

Michael P. Fowler Associates, LLC
1270 West Todd Road
Toms River, N.J. 08755
732-779-3894
732-349-7062 fax
mpfowlerassociates@gmail.com

TO: Borough of Sayreville Planning Board
FROM: Michael P. Fowler, AICP/PP, Board Planner *MPF*
DATE: August 12, 2022
SUBJECT: Crossman Development
Main Street South I, LLC/Main Street South II, LLC
Fulton's Landing Redevelopment Area
Preliminary and Final Major Site Plan
Block 249, Lot 1; Block 250, Lot 1; Block 251, Lot 1
Sayreville, New Jersey

We have reviewed the Major Site Plans prepared by Menlo Engineering Associates. The Site Plans are dated February 12, 2021, last revised March 28, 2022, and consist of forty-seven sheets. Also included with the submission were Architectural Plans, Roadway Plans, an EIS, Traffic Report, and a Sound Study.

A. PROJECT

1. The Applicant is seeking approval for the construction of three one-story warehouse buildings and ancillary office space within the warehouse units within the Fulton's Landing Redevelopment Area. Building A will be 852,650 sf, consisting of 36,000 sf of office space; Building B is proposed at 651,940 sf, also consisting of 36,000 sf of office space; and Building C is proposed at 222,000 sf, consisting of 18,000 sf of office space for a total of 1,780,590 sf. The three buildings conform with the Fulton's Landing Redevelopment Plan and the executed Redevelopment Agreement. Proposed facilities supporting the warehouses include improvements to Main Street, automobile parking, truck parking, internal circulation, landscaping, lighting, and stormwater drainage.

Sheet 3 of 47 of the Plan Set, identified as the Overall Plan depicts the Phasing of the proposed Development. As indicated on the Plan, the project is proposed in three phases. It is important to note that the Phasing Plan must be in compliance with the conditions of the Redevelopment Agreement as listed below:

Phasing Plan

- 1) The Redeveloper must get Borough Site Plan approval and County approval for road and culvert widening prior to any building permits or construction starts.
- 2) One building can be issued a building permit and start after all approvals have been received with exception to the wetlands and other D.E.P approvals for Main Street and culvert widening.
- 3) No additional trees can be removed west of Kimball Drive East including the area for the new drive at Kimball Drive West until the western most building is completed. The only exception to this condition is those trees that are necessary to be removed for the widening of Main Street.
- 4) The berm and landscaping along the western boundary must be completed before a C.O. is issued for the western most building.
- 5) Complete applications for D.E.P. approval of the widening of the culvert and Main Street must be submitted to title D.E.P. prior to a building permit being issued for the first building. Prior to submission to the D.E.P. application with wetlands remediation plan to be reviewed by CME.
- 6) Construction of the widening of Main Street from the western property line to the wetland area near the culvert must be completed prior to the C.O. for the first building and every effort should be made to preserve trees including the construction of retaining walls.
- 7) The D.E.P. approval for widening of Main Street and the culvert near the eastern end of the site must be obtained prior to the issuance of a building permit for the second building and construction must be completed prior to issuance of a C.O. for the second building.
- 8) The construction of a berm or sound wall located to the north of the interior northern most roadway from about 500 feet west of Kimball Drive East to about 50 feet west of the eastern most exit must be completed before a C.O. is issued for the first building with the exception to the area containing the entrance road.
- 9) The construction of the 12-inch diameter water main from Lakeview Drive to Main Street shall be completed prior to a C.O. being issued for the first building to provide necessary fire flows to the site.
- 10) The Loop Road system along the west, south and eastern area of the site shall be completed prior to the issuance of a C.O. for the first building.
- 11) The Kimball Drive East traffic signal to be operational before the first C.O. is issued.
- 12) The tree removal and construction of Kimball Drive West signal along with west entrance road to be completed after landscaping is completed for the western most building and prior to obtaining a C.O. for the center building.

B. LOCATION

1. The 158-acre Fulton's Landing Redevelopment Area is located south of Main Street and north of the Conrail Railroad Raritan River Main Line in the central portion of Sayreville. The Redevelopment Area is vacant and fronts eastbound Main Street.

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

C. ENVIRONMENT

1. As noted above, the property in question is approximately 158 acres. The subject site functioned for many years as a mining operation, likely extracting sand and gravel. Since the mining operation has ceased, the Redevelopment Area has remained entirely vacant with mature trees existing along Main Street, the Conrail Line, and in the wetland areas. There is successional growth in the form of shrubs, grass, and small trees dotting the landscape with noticeable traces of development from previous activities, including dirt mounds, drainage ditches, and vehicle pathways. The site is encumbered by modest environmental constraints including steep slopes along the northern boundary abutting Main Street, and freshwater wetlands in the eastern section of the site associated with Burt's Creek, which parallels the easterly property line.

D. REDEVELOPMENT AREA

1. The site is within the Fulton's Landing Redevelopment Area. The Fulton's Landing Redevelopment Area consists of three parcels, all of which are included in the subject Application before the Board. The Redevelopment Plan was prepared by Heyer, Gruel & Associates and is dated April 11, 2019. As noted in the Board Engineer's Report, and as the Planning Board is aware, the Fulton's Landing Redevelopment Plan was adopted by the Mayor and Council in June 2019 to resolve the ongoing litigation relative to the zoning of the property.

As a Redevelopment Area, it has its own set of development standards, separate from the Zoning Ordinance.

2. The Fulton's Landing Redevelopment Plan consists of the same three lots that comprise the subject application and is specific to the subject site. The purpose of the Redevelopment Plan as stated, "is to redevelop the approximately 158-acre site into a warehousing complex with the capacity to

accommodate an appropriate volume of truck traffic and storage of goods. This plan also seeks to address some of the Borough’s long-term goals, including promoting economic development and job growth, as well as strengthening Sayreville’s tax base through new nonresidential rates.”

3. The Plan establishes the W-D Warehousing and Distribution District as its own Zone.

a) Principal Permitted Uses include:

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

b) Accessory Permitted Uses:

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

c) Specifically Prohibited Uses:

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

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

d) Bulk Requirements:

- I. Bulk requirements for the Redevelopment Area are listed below and on Sheet 3 of 47 of the Plan Set. Sheet 3 indicates compliance with all bulk requirements.

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

e) Design Requirements.

- I. The Planning Board Engineer's report dated August 17, 2022 details a complete account of the project design requirements and compliance with same, including but not limited to road improvements, parking and circulation, buffering, lighting and stormwater controls.

E. MASTER PLAN

1. The Borough of Sayreville adopted its last Master Plan in February 2013. The plan identifies the property as SED and SED-2 (Special Economic Development) in its future land use plan. Per the Master Plan, these land use classifications have been included to provide a full range of commercial and industrial uses to allow for increased economic development opportunities in the Borough.
2. A Master Plan Road was included in the current and past versions of the Master Plan, which was designed to pass through the subject site. The extension of the roadway through the property in question is prohibited in the Redevelopment Plan.

F. ZONING

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

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

G. GENERAL COMMENTS

1. The Applicant should explain the nature of the proposed warehouse operation, including the hours of operation, the number of anticipated tenants per building, number of employees on a maximum shift, the type of merchandise stored, delivered, and shipped from the warehouses, the frequency of the truck traffic and the type of trucks most often onsite.
2. The Redevelopment Plan contains limited reference to Architectural Design. In the Green Building Standards section of the Plan it does encourage development that utilizes modern, energy efficient, and environmentally sustainable building practices. Roof-mounted solar panels

and passive energy saving materials and recycled materials should be incorporated in the construction of the buildings.

The Architectural Plans for the three buildings have been presented to and accepted by SERA. Elevations of the buildings will be presented to the Board for discussion at the Hearing.

3. Given the anticipated growth in electric vehicle ownership, charging stations should be provided at locations adjacent to all three buildings. It is also likely in the next decade that electric trucks will be in service and will need to recharge while at loading docks. The Application should consider making provisions such as laying conduit during construction to allow for electrical upgrades in the future.
4. The Applicant should describe the green infrastructure that has been proposed to collect stormwater on site.
5. The Applicant should describe the number and location of handicap parking spaces and compliance with ADA requirements. In addition, the Applicant should address handicap access to the building facilities from the loading docks by drivers with disabilities.
6. As noted in the Board Engineer's report, the number of proposed parking spaces for cars and trucks far exceeds the minimum requirements. The Applicant should discuss the number of spaces required compared to those proposed for both cars and trucks and the reason for the excess parking. The Applicant has proposed green banking for some of the excess car parking spaces. The short-term plans for the green banked parking should be discussed.
7. The Applicant should address the Phasing Plan for the project and compliance with the Redevelopment Agreement.
8. The vehicle turning templates should be presented to the Board depicting how tractor trailers and emergency vehicles will safely traverse the site.
9. Pedestrian circulation is a required component of the Redevelopment Plan. It is intended to allow the safe movement of people from parking areas to building entrances, from building to building, and from bus stops to the employees' place of work. To accomplish the pedestrian movements, a network of sidewalks, depressed curbs, crosswalks, and bus stops are required. Areas of the site as planned appear to lack the required sidewalks and other pedestrian elements. It is recommended that the Applicant work with the Board's professionals to reasonably enhance the site's pedestrian elements as a condition of approval.
10. The redeveloper shall provide shuttle service for employees to off-site locations, such as park and ride lots or train stations, to reduce the number of vehicle trips to the area. The Applicant

should discuss the status of discussions with NJ Transit regarding the relocation and improvement of the bus stops existing on Main Street.

11. The site as designed includes many areas of steep slopes, retaining walls, and fairly deep stormwater basins. Although some guide rails have been included in the plan's design for driver safety, it seems there are additional areas where protection is needed for driver and pedestrian safety. The Applicant should identify all areas of proposed guide rails and post and rail fence with wire mesh.
12. The Applicant should identify the areas onsite that are planned for trash and recycling storage and how those areas will be accessed for pick-up. The Applicant should also address the adequacy of number of trash enclosures for a project of this scale and a detail of the trash enclosures should be provided.
13. The northeastern section of the site contains freshwater wetlands classified as Intermediate Resource Value, requiring a 50 ft. buffer and some as Ordinary Resource Value requiring no buffer. The Applicant has applied for certain permits from the NJDEP to allow for improvements in the wetlands and wetlands buffer area. The Applicant should show the Board the portion of the site containing wetlands, the areas being disturbed, and discuss the status of all NJDEP permits.
14. Prior to any work commencing on the property the Redeveloper shall submit a Remediation Plan for the site outlining existing environmental conditions and the work necessary to bring the Project into compliance with all DEP requirements and to comply with all Borough requirements and the Borough's fill importation ordinance, which requires that all soil materials entering the site be tested.
15. The Applicant should address the location and status of existing easements onsite.
16. The Applicant should provide testimony addressing compliance with the Landscaping, Buffers, and Screening section of the Redevelopment Plan. This section includes the requirement of a 150 ft wide buffer along the westerly property line and a 100 ft wide tree save/buffer area along the Main Street frontage. The minimum buffer widths should be dimensioned on the Plans as several areas appear to fall short.
17. The Applicant should address compliance with the Lighting section of the Redevelopment Plan.
18. The Redevelopment Plan recommends that given the proximity of this tract of land to the Conrail Railroad Raritan River Main Line, future developers of the site are encouraged to consider partnering with the railroad company to build a railroad spur on-site to provide for

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

19. The larger pockets of green/turf areas adjacent to the buildings should receive additional shade tree and buffer plantings to provide some outdoor seating areas for employees.
20. That Applicant should provide testimony that the Site Plan is consistent with the plans presented to and approved by SERA, and consistent with the terms and conditions of the Redeveloper's Agreement.
21. The Applicant is required to pay a non-residential Affordable Housing fee in accordance with the Borough's Ordinance.

H. CONCLUSION

1. Approval of this Application is subject to any required outside agency approval, such as, but not limited to the County of Middlesex and the NJDEP.
2. The Applicant should provide adequate testimony to justify any variance or waiver relief. The testimony should include any hardship created by features of the site, better planning alternatives being proposed and the benefits thereof, advancing purposes of the MLUL, any possible detrimental impacts on neighboring properties, and impacts on the Borough's Master Plan and Zone Plan (Redevelopment Plan).