To promote the establishment of appropriate population densities in locations that will contribute to the wellbeing of persons and neighborhoods and preservation of the environment.
6. To encourage the appropriate and efficient expenditure of public funds by coordinating public and private investment and development within a framework of land use and development principles and policies.
7. To provide sufficient space in appropriate locations within the Township for agricultural, residential, business, office, industrial, mixed use, and public and quasi-public uses in a manner which will provide for balanced Township growth and development.
8. To promote and enhance access to and utilization of all forms of public and mass transportation, including promoting the use of shuttles to link transit centers with each other, as well as with residents and businesses.
9. To promote a desirable visual environment through creative development techniques with respect to environmental assets and constraints of the overall Township and of individual development sites.

10. To promote the conservation of open space through protection of wetlands, stream corridors, steep slopes and valuable natural resources and prevent degradation of the environment through improper use of land.
11. To acquire, develop, and maintain park and recreation facilities as well as lands for purely open space/conservation purposes within the Township to meet reasonable needs and demands for recreation by present and future residents and to balance inevitable growth and land development with preservation needs.
12. To enhance the various neighborhoods throughout the Township by providing for appropriate redevelopment, reinvestment, revitalization and capital improvements, designed to strengthen and improve the fabric of each area.
13. To encourage and promote a cooperative approach to economic development and revitalization through new investment, maintenance and reinvestment in existing commercial and industrial activities within the Township in areas suitable for such development.
14. To encourage the efficient management of storm water through the development of appropriate guidelines, which will prevent future drainage problems and provide environmentally sound land use planning. Emphasis should be consistent with the State of New Jersey's recently enacted stormwater management regulations.

**Principles:**

1. Encouraging residential development in locations and at densities which are compatible with existing development patterns and which can be properly serviced by public roadways, utilities and services.
2. Locating public, commercial, industrial, professional office and agricultural uses at sites and in locations, which are suitable for their use environmentally, economically, and geographically, and are compatible with existing uses, public facilities, roadways, and natural features.
3. Protection of natural and environmental resources including floodplains, wetlands, marshlands, aquifer recharge areas, steep slopes, and areas suitable for public and quasi-public recreational activities.
4. Continued recognition of the Township's unique and historic pattern of neighborhoods and villages. Efforts have been ongoing to enhance, redevelop and improve these areas throughout the Township. Such endeavors should be continued.
5. Mixed-use development should be encouraged in appropriate location, including neighborhood and village centers such as Belford (Campbell's Junction), Lincroft Village, Leonardo, North Middletown and in certain state highway locations.
6. The Township should continue to monitor commuter parking and access to all modes of mass transportation.

**Policies:**

1. Land use planning will provide for a variety of residential and nonresidential uses and will encourage continuation of and enhancement of Middletown



- Township as a quality suburban/rural residential community. This includes a continued strong commitment to providing housing opportunities for families and individuals of all income levels.
2. Land development should be designed to protect and enhance the environmental quality of the Township and preserve and protect valuable open spaces and natural resources.
  3. The Township will consider and evaluate innovative development proposals, which would enhance and protect environmental features, minimize energy usage and encourage development densities consistent with existing patterns of development.
  4. The Township will encourage and provide for review of the development of social, health, welfare, cultural, recreational, service and religious activities within the Township to serve present and future residents of the Middletown area.
  5. The Township will continue to comply with the requirements of the New Jersey Council on Affordable Housing, as they presently exist.
  6. The Township should work to strengthen and preserve the commercial fishing industry, located in Port Monmouth and Belford, at Compton's Creek. Efforts should be explored to enhance the aesthetic as well as the functional aspects of the physical facilities. In addition, The Township should support efforts to redevelop nearby property to in a manner that will provide for commercial opportunities designed to be largely water oriented and designed to enhance the economic viability of commercial fishing in Middletown.
  7. The Township should continue to promote the construction of sidewalks in conjunction with new development and should develop a long-term capital program for annual sidewalk installation and repairs.

The Land Use Element, Circulation Plan Element, and Open Space, Recreation, and Conservation Plan Elements of the 2004 Master Plan also generally support the redevelopment envisioned in this Redevelopment Plan, as evidenced by the following:

1. The major focus of the Land Use Element of Middletown Township's Master Plan is the enhancement and re-invigoration of neighborhoods.
2. The Circulation Plan Element states that future consideration should be given to providing a passenger ferry dock on the westerly side of Compton Creek in association with the redevelopment of the Belford Seafood Coop site. This location is important to consider for passenger service for future employees at the Bayshore Technology Center, and for commuting residents of proximate multifamily development (e.g. Dunes at Shoal Harbor, Park Ferry). Water taxi service may provide the best option in this area.
3. Additionally, the Open Space, Recreation, and Conservation Plan Element of the 2004 Master Plan encourages bicycle paths in order to promote active recreation and to encourage alternate forms of transportation. On- and off-road, well delineated bicycle path spurs should be encouraged to extend from the Henry Hudson Trail towards other Bayshore recreational facilities.

### 11.1.2 Master Plan Reexamination Report (2009)

The 2009 Master Plan Reexamination Report is substantially consistent with this Redevelopment Plan in the following ways:

1. This Reexamination Report recommended that the entire Port Belford area at the eastern terminus of Port Monmouth Road be investigated for redevelopment. This Redevelopment Plan is a result of the Area in Need of Redevelopment Designation that Middletown Township Committee approved via Resolution No. 16-84 on February 1, 2016, as discussed in the introduction of this Redevelopment Plan.
2. This Reexamination Report also recommended that the Port of Belford Economic Feasibility Study and Conceptual Development Plan be incorporated into the Master Plan as a background study, and that efforts be made to seek additional resources for plan implementation. The Port of Belford Economic Feasibility Study and Conceptual Development Plan was prepared in 2009 and examined the economic and physical viability of commercial development in the Port Belford neighborhood, including the existing commercial fishing industry and complementary and supportive land uses. The Conceptual Development Plan included a ferry retail booth, a landscaped courtyard, an interactive discovery center, a net house, a restaurant and outdoor seating area, a storage building, a natural outdoor amphitheater, a marine research facility, a Bayshore inn, open space, and a **pathway**.

### 11.1.3 Master Plan Reexamination Report (2014)

The following recommended changes to the Master Plan and Development Regulations from the 2014 Master Plan Reexamination Report are relevant to this Redevelopment Study:

1. **Circulation Plan Update:** Update the Circulation Plan. A Transit Village designation should be considered from the NJDOT for the area adjacent to the Belford Ferry Terminal.
2. **R-7 Zone:** The continued viability of the single-family R-7 Zone designation in certain sections of Port Monmouth and Belford should be investigated. The following areas should be reviewed in further detail, with due consideration given to the Master Plan Land Use Element and the potential need to update the same:
  - a. Existing multifamily and single-family uses at the intersection of Park Avenue, Main Street, and Port Monmouth Road in Port Monmouth.
  - b. Properties along Main Street in Belford north of Broadway near the ferry terminal, many of which were substantially damaged by Superstorm Sandy.
  - c. Commercial and undeveloped land adjacent to East Road and at the terminus of Palmer Street, some of which is near the former County landfill.

**3. Redevelopment Plan Recommendations:**

- a. Residential home sites in the Port Monmouth, Belford, and Leonardo neighborhood should be monitored during the ongoing Superstorm Sandy reconstruction phase to determine if a scattered-site redevelopment program is needed.
- b. The entire Port of Belford area at the eastern terminus of Port Monmouth Road and the northerly section of Main Street should be investigated.
- c. The entirety of Middletown Township was designated as an “Area in Need of Rehabilitation” in the late 1970s. This designation permitted certain five-year tax abatements to encourage improvements to residential properties. This abatement program has been temporarily halted due to recent changes made to the Local Redevelopment and Housing Law, which call the designation’s legitimacy into question. Accordingly, while the Township assesses the viability of the prior designation, it is recommended that specific rehabilitation area investigations be initiated for certain areas of the Township, particularly in neighborhoods such as North Middletown, Port Monmouth, Belford, and Leonardo where neighborhood revitalization and stabilization is key in the wake of Superstorm Sandy.

## **11.2 Relationship to Contiguous Municipalities’ Plans**

Middletown Township is located in Monmouth County and is bordered by the municipalities of Keansburg Borough, Atlantic Highlands Borough, Highlands Borough, Red Bank Borough, Tinton Falls Colts Neck Township, Holmdel Township, and Hazlet Townships. However, the site that is the subject of this Redevelopment Plan is located along Middletown Township’s waterfront and is bordered by the Raritan Bay. Due to the isolated nature of the redevelopment area, there are no impacts expected on adjacent municipalities.

## **11.3 Relationship to the Monmouth County Master Plan**

The Monmouth County Planning Board adopted its Master Plan on October 17, 2016. The Monmouth County Master Plan outlines the following goals, principles, and objectives that are supported by and are substantially consistent with this Redevelopment Plan:

**Goal 1:** Promote a comprehensive approach to planning and coordinate these efforts among all levels of government and with our community stakeholders.

**Goal 2:** Promote the protection and conservation of natural and cultural resources to help guarantee our long-term sustainability.

### **Principle 2.1 Natural Resources:**

- **Objective A:** Encourage county and municipal actions to identify, promote, and protect natural resources and significant natural features, unique areas, critical habitats, and the potential or known habitats of resident and migratory populations of rare, endangered, and threatened species.
- **Objective B:** Protect, conserve, and enhance the county's significant, diverse, natural, and scenic resources utilizing sound ecological protection and restoration measures.
- **Objective C:** Protect habitat and ecological diversity by encouraging the preservation of large, contiguous tracts of land.
- **Objective D:** Encourage the sustainable use of public lands in concert with natural resource protection.
- **Objective E:** Encourage the protection and conservation of all water sources, including the reuse of water, through responsible water resource management planning.
- **Objective F:** Ensure high water quality through the implementation of Best Management Practices (BMPs).
- **Objective G:** Promote the consideration of such overarching issues as sea level rise, saltwater intrusion, and development impacts on aquifer recharge and stormwater management in decision making related to water supply and wastewater.
- **Objective H:** Promote public awareness of environmental issues through outreach and educational opportunities including the relationship between the protection and enhancement of natural resources and economic value to the community.
- **Objective I:** Support the creation of municipal land use regulations and programs that protect environmentally sensitive areas based on constraints, building suitability, natural resource value, and environmental criteria.

### **Principle 2.3 Arts, Historic, and Cultural Community Identity**

- **Objective B:** Reinforce Monmouth County's rich arts, cultural, and historic identity by promoting venues, sites, and events that invite visitors, attract business, and entice residents to discover our vibrant, diverse, and distinct communities.
- **Objective C:** Develop partnerships with cultural and educational institutions, nonprofits, businesses, tourism groups, and artists that support marketing, economic development, and preservation efforts.
- **Objective F:** Support the preservation, protection, enhancement, and appreciation of places of community expression of diversity, customs, and traditions.

### **Principle 2.4 Investments in Priority Preservation Areas and Locations**

- **Objective E:** Provide for necessary infrastructure improvements and support services resulting from the adverse impacts of regional

development affecting preservation areas within the context of buffering and protecting our agricultural, cultural, and historic resources.

- **Objective F:** Support policies and investments in preservation areas that provide for safe, healthy, sustainable, and resilient communities.

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

### **Principle 3.1 Vibrant and Sustainable Communities**

- **Objective A:** Promote policies that foster healthy, sustainable, and resilient communities.
- **Objective B:** Facilitate community dialogue and engagement in the planning process.
- **Objective C:** 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.
- **Objective F:** Support efforts that increase sustainable infrastructure capacity to accommodate population change, replace aging systems, and encourage investments that provide for safe, sound, resilient, and reliable utility service.
- **Objective H:** 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.
- **Objective I:** Encourage regional and local arts/cultural planning initiatives and support creative place-making efforts that attract innovative ideas, community involvement, entrepreneurial talent, and new businesses to a community.
- **Objective J:** Enhance and improve recreational opportunities.
- **Objective K:** Encourage the use of green technology and design to reduce the impact of property improvements on natural systems.
- **Objective L:** Promote the redevelopment or reuse of environmentally degraded places such as brownfields and grayfield sites into safe, new uses and public amenities that promote healthy community design.
- **Objective M:** Support the acquisition of natural open lands that protect environmentally sensitive resources, provide for habitat restoration, and mitigate the impacts of natural hazards.

### **Principle 3.2 Preservation of Community Character**

- **Objective A:** Support retention, preservation, restoration, and improvement of our cultural, historic, and scenic resources that define a community's distinct character.



- **Objective D:** 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.

### **Principle 3.3 Housing**

- **Objective B:** Encourage housing development in locations that provide access to various modes of travel that could reduce automobile dependency.
- **Objective C:** 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.
- **Objective D:** Encourage public and private rehabilitation and reuse of substandard and vacant housing units in addition to the adaptive reuse of substandard, underutilized, or abandoned structures.

### **Principle 3.4 Economic Development and Redevelopment**

- **Objective B:** Encourage development of a high quality, diversified tax base to provide superior economic resiliency when confronted with unanticipated changes in the overall economy.
- **Objective C:** Help foster key partnerships between the county, businesses, faith-based organizations, nonprofits, educational institutions, community organizations, chambers of commerce, utility providers, and state and local governments.
- **Objective D:** Promote sustainable coastal, rural, cultural, and historical-based tourism.
- **Objective E:** Encourage public investments that enhance local and regional competitiveness in the marketplace.
- **Objective G:** Promote the use of environmental best management practices for utilities and infrastructure during redevelopment that contribute to healthier communities, support improved efficiency, and result in long-term cost reductions.
- **Objective H:** Support the safe redevelopment of brownfields, where feasible.
- **Objective I:** Encourage a variety of new and rehabilitated housing options to meet the needs of an evolving workforce in support of greater regional economic growth.

### **Principle 3.6 Recovery and Community Resiliency**

- **Objective A:** Participate with stakeholders in developing long-term recovery, mitigation, and resiliency plans to better protect communities,

people, businesses, infrastructure, services, and resources against the effects of natural and manmade disasters.

- **Objective F:** Promote and support actions and efforts that increase natural resiliency.

### **Principle 3.7 Investment in Priority Growth Areas and Growth-Impacted Locations**

- **Objective A:** 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.
- **Objective B:** Coordinate infrastructure and utility upgrades with economic development and redevelopment activities.
- **Objective C:** Encourage the repair and replacement of aging infrastructure systems that eliminate deficiencies, enhance conservation and recreational opportunities, improve public safety, and increase efficiency and capacity as needed.
- **Objective E:** Promote roadway and intersection improvements that provide for complete streets, enhance vehicular safety, address capacity issues, and reduce wait times.
- **Objective H:** Support investment in the preservation of cultural, historic, and scenic resources located in priority growth areas and locations.
- **Objective I:** Support policies and investment in priority growth areas and locations that promote safe, healthy, sustainable, and resilient communities.
- **Objective J:** Support investment in the acquisition of environmentally sensitive land and resources located in priority growth areas and locations.

## **11.4 Relationship to the State Development and Redevelopment Plan**

Middletown Township is an established suburban community located primarily in the Metropolitan Planning Area, Planning Area 1 (PA-1). The entirety of the redevelopment area is also located within PA-1.

This Redevelopment Plan is compatible with the State Plan's intention for the Metropolitan Planning Area, which is to provide for much of the state's future redevelopment; revitalize cities and towns; promote growth in compact forms; stabilize older suburbs; redesign areas of sprawl; and protect the character of existing stable communities. This Redevelopment Plan is compatible with and furthers the following State Plan PA-1 policy objectives:

- **Land Use:** Ensure sufficient and beneficial utilization of scarce land to strengthen its existing diversified and compact nature.

- **Housing:** Provide a full range of housing choices through redevelopment, new construction, rehabilitation, adaptive reuse, and the introduction of new housing into appropriate nonresidential settings.
- **Economic Development:** Promote economic development by encouraging strategic land assembly, site preparation and infill development, public/private partnerships, and infrastructure improvements.
- **Transportation:** Maintain and enhance a transportation system that capitalizes on high-density settlement patterns by encouraging the use of public transit systems, walking, and alternative modes of transportation to reduce automobile dependency. Create opportunities for transit-oriented redevelopment.
- **Natural Resource Conservation:** Reclaim environmentally damaged sites and mitigate future negative impacts, particularly to waterfronts, scenic vistas, wildlife habitats, and to critical environmental, historic, and cultural sites. Use open space to reinforce neighborhood and community identity.
- **Recreation:** Provide maximum active and passive recreational opportunities and facilities at the neighborhood, local, and regional levels by concentrating on the maintenance and rehabilitation of existing parks and open space while expanding and linking the system through redevelopment and reclamation projects.
- **Redevelopment:** Encourage redevelopment at intensities sufficient to support transit, a broad range of uses, and efficient use of infrastructure. Promote design that enhances public safety, encourages pedestrian activity, and reduces dependency on the automobile.
- **Historic Preservation:** Encourage the preservation and adaptive reuse of historic or significant buildings, historic and cultural sites, neighborhoods, and districts in ways that will not compromise either the historic resource or the areas' ability to redevelop. Coordinate historic preservation with tourism efforts.
- **Public Facilities and Services:** Complete, repair, or replace existing infrastructure systems to eliminate deficiencies and provide capacity for sustainable development and redevelopment.

## 12. Administrative and Procedural Requirements



The Township may use all redevelopment powers granted to it pursuant to the LRHL in order to effectuate this Redevelopment Plan, as described in the following sub-sections.

### 12.1 Acquisition

This redevelopment area is a **Non-Condemnation Redevelopment Area**. As such, Middletown Township is prohibited from using (and will **not** use) the power of eminent domain to acquire any properties in the redevelopment area. The Township anticipates any acquisition will be effectuated via private transactions by landowners and developers.

### 12.2 Relocation

As stated above, the Township will not use the power of eminent domain, and no relocation of any household or business is contemplated as part of this Redevelopment Plan.

### 12.3 Conveyance of Land

The Township may sell, lease, or otherwise convey to a redeveloper for redevelopment, any or all of the properties owned by the Township, subject to restrictions, controls, and requirements as outlined in this Redevelopment Plan. The Township may also use its redevelopment powers pursuant to the LRHL to enter into other agreements with a designated redeveloper or developers in connection with the implementation of the Redevelopment Plan.

### 12.4 Financing Development

A significant portion of the redevelopment area is owned by Monmouth County. Middletown Township will work with the County to identify adequate public-private opportunities and funding sources, which may include such sources as the New Jersey Housing and Mortgage Finance Agency (NJHMFA), the New Jersey Economic Development Authority (EDA), the New Jersey Redevelopment Authority (NJRA), five-year tax abatements for commercial properties, PILOT programs, green acres grants to fund open space development, among others. To that end, the financing package that is employed by the Township will be dependent on the type of projects proposed, to be determined by the Township at the appropriate time.

### 12.5 Redeveloper Selection

The Township may enter into agreements with a designated redeveloper or developers in connection with the construction of any aspect of the Redevelopment Plan, including off-site improvements. Redevelopment under the terms of this Redevelopment Plan shall only be undertaken pursuant to a redevelopment agreement entered into between the Township and a designated redeveloper, which

may be the property owner. The township may undertake a developer selection process that will provide the qualified redeveloper(s) to implement the Redevelopment Plan in a manner that is in the best interest of the Township.

The following restrictions and controls on redevelopment are hereby imposed in connection with the selection of redeveloper(s) for any property or properties included in the redevelopment area and shall apply notwithstanding the provisions of any zoning or building ordinance or other regulations now or hereafter in force:

1. The redeveloper(s), its successors, or assignees, shall develop the specified improvements in accordance with the Redevelopment Plan.
2. Until the required improvements are completed and a certificate of completion is issued, the redeveloper covenants provided for in N.J.S.A. 40A:12A-9 and imposed in any redevelopment agreement, lease, deed, or other instruments shall remain in full force and effect.
3. The redevelopment agreement(s) shall contain provisions to assure the timely construction of the redevelopment project, the qualifications, financial capability, and financial guarantees of the redeveloper(s) and any other provisions necessary to assure the successful completion of the project.

## **12.6 Redevelopment Entity Review**

The Township Committee, acting as the redevelopment entity, shall review all proposed redevelopment projects within the redevelopment area to ensure that such project(s) is consistent with the Redevelopment Plan and any relevant redeveloper agreement(s).

In undertaking its review, the Township Committee shall determine whether the proposal is consistent with this Redevelopment Plan and any relevant redeveloper agreement(s). In addition, the review may address the site and building design elements of the project to ensure that the project adequately addresses the goals and objectives of the plan. Following the Township Committee's review and confirmation that the proposal is consistent with this Redevelopment Plan, the project shall proceed with the Planning Board Review Process as discussed in Section 12.7 of this Redevelopment Plan.

## **12.7 Planning Board Review Process**

Pursuant to N.J.S.A. 40A12A-13, all development applications for development of sites governed by this Redevelopment Plan shall be submitted to the Planning Board for review and approval. The following provisions shall govern review of any proposed redevelopment project(s) within the redevelopment area:



1. No building permit shall be issued by the construction or zoning official for any work resulting in a change of intensity of development or change of use for any properties or buildings within the redevelopment area.
2. Regular maintenance and minor repair shall not require Planning Board review and approval.
3. The Planning Board shall conduct site plan and subdivision review, if applicable, pursuant to N.J.S.A. 40:55d-1, et seq. and the Township's Planning and Development Regulations.
4. As part of site plan approval, the Planning Board may require the redeveloper to furnish performance guarantees pursuant to N.J.S.A. 40:55D-53 and as required in the Township's Planning and Development Regulations. The performance guarantees shall be in favor of Middletown Township, and the Township Engineer shall determine the amount of any performance guarantees.
5. Any subdivision of lots or parcels of land within the redevelopment area shall be in compliance with the Redevelopment Plan and reviewed by the Planning Board pursuant to the LRHL and N.J.S.A. 40A:55D-1 et seq.
6. Once a property has been redeveloped in accordance to the Redevelopment Plan, it may not be converted to any use not expressly permitted in this Redevelopment Plan. No non-conforming use, building, or structure may be expanded or made more non-conforming in nature after adoption of this Redevelopment Plan. A use or structure not conforming to the requirements of this Redevelopment Plan may not be reconstructed in the event of its destruction. The Planning Board shall determine the issue of whether the non-conforming use or building structure has been "destroyed."
7. The Planning Board may grant relief from the bulk, parking, lighting, architectural, landscaping, and/or sign requirements of this Redevelopment Plan where there is a hardship or where the granting of such relief will promote the purpose of said plan consistent with the standards established at N.J.S.A. 40:55D-70(c). In no event shall relief be granted by the Planning Board to provide a use or facility that is not permitted by the Redevelopment Plan.
8. The regulations and controls of this Redevelopment Plan shall be implemented, where applicable, by appropriate covenants or other provisions, and through agreements between the redeveloper(s) and the Township pursuant to N.J.S.A. 40A:12A-8 and 40A:12A-9.
9. All definitions contained within this Redevelopment Plan shall prevail. In the absence of a definition, the definition found within the Township's Planning and Development Regulations shall prevail. All definitions inconsistent with N.J.S.A. 40A:12A-3 shall be considered invalid.
10. A redeveloper shall be required to pay all applicable escrow fees and other required charges in accordance with applicable provisions of the Township's Planning and Development Regulations and State Law, **except as provided in this Redevelopment Plan**. Additionally, a redeveloper shall be required to pay their proportional share of the costs of any studies, plans, reports, or analysis prepared by the Township or its designated redevelopment entity as part of this Redevelopment Plan. Any such

payments required to reimburse the Township shall be specified in the redevelopment agreement.

11. Any redevelopment project proposed for Sub-Districts 1, 2, or 5 shall be exempt from the requirements of Township Ordinance Section 540-313D, including the requirement for contributions to the Township's Environmental Disturbance Fund or contributions for Sidewalk Construction, which exemption shall be memorialized in the applicable redevelopment agreement.

The aforementioned provisions are all subject to approval by ordinance and/or resolution according to law. If a court of competent jurisdiction finds any word, phrase, clause, section, or provision of this Redevelopment Plan to be invalid, illegal, or unconstitutional, the word, phrase, section, or provision shall be deemed severable, and the remainder of the Redevelopment Plan and implementing ordinances shall remain in full force and effect.

## **12.8 Waivers**

Variation from the requirements set forth in this Redevelopment Plan may be necessary in certain unusual circumstances or to meet state or federal permit requirements. In such an instance, the Planning Board may waive certain bulk, parking, or design requirements if the designated redeveloper demonstrates that such waiver will not substantially impair the intent of the Redevelopment Plan, and will not present a substantial detriment to the public health, safety, and welfare. No changes in the permitted uses, density and intensity of use, land use plan, or regulating plan shall be permitted without an amendment to the Redevelopment Plan.

## **12.8 Duration of the Plan**

The Redevelopment Plan shall be in full force and effect upon its adoption by ordinance by the Township Committee and shall be in effect until the redevelopment of the redevelopment area is completed, which shall be evidenced by the issuance by the Township of a certificate of project completion in accordance with the Redevelopment Plan.

## **12.10 Amending the Redevelopment Plan**

Upon compliance with the requirements of applicable law, the Township Committee may amend, revise, or modify the Redevelopment Plan in general or for specific properties within the redevelopment area, as circumstances may make such changes appropriate. The review and approval of any proposed amendments shall be undertaken in accordance with the procedures set forth in the LRHL. However, any proposed changes in permitted uses, the land use plan, residential density, building height, or the core design concepts in this plan shall require notice and public hearings in the same manner required of the adoption of the original Redevelopment Plan.