

Sayreville Borough Master Plan

Middlesex County, New Jersey

Adopted on February 6, 2013

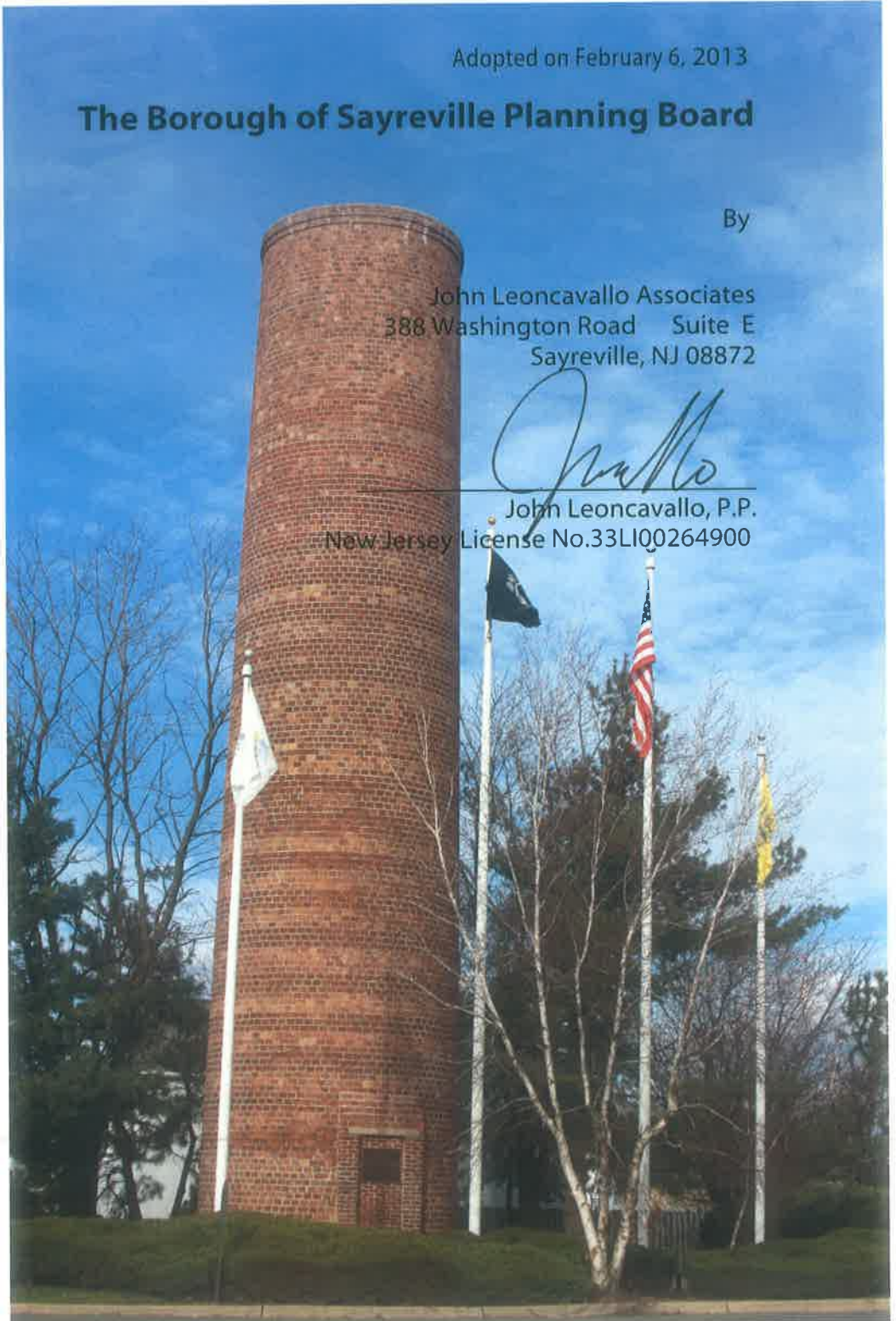
The Borough of Sayreville Planning Board

By

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2013 MASTER PLAN BOROUGH OF SAYREVILLE

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Master Plan General Policies, Goals and Objectives

The Sayreville Planning Board proposes four general policies which, together, form a statement which serves as a guide for the Borough's future. The general policies are of significant importance in that they construct the foundation for all that follows in Reexamination Reports and revised Master Plan.

Each planning goal is further defined by several specific objectives which will implement the specific planning goals.

General Policies

1. SOCIAL – The primary residential character and community cohesiveness of the Borough should be maintained and where possible, reinforced.
2. AESTHETIC – The quality and character of the Borough should be maintained and improved by emphasizing a desirable visual environment.
3. ECONOMIC – A viable commercial community entity should be maintained and desirable business growth encouraged consistent with the social and aesthetic policies. It is necessary to maintain a stable tax and employment base while facilitating the Borough's strategic location within Middlesex County and the State
4. FUNCTIONAL – Maintenance, and where necessary, expansion of improvement of community services, facilities and other physical infrastructure should be encouraged in support of the social, aesthetic and economic policies.

<p>Goal 1- Preserve Existing Residential Neighborhoods</p> <p><i>OBJECTIVES</i></p>	<p>Provides Major Support To This General Policy</p> <p>SOCIAL AESTHETIC ECONOMIC FUNCTIONAL</p>			
<p>1A. Examine all residential zone boundaries; recommend adjustments to protect residential uses.</p>	<p>X</p>	<p>X</p>		
<p>1B. Discourage the removal of existing viable residential uses in favor of non-residential uses.</p>	<p>X</p>	<p>X</p>		
<p>1C. Encourage owner occupancy of residential dwellings.</p>	<p>X</p>			
<p>1D. Continue to discourage encroachment of commercial or industrial in single family neighborhoods</p>	<p>X</p>	<p>X</p>		
<p>1E. Emphasize the importance of vigorous code enforcement programs in maintenance of viable residential neighborhoods.</p>	<p>X</p>			

1F. Emphasize curb, sidewalk and pavement rehabilitation programs in residential neighborhoods.	X			
Goal 2 - To Continue to Encourage Aesthetic And Site Improvements In the Borough's Major Commercial and Industrial Areas	Provides Major Support To This General Policy			
<u>OBJECTIVES</u>	<u>SOCIAL</u>	<u>AESTHETIC</u>	<u>ECONOMIC</u>	<u>FUNCTION</u>
2A. Maintain the character of commercial / professional office zones by appropriate zoning and site design controls.		X		
2B. Implement appropriate sign control regulations.		X		
2C. Maintain strict limits on the location of nonresidential development, particularly high intensity uses, to discourage urban/commercial intrusion in residential areas.	X	X		

Goal 3 – To Encourage & Promote An Improved Visual Environment and the Preservation of Natural Systems and Environmentally Sensitive Areas	Provides Major Support To This General Policy			
OBJECTIVES	SOCIAL	AESTHETIC	ECONOMIC	FUNCTIONAL
3A. Review development regulations with respect to height, coverage, setback, landscaping and similar items in order to achieve desirable development without artificial or arbitrary restrictions.		X	X	
3B. Encourage improved visual and physical access to Raritan River.	X	X		
3C. In specific cases, encourage pedestrian access to the Raritan River consistent with the Borough's Waterfront Development Policies.	X	X		
3D. Encourage water-related activities along the Raritan River.	X	X		

3E. Review zoning regulations to encourage those uses which will provide the opportunity for the general public to enjoy Raritan & South Rivers.	X	X	X	
GOAL 4- Encourage the Maintenance Of the Existing Business Community and Provide for Desirable New Commercial Development. <u>OBJECTIVES</u>	Provides Major Support To This General Policy SOCIAL AESTHETIC ECONOMIC FUNCTIONAL			
4A. Develop a growth strategy to properly position the Borough with regard to anticipated Regional/ County growth.			X	
4B. Continue to encourage and promote economic reuse of existing structures.			X	X
4C. Encourage major visual improvements in business areas which will provide a pedestrian emphasis.	X			X
4D. Encourage new development which will not place unmanageable demands on the Borough's infrastructure and/or will assume responsibilities for required improvements in an equitable manner.		X	X	X

4E. Prepare detailed redevelopment plans in coordination with S.E.R.A. to provide design and priority guides for significant development and initiate programs to study the desirability of additional redevelopment initiatives.	X	X	X	X
GOAL 5 – Encourage the provision for Cost Effective Expansion Of Educational and Cultural Facilities	Provides Major Support To This General Policy			
OBJECTIVES	SOCIAL	AESTHETIC	ECONOMIC	FUNCTIONAL
5A. Encourage the provision of cost effective expansion of educational and cultural facilities.	X		X	X
5B. Encourage appropriate multi-use development which will provide the potential for shared uses of infrastructure elements.	X		X	X
5C. Promote the coordination of cultural facilities with Middlesex County.	X		X	X

GOAL 6 - Plan & Implement the Expansion and Improvement Of Community Facilities And Programs Consistent With a Stable Revenue Base	Provides Major Support To This General Policy			
<u>OBJECTIVES</u>	SOCIAL	AESTHETIC	E CONOMIC	FUNCTIONAL
6A. Plan and implement improvements to the Borough's senior facility.	X			X
6B. Continue to encourage and promote expanded recycling program and goals.			X	X
6C. Encourage and continue to promote establishment of open space and enhancement of existing park facilities.	X	X		X
GOAL 7 – Plan and Implement the Improvement of Circulation And Transportation Facilities and other Infrastructure Elements Consistent with a Stable Revenue Base				
<u>OBJECTIVES</u>				
7A. Continue to coordinate the Borough's Sidewalk & Bikeway plan With Middlesex County's Bike Plan	X			X

Further Discussion with <ul style="list-style-type: none"> • Subcommittee • Borough Engineer 				
GOAL 8 – Plan and Implement Management, Budget and Financial Programs to Encourage Achievement of Goals and Objectives as Well as a Stable Revenue Base <i>OBJECTIVES</i>	Provides Major Support To This General Policy SOCIAL AESTHETIC ECONOMIC FUNCTIONAL			
8A. Establish and maintain a viable capital improvements program and budget.			X	X
8B. Establish procedures for evaluating fiscal impacts of alternate development proposals.			X	
8C. Consider the possibility of Special Improvement Districts to Finance major infrastructure Improvements in defined areas.		X	X	
8D. Encourage maximum participation in available State and Federal Programs.	X		X	X

LAND USE PLAN ELEMENT

INTRODUCTION

The Borough of Sayreville is a mature suburban community located in Middlesex County on the Raritan and South Rivers, the Cheesequake Brook as well as the Raritan Bay. The Borough encompasses an area of 18.7 square miles and borders South Amboy, Perth Amboy and the Raritan Bay to the west, Old Bridge to the south, East Brunswick and South River to the east and City of Perth Amboy, Edison and Woodbridge to the north. In the year 2010, the total population of Sayreville was 42,704 persons, a 5.8 percent increase over the 2000 population of 40,377 persons.

This Master Plan provides a comprehensive framework for future decision making regarding the Borough's land use and planning policies. This Master Plan sets forth a set of goals, objectives, strategies, and specific actions to guide the future development, redevelopment and preservation of Sayreville. It creates new policies, objectives and a desired future land use plan as well as preserving relevant policies and objectives from previous plans.

While Sayreville's land use has not changed dramatically in the last decade, many state planning policies, changes in the real estate marketplace, planning for waterfront redevelopment and statutory requirements affecting community planning have changed, which creates the need to revise the Borough's Land Use Plan. In 2001, the New Jersey State Planning Commission adopted a State Plan to guide the future development and redevelopment of the State. In 2012, the state adopted a new state plan in draft form. The new draft state plan encourages growth in areas where infrastructure exists in comparison to the soon to be replaced state planning area map. This Master Plan recognizes the goals, objectives and strategies of the State Plan, which were considered in the development of this Plan. This Plan also recognizes and considered rules created by the New Jersey Department of Environmental Protection (NJDEP) and the Federal Emergency Management Agency (FEMA), which has adopted rules and regulations that regulate development in wetlands, floodplains, areas near stream banks, brownfields and other environmentally constrained lands. Furthermore, the Council on Affordable Housing (COAH) has adopted and subsequently revised its regulations that created new affordable housing requirements for communities. A separate Housing Plan Element will address affordable housing needs and an implementation strategy in the near future, following COAH and State of NJ validating new regulations.

RELATIONSHIP OF THE LAND USE PLAN ELEMENT TO THE BOROUGH'S ZONING ORDINANCE

The purpose of the master plan is to provide the Borough of Sayreville with a comprehensive guide for the future growth and development of the community. The last full revision to the Sayreville Master Plan occurred in 1998; since then, the Borough's Master Plan was reexamined in 2004 and 2010.

The New Jersey Municipal Land Use Law requires that the Borough's Master Plan to include a land use plan element. The purpose of the plan is to guide the use of lands within the Borough to protect the public health, safety, and welfare. The land use plan map, the basis for which zone districts are created, is based upon Sayreville's vision for future growth, redevelopment, and conservation that maintains a compact pattern of development within the Borough's borders. The

Borough envisions vibrant commercial uses, appropriate infill development, adaptive reuse of obsolete industrial and manufacturing uses and brownfield reclamation. The land use plan element also presents the standards for density and development intensity recommended for Sayreville.

LAND USE ISSUES

There are several land use issues that are addressed in the Land Use Plan, as follows:

1. The status of the following redevelopment areas and plans:
 - a. Waterfront Redevelopment Area;
 - b. River Road Redevelopment Plan Area;
 - c. Dupont Redevelopment Area;
 - d. Crossway Creek Redevelopment Area; and
 - e. Landfill and Melrose Redevelopment Area.
2. The Plan evaluates the current zoning for consistency with Sayreville's existing land use pattern. There are several areas of the Borough where changes in zoning are recommended to be consistent with existing land uses, while other areas are proposed to continue to remain nonconforming land uses to encourage their transition to a conforming use over time.
3. The Plan evaluates the ability to consolidate or streamline the Borough's zone districts to lessen the complexity of existing zoning regulations. To this end, the Plan recognizes that Sayreville is a community with several distinct neighborhoods with their own unique characteristics. These neighborhoods include: Green Valley, Laurel Park, Lower Sayreville, Melrose, Morgan, Oak Tree, Oak Tree West, Parkway Homes, Parlin, President Park, Sayreville, Sayre Woods, Sherwood Forest, Sky Top and Woodside.
4. The types of uses in nonresidential districts were evaluated to reflect the type of development and redevelopment most appropriate for the respective district.
5. Existing design and development standards were evaluated and recommendations were made to encourage high quality development.
6. The Plan evaluates Sayreville's strengths to capitalize on the amenities of the Raritan River and the proximity to the Garden State Parkway, Route 9, Route 35 as well as the Driscoll, Victory and Outerbridge Crossing bridges.
7. The Plan addresses opportunities and constraints of existing commercial areas and actions that should be taken to encourage more vibrant commercial areas.
8. The Plan creates economic development opportunities and implementation mechanisms.
9. The Plan recognizes flooding problems, the impacts of the Federal Emergency Management Agency Regulations, and needed changes to encourage building outside of the 100-year floodplain.
10. The Plan evaluates the need to create standards for religious institutions in accordance with the Religious Land Use and Institutionalized Persons Act (RULIPA) of 2000.
11. The Plan balances conservation, economic development, community facilities, circulation, housing, recreation, open space and recycling to create a future land use plan.

EXISTING LAND USE

Table LU-1, Existing Land Use, tabulates how land in Sayreville is currently utilized by acreage and by percentage. The Existing Land Use Map shows a generalized representation of land use information contained in Table LU-1.

As summarized below, 25 percent of the land in Sayreville is developed for residential use. Almost 35 percent of Sayreville consists of public lands and recreation and open space lands. Industry and unimproved land comprise more 17 percent, followed by over 5 percent commercial and 1 percent quasi-public.

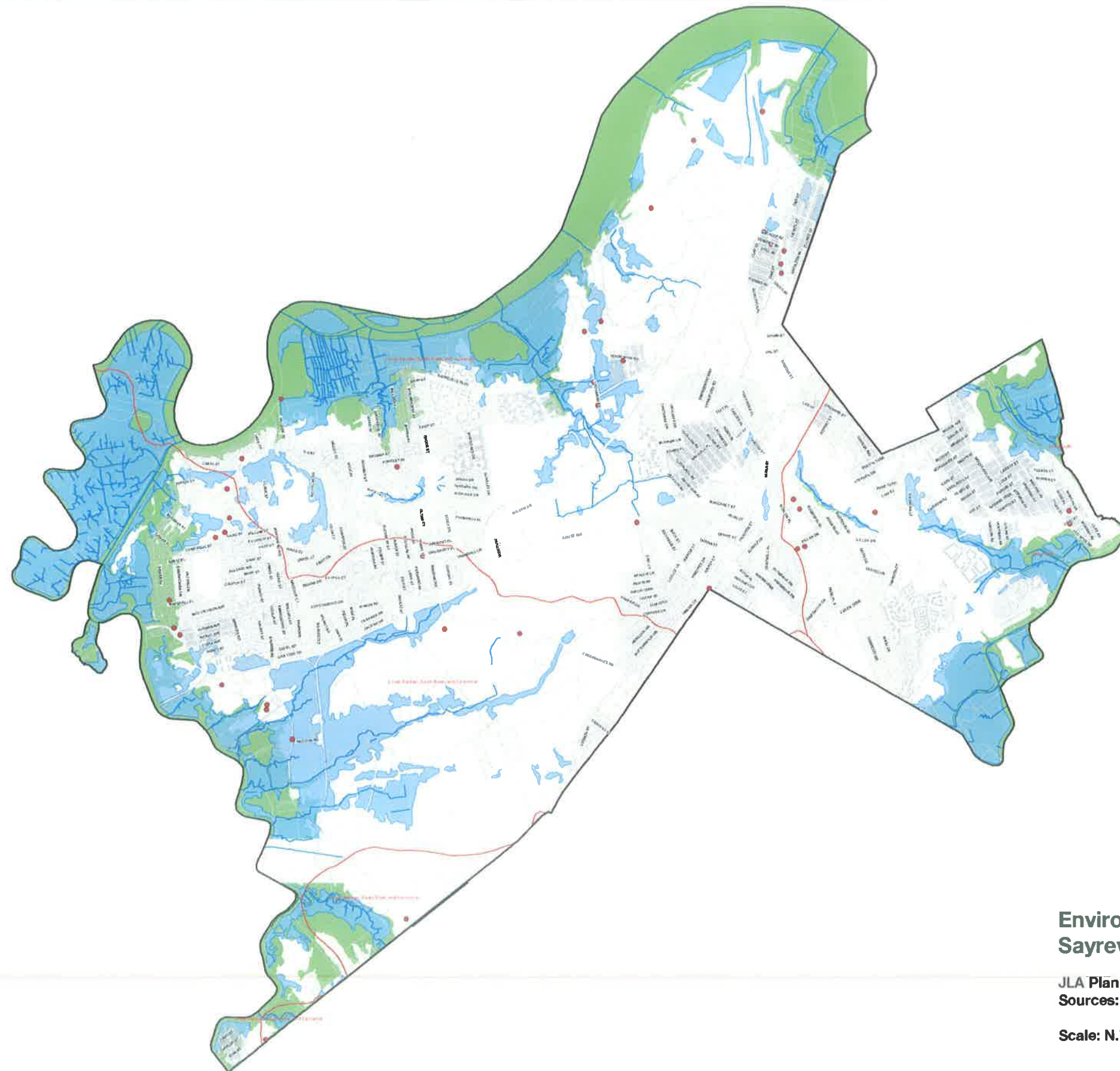
**Table LU-1:
Existing Land Use - 2012**

Existing Land Use	Acres	Percent
Vacant (unimproved land)	1,580	17
Residential – 1-4 family	2,029	22
Residential – greater > 4-family	291	3
Commercial	493	5
Industrial	1,582	17
Public	2,422	26
Recreation and Open Space ¹	854	9
Quasi-Public	70	1
Farmland	17	0.2
Total	9,338	100





Source: MOD-IV Tax Assessment Data, updated by field survey and from the Borough Tax Assessor

Out of the 9,338 acres (14.6 sq. mi.) in Sayreville, approximately 74% percent of the land area is improved as either residential, commercial, industrial, roads or public/quasi-public. When including lands preserved for parks and open space that are permanently dedicated for recreational and open space purposes, seventeen (17) percent of the Borough is privately owned and available for development. The majority of existing vacant land is environmentally constrained by wetlands or is located within a floodplain. The future development potential section of this Plan and the environmentally constrained lands map, detail the extent of these environmental constraints.

¹ Lands reported on the Borough's Recreation and Open Space Inventory (ROSI)



Legend

-  Floodplain
-  Wetlands
-  Known Contaminated Sites
-  Drainage Basins

**Environmental Constraints Map
Sayreville, New Jersey**

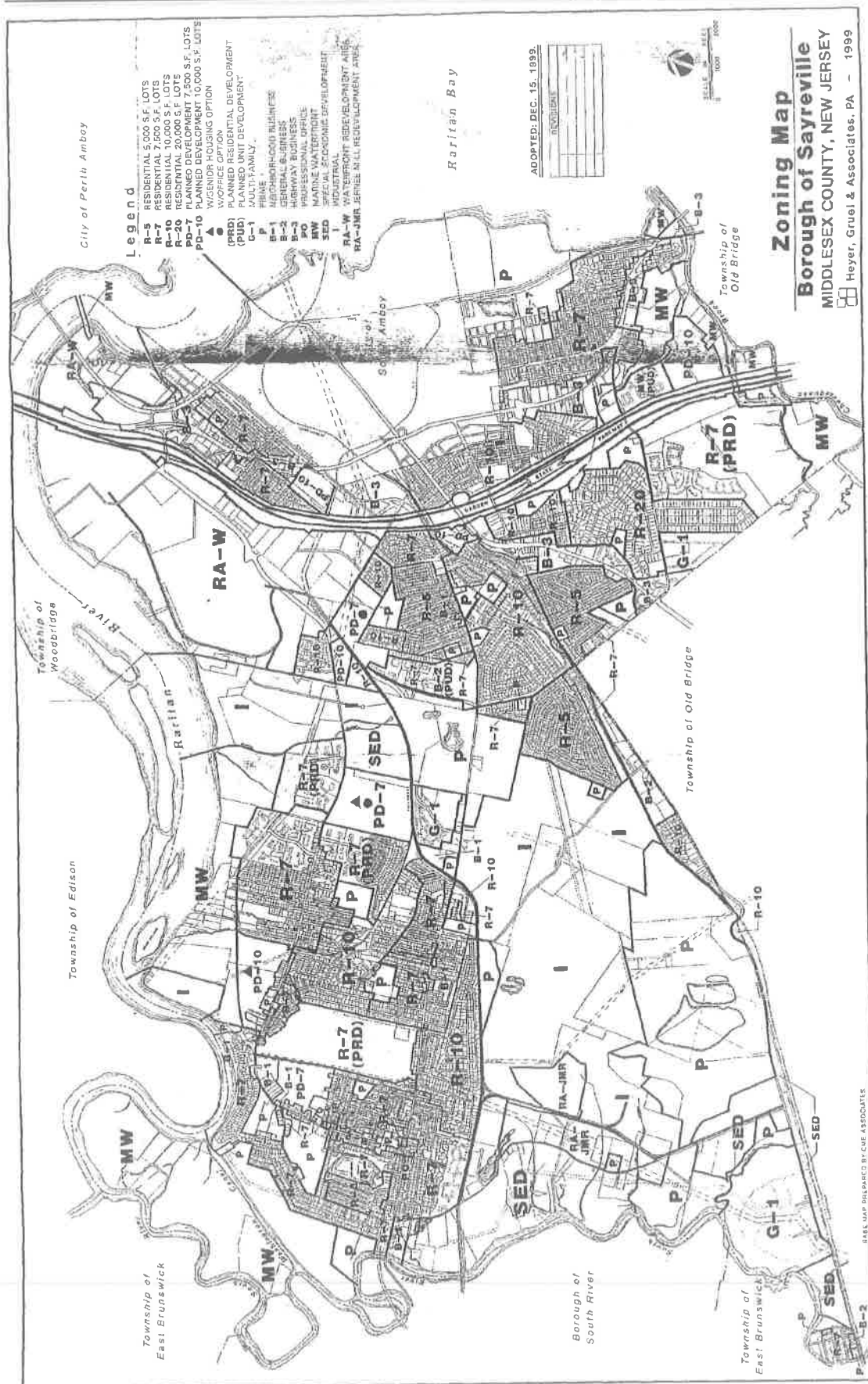
JLA Planning October 2012
Sources: NJDEP, Middlesex County GIS

Scale: N.T.S.

Existing Zoning

Sayreville's zone plan has changed over the years to meet changing market conditions for land in the Borough. The Borough is divided into twenty two (22) districts. These districts can be divided into seven broad categories:

- Single-Family Residential (R-5, R-7, R-7 (PRD), PD-7, R-10, PD-10, R-20)
- Multi-Family Residential (G-1)
- Commercial and Mixed-Use Districts (B-1, B-2, B-2 (PUD), B-3, PO, MW, MW (PUD), SED, SED-2)
- Manufacturing and Industrial (I)
- Redevelopment (RA-W, RA-JMR)
- Public, Recreational, Institutional, Municipal and Educational (P)
- Parks and Open Space (OS-C, OS-R)



CONSISTENCY OF EXISTING USES WITH CURRENT ZONING

There is a very substantial degree of consistency between those uses, which exist within Sayreville, and the zoning districts within which they fall. However, despite this large degree of consistency, several areas of the Borough contain zoning inconsistencies. These areas include:

- Principal residential uses in the B-2 district on Main Street.
- Residential uses in Sayreville neighborhood known as Tangletown. (Area east of Main Street and west of Whitehead Avenue.
- Highway Business Areas in the highway business zone along Route 35 in the eastern section of the Borough.

There are also some residential areas located in Sayreville where the prevailing sizes of single-family lots are substantially less than the zone district in which they are located requires. This creates the need for a variety of variance applications, because the bulk and area regulations that are applied to homes within such areas are already non-conforming. These neighborhoods include: Lower Sayreville, Oak Tree West, President Park and Melrose as well as Morgan. As indicated in past annual reports from the Zoning Board of Adjustment (ZBA), the bulk variances for many unique properties will have to be reviewed under the ZBA powers as enumerated under the Municipal Land Use Law (MLUL).

FUTURE DEVELOPMENT POTENTIAL

The development potential identified in this section is based upon analyzing vacant properties identified by the municipal tax assessor's database, approved projects not yet built and planned projects in the Borough's Redevelopment districts.

The analysis evaluates the total amount of growth allowed under the Borough's zone plan in effect as of October 2012. This analysis includes planned development within the Borough's redevelopment plans as follows:

- Waterfront Redevelopment Area;
- River Road Redevelopment Plan Area;
- Dupont Redevelopment Area;
- Jernees Mill Road Redevelopment Area;
- Crossway Creek Redevelopment Area; and
- Landfill and Melrose Redevelopment Areas.

Results of the Residential Buildout Analysis

Within Sayreville there are an estimated 16,386 existing residential units.² As shown in the table below, the current zone plan would permit approximately 833 additional residential units resulting in a buildout of approximately 19,219 dwelling units. The results of the residential buildout analysis are tabulated below.

	Buildout of Current Zoning Plan
Existing Dwelling Units	16,386
Additional Residential Units from Buildout (Non Waterfront Redevelopment Area)	833
Waterfront Redevelopment Area - Residential	2,000
Total Residential Buildout (Dwelling Units)	19,219

Results of the Nonresidential Buildout Analysis

Under the current zoning plan, the Borough could add approximately 6,700,000 square feet of nonresidential building floor area.

² Source: US Census 2009 – 2011 American Community Survey 3-Year Estimates

The results of the nonresidential buildout analysis are tabulated below.³

	Buildout of Zone Plan
Additional Nonresidential Space (Sq. Ft.)	6,726,476

LAND USE PLAN

The Strategy

The Borough's future land use strategy is to encourage a balance between growth and redevelopment and the conservation of natural resources and open space by focusing new growth in the Borough's redevelopment districts within existing commercial and industrial areas as well as areas for planned development. This strategy also includes conserving and expanding existing parklands, creating new passive and active trail networks in addition to protecting ecologically sensitive areas, and open spaces. This strategy recognizes the Borough's long-standing economic development priorities in support of waterfront redevelopment planning where infrastructure, regional highway access, and community facilities are available to support new job and housing creation. The Borough will utilize its existing suburban footprint more efficiently through the redevelopment and rehabilitation of the Borough's neighborhood commercial areas, by reclaiming brownfields and greyfields for beneficial economic development and through the adaptive reuse of existing developed sites.

The Borough will continue to expand its open space system of passive and active open space to protect its environmentally critical lands and natural resources while providing opportunities for informal and formal sporting activities. The system will provide species habitat; protect water quality; control flooding; provide for resource based recreation opportunities; protect the community's desirable visual environment; and promote balanced land use and a compact, efficient, and sustainable pattern of development within Sayreville.

The Concept

The Land Use Plan Map details the basic elements of the Master Plan recommendations with respect to land use. Specifically, the Land Use Plan and Map together indicate the location, extent and intensity of development of land to be used for residential, commercial, industrial, public and other land uses. It is intended to serve as a general guide to the community for developing more detailed land use proposals and regulations. It should be noted that the actual regulation of land use districts as shown on the Land Use Plan Map must be implemented through revisions to the Borough Development Regulations Ordinance.

In particular, the Land Use Plan was crafted to preserve the existing residential character of the

³ To calculate nonresidential buildout, the developable acreage is converted to square feet and a floor area ratio of 0.20 is applied to all nonresidential zones, except the Borough's Waterfront Redevelopment district, to which planned development square footages were applied.

community. With the exception of some minor changes to reflect existing land uses, the majority of changes proposed in the Land Use Plan are within non-residential areas of the community. As described in this text of the Land Use Plan, these changes are designed to improve the economic base and aesthetic character of the Borough's nonresidential districts.

The concept for Sayreville's future land use is based upon the following generalized land use areas shown on the Future Land Use Map:

- ❑ Low and Medium Density Residential
- ❑ Multi-family Residential
- ❑ Age Restricted
- ❑ Planned Developments
- ❑ Neighborhood Business (with professional office option)
- ❑ General/Village Business
- ❑ Highway Business
- ❑ Special Economic Development Zones
- ❑ Marine Waterfront
- ❑ Redevelopment Districts
 - ❑ Waterfront Redevelopment
 - ❑ Dupont Redevelopment
 - ❑ Jernees Mill Road Redevelopment
 - ❑ Crossway Creek Redevelopment
 - ❑ River Road Redevelopment
 - ❑ Landfill and Melrose Redevelopment
- ❑ Industrial Nodes
- ❑ Public/Quasi-Public
- ❑ Public and Private Parks and Open Space
- ❑ Overlay Districts

Sayreville's generalized concept for future land use areas is shown on the Future Land Use Plan and described below.

Low and Medium Density Residential - Comprising the majority of the Borough's residential zoning are the low and medium residential districts. Located throughout the Borough and almost entirely built-out, these districts have an established character. Pressure exists for home additions and house tear down/replacement. A need to balance investment to encourage revitalization and retention of high quality neighborhoods should be balanced with the preservation of existing character.

Multi-Family Residential - Located in three (3) areas of the Borough are the Borough's Multi-family residential districts. Primarily located adjacent to the East Brunswick border, Winding Woods Apartment Complex; along Washington Road (Lakeview Drive) and Ernston Road (east of Old Bridge Twp). The G-1 district provides for multi-family housing in Sayreville.

Planned Developments - Located throughout the Borough are 14 separate planned development districts designed to encourage planned residential and commercial developments.

Neighborhood Business (B-1) - Located throughout town primarily adjacent to existing

residential areas along Main Street, these areas provide for necessary commercial uses of a convenience nature adjacent to residential areas. These uses are intended to be facilities serving the everyday needs of the surrounding neighborhood. These uses should be designed to allow for convenient pedestrian circulation, common parking and a village-type atmosphere.

General/Village Business (VB) - Located along Main Street adjacent to the municipal building, this district provides for village scale mixed-use development.

Highway Business - Located adjacent to portions of Route 35, Route 9 and the Garden State Parkway, highway business zones (B-3) provide for larger scale, comprehensively planned, commercial development on lots that are 20,000 square feet or greater in area. The districts have developed in accordance with the Borough Zone Plan. Many properties in the B-3 zones are underutilized and do not project a favorable image for the Borough. Reinvestment and improved site and building design, signage, connections between adjoining uses and improved access management are needed. To improve this district, the Borough should investigate utilizing either rehabilitation or redevelopment powers, or a combination of the two powers.

Special Economic Development (SED) - Three areas are designated for this use. The SED district within the Waterfront Redevelopment Area depicted in the 1998 Future Land Use Plan has been eliminated to recognize current redevelopment planning efforts. Portions of the SED district within the Jernees Mill Road corridor have been expanded, while the southwest tip of the Borough and the eastern portion of the Crossman Road Industrial Site continue to be located within the Borough's SED Zone.

Special Economic Development 2 (SED-2) – Given its location on Main Street (near the Main St. extension) and proximity to State highways, In 2010, this area attempts to create a vibrant mix of professional offices and restaurants with various business service uses to augment traditional SED uses in the area.

Special Economic Development 3 (SED-3)- Utilizing an older large parcel with a historic past in the Borough and simultaneously trying to redevelop this parcel for future non-residential specialized demand, the Borough will attempt to designate this parcel for possible Foreign Trade Zone status or mega-warehouse development as well as other contemporary demand uses.

Marine Waterfront – *Located adjacent to the Raritan River, Raritan Bay and Cheesequake Brook, this designation largely includes environmentally constrained waterfront lands.*

Redevelopment Districts – *Six areas in the Borough have been designated as areas in need of redevelopment. These include Waterfront Redevelopment; Dupont Redevelopment; Jernees Mill Road Redevelopment; Crossway Creek Redevelopment; River Road Redevelopment and Landfill and Melrose Redevelopment.*

Industrial Nodes - At key locations in the Borough street system and along the freight rail lines are nodes of industrial land use that have developed in the Borough along the Raritan and South River waterfronts as well as southwestern areas of the Borough. The industrial category has been largely changed from heavy industrial to industrial to better reflect existing and future land uses for these areas.

Public and Private Recreation and Open Space ~ This category includes active and passive recreation resources in the Borough. It includes the Borough's greenway located along the Raritan River, county and municipal parks located on Borough and County recreation and open space inventories (ROSI).

Public/Quasi Public - This category represents lands owned by the Borough or quasi-public groups or agencies.

Overlay Districts – Located along Washington Road at Main Street, the Office/Services (O-S) Overlay Zone was created to provide a reasonable use of land for non-residential purposes while maintaining a residential presence along a portion or portions of Washington Road. Secondly, along Bordentown Amboy Turnpike, a Light Industrial/Business Service Overlay Zone was also created in 2009 to reflect changes in this portion of the Borough to blend reasonable Light Industrial uses with Business Service uses while still maintaining an existing residential character in the area.

LAND USE STUDY AREAS

The following section details the purpose of each district in addition to land use recommendations as reflected on the Land Use Plan Map.

Residential

The Borough accommodates mostly single-family residential housing types as part of its plan for residential land use. Residential areas include lands planned for single-family and multi-family development. The concept for the Borough's land use plan is to continue the existing established pattern of residential development.

Single-Family Residential [R-5, R-7, R-10] – Medium Density Residential, [R-20] – Low Density Residential

The Single-Family residential land use designation is planned on 5,000 square foot to 20,000 square foot lots. The majority of lots are found within the R-7 and R-10 districts on 7,500 to 10,000 square foot lots, thus representing an average net density ranging from 4.3 to 5.8 dwelling units per acre. It is recognized that many single-family residential properties are larger in area than the minimum area required by ordinance. The intent is to retain the existing established pattern of development.

The primary issues facing the single-family residential districts include:

- Preserving the integrity of the existing single-family neighborhoods;
- A need to refine the bulk standards;
- A need to evaluate whether planned residential developments should be rezoned to reflect existing bulk and area standards.
- A need to investigate whether stormwater controls should be incorporated into new development and redevelopment.

The Single-Family residential areas should continue to be implemented by retaining the R-5, R-7, R-10 and R-20 districts. The single-family residential districts are designed for single-family development in detached structures. They are located throughout the Borough. The single-family districts also permit essential services, community shelters, community residences and

existing agricultural uses. Houses of worship and family day care uses are permitted subject to conditions.

The Religious Land Use and Institutionalized Persons Act (RLUIP) of 2000 places limitations on actions that would restrict the exercise of religion. This Master Plan recognizes—in accordance with RLUIP—that the Borough may not impose a land use regulation that imposes a substantial burden on the exercise of religion of a person, including a religious assembly or institution unless the Borough demonstrates that such imposition is:

- In furtherance of a compelling governmental interest; and
- Is the least restrictive means of furthering that compelling government interest.

For religious institutions, this Plan specifically recommends revising existing standards to better regulate their intensity, scale, building setbacks, parking requirements, appropriate buffers and other standards in the context of surrounding residential development within all residential districts in a manner that does not impose a substantial burden on the exercise of religion. Such revisions should regulate religious institutions in a similar fashion to other institutional type uses.

Multi-Family Residential (G-1)

The multi-family residential district includes those areas that contain existing medium density garden-style apartment buildings. Regulations in the Multi-family (G-1) district include a permitted density of 12-units per acre, a minimum lot width of 150 feet, a minimum lot area of five-acres. The five-acre lot size is required so that there is sufficient tract area to reasonably accommodate development and still maintain adequate buffering from adjacent residences and nonresidential uses. Located in the southwestern corner of the Borough, the G-1 district is 162 acres in area and currently accommodates a total of 1,800 units. Commonly named Winding Woods the development was constructed in 1980's. Other multi-family developments in the Borough include Lakeview Apartments adjacent to Kennedy Park, Sky Top Apartments located south of Ernston Road near Old Bridge, Harbor Club, located in the southeast portion of the Borough adjacent to the Garden State Parkway, and the Gillette Manor Senior Citizens Housing Complex on Washington Road adjacent to South Amboy.

The Borough only contains one senior residential community, which contains approximately 100 units. While there has been a misconceived demand for age-restricted housing statewide, new demographic data suggests that additional units may be needed in Sayreville.

Planned Residential Development

To plan for the orderly development of large residentially zoned tracts in the Borough, several planned residential development districts were recommended in the 1998 Master Plan. These districts include the PD-7 (7,500 minimum lot size) and the PD-10 (10,000 square foot minimum lot size). In total, 14 tracts were placed within this designation. With the exception of the PD-10 and PD-7 tracts located adjacent to Main Street and Ivy Hill Road; the PD-10 tract located adjacent to Washington Road and the Garden State Parkway; the PD-7 tract south of Main Street (Mocco); and the PD-10 tract east of the Garden State Parkway, these districts have been fully developed in accordance with the Borough's planned development standards.

The intent for planned development is to permit flexibility that will encourage a more creative approach in the development of land, and will result in a more efficient, aesthetic and desirable use of open space, layout of streets, utility systems and other public improvements, while at the same time maintaining substantially the same overall dwelling unit density and area coverage anticipated for an area. Benefits include the ability to phase projects over time and the ability for the Borough to require the inclusion of recreation and other improvements as part of development.

Given the proximity of the southernmost planned residential development district to the Garden State Parkway and Route 9, this Plan recommends creating a new stacked flat planned development district. This Plan also recommends considering a live/work⁴ option for a portion of the existing PD-7 and PD-10 districts located adjacent to Main Street and North Ernston Road.

Recommendations

- Evaluate the need to craft infill development standards that reduce development potential proportionally as lot size increases.
- Add the following intent to the single-family residential districts:
The Borough of Sayreville is an established suburban residential community. It is the desire of the community to preserve and protect the established character of neighborhoods in the Borough and to encourage a compatible relationship between new or expanded houses and traditional neighboring structures that reflects the best of the local character, particularly in terms of scale, siting, design features, and orientation on the site.
- Require a usable open space area as part of all residential developments.
- Revise requirements for religious uses to have standards that are consistent with other institutional or quasi-public uses in the Borough. Create standards to ensure that appropriate parking and buffers are in place to adjoining residential properties.
- Revise stormwater ordinances to require a range of stormwater management options to be incorporated into home expansions and teardown/rebuilding of homes.
- Evaluate the creation of a new stacked flat planned unit district to replace the existing PD-10 district adjacent to Washington Road and the Garden State Parkway exit 123 southbound off-ramp.
- Evaluate creating a live/work option within the unimproved R-10 district adjacent to Main Street and N. Ernston Road.
- Expand the range of permitted uses to allow home occupations and home professions subject to conditions.

Age-Restricted Housing (A-R)

This Master Plan in the Future Land Use Plan, identifies a new land use classification to encourage new developments that provide care and housing services to seniors. Despite a perceived saturation of age-restricted planned developments statewide, age-restricted housing is limited in Sayreville. As indicated in the demographic element of this Plan, Sayreville is an aging community. Data suggests a lack of housing options for seniors in Sayreville.

⁴ A workspace or shop that is integrated with a dwelling unit occupied by the proprietor of the workspace or shop.

The proposed district is located along Main Street. Its purpose is to provide a comprehensively planned age-restricted housing development. Approximately 15 to 25 acres is planned in this category.

Commercial

Neighborhood Business (B-1)

This district located along Washington Avenue and Main Street is designed to encourage relatively small scale shopping districts intended to serve the daily needs of residents living in adjacent to adjoining residential development. Desirable uses in the B-1 district include small grocery stores, dry cleaners, beauty shops, delicatessens and restaurants. Guidelines are encouraged to transform retail strip-mall development to be more consistent with existing General Business uses along Main Street in the Borough.

Current bulk regulations require a 20-foot front yard setback and a 10-foot side yard setback for each side yard. To encourage traditional lot layout and design, similar to development along Washington Street, bulk standards should encourage buildings placed closer to the street edge with parking in the side and rear yards. The minimum front yard setback should be reduced to 10 feet, with a maximum of 20 feet. Other considerations include creating minimum areas to be landscaped and specific guidelines to regulate signage. Consideration should be given to allowing residential apartments as an accessory use with specific design requirements.

Recommendations

1. Create a minimum and maximum front yard setback.
2. Create new landscaping standards.
3. Consider permitting residential apartments on upper floors with specific conditions.

General/Village Business (B-2)

The intent is to encourage increased pedestrian oriented commercial and retail activity in the Borough's hamlets and to create greater flexibility for mixed use of commercial and residential uses within individual structures to provide a variety of housing options. Desirable uses in a B-2 district include retail sales and service, medical offices, professional offices (upper floors), banks without a drive through lane facing Main Street, apartments (upper floors only) small grocery stores, dry cleaners and beauty shops. The area is suited for business and professional offices, home professional offices and home occupations. Building conversions to a nonresidential use should be carefully designed to preserve the historic character, scale and features of the buildings and the streetscape. Guidelines are encouraged to discourage retail strip-mall development.

The center on Main Street is not just a place of business activity. It is a center of community life. Its character and quality contributes to the Borough's quality of life and community pride and identity. Opportunities exist to improve the overall attractiveness, the quality and mix of stores, and walkability of the community. An evaluation of historic resources should also be considered.

The Main Street business district—between the Municipal Building and Veterans Drive—is a linear corridor. It is predominantly commercial in character with several residential uses on the upper floors in addition to single-family residential uses and scattered public and quasi-public uses. Main Street has historically functioned as the Borough’s historical downtown. At first glance, it appears that the entire Main Street corridor contains some form of non-residential uses. However, this is contrary to existing land uses that comprise the corridor. While principal residential uses are not currently permitted within the district, many residential uses exist. A specific goal of this Plan is to maintain and promote the areas as a hamlet of mixed residential and compatible nonresidential uses. Modifications to the existing zone standards are required. The Borough should consider setting minimum lot size requirements based upon the use. Existing single-family structures, home professions and home occupations could be located on smaller lots than nonresidential uses. To retain the character of the district, a maximum building size should be included within the revised zoning regulations.

During the past several decades the B-2 district has struggled as a result of increased competition from larger “big box” retail activity found nearby on Routes 9, 35, 18 and throughout the region.

The Borough should make the retention of a vibrant Main Street district a priority. Consideration should be given to creating a business improvement district or to encourage the creation of a committee to oversee its revitalization with representation from the mayor or a mayor’s designee, a planning board member, a council member, commercial property owners and business operators in the Borough to guide revitalization efforts.

The creation of niche retail uses, a quaint setting with nighttime ambient lighting, creative off-street parking solutions and the willingness for residents to “adopt” this area will be necessary to create and maintain a vibrant Main Street district. An opportunity to investigate facilitating lease parking options between private sector business operators is one off-street parking solution. Identifying a centrally located site to construct a public parking lot may also help provide convenient parking.

Marketing efforts should be coordinated with all other revitalization and planning efforts of the Borough. The needs of businesses should be evaluated in light of comprehensive Borough goals and objectives. Transforming Main Street by creating a new identity and reorienting it from general retail to niche retail, specialty services and entertainment has been successful in other New Jersey communities. Coordinated planning is necessary to identify suitable locations for redevelopment (soft properties), provide attractive streetscape amenities and address parking constraints. The creation of a farmers market and other events should be prioritized to draw additional shoppers to Main Street. The creation of a shoppers survey by the newly created downtown committee would help identify shoppers’ patterns and needed uses in this area.

Professional Office Option

This Plan recommends consolidating the Professional Office district into the B-2 Business district to better reflect existing conditions and to expand the range of permitted uses in this area of the Borough. One objective of the district is to allow for the conversion of existing residential structures for professional office uses while preserving the historic character, scale and features of the buildings and the streetscape. Any conversion of an existing residential building should be

consistent with the existing architecture. The Borough should consider creating ordinance requirements for this purpose. Objectives of the zoning ordinance should include provision for parking and building design requirements.

Recommendations

1. Create a maximum front yard setback to discourage alteration to the established land use pattern in the district and to encourage traditional downtown development massing.
2. Rezone the B-2 districts located along Bordentown Road to B-3 Highway Commercial, to be more consistent with the existing character of those areas.
3. Create a business improvement district or a “Main Street” committee to oversee the revitalization of the district.
4. Create a shopper’s survey to better understand local shopping habits and to identify needed or niche businesses.
5. Work to improve the physical appearance of the district through streetscape improvements, lighting (including ambient night lighting), seasonal decorations and façade improvements.
6. Encourage apartments on upper floors as an accessory use to increase foot traffic and to lower business costs.
7. Evaluate state and federal funding sources to create a façade improvement program as well as interior improvements to assist business owners in improving the appearance and functionality of buildings.
8. Eliminate the existing Professional Office (PO) district and expand the B-2 district, with a professional office option and requirements.
9. Rename the district Village Business to be more consistent with existing land uses and character of the area.

Highway Business (B-3)

The Highway Business district area includes portions of the existing highway commercial uses along Routes 9 and 35. The area currently permits retail sales and service uses, business and other commercial uses. While the permitted types of businesses in this district will remain similar, the building and parking layouts, the types and styles of signage, landscaping, lighting and other design guidelines should be improved consistent with the Route 35 and Route 9 Overlay section within this Plan.

The district is further intended to allow community and regional-scale commercial uses that rely heavily on automobile and truck access. Opportunities exist to improve community design in the areas planned for Highway Commercial land use. Future development, expansions, or building alterations need to follow the recommended community design guidelines. Benefits will include the creation of a more business friendly environment and improved circulation patterns on public streets and within the parking lots of existing businesses.

Several parcels within the B-3 district have sufficient depth to accommodate apartments or townhouses setback from Route 9 or 35. Direct access to the regional highway network and public transportation will likely be attractive to young working professionals.

Recommendations

1. Implement community design improvements recommended in the Route 9 and Route 35 Overlay District.
2. Investigate designating portions of this district as a rehabilitation designation to encourage reinvestment into properties.
3. Evaluate the potential for a limited number of condominium-style residential apartments or townhouses on deep properties that adjoin existing residential uses.

Industrial

Sayreville has a rich industrial history. While the Borough continues to remain an industrial community, an emergence of new technology companies and a growing residential population has changed its landscape.

Substantial portions of the Borough south of Washington Road and north of Main Street adjacent to the Waterfront Redevelopment district have historically been located within the Heavy Industrial land use classification.

Consistent with industry trends, this Plan recommends reclassifying these areas to a new light industrial classification. Such a classification should result in reducing the existing range of heavy industrial uses that currently include but are not limited to chemical manufacturing, explosives manufacturing and other similar uses.

The purpose of this zone is to establish an industrial zoning district that fosters the development of innovative industrial uses that utilize a high standard of environmental and economic performance. These uses will promote an approach to industrial development that involves connecting within and across industries throughout the central New Jersey region. However, this Plan also recognizes the appropriateness to retain existing heavy industrial uses including, but not limited to Gerdau Ameristeel, within the Heavy Industrial classification.

Recommendations

1. Reclassify the majority of the Heavy Industrial land use classification and create a new Light Industrial (LI) classification.
2. Revise the range of permitted uses to eliminate specific heavy industrial uses.
3. Eliminate the Heavy Industrial land use classification for the tract currently located within the Crossway Creek Redevelopment Area and replace with the current redevelopment classification.
4. Create a floor area ratio standard to proportionally regulate development intensity according to lot size.
5. Reclassify the heavy industrial land use classification south of Main Street to SED in accordance with the SED district recommendation.

Special Economic Development (SED) District

The SED district permits a full range of commercial and industrial uses intended to allow for increased economic development opportunities in the Borough. This land use district has been historically identified within a portion of the waterfront redevelopment district, adjacent to the South River in the western portion of the Borough and adjacent to the heavy industrial and Planned residential development district south of Main Street.

This Plan recommends updating the Future Land Use Plan to be consistent with on-going redevelopment waterfront redevelopment efforts. Areas currently designated SED within the waterfront redevelopment district should be replaced with the waterfront redevelopment designation. Furthermore, this Plan recommends expanding the SED land use classification to the west and east to include the existing planned residential development tract (PD-7) located south of Main Street adjacent to White Oaks Drive and the portion of the heavy industrial classification that is located south of Main Street and east of the existing SED tract.

Recommendations

1. Expand an SED-2 district south of Main Street as well as an SED-3 classification between Cheesequake Road and Jernees Mill Road.
2. Eliminate the SED classification within the waterfront redevelopment district.
3. Revise the range of permitted uses to eliminate specific heavy industrial uses.
4. Create a floor area ratio standard to proportionally regulate development intensity according to lot size.
5. Reclassify the heavy industrial land use classification south of Main Street to SED in accordance with the SED district recommendation.

In revising the SED land use category, the following zoning characteristics are recommended:

1. The creation of a floor area ratio standard ranging from 0.25 to 0.5.
2. The creation of a 75-foot perimeter buffer to residential uses.
3. Restrict access to Main Street to limit traffic through adjacent residential neighborhoods.

Special Economic Development- 2 (SED-2) District

The Special Economic Development-2 land use classification is intended to allow a mix of professional office uses including corporate offices and executive centers, data processing facilities, computer centers, medical offices and clinical laboratories, banks, back office suites, fiduciary institutions, office research centers and municipal utilities and services. In addition to these uses, restaurants and sports/health facilities would also be permitted. Furthermore, business service uses including antique furniture restoration, collection services, employment agencies, security system services, medical equipment/ rental & leasing and supplemental education/training facilities are permitted. Given the large tract size, research labs and fully enclosed wholesale, distribution and storage establishments with limited retail sales is also envisioned.

An open space requirement would be established within this classification to create an open space corridor and buffer area. The intention of this requirement is to connect residential properties north of Main Street with Kennedy Park, south of the district.

Special Economic Development- 3 (SED-3) District

The Special Economic Development – 3 land use classification is to provide a range of land uses to meet the Borough’s economic development objectives. Specifically, the Hercules tract consisting of approximately 400 acres, should be investigated as a site to be designated as a Foreign Trade Zone (FTZ). The Borough’s established infrastructure as well as potential import & export demand opportunities in the next decade, is the basis to explore the creation of a FTZ.

The Borough should investigate partnering with the NJEDA or the NY/NJ Port of Authority to utilize the Hercules tract as a sub site to be designated a FTZ “subzone” under their existing networks. A second alternative is to set up a public/private relationship with a third party corporation to share responsibilities of the application process and future implementation of an independent FTZ.

As a second alternative or in combination with the above FTZ goal, a present day need arises to expand needs to back up data, provide back office operations and other computer related systems. Information technology (IT) operations are a crucial aspect of most organizational operations. One of the main concerns is business continuity; companies rely on their information systems to run their operations. If a system becomes unavailable, company operations may be impaired or stopped completely. It is necessary to provide a reliable infrastructure for IT operations, in order to minimize any chance of disruption. Information security is also a concern, and for this reason a data center has to offer a secure environment that minimizes the chances of a security breach. A data center must therefore keep high standards for assuring the integrity and functionality of its hosted computer environment. This is often accomplished through redundancy of both fiber optic cables and power, which includes emergency backup power generation. To provide these services, data centers often consist of facilities containing rows and rows of servers covering hundreds of thousands of square feet.

As a new emerging land use, the need for data centers is growing tremendously. According to federal, data centers grew from 432 in 1998 to 2,094 in 2010. Considering this expanding need coupled with significant available acreage in the SED-3 Zone, and its desirable location due to the availability of large tracts of relatively inexpensive land, proximity to high speed broadband, road and rail infrastructure, creates an outstanding opportunity to create a zone that will propel the Borough in the 21st century.

Data centers along with photovoltaic (solar) farms are two synergistic uses that are recommended permitted uses in the SED-3 zone.

Recommendations

1. Develop a two prong path for opportunities. First, explore the FTZ approach with the Borough Council and SERA. Develop a preliminary business plan with a potential company experienced in FTZ designation. Second, if the first approach is unrealistic, classify the tract for long-term business/warehouse development given the Borough’s exceptional location in the State.
2. Simultaneously, research funding sources and programs to help facilitate exploration of FTZ status and development. Utilize NJ state agencies and departments in this search.

Marine Waterfront (MW)

The Marine Waterfront land use classification is intended to encourage water-related and water-dependent uses and the business and commercial uses that serve and support them, including but not limited to fishing, marine transportation, recreation and tourism. It is recognized that unique natural features of the marine environment contribute significantly to the economic and social environments, therefore performance standards are required to minimize the impact of development on the natural features on which they depend.

The majority of the District is appropriate for restaurants and retail sales and service operations that are associated with a marine commercial use. Hotel and banquet uses may also be appropriate. Selective areas of the marine recreational district in already disturbed areas have tremendous redevelopment potential that can provide significant benefits to the Borough. These benefits include a stable tax base, employment opportunities and amenities such as recreation facilities and access to the waterfront. The use of redevelopment and rehabilitation powers in accordance with provisions of the Local Redevelopment and Housing Law may be appropriate when environmental contamination is present and where properties have remained idle for over 10 years or more.

Parks/Open Space

The areas shown on the land use plan map as parks/open space are located throughout the Borough. The parks and open space area include public parks and permanently preserved open spaces owned by public and quasi-public agencies. These lands are held for conservation purposes only. The Borough zone plan may be modified, as appropriate, to designate there status and/or use as dedicated open space.

This category also includes Borough recreation and open space lands listed on the Borough Green Acres Recreation and Open Space Inventory (ROSI). Borough parks are located throughout the Borough to serve the population and provide opportunities for active recreation and passive recreation.

Public Use/Public Land

The public use/public area consists of publicly owned lands and buildings within Sayreville that are committed to public use. Excluded from this category are publicly owned and dedicated parks or open space and public streets. The public use/public land category includes the Borough's public buildings and lands such as public schools and school administration buildings, public library, Borough Hall, public works yards, Borough water supply facilities and other governmentally owned facilities.

Redevelopment Districts

The Borough Council has designated five areas in need of Redevelopment. These areas include: Waterfront Redevelopment, Dupont Redevelopment, Jernees Mill Road Redevelopment, Crossway Creek Redevelopment, as well as the Landfill and Melrose Redevelopment. Redevelopment plans have been prepared for each district with the exception

of the Landfill and Melrose Redevelopment Area, for which the Planning Board is reviewing a draft plan.

Waterfront Redevelopment Area

Located at the northernmost point in Sayreville and bounded by the Raritan River to the north, east and west and Main Street and Route 35 to the south, the 900 + acre Waterfront Redevelopment district is an essential component of Sayreville's future economic development strategy. The Borough, as part of its redevelopment planning, calls for redeveloping the former National Lead site and surrounding properties into a vibrant mixed-use community. The Plan envisions 2,000 residential units, 42,000 square feet of office space, 3.2 million square feet of retail space and 625,000 square feet of entertainment/hotel space. Waterfront Redevelopment represents a unique opportunity to create a diverse array of shopping, dining, working, and cultural amenities along the waterfront. A public waterfront walkway, public marina and wetland restoration area will create a unique waterfront setting for residents, workers and visitors.

Dupont Redevelopment Area

Declared as an area in need of redevelopment in 1994, the E.I. Dupont DeNemours & Company site consisting of 343 acres is located in the south central area of the Borough. The tract has a long history of heavy industrial and manufacturing uses that was originally home to a smokeless powder and dynamite company established in 1898.

After World War II and major labor disputes in the 1950's, the facility became BAE Photosystems & Electronics Products department in 1986. It was renamed the Imaging Systems department soon after where graphic art film, cyrel plated and cromalin proofing toners for the printing and publishing industry were manufactured. Teflon finishes and electronic resins were also produced. In the 1990's, the DuPont Company severely scaled down its operations at the Parlin plant. Today, many buildings have been retrofitted, while other obsolete structures were razed. After substantial facility improvements and dedication of a large tract of land to the Borough, the plant operates efficiently within the State's environmental regulations. Recently, a solar generation facility was approved on the facility site to augment electricity demand.

River Road Redevelopment Plan

The River Road property is owned by the Sayreville Economic and Redevelopment Agency (SERA) and was declared an area in need of redevelopment in 2002. The tract is 87 acres in area and is made up of seven parcels. It is located between Main Street and the Raritan River in the northern section of the Borough. The 2003 Redevelopment Plan envisions economic investment in the area to include senior housing uses, active and passive recreational facilities and open spaces and an energy transfer power plant already built and operating by "Reliant Energies" (Neptune Gateway Project).

Crossway Creek Redevelopment Area

The Crossway Creek Redevelopment Area is located south of Ernston Road adjacent to the east side of the Garden State Parkway. It is 75-acres in area and has been designated as an area in need of redevelopment since 1998. The Redevelopment Plan originally allowed for PD-10 zoning on approximately 22 acres, which permitted single-family dwellings, essential

services, institutional and public uses, assisted living facilities and community shelters and residences. While the area saw the creation of single-family lots and the construction of a marina, the area has not realized its full potential. To encourage revitalization of the area, the Redevelopment Plan was revised to permit townhouse as an alternative use. While an approval for townhouse development was granted by the Planning Board, the project was never constructed as a result of weakened market conditions.

Jernee Mill Road Redevelopment Plan

In April 1999, a portion of the Jernee Mills Road corridor was deemed an area in need of redevelopment. A redevelopment plan was adopted soon thereafter in July 1999. The Jernee Mill Road Redevelopment area is 156 acres in area. It is located on the eastern side of Jernee Mill Road, north of Bordentown Avenue in the vicinity of the VFW Hall. The former Conrail Raritan River Rail Line traverses the area, however the rail line is outside of the redevelopment area. The goals of the redevelopment plan are to utilize certain properties to their highest and best uses to increase the tax rates in the Borough; to create job opportunities; promote new vibrant business opportunities; maximize the leveraging of public and private funds and balance environmental considerations with development opportunities.

The easternmost tract (Block 49.01, Lot 1) has been redeveloped into the Red Oak generating plant. The remainder of the Jernee Mill Redevelopment District permits the following uses:

- | | |
|---|--|
| 1. Auto, electronic & precision equipment, industrial machinery and equipment and household goods repair and maintenance, excluding truck maintenance facilities. | i. 325-Pharmaceutical&medicine |
| 2. Childcare centers | j. 326-Plastics & rubber product |
| 3. Electrical power generating facility | k. 326-Non-metal mineral product |
| 4. Essential services | l. 332-Fabricated metal product |
| 5. Fitness & recreation sports centers | m. 333-Machinery manufacturing |
| 6. Information services and products | n. 334-Computer and electronic product |
| 7. Institutional and public uses | o. 335-Electrical equipment, appliance |
| 8. Manufacturing (including): | p. 336-Transportation equipment |
| a. 311-Food | q. 337-Furniture&related product |
| b. 312-Beverage & tobacco product | r. 339-Miscellaneous |
| c. 313/314-Textile mills & textile product mills | 9. Office, including medical office and research lab |
| d. 315-Apparel | 10. Parking facility/public garage |
| e. 306-Leather | 11. Restaurants |
| f. 321-Wood product | 12. Retail ad wholesale sales and services |
| g. 322-Paper | |
| h. 323-Printing & related support activities | |

13. Temporary construction staging and storage

14. Warehousing and indoor storage

Building design and site standards were also incorporated along with open space design and landscaping standards for future site safety and beautification. Sign recommendations as to the type, visibility and prohibition have also been included in the 1999 Plan.

Landfill and Melrose Redevelopment Areas

Landfill Redevelopment Area

In 2011 and 2013, a draft Redevelopment Plan was prepared for the former municipal Landfill #3 and the Melrose Treatment Plant property. The Former Landfill #3 is located on the west side of Jernee Mill Road and bounded by Pond Creek, on the west by the South River and on the south by a unnamed tributary of the South River. The landfill tract is approximately 48-acres in area.

It is envisioned that the Landfill's property size, energy (methane), location and mature vegetation along its perimeter create a unique opportunity to develop an eco-industrial park (EIP) or industrial park in which businesses cooperate with each other and the community to efficiently share resources, i.e., such as information, materials, water, energy, infrastructure and natural resources. The concept is to encourage an environment of economic gains while improving environmental quality. The intent is to plan an EIP in a manner that makes it easier for businesses to co-operate, and that results in a more financially sound, environmentally friendly project. Potentially collaborative strategies include by-product synergy (waste-to-feed exchanges), but may also take the form of wastewater treatment, shared facilities (shipping and receiving), shared parking, shared use of green technology and district energy systems.

An eco-industrial park (EIP) is defined as: A community of businesses that cooperate with each other and with the local community to efficiently share resources (information, materials, water, energy, infrastructure and natural habitat), leading to economic and environmental quality gains, and equitable enhancement of human resources for the business and local community. EIPs are one way of encouraging sustainable development by creating a development where the collective benefit is greater than the sum of individual benefits that each company would realize by only optimizing its individual performance.

The goal of a EIP is to improve the economic performance of the participating companies while minimizing their environmental impacts. EIP's include green design of park infrastructure and plants, cleaner production, pollution prevention, energy efficiency and inter-company partnering.

The Landfill site is proposed to be zoned as an Eco-Industrial Redevelopment Area (RA-E1) and would allow the following uses:

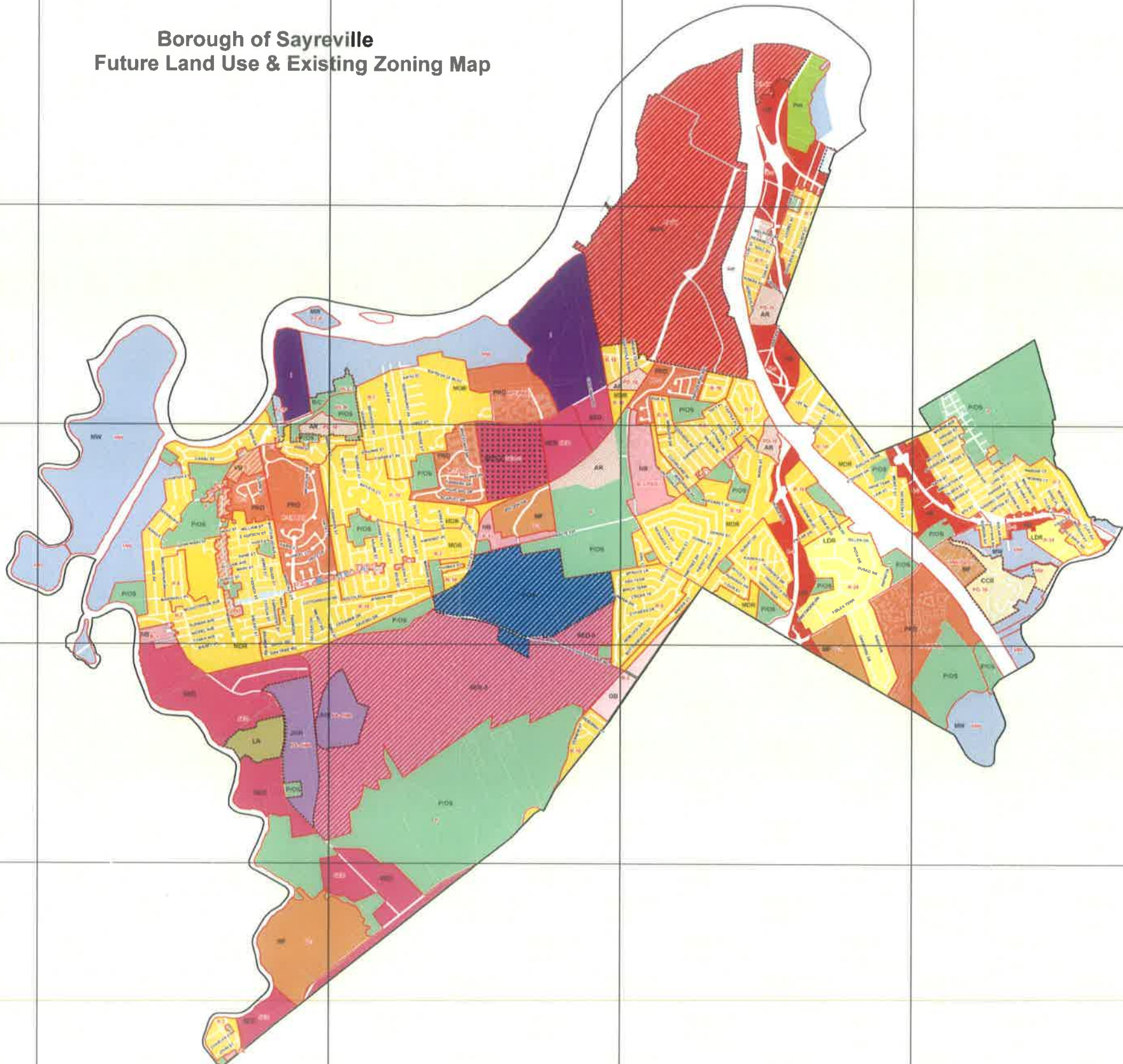
- | | |
|--|---|
| 1. Aquaculture Operations/Facility | 5. Commercial Service Establishments |
| 2. Boat and water related storage/maintenance facilities | 6. Solar Panel Power Generation Facilities |
| 3. Brewing or Distilling | 7. Gas Bar or Service Station including Confectionary |
| 4. Card Lock Facility | 8. Greenhouse or Plant Nursery |

-
5. Noise producing equipment. Consideration should be given to establishing ordinance standards regulating the location, placement and screening of outdoor noise-producing equipment, including pool filters and pumps, air conditioners, etc. The purpose of the regulations should be to minimize visibility of such equipment from the street as well as adjacent properties and to mitigate any potential noise impacts.
 6. Technology. In order to provide for efficient enforcement, it is recommended that all future zoning and planning records be computerized to ensure institutional memory of all planning and zoning decisions, including conditions set forth in memorializations and other pertinent documents.
 7. Community Design. Community Design is a key component of the Land Use Plan for a Borough such as Sayreville. Quality of life issues are directly related to community design. The intent of a community design component to the Land Use Plan is to recognize and preserve, where feasible, those elements of the Borough that create the character and context for which any future development and redevelopment should be reevaluated. From a community design perspective, the Borough has many opportunities to improve community design. It has established neighborhoods and an extensive system of community facilities. Extending the physical form of Sayreville's "Main Street" development into the waterfront redevelopment area should continue to be reinforced through the development policies of the Borough. The aesthetic and visual elements of the physical form should be addressed through general community design principles.
 8. Rental units. Evaluate the need to require the inspection of rental units when a change of tenancy occurs. A program requiring a valid rental permit could be established. Issuance of a permit would require an inspection to certify that the property conforms to relevant code standards. The cost of the inspection could be rolled into the permit cost, limiting the actual cost to the Borough. In addition, the permit program would provide an additional enforcement tool, as a permit could be revoked for violations of the relevant standards.
 9. Patiently work toward a bicycle network of shared or dedicated use ("bike lanes" and "bike paths," respectively). The aim is to identify the safest and most effective routes to provide better access to parks, the waterfront and other important destinations including schools as well as other local destinations. The design should better link residential communities to community facilities and the waterfront redevelopment areas. Bike lanes, when painted on a roadway, not only provide access, they are also a means of traffic calming. The long-term goal is to develop an interconnected circuit of bike lanes and paths that circumnavigate the Borough, such that bicycling is a realistic alternative to the car.
 10. Consider eliminating duplexes, triplexes and multi-family dwellings as permitted uses in the Planned Residential Districts.
 11. Ordinance definitions. The definitions section should be reviewed and expanded to reflect changes in the development industry since the Borough's last ordinance overhaul.
 12. Wireless telecommunications. Evaluate the need to update the Borough's wireless telecommunications ordinance based upon recent case law.
 13. Conditionally allow warehouses within the B-3 district.
 14. Allow nurseries and garden centers in the B-2 and B-3 districts.

-
15. Add commercial recreation facilities as a permitted use in the B-3 and I districts.
 16. Allow offices as a permitted use in the B-3 district. Offices are currently permitted as an accessory use.
 17. Allow and create standards for planned industrial parks in the LI district.
 18. Allow for wholesale sales and service in the I/LI districts as long as the use occupies 5% or less of a warehouse or similar use.
 19. Reduce the permitted height in the I district to either 65 to 75 feet in accordance with industry trends.
 20. Create a floor area ratio standard for each nonresidential district.
 21. Permit funeral homes in the B-2 district.
 22. Permit hotels as a permitted use in the B-3 district.
 23. Create new opportunities for emerging land uses such as animal day care facilities, photovoltaic (solar) land uses and data centers.

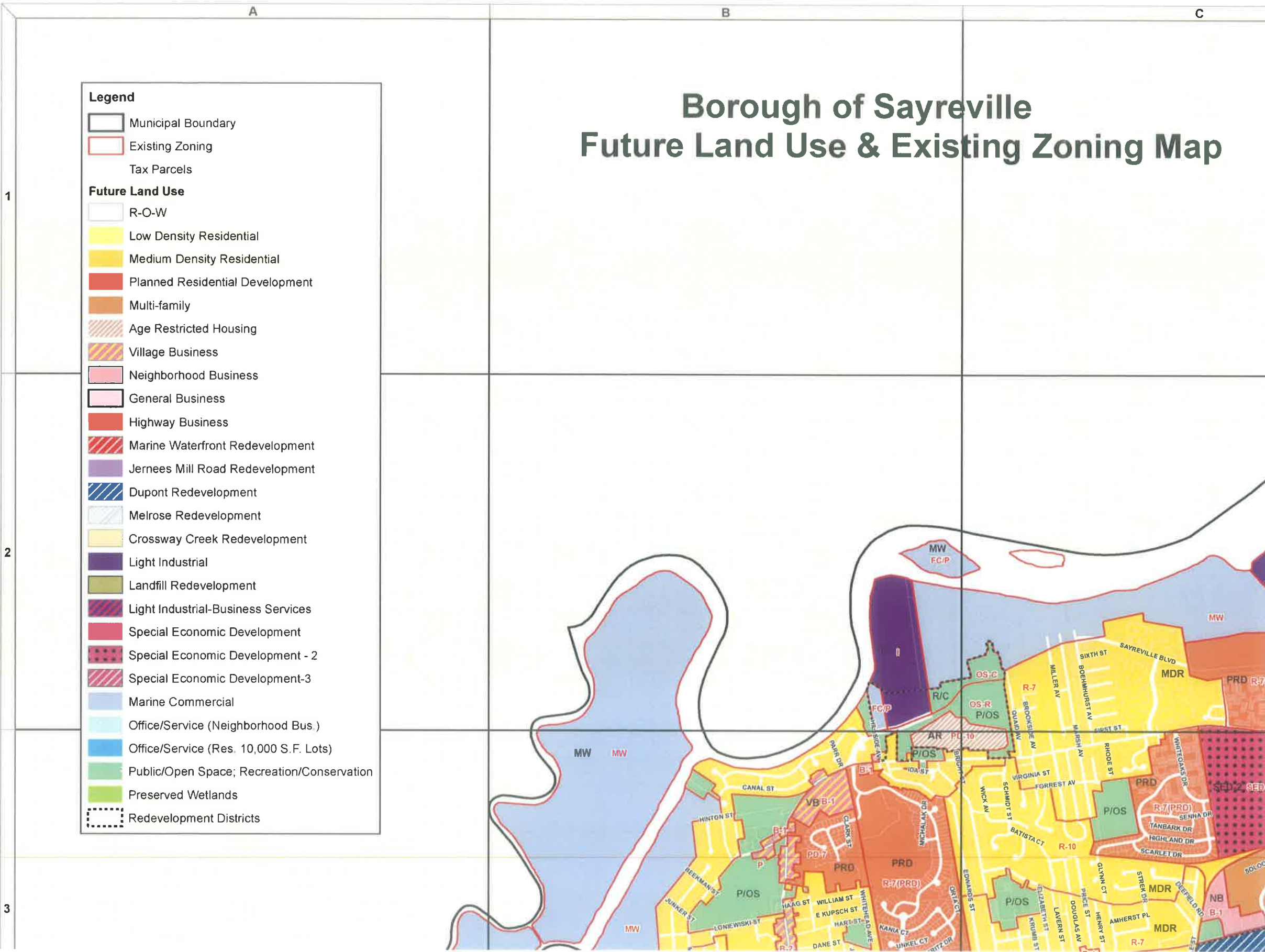
**Borough of Sayreville
Future Land Use & Existing Zoning Map**

- Legend**
- Municipal Boundary
 - Existing Zoning
 - Tax Parcels
 - Future Land Use
 - R.O.W.
 - Low Density Residential
 - Medium Density Residential
 - Planned Residential Development
 - Multi-family
 - Age Restricted Housing
 - Village Business
 - Neighborhood Business
 - General Business
 - Highway Business
 - Marine Waterfront Redevelopment
 - Jermes Mill Road Redevelopment
 - Dupont Redevelopment
 - Melrose Redevelopment
 - Crossway Creek Redevelopment
 - Light Industrial
 - Landfill Redevelopment
 - Light Industrial-Business Services
 - Special Economic Development
 - Special Economic Development - 2
 - Special Economic Development-3
 - Marine Commercial
 - Office/Service (Neighborhood Bus)
 - Office/Service (Res. 10,000 S.F. Lots)
 - Public/Open Space, Recreation/Conservation
 - Preserved Wetlands
 - Redevelopment Districts

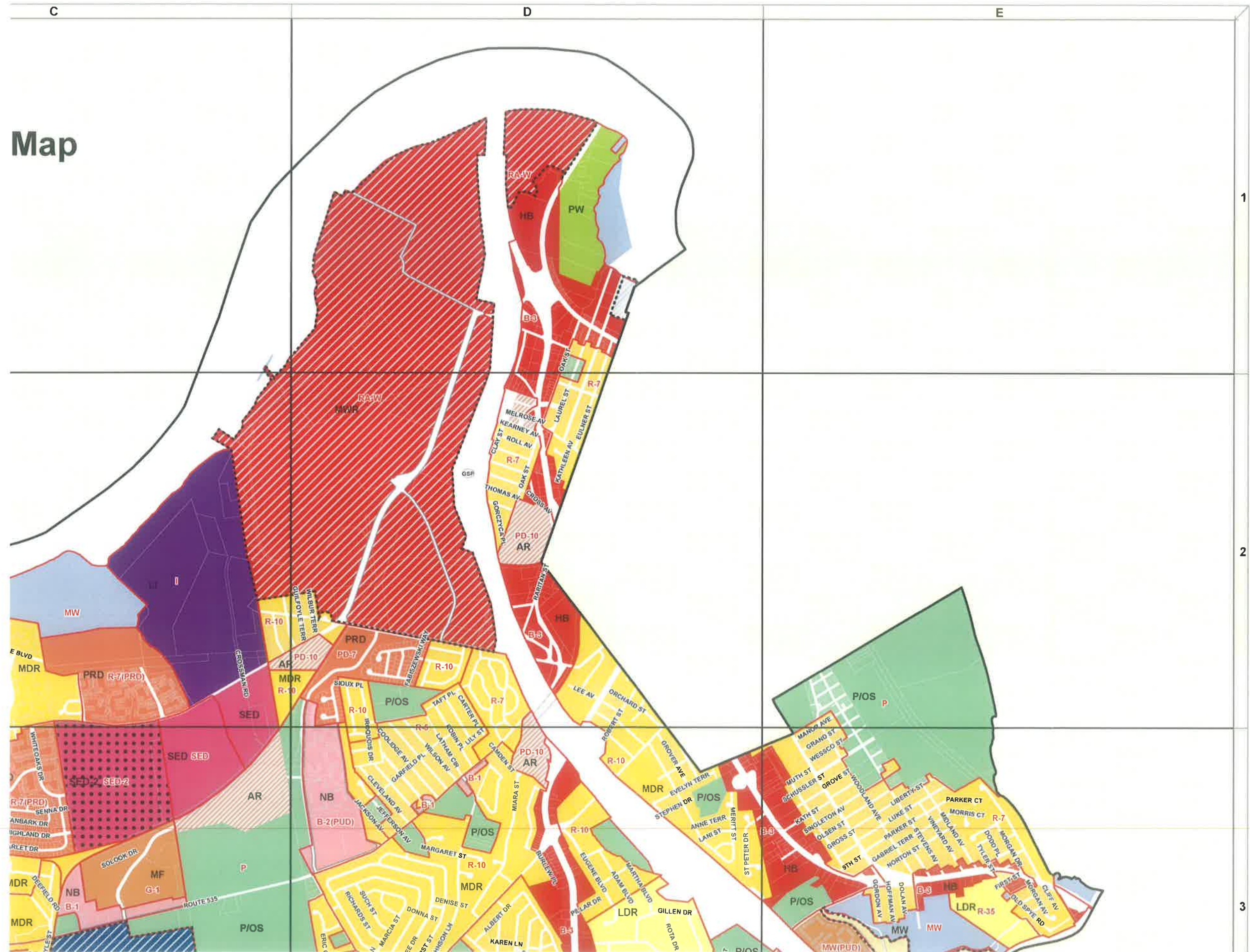


0 1,000 2,000 4,000 Feet

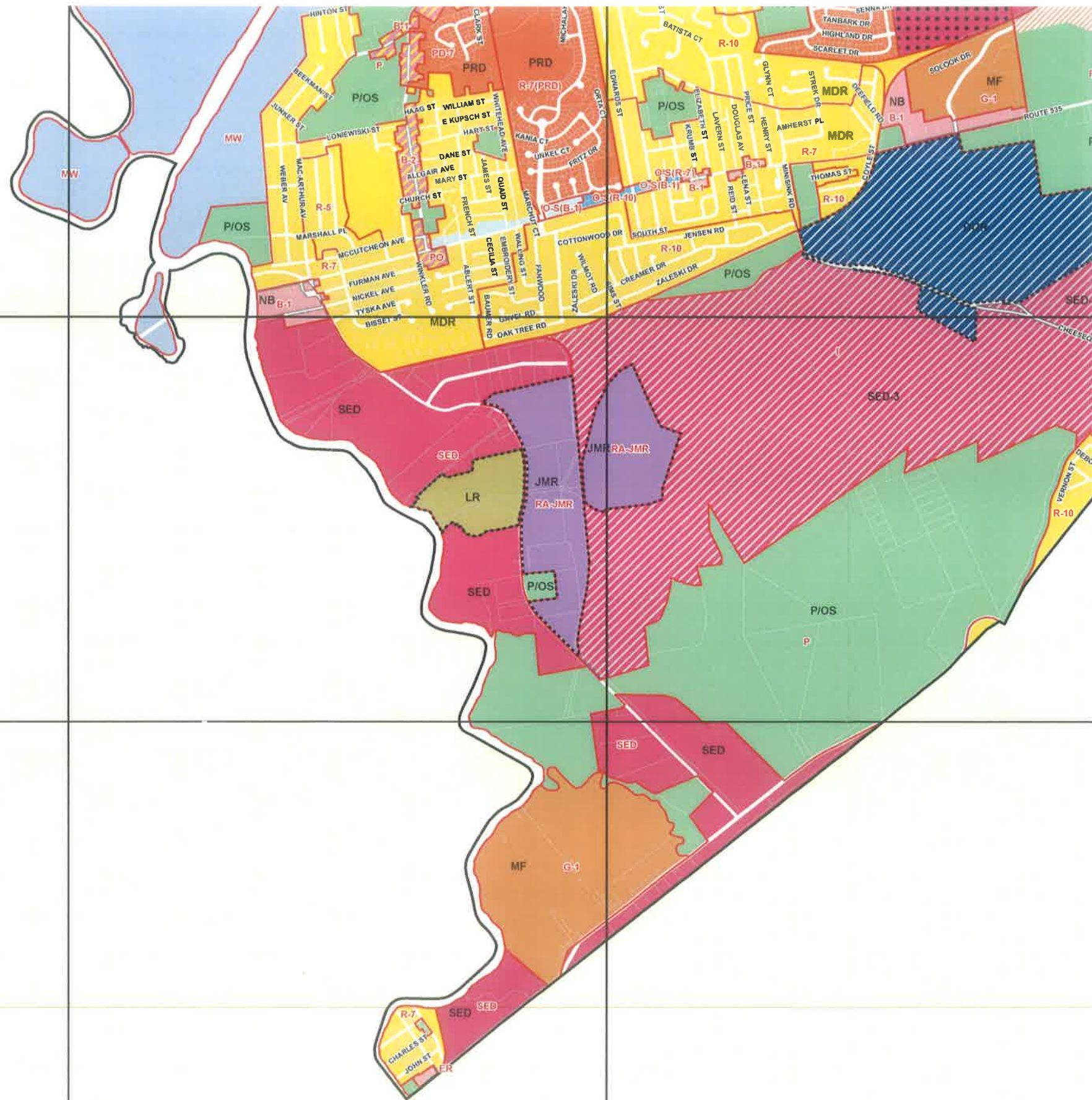
Prepared by JLA Planning
October 2012



Map



Redevelopment Districts



0 1,000 2,000 4,000 Feet

Prepared by JLA Planning
October 2012



CHAPTER 5. CIRCULATION ELEMENT

A. INTRODUCTION

Transportation is a significant part of Sayreville's desirability as a place in which to live and work. Sayreville benefits from having the Garden State Parkway, Route 9 and Route 35 traversing the eastern portion of the Borough, as well as having convenient access to the New Jersey Turnpike to the west. Sayreville also provides convenient transit access for commuters to New York City and some communities in New Jersey through New Jersey Transit bus line service and nearby passenger rail service in Old Bridge. Walking and biking make minimal contributions to overall travel in Sayreville. Pedestrian sidewalks are lacking in areas, and bikeways are nonexistent.

The purpose of this Circulation Plan Element is to document existing conditions and to provide recommendations to improve traffic circulation in the Borough. This Plan provides an inventory of existing circulation and transportation elements, areas of concern, and makes recommendations to improve circulation patterns within Sayreville.

DEMOGRAPHICS

This section presents general circulation demographic information for Sayreville. It supplements demographic information located within other master plan elements. It is important to understand demographic conditions and trends in order to effectively plan for the Borough's present and future development. Although past trends do not necessarily predict future conditions, they do provide a sense of the Borough from a circulation perspective and call attention to emerging trends.

Travel Time to Work

As shown in Table CP-1, 71 percent of Sayreville residents have commutes that are less than 45 minutes. Thirty-three percent of the population had a commute of 20 minutes or less and almost 30 percent of the population had a commute of 45 minutes or more. Those living in and adjacent to metropolitan areas typically live close to their place of employment.

Table CP-1 Estimated Travel Time to Work		
	Number	Percent
Workers who did not work at home		100
Less than 20 minutes	6,748	33.6
20 to 44 minutes	7,435	37.0
45 to 59 minutes	2,195	10.9
60 to 89 minutes	1,985	9.9
90 or more minutes	1,710	8.5
Source: US Census Bureau		

Means of Transportation

Due to the predominantly suburban nature of Sayreville, the overwhelming majority of Borough residents (76.7%) drive alone to their place of employment, while 11.6 percent of the workforce uses public transportation and eight percent carpooled.

Table CP-2 Means of Transportation		
	Number	Percent
Workers 16 and over	20,632	100
Car, truck, or van	16,825	81.5
Drove alone	15,827	76.7
Carpooled	998	4.8
Public transportation	2,395	11.6
Source: US Census Bureau		

Cars per Household

Cars per household is a useful statistic in determining vehicle dependence and transit demand in an area. 77 percent of Sayreville households owned more than one vehicle, which is somewhat greater than the State average of 70.2 percent. Almost 98 percent of Sayreville residents own at least one car. More urbanized areas tend to be less vehicle dependent. As would be expected of a largely suburban area, Sayreville residents are largely vehicle dependent.

Table CP-3 Cars Per Household	
Number of Cars	Percent
0 cars	2.1
1 car	20.7
2 cars	41.9
3 or more cars	35.3
<i>Total Households</i>	<i>100</i>
Source: US Census Bureau	

2. ROADWAY CLASSIFICATION

The following narrative identifies the inventory of circulation and transportation facilities within Sayreville. The design and maintenance of this established system of roadways, public transportation, sidewalks and trails is subject to numerous agencies operated under numerous design manuals and requirements. State roads are subject to the jurisdiction of the New Jersey Department of Transportation, county roads are subject to Middlesex County jurisdiction, while local roads are built and maintained to the Borough's standards. The exception being, residential streets are subject to design requirements located within the State Residential Site Improvement Standards.

Regarding public transportation in and adjacent to Sayreville, NJ Transit and Academy Bus, operate bus lines.

A. Roads and Highways

The Borough has a hierarchy of roads that serve different functions, with highways accommodating major regional flows, arterials handling inter-municipal traffic and collectors distributing traffic to local streets. The classifications of streets in Sayreville are described below. Sayreville's circulation pattern consists of two state highways, one US highway, county roads classified as either urban minor arterial or urban local roadways, and many local roads. The Existing Circulation Map graphically depicts the location of the highways and arterials in Sayreville.

Sayreville is served by a single **Freeway/Expressway**, the Garden State Parkway. The Garden State Parkway is under the jurisdiction of the New Jersey Turnpike Authority. It is a limited access, four-lane, divided, north-south freeway and carries traffic which is primarily related to the region rather than to Sayreville.. Access ramps to the Parkway in Sayreville are provided at Exits 123, 124 and 125 and at the Cheesquake Service Area.

The Cheesquake Service Area is located in the center median of the Parkway between Exits 122 & 123, and can be accessed from both northbound and southbound lanes. The Service Area provides a large commuter parking lot, which is also accessible from Bordentown Avenue. The Service area also provides bus service to New York City via Academy Bus Lines.

TABLE CP-4 CLASSIFICATION AND CHARACTERISTICS OF MAJOR ROADWAYS				
Roadway	Classification	Jurisdiction	R-O-W (ft.)	Width
Garden State Parkway	Freeway/Expressway	NJ Turnpike Auth.	500' & Varies	
US Highway 9	Major Arterial	NJDOT	120' & Varies	
State Highway 9	Major Arterial	NJDOT	120' & Varies	
Jernees Mill Road	Minor Arterial	County	50'-60.75'	
Bordentown-Amboy Turnpike	Minor Arterial	County	50'-66'	
Washington Road	Minor Arterial	County	50'-69'	
Main Street	Minor Arterial	County	49.5' & Varies	
Main Street Extension	Minor Arterial	County	120'	
Ernstson Road	Minor Arterial	County (from Route 9 to Washington Rd.)	50'-60'	
Raritan Street	Minor Arterial	County	70' & Varies	
Chevalier Avenue	Minor Arterial	Local	50'	
Sayreville Boulevard	Minor Arterial	Local	50'	
Cheesquake Road	Collector	Local	50'	
MacArthur Avenue	Collector	Local	50'	
Pulaski Avenue	Collector	Local	50'	
Deerfield Road	Collector	Local	50'	
Pine AvenueC	Collector	Local	66'-105'	

TABLE CP-4 CLASSIFICATION AND CHARACTERISTICS OF MAJOR ROADWAYS			
Wickshire Boulevard	Collector	Local	80'
Kimball Drive East	Collector	Local	60'
Kimball Drive West	Collector	Local	60'
White Oaks Drive	Collector	Local	60'
Lakeview Drive	Collector	Local	66'
Kennedy Drive	Collector	Local	60'
Minisink Avenue	Collector	Local	50'

Source: Borough of Sayreville Tax Assessment Maps.

All roadways in Sayreville not otherwise classified as highways, arterials or collector roads are classified as local access roads. Local access roads or residential access streets are designed to carry the least amount of traffic at the lowest speed. Overall, within Sayreville, most local roads appear to be in fair condition. Minor maintenance and repairs is required on some roadways.

B. Public Transportation

New Jersey Transit and Academy Transit provide bus service throughout the Borough. Two Route provide service directly to NYC. These routes are summarized below.

1. New Jersey Transit

New Jersey Transit provides passenger bus service to and from Sayreville Borough via routes 131, 135, 817. There are also a number of connecting buses along each route. Schedules are available from New Jersey Transit on their web site at <http://www.njtransit.com>.

The following bus routes are currently available:

a. NJT - Routes 131 & 135 Bus

Routes 131 & 135 provides bus series to the Port Authority Bus Terminal in Manhattan and has stops along three locations along Ernston Road and a fourth at the intersection of Washington Road and Main Street.

b. NJT – Route 817

Route 817 provides daily local service at Route 35 and Cliffwood Ave to various points on the Bayshore region from Perth Amboy to Middletown.

c. Academy Bus Service

The following bus service is provided from the below listed points in Sayreville.

Cheesequake to Port Authority

Weekday bus service from Cheesequake Rest Area, located at mile marker 123, Garden State Parkway,

	to Port Authority, Midtown Manhattan. Ticket Window Hours: 4:30am - 8:30pm (Mon. - Fri.) 8:30am - 8:30pm (Sat. & Sun.)
<u>Cheesequake to Wall Street</u>	Weekday bus service from Cheesequake Rest Area, located at mile marker 123, Garden State Parkway, to Midtown Manhattan. Ticket Window Hours: 4:30am - 8:30pm (Mon. - Fri.) 8:30am - 8:30pm (Sat. & Sun.)
<u>Route 9 to Wall Street</u>	Weekday bus service from Route 9, New Jersey, to Wall Street Area.
<u>Sayreville to Midtown</u>	Weekday bus service from points in Sayreville, NJ, including Winding Woods and Harbor Club to Midtown Manhattan.
<u>Sayreville to Wall Street</u>	Weekday service from Sayreville to the Wall Street area with stops including, but not limited to, Harbor Club, Winding Woods Apartments, Park Village and the Sayreville Park and Ride.

These routes provide regional service to other Middlesex County communities including New Brunswick, East Brunswick, Old Bridge, South River, South Amboy and Woodbridge.

2. Jitney Service

No jitney service is available in the Borough

3. Passenger and Cargo Rail

- a. Passenger Service – The Borough does not have a passenger rail service.
- b. Cargo Rail Service – Freight rail service does run through the borough at several locations.

5. Air Transportation

There are no air transportation services within the Borough.

C. Pedestrian and Bicycle Circulation

Pedestrian walkways and bikeways in Sayreville leave much to be desired. Some of the major roads in Sayreville are provided with pedestrian sidewalks while others are not. The condition of pedestrian sidewalks also varies from place to place. There are no designated bikeways in Sayreville.

Bicycle and pedestrian facilities, like transit facilities, provide alternatives to driving and also provide recreational activity. Sayreville is committed to promoting walking and biking throughout the Borough.

In the 1998 Master Plan, the Middlesex County Planning Board had prepared a Bicycle/Pedestrian Plan as a component of the County's Transportation Plan. As previously indicated, travel by bicycle in Sayreville is primarily accomplished using the municipal road network. Lack of sidewalk improvements on Main Street and Washington Road in the past created a hazardous condition for pedestrians as documented by the Sayreville Police Department.

Since 1998, the County Transportation Coordinating Committee (TCC) has established the Middlesex County Bicycle and Pedestrian Task Force to respond to the growing demand and need for safe and adequate bicycling and walking facilities in the County. The major goal of the Task Force is to attain a friendlier environment for the transportation and recreation mode of travel.

The Task Force has pursued the adoption and expansion of regulations at all levels of government that would incorporate the needs of bicyclists and pedestrians within plans and designs of our transportation infrastructure and public transit system.

The Borough will strive for additional future funding to design and build new bikeways where possible in the next ten years. It is anticipated the pedestrian and bikeway facility along the river's edge of the "Pointe" Redevelopment Waterfront project will contribute significantly to this basic but important goal.

2. EXISTING TRAFFIC VOLUMES

Traffic volumes for roads in the Borough are available from the new Jersey Department of Transportation. Table CP-5 contains average daily traffic (ADT) volumes for selected Sayreville roads from the most current year available.

Table CP-5		
Average Daily Traffic (ADT) Volumes		
Roadway	ADT Volume	Date
Route 9/Bordentown Ave.	81,945	11/3/10
Route 9 at Edison Bridge	81,720	1/1/10
Jernees Mill Road (near Red Oak Lane)	6,670	6,670
Washington Road at Deerfield Rd.	18,655	18,655
Washington Rd./Coolidge Ave.	15,471	15,471
Route 35 near bridge	19,154	19,154

Source: NJDOT

The majority of traffic volume data collected as part of the 1998 Master Plan did not correspond with current NJDOT data collection points with the following exception. In 1989, the area between Bordentown Avenue and the Garden State Parkway has an average daily traffic volume of 67,060. In January of 2010, the average daily traffic volume increased to 81,720 vehicles, which represents a 21.9 percent increase or a 1.8% increase each year.

3. RECOMMENDED CIRCULATION IMPROVEMENTS

A. Department of Public Works

Work completed by the Department of Public Works (DPW) is critical for Sayreville to maintain a safe network of local roads, sidewalks and trails. The DPW, on a yearly basis, is responsible for reconstruction projects, milling and resurfacing of roadways and routine maintenance. The continuation of a successful road program is vital to promoting the free flow of traffic necessary to encourage commerce, retain a high quality of life and to maintain the visual appearance of Sayreville. To supplement local revenues, the Borough typically receives local aid from NJDOT and monies from federal programs.

B. Assistance Available

Due to the varied and expansive transportation needs of the State and region, organizations have been formed which aid local municipalities with data collection, research, carpool and vanpool services, transit information, funding, etc. A list of such organizations is provided in the next paragraph. While it is only a limited list, the organizations listed in it can provide additional information to member municipalities, should a specific need arise.

Transportation funding is available at the Federal, Regional, State and County divisions of government. However, the major sources of funding come from the Federal government's Transportation Equity Act for the 21st Century (TEA-21) programs. The New Jersey Planning Transportation Authority (NJPTA) is the federally sanctioned Metropolitan Planning Organization (MPO) for the six million people in the thirteen county Northern New Jersey Region. The NJPTA oversees over one (1) billion dollars in transportation investments each year. The Transportation Improvement Program (TIP) is the program coordinated by the NJPTA that lists the projects in each of the Counties in the planning area that are to receive federal funding. The TIP process gains consensus between state and local officials as to the regional transportation improvements that are to be made.

Moreover, as discussed in Section A above, the Borough applies to the NJDOT Local Aid program on a yearly basis to subsidize the Borough's local road maintenance program. Specifics are provided in Section A.

C. PROPOSED EXPANSIONS/LOCAL IMPROVEMENTS

Sayreville Boulevard (Main Street Bypass)

The proposed alignment of the Main Street Bypass Road is currently under study and awaiting future funding. The alternate route to Main Street has three components completed as of 2012; two segments in conjunction with Sheffield Towne and Winding River developments and one segment adjacent to the Electric Co-generator Facility built in 2006. The intent of this expansion would be to lessen traffic congestion on Main Street.

Signalized Intersections

The Borough Council has authorized the construction of four traffic signals and intersections. These include the following:

- 1). Main Street & Sayreville Boulevard South
- 2). Main Street & White Oak Drive
- 3). Main Street & Lakeview Drive
- 4). Main Street & Crossman Road

Additionally, Middlesex County proposes the signalizations and improvements to the following intersections:

- 1). Jernees Mill Road & Bordentown Amboy Turnpike
- 2). Pulaski Avenue and Main Street
- 3). Crossman Road and Main Street

Middlesex County will also reconstruct Scott Avenue and Rt. 4 in the northeast section of the Borough in 2013.

Finally, remainder sidewalk improvements in regard to the improvements of Ernston Road and Bordentown Amboy Turnpike between Washington Road and Bordentown Amboy Turnpike will be completed in the Spring of 2013.

Ernston Road & Railroad Bridge Widening

The construction and expansion of Ernston Road and railroad bridge at Bordentown Road was initiated in 2012 with completion expected by the summer of 2013. Widening created new turning and thru lanes to alleviate a hazardous alignment and congestion problem which existed in the Borough since the 1940's.

Planned Restoration of the Cheesequake Drawbridge

Completion of the southern half of the drawbridge occurred in 2012. The northern half is currently under construction with completion expected by the summer of 2013.

Signal Improvements in Proximity to the Pointe Waterfront Redevelopment

In accordance with long term plans for the Pointe Waterfront Redevelopment Area, O'Neill Properties, the redeveloper, and the NJ Parkway Authority may initiate construction of various circulation improvement points in the redevelopment area in 2013. No date for completion has been announced at this time.

Main Street/ Washington Road Connector

Proposed in the 1998 Master Plan, this proposed connector from Main Street south to Lakeview Drive to Washington Road is still in litigation in regard to the Mocco Tract. Legal conclusions are expected sometime in 2013.

SUMMARY OF RECOMMENDATIONS

In the interest of sustaining and improving the circulation system that serves Sayreville Borough, the following recommendations are made:

- Balance land uses with the capacity of the circulation system to ensure that proposed land uses will not overload the circulation system.
- Provide a pedestrian and bicycle path network for maximum recreational and circulation use between neighborhoods, recreational areas, schools and shopping areas.
- Protect the visual and aesthetic value of both new and older residential developments within the Borough by promoting the preservation of existing trees and the planting of new trees along existing and proposed roadways.

Circulation Plan Borough of Sayreville Middlesex County, NJ

Perth Amboy

Planned
RTE 9 & 35
placement

NJ DOT Planned
RTE 9 & 35
Bridge Replacement

Pine Avenue
Route 35

Possible
Ferry
Service

Planned Reconstruction
of Cheesequake
Drawbridge with Fixed
Bridge (2019)

Old Bridge



Proposed Area-Wide
Improvement



Proposed Road



Existing Major Road



Proposed Intersection Improvement



Existing Signal



Proposed Signal



Proposed Bridge Improvement



Existing Park & Ride



Possible Ferry Service

INTRODUCTION

Based on a community acknowledgement to conserve open space and seeing opportunity to acquire additional land for active and passive recreation, the Borough in 2004-2005 created a comprehensive Open Space and Recreation Plan (OSRP) prepared by CME Associates.

The recommendations of the 2005 Plan should be the “cornerstone” for any future plans at least until most of the plan recommendations are completed by the Borough. The purpose of the Open Space and Recreation Plan Element in 2012 is to present the existing open space methodology and numbers and use this moment in time as a marker to measure the completion status of the 2005 OSRP, which this open space master plan element endorses.

INVENTORY OF EXISTING OPEN SPACE AND RECREATION FACILITIES

The inventory of existing public and private open space is the starting point in undertaking a needs assessment within a community and provides the baseline information for developing a local open space plan to meet public recreation and open space needs.

Most of the Borough's local close-to-home active recreational open space is found in mid-size community parks. The total area of the Borough is approximately 16.5 square miles. Of this, approximately 80% is developed. Thus, the Borough has substantial opportunities for providing new outdoor recreation and open space.

**TABLE 1 - DEDICATED PUBLIC PARK AND RECREATION LAND
SAYREVILLE BOROUGH, NEW JERSEY 2012-2013**

<u>Area</u>	<u>Area (Acres)</u>	<u>Percent of Borough Park</u>
State of New Jersey	150.13**	21.7%
Middlesex County	65.98	9.3%
Sayreville Borough	496.20	69%
Total Area	712.31	100%

SAYREVILLE BOROUGH PARKS

Sayreville has twenty-three (23) developed and undeveloped sites dedicated to recreation and open space use. The sites total 460 acres and are distributed throughout the Borough. It should be noted that individual parks in Sayreville have been classified based on their size, location and function as mini-parks, neighborhood parks or special use areas. Please refer to planning document, *Sayreville Borough Open Space and Recreation Plan 2005*, prepared by CME Associates, for pertinent information and data tables.

** State owned Undeveloped Lands in Sayreville Borough

Borough of Sayreville Master Plan

Recreation and Open Space Plan Element

**TABLE 2 – INVENTORY OF BOROUGH
PUBLIC PARK AND RECREATION FACILITIES**

NO.	PARK/AREA	APPROX. SITE ACREAGE
1	Bailey Park	21.5
2	Bayview Park (UND)	1.68
3	Boehmurst Park	1.43
4	Bordentown Avenue Park	3.27
5	Burke's Park	11.02
6	Clark Park	6.20
7	Evelyn Terrace Park	0.59
8	Fielek Park	19.82
9	Hoffman Avenue Park	0.57
10	Jackson Ave Park	3.10
11	Jernee Mill Park (UND)	1.11
12	Julian Capik Nature Preserve (UND)	109.3
13	Kennedy Park	85.93
14	Miller's Corner Park	0.22
15	Oak Street Park/Playground	3.29
16	Popowski Ave Park (UND)	19.40
17	River Road Park	14.09
18	Trigg's Park	4.98
19	Walter Faith Park	3.77
20	War Memorial Park/Veterans Park	34.31
21	Sayre. Rec. Complex	104.04
22	Woodland Avenue Park	9.68
23	Woodside Park	0.92
24	Tidal Wetlands Preserve (UND)	36.0
Total		496.2

NEEDS ANALYSIS

The needs analysis for recreation and open space in Sayreville Borough estimates the land area that should be owned and controlled by the Borough and dedicated for public use and access for outdoor recreation. To evaluate the need for parkland, generally accepted planning standards are applied based upon the Borough's population and land area and its existing inventory of recreation facilities and parkland. The needs analysis also takes into account the community's demand for different types of recreation facilities and activities.

To analyze the current and future need for close-to-home park and recreation land controlled by the Borough, three methods were used. One method is based upon the allocation of land to different uses within a community. The second method is based upon total community population. The third method is based upon professional judgment based upon interviews with Sayreville stakeholders, field investigation, existing demographics, an evaluation of user participation levels and services offered in the Borough's recreation program.

CORE SYSTEM STANDARD

The National Recreation and Park Association (NRPA) have established standards and guidelines by which to evaluate the quality and adequacy of parkland available to residents within a municipality. The Core System Standard published by the NRPA recommends that a municipality provide between 6.25 acres and 10.5 acres per 1,000 residents within local, or close-to-home, space. Based upon Sayreville's 2010 population of 42,704 persons, between 267 and 448 acres of parkland should be provided to meet the Core System Standard.

BALANCED LAND USE STANDARD

Balanced Land Use is the methodology utilized by the State of New Jersey to calculate public open space needs. This approach estimates the *minimum* land area in Sayreville that should be dedicated as Borough public recreation and open space. The approach takes into consideration that recreation and open space demands are generated by development, which will occupy the remaining land area of the Borough.

The Balanced Land Use Standard indicates that individual municipalities should set aside 3% of their developed and developable area for recreation. The guidelines also suggest 7% be set aside by each county, 10% by the state, and 4% by the federal government. Undevelopable land such as wetlands and land preserved as open space by the County or State governments is subtracted out of the total land area to calculate the municipal need for public recreation and open space land.

TABLE 3 - BALANCED LAND USE CALCULATION
ACRES

Total Borough Area =	10,576
(-) Undeveloped Wetlands and Floodplains =	1,190
(-) State, and County Operated Parklands =	216
Total =	9,170
<hr/>	
3% of Total =	274

Source: NJDEP GIS Data; John Leoncavallo Associates & Sayreville Borough Open Space and Recreation Plan, 2005

Naturally, since communities can vary widely according to location, the degree to which they are urbanized, the density of development, their proximity to regional (County or State) parks, parkland or agricultural areas, the standards used by the NRPA and the New Jersey Green Acres Program are broad and generalized standards. Furthermore, since the standards represent an ideal, such a standard must be used as a goal rather than a mandate. However, such a standard can be used to determine as a broad measure the adequacy of the amount of space that should be devoted to such uses.

For the purpose of this analysis, “local” or “close-to-home” parks in Sayreville would include: (a) miniparks or pocket parks serving a block or street (within an approximate ¼ to ½ mile radius); (b) neighborhood parks, serving residents within a ½ to 1 mile radius; and (c) community parks, which serve residents within a 2-mile radius, or in this case, the entire Borough.

The present total of park, recreation and open space within Sayreville is 460 acres, which when measured against the total 2010 Borough population of 42,704, represents 10.8 acres per 1,000 persons. Using the NRPA standard of 6.25 to 10.5 acres per 1,000 residents, the Borough has a substantial surplus to the minimum standard of recreation and open space lands.

Using the Balanced Land Use standard, the estimated land required for local public recreation and open space in Sayreville is 274 acres. Based upon the existing 496 acres of park and recreation land in the Borough, a surplus exists in comparison to the minimum suggested by the Balanced Land Use criteria.

ESTIMATES OF NEEDS BASED UPON LOCAL CONDITIONS

SITE AND FACILITY NEEDS

To further evaluate future recreational needs, existing recreation and open space facilities were surveyed, participation rates were analyzed and professional judgment was applied to create quantifiable park and recreation standards for Sayreville. Overall, this Plan identifies Sayreville as being well served by existing recreation and open space facilities. However, areas maybe under served as a result of one or more of the following: (1) the recreation facilities which serve the area

do not supply a wide enough range of recreation opportunities to meet neighborhood needs; (2) the area may be isolated from a recreation facility due to a highway or other high volume roadway; or (3) the existing and projected population of a particular area will create a much greater demand than the existing recreation facilities can provide or (4) the area may be outside of the service radius standard of an existing neighborhood park or playground.

This Plan previously addressed standards developed on a national basis using criteria developed by the Department of Interior and the National Recreation and Park Association. However, standards should be adapted to local circumstances and local demand levels, as is the case in Sayreville. Standards act as guidelines for determining the quantity of park, recreation and open space areas and facilities that may be necessary in a community. Facility standards should be perceived as flexible and changing with the needs and attitudes of the public. They must be adjusted to reflect local interest levels, available land, population characteristics and anticipated future trends.

Facility standards for specific features used in this plan are shown in the following figure.

TABLE 4 - PUBLIC RECREATION AND OPEN SPACE*
FACILITY STANDARDS DETERMINED FOR SAYREVILLE

Facility	Number/Population	Need	Existing Facilities	Surplus / Deficit
Arboretum	1 per 500,000 or 1 per region	0	0	NA
Athletic Complex	1 per 30,000	0	1	OK
Baseball/Softball Field	1 each per 2,500	10	7	D
Football/Soccer Field	1 each per 2,500	9	2+6	D
Lacrosse Field	One per community	0	0	NA
Tennis Court	1 per 3,000	2	12	D
Basketball Court	1 per 5,000 (8.5)	0	12	S
Botanical Garden	1 per 500,000 or 1 per region	0	0	NA
Community Center	1 per community	0	1	OK
Convention Center	1 per 500,000 or 1 per region	0	0	NA
Golf Course 18 holes	1 per 50,000	0	0	NA++
Ice Skating Rink	1 per region	0	0	NA
Major Pool (for competition)	1 per 30,000	0	0	NA
Community Pool	1 per community	0	?	NA++
Outdoor Stadium	1 per 50,000	0	0	NA
Playgrounds	1 per neighborhood	0	16	S
Volleyball Court	1 per 15,000 (2.85)	0	4	S
Track & Field Facility	1 per 20,000	1	1	D
Bicycle Trails	Continuous system connecting recreational, educational and community facilities and other points of general community interest. One per community	YES		
Picnic Areas	Areas developed according to public interest and site availability.	0	14	S

*Standards adjusted to the local needs and capabilities. Taken from OUTDOOR RECREATION SPACE STANDARDS, Department of the Interior, Bureau of Outdoor Recreation 1970, or RECREATION PLANNING AND DESIGN, Seymour Gold, 1980. NA++ means Possible Consideration in Future.

Open Space, Recreation and Conservation Objectives 2012

1. *While the Borough has ample recreation and open space based upon state and federal guidelines, opportunities exist to better link these resources with community facilities.*
2. *As recommended in the Open Space and Recreation Plan 2005, continue to evaluate the need to acquire additional priority properties to better serve the needs of the community.*
3. *Continue to evaluate recreation and open space needs by age, sex, social and cultural backgrounds of Borough residents.*
4. *Create additional public bikeways and trails.*
5. *Plant additional shade trees.*
6. *Recommend creating an updated DPW park maintenance plan.*
7. *Optimize the use of existing facilities.*
8. *Continue a vigorous program of improving and maintaining Borough park and recreation facilities with the Open Space Committee.*
9. *Evaluate the need to provide a stable source of funding for local open space and recreation and supplement those funds with other revenue sources.*
10. *Solicit grant monies to supplement local expenditures to satisfy Sayreville's local recreation and open space needs.*
11. *Continue to monitor user fees for programs.*
12. *Provide bike racks at community facilities as necessary.*

PLAN IMPLEMENTATION STUDIES/ACTIONS

As part of the Sayreville Borough's recreation and open space implementation efforts, the following studies and/or actions should be explored with the established goals and recommendations of the 2005 Plan in mind.

1. Evaluate the need to create a Waterfront Master Plan to help guide the recreation and open space functions of the Pointe Redevelopment;
2. Conduct appraisals on properties that Sayreville is interested in acquiring to determine current market value and potential acquisition costs;
3. The Open Space Committee should study or create an updated policy to maximize the joint use of Board of Education facilities;

-
4. Explore/encourage partnerships with non-for-profit organizations to maximize local recreation and open space funding; and
 5. Prepare engineered design/concept plans on any acquired parcels.

CLASSIFICATION OF PUBLIC PARKS, RECREATION, AND OPEN SPACE AREAS

Recreation Space Classification. The following is a list of recreation area classifications and respective definitions that are referenced throughout this Plan:

Mini-Parks are specialized facilities serving a limited population. They are typically one acre or less in area and located in neighborhoods in close proximity to apartments, townhouses, or age restricted housing. The facilities within a mini-park may be oriented to serve a specific population such as tots or senior citizens.

Neighborhood Parks/Playgrounds are the basic units of the park system and serve recreational and social purpose. They typically are 5 acres or more; 8 to 10 acres preferred, with 3 acres the desired minimum size in area. They provide for a diversity of active recreation uses such as water contact activities, field sports, court sports, playground apparatus, designed to meet the needs of a neighborhood population. The service area is one-fourth to one-half mile uninterrupted by major roads.

Community Parks are larger parks, that serve a broader purpose than neighborhood parks. Community parks focus on meeting community-based recreational needs as well as preserving landscapes and open space areas. Landscapes or passive areas may include natural features or areas reserved for viewing, sitting, or picnicking. Active areas may include playgrounds, swimming pools, skating rinks, athletic fields, court sports, and similar athletic complexes for organized activities and team competitions. The size and service area of community parks varies depending upon function. A minimum of 20 acres is preferred, with 40 or more acres optimal. The service area may be community-wide or several neighborhoods in a given community.

Greenway are lands set aside for preserving natural resources, landscapes, open space and providing visual aesthetics/buffering as well as passive use activities. Ecological resource stewardship and wildlife protection are high priorities. The size of the service area varies depending on the opportunity and the general character of the natural systems the greenway is designed to protect.

Parkways are linear park like transportation corridors between public parks, monuments, institutions, and sometimes business centers. They can be maintained as green space or natural in character. Their size and service area varies.

Special Use Areas cover a broad range of parks and recreation facilities oriented toward single-purpose uses such as a nature center, historic sites, plazas, urban squares, aquatic centers, campgrounds and golf courses. The size and service area varies depending on community need.

Private Park/Recreation Facility are parks and recreation facilities that are privately owned, yet contribute to the public park and recreation system. Their size and service area varies from community to community.

Park-School are school sites that are used in concert with, or in lieu of, other types of parks to meet community park and recreation needs. School sites often provide the majority of indoor recreational facilities within a community. Their size and service area varies depending on specific site opportunities.

The total benchmark standard for the close-to-home park space, in the mini-parks, neighborhood parks, and community parks provided by municipal government, is 6.25 to 10.5 acres per thousand population.

COMMUNITY FACILITIES PLAN ELEMENT

INTRODUCTION

The Community Facilities Plan considers public service and community needs of Sayreville Borough and encompasses police, fire, public works, schools and other municipal functions. This master plan element analyzes existing municipal resources and service levels and projects future community facility and service needs.

COMMUNITY FACILITIES INVENTORY AND ANALYSIS

Currently, there are 2,492 acres of public and quasi-public lands in the Borough. In recent years, the dedication of lands from corporations have resulted in an increase in the amount of unimproved public lands. Approximately 676 acres or slightly over 1 square mile are dedicated for public parks, recreation and open space.

The Sayreville Board of Education operates contains five elementary schools, the middle school and high school as well as recreational playing fields.

A substantial amount of these public lands are owned by either the Garden State Parkway, New Jersey Department of Environmental Protection, the Middlesex County Utilities Authority and South Amboy Water Works.

Municipal Services

Administrative offices are located at 167 Main Street within the municipal complex adjacent to Memorial Park. The following 15 municipal departments are at the complex:

- Administration
- Building Department
- Shade Tree Commission
- Fire Protection Department
- Planning and Zoning Boards
- Parks Department
- Recreation Department
- Health Department
- Public Works Department
- Tax Collection and Assessment
- Finance Department
- Water Department
- Welfare Department
- Recycling Coordinator
- Zoning/Code Enforcement

Local Housing Authority

Created in 1982, the Sayreville Housing Authority, located within the Sayreville Senior Complex on Washington Road, was created to provide and improve the quality of low cost housing in the Borough. The Housing Authority operates in accordance with Chapter 12 of the Borough's ordinance, where two full time employees have been on payroll with the Authority for over 10 years.

Police Services

The Sayreville Borough Police Department is located in the Public Safety Complex at 1000 Main Street. The current police force, operating 24 hours a day, seven days a week, consists of 87 officers and five clerical personnel.

Based on information provided from the FBI Uniform Crime Report 2010, the standard for police departments is 2.4 officers per 1000 residents, which remains consistent with multipliers utilized in past borough master plans. According to information provided by Sayreville Police Department, the Borough currently operates at a ratio of 2.07 officers per 1000 residents. In comparison, in Middlesex County the overall police officer ratio in 2010 was 1.9 officers per 1000 residents. The Borough marginally exceeds the police-staffing ratio of Middlesex County, is well staffed and operates a state-of-the-art and efficient police department.

The Borough continues to evaluate the need to create a new police substation to ensure that adequate police service is provided associated with new residential, commercial and mixed-use development at the planned "The Point" Redevelopment Project along the Borough's waterfront (See the Land Use Plan). As initial progress proceeds, long-term plans will be implemented to achieve this community goal.

Fire Department

The Borough, consistent with community tradition, operates a volunteer Fire Department. As illustrated on the Community Facilities Map, the Fire Department operates four fire stations located throughout the Borough. Consisting of 155 volunteers, the Fire Department plans to remain a volunteer department for the long-term future. Issues being addressed include attracting new volunteers as well as finding new resources for funding for equipment and miscellaneous apparatus. See Table CF-1 below for inventory of fire equipment.

TABLE CF 1 Sayreville Borough Fire Equipment By Station				
Station	Model	Make	Year	Plate
Pres. Park				
	Pumper	Pierce	1997	MG7544
	F450	Ford	2006	MG71833
	F350 4x4	Ford	2012	MG91321
	Pumper	Spartan	2005	MG64725
	Expand			

Source: Sayreville Fire Department

Public Works

The Borough's Public Works Department, located in the Municipal Complex, employs 41 full-time personnel. Crews are tasked with the maintenance of Borough buildings, local streets, parks and storm sewers. Water mains and sanitary sewers are maintained by the Borough's Water & Sewer Department. The Public Works Department also operates the recycling center located at Fort Grumpy, which is on Bordentown Avenue. A major goal of the Public Works Department is to construct a new public works facility within the next ten years.

First Aid Services

Two first aid squads, the Sayreville Borough Volunteer First Aid Squad and the Morgan Volunteer First Aid Squad, service the Borough. The Volunteer First Aid Squad is located on Washington Road across from the Knights of Columbus Organization on property that was dedicated by E.I. DuPont DeNemours in 1995. The Squad has approximately 31 members, including line and executive officers. This Squad operates certified and registered ambulances.

The Morgan Volunteer First Aid Squad currently has 20 active members and owns certified and registered ambulances and one rescue boat. Both squads are seeking to increase membership to offset increased operating costs.

Library

The Borough operates a municipal library located at 1050 Washington Road. The library employs 31 full-time and part-time workers. The library is approximately 19,800 square feet in area and houses a 77,500-volume collection of books and audio-visual materials. In recent years, a small addition and increased parking has been added to the facility.

Senior Citizen Center

The Sayreville Senior Citizen Center is located at the north corner of the intersection of Main Street and Pulaski Avenue. After various improvements to the former structure, no immediate improvements are

anticipated in the next five years. The Cultural Arts Committee utilizes the all-purpose room in the Senior Center for musical entertainment events. The committee consists of 12 members, including a Chairperson.

Schools

The Board of Education owns 141 acres that contain seven active schools and one inactive school in a Pre-K-12 district. Board offices are located in the Jesse Selover School at 150 Lincoln Street in South Amboy. These offices include the Superintendent's Office, the Assistant Superintendent's Office, the Business Offices and the Director of Curriculum and Instruction office. Major responsibilities of the Board of Education include the development of educational, fiscal and administrative policy as well as the identification of district-wide needs and curriculum standards. Board duties also include enrollment projections and facilities needs assessments for the physical improvement of school grounds and facilities. Along with policy development, the Board of Education provides the communicative link between itself and Sayreville residents concerning school functions and policy.

Overview of Board of Education Facilities

The Board of Education provides education for grades K-3rd at four elementary schools. They include Emma L. Arleth, Dwight D. Eisenhower, Harry S. Truman and Woodrow Wilson. Students in 4th and 5th grades attend Samsel Upper Elementary School.

The Emma L. Arleth School is a kindergarten through third grade elementary school with a population of approximately 500 students and 50 members of the teaching faculty, staff, and administration. The school currently teaches five sections of each grade level as well as three self-contained special education classes and four multiply disabled classes. The original school building has been expanded to include newer classrooms, a computer lab, a library media center, and a large gymnasium/auditorium, which is used for district athletics and community recreation programs. Other recent improvements include a large garden in the courtyard in order to plant, nurture, and harvest fresh vegetables for the local food pantry.

Eisenhower School is a kindergarten through third grade elementary school with a population of approximately 570 students and 50 members of the teaching faculty, staff, and administration.

Wilson Elementary School is a K-3 school and comprised of approximately 360 students and 52 faculty, staff and administrators. Wilson School, nicknamed "The Castle on the Hill" is a neighborhood school comprised of approximately 375 students. Sayreville Middle School is a 6th to 8th grade school comprised of approximately 1,317 students.

Sayreville War Memorial High School is a four-year community public high school located in the Parlin section of Sayreville. As of the 2011-12 school year, the school had an enrollment of 1,762 students and 103 classroom teachers.

Current and Projected Enrollment

Total enrollment in 2011-2012 for the seven Borough Schools was 5,984 students. According to the Sayreville Board of Education 2012 Demographic Study, noticeable enrollment increases are anticipated for the 2016-17 school year. If the projections are accurate, a 17% increase in public student enrollment is anticipated by 2016, which represents 1,008 new students. According to the above-mentioned study, 532 of these students are anticipated from the "The Pointe" development. As "The Pointe" development progresses, more detailed information regarding the specific type of units and bedroom distribution is determined, the Borough and Board of Education will be able to more accurately predict and plan for anticipated school children growth.

Conclusion/Recommendations

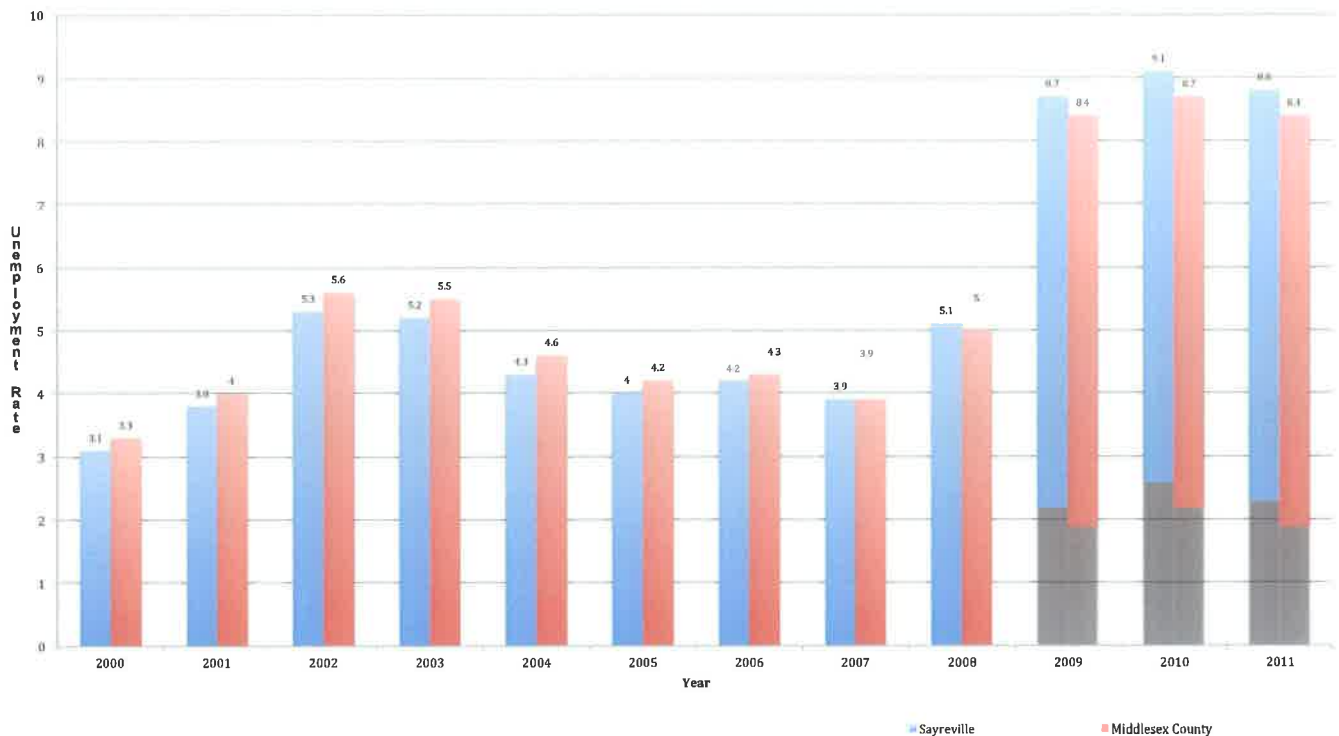
The Borough's community facilities have adequately served its residents. Because the Borough's population has been somewhat stable for the past decade, there has been no immediate need for the expansion or replacement of existing facilities. However, in future years, the development of "The Pointe" mixed-use development may result in the need for increased municipal services in the form of police, fire protection, school expansion and public works facilities. At this time, the need and degree for which these facilities may need to be expanded is not yet known. This Plan specifically recommends that the Borough more aggressively begin planning for "The Point" upon the adoption of final site plan approval and further commitment from a designated redeveloper.

Educational Attainment

The educational attainment of Sayreville residents is somewhat consistent with the educational attainment of residents in Middlesex County. According to Figure EC-4, 90.1 percent of Borough residents age 25 and over have at least a high school degree. In comparison, the Census reported that Middlesex County maintains an 88.4 percent high school graduation rate or better. Middlesex County as a whole also maintains a significantly higher level of individuals who hold both bachelor and postgraduate degrees. More specifically, 20.9 percent of Sayreville residents hold a bachelor's degree, while 23.0 percent of Middlesex County residents hold a bachelor's degree. Approximately 9.9 percent of Borough residents have a graduate degree compared to 15.4 percent at the County. This educational gap is expected to narrow as the Borough's population evolves and new residents move in.

Table EC-3				
RESIDENT UNEMPLOYMENT				
Borough of Sayreville and Middlesex County				
	<i>Borough of Sayreville</i>		<i>Middlesex County</i>	
	<i>Number</i>	<i>Difference</i>	<i>Number</i>	<i>Difference</i>
2000	3.1	--	3.3	--
2001	3.8	+0.7	4.0	+0.7
2002	5.3	+1.5	5.6	+1.6
2003	5.2	-0.1	5.5	-0.1
2004	4.3	-0.9	4.6	-0.9
2005	4.0	-0.3	4.2	-0.4
2006	4.2	+0.2	4.3	+0.1
2007	3.9	-0.3	3.9	-0.4
2008	5.1	+1.2	5.0	+1.1
2009	8.7	+3.6	8.4	+3.4
2010	9.1	+0.4	8.7	+0.3
2011	8.8	-0.3	8.4	-0.3
Total Change, 2000-2011		+5.7		+5.1
Source: New Jersey State Data Center				

Resident Unemployment



Over the past two decades, New Jersey's economy has continued to replace traditional manufacturing jobs with high technology, communications and research jobs. Throughout New Jersey there exist opportunities for a high quality labor force to support the continuation of the growing technological sector in which the tri-state region continues to benefit from a competitive advantage.

A recent trend that warrants further attention is the development of a bimodal work force, with one group of highly skilled, highly educated workers and another group of relatively unskilled workers. Economic opportunities for this second group are limited because the educational and social system cannot overcome the cultural, monetary and social difficulties that separate the two groups. Preventing this bimodal split, which disconnects one segment of the Borough from meaningful participation in the work force, is necessary for the long-term economic well-being of the Borough and its residents.

Figure EC-4
RESIDENT EDUCATIONAL ATTAINMENT, 2010¹
Borough of Sayreville and Middlesex County

<i>Educational Attainment</i>	<i>Borough of Sayreville</i>		<i>Middlesex County</i>	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
Less than 9th grade	1,136	3.9	29,238	5.5
9th to 12th grade, no diploma	1,748	6.0	31,896	6.0
High school graduate	10,460	35.9	151,505	28.5
Some college, no degree	4,807	16.5	80,803	15.2
Associate degree	2,010	6.9	33,491	6.3
Bachelor's degree	6,090	20.9	122,267	23.0
Graduate or professional degree	2,885	9.9	81,866	15.4
Total	29,139		531,597	
Percent high school graduate or 90.1 higher		--	88.4	--
Percent bachelor's degree or 30.8 higher		--	38.4	--

¹Persons 25 years and over

Source: U.S. Bureau of the Census, 2010

Resident Employment Characteristics

The Borough has a lower proportion of resident workers employed in professional trade and public administration compared to Middlesex County. In total, 9.9 percent of all Borough residents are employed in these occupations compared to 12.9 percent for County residents. The Borough has a significant concentration of residents working in the education, health and social services; public administration; professional, scientific, and management, and administrative and waste management, and retail trade as shown in Table EC-5. In total, 47.6 percent of all Borough residents are employed in these industries. Many residents also work in construction, transportation, warehousing and utilities.

Figure EC-5
Civilian Employed Population 16 Years and Over, 2011
Borough of Sayreville and Middlesex County

<i>Industry</i>	<i>Borough of Sayreville</i>		<i>Middlesex County</i>	
	<i>No. of Employees</i>	<i>Percent of Labor Force</i>	<i>No. of Employees</i>	<i>Percent of Labor Force</i>
Agriculture, forestry and mining	15	0.1	308	0.1
Construction	741	6.7	16,982	4.4
Mining	0	0	249	0.1
Manufacturing	1,124	10.2	36,130	9.3
Wholesale trade	668	6.0	25,764	6.6
Retail trade	1,093	9.9	55,437	14.2
Transportation and warehousing and utilities	591	5.4	13,495	3.5
Information	95	0.9	16,593	4.3
Finance, insurance, and real estate and rental and leasing	597	5.4	24,827	6.4
Professional, scientific, and management, and administrative and waste management	1,090	9.9	50,204	12.9
Education, health and social services	1,640	14.8	71,199	18.3
Arts, entertainment, and recreation, and accommodation and food services	1,084	9.8	34,119	8.8
Other services, except public administration	728	6.6	19,395	5.0
Public administration	1,401	12.7	20,099	5.2
Unclassified	178	1.6	4,546	1.2
Total*	11,045		389,347	

Source: Infogroup, Omaha NE, ESRI forecasts for 2011

Figure EC-6
RESIDENT LABOR FORCE BY OCCUPATION, 2010
Borough of Sayreville and Middlesex County

<i>Occupation</i>	<i>Borough of Sayreville</i>		<i>Middlesex County</i>	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
White Collar	13,366	66.7	260,664	69.3
Management/Business/Financial	2,785	13.9	57,549	15.3
Professional	4,789	23.9	103,438	27.5
Sales	2,023	10.1	39,118	10.4
Administrative Support	3,787	18.9	60,558	16.1
Services	2,905	14.5	50,779	13.5
Blue Collar	3,747	18.7	64,320	17.1
Farming, fishing, and forestry	20	0.1	376	0.1
Construction/Extraction	822	4.1	13,541	3.6
Installation/Maintenance/Repair	902	4.5	12,036	3.2
Production	661	3.3	15,422	4.1
Transportation/Material Moving	1,343	6.7	23,321	6.2
Totals	20,039		376,138	

Source: Esri forecasts for 2010 and 2015.

FUTURE EMPLOYMENT

Labor Force Trends

According to the Middlesex County Profile prepared by the New Jersey Department of Labor and Workforce Development, Middlesex County is expected to continue to outperform older northern New Jersey counties in job creation, particularly in the health care and service industry divisions.

According to Figure EC-7, Middlesex County employment is expected to see a 2.8 % increase in jobs during 2008 – 2018 period. Health care and administrative and support and waste management and remediation services jobs are expected to continue to be the largest growing occupations in the County.

Locally, the employment picture in Sayreville is expected to improve in the long-term with continued economic growth at the State and County levels as well as the potential redevelopment of key activity areas such as the Pointe, the municipal landfill area and the DuPont and former Hercules properties.

<p align="center">Figure EC-7</p> <p align="center">MIDDLESEX COUNTY TEN INDUSTRIES WITH THE GREATEST EMPLOYMENT GROWTH, 2008-2018</p>				
Industry Title	2008	2018	Number	% Change
Total Nonfarm Employment	451,500	464,300	12,800	2.8
Health Care and Social Assistance	38,200	46,300	8,100	21.3
Administrative and Support and Waste Management and Remediation Services	40,900	45,350	4,450	10.9
Transportation and Warehousing	24,050	26,050	2,000	8.4
Other Services	16,700	18,350	1,700	10.1
Construction	14,250	15,450	1,200	8.3
Accommodation and Food Services	20,050	21,250	1,200	5.9
Professional, Scientific and Technical Services	42,050	43,000	950	2.2
Wholesale Trade	38,150	39,000	850	2.2
Government	57,000	57,800	800	1.4
Educational Services	5,250	5,750	500	10.0
Finance and Insurance	17,750	18,150	450	2.4
Real Estate and Rental Leasing	6,400	6,650	250	3.6
Arts, Entertainment and Recreation	2,800	3,050	250	8.7
Mining	100	150	50	33.3
Management of Companies and Enterprises	6,250	6,300	50	0.9
Utilities	650	500	-150	-25.1
Information	11,600	10,500	-1,150	-9.8
Retail Trade	41,400	40,050	-1,350	-3.3
Manufacturing	38,100	30,900	-7,200	-18.8
Source: New Jersey Department of Labor and Workforce Development				

TAX BASE ANALYSIS

Tax revenues within a Borough are not only an indication of how much revenue a community generates, but how diversified the economy is. An analysis of the 2010 tax district summary provided in Figure EC-8 of this Master Plan shows the balance of revenues generated by the various uses. Of the total tax revenues of \$2,283,561,000 the breakdown according to use as is as follows:

- 82.2% (\$1,877,157,800) comes from residential and apartment developments.
- 7.8% (\$178,476,300) comes from commercial developments.
- 7.7% (\$174,779,900) comes from industrial developments.
- 2.3% (\$7,650,100) comes from vacant land.
- <1% (\$153,300) comes from farmland assessed properties

From these figures it is evident that Sayreville's economy could benefit from a greater diversification of non-residential uses or mixed-use developments. The relatively low percentage of the commercial and industrial sectors, as demonstrated by the above revenues, is an indicator of employment opportunities within the Borough.

Since 1995, the number of properties on the tax roles and assessed value of commercial, industrial, residential apartments and farmland has remained stable, while the number of vacant parcels of land have decreased by 287 or 38 percent and the number of residential properties increased by 1,617 or over 15 percent.

Figure EC-8		
TAX BASE BREAKDOWN, 2010 Borough of Sayreville		
<i>Land Use Classification</i>	<i>Properties on Tax Roles</i>	<i>Assessed Value</i>
Vacant	461	52,993,700
Residential	11,973	1,723,657,500
Farmland (Assessed)	3	153,300
Commercial	414	178,476,300
Industrial	52	174,779,900
Apartments	22	153,500,300
<i>Source: Sayreville Borough Tax Assessor</i>		

ECONOMIC OBJECTIVES

The following are the economic objectives of the Borough of Sayreville's Master Plan.

Objective 1. Increase Borough's ratable base

To expand opportunities for nonresidential development, in both the office and retail sectors, to shift the property tax burden away from the residential sector, resulting in a positive fiscal impact on the Borough.

Objective 2. Facilitate the Development/Redevelopment of the Pointe

To produce local jobs and to increase to the local tax ratable base, the Borough should continue to work the Sayreville Economic and Redevelopment Agency (SERA) to redevelop the project locally known as the Pointe. The Pointe area is over 900 acres in area and is located in the northeastern portion of the Borough adjacent to the Raritan River. It is proximate to Interchanges 124, 125 and 127 of the Garden State Parkway and is traversed by the GSP and Routes 9 and 35. The western portion of the area is bound by Main Street to the south, the Raritan River to the west and north, and the GSP to the east. The majority of land in the Area is currently, or was formerly, utilized for either industrial distribution, wastewater treatment or public/quasi-public uses.

In January 1999, the Borough adopted a formal redevelopment plan for the area. Currently, the area is planned for: a 2.2 million square foot mall; waterfront entertainment; a 620,000 SF power center; 2,000 upscale multifamily residential units (650 waterfront townhomes 1,350 luxury apartments); 1 million square feet of office; 750 hotel rooms; and 2 luxury marinas.

These properties contain significant development potential which would likely result in the development of secondary businesses and other new entrepreneurial businesses in the area. If planned correctly, traffic increases after development could be maintained to a minimum given the proximity of the Garden State Parkway. The Borough should continue to revise the redevelopment plan to better control site design and circulation improvements.

The Pointe development is also discussed within the Land Use Element of the Master Plan.

Objective 3. Revitalize commercial corridors on Route 9 and Route 35

Promote the creation of jobs in this area. Recognize opportunities and threats associated with the planned Pointe development. The proposed 2,000 residential units will require goods and services outside of the planned regional mall and commercial center. There is a need to stimulate land development with particular emphasis on underutilized parcels near the South Amboy municipal border. The Pointe development coupled with land use changes to this area

could stimulate additional interest along the Route 9 and Route 35 corridors. The proximity of a high concentration of residential land uses is one of Route 9 and Route 35's assets as a variety of businesses are conveniently located for people who live in the surrounding areas and beyond. Yet, the corridor is lacking certain businesses and services that would enhance the retail mix and add to the corridor's viability. The Borough should plan for uses that cannot or should not locate in the Pointe. Based upon the market conditions of the corridor, these uses could include the following:

- Additional professional/medical offices
- Additional housing
- Sit-down restaurants
- Bank branches with drive through service
- Health and fitness centers/clubs
- Value conscious clothing and accessory retailers
- Appliance stores
- Pet goods stores
- Supermarket??

In short, a broad land use mix should be maintained and expanded, as long as boundaries to residential areas are defined so as to prevent impacts on adjacent neighborhoods.

The Borough should:

- Seek financial resources and provide technical assistance as incentives for business development and commercial property improvement. Businesses seeking to upgrade their appearance will be more willing to make changes when provided assistance. The Borough or another entity could facilitate financial and other assistance to help with signage and façade design, landscape improvements and similar efforts.
- Establish land use incentives for appropriate land development. Design improvements can be encouraged through the provision of helpful information. The idea is not to mandate specific designs, but to make zoning and design guidelines easier to understand and implement.
- Enact and promote shared parking for multiple uses. The provision of large parking areas required for many of the types of uses permitted consumes significant amounts of land, particularly when individual lots with separate access points are provided for a series of neighboring properties. Shared access and circulation should be permitted for adjacent parking lots in commercial zones if cross-access easements are provided. The reduction of the number of total required spaces should be allowed for uses documented to have differing peak times of traffic generation.
- Provide standards to encourage design in the Route 35/Route 9 areas that can be

viewed at higher travel speeds as well as by pedestrians. This section of the Borough accommodates uses that require high volumes of traffic. While high quality design is important, it is neither necessary nor desirable to attempt to strictly copy streetscape elements from the Pointe and Main Street adjacent to the Municipal Building. The emphasis should be on promoting ample landscaping (green edge adjacent to the roadway, street trees, sidewalks, shade trees, parking lot trees, landscaped buffers) rather than on promoting certain architectural styles.

Objective 4. Facilitate the Development/Redevelopment of the Landfill Site

The former landfill tract is located on the west side of Jernees Mill Road bounded on the north by Pond Creek, on the west by the South River, and on the South by an unnamed tributary to the South River. Formerly a municipal landfill, Sayreville Landfill #3 is presently on the National Priorities List "Superfund", and expectations are that the property will be de-listed in the immediate future. Proposed re-use of the former landfill may proceed without disturbing the landfill. The area is 48 acres in size.

The Landfill's property size, energy (methane), location and mature vegetation along its perimeter create a unique opportunity to develop an eco-industrial park (EIP) or industrial park in which businesses cooperate with each other and the community to efficiently share resources, i.e., such as information, materials, water, energy, infrastructure and natural resources. The concept is to encourage an environment of economic gains while improving environmental quality. The intent is to plan an EIP in a manner that makes it easier for businesses to co-operate, and that results in a more financially sound, environmentally friendly project. Potentially collaborative strategies include by-product synergy (waste-to-feed exchanges), but may also take the form of wastewater treatment, shared facilities (shipping and receiving), shared parking, shared use of green technology and district energy systems.

The goal of an EIP is to improve the economic performance of the participating companies while minimizing their environmental impacts. EIP's include green design of park infrastructure and plants, cleaner production, pollution prevention, energy efficiency and inter-company partnering.

Objective 5. Facilitate the Development/Redevelopment of the former Dupont/Hercules properties

The Dupont and Hercules properties in the early 1900's provided jobs to Sayreville residents and the region as a whole. While these sites provide tremendous economic development potential to the community, the current environmental contamination on-site lessens the likelihood that these sites will be developed through the instrumentation of private capital. These sites have laid idyll for many years. Accordingly, market forces have not lead to their redevelopment without the creation of a public/private partnership. For these reasons, the Borough designated portions of this area in need of redevelopment. The redevelopment

designation provides additional tools and resources to the Borough to meet municipal economic development and environmental remediation objectives. As part of economic development planning, a further evaluation should be considered to determine whether additional properties that border the DuPont Redevelopment Area also qualify as an area in need of redevelopment.

The size of this tract near a major transportation network is a rarity in northern New Jersey. This presents a unique development opportunity for the Borough. No small plans should be made for this area.

Further investigation is warranted to ascertain whether the ability exists to create a foreign trade zone similar to what exists in Mount Olive, NJ.

What is a Foreign Trade Zone?⁴

Foreign Trade Zones (FTZs) were created in the United States to provide special customs procedures to U.S. plants engaged in international trade-related activities. Duty-free treatment is accorded items that are processed in FTZs and then reexported, and duty payment is deferred on items until they are brought out of the FTZ for sale in the U.S. market. This helps to offset customs advantages available to overseas producers who compete with domestic industry. The Foreign-Trade Zones (FTZ) Board (composed of representatives from the U.S. Departments of Commerce and Treasury) has its operational staff in the International Trade Administration's Import Administration.

How can companies benefit from using FTZs?

FTZs are considered to be outside of U.S. Customs Territory for the purpose of customs duty payment. Therefore, goods entering FTZs are not subject to customs tariffs until the goods leave the zone and are formally entered into U.S. Customs Territory. Merchandise that is shipped to foreign countries from FTZs is exempt from duty payments. This provision is especially useful to firms that import components in order to manufacture finished products for export.

There is no time limit on goods stored inside a FTZ and certain foreign and domestic merchandise held in FTZs may be exempted from state and local inventory taxes. This allows firms to minimize their costs while their products are waiting to be shipped. In addition, quota restrictions are in some cases waived for items entering an FTZ; however, the restrictions would apply if the items were to enter the U.S. market.

A variety of activities can be conducted in a zone, including assembling, packaging, destroying, storing, cleaning, exhibiting, re-packing, distributing, sorting, grading, testing,

⁴ U.S. Foreign-Trade Zones Board

labeling, repairing, combining with foreign or domestic content, or processing. Manufacturing and processing require specific FTZ Board approval, however.

For comparison purposes, the Mount Olive facility is a 684-acre development designed for 7 million square feet of space. Tenants include BMW of North America, Calvin Klein Cosmetics Company, Givaudan Roure Corporation, Heidelberg USA, Inc., Lucent Technologies, Inc., Quest International, Seiko Corporation of Americas, and SKC America, Inc. The development encompass office space, distribution, light assembly, and warehousing.

Objective 6. Continue to Evaluate and Improve the Main Street Corridor

While the Borough has made significant strides to improve portions of the Main Street corridor through an improved streetscape designs, improvements to this area should continue to be encouraged.

Consideration should be given to the establishment of a business owners association to aid in “grassroots” promotion and marketing of the corridor. This would be a mid to long-term goal upon the finding that additional development interest exists along the corridor. Continued cooperation between varied groups will be important in proactively addressing the large potential changes coming to the corridor and nearby areas. Joint marketing and promotion of businesses could help to maintain/improve visibility and attract customers.

There continues to be a need to emphasize filling the “gaps” along the streetscape that result from large underutilized, un-landscaped parking lots, complementing streetscape improvements and providing opportunities for investment. Further investigate the allowance of new emerging uses and promote their ability to locate along the corridor.

Objective 7. Protect character of existing neighborhoods

To protect the character and scale of housing within established neighborhoods by encouraging designs which are harmonious with those that exist in the immediate vicinity.

Objective 8. Preserving the natural environment and providing access to it for use as passive and active open space

To protect wetlands, floodplains and stream corridors by adopting measures which:

- stabilize stream bank erosion;
- relieve flooding adjacent to streams, particularly on the properties of private landowners;
- preserve and supplement the existing vegetation throughout the Borough, especially trees, and prevent their unnecessary removal; and
- provide access to environmentally constrained areas so they can be enjoyed as passive open space.

Objective 9. Provide community facilities and services of the highest quality

To provide the highest-quality facilities and services to meet the needs of residents and employees in Sayreville. The Borough should continue to work with the municipal engineer to fully understand the Borough's ability to provide the necessary infrastructure for future planned developments.

Objective 10. Illegal Conversions of single-family homes

To find better ways of enforcing the zoning code and preventing single-family homes from being illegally converted to two-family homes, or illegally accommodating accessory apartments, which may be substandard and hazardous to the health of tenants.

Objective 11. Engender higher-quality design

To update design guidelines and requirements to the land use regulations to maintain consistency in the scale and character of residential and retail development, and to make the built environment as attractive as possible.

Objective 12. Update regulations relating to land use and traffic generation

To comprehensively revise and update the Borough's zoning regulations, not only to make them consistent with the Master Plan, but also to rid them of loopholes, ambiguities and unnecessary regulations.

Objective 13. Promote sustainability

To investigate ways in which the Borough's capital facilities and operations can be built, maintained and operated in a way that saves energy, reduces costs and carbon emissions, reduces dependency on fossil fuels, and incorporates greener building/design technologies.

Objective 14. Promote improved landscape and design into new and existing developments

Both public and private entities need to participate in improving the appearance of the Borough. Public entities have been involved with improving the streetscape with street trees, landscaping within public rights-of-way and on certain public properties. Private entities, property owners and institutions provide landscaping on their properties that enhance the overall appearance. Opportunities for landscape and design improvement include plant material, street lights, parking lot improvements and lighting, pedestrian islands and sidewalk and street medians and both public and private signage.

Along stretches of some businesses, pleasant landscaping would enhance the built environment.

County operates one of the most successful recycling programs in the state and is an excellent example of a shared services agreement—resulting in tax payer savings—that operates at a very high level.

TABLE R-1 MIDDLESEX COUNTY SOLID WASTE AND RECYCLING TONNAGE RATES						
YEAR	SOLID WASTE TONNAGE	RECYCLING TONNAGE	TOTAL	RECYCLING RATE	RANK STATE	IN
2006	946,161	1,715,884	2,662,046	64.5	1	
2007	832,362	1,465,119	2,297,482	63.8	1	
2008	824,183	1,550,613	2,374,797	65.3	3	
2009	716,565	1,208,621	1,925,187	62.8	2	
2010	759,467	1,490,991	2,250,458	66.3	5	

Source: New Jersey Department of Environmental Protection

Municipal Land Use Law

The Municipal Land Use Law allows for the creation of a recycling plan element which incorporates the State Recycling Plan goals as well as including provisions for the:

collection, disposition and recycling of recyclable materials within any development proposal for the construction of 50 or more units of single-family residential housing or 25 or more units of multi-family residential housing and any commercial or industrial development proposal for the utilization of 1,000 square feet or more of land (N.J.S.A. 40:55D-28.b.12).

Opportunities exist during site plan review to ensure proper recycling facilities are constructed as part of development and redevelopment projects.

Recommendations

1. The Municipal Land Use Law provides for site plan specific recycling considerations for new construction and apartment dwelling units. The Borough should continue to work with the owner's of apartment complexes to improve recycling facilities.
2. The Borough should continue to evaluate the various State programs and encourage all 25 Middlesex County towns (currently 14 participate) to enter into the existing shared service program to further reduce taxpayer costs for both trash and recycling programs.
3. Continue to mail recycling information and educational materials to Sayreville residents when a change of ownership occurs in the tax assessor's office.
4. Continue to investigate new opportunities to reduce the overall waste stream and to increase recycling opportunities. Inclusion of large-scale developments would promote the overall recycling goals of the municipality.
5. The Borough should continue to update and enforce its Recycling Program and encourage participation through its recycling ordinance. Residents will participate in recycling programs if it is made convenient and accessible. The ordinance requires the provision of adequate space on site to collect and store recyclables in an attractive and safe facility. The facilities are required to be located in a manner that is accessible for pick up by the municipality.

and for this greenway to extend along the Arthur Kill waterfront area. According to the County Cross Acceptance Report, the Open Space and Recreation Plan supports the implementation of Open Space acquisition and development projects under the County's Open Space, Recreation, and Farmland and Historic Preservation Trust Fund. The Trust Fund was established in 1996 and provides a dedicated funding source of \$.03 per \$100 of equalized assessed valuation. The open space tax supported to purchase of almost 4,000 acres of County owned open space, which increased to amount of preserved land in the County to over 9,000 acres.

1979 County Master Plan

As documented in the Borough's 1998 Master Plan, the 1979 Middlesex County Master Plan shows the expected land use pattern in Sayreville for the year 2000. This pattern is substantially consistent with existing land uses in Sayreville. The County Plan generalizes existing residential, conservation and nonresidential land use patterns in Sayreville that have not changed significantly since 1979. Therefore, the Sayreville Master Plan is consistent with the County Master Plan.

Solid Waste Management Plan¹

In 1997, The Middlesex County Board of Chosen Freeholders approved and the Commissioner of the New Jersey Department of Environmental Protection (DEP) certified an amendment to the Middlesex County Solid Waste Plan.

According to Middlesex County, the Plan amendment was adopted in response to the decision of The United States Supreme Court of Appeals for the Third Circuit which declared unconstitutional New Jersey's historical system of solid waste control. This resulted in requiring each of the 22 solid waste districts to reevaluate its solid waste disposal strategy and, if necessary, initiate appropriate amendments thereof.

The four components of the 1997 Plan amendment are as follows:

1. Creation of a Market Participant System.
2. Assessment of Solid Waste Management Service Fees.
3. Mandatory In-District Weighing for six months.
4. Obligations of Solid Waste Generators.

The Borough's Master Plan objectives are consistent with the County Solid Waste Management Plan.

¹<http://www.cultureheritage.org/planningboard/compliance.asp>

Intro 1-25-16
Public Hearing
2-8-16

ORDINANCE # 319-16

**AN ORDINANCE OF THE BOROUGH OF SAYREVILLE
IN THE COUNTY OF MIDDLESEX, STATE OF NEW JERSEY
AMENDING THE WATERFRONT REDEVELOPMENT PLAN
AND MASTER PLAN**

WHEREAS, at the June 8, 2015 Council Meeting correspondence from SERA (Sayreville Economic Redevelopment Agency) requesting a change in the minimum age requirement for block 330.04, Lot 1.01 in Parcel J was introduced and after discussions the Governing Body referred the request to the Planning Board of the Borough of Sayreville; and

WHEREAS, on July 15, 2015 the Planning Board of the Borough of Sayreville the Board voted unanimously to amend the Redevelopment Plan to change the minimum age requirement for Block 330.04, Lot 1.01 in Parcel J from 62 to 55; and

WHEREAS, the Mayor and Council have accepted the recommendation of the Planning Board; and

NOW, THEREFORE BE IT ORDAINED, by the Governing Body of the Permitted Principal Uses, Accessory Uses, and Standards described on page 17 of the Waterfront Redevelopment Plan are hereby amended as follows:

SECTION 1. The Parcel Standards for Parcels D through K, specifically the Permitted Principal Uses, Accessory Uses, and Standards described on page 17 of the Waterfront Redevelopment Plan are hereby amended by deleting the text by way of a strikethrough and inserting the text marked in bold to read as follows:

Permitted Principal Uses:

- Office
- Warehousing and distribution
- Light Industrial and manufacturing use subject to compliance with performance standards
- Public Use
- Park and Ride Facility
- Market Rate rental senior housing for occupants aged ~~62~~ **55** and over shall be permitted on Block 330.04, Lot 1.01 in Parcel J.

SECTION 2. Severability Clause.

If any article, subsection, sentence, clause or phrase of this Ordinance is, for any reason, held to be unconstitutional or invalid, such decision shall not

INTRO & PASSED 1st READING

1/25/16

ADVERTISED ACCORDING TO LAW

1/29/16

ADOPTED ON 2nd & FINAL READING

2/8/16

ADVERTISED ACCORDING TO LAW

2/12/16

Theresa A. Farnham
COUNCIL CLERK

affect the remaining portions of this Ordinance and they shall remain in full force and effect, and to this end the provisions of this ordinance are hereby declared severable.

SECTION 3. Repealer.

All other ordinances in conflict or inconsistent with this ordinance are hereby repealed, to the extent of such conflict or inconsistency. In the event of any inconsistencies between the provisions of this Ordinance and any prior ordinance of the Borough, the provisions are hereof shall be determined to govern. All other parts, portions and provisions of the Ordinances of the Borough are hereby ratified and confirmed, except where inconsistent with the terms hereof.

SECTION 4. Effective Date.


This Ordinance shall take effect immediately upon adoption and publication in accordance with the laws of the State of New Jersey.



Steven Grillo, Councilman
(Planning & Zoning Committee)

ATTEST:

APPROVED:



Theresa A. Farbaniec, RMC
Municipal Clerk



Kennedy O'Brien, Mayor

APPROVED AS TO FORM:



Michael DuPont, Esq.
Borough Attorney