

FULTON'S LANDING REDEVELOPMENT PLAN

Borough of Sayreville
Middlesex County, New Jersey

April 11, 2019

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The original of this report was signed and
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INTRODUCTION

The Borough of Sayreville's Fulton's Landing Redevelopment Area (the "Area") is an approximately 158-acre area south of Main Street and north of the Conrail Railroad Raritan River Line. This area consists of Block 249 Lot 1, Block 250 Lot 1, and Block 251 Lot 1. All of these lots are owned by Lorraine Munnia Mocco and known as the "Mocco Property."

The Area has been the subject of land use applications and litigation for nearly a decade. The issue at the heart of the matter has been whether residential development is to be permitted on the property. In 2013, the Borough Planning Board granted Preliminary Major Subdivision and Preliminary Major Site Plan Approval to permit the construction of three office/warehouse buildings totaling 610,496 square feet on Block 251, Lot 1, which is approximately one third of the Area. In 2017, an application was submitted to the Board to permit the development of 207 single family homes on Block 249, Lot and Block 250, Lot 1, the remaining portion of the Area. This application was not deemed complete and has not proceeded at this time.

The Sayreville Economic and Redevelopment Agency (SERA) contracted with CME Associates to prepare a Preliminary Investigation to ascertain whether the Area met the criteria under the Local Housing and Redevelopment Law (LRHL) to be designated as a non-condemnation area in need of redevelopment. On January 23, 2018, CME Associates submitted a report to the Borough recommending the subject properties be designated as a non-condemnation area in need of redevelopment.

The Planning Board held a public meeting on September 5, 2018 and found that the Mocco Property met the statutory criteria to be designated an area in need of redevelopment. On October 9, 2018 the Borough Council voted to designate the subject property a Non-Condemnation Area in Need of Redevelopment by adopting Resolution 2018-342 per the Planning Board's recommendation.

At this time, the preparation of this Redevelopment Plan ("the Plan") has been directed by the Court in order to effectuate a mediation settlement between the parties. The Plan proposes the development of a warehousing complex without a residential component.

Since the 1970's, Sayreville has been characterized by a steady increase in population, housing development, and school-aged children. This growth in residential development has coincided with a declining employment base and decreasing nonresidential ratables. According to a fiscal impact analysis prepared by Richard B. Reading Associates, dated June 6, 2017, between 1975 and 2015, the proportion of Sayreville workers of Middlesex County's total employment base decreased from 4.5% to 1.9%. Moreover, the commercial/industrial share of ratables has decreased from 16.74% of the total municipal tax base in 2000 to 15.30% in 2017. In light of these trends, a commercial/industrial development is attractive in order to bring jobs to the Borough while bolstering its tax base with fiscally advantageous ratables.



STATUTORY REQUIREMENTS

The Redevelopment Plan is a formal planning document for the Redevelopment Area. According to the Local Redevelopment and Housing Law (NJSA 40A:12A-7), the Redevelopment Plan shall include an outline for the planning, development, redevelopment or rehabilitation of the project area sufficient to indicate:

1. Its relationship to 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 project area;
3. Adequate provision for the temporary and permanent relocation as necessary of residents in the project area including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market;
4. An identification of any property within the redevelopment area proposed to be acquired in accordance with the redevelopment plan;
5. Any significant relationship of the redevelopment plan to:
 - 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 adopted pursuant to the "State Planning Act" PL 1985, C398 (C52:18A-196 et al.).
6. As of the date of the adoption of the resolution finding the area to be in need of redevelopment, an inventory of all housing units affordable to low- and moderate-income households, as defined pursuant to section 4 of P.L. 1985 c.222 (C.52:27D-304), that are to be removed as a result of the implementation of the redevelopment plan, whether as a result of subsidies or market conditions listed by affordability level, number of bedrooms, and tenure.
7. A plan for the provision, through new construction or substantial rehabilitation of one comparable, affordable replacement housing unit for each affordable housing units that has been occupied at any time within the last 18 months, that is subject to affordability controls and that is identified as to be removed as a result of implementation of the Redevelopment Plan.

AREA AND SITE DESCRIPTION

The 158-acre Redevelopment Area is located south of Main Street and north of the Conrail Railroad Raritan River Main Line in the central portion of Sayreville. The Redevelopment Area is vacant and fronts Main Street, the central artery that runs east-west through the Borough.

Across Main Street to the north is a development of single family detached dwellings and townhomes. More townhomes and single-family detached housing border the Redevelopment Area to the west, and to the south across the railroad is an apartment complex and John F. Kennedy Park. Directly east of the Redevelopment Area is an abandoned industrial site.

The Redevelopment area is entirely vacant with shrubs, grass, and trees dotting the landscape with noticeable traces of development from previous activities, including dirt mounds and vehicle pathways. The site is encumbered by modest environmental constraints including steep slopes along the northern boundary abutting Main Street. According to NJDEP Land Use Land Cover Data, there are wetland areas within the site, evidenced by observed invasive phragmites vegetation.

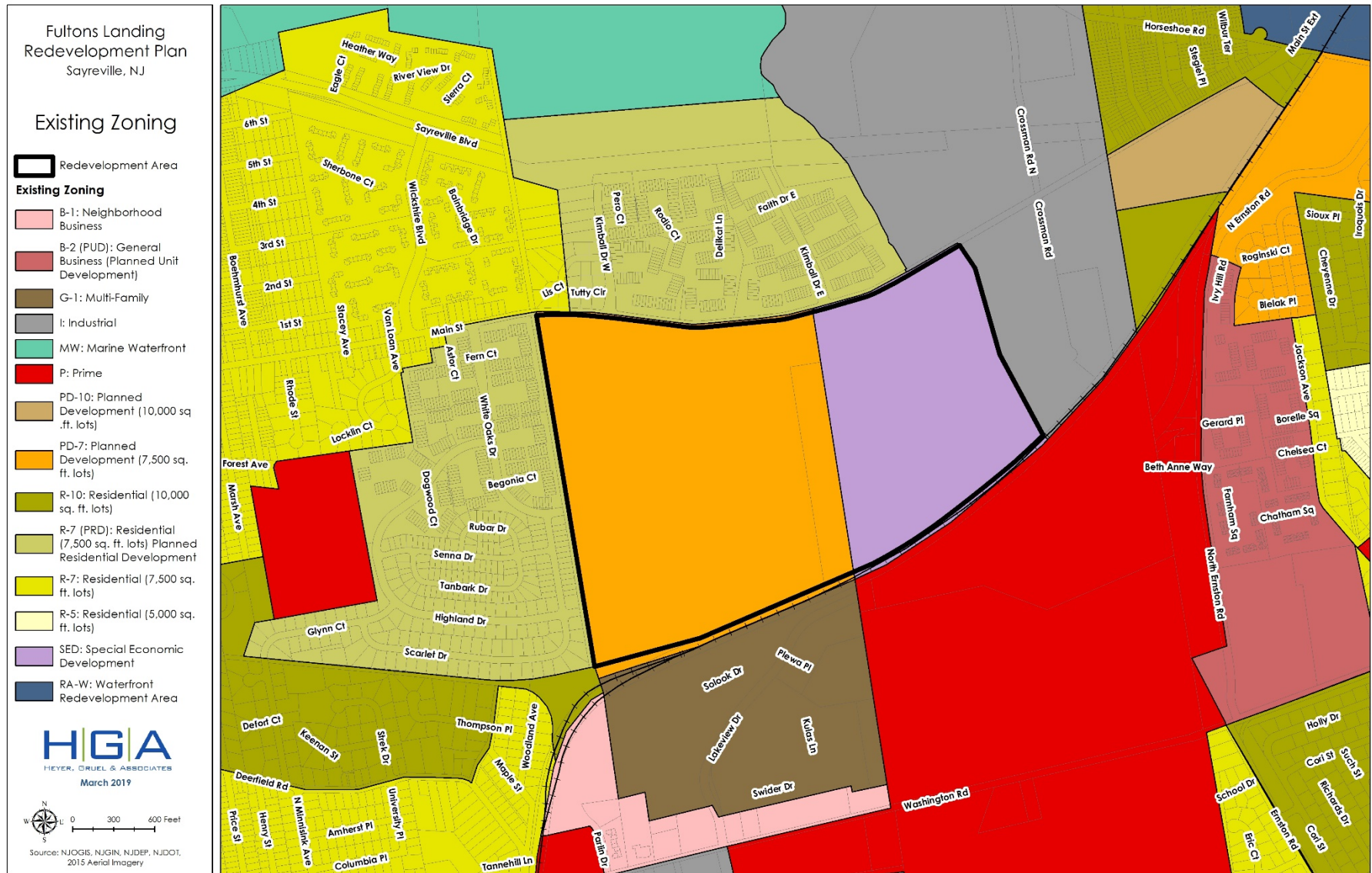
The existing zoning of the property is split between the PD-7 (Planned Development) and SED Special Economic Development Zone. To the north and west are residential neighborhoods in the R-7 and R-7 PRD districts, to the east is the Industrial district, and to the south is the G-1 Multifamily district and the PRIME district.



Conrail Railroad Raritan River Main Line



Invasive Phragmites in Eastern Portion of Site



PLAN PURPOSE

The purpose of this Plan is to redevelop the approximately 158-acre site into a warehousing complex with the capacity to accommodate an appropriate volume of truck traffic and storage of goods. This plan also seeks to address some of the Borough's long-term goals, including promoting economic development and job growth, as well as strengthening Sayreville's tax base through new nonresidential ratables.

GOALS AND OBJECTIVES

- Capitalize on the geographic location of the Borough in relation to major regional arteries, including the New Jersey Turnpike, I-287, Route 18, and Route 9.
- Balance the desired improvements to the Area with protection of the existing residential developments in the vicinity from detrimental impacts.
- Ensure that traffic patterns along Main Street are not adversely impacted by new development in the Area.
- Promote economic development through job creation and stimulate outside investment in the Borough.
- Improve the utilization of the land with an appropriate use that benefits the community.
- Bolster the municipal nonresidential ratable tax base with commercial and industrial uses.
- Encourage development that utilizes modern, energy efficient, and environmentally sustainable building practices.
- Maintain a wooded buffer at least 50 feet wide along Main Street to minimize impact of redevelopment on Residential Units north of Main Street.
- Provide adequate buffering along the western boundary of the Area to minimize impact on existing residential neighborhoods.

REDEVELOPMENT CONTEXT

Warehousing and Logistics Industry

In recent decades the logistics and supply chain industry has undergone a significant transformation. Rising land prices in cities have forced distribution and logistics warehouses outside of urban areas into the suburbs where land is cheaper and still has easy access to the interstate highway system. The proliferation of eCommerce has expanded the demand for distribution centers which include order fulfillment and services beyond the simple storage of goods. In general, warehouses and distribution centers have gotten larger and embraced automation to run more efficiently.

Given the vast number of transportation assets in the New York metropolitan region, including three major airports, the third largest maritime port in the nation, a high concentration rail lines, and a vast network of highways, the northern and central New Jersey suburbs are seeing first-hand this change in the logistics industry.

Sayreville is one of several municipalities in New Jersey that has easy access to I-287 and the New Jersey Turnpike, so it is appropriately situated to benefit from growth in the logistics industry in New Jersey. Although the Borough is well-oriented to provide access to the major north-south transportation corridors in the region, the west-east roadways within the Borough are less appropriate for high volumes of truck traffic.

Truck operations standards and procedures are outlined in N.J.A.C. 16:32. The New Jersey truck routing regulations were established in compliance with the Federal Highway

Administration's regulations for truck size and weight and the reasonable access provisions for commercial motor vehicles.¹

NJ truck routing regulations prohibit trucks from using the Garden State Parkway, but Sayreville is geographically close to several other roads as part of the NJ Access Network. For instance, Washington Road (County Route 535) is a state-designated trucking route that runs east-west through the Borough and connects several other Borough roads to trucking routes leading to the NJ Turnpike and I-287.

Traffic and Circulation

As background to inform the development of this Plan, a traffic impact analysis, dated December 10, 2018 was prepared by Langan Engineering on behalf of the property owner. This analysis compared a proposed warehousing and distribution plan with approximately 1.8 Million square feet of floor area to the previously approved and proposed developments. Block 251, Lot 1 was approved for 610,496 square feet of warehouse and distribution space in October 2013 (Crossman Development). An application for 207 single family homes was filed for Block 252, Lot 1 and Block 253, Lot 1 (Fulton's Landing Development).

In response to this analysis, the Borough's engineering consultant CME Associates prepared a report dated January 30, 2019 that reviewed the Langan report. The CME report concurs with the Langan conclusion that a development consisting of approximately 1.8 million square feet of warehouse and distribution space would generate less overall traffic than the combination of the Crossman and Fulton's Landing Developments. However, the CME report identifies several

¹ 'Trucking – Truck Routing,' New Jersey Department of Transportation. Last updated August 26, 2015.
<https://www.state.nj.us/transportation/freight/trucking/routing.shtml>

additional considerations that would need to be addressed as part of any development.

The CME report points out that the Borough Master Plan has recommended a connection between Main Street and Washington Road via Lakeview Road, which would pass through the Area. This recommendation first appeared in the 1986 Master Plan and was reiterated in the Borough's 1998 and 2013 Master Plans. At the time of the 1986 Master Plan, the property was in the PUD zone and in the 1998 Master Plan the designated future land use for the western portion of the area was residential development. Furthermore, the October 2013 resolution of approval for the Crossman development included the requirement that Lakeview Drive be extended through the Area to Main Street. The CME report concludes that the concept configuration for the proposed warehouse and distribution development would need to be modified to accommodate the roadway unless the Master Plan is amended to remove the proposed connection.

The other crucial factor identified in the CME report is the distribution of the truck traffic associated with the proposed warehousing and distribution development. The CME report states that Main Street to the west of the Area is inappropriate for a large volume of truck traffic and recommends that all truck traffic be required to enter and exit from the east on Main Street.

RELATIONSHIP OF PLAN TO BOROUGH LAND DEVELOPMENT REGULATIONS

The Area shall be redeveloped in accordance with the standards detailed in this Plan and will be coordinated through SERA who is responsible for redevelopment areas in Sayreville. SERA may use any and all redevelopment powers granted to it pursuant to the LRHL and consistent with resolutions adopted by the Borough Council, and any redevelopment agreement to effectuate this Plan. SERA 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.

The Plan supersedes the regulations set forth in the Borough's Land Development Regulations (Chapter 26) for the Area, unless specifically referenced. Other Borough regulations affecting development that are in conflict are superseded by this Plan. However, existing engineering standards, performance standards, and definitions not provided in the Plan shall apply.

All applications for development and requests for deviations shall be submitted to SERA for review and recommendation prior to being submitted to the Planning Board.

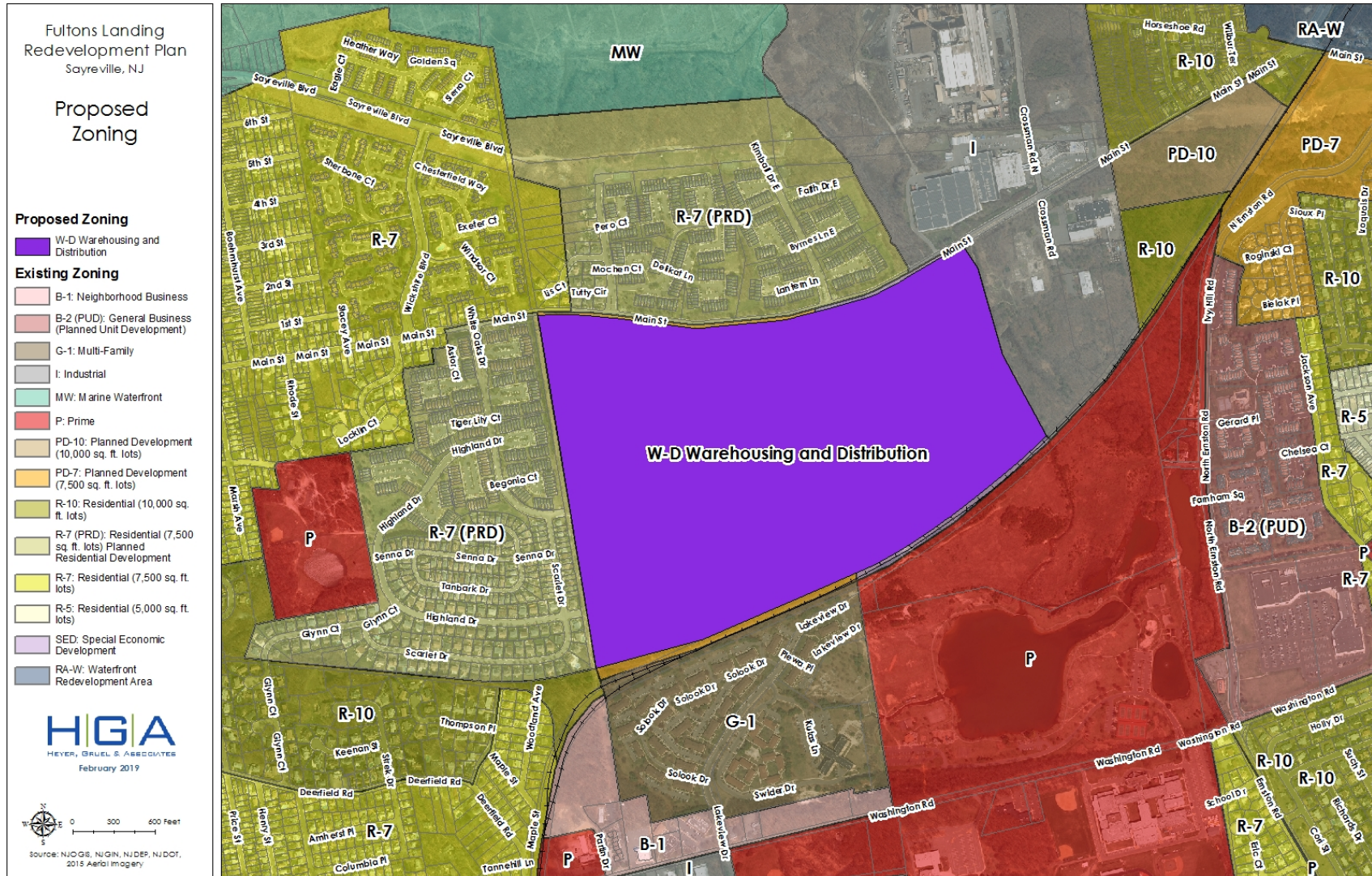
No deviations may be granted which will result in permitting a use that is not a permitted use within this Plan. Any deviation from standards of this Plan that results in a "d" variance pursuant to N.J.S.A. 40:55D-70d shall be addressed as an amendment to the Plan rather than via variance relief through the Borough's Zoning Board of Adjustment. An application requesting a deviation from the requirements of this Plan shall provide public

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

Any deviations from bulk standards shall require "c" variance relief. The Planning Board shall have the power to grant relief to the same extent as the Board may grant relief from bulk and dimensional requirements pursuant to N.J.S.A. 40:55D-70.c.

The Planning Board may grant exceptions or waivers from design standards for site plan or subdivision approval as may be reasonable and within the general purpose and intent of the provisions for site plan review and/or subdivision approval within the Plan. The Board may grant exceptions or waivers if it is determined the literal enforcement of one or more provisions of the Plan is impracticable or would exact undue hardship because of peculiar conditions pertaining to the site. No deviations may be granted under the terms of this section unless such deviations can be granted without resulting in substantial detriment to the public good and will not substantially impair the intent and purpose of the Redevelopment Plan.

Final adoption of the Plan by the Borough Council shall be considered an amendment to the Borough of Sayreville's Land Development Ordinance and Zoning Map.



LAND USE PLAN

W -D Warehousing and Distribution District

The purpose of this district is to attract warehousing and distribution businesses to the Borough in order to spur the redevelopment of the Area in a manner that is sensitive to the neighboring residential properties and does not have an adverse impact on traffic patterns in the Borough.

Use Standards

The following list of permitted uses is meant to be permissive. Any use not listed as permitted shall be prohibited.

Permitted Principal Uses

- Warehouse / Storage Facility
- Distribution Center / Fulfillment Center
- Transload Facility
- Cold Storage Warehouse
- Light Manufacturing
- Office

Accessory Permitted Uses

- Offices associated with the operation of a permitted principal use
- Passenger vehicle and truck parking, as an accessory to a permitted use
- Photovoltaic (solar) panels, either roof-mounted or as a canopy over surface parking
- Building-mounted telecommunications facility

Specifically Prohibited Uses

- Storage and/or stacking of shipping containers shall not be permitted.

Definitions

- Cold Storage Warehouse – Temperature controlled storage facility with substantial insulation for frozen or other perishable products. This does not include facilities and areas where these goods are manufactured, processed, prepared, or packaged for storage.
- Distribution Center / Fulfillment Center – A distribution facility that packages, fulfills orders, and directly distributes e-commerce shipments and similar products to external customers and/or end users.
- Light Manufacturing – An establishment engaged in the transformation of finished products or parts into new products, including assembling, converting, altering, and finishing of component parts; or the manufacture of products and the blending of materials of a light nature including paper, wood, or food products and light machinery.
- Mezzanine, Permanent – An intermediate elevated floor/platform that is installed between the floor and the ceiling of a building that creates a separate functional floor but does not constitute an entire story.
- Parcel Hub – A regional and local freight-forwarder facility for time-sensitive shipments via air freight and ground (e.g. UPS, FedEx, USPS, etc.).
- Shipping Container – Standardized shipping container used for intermodal transport without unloading the cargo between modes.
- Transload Facility – A warehouse facility that generally deals with pallet loads or larger handling products of manufacturers, wholesalers, or retailers with little or no storage durations.

- Warehouse / Storage Facility – Facility used primarily for the receipt, storage, and distribution of nonhazardous goods, products, or raw materials to retailers, nonresidential users, or wholesalers. This definition does not include the storage of scrap metal, junkyards, recycling centers, and other similar facilities.

Height, Area, Yard, Parking and Additional Requirements

The height, area, yard, parking, and additional requirements for the Redevelopment Area shall be as specified in the tables and subsections below. Any deviation from these standards will require variance relief pursuant to the standard at N.J.S.A. 40:55D-70c.

Minimum Lot area	40 Acres
Minimum front yard setback	200'
Minimum side yard setback	300'
Minimum rear yard setback	200'
Maximum building coverage	30%
Maximum lot coverage	80%
Maximum Height	50'

Passenger Vehicle Parking Space Requirements

- Warehousing / Distribution / Light Manufacturing uses: One (1) space per 5,000 square feet of building gross floor area
- Offices as a principal use: One (1) space per 500 square feet of building gross floor area

Truck Parking Space Requirements

- One and one-half (1.5) spaces per loading dock

Loading Standards

- Each loading space shall be a minimum of fourteen (14') feet in width, fifty-five (55') feet in length, and have a vertical clearance of fifteen (15') feet.

Parking Space Dimensions

	Width	Length	Height (clearance)
Vehicle Parking Space	9'	18'	N/A
Truck Parking Space	10'	55'	15'

Additional Standards

Circulation Improvements

- Main Street shall be widened along the property frontage to provide dedicated turning lanes at each proposed intersection / driveway.
- Signalized intersections shall be provided to create full movement intersections at driveways proposed opposite Kimball Drive West and Kimball Drive East.
- Truck traffic shall not be permitted access the site from the west or exit the site traveling west on Main Street toward downtown Sayreville. All truck traffic shall enter the site from the east and exit the site to the east toward the Main Street Extension, Route 9 and Route 35. Turning movements shall be restricted in a manner acceptable to the Board engineer.
- The Borough master Plan recommends a connection between Main Street and Washington Road via Lakeview Drive, which would pass through the Area. The extension of Lakeview Drive through the Area to Main Street shall be prohibited in this Plan.

- The redeveloper shall provide shuttle service for employees to off-site locations, such as park and ride lots or train stations, to reduce the number of vehicle trips to the Area.

Traffic Impact Analysis

- A traffic impact analysis shall be submitted as part of any application for site plan approval, using the specific warehouse or manufacturing related Land Use Codes in the Institute of Transportation Engineers (ITE) 10th Edition Trip Generation Manual.
- A truck turning template showing turning radii at intersections along Main Street and circulation aisles throughout the site shall be provided.

Design Standards

The section details the design standards for architectural design and site layout within the Redevelopment Area. These standards are to be used in conjunction with the redevelopment district standards. Any deviation from these standards should be considered by the Planning Board and may be granted as a design exception pursuant to the standard for exceptions from site plan regulations at N.J.S.A.40:55D-51.a.

Landscaping, Buffers, and Screening

Given the intensity and expected noise and lighting impacts associated with warehousing and distribution facilities, sufficient vegetative buffers should be provided to screen any warehousing and distribution center activity from surrounding properties.

1. The existing wooded area along Main Street shall remain as a buffer and shall only be disturbed at the road access of Kimball Drive East and Kimball Drive West.
2. A 150-foot-wide landscaped buffer is required along the western property line of the Area adjacent to the residential neighborhood.
 - a) The buffer shall be installed on an elevated berm and planted with a staggered triple row of evergreen trees a minimum of 8-10' in height at time of planting.
 - b) A mix of deciduous trees and shrubs shall be planted to supplement the berm and evergreen plantings within the buffer area.
3. A 100-foot-wide buffer of existing trees supplemented with a landscaped buffer on the slope between the wooded area and warehouse collector roads shall be provided along the Main Street frontage of the property.

- a) Site driveways, sidewalks, bus stops, and other improvements necessary to access and identify the site shall be permitted within the buffer area.
 - b) The buffer shall be planted with a staggered double row of evergreen trees, a minimum of 8-10' in height at time of planting, along with a mix of deciduous trees and shrubs.
4. Native plant species are preferred for all plantings. Non-invasive, non-native alternatives may be used to supplement
5. Landscaping is required around the perimeter of all parking areas and must consist of a combination of tree and shrub vegetation, with shade trees planted at 50 foot intervals.

Lighting

Adequate lighting shall be provided in parking and loading areas to allow for efficient flow of traffic and business practices. Given the proximity to surrounding residential uses, lighting plans should locate fixtures to reduce off-site light pollution.

1. The site shall be designed so that all structures and parking areas are adequately lit.
 - o Lighting intensity along lot lines shall not exceed 0.1 foot-candles.
2. Freestanding light fixtures shall not exceed the height of the principal structure, or 30', whichever is less.
3. Light fixtures shall use LED lighting to promote energy efficiency.
4. Site lighting shall include dimmers and/or motion-sensing technology to reduce illumination outside of operating hours, and to improve energy efficiency.

Parking and Circulation

1. Each warehouse and distribution building shall be designed to ensure that truck maneuvering areas do not conflict with truck or vehicle parking spaces to ensure safety and adequate circulation of trucks.
2. No truck maneuvering areas shall be designed so that trucks or vehicles are required to back in from or out of a public street.
3. Warehousing facilities shall be designed so that vehicle parking is separate from truck loading areas to reduce truck and vehicle conflicts.
4. The site shall be designed so that no landscaping, building, signage, or utility infrastructure hinders visibility for truck drivers.
5. Sidewalks shall be provided along the property frontage along Main Street and between each building in the Area with an emphasis on connecting the street and bus stops to the site.
6. The existing NJ Transit bus stops along the property frontage across from Kimball Drive West and Kimball Drive East shall be maintained and relocated as necessary during the right-of-way and intersection improvements.

Recycling and Refuse Collection

1. Refuse and recycling areas shall be designed to appropriately contain all refuse generated on-site.
2. Refuse and recycling areas shall be located to be easily accessible by refuse-collection trucks, and can be accessed without impeding vehicle and truck parking areas.
3. All outdoor recycling and refuse containers shall be screened with an enclosure constructed with durable fencing and/or masonry block.

4. Landscaping consisting of evergreen trees shall be used to supplement the screening.

Signage

Signs shall be used to identify the businesses located in the Redevelopment Area, as well as to provide direction when navigating the site. All signage shall conform with the standards set forth below and Section 26-89 of the Sayreville Borough Revised General Ordinances. Where there is a conflict between the Plan and the Ordinance, this Plan takes precedence.

1. Freestanding signs
 - a) One freestanding monument sign per driveway and not more than one per building shall be permitted in the Redevelopment Area at the main entrance along Main Street. The freestanding sign shall be permitted to have multiple firm names and/or logos subject to the size restrictions set forth in the Plan.
 - b) Freestanding signs shall be no taller than 10 feet in height.
 - c) Freestanding signs shall be set back at least 15 feet from the front property line on Main St.
 - d) The surface area of the freestanding sign may not exceed 50 square feet.
 - e) Freestanding signs may be lit with internal non-glare lights, or illuminated by shielded floodlights
2. Wall signs
 - a) Signs shall be mounted against the façade of the building and may project a maximum of 8 inches.
 - b) One wall sign shall be permitted per tenant.
 - c) The surface area of wall signs shall not exceed 50 square feet per sign.
 - d) No sign shall project above the roof line.

- e) Signs may be lit with internal, non-glare lighting, or illuminated by shielded floodlights.

Storage

1. All materials and equipment shall be stored in completely enclosed buildings.
2. No outdoor storage or stacking of shipping containers shall be permitted on site.

Stormwater Management

1. All development shall comply with Section 26-99.6 "Stormwater Control" of the Borough Ordinance.
2. Site design and maintenance within the Redevelopment Area shall adhere to the New Jersey Stormwater Management Best Practices.
3. Development in the site's environmentally sensitive areas, including wetlands and steep slopes, shall be minimized. Any disturbance in environmentally sensitive areas shall be justified and mitigated in an appropriate manner.
4. To the maximum extent possible, development within the Redevelopment Area should utilize green infrastructure techniques including, but not limited to the following:
 - a) Rain gardens/bioswales: Landscaped areas with native vegetation that capture, filter, and retain rainwater, and allow it to be absorbed back into the groundwater system reducing the amount of runoff flowing to municipal sewers.

Green Building Standards

The following optional standards are encouraged to promote environmentally-responsible and resource-efficient building practices. Not only will these practices promote more sustainable development, they will also foster a healthier and appealing work environment while reducing operating costs for the property owner. Green building certifications such as LEED are highly encouraged for development within the Redevelopment Area.

1. Building Systems and Operations
 - a. Heating and cooling units should be energy-efficient and appropriately suited for the size of the facility.
 - b. Heat recovery ventilators (HRV) and energy recovery ventilators (ERV) should be utilized to improve indoor air quality while maintaining the energy efficiency of the building.
 - c. Reusable and recyclable materials should be used where possible when transporting and storing goods to reduce the amount of waste generated.
2. Lighting
 - a. Natural daylighting techniques and designs, such as daylighting tubes and clerestory windows, should be incorporated into building design to reduce operating electricity costs.
 - b. Artificial light should be provided by the most efficient methods, favoring LED lighting fixtures over fluorescent and incandescent arrangements.
 - c. Occupancy sensors, timers, and other mechanisms should be utilized to optimize interior and exterior lighting usage.

3. Solar energy
 - a. Roof-mounted solar arrangement should be utilized to fully provide for or partially offset each building's energy demand. NJ has several incentive programs that provide benefits to developments that utilize solar energy.



Additional Optional Standards

Phasing

Redevelopment of the Area may be built-out in multiple phases in conformance with a phasing plan that is acceptable to the Redevelopment Entity and Planning Board. The phasing schedule shall be incorporated into the Redeveloper Agreement.

Freight Transportation Best Practices

Warehousing and distribution centers typically utilize one mode of transportation to move goods: trucks. However, it can be cheaper and more efficient to transport goods using more than one mode of transportation. Intermodal freight transportation is the transportation of goods across two or more modes, without handling the goods themselves.

A common form of intermodal freight transportation is rail-to-truck. Freight rail requires less fuel than transporting goods with trucks, lowering transportation costs and reducing the overall impact of goods movement on the environment. Moreover, NJ is highly saturated with freight rail lines, providing access to cities all along the East coast and connections to hubs in other parts of the country.

Given the proximity of this tract of land to the Conrail Railroad Raritan River Main Line, future developers of the site are encouraged to consider partnering with the railroad company to build a railroad spur on-site to provide for intermodal freight

transport. This could be especially advantageous for the developer since rail transportation requires less fuel. This intermodal connection also opens up the tenant(s) of the site to a larger market since rail is much more suited to travel greater distance than trucks. Finally, the moving freight by rail decreases the amount of truck trips required to transport goods, reducing the amount of truck trips generated by the site overall, and lessening the traffic impact of the new development on the surrounding community.



RELATIONSHIP TO OTHER PLANS

2013 Master Plan

The Borough of Sayreville adopted its Master Plan on February 6, 2013. The following goals and objectives from the 2013 Master Plan are supported by the Plan:

- Encourage aesthetic and site improvements in the Borough's major commercial and industrial areas.
- Encourage the maintenance of the existing business community and provide for desirable new commercial development.
- Develop a growth strategy to properly position the Borough with regard to anticipated Regional/County growth.

The Master Plan Land Use Element future land use for the Redevelopment Area is Special Economic Development (SED) and Special Economic Development 2 (SED-2). The SED land use classification allows for a number of commercial and industrial uses that promote economic development in the Borough. The SED-2 land use classification is intended to provide a number of professional office, restaurant, and business services. Most importantly, the SED-2 land use classification permits wholesale and distribution facilities. The SED-2 district also recommends an open space requirement including a corridor and buffer area that could link residential properties north of Main Street with Kennedy Park.

Moreover, the 2013 Master Plan recognizes that residential development is the predominant land use in the Borough, and this is reflected in the low tax revenue generated from commercial and industrial uses (7.8% and 7.7%, respectively). As a result, the Master Plan recommends diversifying the Borough's tax base through nonresidential uses, which will provide

additional employment opportunities to residents. This aligns with the Economic Plan's first objective of increasing the Borough's ratable base through expansion of nonresidential development.

The Circulation Element references a potential Main Street / Washington Road Connector, which was originally proposed in the 1986 Master Plan and reiterated in the 1998 Master Plan. The Circulation Plan map proposes a road connecting Main Street and Washington Road through the Area. In 1986, the Area was zoned PUD, and in 1998, the future land use of the western portion of the Area was intended to be residential. The 2013 Plan acknowledges the litigation between the property owner and the Borough, which was ongoing when the Master Plan was prepared.

Adjacent Municipalities

The Borough of Sayreville shares its borders with the City of South Amboy, Township of Old Bridge, Borough of South River, and the Township of East Brunswick. The Townships of Edison and Woodbridge are located across the Raritan River from the Borough.

The Redevelopment Area is located in the central portion of the municipality, and is not anticipated to have any impacts on the adjacent municipalities.

Middlesex County Transportation Plan Element, 2013

The County Transportation Plan Element identifies several improvements in Sayreville, most notably the Main Street Bypass project, which will provide an east-west route through the Borough north of the Area closer to the Raritan River. This project was identified as important for freight transportation within and through the Borough. In general, the Element discusses the

importance of freight in Middlesex County, particularly the nexus of major highways just to the north of Sayreville, and the New Jersey Turnpike and I-287 corridors.

New Jersey State Development and Redevelopment Plan

The New Jersey State Development and Redevelopment Plan (SDRP) was adopted on March 1, 2001. This plan compared the planning policies among various government levels with the purpose of attaining compatibility among local, county and State plans. The SDRP allocates land into five (5) different categories called Planning Areas. The majority of Sayreville is located within Planning Area 1 (PA1), the Metropolitan Planning Area. The Metropolitan Planning Area includes a variety of older, developed cities and towns that have a compact, close-knit development pattern. The SDRP is a unique document that, while not binding, guides State-level development and redevelopment policy as well as local and regional planning efforts. The Plan includes eight statewide goals and dozens of policies which are intended to implement the goals. The goals are as follows:

1. Revitalize the State's cities and towns.
2. Conserve the State's natural resources and systems.
3. Promote beneficial economic growth, development and renewal for all residents of New Jersey.
4. Protect the environment, prevent and clean up pollution.
5. Provide adequate public facilities and services at a reasonable cost.
6. Provide adequate housing at a reasonable cost.
7. Preserve and enhance areas with historic, cultural, scenic, open space, and recreational value.

8. Ensure sound and integrated planning and implementation statewide.

2012 Draft State Strategic Plan

The Final Draft of the New Jersey State Strategic Plan for Development and Redevelopment, which has yet to be adopted by the State Planning Commission, was intended to be an update to the State Development and Redevelopment Plan. This document takes a strategic approach to setting goals and a vision for the State of New Jersey. The purpose of the State Strategic Plan is to help the state capitalize on assets while managing and preserving natural resources. While the State Strategic Plan has not been officially adopted, and the SDRP is still the official State Plan, it is still prudent to review the relationship between this Redevelopment Plan and the State Strategic Plan draft. This Redevelopment Plan is consistent with the stated goals of the State Strategic Plan.

This Plan meets the following stated goals of the Strategic Plan:

- Increase job and business opportunities near housing, infrastructure, and transportation.
- Provide transportation choice and efficient mobility of goods.
- Make decisions within a regional framework.

ADMINISTRATIVE AND PROCEDURAL REQUIREMENTS

Redevelopment Entity

The Sayreville Economic and Redevelopment Authority (SERA) shall serve as the Redevelopment Entity. The Redevelopment Entity shall designate a Redeveloper and enter into a Redeveloper Agreement prior to the submission of any application for approval to the Planning Board.

Property Acquisition

The Area has been designated as a "Non-Condemnation" Area in Need of Redevelopment. Property acquisition through the use of eminent domain is not authorized.

Relocation Assistance

Eminent Domain is not authorized as part of this Plan. Any transfer of property and subsequent relocation are purely voluntary so no plan for relocation assistance is necessary.

Affordable Housing Units

There is no residential development currently on the site. Therefore, no affordable housing units are identified to be removed as part of the implementation of this Plan.

Amending the Redevelopment Plan

Upon compliance with the requirements of applicable law, the Borough of Sayreville may amend, revise or modify this Plan, as changing circumstances may make such changes appropriate.

Duration of Redevelopment Plan

The Plan shall remain in effect for 30 years from the date of adoption of this Plan by the Borough Council. After that period, the Zoning Ordinance will regulate the development of the Area.

IMPLEMENTATION OF THE REDEVELOPMENT PLAN

Redeveloper(s) Agreement

The following restrictions and controls on redevelopment are statutorily imposed by the Local Redevelopment and Housing Law in connection with the selection of a redeveloper or redevelopers and shall apply notwithstanding the provisions of any zoning or building ordinance or other regulations now or hereafter in force. The restrictions and restraints shall be implemented by appropriate covenants or other provisions in the redeveloper agreements.

All agreements with redeveloper(s) shall contain the following provisions:

1. The redeveloper(s) will be obligated to carry out the specific improvements in accordance with the Plan.
2. The redeveloper(s), its successors or assigns shall devote land within the Redevelopment to the uses specified in the Plan.
3. The redeveloper(s) shall begin and complete the development of said land for the use(s) required in the Plan within a period of time which the Redevelopment Entity fixes as reasonable.
4. The redeveloper(s) will not be permitted to sell, lease, or otherwise transfer or dispose of property within the Area without prior written consent of the Redevelopment Entity.
5. Upon completion of the required improvements, the conditions determined to exist at the time the Area was determined to be in need of redevelopment shall be deemed to no longer exist.
6. No covenant, agreement, lease, conveyance or other instrument shall be effected or executed by the redeveloper(s), the Redevelopment Entity, or the

successors, lessees, or assigns of either of them, by which land in the Redevelopment Area is restricted as to sale, lease, or occupancy upon the basis of race, color, creed, religion, ancestry, national origin, sex or marital status.

7. Neither the redeveloper(s) nor the Redevelopment Entity, nor the successors, lessees, or assigns of either of them shall discriminate upon the basis of race, creed, religion, ancestry, national origin, sex or marital status in the sale, lease or rental or in the use and occupancy of land or improvements erected or to be erected thereon, or any part thereof, in the Area.
8. Any other provisions as may be deemed necessary to effectuate the purposes of the LRHL.