

PLANNING AND DEVELOPMENT REGULATIONS

490 Attachment 6

Borough of Red Bank

Design Standards Within the Transit Village

- 1) Land Use and Transportation Integration.
 - a) Streets are public places used by pedestrian, drivers, bicyclists and various modes of public transportation.
 - b) All development, street networks and streets themselves must be designed with pedestrian safety prioritized and not favor any travel mode over another, whether it be bicycle, foot or motorized.
 - c) Coordination with the transportation needs of adjacent land uses is essential.
 - d) All new developments should be designed to embrace transit facilities, and to accommodate alternative transport modes such as bikes, pedestrians, rail and bus riders.
 - e) The transit facility should be fully integrated into the design of the pedestrian environment with all means of access convenient and safe.
 - f) Where any new development is located on an established bus route, bus stops and shelters, and appropriate streetscape should be incorporated into the site and street design components.
 - g) Land use must be considered an integral part of the transportation network because of the influence it has as well as the needs it places on it.
 - h) Land uses that are contrary to the use of public transportation should be discouraged.
- 2) Pedestrian and Bicycle Connectivity and Site Design.
 - a) Continuous sidewalks of appropriate width shall be provided along all street frontages.
 - b) Sidewalks connecting the transit facility to key destinations are to be direct, visually unobstructed, pleasing and provide a safe experience for pedestrians. Use of shade trees is strongly encouraged.
 - c) Driveway curb cuts should be kept to a minimum in need, and if needed, minimum in width, on primary pedestrian routes. Instead, create vehicular access through shared alleyways wherever feasible.

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- d) Where sidewalks interface with driveways, the sidewalk should remain level as it continues across the driveway. Special material differentiating the sidewalk from the driveway is encouraged to ensure motorists understand they are crossing a pedestrian right-of-way.
 - e) Where the street grid is interrupted by steep slopes or other topographic variations, walkways or stairways should be built to maintain pedestrian continuity. The street network grid should be maintained and extended wherever possible.
 - f) Eliminate security fences, gates, and barriers between different uses. Use design approaches to create public through-routes with line-of-sight connections to adjacent uses.
 - g) Establish and maintain bicycle networks that link directly to the train station with clear signage delineating the route.
- 3) Building Placement and Street Walls.
- a) Place all buildings in direct relationship to the street and pedestrian realm in order to maintain a continuous building street wall and safe, pleasant pedestrian experience.
 - b) Buildings are to be oriented so entrances are clearly identifiable and open directly onto a public sidewalk or plaza.
 - c) Primary entrances shall be conveniently oriented to public streets or plazas to allow safe, convenient access to and from transit facilities and services.
 - d) Corner buildings are to be oriented so primary entrances, windows and architectural elements face the intersection on a diagonal.
 - e) Buildings are to be located to minimize the number of driveways along main streets and primary pedestrian routes. Shared driveways and shipping and receiving access are encouraged to reduce the number of curb openings to enhance the streetscape and promote traffic safety.
 - f) Locate all loading areas in a rear yard and screened from view from public rights-of-way.
 - g) Curbside parking is encouraged. Travel lanes adjacent to curbs are discouraged.
- 4) New Streets.
- a) All new streets are to be public streets.
 - b) New development projects are to be fully integrated into the public street network.
- 5) Open Space and the Public Realm.

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- a) Open space shall be designed to integrate into the public pedestrian circulation system.
 - b) Open space shall contribute to the public's safety and provide direct pedestrian access to transit, whenever possible.
 - c) Open space shall be easily accessible to pedestrians. Fences, gates and signs that create obstacles for pedestrians are to be avoided.
 - d) Bollards, trees and street furniture are to be used to protect pedestrians and buildings.
 - e) Open space shall contain comfortable and attractive street furniture accessible to the disabled. Street furniture is not to be in the main pedestrian walkway.
 - f) Public art or other amenities such as sculpture, fountains, murals and artist-designed street furniture shall be integrated into all new development.
- 6) Parking Structures.
- a) The ground floor facade of any parking structure abutting a street or walkway shall be wrapped with retail, personal service or office use.
 - b) Facades are to be designed and contain architectural details that are compatible and complementary to other uses within the district.
 - c) Top decks of parking structures shall be designed for stormwater management, green roofs, solar energy and other improvements to foster the structures' aesthetics.
- 7) Architectural Design Guidelines.
- a) Buildings shall have a well-designed front facade with primary entrances facing the street.
 - b) Buildings shall be aligned so that the dominant lines of their facades parallel the line of the street creating a well-defined street edge with variation rather than monolithic design.
 - c) Building facades shall have pedestrian-scale aesthetic. This is accomplished through rhythmic patterns and architectural elements such as windows, columns, rooflines, signage, building materials and colors.
 - d) The primary facades viewable from public streets and parking lots shall be articulated into smaller increments through: stepping back or extending upper floors; dividing facades into multiple storefronts with separate display windows and entrances; using awnings, canopies, window bays, balconies or similar

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ornamental features; and varying rooflines to reinforce the articulation of the primary facade.

- e) The placement of doors, windows, balconies, rooflines, rooftops are to be designed to be attractive and harmonious from all angles, not only the front.
 - f) Rear facades shall be designed as an integral part of the overall building with similar materials and details as the front and side facades.
 - g) Buildings over two stories in height shall have well-defined horizontal architectural elements such as building base, middle and roofline.
 - h) The building base or ground floor shall appear visually distinct from the upper stories by using different building facade materials, window shapes, a cornice line, awning, arcade or portico.
 - i) For buildings more than three stories, upper stories, or minimally significant portions of upper stories, shall be stepped back from the line of the front facade. Outdoor terraces, rooftop patios and the like should occupy the space created by such setbacks.
 - j) Architectural details such as ornamental cornices, arched windows and bands of contrasting materials and colors shall be provided. The contemporary adaptation of historic and vernacular residential, institutional and commercial styles found elsewhere in the Borough is encouraged.
 - k) Drainage leaders should be boxed out and match or harmonize with the building facade. Exposed aluminum roof leaders are not permitted.
 - l) Exterior ductwork is not permitted. Where necessitated by construction codes it shall be on the least visible facade and constructed of a material to harmonize with the building facade.
 - m) Utility meters shall be placed in an inconspicuous location and screened in a way that is compatible with the facade. The location and screening should be part of the articulation of the building and not an afterthought.
- 8) Transparency of Window and Door Openings.
- a) Nonresidential and mixed-use buildings shall include window and door openings wherever possible, providing pedestrian-scale design while activating the sidewalk.
 - b) Ground-floor residential units fronting on the street are discouraged. If provided, the residences shall incorporate window and door openings on the ground floor of the primary street facade. Residential ground floors are encouraged to be located several feet above street grade.

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- c) Glass on street-facing doors and windows shall be clear or lightly tinted, allowing views into and out of the building's interior. Mirrored, dark tinted or opaque or glass block is not allowed.
- 9) Building Entrances.
- a) Primary building entrances on all buildings shall face on a public street, walkway or plaza or linked to a public street by a clearly defined and visible walkway or courtyard.
 - b) Secondary entrances shall be oriented to a secondary street or parking area.
 - c) Residential entrances shall be separate and distinct from commercial entrances.
 - d) Entrances shall be clearly identifiable and open directly onto a public sidewalk or plaza.
 - e) Primary entrances shall be oriented towards transit where it exists.
 - f) The main entrance of a corner building should be placed on a diagonal and oriented toward the intersection.
 - g) Nonresidential building entrances shall be designed with as many of the following as is feasible:
 - i) Canopy, portico, overhang, arcade or arch above the entrance.
 - ii) Recesses or projections in the building facade surrounding the entrance.
 - iii) Display windows surrounding the entrance.
 - iv) Architectural details such as brickwork or ornamental moldings.
 - v) Planting areas, pots or window boxes for seasonal landscaping.
- 10) Roof Design and Uses.
- a) Usable roof spaces for restaurant seating, common area amenity space and individual residential outdoor space is encouraged.
 - b) Green roofs are encouraged.
 - c) Rooftop mechanicals shall be screened from view from the street, adjoining properties and useable areas of the roof. The preferred screening is a building parapet of sufficient height to provide screening.
 - d) Flat roofs shall be designed with discernable cornice lines.

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- e) Pitched roofs shall be designed with rooflines and cornice details in a three-dimensional manner so that the features on any unfinished areas are not visible.
 - f) Variations in roof type, height and/or distinct separate roof segments shall be used as a means of creating visual interest, identifying changes in use or reducing monotony.
 - g) Pitched roofs are to be clad with materials such as standing seam metal, slate, ceramic or fireproof composite shingles. Asphalt shingles are discouraged.
- 11) Franchise Architecture.
- a) Franchise architecture, which is a recognizable building or signage design that is trademarked or identified with a particular chain or corporation, is discouraged.
 - b) Any franchise architecture must employ a traditional storefront style consistent with these design standards and reflect context-sensitive buildings that reflect the area's character.
- 12) Building Materials.
- a) Buildings shall be constructed of durable, high quality materials such as brick, natural stone or manufactured stone.
 - b) The following building materials are discouraged: concrete block (either plain or decorative); unarticulated or plain tilt up concrete panels; prefabricated metal buildings; glass curtain walls; aluminum, vinyl, fiberglass, asphalt or fiberboard siding; and stucco.
- 13) Awnings.
- a) Awnings, overhangs and arcades are encouraged where significant pedestrian traffic is expected to create overhead protection.
 - b) Awnings shall be canvas or fabric.
 - c) Backlighting of awnings is prohibited.
- 14) Bicycle, Scooter and Small Motorcycle Parking.
- a) Shall be an integral part of the overall site layout and designed to minimize clutter.
 - b) Shall be as conveniently located as the most non-handicapped-accessible automobile parking spaces.
 - c) Shall be protected from the elements in a covered location.
 - d) Shall have a minimum four-foot-wide access.

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- e) Shall be well lighted.
- 15) Parking Design Guidelines.
- a) Parking not permitted between the public street or pedestrianway and the front of the building.
 - b) Access to parking areas shall minimize conflicts between vehicles and pedestrians and have entrances and exits away from primary pedestrian routes.
 - c) Parking shall be made less visible through:
 - i) Use of structured or underground parking.
 - ii) Wrapping of structured parking with nonresidential uses on the ground floor.
 - iii) When surface parking is used, place to the rear of the building.
 - iv) Intense landscaping, fencing and buffering.
- 16) Relationship to Historic District Regulations.
- a) For any properties covered by these guidelines that are also subject to the Borough's historic district guidelines, the historic district guidelines shall prevail in the event of any conflicting guidelines.
- 17) Red Bank should apply for FRA Quiet Zone designation where train horns do not sound in overnight hours, except at the discretion of the train engineer.