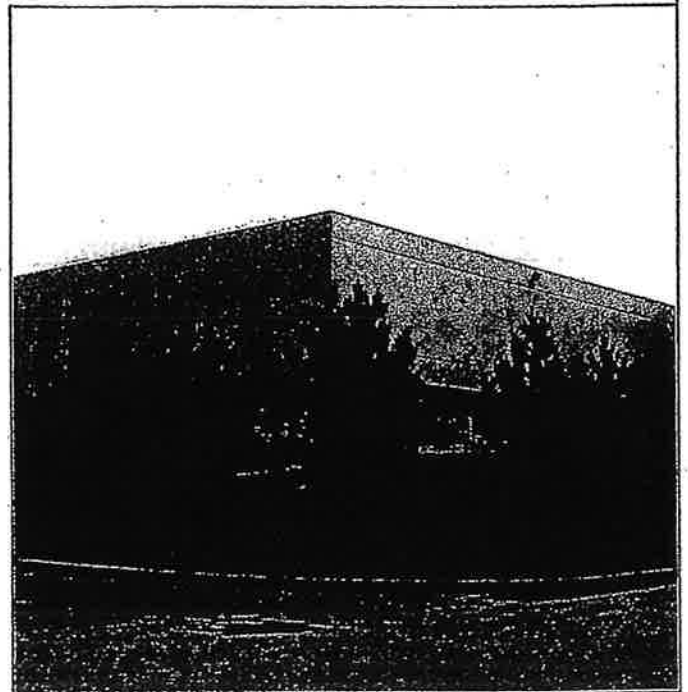
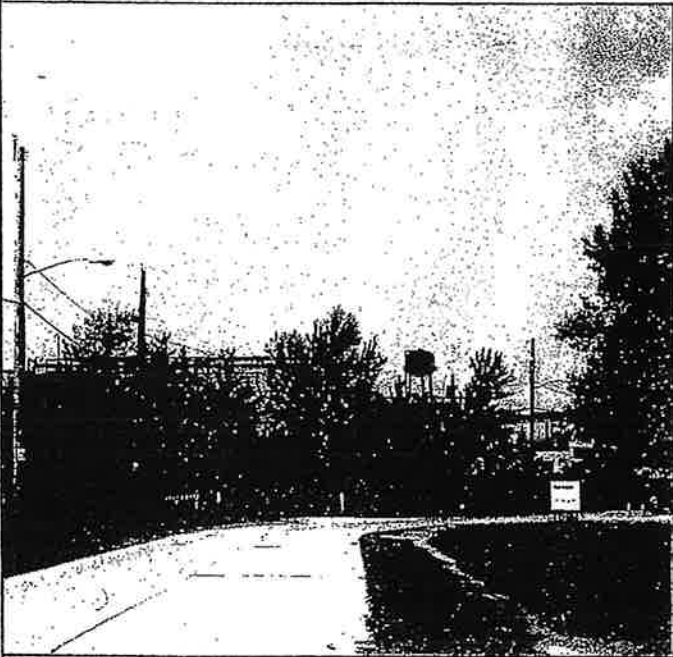




Waterfront Redevelopment Plan

BOROUGH OF SAYREVILLE
Middlesex County, New Jersey



January 1999

Waterfront Redevelopment Plan

Credits:

Consultant Team

Heyer, Gruel & Talley, PA
63 Church Street, 2nd Floor
New Brunswick, New Jersey 08901
Planning and Project Management
Susan S. Gruel, P.P., Principal
Cheryl Bergallo, P.P., AICP, Project Manager

CME Associates

3141 Bordentown Road
Parlin, New Jersey 08859
Infrastructure and Site Contamination
David J. Samuel, P.E., P.P., C.M.E., Borough Engineer
Bruce J. Rydel, P.P., AICP

1999 Borough of Sayreville Mayor and Council

Mayor James L. Zagata

Council President Mary J. Novak
Councilman Kennedy O'Brien
Councilman Raymond Skarzynski
Councilman Paul A. DeSarno
Councilman Jeffrey Pawlowski
Councilman G. Fred Semoneit

Gladys R. Rzepka, Clerk
Robert J. McGowan, Esq., Attorney

1998 Borough of Sayreville Planning Board

Chairman Daniel Maliszewski
Vice Chairman Thomas Tighe
Mayor James L. Zagata
Councilman Richard A. Brauchle
Jeffrey Pawlowski
Frank Woods
Curtis Clark
Kenneth Revolinsky
Robert Pagan
John Zebrowski (Mayor's Alternate)
Glen W. Lucas (Alternate)
Donald Newton (Alternate)

John J. Gwizdak, Secretary
Jay B. Cornell, P.E., Engineer
Gary M. Schwartz, Esq., Attorney

SAYREVILLE WATERFRONT REDEVELOPMENT PLAN

TABLE OF CONTENTS

INTRODUCTION..... 4

STATUTORY REQUIREMENTS 4

AREA DESCRIPTION..... 4

Location.....4

Existing Land Use.....5

Redevelopment Parcels5

Need for On-Site Fill.....5

Conrail Rail Line5

Site Contamination.....6

Wetlands and Floodplains.....7

Riparian Issues.....7

Redevelopment Opportunities7

PLAN GOALS..... 8

INFRASTRUCTURE 8

Circulation Plan.....8

Existing Local Circulation Conditions and Required Improvements.....9

Programmed Roadway Improvements.....9

Utilities Plan.....11

WATERFRONT WALKWAY..... 11

LAND USE PLAN 12

Preliminary Redeveloper(s) Interest.....12

Relationship Of Plan To The Borough Land Development Regulations13

Land Use Plan Map and Redevelopment Parcels Map13

Parcel Standards.....	13
Parcel A	13
Parcel B.....	14
Parcel C1	15
Parcel C2	15
Parcel C3	16
Parcels D through K.....	17
Existing Uses	17
GENERAL DESIGN STANDARDS	18
Streetscape Requirements.....	18
Along Main Street Extension and Kennedy Drive	18
Along Chevalier Avenue and Extensions of Chevalier Avenue	18
Along Main Street.....	19
Along Routes 9 and 35.....	19
Open Space Design and Landscaping	19
Building Design	20
Off-Street Parking and Circulation	20
Storage, Service, and Loading Areas	22
Refuse and Recycling Collection Areas.....	22
Screening of Exterior Mechanical Equipment.....	22
Signage.....	23
Outdoor Dining	23
PLAN OF ACTION.....	24
Development Schedule.....	24
Property To Be Acquired	24
Relocation.....	24
Amendments to the Redevelopment Area	24
Incentives And Project Funding.....	24

PLAN RELATIONSHIP TO DEFINITIVE LOCAL OBJECTIVES.....	24
Local Objectives.....	24
Relationship To Master Plans.....	26
Adjacent Municipalities	26
Middlesex County Growth Management Plan.....	27
Middlesex County Open Space and Recreation Plan	27
State Development and Redevelopment Plan.....	28
ADMINISTRATIVE AND PROCEDURAL REQUIREMENTS	28
Amending The Redevelopment Plan.....	28
Duration Of Redevelopment Plan	28
Conveyance Of Land.....	28
Redeveloper(s) Selection	29
Redeveloper(s) Agreements	29

INTRODUCTION

During the past few years, the Borough of Sayreville has focused its efforts on the redevelopment of underutilized properties in the Borough, prompted by the decline of industry in the region. Such decline has occurred in the northeastern waterfront portion of the Borough in and around the National Lead Industries, Inc. (NL) and Middlesex County Utilities Authority (MCUA) properties and the varied properties along Main Street, the Main Street Extension and Kennedy Drive. To revitalize this area, the Mayor and Council have determined that one of the most effective planning and implementation strategies is the use of the redevelopment process in accordance with State statute, the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-1 et seq.). The first step in the process was the designation of the area as "an area in need of redevelopment," which occurred on June 5, 1996. The planning document prepared for the designation was the "Redevelopment Area Report for a Study Area: Main Street Extension Industrial Corridor, January 1996." The Area has since become known as the Waterfront Redevelopment Area.

STATUTORY REQUIREMENTS

According to State statute, the Redevelopment Plan shall include an outline for the planning, development, redevelopment or rehabilitation of the project area sufficient to indicate:

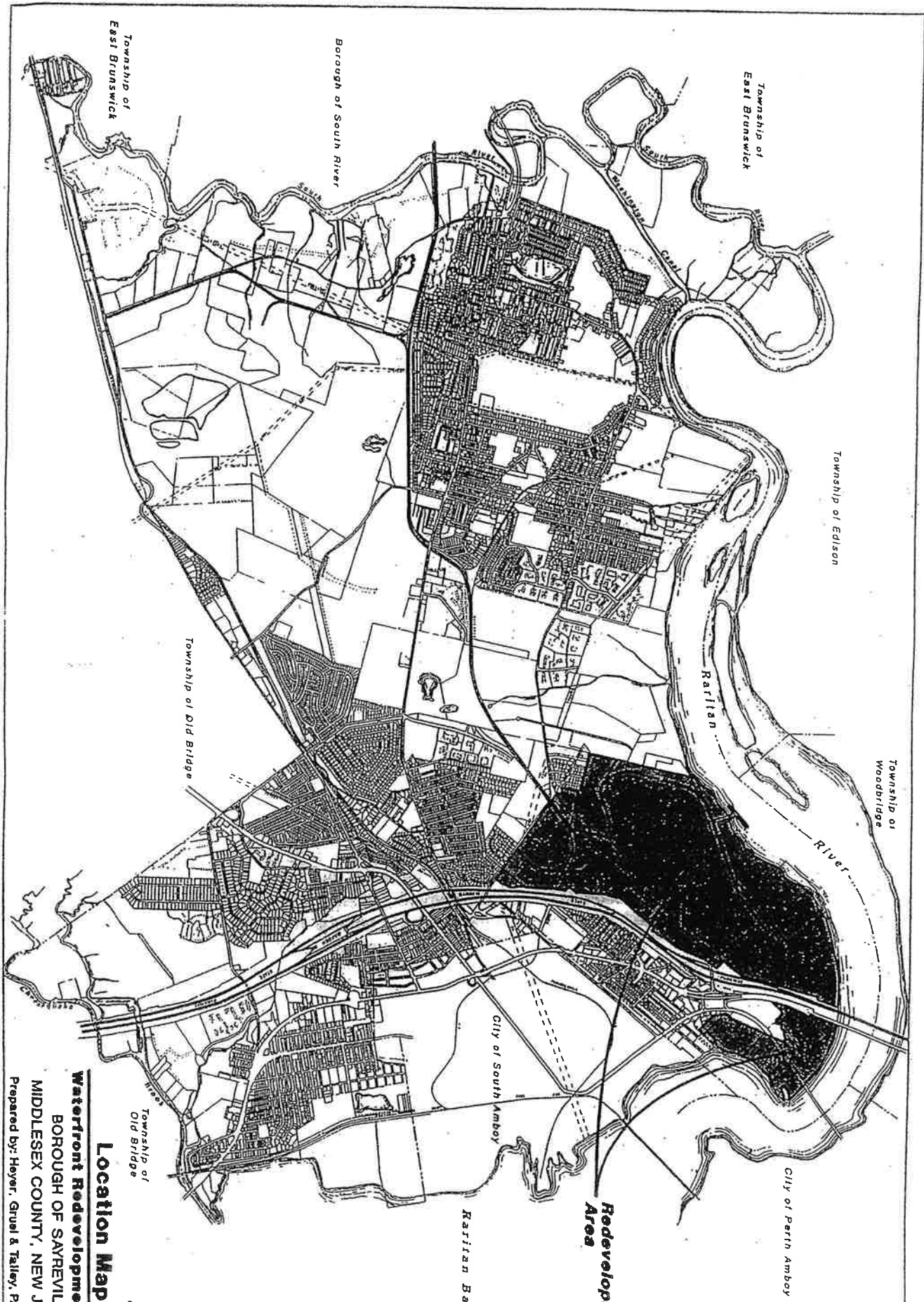
1. Its relationship to definitive local objectives as to appropriate land uses, density of population and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements;
2. Proposed land uses and building requirements in the project area;
3. Adequate provision for the temporary and permanent relocation as necessary of residents in the project area including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market;
4. An identification of any property within the Redevelopment Area which is proposed to be acquired in accordance with the Redevelopment Plan;
5. Any significant relationship of the Redevelopment Plan to:
 - the Master Plans of contiguous municipalities;
 - the Master Plan of the County in which the municipality is located; and
 - the State Development and Redevelopment Plan adopted pursuant to the "State Planning Act" PL 1985, C398 (C52:18A-196 et al.).

AREA DESCRIPTION

Location

The Borough of Sayreville is located in Middlesex County in the east-central portion of the State of New Jersey, on the Raritan River and the Raritan Bay (see Location Map). Sayreville is traversed and easily accessed by several transportation routes of regional importance, including the Garden State Parkway (GSP), and Routes 9 and 35. Roadways of local importance include the Main Street Extension, an intramunicipal connector, and Chevalier Avenue and Kennedy Drive, local roadways that connect the Area to U.S. Route 9 in an east-west direction.

The 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 GSP and is, in fact, traversed by the GSP and Routes 9 and 35. The western portion of the Area is bound by



Location Map

Waterfront Redevelopment Area
 BOROUGH OF SAYREVILLE
 MIDDLESEX COUNTY, NEW JERSEY
 Prepared by: Hoyer, Gruel & Talley, PA - 1998



Main Street to the south, the Raritan River to the west and north, and the GSP to the east. The eastern portion of the Area is bound by the GSP to the west, the Raritan River to the north and east and the Victory Circle (Route 35) to the south.

Existing Land Use

The majority of land in the Area is currently, or was formerly, utilized for either industrial, distribution, MCUA wastewater treatment or public/quasi-public uses. The largest property owners in the Area are NL, MCUA and New Land Associates. A brick manufacturing and raw material mining facility occupied much of the western portion of the Area between 1800 and 1930, which created the uneven topography in the Area. In 1930, NL began its chemical manufacturing and recovery facility on its property which ceased operation in 1982. The MCUA constructed its regional wastewater treatment plant in the Area in the late 1950s. The portion of the Area east of the GSP, although owned by NL, was reportedly never used for industrial operations, however was the location of US Army Corps of Engineers (USACE) river dredge materials deposition. Due to the industrial nature of the Redevelopment Area in general, there historically has been no public access to the riverfront in the Area.

Redevelopment Parcels

The Redevelopment Area has been divided into Redevelopment Parcels (Parcels A through K) for purposes of this Plan (see Redevelopment Parcels Map). This division occurred due to the large size of the Redevelopment Area and the likelihood that different portions of the Area would be planned for different uses. With the use of Redevelopment Parcels, each subarea within the Redevelopment Area is able to be comprehensively planned in terms of uses and development standards. It is anticipated that the site planning of Parcels A through C will be performed as a whole by the property's redeveloper(s), although, depending upon the development, subdivisions and phasing within each parcel may be necessary.

The Redevelopment Parcels are consistent with the parcels depicted in the Request for Qualifications/Solicitation of Interest (RFQ/SOI) previously issued to potential developer(s). The same delineation will also be used in the issuance of the Request for Proposals (RFP) by the Borough.

Need for On-Site Fill

It is anticipated that, due to the former land use of the main NL property, large quantities of fill will be needed to develop the property. Fill will be needed to in-fill the two large lagoons on the property and will be needed in connection with site development and site remediation efforts. Fill material to be utilized on-site shall be environmentally sound material meeting New Jersey Department of Environmental Protection (NJDEP) requirements and shall be suitable for construction of the uses contemplated by the Plan. It is recognized that public health is of paramount importance, as well as construction considerations, in order to achieve the goals of the Plan.

Conrail Rail Line

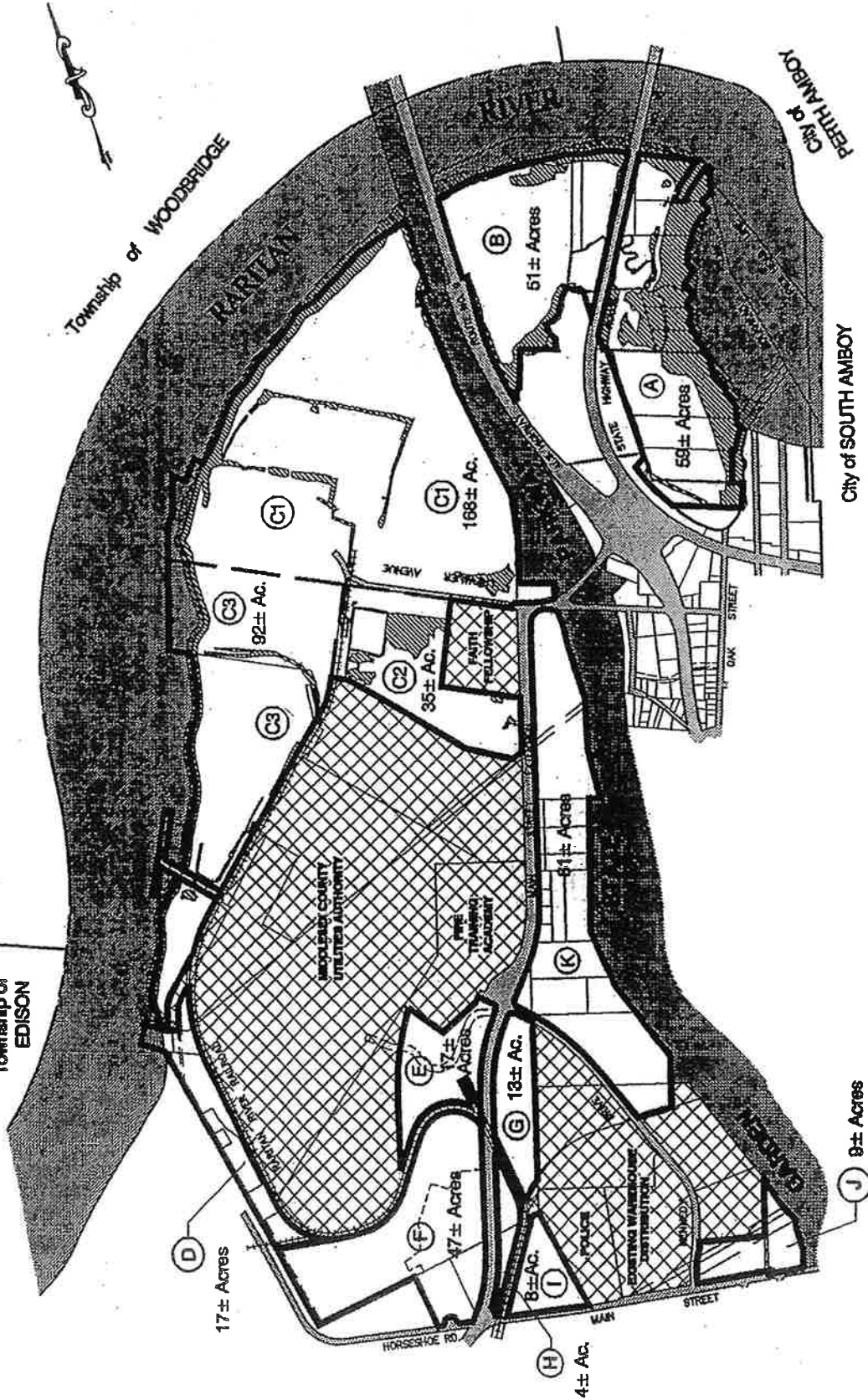
The Kearny Industrial Track spur of Conrail's Raritan River Railroad Main Line traverses the western portion of the Redevelopment Area. The portion of the spur which leads to MCUA and to the NL main industrial parcel (Parcel C), is active, while the portion of the spur south of the Main Street Extension (Block 348.01, Lot 18; Block 329, Lot 18; Block 330.05, Lot 18; and Block 330.06, Lot 18) is inactive and has been sold to adjacent property owners (see Conrail Rail Lines Map). The rail lines continue to serve the main MCUA plant property-- approximately one train per day. Rail lines which are not necessary for development of the Area would be considered for vacation.

Township of EDISON

Township of WOODBRIDGE

City of SOUTH AMBOY

City of PERTH AMBOY



SAYREVILLE WATERFRONT REDEVELOPMENT AREA REDEVELOPMENT PARCELS MAP

SCALE: 1" = 1500'

DATE: 12/98

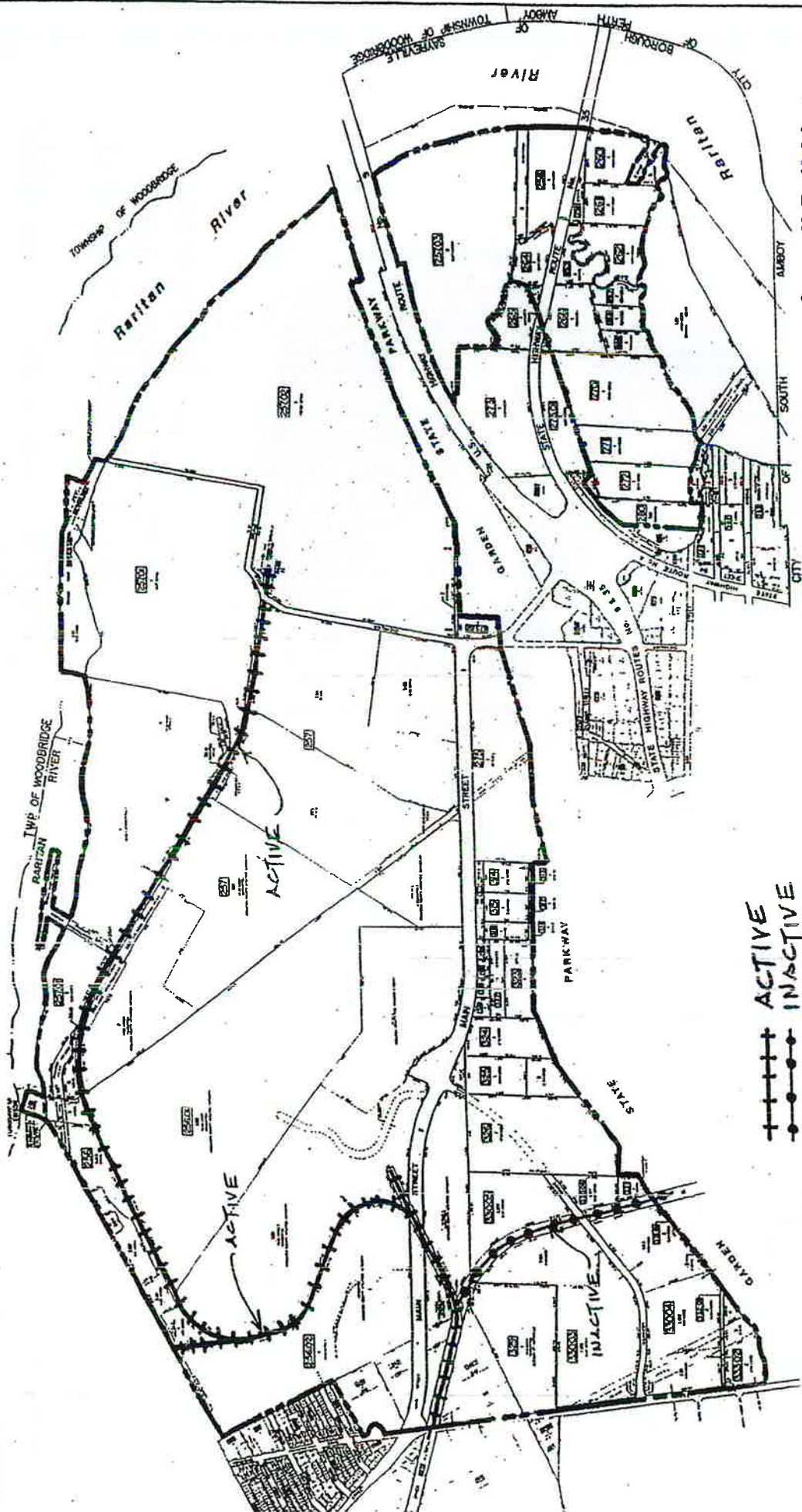
LEGEND:

REDEVELOPMENT PARCELS

APPROX. LOCATION OF WETLANDS DELINEATED BY B2A SURVSAT ON PARCELS A, B & C



CONSULTING AND MUNICIPAL ENGINEERS



Conrail Rail Lines

Waterfront Redevelopment Area

BOROUGH OF SAYREVILLE

MIDDLESEX COUNTY, NEW JERSEY

Prepared by: Heyer, Grual & Talley, PA - 1998

Site Contamination

Any and all properties in the Redevelopment Area are subject to applicable environmental clean-up regulations. The following site contamination information pertains to the property owned by NL in the Redevelopment Area, namely Parcels A through C, where detailed environmental studies have been performed (see Appendix I for the complete listing of environmental documents prepared to-date). One other parcel in the Redevelopment Area has been identified as contaminated, and that is Parcel D. Portions of Parcel D, which is owned by companies other than NL, have been designated as US Environmental Protection Agency (US EPA) Superfund sites. Remediation on Parcel D, spearheaded by US EPA, is ongoing. The case file on the NL property is on-file with US EPA.

Historically, Parcels A and B were the subject of dredge spoils deposition from the Raritan River channel by USACE from 1940 to approximately 1978. The property has been sampled, and metals (including antimony, arsenic, beryllium and cadmium), polynuclear aromatic hydrocarbons (PAHs) and polychlorobiphenols (PCB's) were observed above the NJDEP Residential and Non-Residential Soil Cleanup Criteria (SCC).

Parcel C (including subareas C1 through C3) was the site of the former titanium dioxide manufacturing facility and a former sulfuric acid production plant and related acid distribution facilities most recently operated by Marsulex, Inc. (the "Marsulex Facilities"). Environmental studies have concluded that Parcel C has elevated levels of some metals, and of organic, principally PAHs, hydrocarbons, and on a more limited scale, PCBs. Parcel C also has elevated levels of Naturally Occurring Radiological Material (NORM) that originated from the ore utilized in the production of the titanium dioxide, principally in areas where the manufacturing operations occurred.

Constituents in soil above the SCC in the manufacturing area portions of Parcel C include the metals antimony, arsenic, beryllium, and lead. Other chemical contamination in this area, consisting of PAHs, including benzo(a)anthracene, benzo(a) fluoroanthracene, benzo(a)pyrene, and bis(2-ethyl-hexyl)phthalate, is likely related to the prior use of fuel oil and vehicle fuels. In addition, PCBs have been observed. Extensive surveys performed to investigate potential soil contamination related to PCBs in transformers have been completed. Where found, the PCBs associated with former transformer usage have been remediated.

A Baseline Ecological Evaluation (BEE) was prepared by NL. As discussed in the BEE, while some of the chemical species observed on the NL property exceed ecotoxicological benchmarks, consideration was given to the industrial nature of the property and the surrounding areas as well as to the likely site remedy and future land use. The preliminary remedy proposed for the contaminated area is capping, which would remove the exposure pathway of contaminants exceeding ecotoxicological benchmarks. Also, since the future land use is likely to be industrial or commercial, these areas are likely to be greatly modified in form and function. Such planned future land use will further reduce the potential that sensitive ecological receptors will be exposed to chemical constituents above the benchmarks.

On Parcel C, NL is in the process of demolishing its former production facility and securing a Remedial Selection Criteria Document (RSCD) from NJDEP. Demolition is expected to be completed by NL by mid-1999. RSCD approval is also expected by the first or second quarter of 1999. Although the final remediation plan has not been completed, nor approved by NJDEP, the site remediation methodology presently contemplated entails a capping procedure that, through the redevelopment process, may include the placement of fill and utilization of building slabs, paved parking and roadways in the capping process. Completion of remedial activities on the NL property is expected within the next several years. The redevelopment of the site will be performed in a manner consistent with the remediation required by NJDEP.

NL's site remediation analysis and on-site mitigation efforts to-date have progressed sufficiently to surmise that development of the site is economically feasible.

Wetlands and Floodplains

Although the Area is immediately adjacent to the Raritan River and is relatively level in terms of topography, it is generally not significantly constrained by the presence of wetlands or floodplain. Parcels A, B and C were the subject of a formal wetlands delineation in 1998 and are currently pending a Letter of Interpretation from NJDEP, which will confirm the wetlands line, as delineated, and the resource classification of the wetlands. Parcels A and B, located to the east of the GSP, are more heavily constrained by wetlands and floodplain than Parcel C, but still retain sizable areas of uplands. Parcel C contains limited areas of both wetlands and floodplain. The preliminary wetlands line is depicted on the Redevelopment Parcels Map and other Plan mapping.

The remaining parcels have not undergone formal wetlands investigation, however, available wetlands and floodplain mapping¹ reveals no significantly constrained areas.

Riparian Issues

NL possesses State of New Jersey Riparian Grants for the majority of the shoreline associated with Parcels A, B and C. There may be tidal streams which are, or allegedly were, present on those Parcels. Because historical documentation including aerial mapping and photography reveal the presence of formerly tide-flowed streams on the property potentially not covered by NL's grants, the titles to these areas must be obtained before any development can occur in these areas. The process for acquiring Riparian Grants requires the submission of an application to the State Bureau of Tidelands Management for the purchase of the property represented by the existing or former tidal streams.

REDEVELOPMENT OPPORTUNITIES

The Waterfront Redevelopment Area is located at the northernmost tip of the Borough, adjacent to the GSP and Routes 9 and 35, just south of Raritan Center. Based upon such assets as its regional location, visibility from adjacent roadways, size and the desire of the Borough leaders and private property owners to effectuate change, the development opportunities for the Area are significant. The Plan recognizes all of these features and provides the groundwork for the development of varied uses that integrate the principles of comprehensive planning.

The Plan calls for the following elements:

1. A public waterfront walkway, green area and open space along the Raritan River.
2. Remediation of contaminated properties.
3. Opportunity for a regional mall, large-scale signature corporate office and/or hotel conference center, and large-scale retail and entertainment/indoor recreation uses.
4. Opportunity for a marina or other water-related uses on the Raritan River.
5. Infill of existing industrial areas.
6. Infrastructure improvements including upgrade of the road network's capacity and circulation patterns.

¹ Wetlands information obtained from NJDEP 1986 Freshwater Wetlands Maps and 1983 Coastal Wetlands Maps. Flood plains information obtained from 1987 Federal Emergency Management Agency Flood Insurance Rate Maps.

PLAN GOALS

In general, the Plan attempts to revitalize the Borough's economic base and create locations for new job opportunities and locations for uses that are currently in demand. The specific goals of the Plan are as follows:

1. To promote the effective use of all the Redevelopment Area property and to increase the property tax base of the Borough.
2. To improve utilization of land in the Redevelopment Area, which, by virtue of its proximity to transportation and major employment centers, could be more effectively employed for the community benefit.
3. To acknowledge the significance of the Raritan River waterfront to the area and to incorporate public access to the River in the Plan.
4. To acknowledge the significance of the Garden State Parkway, Routes 9 and 35 and other regional transportation routes to the area, and to capitalize on its presence while not exceeding the capacity of local roads within or beyond the Redevelopment Area.
5. To create a circulation pattern that will serve the planned uses in the area.
6. To remediate contaminated sites as part of the redevelopment process.
7. To incorporate the goals and plans of the property owners, to the greatest extent possible, in a manner consistent with the Plan.
8. To create a new mixed-use area.
9. To promote the creation of job opportunities in the Borough that will provide opportunities for both existing residents and as well as for others in the region.
10. To improve business opportunities through promotion of new and diverse economic activities.
11. To maximize the leveraging of public and private funds to accomplish comprehensive redevelopment of the area.
12. To redevelop land occupied by obsolete structures or uses.
13. To improve property values within the area to increase local revenues.
14. To enhance the image of the area.
15. To improve the public elements of the streetscape through landscaping, street furniture, paving, lighting and pedestrian linkages.
16. To balance environmental considerations with development opportunities.

INFRASTRUCTURE

Circulation Plan

The Waterfront Redevelopment Area possesses significant potential connectivity and access to roadways of regional importance. Several such connections are required to maximize the development potential of the Area. Increased connectivity to regional roadways makes this location highly suitable for large-scale commercial redevelopment. In this section, the existing roadway conditions are detailed and the improvements that will be necessary to construct certain elements within the Plan are identified. It is anticipated that development will be phased in

conjunction with certain required roadway improvements in order to accommodate the growth of the Area.

The use of mass transit such as buses or shuttles is recommended in the Redevelopment Area, depending upon the uses proposed.

Existing Local Circulation Conditions and Required Improvements

The table on the following pages details the existing condition of Redevelopment Area roadways, the improvements that are required in conjunction with Area redevelopment, and the entity which will be required to perform the improvements. (See Proposed Roadway Schematic Map for a depiction of the Area's roadways.)

Improvements to public roadways are required to facilitate circulation and increase roadway capacity and accessibility throughout the Area. It is anticipated that, at a minimum, a connector road between Parcels B and C will be constructed under the GSP and Route 9. The continuation of the roadway from Parcel B to Parcel A under Route 35 will be encouraged, drawing together all tracts for a cohesive interconnected circulation pattern. This roadway will also extend along a route parallel to the rail alongside the MCUA and will be continued to a future extension beyond Parcel D.

The necessity for installation of traffic signals, the timeline for such installation and/or reconfiguring of existing signal timing, is dependent upon the type and intensity of land use proposed by the redeveloper(s), and the phasing of development. A Phasing of Roadway/Signalization Phasing Plan will be required.

If the development requires additional ramps to access the GSP, the Borough will work with the redeveloper(s) to achieve those improvements.

Programmed Roadway Improvements

The following section provides more detailed information on the proposed improvements to the GSP and Driscoll Bridge, the Route 9/Edison Bridge/Victory Circle project and the Route 35/Victory Bridge project as set forth by the New Jersey Highway Authority (NJHA) and the New Jersey Department of Transportation (NJDOT).

The Garden State Parkway & Driscoll Bridge

The NJHA operates and maintains the GSP, a major regional toll road serving long distance and regional travelers, including commuters along the length of New Jersey from the New York State Thruway to Cape May. The planned Driscoll Bridge Rehabilitation and Improvement Project will involve the construction of a new bridge immediately west of the existing bridge to provide for the maintenance of traffic along the GSP during the redecking and rehabilitation of the existing structure. While the existing bridge – originally constructed in 1954 as a four-lane facility – has since grown to six narrow lanes in each direction, upon completion of the project in the year 2004, the new and rehabilitated structures will provide a total of 15 widened travel lanes, eight northbound and seven southbound, with shoulders. The new and existing Driscoll Bridge will have a 135-foot clearance within the two navigable channels. 1996 annual average daily traffic volume on the Bridge was 200,190 vehicles (NJHA, 1996).

Selection of a design-build consultant by NJHA is scheduled to occur in February/March 1999. Construction of the new bridge is expected to begin in early 2001. Redecking of the existing Driscoll Bridge would begin in 2003 and all work would conclude in 2004. The NJHA anticipates acquiring four feet of additional right-of-way beyond that which it presently owns to the west of the existing bridge, to accommodate this project.

ROADWAYS OF SAYREVILLE WATERFRONT REDEVELOPMENT AREA

Improving
Entry

Improvements Needed

Total Roadway Geometry

Existing R.O.W.
Width (ft.)

Classification

EXISTING ROADWAYS

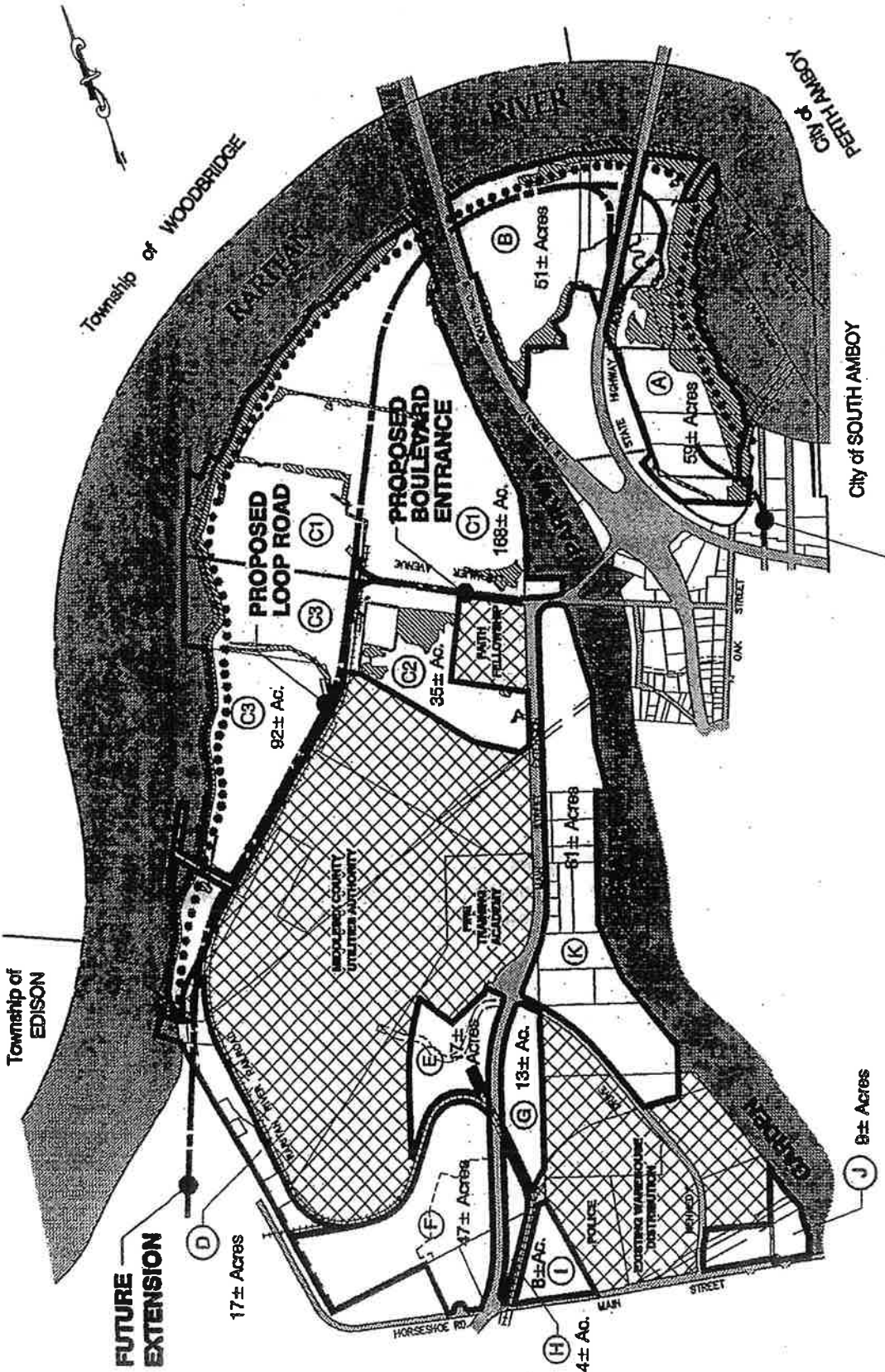
Roadway	Classification	Existing R.O.W. Width (ft.)	Total Roadway Geometry	Improvements Needed	Improving Entry
Garden State Parkway	Freeway	500' & varies	12 lanes existing - each 12 ft in width; new bridge and reconstructed existing structure will support total of 15 lanes, each lane 11 ft in width; inside and outside shoulders new bridge 8 ft; shoulders reconstructed bridge 10 ft outside, 8 ft inside.	Rehabilitation of Driscoll Bridge & Addition of 3 Travel Lanes (15 total - 8 north, 7 south)	NJ Highway Authority
U.S. Highway Route 9	Major Arterial	120' & varies	Upon completion, deck of proposed new bridge would be (3) - 12 travel lanes; 10 ft outside shoulder; and a 4 ft inside shoulder - bridge to carry southbound traffic exclusively. Existing bridge (proposed exclusive northbound traffic) to be reconstructed	Rehabilitation of existing four lane Edison Bridge into a three lane structure & addition of three travel lanes with new bridge (6 total - 3 southbound, 3 northbound)	NJ DOT
State Highway Route 35	Major Arterial	120' & varies	New elevated fixed bridge & roadway will be 4 lanes - each lane 11 ft-9.95 inches wide; 2.75 ft median barrier; 2 inner shoulders - 3 ft wide; 2 outer shoulders 9 ft-10 inches wide; and one 5 ft-11 inch sidewalk	This project also incorporates elimination of the Victory Circle, and integral circulation improvements to approaches at both Rts. 9 & 35.	NJ DOT
Chevalier Avenue	Minor Arterial	50'	2 lanes - 20ft total paved, no shoulders, no curbs	Existing movable swing through-truss span to be replaced by a high-level fixed highway bridge to match proposed Edison Bridge of 100' clear. Existing 4 narrow lanes to be replaced with 4 new travel lanes, a median barrier, and inner and outer shoulders	Developer
Main Street	Minor Arterial	49.5' & varies	2 lanes - 12ft varies; shoulder width varies; areas curbed	Narrow two lane roadway will require widening as a landscaped, median-divided, four lane roadway with curbed shoulders	n.a.
Main Street Extension	Minor Arterial	120'	4 lanes - 12ft lane outside, 11ft lane inside; 3ft inside shoulder; 10ft outside shoulder; 18ft landscaped median; all curbed, no sidewalk; signalized intersection at Main Street and signalized far side jughandle at foot of Kennedy Drive; at grade RR cross	Existing roadway, no changes contemplated	Developer
Kennedy Boulevard	Collector	60'	2 lanes - 12ft each lane; shoulder; curbed, no sidewalk	Traffic signal installation will be required at intersection of M.S.E. & Chevalier Avenue	n.a.

ROADWAYS OF SAYREVILLE WATERFRONT REDEVELOPMENT AREA

PROPOSED ROADWAYS

Main Street Bypass	Collector	60' min.	2 lanes - 12ft each lane; 8ft outside shoulders; curbed, no sidewalk	Portions of roadway presently installed off-tract at Sheffield Towne and Winding River. Developer would install segment from Chevalier Avenue to Crossman Road North, on river side of Conrail line.	Developer & others
Loop Road Connecting Parcels A, B & C	Collector	60' min.	2 lanes - 12ft each lane; 8ft outside shoulders; curbed, no sidewalk	Two lane roadway with full width shoulders	Developer

* Source: Borough of Sayreville Tax Assessment Maps







SAYREVILLE WATERFRONT REDEVELOPMENT AREA PROPOSED ROADWAY SCHEMATIC

SCALE: 1" = 1600'

DATE: 12/88



LEGEND:

-  REDEVELOPMENT PARCELS
-  APPROX. LOCATION OF WETLANDS DELINEATED BY B2A SURVSAT ON PARCELS A, B & C
-  APPROX. LOCATION OF PROPOSED ROADWAY
* LOCATION DEPENDENT ON TYPE OF DEVELOPMENT
-  WATERFRONT WALKWAY

US Route 9, Edison Bridge and Victory Circle

US Route 9 is a four-lane north-south US highway that lies immediately east of the GSP. A southbound bridge is proposed by NJDOT in the area between the two roadways. This structure will incorporate improvements to the existing Edison Bridge deck super- and substructures, and the Route 9 approach roadways including the Victory Circle.

According to NJDOT, the bridge improvement project will begin with the construction of a new bridge west of the existing Route 9 Edison Bridge (see Victory Circle Improvements Map). Upon completion, the new bridge would be configured to provide two northbound and two southbound travel lanes and traffic would be shifted from the Edison Bridge to the new structure. This will allow complete closure of the Edison Bridge for reconstruction. Following reconstruction of the Edison Bridge, the new bridge will be reconfigured to serve exclusively as a southbound structure, thus yielding six travel lanes across both bridges, three southbound and three northbound. Both the new bridge and the reconstructed Edison Bridge will provide the same vertical clearance above the navigable channel.

South of the Raritan River, the proposed project area extends to Andrejewski Drive at Milepost 130.8. The proposed improvements to the southern approach roadway to the Edison Bridge include the replacement of the two Victory Circle Bridges. In conjunction with the replacement of these two bridges, the elimination of the Victory Circle is proposed, providing a partial grade-separated diamond interchange between Route 9/35 and Route 35 Main Street, with a loop ramp providing a direct connection from Chevalier Avenue eastbound to Route 9 northbound.

Southbound off-and-on ramp connections and a northbound on-ramp connection to Route 9 will be provided with terminals at the proposed Chevalier Avenue connection to Route 35. A Route 35 northbound off-ramp will also connect to Main Street. The interchange will be signalized at the southbound Route 9 ramp terminal connection and the Route 9 on-ramp connection, at Chevalier Avenue/Route 35 connection and also at the Route 35 northbound off-ramp/Main Street connection. An improvement to the drainage and flooding problems at Victory Circle will also be implemented.

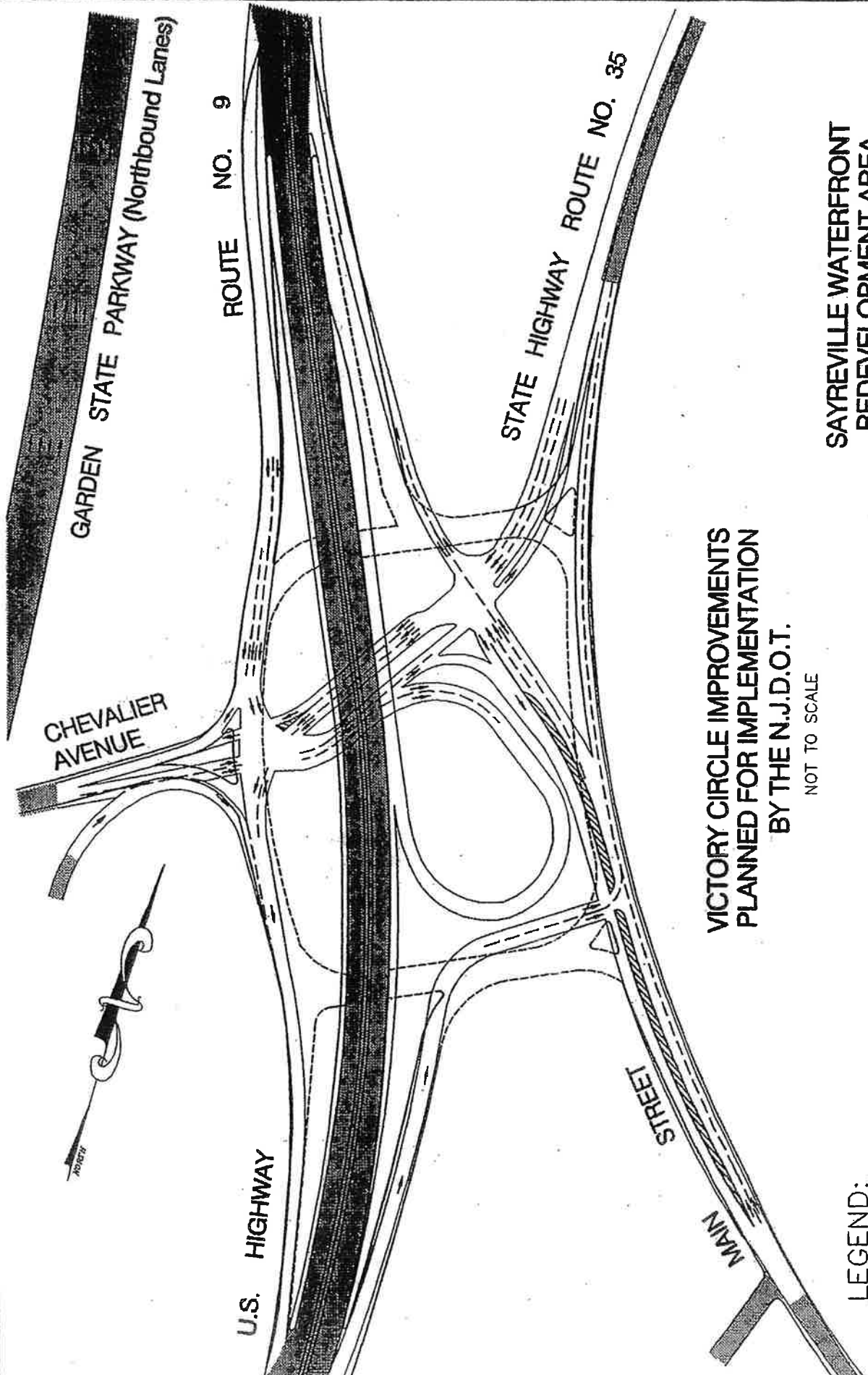
According to NJDOT's present schedule, this project is anticipated to begin construction by the end of 1999 and will conclude in 2004.

State Route 35 & Victory Bridge




NJDOT proposes a high-level fixed highway bridge to replace the existing swing through-truss span over two navigable channels. The new structure will consist of four travel lanes, a median barrier, inner and outer shoulders and a sidewalk on the upstream side.

Traffic will be maintained on the existing bridge while the southbound half of the new bridge is constructed. Traffic will be rerouted to this new section to begin the second stage. The existing bridge will be removed and the downstream (northbound) half of the bridge will then be constructed.

Whereas the existing vertical distance above Mean High Water in bridge-closed-position is 28 feet, the proposed vertical distance under the navigable span is projected to be 110 feet above Mean High Water. It is expected that work on Route 35 and the Victory Bridge will occur simultaneously with the work on Route 9 and the Edison Bridge.



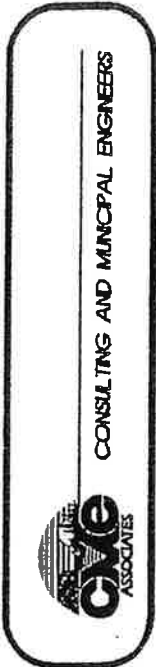
LEGEND:

-  EXISTING ROADWAYS
-  EXISTING VICTORY CIRCLE TO BE ELIMINATED
-  DENOTES IMPROVEMENTS TO THE VICTORY CIRCLE PLANNED BY THE NJDOT

**VICTORY CIRCLE IMPROVEMENTS
PLANNED FOR IMPLEMENTATION
BY THE N.J.D.O.T.**

NOT TO SCALE

**SAYREVILLE WATERFRONT
REDEVELOPMENT AREA
REGIONAL TRANSPORTATION IMPROVEMENTS**



Utilities Plan

Municipal water, sanitary sewer, stormwater provision, natural gas, electricity and voice and data transmission facilities are available to serve the Parcels within the Redevelopment Area (see Proposed Water System and Proposed Sanitary Sewer System Maps).

Water

A 12-inch transmission main carries Sayreville Water Utility service within Main Street. From that source, a tie-in at Kennedy Drive carries a 16-inch main to the Main Street Extension and then north to Chevalier Avenue. Another 16-inch main exists in Chevalier Avenue, which terminates at the end of improved Chevalier Avenue, to the interior of the property. Faith Fellowship Ministries, at the intersection of Chevalier Avenue and the Main Street Extension, is required as part of its municipal site plan approval to extend the water main from Kennedy Drive to Chevalier Avenue.

A 6-inch main situated in Route 35 serves Parcels A and B. The southern-most portion of Parcel C, as well Parcels D and F, are served by a 6-inch diameter water main.

Sanitary Sewerage

Parcels A and B are not currently serviced by sanitary sewerage facilities. Redeveloper(s) will be required to construct a sanitary sewer collection system to service this area. Parcel C is served by a gravity sanitary sewer line that connects directly to the MCUA Treatment Plant. The Kennedy Drive area is currently serviced by a low-pressure sewer system that discharges at the MCUA Plant.

A dry gravity sewer line has also been constructed along the frontage of all of the developed parcels in the Kennedy Drive Area. The dry sewer line must be extended by redeveloper(s) along the Main Street Extension and a new pump station constructed on Parcel C to accommodate effluent from most of the Redevelopment Area by gravity.

Electricity

Power is presently provided to the Redevelopment Area by Jersey Central Power & Light, a GPU entity.

Natural Gas

A 12-inch, 35 PSI line runs along Chevalier Avenue to the paved terminus of the roadway. Branching off of Chevalier to the south, within the Main Street Extension, is a 6-inch line also providing 35 PSI.

Voice and Data Transmission

In addition to standard Bell Atlantic-NJ service, high speed voice and data service also exists on Chevalier Avenue with a controlled environmental vault (CEV) already installed to serve this entire area from a location on the Main Street Extension next to the Fire Training Academy.

WATERFRONT WALKWAY

The waterfront walkway is envisioned to be the public promenade for the Borough of Sayreville, for both pedestrian and bicycle traffic. As such, it should be attractively designed and should incorporate a design theme by using coordinating pavers, lighting, trash receptacles, and seating. Large expanses of continuous concrete or asphalt should not be permitted. Landscaping either in planters or on the walkway itself is encouraged, wherever possible. The walkway should provide for shading through the use of shade trees or through other design features where appropriate. Uses overlooking the walkway, or incorporating the walkway into their design, are encouraged and are anticipated to be greatly enhanced by the presence of the walkway and public open space. Courtyards along the walkway, associated with adjacent buildings, are encouraged.

Township of EDISON

Township of WOODBRIDGE

CITY of SOUTH AMBOY

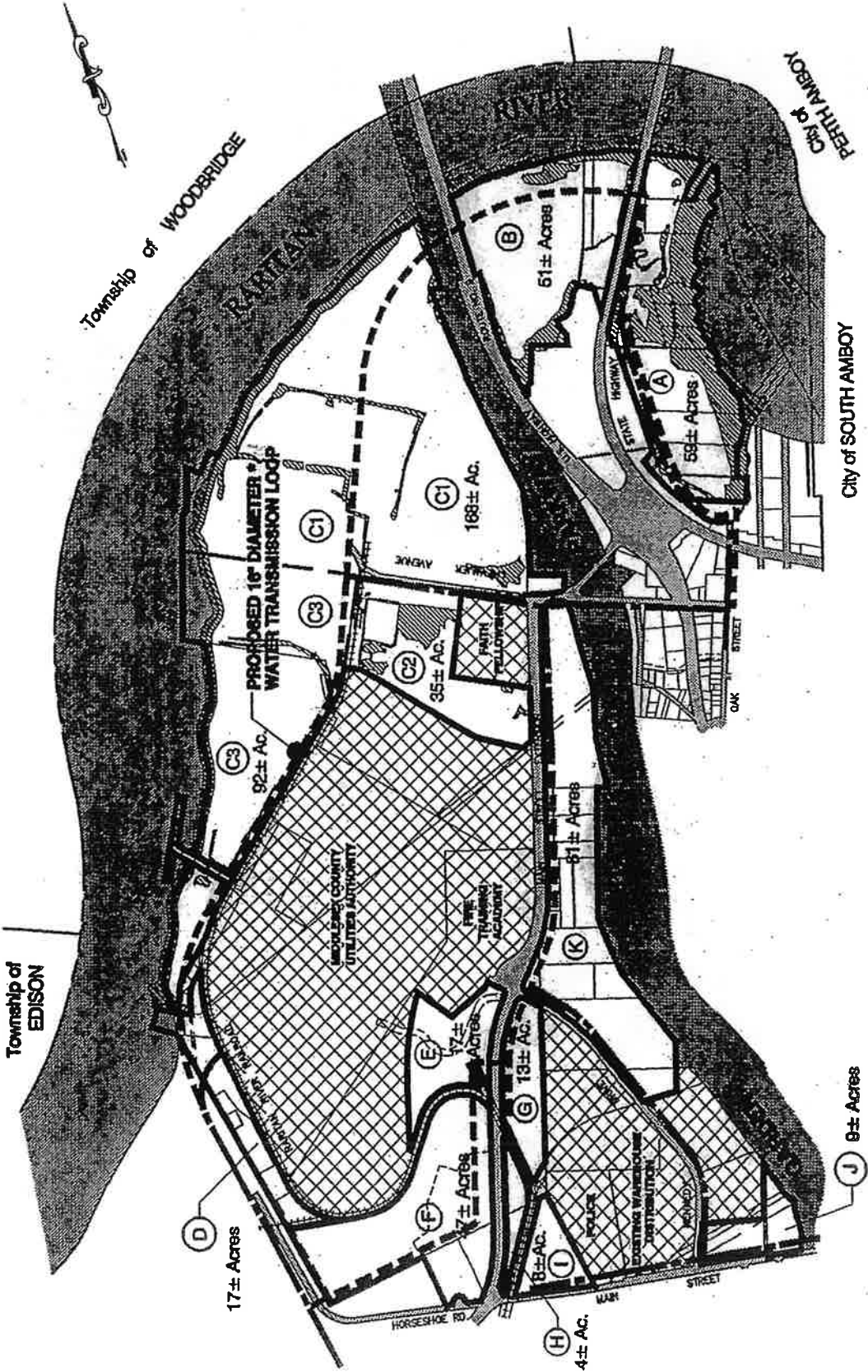
SAYREVILLE WATERFRONT REDEVELOPMENT AREA PROPOSED WATER SYSTEM

SCALE: 1" = 1500'

DATE: 12/88



CONSULTING AND MUNICIPAL ENGINEERS



LEGEND:

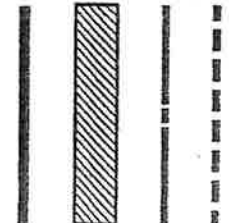
REDEVELOPMENT PARCELS

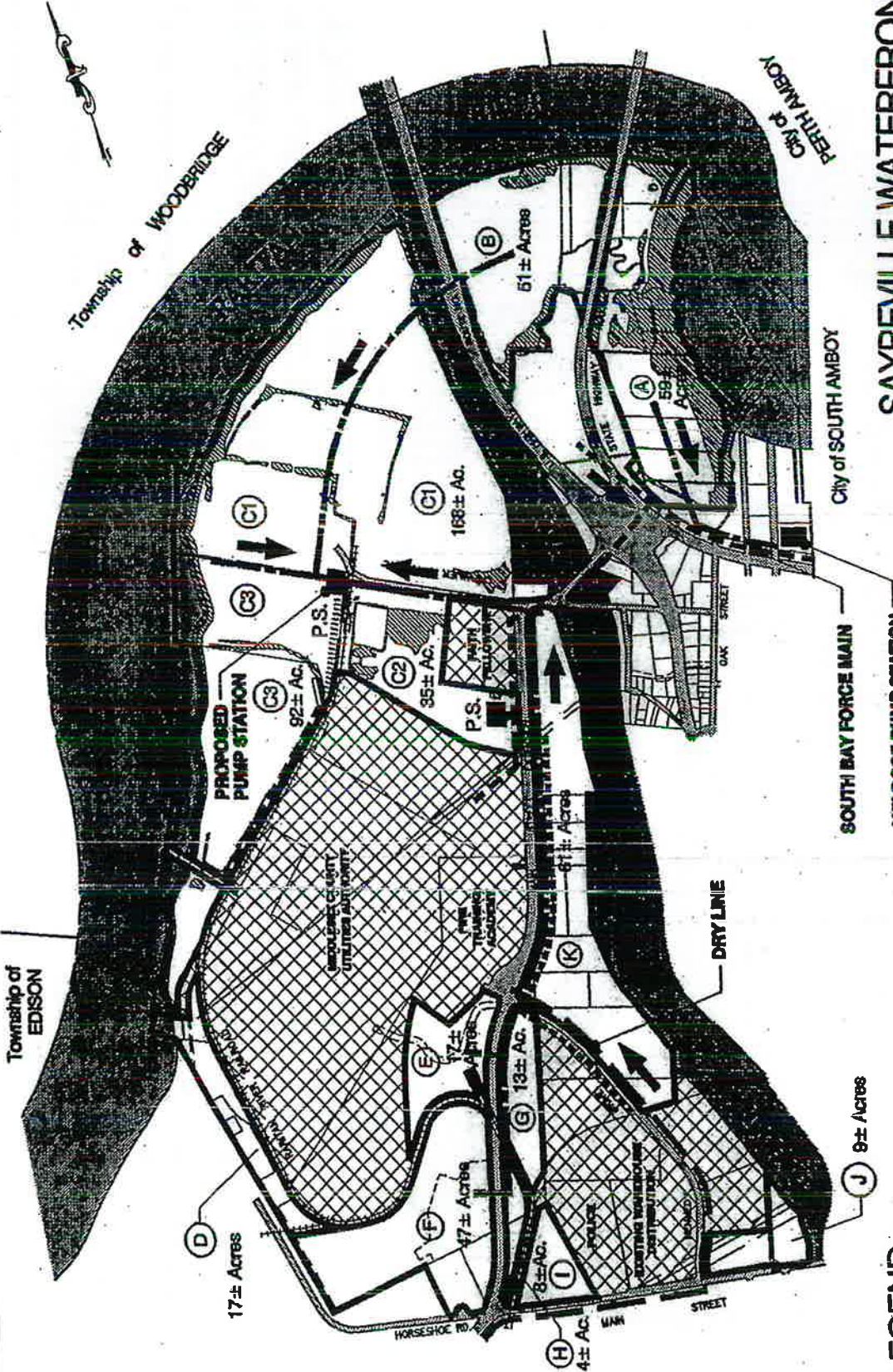
APPROX. LOCATION OF WETLANDS DELINEATED BY B2A SURVSAT ON PARCELS A, B & C

EXISTING WATER LINE

PROPOSED WATER LINE

* SIZE DEPENDENT ON TYPE OF DEVELOPMENT














SAYREVILLE WATERFRONT REDEVELOPMENT AREA PROPOSED SANITARY SEWER SYSTEM

SCALE: 1" = 1500' DATE: 12/86



LEGEND:

-  REDEVELOPMENT PARCELS
-  APPROX. LOCATION OF WETLANDS DELINEATED BY BSA SURVSAT ON PARCELS A,B & C
-  EXISTING SEWER FORCE MAIN
-  EXISTING GRAVITY SEWER FACILITIES
-  EXISTING LOW PRESSURE SEWER SYSTEM
-  P.S.
-  PROPOSED SEWER FORCE MAIN
-  PROPOSED GRAVITY SEWER SYSTEM
-  PROPOSED DRAINAGE STATION

Standards:

1. The walkway will be operated as public open space. All accesses to the walkway will remain open to the public.
2. The walkway shall be a minimum of twelve (12) feet in unobstructed width and an average of twenty (20) feet throughout and shall be constructed of concrete or similarly durable material. It shall be constructed of the same materials throughout its entire length. Additional width shall be provided in areas with additional amenities such as benches or planters. A walkway right-of-way width of twenty-five (25) feet is recommended.
3. Amenities and design elements shall be resistant to vandals. Materials and street furniture shall be chosen to complement the design of the surrounding development in scale, color and style. Street furniture shall include, but not be limited to, benches, lighting, bicycle racks, drinking fountains, and trash receptacles. Hard surfacing shall be used in all cases for paved areas of the waterfront and connecting walkways.
4. Sufficient landscaping and planting shall be designed so as to soften the impact of the built environment, provide shade, define a space, and provide visual buffers. Canopy trees, intermediate trees, ornamental flowering trees, shrub materials, vines, and groundcovers shall all be considered in the design plan.
5. Shade trees shall be planted fifty (50) feet on-center the length of the walkway. A waiver of this provision shall be at the discretion of the Planning Board.
6. Lighting adequate to provide for safety and proper vision shall be maintained on the walkway and in open space areas.
7. The waterfront walkway shall be constructed by the redeveloper(s) in conjunction with the development of the property. Mechanisms to guarantee the timely completion of the walkway shall be imposed on the redeveloper(s) at the time of site approval.
8. The use of recycled materials for the construction of the walkway and in the fabrication of walkway amenities such as benches and waste receptacles, shall be encouraged.
9. Property owners shall be responsible for maintenance of the portion of the walkway on their property.

LAND USE PLAN

Based upon the preliminary redeveloper(s) interest and analyses of Area opportunities and constraints in their entirety, a land use plan was created to take advantage of existing and potential physical and economic opportunities in the Area and to achieve the goals and objectives of the Plan. The proposed land uses in the Area are varied to take advantage of the different opportunities that are present in the Area, and are flexible enough to respond to market conditions at the time of site planning and development. The land uses are proposed by each Redevelopment Parcel, and standards for each parcel have been created. The permitted uses and design standards within the various parcels and the design standards that apply to the entire Area are detailed in the following Parcel Standards and General Design Standards sections.

Preliminary Redeveloper(s) Interest

A preliminary Request for Qualifications/Solicitation of Interest (RFQ/SOI) was issued to determine initial development interest in the Area. The RFQ/SOI process resulted in the submission of conceptual development plans containing a broad range of uses ranging from

marinas to regional malls to warehouses. The proposed uses were considered in the preparation of the Redevelopment Plan.

Relationship Of Plan To The Borough Land Development Regulations

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

Any deviation from standards of this Plan that result in a "d" variance pursuant to NJSA 40:55D-70d shall be addressed as an amendment to the Plan rather than via variance relief through the Borough Zoning Board of Adjustment. "C" variance relief pursuant to section NJSA 40:55D-70c may be addressed by the Planning Board through the development application process. All development must be approved by the Borough Planning Board and shall be submitted through the normal site plan and subdivision procedures as identified by NJSA 40:55D, et seq.

Land Use Plan Map and Redevelopment Parcels Map

Two maps have been developed to guide land use in the Redevelopment Area: 1) The Redevelopment Parcels Map and 2) the Land Use Plan Map. The Redevelopment Parcels Map identifies the vacant, or redevelopable, parcels in the Area by parcel letter. The Land Use Plan Map contains information regarding the overall development of the Redevelopment Area, including existing uses that will be permitted to remain and the waterfront walkway that is required to be constructed.

Parcel Standards

The following Parcel Standards contain information pertaining to the redevelopment objective of the parcel, the permitted and accessory uses therein, and the parcel-specific design standards. The general, Area-wide design standards contained in the General Design Standards section, below, apply to all parcels. In addition to the more specific standards provided in this section, the redevelopment objective statement of the parcel. This statement serves to guide the prospective redeveloper(s) to achieve what the Borough envisions for the specific area in terms of uses, design and atmosphere. Redeveloper(s) are encouraged to align their redevelopment proposal for their property with the overall vision of the parcel and the Area as a whole.

It is recognized that all development is contingent upon all necessary federal, state, county and local approvals. In particular, the type and manner of development will be subject to the environmental regulations of NJDEP.

The standards for the redevelopment parcels are set forth as follows:

Parcel A -- 59± acres

Redevelopment Objective: To capitalize on the site's waterfront location by providing primary uses which are water-related or water dependent. The site is somewhat constrained by the presence of wetlands and flood plains and has limited access opportunities on to Route 35 northbound.

Principal Permitted Uses:

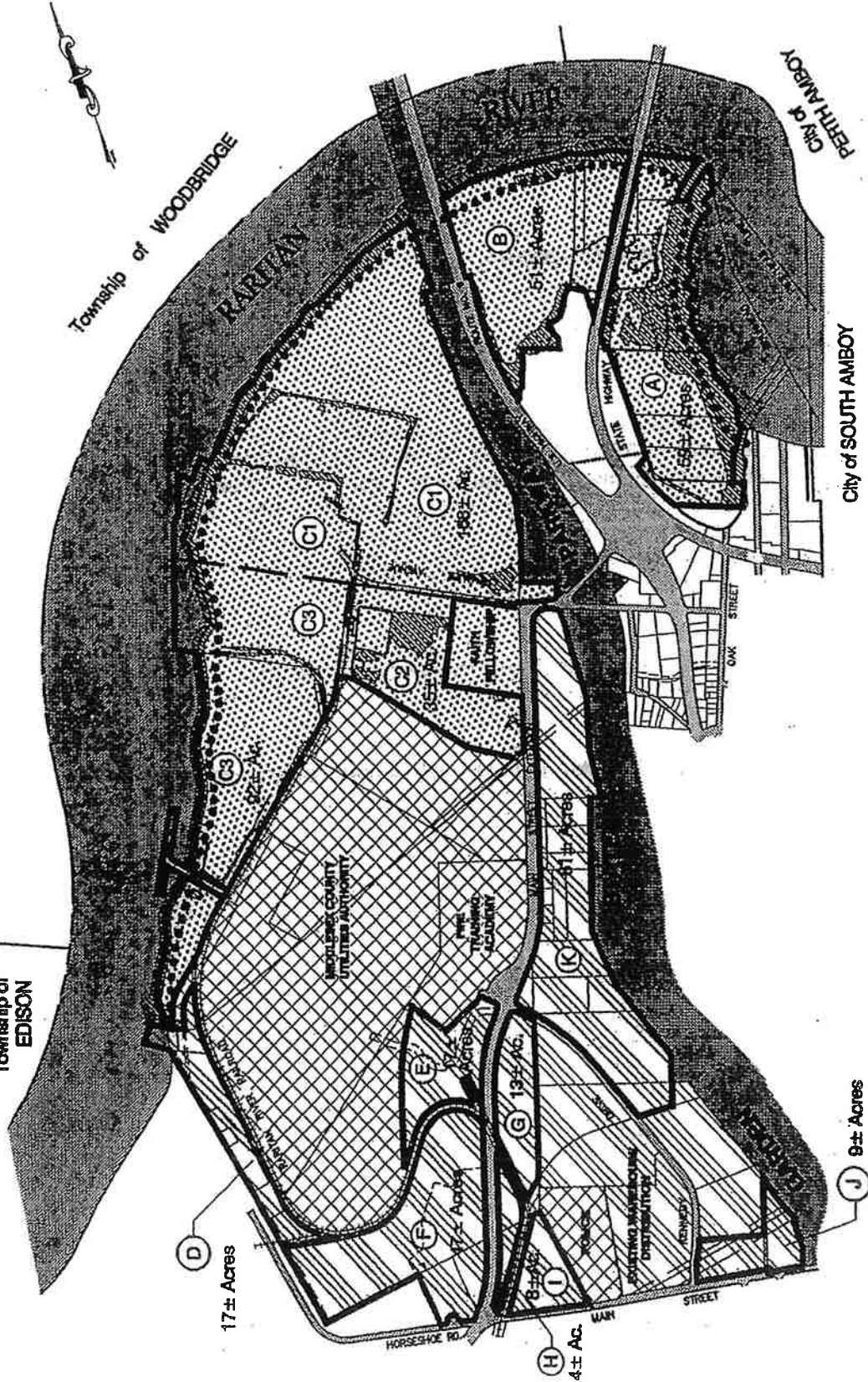
- Water-related and water-dependent uses such as marinas, boat repair, bait and tackle shops and dry docking

Township of EDISON

Township of WOODBRIDGE

JOHN HILL
CR. RD.

City of SOUTH AMBOY



SAYREVILLE WATERFRONT REDEVELOPMENT AREA LAND USE PLAN

SCALE: 1" = 1500'

DATE: 12/68

LEGEND:

REDEVELOPMENT PARCELS

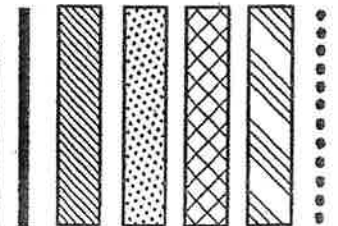
APPROX. LOCATION OF WETLANDS DELINEATED BY B2A SURVSAT ON PARCELS A, B & C

COMMERCIAL (RETAIL/OFFICE/HOTEL)

GOVERNMENTAL

LIGHT INDUSTRIAL

WATERFRONT WALKWAY



CONSULTING AND MUNICIPAL ENGINEERS

- Golf course, including club house, pro shop and restaurants. Golf courses shall only be permitted in conjunction with a course proposed for Parcel B.
- Retail including restaurant (non-drive thru), entertainment and commercial recreation
- Office
- Public Use
- Park and Ride Facility

Accessory Uses:

Office, financial institution, outdoor recreation (in addition to golf), outdoor dining, parking and loading, signs.

Standards:

1. Minimum setbacks: 50 foot setbacks from adjacent roadways.
2. Minimum gross tract floor-area-ratio: 0.05
3. Maximum lot coverage by site elements²: 65 percent

Parcel B: 51 ± acres

Redevelopment Objective: To provide for a variety of development opportunities. The parcel is located between Route 35 and the GSP/Route 9. The site could be devoted to a large-scale retail entertainment or commercial recreation development. Large-scale retail uses could be accommodated on the parcel. Additionally, a portion of this tract could be devoted to open space recreation uses such as a golf course. Given the topography of Parcel B relative to Routes 9 and 35, design consideration for rooftops and parking areas is recommended given the high visibility of the site.

Principal Permitted Uses:

- Retail including restaurant (non-drive thru), entertainment and commercial recreation
- Full-service hotel or suite hotel
- Office
- Golf course and related facilities in conjunction with proposed golf course development on Parcel A
- Conference center
- Health facility including health club and spa
- Public Use
- Park and Ride Facility

Accessory Uses:

Office, financial institution, outdoor recreation (in addition to golf course), outdoor dining, parking and loading, signs.

Standards:

1. Minimum setbacks: 50 foot perimeter setbacks
2. Minimum gross tract floor-area-ratio: 0.1
3. Maximum lot coverage by site elements: 70 percent

² Site elements include buildings, parking lots and pavement associated with site improvements. Maximum coverage limitations are not meant to include any site capping or cover that is necessary to remediate contaminated areas.

Parcel C1: 168 ± acres

Redevelopment Objective: To provide for a variety of large-scale regional uses principally oriented to the waterfront, including corporate offices, financial institutions, hotel and conference facilities and a regional mall. This district is envisioned to include larger scale corporate centers and full-service or suite hotels. This parcel is particularly visible from the GSP and calls for the creation of signature buildings which identify the Borough as a modern attractive place to do business. The first floors of major buildings are anticipated to be dedicated to restaurants, book shops, cafes and other service-related enterprises which provide amenities to the users of the redevelopment area. The upper floors could contain hotel space, offices, health clubs and similar uses. A regional mall is also sought for the area which will be anchored by a minimum of three national department store chains and contain other retail, restaurant and entertainment options.

Principal Permitted Uses:

- Office
- Full-service or suite hotel
- Conference center
- Regional mall
- Public use
- Health facility including health club and spa
- Restaurant (non-drive thru)
- Park and Ride Facility

Accessory Uses:

Financial institution, parking and loading, signs.

Standards:

1. Minimum gross tract floor-area-ratio: 0.2
2. Minimum setbacks: 50 foot perimeter setback
3. Maximum lot coverage by site elements: 75 percent
4. **Standards for retail uses:** Retail shopping malls shall include a minimum of 3 national department store chains with a minimum of 80,000 square feet per anchor tenant. The preferred location for a regional mall is on Block 257.01, Lot 1 and such adjacent property as deemed necessary. This general location provides an adequate area for a 3 anchor regional mall that is visible from the Parkway and Route 9 southbound.
5. **Standards for non-retail uses:** The preferred location for non-retail uses is on Block 257.02, Lot 1 at the intersection of Chevalier Avenue and the Main Street Extension. The location of office or hotel in this area would provide for significantly visible signature buildings.
6. Full service or suite hotels shall contain 140 rooms and may contain ballroom and meeting space, restaurants, dining rooms, bars, conference rooms, convenience stores and other associated accessory uses.

Parcel C2: 35 ± acres

Redevelopment Objective: To create an entertainment, cultural, educational and retail destination. The proposal for this area includes a somewhat new use - an entertainment center which is appropriate for this zone which offers a combination of entertainment, food and beverage and retail options. Under this proposal, the entertainment center would take the form of a

cohesively owned and operated complex with tenants. A mix of entertainment and retail uses are created to enliven the area which may contain office uses.

Principal Permitted Uses:

- Office
- Full-service or suite hotel
- Conference center
- Retail including entertainment center
- Public use
- Health facility including health club and spa
- Restaurant (non-drive thru)
- Park and Ride Facility

Accessory Uses:

Financial institution, parking and loading, signs.

Standards:

1. Minimum gross tract floor-area-ratio: 0.2
2. Minimum setbacks: 50 foot perimeter setback
3. Maximum lot coverage by site elements: 75 percent
4. Full-service or suite hotels shall contain not less than 140 rooms and may contain ballroom and meeting spaces, restaurants, dining rooms, banquet halls, ballrooms and meeting facilities, bars, convenience stores and other associated accessory uses.

Parcel C3: 92± acres

Redevelopment Objective: To create an area for larger scale retail buildings, entertainment uses, light industrial, manufacturing and/or warehousing and distribution. Large-scale retail uses on Parcel C3 can be "power centers"—one or more large anchors and several smaller retail tenants. The foregoing use is ideally suited for the site because of its proximity to the planned adjacent retail and office uses and the regional roadway network. The parcel is also well suited for light industrial, manufacturing or warehousing and distribution uses due to its proximity to the GSP and Routes 9 and 35 and regional proximity to the NJ Turnpike and Interstate Route 287.

Principal Permitted Uses:

- Retail including entertainment, retail power centers and indoor commercial recreation
- Light industrial and manufacturing use subject to compliance with performance standards
- Warehousing and distribution
- Public Use
- Park and Ride Facility

Accessory Uses:

Office, outdoor recreation, parking and loading, signs.

Standards:

1. Minimum setbacks: 50 foot perimeter setback
2. Minimum lot coverage: 65 percent
3. Maximum lot coverage by site elements: 75 percent

4. Performance standards: Uses shall meet the performance standards for odor, noise, glare, dust, vibration and disposal or handling of hazardous materials as required by the New Jersey Administrative Code as amended from time to time. On-site odors shall not be discernible at any property line.

Parcels D through K:

Redevelopment Objective: To create an area for employment generating uses to provide for a comprehensive mix of uses in the most appropriate location. These parcels are planned to accommodate uses which can capitalize on the existing transportation systems in the Borough but that can do so in a scale that is appropriate for circulation limitations for large vehicles. These parcels are envisioned to contain light industrial and moderate scale warehousing uses in modern facilities in an industrial park-like setting. The facilities are required to provide on-site circulation that is adequate to serve the operation. The facilities must also consider off-site circulation and the impacts of the proposed facilities on circulation and their design. In order to least impact the area's circulation, points of ingress and egress on public roadways will be limited and interior service roads will be encouraged. Building design should be flexible enough to accommodate present and potential future users. Unfinished, plain boxlike structures are discouraged. Creative use of architectural details and facade treatments is encouraged.

Permitted Principal Uses:

- Office
- Warehousing and distribution
- Light industrial and manufacturing use subject to compliance with performance standards
- Public Use
- Park and Ride Facility

Accessory Uses:

Parking and loading, signs.

Standards:

1. Minimum lot size: 5 acres
2. Maximum lot coverage by site elements: 80 percent
3. Minimum setbacks: 50 foot perimeter setback
4. Residential buffer: Where a lot abuts a residential zone or use, a 100 foot wide buffer shall be provided. The buffer shall not include buildings and parking and shall be landscaped.
5. Storage, service and loading areas shall not be located between the building line and the street line.
6. Performance standards: Uses shall meet the performance standards for noise, glare, dust, vibration and disposal or handling of hazardous materials as required by the New Jersey Administrative Code as amended from time to time. On-site odors shall not be discernible at any property line.

Existing Uses:

Existing warehousing and distribution uses along the Main Street Extension and Kennedy Drive shall be permitted to remain in the Redevelopment Area, and the legitimate and limited expansion of said uses shall be allowed. Any development applications on said existing sites shall comply with the design standards for Parcels D through K.

Existing governmental uses including the MCUA property, the Fire Training Academy and the Borough Police Station are permitted, shall have a minimum perimeter setback of 50 feet and shall comply with the General Design Standards of the Plan, where appropriate.

GENERAL DESIGN STANDARDS

This section details the overall design standards for the Area in terms of streetscape design, open space and landscaping design, building design, off-street parking and circulation and outdoor dining. These standards are to be used in conjunction with the Parcel Standards. Any deviation from these standards should be considered by the Planning Board and may be granted as a variance.

Streetscape Requirements

The streetscape is the primary image-setting area and includes all public and private streets. There are three distinct streetscape areas in the Redevelopment Area which require different standards in order to maximize the attractiveness of the Area. In the three different streetscape areas, the first ten (10) feet inward from the edge of pavement, or curb, is designated streetscape landscape area and is subject to the following standards:

Along Main Street Extension and Kennedy Drive

The visual appearance of these roadways is important because they will serve as the main entrance-ways into the commercial and office center of the Area during the initial phases of development. These roadways are currently sparsely landscaped and permit viewsheds into the interiors of industrial, distribution and warehousing sites. These uses should be thoroughly screened, and this area should appear as more of a gateway into the main commercial area than it currently is. The following standards should be considered in streetscape design of this area:

- The median shall be planted with deciduous shade trees, over 12 feet in height with a minimum 3-inch caliper (dbh), at least 100 feet on-center.
- A staggered double-row of deciduous street trees, of the same specifications, shall be planted along the entire frontage of all properties.
- On-street parking shall not be permitted in this area.

Along Chevalier Avenue and Extensions of Chevalier Avenue

This roadway will serve as the gateway into the central commercial/office portion of the Redevelopment Area. The aesthetics of this area, therefore, are extremely important. The following standards should be considered in streetscape design of this area:

- The median shall be planted with deciduous shade trees, over 12 feet in height with a minimum 3-inch caliper (dbh), at least 50 feet on-center.
- Ground-cover within the median should be either maintained grass or maintained low-growing material such as ivy.
- A staggered double-row of deciduous street trees, of the same specifications, shall be planted along the entire frontage of all properties.
- A four (4) foot wide sidewalk shall front along this roadway and shall connect uses within and on abutting properties in a comprehensive, logical manner. Street trees shall be planted on the property-side of sidewalks.
- Street trees shall be planted in continuous trenches and covered with tree grates.
- On-street parking shall not be permitted in this area.

Along Main Street

This roadway should be planted according to specifications that are already in place in the Borough.

- Deciduous street trees should be planted 50-foot on-center. Trees shall be over 12 feet in height; a minimum 3-inch caliper (dbh) and shall be planted on the property-side of any sidewalk.
- On-street parking shall not be permitted in this area.

Along Routes 9 and 35

The existing streetscape in this area is one of existing, overgrown vegetation, mainly *Phragmites*. Where topography and elevation permit, a traditional streetscape design should be implemented in this area.

- Existing overgrown vegetation should be removed to allow viewsheds into the sites, where permitted by NJDEP regulation.
- A staggered double-row of deciduous street trees over 12 feet in height with a minimum 3-inch caliper (dbh) shall be planted along the property's frontage along Routes 9 and 35, 50 feet on-center, where possible.

Open Space Design and Landscaping

The goal of the open space design standards is to improve the visual environment of the area through landscaping and other amenities in order to attract people to the Area. People are naturally attracted to areas that appear inviting, comfortable and safe. The following standards have been created to achieve this goal.

1. All areas not covered by building, pavement or other impervious surface shall be landscaped by a mix of evergreen and deciduous trees, shrubbery and herbaceous plants, including grass.
2. Open spaces shall be so located as to provide for maximum usability and to create a harmonious relationship between buildings and the open space throughout the Area.
3. All unimproved open space left in its natural state for purposes of preservation of natural systems such as wetlands, flood plain or significant wildlife habitat shall be maintained and planted with supplemental plantings where appropriate, and where permitted by NJDEP regulations.
4. All improved open space shall incorporate elements such as shrubbery, attractive paving materials, street furniture, lighting, low walls, fountains, and other architectural and artistic amenities so as to produce and provide a pleasant environment at all levels.
5. All plantings shall be with species proven to resist the urban environment in this area. Evergreen screen planting shall be a minimum of four (4) feet in height. Deciduous planting shall be a minimum of three (3) feet in height. Material shall be planted, balled, and burlapped and be of specimen quality as established by the American Association of Nurserymen. At initial planting said material shall provide a screen from the top of the planting to within six (6) inches of grade. Other plant materials shall be dense and of specimen quality as determined above. All deciduous trees shall be a minimum of three (3) inches in caliper.
6. Indoor and/or outdoor plazas shall be encouraged. Adequate landscaping and street furniture of a style complementary to the surrounding facades shall be used.
7. Adequate, appropriate lighting shall be provided to promote a sense of security in the open space.

8. Design emphasis on gateways and major access points shall be encouraged. Gateways shall be marked by walls, signage, graphics, landscaping, buffering, distinctive street lighting, monuments, street furniture, paving accents, flags, and/or banners.
9. Seasonal banners shall be encouraged, as well as other signage which can develop the character and theme of the Area.
10. All trash receptacles shall be adequately secured, enclosed, and screened on all sides by landscaping or other type of attractive materials.
11. All fences and walls shall be designed as integrated parts of the overall architectural and site design. All materials shall be durable and finished in textures and colors complementary to the overall architectural design.
12. Conspicuous chain link fencing without screening and/or landscaping shall not be permitted.
13. Sidewalk areas shall be landscaped and durably paved and shall be properly illuminated with safe and adequate lighting.
14. Maintenance of landscaping on public property or rights-of-way shall be the subject of a Developer's Agreement.
15. All utilities shall be located underground.

Building Design

When buildings in an area are of similar and/or compatible scale, materials and massing, the area becomes more harmonious thereby providing a more comfortable human experience. The Building Design standards section seeks to achieve a continuity of design that allows for individuality of design while still providing a distinct identity for the Area. The following standards have been created to achieve such goals:

1. All structures within the Redevelopment Area shall be situated with proper consideration of their relationship to other buildings, both existing and proposed, in terms of light, air, and usable open spaces, access to public rights-of-way and off-street parking, height, and bulk.
2. Groups of related buildings shall be designed to present a harmonious appearance in terms of building silhouette, architectural style and scale; massing of building form; surface material, finish, and texture; decorative features; window and doorway proportions, entry way placement and location, signage, and landscaping.
3. Buildings shall be designed so as to have attractive, finished appearances from all public spaces, including the waterfront walkway.
4. Roofs shall be pitched, when feasible, for architectural interest.
5. All pedestrian entryways and/or lobbies shall be prominent, well-lit and separate from service entrances. Building entrances shall be clearly defined.
6. All structures within the Redevelopment Area shall be designed and maintained so as to improve the visual appearance of the Sayreville waterfront as viewed from within and beyond the Borough's borders.

Off-Street Parking and Circulation

Off-street parking is an integral component of the Plan. The importance of such parking, however, is not intended to dictate project design. Off-street parking is encouraged to be as inconspicuous as possible and to incorporate landscaping and screening to the greatest extent possible to minimize its physical and visual impact.

1. **Minimum Off-Street Parking Standards** - Each parcel and use is required to provide minimum off-street parking in accordance with the following schedule:
 - Distribution/warehousing: 1 space per 5,000 square feet of building area.
 - Golf course: 4 spaces per hole plus 1 space per 1,000 square feet of retail space and/or 1 space per 3 seats for accessory restaurant.
 - Hotel: 1 space per each room plus 1 space per 1,000 square feet of conference or similar space.
 - Light industrial and manufacturing: 1 space per 1,000 square feet of building area.
 - Marina: 1/2 space per boat slip plus one space per 1,000 square foot of retail or similar space.
 - Office: 3 spaces per 1,000 square feet of building area
 - Restaurants: 1 space per 3 seats
 - Retail/commercial recreation/entertainment: 4 spaces per 1,000 square feet of building area
2. Off-street parking and loading areas shall be coordinated with the public street system serving the Area in order to avoid conflicts with through-traffic, obstruction to pedestrian walks, and vehicular thoroughfares. Shared parking among mixed uses shall be encouraged and may be factored in for purposes of calculations.
3. A minimum of ten (10) percent of any surface parking facility shall be landscaped and shall include one (1) shade tree for every twenty (20) parking spaces. The perimeter of the parking area shall be landscaped. Large concentrations of surface parking shall be avoided whenever possible.
4. All parking and loading areas shall be landscaped about their periphery with shrubs, trees, and/or ground cover.
5. All ninety (90) degree parking spaces that are long-term in usage shall be a minimum of nine (9) feet in width by eighteen (18) feet in depth. Aisles shall be a minimum of twenty-four (24) feet in width.
6. All parking garages shall be designed using compatible or complementary materials as the principal buildings so that they blend in architecturally. All voids in structures shall be screened, so that lights and vehicles are not individually visible.
7. **Circulation:**
 - The relationship between truck delivery, vehicular traffic, and pedestrian circulation shall be considered when designing service entries, roadways, walkways, and pedestrian entrances.
 - Service entrances and loading areas between adjacent buildings shall be consolidated and separated from walkways and pedestrian entrances to the extent possible.
 - Trash receptacles and dumpsters shall be effectively screened by landscaping and/or low walls.
 - Sidewalks shall be designed to be part of a comprehensive system to access all facilities within the Area.
 - Sidewalks shall be a minimum of four (4) feet in width, exclusive of car overhang areas, and shall be set back a minimum of five (5) feet from all buildings.
 - Street and directional signage and street lighting should be aesthetically unified or complementary.
 - Street names should be chosen from the list of Veterans maintained by the Borough.

Storage, Service, and Loading Areas

Storage, service, maintenance, and loading areas shall be constructed, maintained, and used in accordance with the following conditions:

1. A minimum of one (1) loading space for each ten thousand (10,000) square feet of gross floor area is required.
2. Loading areas are permitted in rear yards, centralized courtyards, or side yard areas, provided that they are screened from public view.
3. No loading, storage or service area shall be located between the building line and the street line.
4. No materials, supplies, or equipment, including trucks or other motor vehicles, shall be stored upon a site except inside a closed building or behind a durable material wall not less than six (6) feet in height screening such materials, supplies, or vehicles from adjacent sites so as not to be visible from neighboring properties and streets. Any outdoor storage areas shall be located within the rear portions of a site. No storage areas may extend into a setback area.
5. Provisions shall be made on each site for any necessary vehicle loading, and no on-street vehicle loading or idling shall be permitted.

Refuse and Recycling Collection Areas

1. All outdoor refuse and recycling containers shall be visually screened within a durable enclosure, six (6) feet or higher, so as not to be visible from adjacent lots or sites, neighboring properties or streets. No refuse and recycling collection areas shall be permitted between a street and the front of a building.
2. Refuse and recycling collection enclosures should be designed of durable materials with finishes and colors which are unified and harmonious with the overall architectural theme.
3. Refuse and recycling collection areas should be so located upon the lot as to provide clear and convenient access to refuse collection vehicles.
4. Refuse collection areas should be designed and located upon the lot as to be convenient for the deposition of refuse generated on site.
5. Refuse and recycling collection areas should be effectively designed to contain all refuse generated on site and deposited between collections. Deposited refuse should not be visible from outside the refuse enclosure.

Screening of Exterior Mechanical Equipment

1. In areas where rooftops can be viewed from adjacent roadways, rooftop equipment shall be screened to the greatest extent possible, and/or shall be painted to match the roof. If such rooftop equipment is visible from the public road, it shall be finished to match the facade of the building.
2. Conventional mechanical and electrical equipment which is part of the building space, heating, ventilating and air conditioning system and lighting and general power, where ground mounted shall be screened from view with evergreen landscaping.
3. Electrical equipment shall be mounted on the interior of a building wherever possible. When interior mounting is not practical, electrical equipment shall be mounted in a location where it is substantially screened from public view. In no case shall exterior electrical equipment be mounted on the street side or primary exposure side of any building.

4. Process equipment such as stacks, hoppers, bins, storage vessels, blowers, compressors, piping, ducting, conveyors and the like, which are ground mounted, shall be enclosed with screen walls to match the principal building. Rooftop process equipment shall be painted to match the roof. Where such equipment is visible from the public road, it shall be screened with screening devices or walls to match the walls and facade of the building.
5. Transformers that may be visible shall be screened with either plantings or a durable noncombustible enclosure. Transformer enclosures should be designed of durable materials with finishes and colors which are unified and harmonious with the overall architectural theme.

Signage

The following standards apply to signs on all parcels:

1. Signage shall create a sense of aesthetics, originality and order and shall be harmonious in appearance with surrounding structures. It shall be legible and dimensionally proportional.
2. Signs shall be restricted to tenant identification and directional signs, either wall-mounted or freestanding.
3. No rooftop signs shall be permitted.
4. Signage shall be oriented toward the roadway that directly accesses the property.
5. Signs visible from the exterior of any building, if illuminated, shall be internally illuminated without a halo, but no signs or any other contrivances shall be devised or constructed so as to rotate, gyrate, blink, move or appear to move in any fashion.
6. The following permanent signs shall be prohibited: Searchlights, or any derivative thereof, inflatable signs or devices, fixed or airborne; and mobile signs, both lighted and static, self-propelled, towed or parked.
7. Public service devices such as clocks and temperature indicators shall be devoid of advertising and shall conform to the standards in this section.
8. Directional signage shall be sized as per industry standard and shall be consistent with the standards in this section.

Outdoor Dining

Where permitted, seasonal outdoor dining as an accessory use to a restaurant shall be permitted under the following provisions:

1. Restaurants shall not place any table, sign, umbrella, or other item in such a manner as to block any walkways or building entrance/egress, municipal signs, receptacles for garbage, public benches, or other public amenity including fire hydrants.
2. Restaurants must provide for the disposal of recyclable cans/bottles and garbage. Public receptacles for garbage shall not be used for commercial refuse. Sidewalk areas shall be kept clean during hours of operation.
3. Drive-in or drive-through service shall be prohibited.
4. No portion of any sidewalk dining equipment, including chairs, tables, and opened umbrellas shall encroach upon the sidewalk or in a manner to block, impede or cover adjacent store fronts, doors, or windows in front of other business establishments.

PLAN OF ACTION

Development Schedule

Due to the magnitude of the proposed Plan, redevelopment can be expected to occur in multiple phases with one or more developers. The interrelationships among the components of the Plan require careful sequencing so that there can be synergy among the redevelopment parcels.

Each phase may consist of a single land use parcel or mixture of land uses provided that such phases shall be capable of operating in a manner consistent with the intent and purpose of the Plan. As a result of phased development, sureties or other performance guarantees for completion of infrastructure and the project components may be required.

Property To Be Acquired

The intent of this Redevelopment Plan is to facilitate private property redevelopment and ownership. However, a public-private joint venture between a governmental agency and the redeveloper(s) may be possible. The Local Redevelopment and Housing Law and the Plan, however, authorize the Borough, either directly or through the Sayreville Economic and Redevelopment Agency (SERA), to use its powers to acquire property or to eliminate any restrictive covenants, easements or similar property interests which may undermine the implementation of the Plan on all properties in the Redevelopment Area.

Relocation

The Borough of Sayreville will provide all displaced tenants and landowners with the appropriate relocation assistance, pursuant to applicable State and Federal law, should relocation be necessary. Such assistance will be provided through an appropriately designated office which will assist in any relocation of persons, businesses or other entities. If relocation is not directly caused by the Redevelopment Plan, the Borough assumes no responsibility for relocation of people and businesses.

Amendments to the Redevelopment Area

At this time, it is believed that the Redevelopment Area should be expanded to include adjacent hotel/motel, movie theater and trucking operations properties in the vicinity of the Victory Circle. These properties are gateways to the majority of the Redevelopment Area. Their addition will allow further comprehensive planning of the Area as a whole.

Incentives And Project Funding

The success of implementing the Redevelopment Plan will be the establishment of collaborative partnerships. The Borough will rely on these partnerships to provide the technical expertise and financial incentives to construct the public infrastructure improvements and to redevelop the individual projects. To the extent that public incentives are available, the Borough will utilize, and will support the utilization of, such incentives as low-interest financing instruments, grants and Payments-In-Lieu-Of-Taxes (PILOTS). A list of potential funding sources is attached as Appendix ii.

PLAN RELATIONSHIP TO DEFINITIVE LOCAL OBJECTIVES

Local Objectives

The objectives of the Plan seek to achieve the goals and objectives contained within the 1998 Borough Master Plan. The following goals of the 1998 Master Plan of the Borough of Sayreville are met by the Redevelopment Plan:

- To promote a balanced variety of residential, commercial, industrial, recreational, public and conservation land uses.
- To promote aesthetic and site improvements in the Borough's major commercial and industrial areas.
- To guide the redevelopment and development of the remaining large parcels and scattered vacant sites within neighborhoods to ensure proposed uses support existing uses without adverse impacts in terms of land use compatibility, traffic, economic, and aesthetic impacts.
- To maintain a balance between residential and nonresidential uses to ensure a stable and sound community tax base and local employment opportunities.
- To provide for the utilization of the waterfront for appropriate uses.
- To reclaim underutilized and/or constrained parcels for productive use.
- To provide a circulation network for vehicles and pedestrians that permits safe and efficient travel.
- To promote the preservation of natural systems and environmentally sensitive areas, particularly wetland, flood hazard and aquifer recharge areas.
- To provide for additional open space and maintain and enhance existing parkland.
- To ensure that the Borough's Land Use Plan is compatible with those of adjacent municipalities, the County, and State.

The following objectives of the 1998 Master Plan are met by the Redevelopment Plan:

Land Use Plan Element

- To ensure that signage enhances commercial and adjacent residential areas.
- To enhance the existing entranceways to the Borough by upgrading existing design standards and promoting aesthetic improvements.

Circulation Plan Element

- To ensure that traffic demand generated by new development does not exceed the existing and planned capacity of the Borough circulation system.
- To ensure that future road improvements identified in the Circulation Plan be included in the capital improvement program and/or be developed in conjunction with new developments.
- To provide for pathway (pedestrian and bikeway) circulation facilities serving as connections between community facilities, commercial areas, residential neighborhoods and employment sites.
- To provide for the completion of the Main Street bypass.

Park, Recreation and Open Space Plan Element

- To provide a network of publicly owned park areas and permanently preserved open space.
- To create linkages among existing recreation, public open space/recreation areas and greenway connections along natural corridors and pathways, including major stream corridors and abandoned railroad rights-of-way.
- To acquire and retain passive open space as development occurs by encouraging planned residential development, conservation easements and other preservation methods.

Economic Plan

- To promote an appropriate balance of land uses to ensure the economic well-being of the Borough.

- To promote an expansion of the industrial base by providing for the location of new technology industries.
- To promote the upgrade and full utilization of existing industrial sites which are vacant or underutilized.
- To promote the Borough as a destination for employment and economic development.

The 1998 Land Use Plan of the Master Plan designates the majority of the western portion of the Redevelopment Area (Parcels C and E through K) for Special Economic Development use. The corresponding zoning district for this land use is proposed to permit a wide variety of land uses that promote economic development within the district. Parcel D is designated in the Master Plan for Heavy Industrial use, which is generally consistent with the industrial use in the Redevelopment Plan.

The eastern portion of the Redevelopment Area is designated in the Master Plan for Planned Commercial Development in order to ensure a coordinated development of the properties (Parcels A and B). Recommendations for permitted uses in this area include restaurants, movie theaters, marinas, offices, recreation facilities, retail stores and transportation terminals.

Relationship To Master Plans

The proposed Redevelopment Plan is substantially consistent with the Master Plans of adjacent municipalities, Middlesex County and the State Development and Redevelopment Plan (SDRP).

Adjacent Municipalities

Sayreville lies adjacent to the Borough of South River, the City of South Amboy, and the Townships of Woodbridge, Old Bridge and East Brunswick. The Redevelopment Area is only contiguous to Woodbridge, Perth Amboy and South Amboy; however, the Master Plans of South River, East Brunswick and Old Bridge were reviewed and they do not conflict with the Plan.

The Master Plans of adjacent Woodbridge, Perth Amboy, South Amboy are consistent with the Redevelopment Plan as follows:

- **Woodbridge** - Woodbridge is located to the north of the Redevelopment Area across the Raritan River, west and east of the GSP. The Land Use Plan of the current 1990 Master Plan and 1994 Master Plan Reexamination for the Township of Woodbridge depicts the land adjacent to the Borough and the Redevelopment Area, along the River, as Planned Unit Development (a mix of residential and nonresidential uses) to the west of the GSP and Industrial to the east of the GSP. In the 1994 Reexamination, the Land Use Plan element was recommended to be amended to delete residential uses from the recommended permitted uses for the area. The area is recommended for light industrial use west of the GSP. The industrial and light industrial land use in Woodbridge is compatible with the planned uses in the Redevelopment Area.
- **Perth Amboy** - Perth Amboy is located across the River from the Redevelopment Area in the vicinity of the Route 9 Victory Bridge. The Land Use Plan of the current 1990 Master Plan for the City of Perth Amboy depicts the land adjacent to the Borough and the Redevelopment Area, on either side of the Victory Bridge area, as Heavy Industry. The two municipalities are physically separated by the Raritan River, and the planned uses in the Redevelopment Area are not incompatible with heavy industrial uses across the river.
- **South Amboy** - South Amboy abuts the Redevelopment Area parallel to the easternmost portion of the Area, off-shore of the Area in the Raritan River. The current South Amboy Master Plan was adopted in 1974 and was reexamined in 1984 and 1994. The 1994 Master

Plan Reexamination Report does not recommend any specific modifications to the existing land use patterns in the City, but does acknowledge the City's efforts toward waterfront redevelopment along the Raritan River. The redevelopment areas in South Amboy are not located proximate to the Waterfront Redevelopment Area in Sayreville.

Middlesex County Growth Management Plan

The current Middlesex County Growth Management Plan is broken into three phases: The Phase I Report, adopted in 1990, is a Preliminary Infrastructure Needs Assessment; the Phase II Report, adopted in 1992, presents planning and regional design recommendations for five case study areas in the county (not including Sayreville); and the Phase III Report, adopted in 1995, profiles four additional study areas and summarizes the planning issues in each area, describes the past growth trends, reviews major inadequacies in infrastructure systems and reports on future development anticipated by the local governments. The Arthur Kill/Raritan Bay study area in the Phase III Report encompasses the portion of the Redevelopment Area east of the GSP.

The Phase III Report states that:

a major planning issue along the Arthur Kill shoreline is the needed replacement of underutilized and abandoned sites that formerly hosted a range of heavy industries with more shoreline-friendly land uses—including waterfront parks, marinas, residential development and light industry. The revitalization of the shoreline in this study area provides continuity with similar efforts to redevelop the riverfront area in the adjacent Raritan Center. Pages 3-5 through 3-6.

The County Plan recognizes that many of the parcels in the study area are contaminated, which presents an obstacle for redevelopment, and recommends that "selected property owners...be provided with incentives to remediate their property to allow for purchase and proper utilization of these locations." Local compliance with the New Jersey Coastal Management Plan is also encouraged. The Coastal Management Plan stresses the need for public access to waterfront areas and replacement of older industry with more "coastal-friendly development" such as waterfront parks, walkways, marinas, light industry and housing.

The Sayreville Waterfront Redevelopment Plan is consistent with the County's vision for the area because "coastal-friendly" uses such as light industry, retail, open space and a public waterfront walkway are planned. In addition, the contaminated sites within the Area will be remediated in conjunction with development.

Middlesex County Open Space and Recreation Plan

The Middlesex County Open Space and Recreation Plan adopted in October 1995 addresses the future need for public recreation and open space conservation in the County. The Plan provides an inventory of major remaining open space areas in the County which are not dedicated public open space, and recommends potential public uses for the sites.

Within the Redevelopment Area, two open space areas are identified for potential County involvement.

1. Sayreville Former Dredge Spoils Area (670± acres). This area is located just west of Chevalier Avenue, north of the MCUA property. The Plan states that "there is potential for playing fields and other active facilities. Hiking, jogging and bikeway trails are feasible. The site provides significant Raritan River water access frontage for water-based activities. Wetlands mitigation would probably be required for intensive water access (i.e. boat launching ramp and parking, etc.)."

2. **Raritan Bayshore Greenway (South and East).** These potential greenways are located between the confluence of the Raritan and South Rivers and the municipal boundary of Old Bridge, along Raritan River, on either side of the river. The objective of the greenway is to protect floodplain, wetlands and waterfront habitat.

The Sayreville Waterfront Redevelopment Plan proposes a waterfront walkway, open to walkers, joggers and bicyclists, which corresponds to the goals for the former dredge spoils area. The potential greenway would be realized as part of the Plan, as well, because the area adjacent to the River would be left as open space.

State Development and Redevelopment Plan

The SDRP places the Redevelopment Area in Metropolitan Planning Area 1 (PA1). The proposed Redevelopment Plan is consistent with the planning goals and objectives of the SDRP as a whole and of PA1 in particular. In terms of Land Use, the proposed Plan emphasizes the efficient use of infrastructure and public facilities. Public/private partnerships are a priority for the Borough when considering the redevelopment program. The proposed Plan makes great efforts to encourage efficient transportation and circulation in the Redevelopment Area, including the promotion of pedestrian walkways.

The Middlesex County Planning Board, as part of the SDRP Cross-Acceptance process, proposes to create the Arthur Kill/Raritan Estuary/Raritan Bay Strategic Planning Area (SPA), which is located along Middlesex County's coastline and encompasses all of Carteret, Perth Amboy and South Amboy and sections of Edison, Woodbridge, Sayreville and Old Bridge. This area is an extension of the Arthur Kill/Raritan Bay Study Area in the Phase III County Growth Management Plan Report. The Redevelopment Area is within this SPA. The goals of the SPA are to provide redevelopment and expansion opportunities of underutilized areas that may be contaminated and to improve road access to areas that are designated for redevelopment. The redevelopment opportunities of the Main Street Extension area are recognized in the goals of the SPA.

The SPA also encourages greater public access to waterfront areas to provide needed recreational opportunities and expanded marina and boat launching facilities. The Sayreville Waterfront Redevelopment Plan provides for a publicly-accessible waterfront walkway along the Raritan River and permits development of a marina east of the GSP on waterfront property.

ADMINISTRATIVE AND PROCEDURAL REQUIREMENTS

Amending The Redevelopment Plan

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

Duration Of Redevelopment Plan

The Redevelopment Plan, as amended, shall be in full force and effect for a period of thirty (30) years from the date of approval of this Plan by the Mayor and Council.

Conveyance Of Land

The intent of this Redevelopment Plan is to facilitate private property redevelopment and ownership. The Local Redevelopment and Housing Law and the Plan, however, authorizes the Borough or its designee, the Sayreville Economic and Redevelopment Agency (SERA), to exercise its powers to acquire property or to eliminate or modify any restrictive covenants, easements or similar property interests which may undermine the implementation of the Plan on

all properties in the Redevelopment Area. The Mayor and Council or SERA may sell, lease, or otherwise convey to a redeveloper(s) for redevelopment, subject to the restrictions, controls and requirements of this Redevelopment Plan, all or any portion of the land within the Redevelopment Area which becomes available to disposal by the municipality as a result of public action under this Plan. The Borough reserves the right to formulate an agreement under any of the above-referenced arrangements and to enforce resale covenants.

Redeveloper(s) Selection

The Borough has created SERA, which has been approved by the Local Finance Board. SERA will assist the Borough in implementing elements of the Plan by participating in a Request for Proposal (RFP) process. It is anticipated that SERA will designate a redeveloper(s) for the project and the Council will formalize the designation through execution of a redevelopment agreement(s). The specifics of the RFP process will be determined by the Borough Council and SERA.

Redeveloper(s) Agreements

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

1. The redeveloper(s) will be obligated to carry out the specified improvements in accordance with the Redevelopment Plan.
2. The redeveloper(s), its successors or assigns shall devote land within the Redevelopment Area to the uses specified in this Redevelopment Plan.
3. The redeveloper(s) shall begin and complete the development of said land for the use(s) required in this Redevelopment Plan within a period of time which the Mayor and Council fixes as reasonable.
4. The redeveloper(s) will not be permitted to sell, lease, or otherwise transfer or dispose of property within the Redevelopment Area without prior written consent of the Mayor and Council.
5. Upon completion of the required improvements, the conditions determined to exist at the time the Redevelopment Area was determined to be in need of redevelopment shall be deemed to no longer exist, and the land and improvements thereon shall no longer be subject to eminent domain as a result of those determinations.
6. No covenant, agreement, lease, conveyance or other instrument shall be effected or executed by the redeveloper(s), the Mayor and Council, or the successors, lessees, or assigns of either of them, by which land in the Redevelopment Area is restricted as to sale, lease, or occupancy upon the basis of race, color, creed, religion, ancestry, national origin, sex or marital status.
7. Neither the redeveloper(s) nor the Mayor and Council, nor the successors, lessees, or assigns or either of them shall discriminate upon the basis of race, creed, religion, ancestry, national origin, sex or marital status in the sale, lease or rental or in the use and occupancy of land or improvements erected or to be erected thereon, or any part thereof, in the Redevelopment Area.
8. Any other provisions as may be deemed necessary to effectuate the purposes of the Local Redevelopment and Housing Law.

APPENDIX I

Previous ISRA Submissions

APPENDIX I
Previous ISRA Submissions
ISRA Case Numbers 88768 and 89331

Title/Description	Date	Prepared By
Sampling and Analysis Plan (initial filing)	September 19, 1998	CDM
Site Evaluation Submission (SES)	October 13, 1998	CDM
Site Evaluation Submission (SES), Volume II	undated	CDM
ECRA Sampling Plan, C-I-L Corporation of America	May 1989	MP
Field Activities and Analytical Results Report	October, 1989	CDM
Cleanup Plan	December 1989	CDM
EXCRA Sampling Plan Addendum, C-I-L Corporation of America	June 1990	CDM
Soil Cleanup Plan Results Summary Report	November 1991	CDM
ECRA Cleanup Plan, C-I-L Corporation of America	December 1991	MP
Phase II ECRA Sampling Results, C-I-L Corporation of America	December 1991	MP
Transformer Substations - Cleanup Plan Results Summary Report	July 1992	CDM
Revised Landfill Closure and Post-Closure Care Plan and Financial Plan	July 1992	CDM
Response to the NJDEPE May 19, 1992 Draft Sampling Plan Approval, C-I-L Corporation of America	August 28, 1992	MP
Report of Cleanup for Area 7 and Area 8, C-I-L Corporation of America	September 18, 1992	MP
Former Gasoline and Diesel Fuel Oil Underground Storage Tanks Near the Store House - Cleanup Plan Results Summary Report	March 1993	CDM
Attachment 1: Cleanup Plan Summary and Comparison of Cleanup Standards: letter to Tessie Fields (NJDEP) from CDM	March 12, 1993	CDM
Response to the NJDEPE May 19, 1993 Sampling Plan Approval	October 25, 1993	MP
Phase III ISR Sampling Results, C-I-L Corporation of America	December 23, 1993	MP
Remedial Investigation/Remedial Action Report of Additional ISRA Phase III Activities, C-I-L Corporation of America	December 1994	MP
Radiological Ground Water Investigation Work Plan	December 5, 1994	CDM
Remedial Investigation Workplan	January 30, 1995	CDM
Remedial Investigation/Remedial Action Workplan of Additional ISRA Phase III Activities, C-I-L Corporation of America	April 1995	MP
Radiological Groundwater Investigation Results Report (letter report to M. Morrison, NJDEP ISRA Case Manager)	May 25, 1995	CDM
Revised Landfill Closure and Post Closure Care Plan and Financial Plan	Revised July 1995	CDM
Supplemental Hydrogeologic Investigation Report -(Report)	August 1995	Eckenfelder, Inc.
Supplemental Hydrogeologic Investigation Report - (Plates)	August 1995	Eckenfelder, Inc.
Remedial Investigation for Supplemental Areas of Concern and Ground Water and Remedial Action Summary Report for Transformer Substations (Volume 1 of II)	March 1997	ENVIRON
Remedial Investigation for Supplemental Areas of Concern and Ground Water and Remedial Action Summary Report for Transformer Substations (Volume II of II)	March 1997	ENVIRON
Phase II Remedial Investigation Work Plan	May 1997	Sadat
Technical Revisions to the Final Capping System and Revised Financial Plan	July 7, 1997	ENVIRON
Response to NJDEP Comments (on Phase II RI Work Plan) dated October 15, 1997 (letter)	November 14, 1997	ENVIRON
Phase II Remedial Investigation Report (Volume I of IV)	March 1998	ENVIRON
Report on Supplementary Soil Investigations in Main Plant Area	April 1998	ENVIRON
Remedial Action Selection / Remedial Design Criteria Report (Draft)	July 1998	ENVIRON
Summary of August 11, 1998 Meeting with NJDEP (letter)	August 28, 1998	ENVIRON
Compliance Demonstration Report	September 1, 1998	SC&A
Summary of August 17, 1998 Meeting with NJDEP (letter)	September 9, 1998	ENVIRON
Baseline Ecological Evaluation	October 1998	MASER

Notes:

CDM - Camp, Dresser & McKee
MP - Malcolm Pirnie
SC&A - Sanford Cohen & Associates, Inc.

APPENDIX II

Redevelopment Incentives And Potential Funding Sources

APPENDIX II

Redevelopment Incentives and Potential Funding Sources

The following entities have been identified which can potentially provide technical expertise and/or financial incentives. This list highlights the key resources which can be coordinated to maximize the leveraging of private investment.

- **New Jersey Economic Development Authority** - NJ EDA offers an array of programs and services for businesses seeking to locate, expand and remain in New Jersey.
 - The Investment Banking Division offers long-term, lower interest rate bond financing of \$750,000 and greater for a wide range of businesses and not-for-profit organizations. Tax-exempt bond financing is available for qualified borrowers such as manufacturing facilities and certain non-profit (501)c(3) organizations.
 - The Community Development and Small Business Lending Division offers financial assistance and technical assistance (including training programs and consultations) for start-up and micro-businesses.
 - The Commercial Lending Division offers loans and loan guarantees from \$50,000 to \$3 million targeted to small and middle-market businesses. Programs offered include, in conjunction with NJDEP, assistance to companies involved in hazardous discharge site investigation and clean-up with loans up to \$1 million for up to 10 years. Municipalities may apply for grants and loans up to \$2 million per year.
 - The Real Estate Development Division provides assistance with land assembly, site improvements, construction and renovations for projects of significant economic impact.
 - NJ EDA also offers tax exempt bonds, the Business Employment Incentive Program, financing through the Urban Development Corporation (UDC) and administers the Local Development Financing Fund.
- **US Economic Development Authority** - US EDA also offers a variety of programs and services including infrastructure financing.
- **US Small Business Administration** - US SBA offers the 504 Loan Program.
- **New Jersey Office of Sustainability** - NJOS has been given the authority by the State to provide low interest loan funds to qualified sustainable businesses, to encourage the state's procurement of environmentally preferable products and to act as an advocate for sustainable firms.
- **Middlesex County Improvement Authority** - Under New Jersey law, Improvement Authorities provide a variety of services:
 - Developer of public facilities for any type of governmental agency.
 - Developer of facilities for recreation and tourism, convention halls, hotels and similar facilities; developer of public transportation.
 - Provision of financial assistance and/or development of housing for low- and moderate-income families.
 - Provision of financial assistance for the acquisition of capital equipment, or for acquisition or construction of capital facilities by public or non-profit entities.

Specifically, MCIA offers the Waterfront Redevelopment Initiative and Assistance Program and its Taxable and Tax Exempt Bond Financing Program.

- **Transportation Improvement Funds** - The New Jersey Department of Transportation and New Jersey Transit, under the federal Transportation Equity Act for the 21st Century, provide

grants for various transportation projects that improve safety, increase intermodality, protect the environment and create economic opportunity. These programs include:

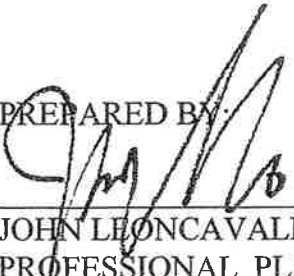
- **Transportation Enhancement grants** for transportation projects that improve communities' cultural, aesthetic and environmental qualities.
- The **Sustainable Communities program** establishes a pilot program to help state and local governments plan environmentally-friendly development.
- **Bicycle and Pedestrian Paths programs** expand funding provisions to make bicycling and walking safer and more viable ways of travel.
- **NJDEP Green Acres Program** - This program is administered by the NJDEP Bureau of Green Trust Management, and provides low interest (2 percent) loans and grants to municipal and County governments to acquire open space, develop outdoor recreation facilities and to finance conservation, including historic preservation, efforts.
- **US Department of Housing and Urban Development** - HUD provides Community Development Block Grant (CDBG) monies which can be used in a number of different ways, and has recently developed an Economic Development Initiative Program.
- **Payments in Lieu of Taxes (PILOTs)** - PILOT incentives for developers can be considered by the municipality.
- **NJDEP Brownfields Program** - This program is run through the Site Remediation Program and was created to promote reuse of contaminated properties by providing guidance for conducting investigations and clean-ups, funding for municipalities and businesses to conduct the work through the Hazardous Discharge Site Remediation Fund and by clarifying liability issues for local officials, developers and the lending community. NJ EDA administers the financial aspect of the site remediation in connection with the Hazardous Discharge Site Remediation Fund, while NJDEP administers the site remediation aspects of applications to the fund.
- **US EPA Brownfields Program** - This program is currently in its Pilot Projects stage, and has given grant money for assessment projects, such as the one in Hudson County, and has also given grant money for remedial work in federal Urban Empowerment Zones, such as the City of Newark and the City of Camden. Additionally, federal legislation is pending that will allow federal income tax credits for reclamation costs of Brownfields areas.
- **NJDEP Environmental Opportunity Zones** - A statute enacted in January 1996 allows municipalities to create "Environmental Opportunity Zones" where local property tax incentives will be provided during a 10-year period to developers of contaminated properties within the designated areas.
- **PSE&G** - PSE&G offers a variety of programs for qualified projects that generate employment and promote sustainable business practices. PSE&G sponsors the following programs:
 - PSE&G Employment Development Service Credits
 - PSE&G Building Utilization Credits
 - PSE&G Off-Peak Employment Credits
- The following entities offer guidance and technical support for eligible businesses:
 - NJ Department of Commerce and Economic Development (NJDCED) Office of Small Business Advocacy
 - NJ Department of Labor (NJDOL) Customized Workforce Training Program
 - Rutgers Small Business Development Center
 - Minority Business Development Center
 - The Institute at Middlesex County College for Workforce Development
 - Middlesex County Department of Planning and Economic Development
 - Middlesex County Economic Development Corporation

AMENDMENT
to
WATERFRONT REDEVELOPMENT PLAN

PREPARED FOR
THE BOROUGH OF SAYREVILLE
PLANNING BOARD

BOROUGH OF SAYREVILLE, MIDDLESEX COUNTY
NEW JERSEY

PREPARED BY



JOHN LEONCAVALLO, P. P.
PROFESSIONAL PLANNER
NEW JERSEY LICENSE # 2649

DATE: February 7, 2007

INTRODUCTION

The purpose of this report is to determine whether additional properties adjacent to the Sayreville Waterfront Redevelopment Area qualify as an area in need of redevelopment as defined in the Local Redevelopment and Housing Law, PL 1992, Chapter 79 (the "LRHL"). The Study Area is shown on the accompanying Redevelopment Study Area Map (see Figure 1).

This report is written pursuant to Section 6 of the LRHL that requires the following:

No area of a municipality shall be determined a redevelopment area unless the governing body of the municipality shall, by resolution, authorize the Planning Board to undertake a preliminary investigation to determine whether the proposed area is a redevelopment area according to the criteria set forth in Section 5 of P.L. 1992 C. 79 (C. 40 A : 12A -5). The governing body of a municipality shall assign the conduct of the investigation and hearing to the Planning Board of a municipality . (N.J.S.A. 40A:12 A-6a).

In accordance with N.J.S.A. 40:12A-6b(5):

After completing its hearing on this matter, the planning board shall recommend that the delineated area, or any area thereof, be determined, or not be determined, by the municipal governing body to be a redevelopment area. After receiving the recommendation of the planning board, the municipal governing body may adopt a resolution determining that the delineated area, or any part thereof, is a redevelopment area.

The Borough Council, in a resolution dated August 8, 2005, requested that the Planning Board undertake a preliminary investigation as to whether additional properties as contemplated by the 1999 Waterfront Redevelopment Plan adjacent to the Waterfront Redevelopment Area were worthy of inclusion in the Redevelopment Plan pursuant to the LRHL. This report serves as the "statement setting forth the basis for the investigation," which is required by Section 6(b) of the LRHL (N.J.S.A. 40:12A -6b(1)).

STUDY AREA DESCRIPTION

The properties stated in the 1999 Waterfront Redevelopment Plan for consideration were the following:

“ It is believed that the Redevelopment Area should be expanded to include adjacent hotel/motel, movie theater and trucking operations properties in the vicinity of the Victory Circle. These properties are gateways to the majority of the Redevelopment Area. Their addition will allow further comprehensive planning of the Area as a whole”

The study area consists of eighty-five lots totaling approximately 39.4 acres in area. The additional properties are in the eastern portion of the present Redevelopment Area. It is bounded to the west by the Garden State Parkway and State Highway Route 9; the Raritan River to the north and State Highway Route 35 and the Victory Circle to the south. The following table lists the exact tax blocks and lots for the properties in question.

TABLE NO. 1

Additional Properties for Inclusion into Redevelopment Area

<u>Block</u>	<u>Lot</u>	<u>Acreage</u>	<u>Property Description</u>	<u>Property Owner</u>
273	1	14.67	Irregular lot with existing masonry building- 64,885 square feet (closed movie theater)	National Amusements
265	1	4.0	Separate lot for parking & wetlands	National Amusements
274.01	1	2.4	Separate lot for parking	National Amusements
274	2	.48	Small triangular lot for outdoor billboard	Viacom Outdoor, Inc.
275.01	1	.20	Small triangular lot for outdoor billboard	Viacom Outdoor, Inc.
275.01	4,6	.82	Irregular lot for outdoor billboard	Viacom Outdoor, Inc.
275.01	2		Portion of GSP.	NJDOT
275.01	3,5	2.55	Trucking terminal masonry building	Bitumen Technologies
274	1	1.71	Former motel operation	NJDOT
273.01	1		Vacant land	Raritan Bay Med.Cent
266	2		Vacant land	Raritan Bay Med.Cent
280	1-5		Vacant land	Steve/Rose Vrabel
280	1.02		Vacant land	Spector-Say. Co.
280	1.05		Vacant land	Boro. of Sayreville
280	6		Vacant land	Steve/Rose Vrabel
280	7-9		Vacant land	Toomey/ Musto
280	10-14,	1.03	Vacant land	Steve/Rose Vrabel
280	15,16		Small lot for outdoor billboard	Outdoor Systems,Inc
280	17-31		Vacant Land (junkyard)	Steve/Rose Vrabel
280	32-33		Vacant Land	Anther Reality
280	34-42,	1.04 2.0	Bar/Entertainment	Lebarv Co.
280.01	1,2	.75	Vacant land	Spector-Say. Co.
281	2		Vacant land	Boro. of Sayreville
281	55-58,116-119,	1	Vacant land	Spector-Say. Co.
282	1,2	2.72	Vacant land	Spector-Say. Co

Block	Lot	Acreage	Property Description	Property Owner
282	3	2.10	Vacant land	Boro. of Sayreville
282	210-213	.48	Vacant land	Spector-Say. Co.
282	306-309		Vacant land	Spector-Say. Co.
283	1,2,2.01	2.60	Building- metal fabrication	Beacon Metals
283	3	4.70	Vacant land	Boro. of Sayreville

Note: Block 274 Lot 1 (1.71 acres) was formerly the Sayreville Motor Lodge. Property was taken by NJDOT for recent highway improvements at Victory Circle.

INFRASTRUCTURE IMPROVEMENTS

Since the 1999 Waterfront Redevelopment Plan was prepared, the regional roadway system has undergone significant changes which increases the connectivity and development potential for a large mixed use redevelopment project. The programmed State highway improvements completed as of October 31, 2006 include the following:

- + Expansion of Garden State Parkway & Driscoll Bridge (NJHA)
- + Expansion of Rt. 9 / Edison Bridge & Victory Circle (NJDOT)
- + Expansion of Rt. 35/ Victory Bridge (NJDOT)

MASTER PLAN

Sayreville's most recent Master Plan Reexamination Report was adopted in 2005. A master plan review is currently underway and a draft *Waterfront Design Plan Element* focuses on encouraging the development of the former National Lead site that optimizes the blending of fully accessible public amenities with private sector entertainment, commercial and residential development to achieve a " destination place " that contributes to the overall quality of life for all Sayreville citizens.

This goal is supported by twelve design principles to facilitate a high quality implementation of the Waterfront Redevelopment Plan. These principles include:

- 1). Remediation of contaminated and polluted areas to be achieved in a short term timeframe of 3 to 5 years.

- 2). Encourage and facilitate movement throughout the redevelopment area by bicycle and foot.
- 3). Capitalize on economic resources of the Raritan River and Bayfront as well as recreational potential.
- 4). Encourage the development of a human scale mixed use/ transit village community.
- 5). Create opportunities for marinas and other private/public water related uses along the entire waterfront.
- 6). Incorporate the creation of more water frontage with any mixed use “new urban” community development.
- 7). Encourage investment in more diverse commercial activities.
- 8). Expand the role of tourism in the Borough’s economy.
- 9). Expand recreational, cultural and service facilities to the greatest extent possible in the redevelopment area.
- 10). Restore natural resources including wetland areas as a priority objective in the redevelopment area.
- 11). Create civic and public plazas along the waterfront component of the community to achieve public meeting places for residents to congregate, utilize and enjoy.
- 12). Create a “Quality Design Destination “ that can be enjoyable for residents and easily accessible for regional visitors.

REDEVELOPMENT AREA CRITERIA

Pursuant to Section 5 of the LRHL (N.J.S.A. 40A:12A-5), an area may be in need of redevelopment if it meets one or more of the following statutory criteria:

- a). The generality of buildings are substandard, unsafe, unsanitary, dilapidated or obsolete, or possess any such characteristics or are so lacking in light , air or space, as to be conducive to unwholesome living or working conditions.

b). The discontinuance of the use of buildings previously used for commercial, manufacturing or industrial purposes; the abandonment of such buildings or the same being allowed to fall into so great a state of disrepair as to be untenable.

c). Land that is owned by the municipality, the County, a local housing authority, redevelopment agency or redevelopment entity, or unimproved vacant land that has remained so for a period of ten years prior to the adoption of the resolution, and that by reason of its location, remoteness, lack of means of access to developed sections or portions of such municipality, topography or nature of the soil, is not likely to be developed through the instrumentality of private capital.

d). Areas with buildings or improvements which, by reason of dilapidation, obsolescence, overcrowding, faulty arrangement or design, lack of ventilation, light and sanitary facilities, excessive land coverage, deleterious land use or obsolete layout, or any combination of these factors, are detrimental to the safety, health, morals or welfare of the community.

e). A growing lack or total lack of proper utilization of areas caused by the condition of the title, diverse ownership of real property therein or other conditions, resulting in a stagnant and a not fully productive condition of land potentially useful and valuable for contributing to and serving the public health, safety and welfare.

f). Areas, in excess of five contiguous acres, whereon buildings or improvements have been destroyed, consumed by fire, demolished or altered by action of storm, fire, cyclone, tornado, earthquake or other casualty in such a way that the aggregate assessed value of the area has been materially depreciated.

g). In any municipality in which an enterprise zone has been designated pursuant to the "New Jersey Urban Enterprise Zone Act" P.L. 1983, c.303 (C52:27H-60 et seq.) the execution of the actions prescribed in that act for the adoption the municipality and approval by the New Jersey Urban Enterprise Zone Authority of the zone development plan for the area of the enterprise zone shall be considered sufficient for the determination that the area is in need of redevelopment pursuant to Sections 5 and 6 of P.L. 1992 C. 79 (C;40A:12A-5 and 40A:12A-6) for the purpose of granting tax exemptions within the enterprise zone district pursuant provisions of P.L. 1991, C.431(C.40A:20-1 et seq.) or the adoption of a tax abatement exemption ordinance pursuant to the provisions of P.L. 1991.

h). The designation of the delineated area is consistent with smart growth planning principles adopted pursuant to law and regulation.

Futhermore, the LRHL permits inclusion of parcels that do not meet the statutory criteria if they are necessary for effective redevelopment of the proposed redevelopment area:

A redevelopment area may include land, buildings or improvements which of themselves are not detrimental to the public health, safety or welfare, but the inclusion of which is found necessary with or without change in their condition, for the effective redevelopment of the area of which they are a part.++

REDEVELOPMENT AREA ANALYSIS

A careful analysis of the study's area existing land use, site layout and physical characteristics was conducted using tax records, public documents, information provided by the Borough and visual inspections. The analysis indicates that the overall study area meets the "d" criteria as well as the "h" criteria specified in Section 5 of the LRHL. As such, the additional properties recommended for expansion in the 1999 Waterfront Redevelopment Plan qualify as an area in need of redevelopment pursuant to the LRHL.

"d" Criteria Analysis—Obsolete Design and Layout

Lots 1 in blocks 273,265 and 274.01 all exhibit an obsolete design and layout as contemplated under the "d" criteria of the statute. The parking lots all exhibit poor on-site circulation as well as limited buffering and landscaping. Parking areas are chaotic and poorly designed. Based on the age and low maintenance of the movie theater facility, many circulation aisles are poorly defined. There are also numerous instances of poor pavement conditions throughout the facility. In May, 2005 the building (built in 1979) was closed due to unsafe structural conditions. To date, it has not been repaired and remains closed to the public. Lots 3 & 5 in Block 275.01, contains an old trucking operation and garage which is in poor condition and underutilized for its location along a state highway. Many lots on Table No.1 are vacant and demonstrate deleterious land use and obsolete layout for junkyard uses and metal fabrication.

Based on the foregoing, it is concluded that the properties in the study area contain "building or improvements" that exhibit "dilapidated, obsolescence, ... faulty arrangements or design, lack of ventilation, light and sanitary facilities, excessive land coverage, deleterious land use and obsolete layout". As a result, the study area contains conditions that are "detrimental to the safety, health, morals or welfare of the Borough of Sayreville. Consequently, the study area meets the "d" criteria of the statute.

"h" Criteria Analysis—Smart Growth Consistency

Defining Smart Growth

Smart growth is an approach to planning that directs new growth to locations where

infrastructure and services are available, limits sprawl development, protects the environment and enhances and rebuilds existing communities. The New Jersey Office of Smart Growth (OSG) defines smart growth as “well-planned, well-managed growth that adds new homes and creates new jobs, while preserving open space, farmland and environmental resources. Smart growth supports livable neighborhoods with a variety of housing types, price ranges and multi-modal forms of transportation. When applied as recommended by OSG, smart growth is epitomized by compact, transit accessible, pedestrian-oriented, mixed-use development and land uses.

OSG lists the following principles of smart growth:

- + Mixed land uses
- + Compact, clustered community design
- + Walkable neighborhoods
- + Distinctive, attractive communities offering a “Sense of Place”
- + Open Space, farmland and scenic resource preservation
- + Future development strengthened and directed to existing communities using existing infrastructure
- + Transportation option variety
- + Community and stakeholder collaboration in development decision-making
- + Predictable, fair, and cost-effective development decisions
- + Range of housing choice and opportunity

Adopted on March 1, 2001, the New Jersey State Development and Redevelopment Plan (SDRP) Provides a comprehensive planning framework for the future of the State, including the application of smart growth principles. The SDRP calls for focusing growth in areas with existing infrastructure and investment, (cities, suburbs and towns) and away from environmentally sensitive areas. The SDRP places most of the Borough of Sayreville in the Metropolitan Planning Area (PA-1). According to the SDRP, most of the communities within PA-1 are fully developed or almost fully developed with much of the new growth occurring through redevelopment.

The following policy objectives are intended as guidelines for planning within communities located in PA-1, Metropolitan Planning Areas:

- Land Use: Promote redevelopment and development and ensure efficient and beneficial utilization of scarce land resources.
- Economic Development: Promote economic development by encouraging redevelopment efforts such as infill and land assembly, private/public partnerships and infrastructure improvements.
- Transportation: Maintain and enhance a transportation system that capitalizes on high density settlement patterns by encouraging the use of public transit systems, walking and alternative modes of transportation to reduce automobile dependency and create opportunities for transit oriented redevelopment.

- Redevelopment: Encourage redevelopment at intensities sufficient to support transit, a broad range of uses and efficient use of infrastructure. Promote design that enhances public safety, encourages pedestrian activity and reduces dependency on the automobile.
- Public Facilities and Services: Complete, repair or replace existing infrastructure systems to eliminate deficiencies and provide capacity for sustainable development and redevelopment.

The Borough continues to support projects that are consistent with smart growth principles. As previously mentioned above, the draft Master Plan elements emphasize SDRP objectives, especially in regard to the Waterfront Redevelopment Area. The Borough has demonstrated its commitment to Smart Growth Planning Principles and specifically in the PA-1 planning areas. Designation of the study area as an area in need of redevelopment and the development of a comprehensive redevelopment plan for the Borough's waterfront area is consistent with these principles and will be designed to further support and complement other smart growth based initiatives in the Borough. Based on the foregoing, it can be concluded that the study area meets the "h" criteria of the statute.

CONCLUSION

Based on the study area and analysis described above, the properties in question and enumerated in Table No. 1 are in need of redevelopment and should be included in the Sayreville Borough Waterfront Redevelopment Plan pursuant to the "d" and "h" criteria of the statute as defined in the LDHL.