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TO: Borough of Sayreville Planning Board

FROM: Michael P. Fowler, AICP/PP, Board Planner *MPF*

DATE: October 27, 2023

SUBJECT: Sayreville Seaport Associates Urban Renewal L.P.
Amended Preliminary and Final Site Plan Riverton
Village - Phase IA (Gateway Services District)
Block 256.01, Lot 24 & Block 257.02, Lot 1.05
Sayreville, New Jersey

We have reviewed the above referenced Amended Preliminary and Final Site Plan prepared by Colliers Engineering and Design, dated September 11, 2023, last revised October 2, 2023, consisting of twenty-one Site Plan sheets.

Based on our review of the Application and Plans, we have the following comments as provided below:

A. PROJECT

1. The subject property is located within the Waterfront Redevelopment Area in the Gateway Services District portion of the project. The Application for Amended Preliminary and Final Site Plan approval is related to the previously approved Riverton Village – Phase I project, which received Planning Board approval in December 2019, and included the Gateway Services District.
2. Relative to the current Application as described in Exhibit 1 of the Applicant’s submission to the Board, “The Applicant Sayreville Seaport Associates Urban Renewal, L.P. (“SSA”) seeks amended preliminary and final major site plan approvals from the Planning Board of the Borough of Sayreville (the “Board”) for development of the Gateway Services phase of the project known as Riverton. SSA is the designated redeveloper for the Property, and the Property’s zoning is controlled by the Waterfront Redevelopment Plan, as amended, and supplemented to date (the “Plan”).

By way of background, the Property is part of the larger former National Lead redevelopment site and had previously secured development approvals in 2020 from the Board (“Prior

Approval"). Under that approval, SSA subdivided these parcels to create the Property, and secured preliminary and final major site plan approval for the development of an area then referred to as the "Highway Services" section of Riverton. At that time, the design included two restaurants with drive-thrus, a bank with a drive-thru, retail, a pharmacy, and a convenience store with a fueling canopy.

Since the Prior Approval was secured, SSA has worked with and secured commitments from two retail operators for the Property, which has resulted in some site refinements in anticipation of commencing construction. Additionally, SSA has worked with its design team to create a revised layout for this retail area, now referring to it as "Gateway Services," and altering certain site and circulation improvements to better accommodate future growth in the Gateway Services area. The Gateway Services district previously included six (6) buildings within the area now known as Block 256.01, Lot 24. That area has been revised to include five (5) buildings, with an additional building now located within Block 257.02, Lot 1.05, just to the west. The stand-alone retail and pharmacy buildings have been removed and replaced by a restaurant with drive-thru. Additionally, another new restaurant with drive-thru has been added to Block 257.02, Lot 1.05, as reflected on the amended site plans. The changes in proposed building uses have also changed the layout of the Gateway Services area, as reflected in the plans. However, the proposed changes do not functionally alter any drainage, traffic, or site infrastructure.

The area retains the same objective from the original approvals, to "create a nexus or hub of activity among these uses that typically have a shorter engagement time for visitors and consumers in comparison with the Village East Retail core." As will be more fully explained in testimony from SSA's professionals, the utility, stormwater, drainage, and circulation of this redesigned area are all improvements over the past designs, and SSA has secured the Sayreville Economic and Redevelopment Agency's (SERA) approval for this layout proceeding before the Board.

The amended site plans do anticipate some deviations from the Prior Approval to accommodate changes to site circulation and specific building/signage design standards for each brand. No new relief is requested from the Waterfront Redevelopment Plan regarding these developments. For clarity, these plans do rely on the previously granted relief to permit sidewalks less than five (5') feet from a given building, which relief was previously approved by SERA and the Board. The plans also proposed removing the sidewalk along the Main Street Extension, which lacked pedestrian connectivity."

3. Tenants have been identified for the two most easterly located parcels, which have frontage on the Main Street Extension. The most northern on those two parcels contains Building 1110, which is the planned location of Quick Check, and includes a convenience store and fuel. The parcel to the south which contains Building 1120, has Chick-fil-A as a named tenant, designed as a restaurant and drive-thru.
4. The Board Engineer's letter, dated November 1, 2023, provides a detailed history of the subject site's prior approvals and experiences within the Waterfront Redevelopment Area.

B. EXISTING CONDITIONS

1. The subject site is located within Redevelopment Parcel "C" (including subareas C1 through C3) was the site of a former titanium dioxide manufacturing facility and a former sulfuric acid production plant and related acid distribution facilities last operated by Marsulex, Inc. Environmental studies had concluded that Parcel "C" had elevated levels of some metals, and of organic, principally PAHs, hydrocarbons, and other contaminants associated with the former industrial uses.
2. With respect to Parcel "C", National Lead has demolished its former production facility and secured a Remedial Selection Criteria Document (RSCD) from NJDEP. Remediation activities have been taking place at the property for approximately fifteen years. The redevelopment of the site will be performed in a manner consistent with the remediation required by the NJDEP.
3. During the clean-up efforts, the subject site has been regraded in preparation for development. The site contains signs of the early stages of successional vegetative growth as it awaits improvements.

C. MASTER PLAN

1. The Borough of Sayreville adopted its last Master Plan in February 2013. In June 2023, the Planning Board adopted a Re-examination of the Master Plan. The Master Plan identifies the subject site as Marine Waterfront Redevelopment on the Future Land Use Plan Map.

D. ZONING

1. The subject site is in the Waterfront Redevelopment Area. It was included in the Borough's Waterfront Redevelopment Plan, dated January 1999, and subsequently revised. The current amended approval request for revised site plans does not vary significantly for the prior approval of the area identified as the Gateway Services District. The proposed building mix and square footage are comparable to those previously approved. The circulation routes are also similar, as is the planned infrastructure.
2. The Board Engineer's November 1, 2023, memorandum and technical review identifies the need to address the lack of loading areas and the removal of sidewalks along the Main Street Extension.

E. GENERAL COMMENTS

1. Given that only two of the six proposed pad sites have identified tenants, my review has been focused on those two sites as the other four sites will be modified in the future to meet each specific tenant's design requirements. If the Board is in favor of the Application, it is recommended that the entire site receive Preliminary approval, and the two pad sites, which are the focus of this application, receive Preliminary and Final approval. Or, in the alternative, include a condition in the resolution of approval that the remaining four pad sites come back to the Board for amended Preliminary and Final approvals before any site-specific improvements at those sites commence.

2. The Applicant should display a copy of the approved Site Plan and identify for the Board how the approved Plan varies from the current proposal.
3. The future operations at the site should be described and how the circulation pattern facilitates those operations. The routes that trucks and emergency vehicles will follow to safely maneuver about the site should be presented to the Board, as well as the anticipated routes taken by pedestrians exiting vehicles from different locations in the parking fields. Locations of crosswalks and depressed curbs should be discussed to show unimpeded pedestrian flow.

Any vehicular and/or pedestrian connections with the EPIC Church site to the north should also be addressed.

4. The Applicant submitted a detailed Landscape Plan. The Applicant should describe if the Plan includes any hardscape amenities such as raised planting beds, areas for sitting or gathering, lighting features or directional (wayfinding) signage.

It appears that street trees are lacking along the Main Street Extension frontage.

5. The Applicant should address any proposed changes in façade and freestanding site signage since the prior approvals, including consistency with the Waterfront Redevelopment Area requirements.
6. It is recommended that the parking stall in the northwest corner of the Chick-fil-A parking field be eliminated, and the adjacent landscape island extended into that area. The parking stall's current location creates conflicting movements at the driveway entrance/exit.

The parking stall in the southeast corner of the site, adjacent to the flagpole, should also be eliminated and replaced with landscaping. A vehicle exiting that stall is required to make an unsafe and difficult maneuver due to the proximity of the stalls perpendicular to the building.

7. The handicapped stall adjacent to the flagpole on the Chick-fil-A site appears to not satisfy ADA design standards for discharge from the vehicle.
8. The Applicant should address pedestrian safety along the sidewalk on the west side of Chick-fil-A. The width of the sidewalk and vehicle overhang should be examined to determine if additional safety measures are needed.
9. The outdoor seating area at Chick-fil-A appears to be enclosed by fencing. It is recommended that the enclosure be enhanced by the addition of stone pillars to anchor sections of the fencing and provide extra protection for those in the seating area. Plantings should also be added to that area.
10. The two drive-thru lanes for Chick-fil-A should narrow down to one lane at the exit point to eliminate conflicting vehicular movements. This would also allow the length of the crosswalk to be shortened.

11. The EV parking stalls should be identified on the Chick-fil-A site.
12. With respect to the Quick Check site, it is recommended that at least one of the pump islands be made ready for EV charging.
13. Since the combination of convenience stores and fueling often attracts school buses and landscapers with trailers, the 15 parking stalls at the rear of the Quick Check site should be restriped and signed for large vehicle parking.
14. All intersecting drive aisles should contain traffic controls, such as stop bars and/or signage.
15. The Applicant is subject to all applicable conditions and agreements contained in prior Planning Board and other agency approvals.
16. It should be noted that the Applicant is subject to the State Law requiring that a percentage of the parking area be equipped with EV charging stations. The location of the EV charging stations should be identified for the Board.
17. The Applicant shall recognize that it is subject to any affordable housing fees or other obligations per the Borough's Affordable Housing Ordinance and/or the Redevelopment Plan/Agreement.
18. The Applicant should provide adequate testimony to justify any waiver relief.

We are available to answer any questions regarding this planning report.

Very Truly Yours,

Michael P. Fowler

Michael P. Fowler, AICP/PP
Board Planner

