



# Transit Station Redevelopment Plan Amendment

Borough of Matawan  
Monmouth County, New Jersey

Adopted: \_\_\_\_\_, 2015

# Acknowledgements

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# Transit Station Redevelopment Plan Amendment



**Prepared for:**  
Borough of Matawan  
Monmouth County, New Jersey

Adopted: \_\_\_\_\_ 2015

The original of this document was signed and sealed in accordance with New Jersey Law.

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Transit Station Redevelopment Plan Amendment  
Matawan Borough, Monmouth County

Table of Contents

**Introduction ..... 1**

**Area Description ..... 2**

**2015 Land Uses and Building Plan..... 5**

    Redevelopment Plan Objectives .....5

    Land Use Districts.....6

    Affordable Housing Standards .....7

    Phasing .....7

    Building Design Standards .....9

    Anticipated Development Capacity .....13

**Planning Relationship..... 14**

    Relationship to Zoning .....14

    Municipal Planning Documents .....14

    Neighboring Municipalities .....16

    State Development and Redevelopment Plan (SDRP) ....17

**Administrative and Procedural Requirements..... 18**

    Amending the Redevelopment Plan .....18

    Redevelopment Powers.....18

    Conveyance of Land.....18

    Duration of the Plan.....18

    Redeveloper Selection .....18

    Redevelopment Entity Review .....19

    Planning Board Review Process ..... 19

LIST OF TABLES AND FIGURES

Table 1: Redevelopment Area Properties .....2

Figure 1: Aerial Imagery of the Redevelopment Area.....1

Figure 2: Parcel Map of Redevelopment Area Properties ...4

Figure 3: Phasing and Designated Districts .....8

Figure 4: A “framed” streetscape that welcomes pedestrians, and subsequently, businesses, helps define the public realm, such as this scene in downtown Bethlehem, Pennsylvania. Photo credit: American Planning Association. ....10

Figure 6: Variation in building materials, architectural stylings, window treatments, porches and stoops help to create a unique character that is distinctive from “cookie cutter” suburban development. Photo credit: American Planning Association. ....11

## Introduction

The designation of the land in the vicinity of the Matawan New Jersey Transit Station as a Redevelopment Area in 2001 initiated a process that has the potential to revitalize a large section of the Borough. While the Transit Station Redevelopment Area only extends to the area around the rail station, it serves as a critical northern gateway into Matawan's historic downtown, and along with the downtown, that is the focus of future economic growth and development in the Borough. Properly planned, the new development near the train station could catalyze the rehabilitation of Matawan's Main Street corridor. Present market demands for amenity-rich, high-density development with rail access makes this area a critical asset for the Borough.

The original Redevelopment Plan, adopted in 2001, as *The Redevelopment Plan for the Designated Redevelopment Area in the Vicinity of the Matawan Train Station*,<sup>1</sup> established several basic districts that were separated by use. Beyond these districts and some basic guidelines for residential density and non-residential height requirements, the plan did not establish new zoning standards for the area. Instead, the plan allowed zoning to be established through subsequent consultation with prospective developers.

Draft revisions to the 2001 Redevelopment Plan began in 2014 to create a broader framework by establishing zoning districts with additional guidelines for building and landscape design, and revising the originally proposed single-use districts to mixed use in order to promote traditional neighborhood development patterns.

This Redevelopment Plan Amendment is a product of the process that began in 2014 and was recently affirmed in the adoption of the Borough's 2015 Master Plan. More specifically, the Redevelopment Plan Amendment sets standards for the preservation of areas of the Redevelopment Area with environmental constraints, while allowing higher density and mixed use development within closer proximity to the train station (including moderate to high density residential units complemented by various retail, office, and civic uses that cater to residents and commuters). In addition, changes to the original 2001 Redevelopment Plan's phasing plan are incorporated which place priority on the development of New Jersey Transit's surface parking lot adjoining the train station.

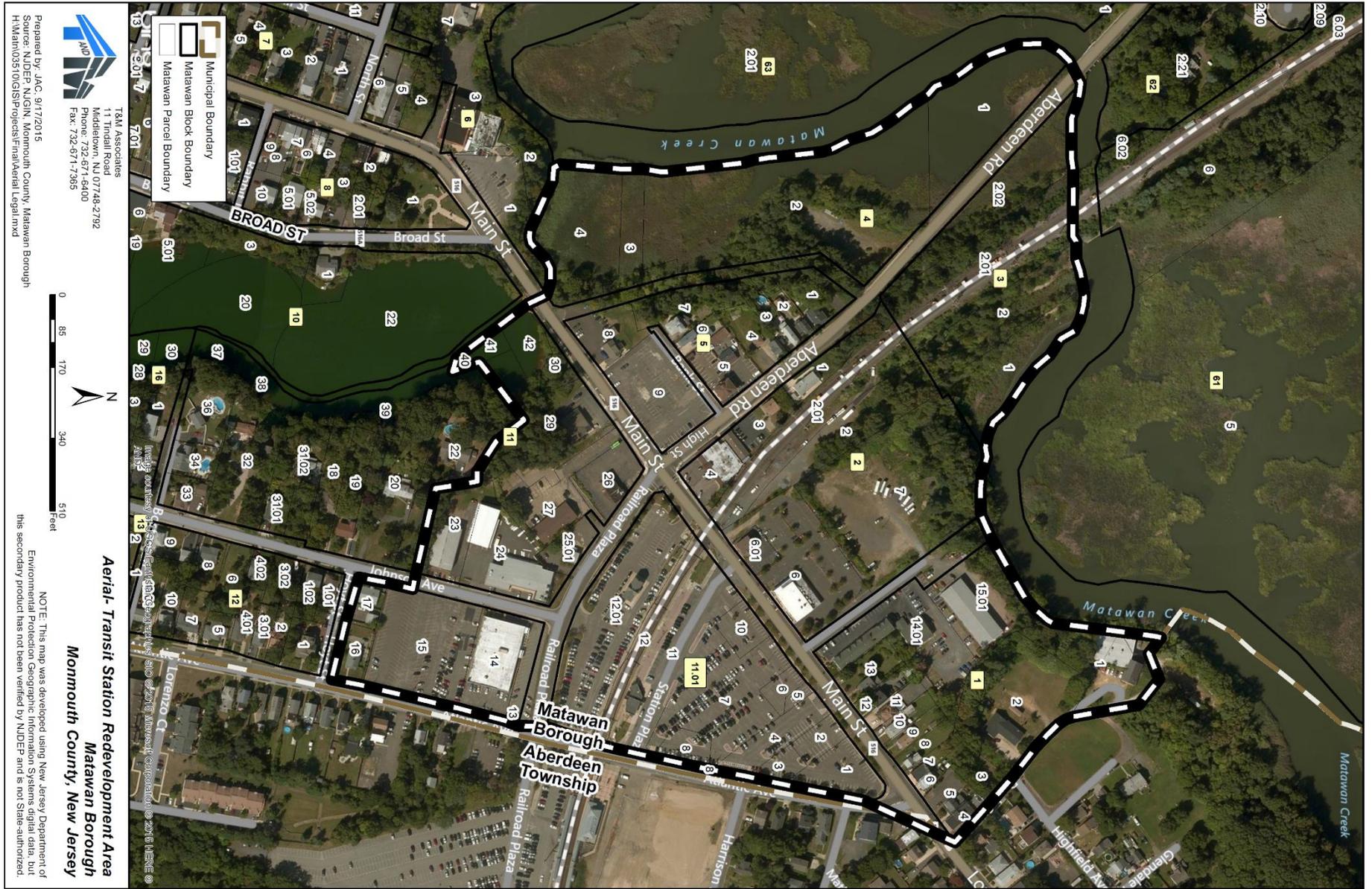
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<sup>1</sup> The 2001 *Redevelopment Plan for the Designated Redevelopment Area in the Vicinity of the Matawan Train Station* is referred to in this document as the 2001

Redevelopment Plan. This 2015 Transit Station Redevelopment Plan Amendment is an amendment to the 2001 Redevelopment Plan.

# Transit Station Redevelopment Plan Amendment Matawan Borough, Monmouth County

**Figure 1: Aerial Imagery of the Redevelopment Area**



Transit Station Redevelopment Plan Amendment  
Matawan Borough, Monmouth County

## Area Description

The Transit Station Redevelopment Area is located in northeastern Matawan Borough and is bounded by the Wilson Creek to the west and north, Atlantic Avenue to the east (across which lies Aberdeen Township), as well as Lake Matawan and residential uses to the south. The Redevelopment Area is bisected by the New Jersey Transit North Jersey Coast Line. The anchor of the Redevelopment Area is the Aberdeen-Matawan train station, which is located at the eastern boundary of the Redevelopment Area, along the municipal boundary shared with Aberdeen Township. Adjacent land uses in Aberdeen

Township include primarily residential uses (and some light commercial uses) north along Lower Main Street and to the east of Atlantic Avenue. Residential uses are also prevalent across Atlantic Avenue to the south of the train tracks. Also within Aberdeen Township and across Atlantic Avenue proximate to the train station is a large commuter parking lot. Redevelopment of the properties north of the train station in Aberdeen Township is underway.

The Redevelopment Area consists of the following properties:

**Table 1: Redevelopment Area Properties**

Block	Lot	Acreage
1	4	0.13
1	5	0.19
1	6	0.10
1	7	0.12
1	8	0.15
1	3	0.22
1	11	0.15
1	12	0.14
1	13	0.29
1	14.01	1.19
1	15.01	0.93
1	9	0.15
1	10	0.15
1	2	1.47
1	1	0.93
2	1	0.26
2	3	0.32

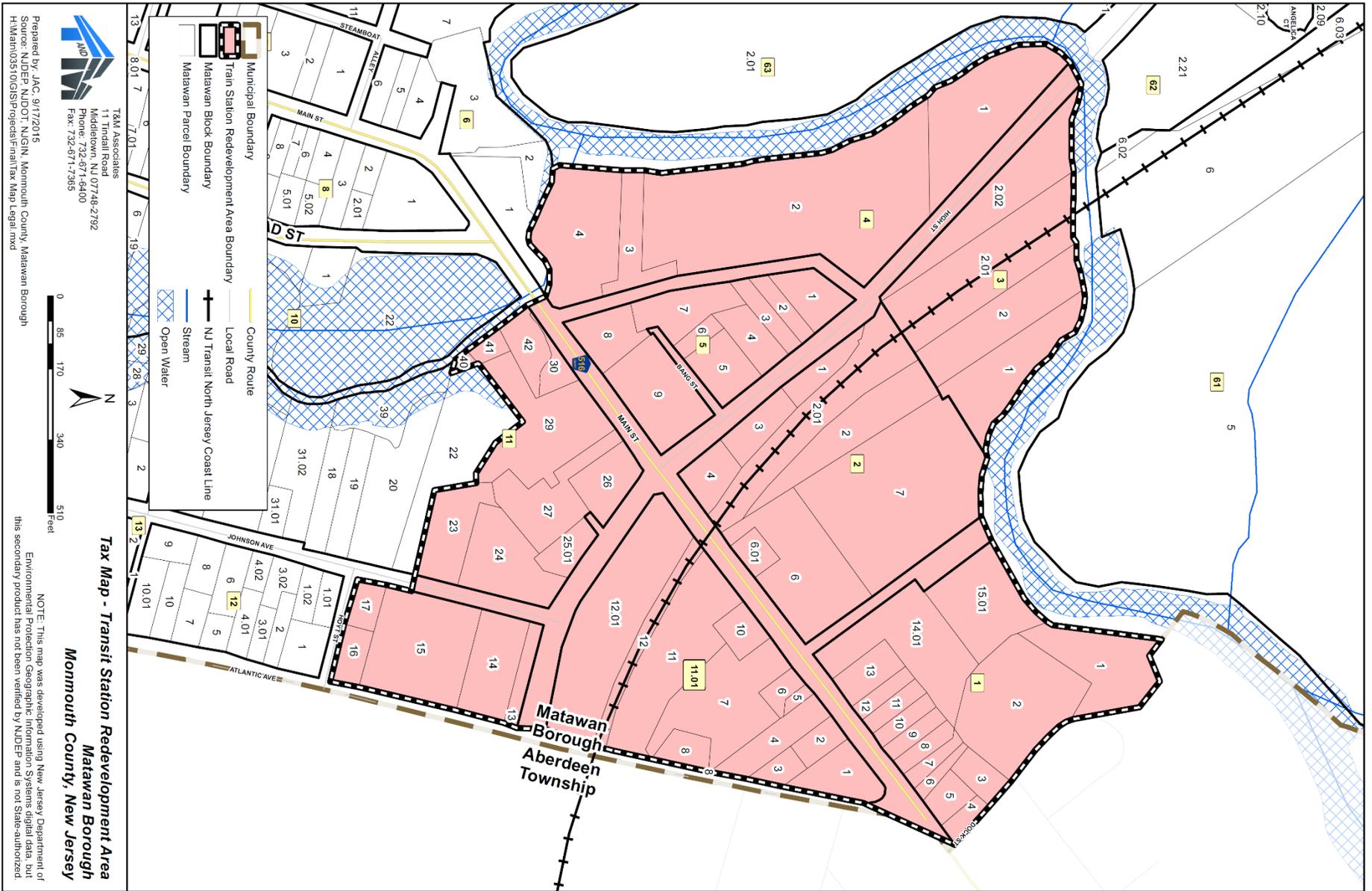
Block	Lot	Acreage
2	4	0.31
2	6	1.31
2	7	2.78
2	2	0.87
2	2.01	1.25
2	6.01	0.16
3	1	0.96
3	2	0.99
3	2.01	1.65
3	2.02	1.06
4	1	1.45
4	2	4.13
4	3	0.44
4	4	1.29
5	6	0.12
5	7	0.49
5	8	0.40

Block	Lot	Acreage
5	9	0.86
5	1	0.37
5	2	0.17
5	3	0.20
5	4	0.31
5	5	0.41
11	27	0.71
11	29	1.20
11	30	0.15
11	42	0.30
11	40	0.04
11	41	0.11
11	23	0.60
11	24	0.80
11	26	0.42
11	25.01	0.24
11.01	12.01	1.91

Block	Lot	Acreage
11.01	15	1.34
11.01	16	0.22
11.01	17	0.18
11.01	11	1.38
11.01	1	0.44
11.01	2	0.18
11.01	3	0.15
11.01	4	0.42
11.01	5	0.05
11.01	6	0.13
11.01	8	0.21
11.01	10	0.22
11.01	7	1.18
11.01	13	0.19
11.01	14	0.66

# Transit Station Redevelopment Plan Amendment Matawan Borough, Monmouth County

Figure 2: Parcel Map of Redevelopment Area Properties



## 2015 Land Uses and Building Plan

These amendments to the Transit Station Redevelopment Plan envision a new neighborhood comprised of a mix of residential, retail, transit, and open spaces. The main areas will focus on the establishment of a mixed use (retail/residential), pedestrian friendly Main Street corridor, preservation and public enjoyment of the Historic Matawan Train Station, reconfiguration and increase in commuter parking for the train station, new mid to high density residential dwellings, linkages that support the revitalization of Matawan's downtown, and preservation/establishment of private and public open space for enjoyment of new residents as well as the residents of Matawan and the surrounding areas. Development shall be phased in order to target and prioritize areas that will help spur subsequent development and redevelopment.

### Redevelopment Plan Objectives

The 2001 Redevelopment Plan is revised to incorporate the following additional objectives:

1. To redevelop the Train Station area in a manner consistent with transit-oriented smart growth in New Jersey, regional rail and roadway circulation infrastructure and economically viable development while recognizing the unique history of the Borough of Matawan and the realistic reuse of this specific area within a mature municipality.
2. To encourage a mixture of uses employing quality design of structures and open spaces to establish a destination within the Borough and the region.
3. To provide for a variety of housing types, both market and affordable, to meet the growing need within the state, to

provide housing around transit centers for a variety of household types and income levels.

4. Invest in Public Infrastructure. Improve public facilities and infrastructures. Address parcels of property that are of irregular form and shape, are inadequately sized for proper usefulness and development, and/or are held in multiple ownership. Remove impediments to land disposition and development through the assembly of property into reasonably sized and shaped parcels saved by improved infrastructure and public facilities.
5. Create and Retain Jobs. Promote local job opportunities, economic development and business expansion opportunities.
6. Clean, Eliminate and Prevent Blight. Eliminate and prevent the spread of blight and deterioration and promote the conservation, rehabilitation and redevelopment of the Redevelopment Zone in accordance with the Borough's Master Plan, specific plans, the Redevelopment Plan and local codes and ordinances, all as may be amended from time to time.
7. To organize and consolidate commuter parking opportunities in the Plan Area.
8. To promote and allow access to the Matawan Creek area as well as create a memorial landmark to the victims of the 1916 shark attack incident.
9. To establish an area that has vibrant use and activity beyond the current weekday commuter focused activities.

Transit Station Redevelopment Plan Amendment  
Matawan Borough, Monmouth County

**Land Use Districts**

The 2001 Redevelopment Plan is revised to incorporate the following:

**Historic Station District:**

This district is intended to allow for preservation and public enjoyment of the historic train station, while providing some retail and office activity as well, to be redeveloped during Phase 1 of the Redevelopment Area.

1. Permitted Uses
  - a. Civic
  - b. Office
  - c. Retail
2. Density: Residential units not permitted

**Main Street Corridor / Transit District:**

This district is intended to be a walkable downtown in the immediate vicinity of the train station. The district will provide mixed use/retail areas with retail on the ground floor and residential housing above, and will be redeveloped ongoing throughout Phase 1 through 4 of the Redevelopment Area.

1. Permitted Uses
  - a. Retail Sales and Services
  - b. Mixed use residential (residential above the first floor)
  - c. Bars
  - d. Offices and home offices
  - e. Financial Institutions
  - f. Restaurants
  - g. Parking Structures
  - h. Open Space and Plazas

2. Density: Maximum of 27 dwelling units per acre
3. Parking
  - a. This district must provide sufficient commuter parking during Phase 1 of the Redevelopment Area (a parking structure/garage or below ground parking).
  - b. No parking structure shall be taller than six (6) stories in height.
4. Height: With the exception of the parking structure, the maximum height for all structures in this district shall not exceed four (4) stories or 55 feet.

**Mid-Density Waterfront Residential District:**

This district will provide moderate density residential units within close proximity to the views and access of Matawan Creek, to be redeveloped during Phases 2 and 3 of the Redevelopment Area.

1. Permitted Uses
  - a. Multi-family residential
2. Density: Maximum of 24 dwelling units per acre
3. Height: The maximum permitted height shall not exceed four (4) stories or 55 feet.
4. Must incorporate plans for the creation of a memorial to be dedicated to the shark attack in the vicinity of Dock Street.

**Transitional Residential / Office District:**

This district will serve as a transition between the Main Street Corridor / Transit District and the area to the south of the Transit Station Redevelopment Area that is predominantly comprised of single family detached. This “transitional” district will provide townhouse and multi-family residential units as well as a mix of office and home office uses, to be redeveloped during Phase 3 of the Redevelopment Area.

## Transit Station Redevelopment Plan Amendment Matawan Borough, Monmouth County

1. Permitted Uses
  - a. Multi-family residential
  - b. Townhouse
  - c. Offices and home offices
2. Density:
  - d. Maximum of 22 dwelling units per acre (multi-family units) permitted west of Johnson Avenue
  - e. Maximum of 12 dwelling units per acre (townhouse units) permitted east of Johnson Avenue
3. Height: The maximum permitted height shall not exceed three and one-half (3.5) stories or 35 feet.

### Open Space / Recreation:

This district will preserve environmentally sensitive lands adjacent to the Matawan Creek and will provide for a recreation element to service the Borough and the lands within the Redevelopment Area.

1. Permitted Uses
  - a. Parks
  - b. Open Space
2. Density: Residential units not permitted

### Affordable Housing Standards

For every ten (10) residential units, one (1) affordable unit shall be set aside.

### Phasing

The phasing outlined in this section provides general guidance to prioritize government actions and maximize opportunities in the initial stages of redevelopment. It is not intended to be a specific regulatory

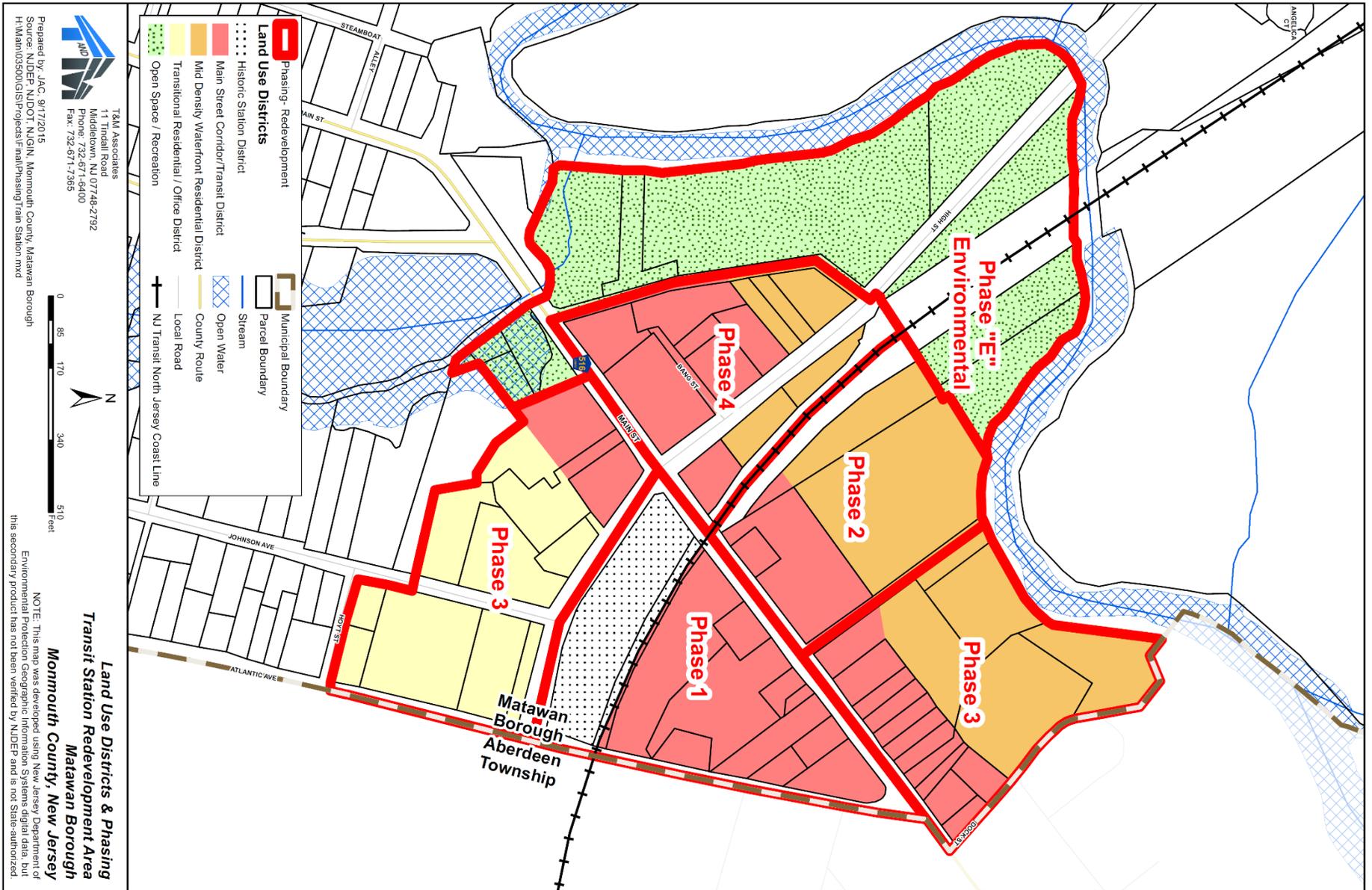
scheme to restrict the Borough from taking advantage of redevelopment opportunities as they present themselves.

1. Phase 1- Area in the immediate vicinity of the train station that is bound by Main Street to the west, Aberdeen Township to the east, and Railroad Plaza to the south. This area is also bisected by the NJ Transit Aberdeen/Matawan Station.
2. Phase 2- Area bound by NJ Transit rail tracks to the west, Matawan Creek to the north, Public Works Drive to the east, and Main Street to the south.
3. Phase 3 “North” (North of Train Tracks)- Area bound by Public Works Drive to the west, the Matawan Creek to the north, Aberdeen Township to the east, and Main Street to the south.
4. Phase 3 “South” (South of Train Tracks)- Area bound by Main Street to the west, Railroad Plaza to the north, Aberdeen Township to the east, and residential uses along Johnson Avenue and Atlantic Avenue to the south.
5. Phase 4- Area bound by wetlands/Matawan Creek to the west and north, NJ transit rail tracks to the north, and Main Street to the south. This area is also currently bisected from the northwest to the south east by High Street.
6. Phase “E” (Environmental)- This area is mostly comprised of water or wetlands and is bound by the Matawan Creek to the west and north, and existing development that fronts on Main Street. The area is also bisected by Main Street and the NJ Transit tracks.

Figure 3 depicts the Redevelopment Plan Amendment’s phasing and designated districts.

# Transit Station Redevelopment Plan Amendment Matawan Borough, Monmouth County

**Figure 3: Phasing and Designated Districts**



### Building Design Standards

This section describes guidelines for the Redevelopment Area that will help create a walkable neighborhood with a pedestrian-scaled, memorable community that complements, and provides an extension to, Matawan’s historic downtown area.

The design guidelines are organized around the following objectives:

- Place buildings to frame streets, plazas, and the train station, creating intimate, pedestrian-scaled public spaces, and emphasizing important visual corridors;
- Shape building massing to create a friendly, active relationship to public spaces;
- Locate parking and garages away from view of streets, parks and other public spaces.

### Building Layout and Orientation

- Buildings throughout the Redevelopment Area shall face, frame, and open onto streets, parks, and other public spaces, rather than alleys, driveways, or parking lots.
- The front or side of townhouse or apartment buildings shall face the front or side of other townhouse or apartment building, however the rear of a townhouse or apartment building shall not face the front of another.
- Buildings should frame intersections, with building mass located close to street corners.
- The use of “build-to” lines,<sup>2</sup> requiring the placement of buildings along the streetscape, shall encourage greater

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<sup>2</sup> In contrast to a setback minimum, a bulk standard traditionally used to create distance between a structure and a public right of way, the build-to is more similar to a setback maximum. Build-to lines can be regulated simply as a maximum

pedestrian activity by defining public spaces. The Main Street Corridor/Transit District shall have a minimum build-to where 75% of the building front façade at ground level must be located along the front setback line. The Mid Density Waterfront Residential district shall have a minimum build-to of 50%. The maximum front yard setback in the Redevelopment Area shall be 10 feet.

- Street trees and decorative lighting should be provided to form a buffer between moving traffic and the pedestrian realm.

### Building Design

Building design guidelines are to promote development that meets the goals and objectives of this redevelopment plan of creating a vibrant, pedestrian-oriented neighborhood. General guidelines are included

setback distance, or combined to include a percentage requirement of how much “structure” must be located along the front setback area.



**Figure 4: A “framed” streetscape that welcomes pedestrians, and subsequently, businesses, helps define the public realm, such as this scene in downtown Bethlehem, Pennsylvania. Photo credit: American Planning Association.**

below, as well as those for residential and commercial development. Recognizing that mixed use development is encouraged, potential projects may not necessarily fit neatly into one category, therefore discretion must be used by potential redevelopers and the Borough to incorporate guidelines from both categories as appropriate.

#### *General Guidelines*

- Main building entries shall be easily identifiable and connect directly to the public sidewalk so as to contribute to the overall liveliness of the pedestrian environment.
- Buildings shall be designed so as to be attractive from all vantage points, such that the same materials, windows and detailing are used on all faces and sides of the building. Blank walls shall not be permitted on any building.
- Buildings with an overall length of over 120 feet shall be designed to create the appearance of having several buildings arranged next to each other in identifiable widths ranging from 16 to 40 feet.
- Buildings of three stories shall have a clear base, middle and top. Architectural devices such as string courses, cornices, sub-cornices, lintels and sills, and or horizontally differentiating surface treatments shall be used to achieve the necessary transitions.
  - The **Base** serves as the lowest one or two levels of the building. Unique materials and variations in window pattern and proportion are encouraged, along with overhangs, light shelves and awnings.
  - The **Middle** should be distinguished from the base and top through the use of a shallow recess, changes in materials or other appropriate means.
  - The **Top** will depend on the size and architectural styling of the building. The top could include the upper floors of a building, or it may only be the roofline. Rooflines may be

## Transit Station Redevelopment Plan Amendment Matawan Borough, Monmouth County

defined by gabled or other pitched roof forms, parapets balustrades, or cornices, while flat roofs are suitable for certain architectural stylings, or for the installation of a vegetated green roof or garden space. When properly screened, roofs may be used to house certain mechanical equipment, such as HVAC units.

- Primary and accent building materials shall include wood clapboard siding, brick, decorative concrete, as well as other natural materials. Synthetic stucco materials are prohibited, in favor of more environmentally friendly substitutes such as fiber-cement. Paneling to a single façade should be avoided, and instead extended around building corners to a logical break in plane.
- Mechanical equipment, generators, HVAC equipment and electronic communication equipment shall be screened or placed so that they are not visible from adjacent buildings or public areas. Interior locations must be utilized where mechanically possible. Any noise generated by the equipment shall be within the applicable standards as defined by the State of New Jersey and for residential locations.
- Bay windows or other window features may be incorporated into the façade. Corner buildings shall have windows on both street frontages.
- Trash receptacle areas shall be located within buildings or parking areas and screened appropriately.

### *Residential Design*

- Residential areas with this designation in the redevelopment area shall maintain a semi-public space between the sidewalk and the face of the building.
- Stoops, covered or open, can extend directly to the sidewalk or turn sideways from the landing along the façade.



**Figure 5: Variation in building materials, architectural stylings, window treatments, porches and stoops help to create a unique character that is distinctive from “cookie cutter” suburban development. Photo credit: American Planning Association.**

## Transit Station Redevelopment Plan Amendment Matawan Borough, Monmouth County

- The finished floor elevation of first floor units should be located at least several steps above grade, in order to provide privacy from the street. This requirement may be waived if ground-floor units are specifically designed to ADA or Universal Design access standards.
- The finished floor elevation of first floor units shall not be more than 4 feet above grade in order to maintain a relationship between the building and the sidewalk.
- Apartment buildings shall have a shared entry and lobby, highlighted by building massing or an overhang.
- Townhouses may have porches or stoops. Porches shall be no less than 6 feet deep and may extend into front yards, provided they are no closer than four feet to any property line.
- Balconies are permitted on all upper-level residential facades.

### *Non-Residential Design*

- Ground-floor retail, commercial, and civic uses shall be built with a finished floor elevation that is at-grade.
- At least 70% of the retail storefront façade shall be glass; and shall provide views into the store and display areas. Frosted or blocked windows on the first floor shall not be permitted.
- Retractable or fixed awnings may be utilized along retail frontage for protection from rain and sun. Awnings may extend a minimum distance of 4 feet to a maximum distance of 6 feet from the building façade.
- Buildings with multiple retail tenants should provide a separate street-level entrance for each retail tenant or business.

### *Signage*

- All signage shall be subject to Site Plan review and approval by the Planning Board.

- Signs should be architecturally compatible with the style, composition, materials, colors and details of the building. Signs should not obscure the architectural details of a façade.

### *Driveways and Parking*

- The visibility of off-street parking areas from streets, sidewalks, parks and other public areas shall be minimized.
- Whenever possible, parking should be hidden from view by buildings located at the perimeter of each block, except as otherwise indicated below.
- Consideration should be given to structured parking below grade, within the interior of a block, or on the lower floors of a building. When surface parking is necessary, it should be located behind buildings and away from the view of streets and public areas.
- Pedestrian access to rear parking shall include a pedestrian pathway a minimum of 10 feet in width, and include special paving materials and lighting that distinguish it from the driveway.
- The width of parking driveway and curb cuts is also restricted. Driveways providing one-way ingress or egress are limited to 12 feet in width. Driveways providing two-way ingress and egress are limited to 20 feet in width. No curb cuts shall exceed 20 feet in width. Exceptions to these requirements may be permitted for driveways serving delivery trucks with wide turning radii.
- Shared driveways between two properties, which minimize curb cuts and impervious surfaces, is encouraged. This shall be accomplished by initiating an irrevocable offer of cross-easement between the abutting properties.
- Multi-family, civic, and office buildings shall provide secure and conveniently-accessible indoor bicycle parking. Other uses are encouraged to provide bicycle parking and storage facilities.

Transit Station Redevelopment Plan Amendment  
Matawan Borough, Monmouth County

**Anticipated Development Capacity**

Following the standards presented in this Redevelopment Plan Amendment, the completed Redevelopment Area can anticipate the following development capacity:

1. Approximately 450-500 residential dwelling units, consisting of the following:
  - a. Main Street Corridor/Transit District: 140-150 multi-family units above commercial/office space;
  - b. Mid Density Waterfront Residential District: 235-265 multi-family units; and
  - c. Transitional Residential / Office District: 75-85 units (comprised of town houses and multi-family units).
2. Approximately 200,000 square feet of non-residential floor area (in the Main Street Corridor / Transit District.
3. Approximately 1,660 parking spaces will be provided in the Redevelopment Area, which will include the replacement of the 609 parking spaces currently located on NJ Transit-owned properties. When broken down into the Redevelopment Area districts, parking estimates are as follows:
  - a. Main Street Corridor / Transit District:
    - i. Approximately 215 parking spaces required for residential units
    - ii. Approximately 800 spaces required for office/retail spaces
    - iii. Parking in the Main Street Corridor / Transit District will be provided as both off-street parking and in the parking structure outlined in this memo.

- b. Mid-Density Waterfront Residential District: Approximately 475 parking spaces required for residential units
- c. Transitional Residential / Office District: Approximately 170 parking spaces required for residential units

It is noted that the foregoing are preliminary estimates to provide an anticipated order of magnitude for the redevelopment of the area. Actual figures may change as the plan is developed and more site specific or project-specific information becomes available.

## Planning Relationship

Pursuant to the LRHL, “all provisions of the Redevelopment Plan shall be either substantially consistent with the municipal master plan or designed to effectuate the master plan” (N.J.S.A. 40A-12A-7d). The Redevelopment Plan is substantially consistent with the Borough’s Master Plan and is intended to effectuate the goals and objectives of the Borough Master Plan.

## Relationship to Zoning

In order to implement the Plan consistent with the objectives stated herein, the Redevelopment Plan area shall be redeveloped in accordance with the standards detailed in this Redevelopment Plan. This Plan supersedes the underlying use, bulk, and design standards of the Borough’s Land Use and Development Regulations as they relate to the area governed by this Redevelopment Plan unless noted otherwise. The zoning ordinance is hereby amended for the Redevelopment Plan area by the terms of this Redevelopment Plan in accordance with the LRHL.

The Area shall be redeveloped in accordance with the standards detailed in this Plan. In order to implement the Plan consistent with the goals and objectives herein, the Plan supersedes the use, bulk and design standards provisions of the Borough’s Land Development Ordinance as they relate to the area governed by this Redevelopment Plan. Other Borough regulations affecting development that are in conflict are superseded by this Plan; however, existing engineering

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<sup>3</sup> Prior to the adoption of the 2015 Master Plan, Matawan completed a reexamination of its Master Plan, which was adopted by the Borough on November

standards, definitions and sections of the Land Development Ordinance not covered by his Plan shall apply.

## Municipal Planning Documents

### 2015 Master Plan

Matawan adopted a new Master Plan, including a vision statement, goals, objectives and land use plan element on October 5, 2015 to reflect that Matawan has become a fully developed community, where the majority of future growth will come from redevelopment and rehabilitation of existing development. The updated Master Plan recognized the Transit Station as a central component of a comprehensive revitalization strategy for Matawan.

The 2015 Master Plan provides five goals intended to realize the vision statement. One of these goals, “Stimulate revitalization of Matawan’s downtown through the redevelopment of the Matawan Train Station area,” includes several objectives and recommendations to advance this redevelopment process:

- Leverage redevelopment that supports and provides linkages to revitalization of the Borough’s downtown.
- Modify the redevelopment area plan for the Railroad Improvement District, as appropriate, to be consistent with the recommendations of this reexamination concerning the incorporation of redevelopment plans for the station area.
- Replace existing Railroad Improvement District regulations with an amended redevelopment plan consistent with the recommendations of the 2014 Reexamination Plan<sup>3</sup>

<sup>3</sup>, 2014. This 2014 Master Plan Reexamination Report recommended that the existing Railroad Improvement District regulations be superseded, as appropriate, by

## Transit Station Redevelopment Plan Amendment Matawan Borough, Monmouth County

- Rely upon the present redevelopment designation of the station area and request proposals from qualified redevelopers for the redevelopment of one or more phases or parcels within the redevelopment area for transit oriented development (TOD) consistent with the guidelines and concepts of the NJDOT transit village initiative for mixed use residential, commercial, and non-residential development.
- Pursue implementation of the existing redevelopment area designation as a non-condemnation redevelopment area.
  - Amend the redevelopment plan to implement a phased approach to redevelopment that targets and prioritizes specific properties in the redevelopment area in order to support projects that can be developed relatively quickly and spur additional redevelopment in the area.
  - Particular focus should be placed on the use of municipally-owned parcels in the redevelopment area.
  - Coordinate redevelopment with NJ Transit to maximize opportunities for redevelopment
- Continue to support the Borough's transit village designation by providing a mix of residential and commercial uses as well as a

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an amended redevelopment plan consistent with recommendations made by the Reexamination Report. These recommendations include:

- Amend the redevelopment plan to implement a phased approach to redevelopment that targets and prioritizes specific properties in the redevelopment area in order to spur additional development in the area.
- The plan should be designed to support and provide linkages to revitalization of the Borough's downtown.

parking deck to provide parking for the new development and train station.

The amendments to this Redevelopment Plan are consistent with the recommendations of the 2015 Master Plan.

### 2001 Redevelopment Plan for the Designated Redevelopment Area in the Vicinity of the Matawan Train Station

The original 2001 Redevelopment Plan for the Train Station, as adopted, included the following objectives, which continue to remain consistent with the amendments contained herein:

- The Redevelopment Plan should be compatible with the Borough's Master Plan.
- Environmentally sensitive lands should be preserved.
- Pedestrian linkages to the Historic Downtown Business District should be encouraged.
- Provide adequate commuter parking.
- The Borough's Redevelopment Plan should recognize the Redevelopment Plan in neighboring Aberdeen. Both plans should be compatible wherever possible.
- Provide the opportunity to live, work, and shop within the redevelopment area and create a village center.
- The plan should include open space and public recreation amenities, including possible plans for an integrated system of public open spaces and parks with pedestrian linkages that would connect Lake Lefferts and Lake Matawan into a comprehensive public open space amenity for the Borough's residents.

## Transit Station Redevelopment Plan Amendment Matawan Borough, Monmouth County

- The scope of development should not overwhelm existing and/or proposed infrastructure.

### Neighboring Municipalities

The following is an analysis that compares the Redevelopment Plan Amendment to neighboring municipalities' master plans, as well as the additional aforementioned plans. In general, land uses and zoning plans are complimentary to those in the adjoining municipalities.

#### Aberdeen Township

The Redevelopment Plan Area is located adjacent to Aberdeen Township. Matawan and Aberdeen's geographic ties have resulted in several coordinated or mirrored efforts at land use planning and redevelopment. The two municipalities both have a presence along the Garden State Parkway, and both have recognized the need to provide high-density residential development within close proximity to this transit corridor.

The two municipalities coordinated the initial redevelopment plan around the Aberdeen-Matawan train station. Adjacent to the Borough of Matawan's Transit Station Redevelopment Area and across Atlantic Avenue in Aberdeen Township is another Redevelopment Area. This Redevelopment Plan is substantially consistent with Aberdeen Township's Redevelopment Plan, as evidenced by the following:

- The Aberdeen Township Train Station Redevelopment Plan seeks to promote smart growth planning principles by redeveloping an abandoned industrial site with a mixed-use development consisting of apartments and retail stores in proximity to the Aberdeen/Matawan Train Station.
- The Redevelopment Plan seeks to support transit-oriented development.

- The Redevelopment Plan also seeks to preserve critical environmentally sensitive lands.

The Aberdeen Township Train Station Redevelopment Plan also recognizes the redevelopment efforts underway in Matawan during the time of its adoption in 1999 and subsequent amendments in 2002 and 2012. Despite the fact that the redevelopment efforts in the vicinity of the Aberdeen/Matawan Train Station are occurring in two different municipal jurisdictions, their interconnectedness is inherent.

#### Monmouth County

Adopted in 1982 as the Monmouth County Master Plan, Monmouth County's Growth Management Guide (GMG) is the County's primary planning tool. The GMG categorizes the Redevelopment Area as an Urban Center Growth Area. This Redevelopment Plan Amendment is compatible with the following Urban Center policies listed in the GMG:

- Encourage the adaptive reuse of vacant buildings and abandoned public facilities for new and more productive uses
- Encourage the redevelopment of the urban centers through housing rehabilitation, reuse of buildings and channeling of commercial uses into downtown areas
- Encourage expenditure of public monies for rehabilitation and/or completion of public facilities
- Channel suburban purchasing power into the urban centers' business districts

Monmouth County's Master Plan is currently in the process of being updated. As part of this process, the County identified specific Master Plan Goals, Principles, and Objectives. Matawan's plans closely align with the County's Master Plan Goal #3, to "Promote beneficial development and redevelopment that continues to support

## Transit Station Redevelopment Plan Amendment Matawan Borough, Monmouth County

Monmouth County as a highly desirable place to live, work, play, and stay.” As part of Goal #3, the County outlines several principles that also align with the Borough’s planning efforts. These principles include:

- Encourage the creation of vibrant communities through a variety of housing choices, energy and transportations options, recreational and cultural offerings, health and safety initiatives, and businesses opportunities that result in a more sustainable and higher quality-of-life for all residents.
- Protect and strengthen the established character of municipalities and their distinct qualities.
- Encourage a variety of new and rehabilitated housing that will enable populations to more readily cycle through different life stages, giving residents an opportunity to age in place.
- The public will benefit socially and economically from the retention, attraction, and advancement of entrepreneurial and business enterprises that result in quality jobs and a stronger, more resilient tax base.
- Aligning State, County, and local investment strategies improves efficiency and reduces cost associated with repairing, replacing, and expanding systemic infrastructure.

### State Development and Redevelopment Plan (SDRP)

The NJ State Planning Commission is now staffed by the Office of Planning Advocacy (OPA) which is within the Department of State. The OPA has released a draft State Strategic Plan to supersede the current State Development and Redevelopment Plan (SDRP), which was adopted in 2001. Public Hearings were held in February, March, and September of 2012. The draft State Strategic Plan is based upon a criteria-based system rather than a geographic planning area. The

draft State Strategic Plan has not been adopted by the State Planning Commission at this time and was put on hold following Hurricane Sandy.

The Redevelopment Plan Amendment is consistent with the plans and policies of the existing SDRP. The SDRP places the Redevelopment Area in both the Metropolitan Planning Area 1 (PA1) and the Environmentally Sensitive Planning Area.

According to the State Plan, most of the communities within the PA1 planning area are fully developed or almost fully developed with little vacant land available for new development. The Redevelopment Plan Amendment is consistent with the State Plan by preserving and protecting the established residential character of the Borough, promoting economic development by encouraging appropriate infill and redevelopment and promoting a diversification of land uses, promoting a fully intermodal transportation system that will enhance local circulation and reduce automobile dependency, promoting a balance of housing options to meet the needs of all residents, preserving and upgrading the existing utility infrastructure, providing adequate park, recreation and open space facilities, and preserving and protecting valuable historic and natural features within the Borough.

Environmentally Sensitive Planning Areas are characterized by their unique natural features that serve to provide important habitats, scenic vistas, or water supplies. The State Plan seeks to protect these environmental resources through land preservation, accommodate and direct growth toward centers, and protect the character of existing stable communities. Matawan’s goal of transforming its downtown to attract future development and redevelopment away from natural areas is consistent with these goals.

## Administrative and Procedural Requirements

### Amending the Redevelopment Plan

Upon compliance with the requirements of applicable law, the Borough Council may amend, revise, or modify the Redevelopment Plan in general or for specific properties within the Redevelopment Plan 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 a manner similar to the adoption of the original plan.

### Redevelopment Powers

The Borough may also use any and all redevelopment powers granted to it pursuant to the LRHL to effectuate this plan. The Borough may enter into agreements with a designated redeveloper or redevelopers in connection with the construction of any aspect of the Redevelopment Plan, including off-site improvements.

### Conveyance of Land

The Borough may sell, lease, or otherwise convey to a redeveloper for redevelopment, subject to restrictions, controls, and requirements of the Redevelopment Plan, all or any of the properties designated in need of redevelopment within the designated Redevelopment Plan area that it owns or may acquire. The Borough may also use its redevelopment powers pursuant to the LRHL to enter into other agreements with a designated redeveloper or redevelopers in connection with the implementation of the Redevelopment Plan.

### Duration of the Plan

The Redevelopment Plan, as it may be amended from time to time, shall be in full force and effect upon its adoption by ordinance by the Borough Council and shall be in effect until the redevelopment of the Redevelopment Plan area as evidenced by the issuance of the Borough of a certificate of project completion in accordance with the Redevelopment Plan.

### Redeveloper Selection

Redevelopment under the terms of this Redevelopment Plan shall only be undertaken pursuant to a redevelopment agreement entered into between the Borough and a designated redeveloper, which may be the property owner. The Borough may undertake a developer selection process that will provide a qualified redeveloper(s) to implement the Redevelopment Plan in a manner that is in the best interest of the Borough. The following restrictions and controls on redevelopment are hereby imposed in connection with the selection of a redeveloper(s) for any property or properties included in the Redevelopment Plan and shall apply notwithstanding the provisions of any zoning or building ordinance or other regulations now or hereafter in force.

- The redeveloper will be obligated to carry out the specified improvements in accordance with the Redevelopment Plan.
- The redeveloper, its successors, or assignees, shall develop the Redevelopment Plan area in accordance with the Redevelopment Plan.
- 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

## Transit Station Redevelopment Plan Amendment Matawan Borough, Monmouth County

redevelopment agreement, lease, deed, or other instruments shall remain in full force and effect.

- 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.

### Redevelopment Entity Review

The Borough Council, acting as the redevelopment entity, shall review all proposed redevelopment projects within the Redevelopment Plan Area to ensure that such project(s) are consistent with the redevelopment plan prior to their submission to the Planning Board. As part of its review, the Borough Council may require the redeveloper to submit its proposed project to a technical review committee or subcommittee of the Borough Council. The technical review committee may include members of the Borough Council and any other members and/or professionals as determined necessary and appropriate by the Borough. The technical review committee shall make its recommendations to the Borough Council.

In undertaking its review, the Borough Council shall determine whether the proposal is consistent with this Redevelopment Plan and 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.

### 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 projects for the Redevelopment Plan area.

- 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 area of the Redevelopment Plan.
- Regular maintenance and minor repair shall not require Planning Board review and approval.
- 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 Borough's Land Use and Development Regulations.
- 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 Borough's Land Use and Development Regulations. The performance guarantees shall be in favor of Matawan Borough, and the Borough Engineer shall determine the amount of any performance guarantees.
- Any subdivision of lots or parcels of land within the Redevelopment Plan 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.
- Once a property has been redeveloped in accordance with 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

Transit Station Redevelopment Plan Amendment  
Matawan Borough, Monmouth County

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.”

- The Planning Board may grant relief from the bulk, parking, lighting, architectural, landscaping, and/or sign requirements of the adopted Redevelopment Plan as well as the design standards contained herein where there is a hardship or 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. A variance for density or height requirements that is greater than 10% of what is permitted will not be permitted without a commensurate amendment to this Redevelopment Plan.
- 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 and the Borough pursuant to N.J.S.A. 40A:12A-8 and 40A:12A-9.
- Any and all definitions contained within this Redevelopment Plan shall prevail. In the absence of a definition, the definition found within the Borough’s Land Use Development Ordinance shall prevail. Any and all definitions inconsistent with N.J.S.A. 40A:12A-3 shall be considered invalid.
- A redeveloper shall be required to pay all applicable escrow fees and other required charges in accordance with applicable provisions of the Borough’s Land Use Development Ordinance and State law. Additionally, a redeveloper shall be required to pay their proportional share of the cost of any studies, plans, reports, or analysis prepared by the Borough or its designated

redevelopment entity as part of this Redevelopment Plan. Any such payments required to reimburse the Borough shall be specified in the redevelopment agreement.

The above 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.

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