

SOUTH AMBOY



MASTER PLAN

City of South Amboy
Middlesex County, New Jersey

October 2017

Adopted November 20, 2017

Prepared by

HGA
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South Amboy Master Plan

Middlesex County, New Jersey

October 2017

Prepared By:



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The original of this report was signed and
sealed in accordance with N.J.S.A. 45:14A-12

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I. INTRODUCTION

OVERVIEW OF THE CITY

The City of South Amboy can trace its economic roots to the shipping and manufacturing industries that once thrived along the majority of the northern New Jersey coastline. Situated on the Raritan River, South Amboy has historically benefitted from its river-side location, primarily shipping Pennsylvania coal to New York City. South Amboy's clay deposits provided solid material to advance the City as a prosperous manufacturing hub of pottery and terra cotta. The rail lines that arrived in the 1830s were a catalyst for economic prosperity and continue to move the City's development forward. While many of the original factories closed prior to the 1970s, and coal is no longer transferred from City docks, South Amboy remains a transportation hub and a thriving residential city.

South Amboy was incorporated as a township in 1798 and remained one for 90 years before it became a borough in 1888. Finally, on April 11, 1908, South Amboy was formally incorporated as a city. Today, South Amboy comprises roughly 2.7 square miles, which includes 1.5 square miles of land, and according to the 2014 American Community Survey, is home to 8,749 residents. The Borough of Sayreville surrounds South Amboy on its north, south, and west sides. The Raritan Bay comprises the City's eastern boundary and separates the City from Perth Amboy and Staten Island. The City continues to be easily accessible, with Routes 9 and 35 running through

the City and a train station located in the heart of the City servicing the New Jersey Transit Coast Line, which brings commuters north to Newark, Hoboken, and New York City as well as further south to shore towns.

ABOUT THE MASTER PLAN

In 1958, the City adopted its first formal Master Plan document. In 1974, the City adopted its second Master Plan that discussed the change in land use since 1958 and focused on strategies "designed to attain beneficial long range community goals." Since that time, the City has adopted three Master Plan Reexamination Reports, dated 1985, 1994, and 2004, all consistent with the requirements of the Municipal Land Use Law (MLUL). While the Reexamination Reports presented an effective evaluation of the City's progress in terms of goals, objectives, and recommendations during the intermediate time periods, such reexaminations do not comprehensively address the changes that have, and are, taking place throughout South Amboy. As a result, it was determined that a new Master Plan was needed.

The City of South Amboy Master Plan is a general guide for the physical, economic, and social development of the City. The Master Plan was developed in accordance with the provisions of the New Jersey Land Use Law (N.J.S.A. 40:55D). The Plan is designed to guide the development and redevelopment of lands within the City in a manner which will promote and protect the

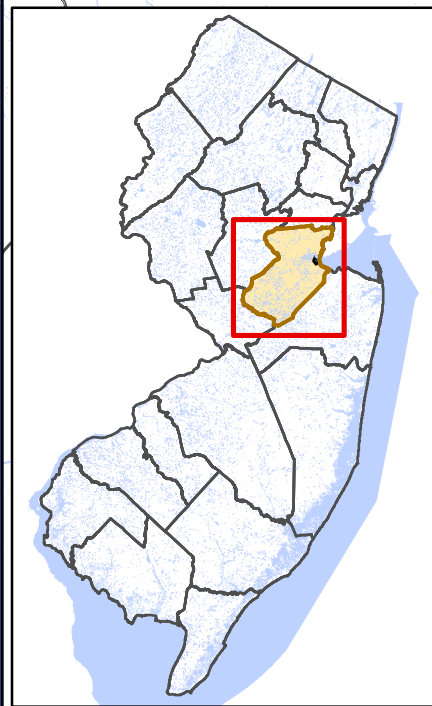
public health, safety, morals, and general welfare of the present and future residents of the City of South Amboy.

The Master Plan is based on objectives, principles, assumptions, policies, and standards, which have been developed over a period of time by the City Council, Planning Board, and other agencies within the City. The Master Plan includes the following elements:

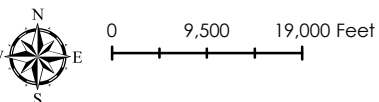
- Goals and Objectives;
- Land Use;
- Housing Element and Fair Share Plan
- Circulation Element;
- Parks, Recreation, & Open Space;
- Community Facilities;
- Utility Services and Recycling;
- Sustainability; and
- Relationship to Other Plans.

Additionally, a graduate studio from the Rutgers University Bloustein School of City and Regional Planning prepared a Health and Food Systems Element that is recommended to be adopted as part of the City's Master Plan. In 2005, the City adopted a Stormwater Management Plan, which serves as the Stormwater Element of this Master Plan.

Regional Location







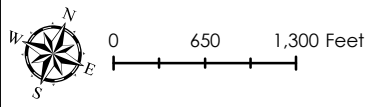
-  South Amboy
-  Middlesex County
-  Other Counties



Source: NJOGIS, NJGIN, NJDEP, NJDOT,
2016 Tax Records

2015 Aerial

-  South Amboy Train Station
-  Proposed Ferry Terminal
-  Passenger Rail
-  Freight



Source: NJGIS, NJGIN, NJDEP, NJDOT,

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GOALS AND OBJECTIVES

This Master Plan is intended to provide a comprehensive analysis of those elements and conditions that affect South Amboy and influence its future growth. To perform a comprehensive analysis, local and regional trends have been reviewed together with an analysis of the physical character of the community. This analysis was guided by the Master Plan's public outreach process.

Vision

The Goals and Objectives section details the overall vision contained in this Master Plan and provides the foundation for the other components of the Plan. This section also provides specific targets for the realization of the City's vision for the future. The vision of the City of South Amboy was developed through a public outreach process that included discussions with the Mayor and Planning Board as well as other agencies, stakeholders, and residents. Through this outreach process, a uniform vision emerged. South Amboy's vision for itself is of a thriving, vibrant community with a balance of land uses, an expanding economy, modern and well-maintained infrastructure, successful application of sustainable management strategies, expanded community facilities, additional recreational opportunities, a successful redeveloped waterfront, a prosperous downtown corridor, and an outstanding quality of life for its residents.

Outreach process

The first step in the master planning process is the identification of key planning issues facing the City. The identification of these issues provides the planning basis for the development of a strategic vision of the City. Issues were identified through meetings with the Planning Board and other agencies, stakeholders, and residents. During these meetings, the community was given an opportunity to voice comments and opinions on a wide range of issues.

The following are key issues and ideas identified through the public outreach process:

- Desired implementation of walking and biking trails throughout the City – specifically with connections to the waterfront. However, there were concerns about the safety of cyclists on the streets with the current level of traffic the City experiences.
- Traffic congestion should be addressed throughout the City and appropriate management techniques should be implemented.
- Parking availability should be addressed throughout the City but specifically in the downtown and immediately adjacent residential neighborhoods.
- Residents expressed specific concerns over lack of pedestrian traffic in the downtown.



The community wants to see uses that encourage pedestrian traffic along Broadway.

- Residents were in favor of encouraging solar power technologies for residences, businesses, and open space.
- The community would like to see additional parking and access points to the waterfront walkway.
- Residents would like to see additional parks and open space improvements such as fishing piers and interactive parks (e.g. splash park in the summertime).
- Encourage such tools as a Special Improvement District (SID) in the downtown core to promote individual business owners and a walkable downtown environment.
- Residents would like to see additional opportunities for artists within the area.
- Undersized and underutilized lots are an issue.
- The residents and City officials are interested in pursuing a historic commission to designate historic areas of the City.
- Community gardens are a desired use among residents, especially for the vacant lots that are scattered throughout the City.

Goals and Objectives

The goals and objectives within a Master Plan are intended to provide a framework for the proceeding Plan as well as guide activities within the City that have an influence on land development.

Planning Goals

- Provide a balance of land uses in appropriate locations to preserve the character of the community, encourage economic development, increase park and recreational facilities, accommodate community facilities, and facilitate local and regional circulation.
- Enhance a balanced development pattern, which will protect and enhance long-term economic and social interests of present and future residents in order to maintain and improve the City's overall quality of life.
- Preserve and protect the established residential character, encourage a broad range of housing choices for residents, and encourage the rehabilitation of substandard residential units.
- Maintain and encourage the desired level of development and population density.
- Promote and reinforce the City as a desirable residential location with an attractive downtown shopping corridor.
- Encourage development of a diversified



economic base that generates employment growth, provides increased tax ratables, and increases income levels.

- Enhance connections within the City between and among residential neighborhoods, community resources, the Broadway Street downtown corridor, the waterfront area, and the region through the use of pedestrian friendly routes and the public transit system.
- Expand improvements to enhance South Amboy as a waterfront destination.
- Continue to successfully utilize redevelopment as a tool for revitalization within the City.
- Pursue opportunities to increase the number of parks and recreation facilities.
- Promote the history of South Amboy as part of the City's redevelopment and revitalization efforts.
- Encourage historic preservation where necessary to protect the City's historic resources.
- Continue to promote the arts, especially through the support of the Arts District, and encourage artists to visit, work, and live in South Amboy.

Objectives

Land Use Objectives

- Support the upgrading of substandard properties in the City through code enforcement efforts, education, ordinance amendments, and other initiatives the City deems appropriate.
- Promote a desirable visual environment through creative and flexible development techniques.
- Provide for a variety of housing types designed to support and address the housing needs of a population representing a range of income groups.
- In established residential neighborhoods, encourage new residential development in locations and densities which are compatible with existing development patterns.
- Ensure the City's housing is well maintained and up to code through code enforcement strategies.
- Capture the City's role as a regional transportation center without impacting the quality of life for its residents.
- Encourage uses that are artist-friendly and support the Arts District.
- Review redevelopment plans to ensure consistency among them. Revise and update redevelopment plans as necessary.



- Continue to work with developers to implement redevelopment plans.
- Discourage the use of storefronts for inappropriate uses such as professional office spaces.
- Encourage neighborhood service-oriented retail only on corner lots in established residential neighborhoods.
- Encourage design concepts and regulations that foster uniformity and neighborhood cohesion, adding amenities that are appropriate to the neighborhood.
- Re-classify the zoning districts and revise the zoning ordinance to be consistent with the prevailing development patterns while allowing an appropriate mix of building types and uses.
- Coordinate the City's zoning districts to facilitate specific areas where its unique character can be enhanced or developed by creating additional design standards for streetscapes, historic areas, parks, and other characteristics of the community.
- Enact zoning ordinances that streamline the development process for grocery store uses within the City.
- Encourage the establishment of community gardens and farmer's markets within the City.
- Increase accessibility and usability of the

existing waterfront walkway as well as encourage appropriate access in future developments.

- Establish a parking management strategy for the City that encourages a series of parking management initiatives, including shared parking opportunities.
- Continue to reevaluate the methods for providing adequate parking to serve existing and proposed development.
- Incorporate strong parking design standards into new developments.
- Encourage historic preservation in order to maintain the City's character, project existing historic resources, and compliment economic development efforts.
- Acknowledge the importance of historic resources in providing a link to the past, preserving the City's unique character, enhancing the appearance of neighborhoods and the waterfront area, and promoting economic development and tourism.

Housing Objectives

- Protect and preserve established residential character through zoning enforcement, design guidelines, inspections of multi-family dwellings, and rehabilitation, where necessary.



- Balance housing options in the City, including affordable housing for low- and moderate-income households. Encourage continued development of a variety of housing ranging from affordable to moderate income and market rate units.
- Address substandard housing conditions and the need for housing rehabilitation.
- Encourage the development of transit-oriented higher density housing in close proximity to the train station and ferry terminal.
- Provide increased access to credit for current homeowners seeking to rehabilitate housing and first-time homebuyers seeking to purchase a home.

Circulation Objectives

- Enhance and improve street signs within the City for general wayfinding and for commercial and waterfront promotion.
- Minimize traffic impacts on residential streets.
- Implement traffic-calming strategies to reduce congestion on streets within the City.
- Ensure that any redevelopment efforts in the City, specifically along the waterfront, are inextricably linked to and consider pedestrian, bicycle and mass transit circulation access (i.e. “Complete Streets”).

- Anticipate and coordinate design and placement of directional and informational signs indicating parking areas, public facilities (City Hall, library, schools, etc.), the waterfront, and the Broadway downtown corridor.
- Increase bicycle/pedestrian safety and circulation by improving traffic signals at key intersections and utilizing traffic calming measures.

Parks, Recreation, and Open Space Objectives

- Preserve and enhance park and recreation facilities, where appropriate, within the City to meet the needs and demands of present and future residents.
- Complete the construction of the waterfront walkway the entire length of the City along the Raritan Bay.
- Identify and preserve environmentally sensitive areas.
- Continue to improve the provision of recreational facilities for residents of all ages within the City.
- Continue to explore additional opportunities to share City, County, and school parks and recreational activity space given the physical and environmental boundaries of the City.
- Expand coordination with the Board of Education to use school facilities where



appropriate as both schools and recreational resources.

Community Facilities Objectives

- Provide community services which address the changing demographic characteristics of the population (e.g. schools, day care facilities, recreational facilities, senior facilities).
- Provide an effective array of recreational and cultural programs and opportunities for all segments of the community.
- Ensure that community facilities are available when needed, through coordination with the City's capital Improvement Program.
- Support the expansion of arts and cultural offerings throughout the City.
- Provide a network of recreational areas, both public and private, and permanently preserved open space.

Utility Services and Recycling Objectives

- Encourage the efficient management and regulation of stormwater through the implementation of appropriate guidelines, which will prevent future drainage problems and provide for environmentally sound land use planning.
- Rehabilitate and upgrade the sewer system as necessary.
- Monitor the potable water supply and

encourage programs that provide an adequate supply of potable water for future needs in accordance with the principals of the Safe Drinking Water Act.

Sustainability

- Encourage sustainable land uses that are consciously developed with environmental sensitivity, economic opportunity, land use compatibility, ease of connectivity, and access to transportation in mind.
- Promote the development of environmentally friendly buildings by applying design standards from the U.S. Green Building Council and encouraging developers to pursue LEED certification.
- Increase use of renewable energy sources in all municipal facilities.
- Encourage energy conservation in public buildings, rights-of-way, residential dwellings, and commercial uses.
- Advocate for water conservation in public buildings, residential dwellings, and commercial uses.
- Advocate for the use of solar power for residences and businesses.

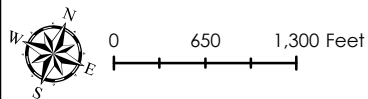
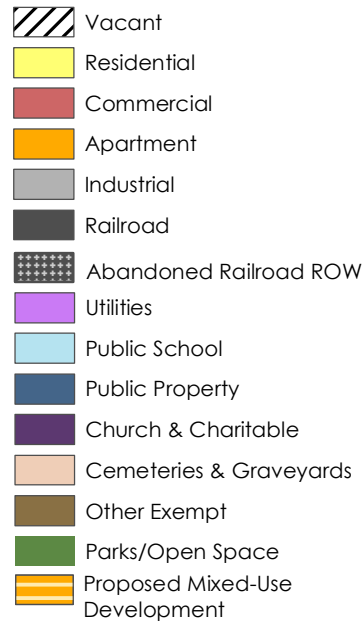


II. LAND USE ELEMENT



Existing Land Use

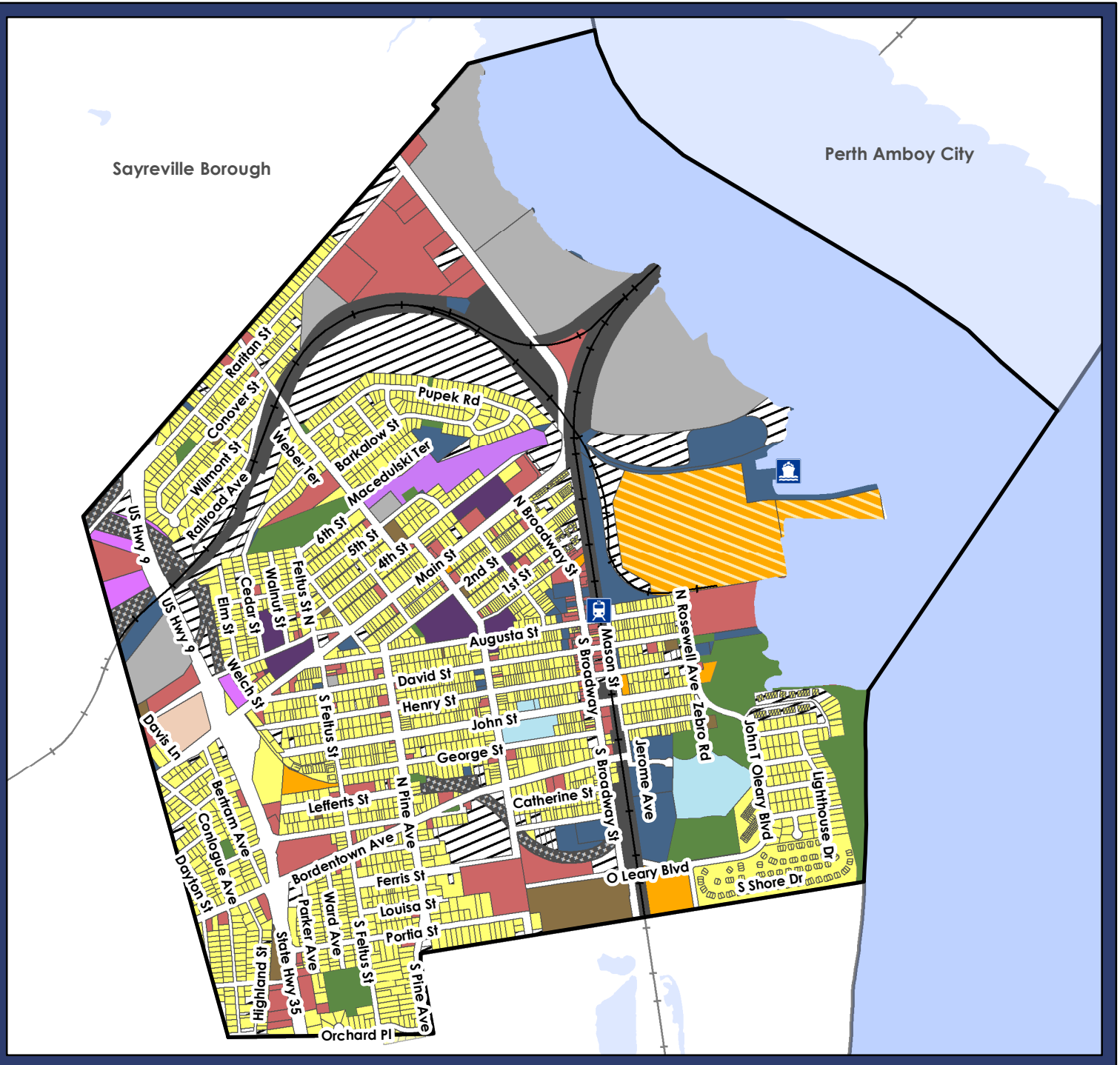
Existing Land Use (2016)



Source: NJGIS, NJGIN, NJDEP, NJDOT

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October 2017



INTRODUCTION

The purpose of the Land Use Element is to provide a long-range policy guide for development in the City of South Amboy. This Plan examines the current development trends of the City and establishes a vision for future growth. The Land Use Element takes into account the environmental characteristics, existing land use patterns and zoning densities, physical and visual form, as well as current and future land use demands within the City. This section of the Master Plan also considers South Amboy's ongoing redevelopment efforts that are underway throughout the City.

The Land Use Element is the cornerstone for supporting the City's zoning ordinance and sets a framework for the City's future development and redevelopment efforts.

EXISTING LAND USE

In order to provide the guiding framework that enhances the visual, physical, environmental, and economic health of the community, it is necessary to understand the City's existing land use patterns as well as local issues requiring specific attention. The Existing Land Use Map depicts the current land use patterns within the City. South Amboy has a land area of approximately 1.5 square miles (2.7 square miles including water). Through the redevelopment process, the City is in the midst of significant changes relating to its land use. The once

thriving industrial areas on the water are being converted to medium density residential uses. These changes are not fully represented on the Existing Land Use Map as many of the residential projects are still in their beginning phases, and as of this Plan, construction has yet to start.

The following table highlights the existing land uses for the City of South Amboy. It should be noted that mixed-use uses are not accounted for within this Land Use Classification. The Principal use of the parcel is what is shown.



Downtown commercial and mixed-use structures

Land Uses			
	# of Parcels	Total Acreage*	% of Total Land
Residential	2685	307.8	31.1%
Commercial	154	75.1	7.6%
Industrial	7	106.8	10.8%
Vacant Land	118	165.9	16.7%
Apartments	10	47.6	4.8%
Public Property	52	160.1	16.2%
Public School	4	12.2	1.2%
Churches & Charitable	8	12.1	1.2%
Cemeteries	1	3.9	0.4%
Other Tax Exempt	14	12.8	1.3%
Railroad	13	51	5.1%
Telephone/Utilities	1	9.6	1.0%
Rights-of-Way	-	25.8	2.6%
TOTAL	3,067	990.7	100%
*Land Acreage, excludes water			

Residential Land Use

Residential land use represents the largest land use category, covering roughly 31% of the City's land. The majority of the residential properties within South Amboy are single- and two-family homes that are located throughout the City in the RA Single-Family Residential Zone. There is also a significant amount of residential in the recently developed Southern Waterfront Redevelopment Area on the southeast coastline of the City. As can be seen on the Existing Land Use Map, there is very little land dedicated to apartments. Apartments and other multi-family residential properties represent only 4.8% of the total land area.

Commercial Land Use

Commercial land use occupies 7.6% of the City's land. The primary location of commercial uses is along North Broadway in the City's downtown core where local neighborhood businesses are established. Another commercial node exists along US Highway 9 and Route 35. As shown on the Existing Land Use Map, a larger commercial node is also situated on the northern end of South Amboy near the Waterfront. Additional commercial uses are located throughout the City, interspersed between residential uses and within established residential neighborhoods.

Industrial Land Use

While there are only 7 parcels classified as industrial use, this land use comprises approximately 64 acres or 6.4% of the City's total land area. This percentage is due in part to the large size of the parcels. Industrial land use once covered much of the waterfront but with the continuing redevelopment occurring there, industrial areas are diminishing. It is anticipated that the industrial land will continue to be redeveloped as commercial and residential uses. One large parcel along the waterfront continues to be classified as industrial.

Vacant Land Use

Vacant land accounts for roughly 166 acres within the South Amboy, representing approximately 16% of the City's total land area and the City's second largest land use classification. As the industrial and freight railroad uses have left South Amboy, much of the area they once comprised is now vacant. Of the 166 acres of vacant land, approximately 11% is abandoned railroad property. As shown in the Existing Land Use Map, the largest contiguous area of vacant land can be seen on the former rail yard located west of Main Street and north of an established residential neighborhood. This vacant property consists of the Mocco Redevelopment Area. Additional patches of vacant land can be seen throughout the City and the abandoned railroad properties can be seen weaving throughout several neighborhoods, harkening back to the transit roots of the City.

Other Land Uses

The remaining land uses within the City are a mix of publicly owned land and other tax-exempt such as school, churches, and charities. There is a significant amount of public property located throughout South Amboy, with the largest area encompassing the middle school/high school, and library in the eastern section of the City. Approximately 16% of the City's land is public property, and an additional 1.2% represents the public schools' property. A portion of the public land is directly on the waterfront, intended to be used for the future ferry terminal and associated uses. There is also a significant amount of land dedicated to railroad uses. While some of the land designated as railroad in the tax assessment data has been abandoned as rail use, much of it is still active, including the railroad that runs adjacent to the downtown.



South Amboy High School

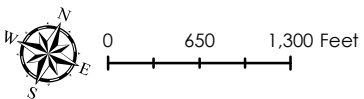
Existing Zoning

Zoning District

- RA Single Family Residential
- RM Medium Density Residential
- B-1 General Business
- B-2 Highway Commercial
- M-1 Light Industrial
- Riparian Zone Overlay

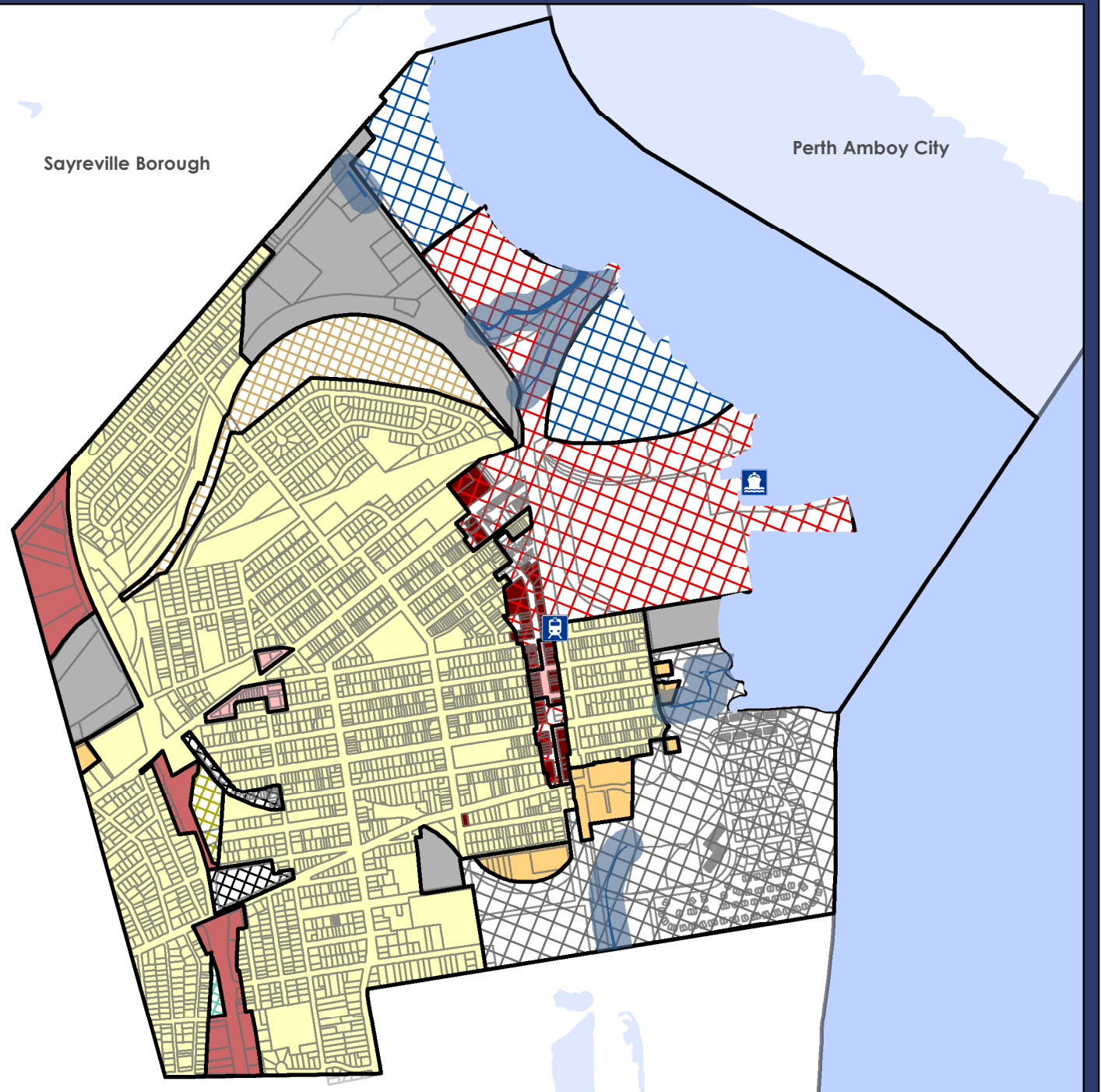
Redevelopment Area

- Broadway/Main Street
- Memorial Medical Center
- Mocco Redevelopment Area
- Northern Waterfront
- Route 35 NB
- Route 35 SB
- Southern Waterfront
- Special Design District**















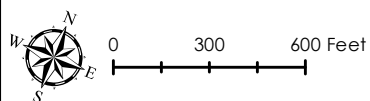
Source: NJOGIS, NJGIN, NJDEP, NJDOT

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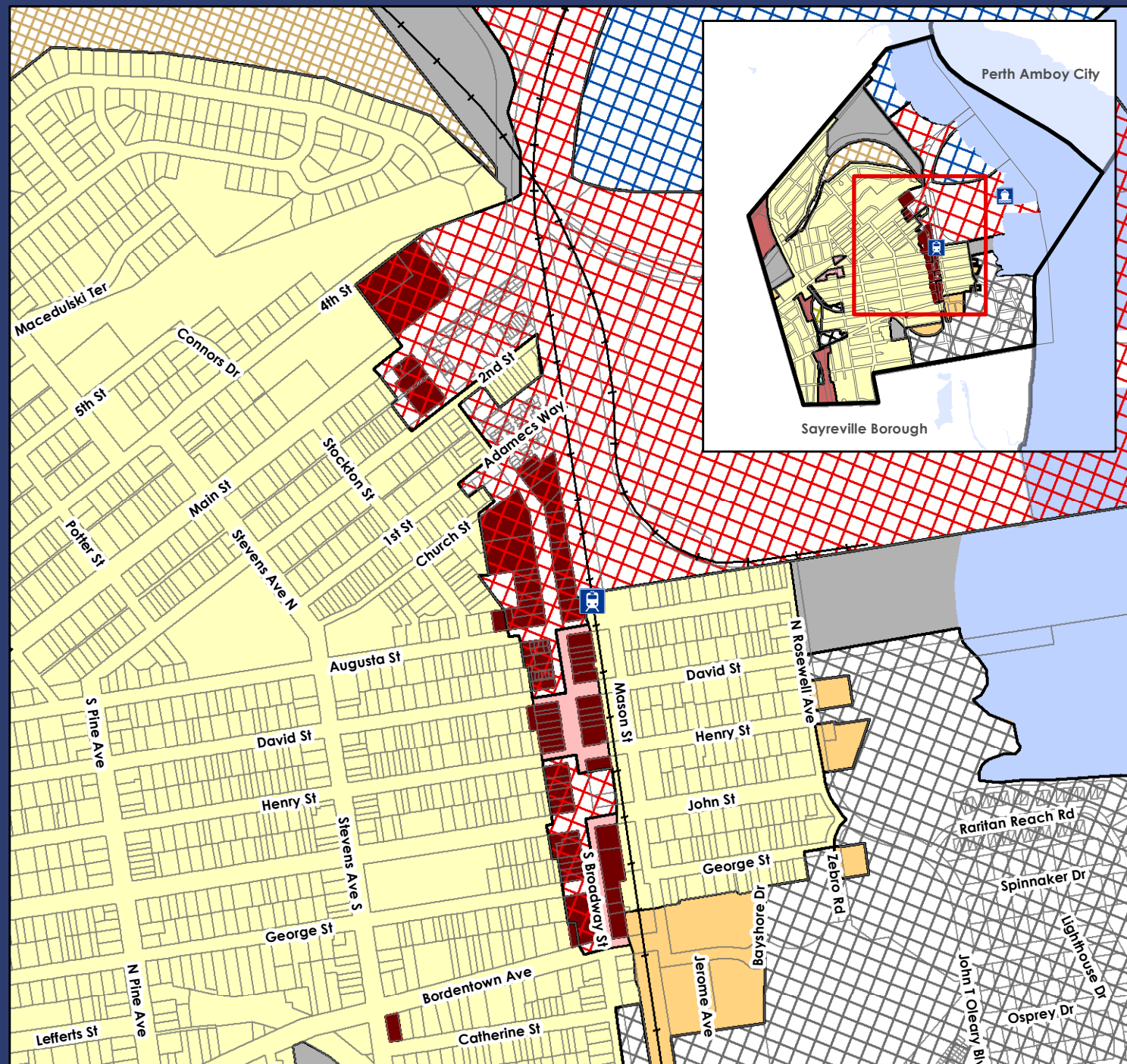
Special Design District

- Special Design District**
- Redevelopment Area**
-  Broadway/Main Street
 -  Memorial Medical Center
 -  Mocco Redevelopment Area
 -  Northern Waterfront
 -  Route 35 NB
 -  Route 35 SB
 -  Southern Waterfront
- Zoning District**
-  RA Single Family Residential
 -  RM Medium Density Residential
 -  B-1 General Business
 -  B-2 Highway Commercial
 -  M-1 Light Industrial



Source: NJGIS, NJGIN, NJDEP, NJDOT

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EXISTING ZONING

Zoning in South Amboy is broken down into five different zones, seven redevelopment areas, and a Special Design District. The five zones include two residential zones, two commercial oriented zones, and one industrial zone. While these zones provide the basis for development in South Amboy, the ongoing change from an industrial-driven economy to a sales and service economy has initiated major redevelopment efforts by the City to address these changing trends. The redevelopment plans prepared for the majority of the redevelopment areas supersede the underlying zoning. The redevelopment areas are primarily located along or near the waterfront as well as a node located adjacent to the Route 35 corridor. In addition to the traditional zones and redevelopment areas, the City has enacted regulating land use standards pertaining to development of environmentally sensitive areas including riparian zones, steep slope areas, and floodplains. These standards are discussed further in the Environmental Characteristics section of this Element.

Residential Zones

South Amboy has two residential zones: RA Single Family Residential, and RM Medium Density Residential.

RA Single Family Residential

The RA zone comprises the most land within the City, encompassing 500 acres of South Amboy, which is approximately 51% of the City’s total land area. The majority of the RA zone is located west of Broadway Avenue and includes most of the residential neighborhoods in the City. The zone permits single-family detached housing as well as churches and other places of worship.

Two-family housing, schools, libraries, public parks, utilities, and home office space are allowed as conditional uses. The RA zone also contains scattered commercial properties.

RM Medium Density Residential

The RM zone is significantly smaller than the RA zone, including only 14.4 acres, which represents 1.5% of the total land within the City. This zone permits garden apartments, townhomes, and multi-family dwellings.

	RA Single-Family	RA Two-Family Conditional Use	
	Single-Family	Detached	Attached
Minimum Lot Area	5,000 sf	10,000 sf	10,000 sf
Minimum Lot Width	50 feet	100 feet	100 feet
Minimum Lot Depth	100 feet	100 feet	100 feet
Minimum Front Yard	25 feet	25 feet	25 feet
Minimum One Side Yard	5 feet	15 feet	0 feet
Minimum Total Side Yards	10 feet	30 feet	15 feet
Minimum Rear yard	25 feet	25 feet	25 feet
Maximum Height	35 feet	35 feet	35 feet
Maximum Height (stories)	2.5 stories	2.5 stories	2.5 stories
Maximum Building Coverage	25%	25%	25%
Maximum Impervious Land Coverage	60%	60%	60%
Minimum off-street parking ratio	2/du	2/du	2/du
Maximum Dwelling Units per acre	8.71	3.5	3.5
Minimum Distance between Buildings	10 feet	30 feet	30 feet
Minimum Floor area/dwelling unit	1,000 sf	1,000 sf	1,000 sf

Commercial Zones

There are two commercial zones within South Amboy: B-1 General Business and the B-2 Highway Commercial. The two zones are centralized around the City's neighborhood downtown "spine" along South Broadway and the Route 35 commercial corridor, that traverses the City through its western half.

B-1 General Business

The B-1 zone is located along South Broadway and comprises parts of the City's central downtown "spine." The B-1 zone allows for the development of neighborhood commercial uses on lots 2,500 square feet and larger. The B-1 zone comprises 4.1 acres of South Amboy, about 0.4% of the City's total land area.

The zone permits a variety of retail sales and service uses, restaurants, and certain quasi-public and private uses, many of which cater toward a downtown shopping experience.

B-2 Highway Commercial

The B-2 zone is located at three separate nodes along the Route 35 corridor. The zone is designed to promote larger-scale commercial development alongside this heavily traveled State Highway. These commercial developments occupy significantly larger lots than that of the B-1 and typically comprise bigger parking facilities. The zone also attracts a wider range of patrons due to

its location on Route 35, which brings consumers from neighboring municipalities through South Amboy. The B-2 Zone comprises 30.9 acres of South Amboy, representing approximately 3.1% of the City's total land area.

The zone permits retail sales and services appropriate for highway commercial areas such as department stores and business offices.



Commercial downtown

	B-1 General Business	B-2 Highway Commercial
Minimum Lot Area	2,500 sf	1 acre
Minimum Lot Width	25 feet	200 feet
Minimum Lot Depth	100 feet	200 feet
Minimum Front Yard	-	50 feet
Minimum One Side Yard	-	25 feet
Minimum Total Side Yards	-	50 feet
Minimum Rear yard	25 feet	25 feet
Maximum Height	35 feet	35 feet
Maximum Height (stories)	2.5 stories	2 stories
Maximum Building Coverage	50%	25%
Maximum Impervious Land Coverage	-	-
Minimum off-street parking ratio	1/300 sf of floor area	1/200 sf of floor area
Maximum Dwelling Units per acre	-	-
Maximum Dwelling Units per Building	49% of total floor area	-
Minimum Distance between Buildings	-	25 feet
Minimum Floor area/dwelling unit	-	-
Minimum Site Landscaping	-	10 feet
Minimum Net Sales Floor Area	-	10,000 sf

Industrial Zones

South Amboy has one remaining industrial zone, M-1 Light Industrial. The City formerly had an M-2 Heavy Industrial Zone. However, all M-2 zoning has been superseded through the City's use of redevelopment. The purpose of the industrial zone is to provide sufficient and appropriate space for light industrial uses that do not create any hazards to the surrounding non-industrial zones.

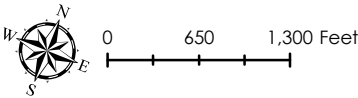
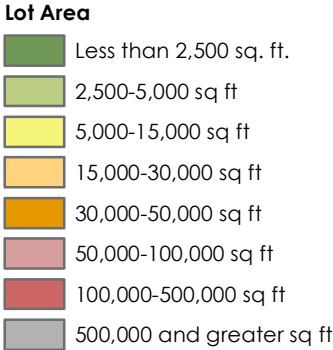
M-1 Light Industrial

The M-1 zone is located in four nodes throughout the City, comprising 77 acres and representing approximately 7.8% of the City's total land area. Historically, the majority of the City's waterfront was classified as an industrial zone. All but one of those areas has been rezoned under redevelopment plans. Areas zoned for M-1 includes locations on the City's western boundary, in the southern section adjacent to the Southern Waterfront Redevelopment Area, along the waterfront, and at the northern boundary of the City alongside Main Street.

The zone allows for construction of professional and government offices, research facilities, light industrial manufacturing, and warehousing.

	M-1 Light Industrial
Minimum Lot Area	40,000 sf
Minimum Lot Width	150 feet
Minimum Lot Depth	250 feet
Minimum Front Yard	50 feet
Minimum One Side Yard	25 feet
Minimum Total Side Yards	50 feet
Minimum Rear yard	25 feet
Maximum Height	50 feet
Maximum Height (stories)	3 stories
Maximum Building Coverage	30%
Maximum Impervious Land Coverage	-
Minimum off-street parking ratio	3/1,000 sf of floor area
Maximum Dwelling Units per acre	-
Maximum Dwelling Units per Building	-
Minimum Distance between Buildings	50 feet
Minimum Floor area/dwelling unit	-
Minimum Site Landscaping	10%
Minimum Net Sales Floor Area	-

Lot Area



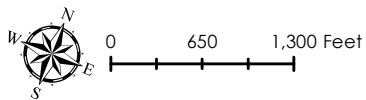
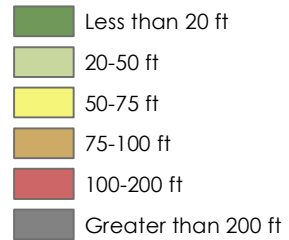
Source: NJGIS, NJGIN, NJDEP, NJDOT, 2016 Tax Records

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Lot Width

Lot Width



Source: NJOGIS, NJGIN, NJDEP, NJDOT,
2016 Tax Records

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Redevelopment Areas

South Amboy has seven redevelopment areas that supersede the underlying zoning. The majority of land within redevelopment areas is located on or adjacent to the waterfront. There are two redevelopment areas located along Route 35 in the southwestern section of the City. Because of the urban context of South Amboy, opportunities for large development are scarce. Redevelopment is an important tool for South Amboy because it offers a method for acquiring and combining underutilized properties, thereby encouraging development that meets the needs of the evolving and changing City. As there are several redevelopment areas located within close proximity to one another, it is important to evaluate and analyze how each interact with each other

as well as the surrounding neighborhoods. The following are descriptions of each redevelopment area.

Southern Waterfront Redevelopment Area

The Southern Waterfront Redevelopment Area was designated by the City as an area in need of redevelopment on August 23, 1989, and a redevelopment plan was adopted on February 14, 1995. In a resolution dated April 5, 2000, it was determined additional properties were to be added to the area and an amended redevelopment plan was prepared on June 28, 2000 (most recently revised May 14, 2004). The redevelopment area consists of 123 acres along the City's southern waterfront.

The area is also a prime example of how the

City of South Amboy has continued to grow, in this case quite literally. The majority of the Southern Waterfront Area was filled in the 1950's by the United States Army Corps of Engineers with dredged material from the Raritan Bay. Additionally fill was placed on top of the 1950's dredging in the 1980's. Prior to the dredging and fill activities, the original shoreline was at George Street and Rosewell Street (see historic aerials below).

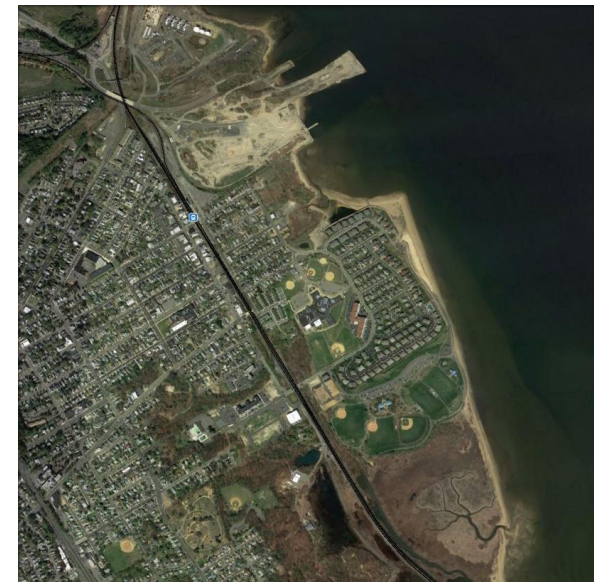
The goal of the Southern Waterfront Area is to "construct a mixed-use development that will complement the existing South Amboy community." The area is located in the southeastern corner of the City, with Raritan Bay comprising its eastern boundary, the Borough of Sayreville to the south, and residential neighborhoods to



1947 - Prior to dredging



1953 - During dredging process



2015 - Current Conditions

the west and north. The last remaining industrial zone of the waterfront comprises the Southern Waterfront Area's northern most boundary.

The Redevelopment Plan facilitated the construction of a mixed-use development that includes residential uses, parkland, and community facilities. At the time of this Master Plan, the Southern Waterfront Redevelopment Plan has been implemented through the development of waterfront parkland, a community middle/high school, a library, ball fields, a YMCA, age-restricted housing, as well as single-family and townhome units. The YMCA, located on John T. O'Leary Boulevard, is the most recent realization of the redevelopment plan and has been a successful and well received community facility that incorporates the needs of the South Amboy community.

Northern Waterfront Redevelopment Area

The Northern Waterfront Redevelopment Areas was designated by the City as an area in need of redevelopment on April 4, 1995, and a redevelopment plan was prepared on June 7, 1996 (amended June 20, 1996). The goal of the redevelopment plan was to "construct a development to complement the existing southern waterfront redevelopment mixed-use plan." The Northern Area consists of two noncontiguous tracts of land along the Raritan Bay in the northern section of the City comprising roughly 31.3 acres. The permitted use within the Plan is an

industrial recycling facility.

The intention of the Northern Waterfront Redevelopment Area and the Southern Waterfront Redevelopment Area was to achieve an appropriate balance of industrial, residential, commercial, and public uses as contemplated by the City since the review of the waterfront began in 1988.

The boundaries of the Northern Waterfront Redevelopment Area have shifted somewhat since its original designation.

Broadway/Main Street Redevelopment Area

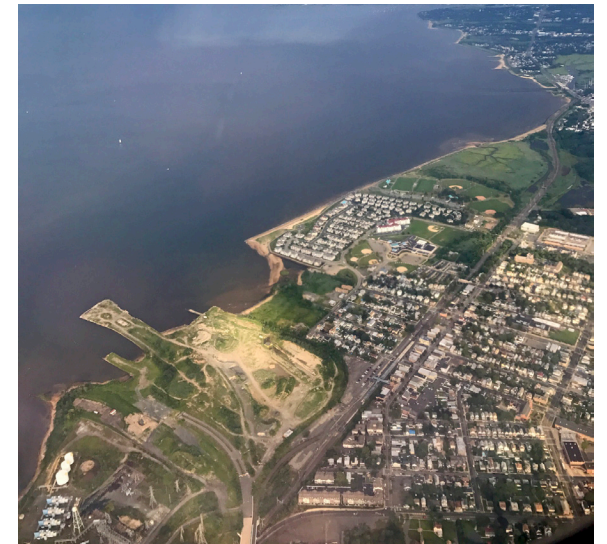
The Broadway/Main Street Redevelopment Area was designated by the City as an area in need of redevelopment on August 2, 2001, and a redevelopment plan was prepared on February 8, 2002. The boundaries of the Area changed over the next decade as parcels from the Central Waterfront Redevelopment Area were absorbed into the Broadway/Main Street Redevelopment Area.¹ Today, the Area encompasses 236.6 acres along Broadway and Main Street and extends to the waterfront.

The goal of the redevelopment plan is to "continue to enhance the downtown Broadway area that was begun by the City through major infrastructure improvements...off-street parking

1. The Central Waterfront Redevelopment Area was designated as an area in need of redevelopment in 1995, and no longer exists as an independent redevelopment area.



Residences in the Southern Waterfront Redevelopment Area



South Amboy's waterfront, including the Northern and Southern Waterfront Redevelopment Areas, as well as the Broadway/Main Street Redevelopment Area

improvements...and enactment of the Broadway Façade and Sign Ordinance.” The portion of the Area located along Broadway is primarily a special design district, created to fund and manage façade improvements to revitalize the traditional retail core of South Amboy. This central downtown “spine” has been the subject of significant streetscape improvements including new curbs, sidewalks, utility upgrades, and new street lighting.

The purpose of the redevelopment plan written for the Central Waterfront Redevelopment Area in 1995 and amended in 1998 was to create the opportunity for an intermodal transportation center with a marina and ferry terminal. These land use objectives have been merged into those of the Broadway/Main Street Redevelopment Area for the land that extends east from Broadway to the waterfront. This waterfront portion of the Area will be the location of the much anticipated Intermodal Transportation Center that will house a ferry terminal, a project that is currently underway as of the writing of this Master Plan. As South Amboy moves forward with plans for the waterfront and ferry terminal, the City continues to strengthen its place as a central transportation hub within New Jersey.

Memorial Medical Center Redevelopment Area

The Memorial Medical Center was designated by the City as an area in need of redevelopment on

May 2, 2001. A redevelopment plan was adopted in 2002. The Area consists of two noncontiguous parcels located in the southwest of the City. The two lots represent approximately 7.8 acres and encompass the former hospital and surrounding residential areas. The Area also includes a portion of the former railroad right-of-way. The goal of the redevelopment plan is to “construct a development to provide a multitude of essential medical services for the citizens of South Amboy and the surrounding area that were eliminated by the closing of the Memorial Hospital.” The South Amboy Memorial Hospital closed its doors in 1999. With the realization of the Plan the Metropolitan Surgical Institute now operates in the former hospital building, specializing in same-day surgical services. Additionally, residences have also been constructed on the formerly vacant railroad right-of-way.

Route 35 Northbound Redevelopment Area

The Route 35 Northbound Redevelopment Area was designated by the City as an area in need of redevelopment on March 19, 2003, and a redevelopment plan was prepared on September 23, 2003. The Area consists of three lots fronting on Route 35, located between the tracts that compose the Memorial Medical Center Redevelopment Area. The Area comprises 3 acres. The goal of the Route 35 Northbound Redevelopment Area is to “construct a development to provide commercial, retail, and personal service uses...” and to do so in a manner that complements the surrounding



Memorial Medical Center Redevelopment Area



Route 35 Northbound Redevelopment Area

area. The redevelopment plan was amended in 2015 to include multi-family residential as part of its permitted uses. As of this Master Plan, this Area has not yet been redeveloped, and contains surface parking as well as vacant and active commercial uses.

Route 35 Southbound Redevelopment Area

The Route 35 Southbound Redevelopment area was designated by the City as an area in need of redevelopment on September 16, 1998 and a redevelopment plan was prepared and adopted in 1999. The Area consists of one parcel along the southbound side of Route 35 in the southwestern corner of the City. The lot is approximately 1 acre in size and is surrounded by residential as well as highway commercial uses. The goal of the redevelopment plan is to “construct a development to help meet the increasing demand for senior citizen housing...” The goal of the redevelopment plan was realized when Hillcrest Manor Senior Apartments was constructed with 62 age-restricted affordable rental units.

Mocco Redevelopment Area

The Mocco Redevelopment Area was designated by the City as an area in need of redevelopment on May 20, 2002. However, no redevelopment plan has been prepared. The 32-acre Area includes the former rail yards located in the northern section of the City.

Special Design District and Broadway Façade and Sign Program

In 1993, the City established through ordinance a Special Design District and a Broadway Façade and Sign Program. The district, located along Broadway south of the train station, was amended in 1995 to revise the block and lot numbers of the designated properties. The primary focus of the district is to complement the architectural periods spanning between 1880 and 1930. Stylistic features and examples of skilled craftsmanship are encouraged to be treated with sensitivity during renovations, additions, and new construction. The City additionally created a Broadway Façade Minimum Grant Program, which utilizes Community Development Grant money in order to assist property owners in the Special Design District to correct code violations and generally rehabilitate their property. A property owner must apply to the City for inclusion in this program, which is administered through the City’s Redevelopment Agency.

Arts District

Arts districts have become a popular tool in urban areas for revitalization and economic development. These districts have been recognized by municipal officials across the country as valid strategies for promoting the assets of a city and encouraging community development through artistic and creative policies. In 2016 South Amboy passed a resolution creating the South Amboy Arts District (known as “South Amboy

ARTS”) comprising the central portion of the City. Spanning across the east and west side of the train tracks, the Arts District is intended to spur economic and tourism development and aid in the revitalization efforts within the City. The District is managed by the Media and Performance Collective, a nonprofit organization whose funding for programing comes from donations, grants, and sponsorships. The District not only covers the City’s downtown “spine,” but also goes as far west as North Pine Avenue, encompassing the Senior Resource Center and the elementary school. The middle/high school and public library are within the Districts eastern boundaries.

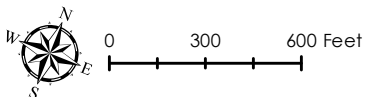


South Amboy Arts District

Arts District

 South Amboy Arts District

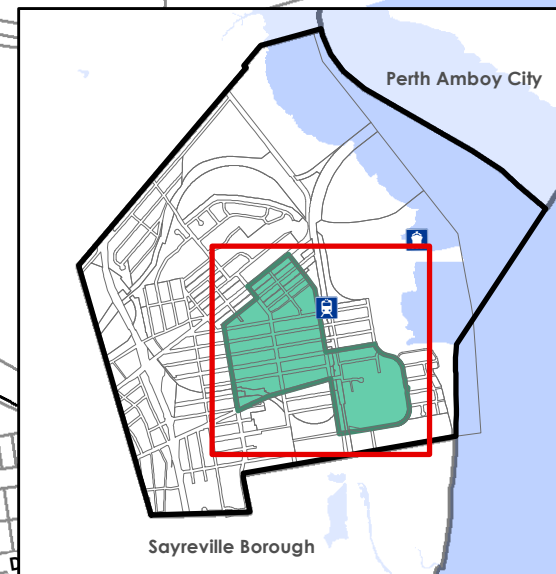
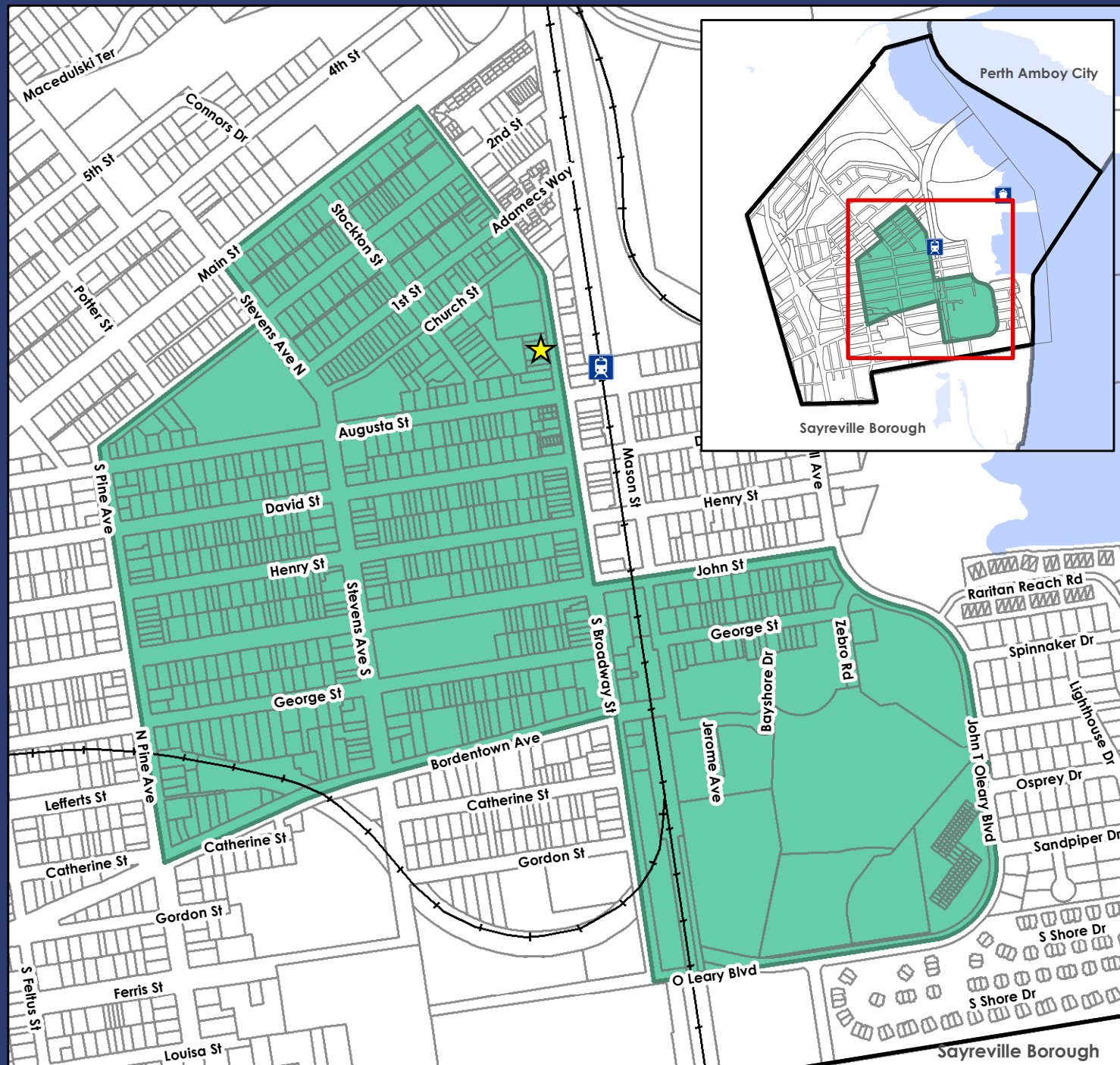
 South Amboy Arts Program Home



Source: NJGIS, NJGIN, NJDEP, NJDOT

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ENVIRONMENTAL CHARACTERISTICS

The presence of environmental constraints is a critical consideration when developing a land use plan for a community. The location and types of environmental constraints help guide the type, intensity, and location of development due to local, county, and state requirements. Due to its location along the Raritan Bay, South Amboy contains a number of environmental characteristics that have an influence on land use and development.

Floodplains

Floodplains are a vital part of any estuary ecosystem, acting as water filters and wildlife nurseries. They are important for the maintenance of water quality as well as providing freshwater to wetlands and backwaters while diluting salts and nutrients. A floodplain is the area of land adjacent to a waterbody that extends outward from the banks and has a tendency to flood during periods of storm events. The Federal Emergency Management Administration (FEMA) establishes the 100- and 500-year floodplains to help municipalities and homeowners plan for future storm events. FEMA's designated floodplain areas include land area susceptible to being inundated by floodwaters from any source.

The 100-year floodplain boundary is determined by the 2017 Preliminary FEMA Flood Insurance Rate Maps (FIRM). The floodplain identified as a

Special Hazard Flood Area (SFHA) by the FIRM and is subject to the 1-percent-annual-chance flood. South Amboy has two Special Hazard Flood Areas: Zone AE and Zone VE. Properties within a SHFA are considered at high risk under the National Flood Insurance Program (NFIP). As seen in the FEMA Floodplain Map, South Amboy has several properties along its coastline and southern boundary located within the 100-year floodplain. Both zones seen in South Amboy are in the 100-year floodplain. Zone VE, however, is located where wave action is likely to occur, during which time that land is within the 100-year floodplain. This means that these areas are primarily associated with storm surges. South Amboy also contains areas designated as within the 500-year floodplain. These areas are subject to a 0.2-percent-annual-chance flood. The City experienced significant flooding during Superstorm Sandy in October 2012. Due to its bay-front location, South Amboy remains vulnerable to future flooding events.

South Amboy has enacted a Flood Damage Prevention ordinance, which establishes a permit review process for any proposed development in the Special Flood Hazard Area (based on 2010 FEMA data), as well as placement, design, and construction standards covering, among other topics, anchoring, construction materials and methods, utilities, and base flood elevation



Floodplain in South Amboy

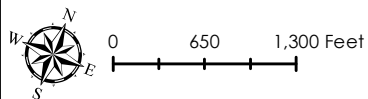


Floodwall constructed along Waterfront Walkway

FEMA Floodplains

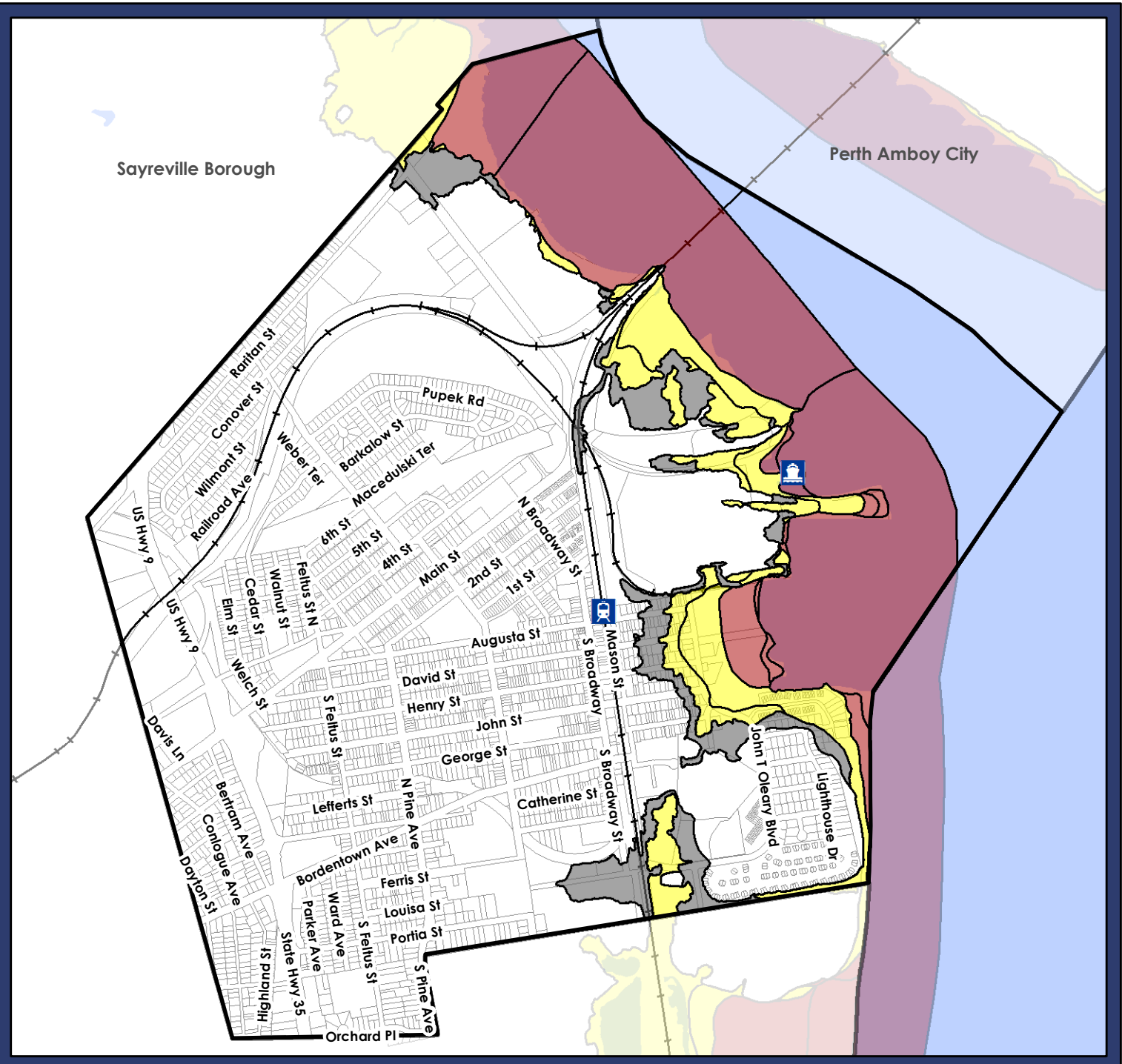
FEMA Floodplains

- AE Zone:** 100 year floodplain; base flood elevations determined
- VE Zone:** 100 year floodplain where wave action is likely to occur; base flood elevations determined
- 500-year floodplain:** no base flood elevations determined

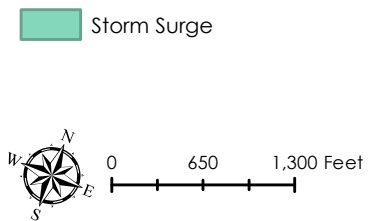


Source: NJGIS, NJGIN, NJDEP, NJDOT, 2017 FEMA Floodplains

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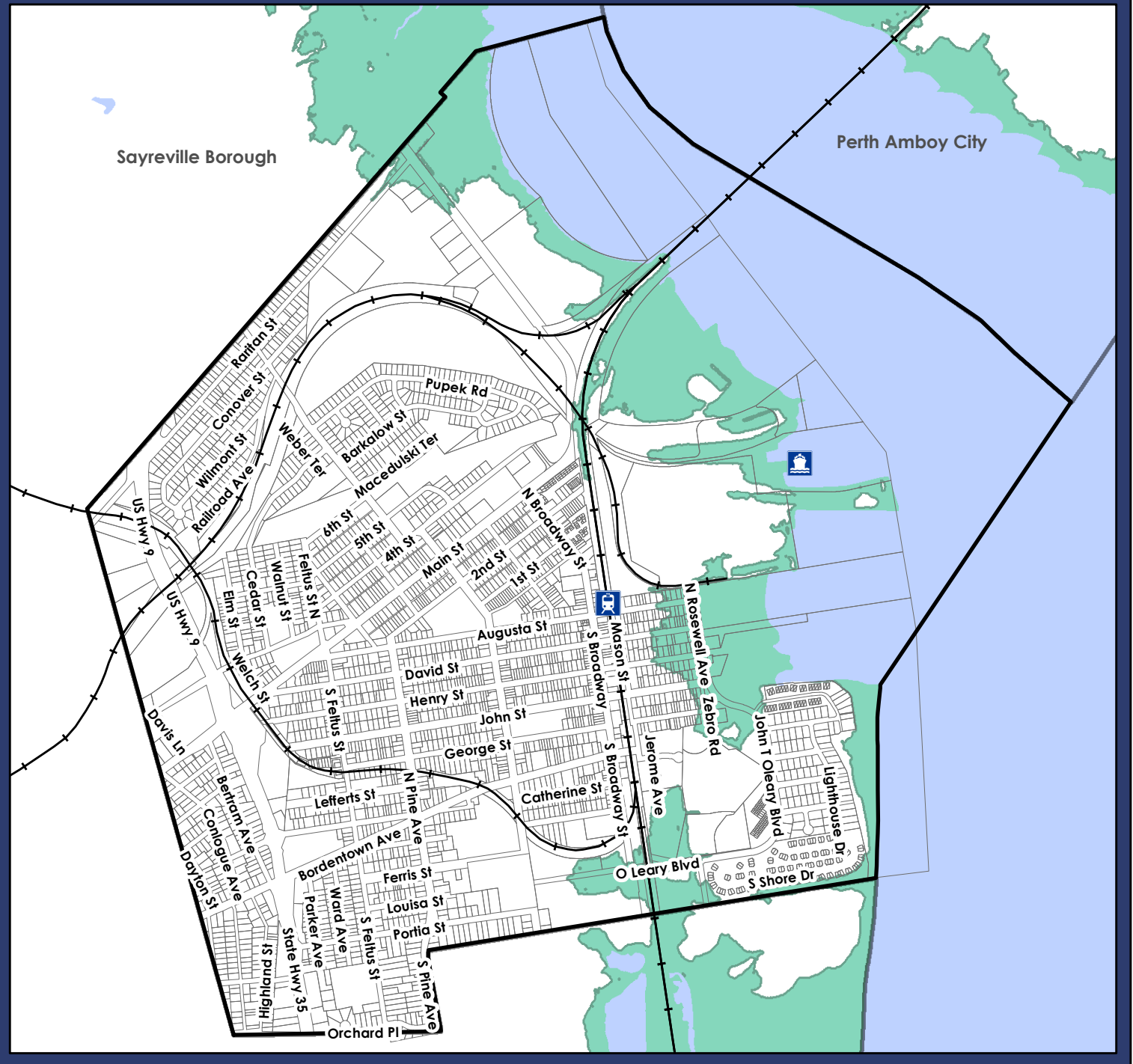


Superstorm Sandy Storm Surge



Source: NJOGIS, NJGIN, NJDEP, NJDOT,
2016 Tax Records

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Wetlands

Wetlands are land areas that are either submerged or retain water at ground level for a portion of the year, including marshes, swamps, and bogs. Wetland areas provide a number of benefits that help to protect both natural and man-made environments. They serve as filtration systems, removing pollutants, chemicals, and sediments from the water table and store them in biomass. Wetlands act as groundwater recharge areas, releasing stored waters to streams during droughts. They are critical habitats for many of New Jersey's threatened and endangered species. Perhaps the most salient function of wetlands for many of New Jersey's shore and riverine communities is the natural flood control they provide by storing excess water and releasing it to surface waters over a period of time. In situations where the total area of wetlands shrinks and their natural functions decrease, the overall quality and quantity of the surface water flow within the watershed is altered. Expensive man-made infrastructure is often required to make up for the loss of wetlands.

South Amboy contains 31 acres of wetlands, which are shown on the Environmental Constraints Map. The majority of the City's wetlands are located near the coast and within the Mocco Redevelopment Area.

Riparian Zones

A riparian zone refers to the areas along both sides of a regulated waterway. These buffer areas are either 50 feet, 150 feet, or 300 feet wide, depending on the classification of the waterway. Riparian zones do not apply to the Atlantic Ocean, man-made lagoons, stormwater basins, or oceanfront barrier islands. Maintaining the integrity of the riparian zone is critical to protecting life and property. Disturbance of the vegetation in the zone can cause the banks of the waterways to weaken, leading to higher levels of erosion and an increased frequency of flooding.

In 2009 the City amended its zoning regulations acknowledging the presence of riparian zones within City limits and establishing a riparian zone overlay district. The City acknowledges the importance of protecting and managing the riparian lands that lie adjacent to streams and other surface water bodies. The implementing ordinance established the riparian zone as an overlay to the existing zoning districts where the riparian areas are located. The more restrictive provision applies to land disturbances resulting from or related to any activity or use requiring application for any of the following permits or approvals within the Riparian Zone Overlay:

- Building Permit
- Zoning Variance
- Land Subdivision or Site Plan



South Amboy's Wetlands and Riparian Zone

- Any land development matter that requires Planning Board approval

The standards presented within the Overlay are in conformance with New Jersey Department of Environmental Protection regulations and permitting requirements. The riparian zones can be seen in the Existing Zoning Map.

Steep Slopes

In addition to traditional zones that regulate development, South Amboy adopted a steep slope ordinance in 2011 to regulate the intensity of uses in areas of the City that are steeply sloped. A “steep slope” is defined by the ordinance to mean any slope equal to or greater than 20% as measured over any minimum run of 10 feet, and are determined based on contour intervals of two or less feet. The steep slopes are shown on the Environmental Constraints map. The purpose of the ordinance is to limit soil loss, erosion, excessive stormwater runoff, the degradation of surface water, and to maintain the natural topography and drainage patterns of the land. Additionally, steep slope ordinances can help prevent damage to life and property and infrastructure.

Known contaminated sites

The City of South Amboy has 15 Known Contaminated Sites. The New Jersey Department of Environmental Protection maintains a list of Known Contaminated Sites in New Jersey. These sites are under the oversight of the NJDEP



Site Remediation Program and have or had contamination present at levels greater than the applicable cleanup criteria for soil, ground water standards, and/or maximum contaminated levels (MCL's) of Safe Drinking Water Standards. Ten of the contaminated sites have a Licensed Site Remediation Professional (LSRP) overseeing the remediation and reuse of the site. The remaining five contaminated sites have completed remediation and have been issued a No Further Action Letter/Response Action Outcome (NFA/RAO). This final remediation document confirms that a contaminated site was remediated in accordance with all statutes, rules, and guidelines. The NFA/RAO is filed with the NJDEP and the site is permitted to move forward with development.

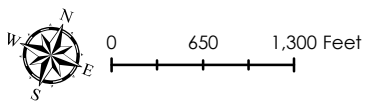
The City's 15 Known Contaminated Sites are shown on the Environmental Constraints Map. The majority of these sites are located along current or former railroad rights-of-way.

Environmental Constraints

-  Wetlands
-  Slopes 20% and greater

Known Contaminated Sites

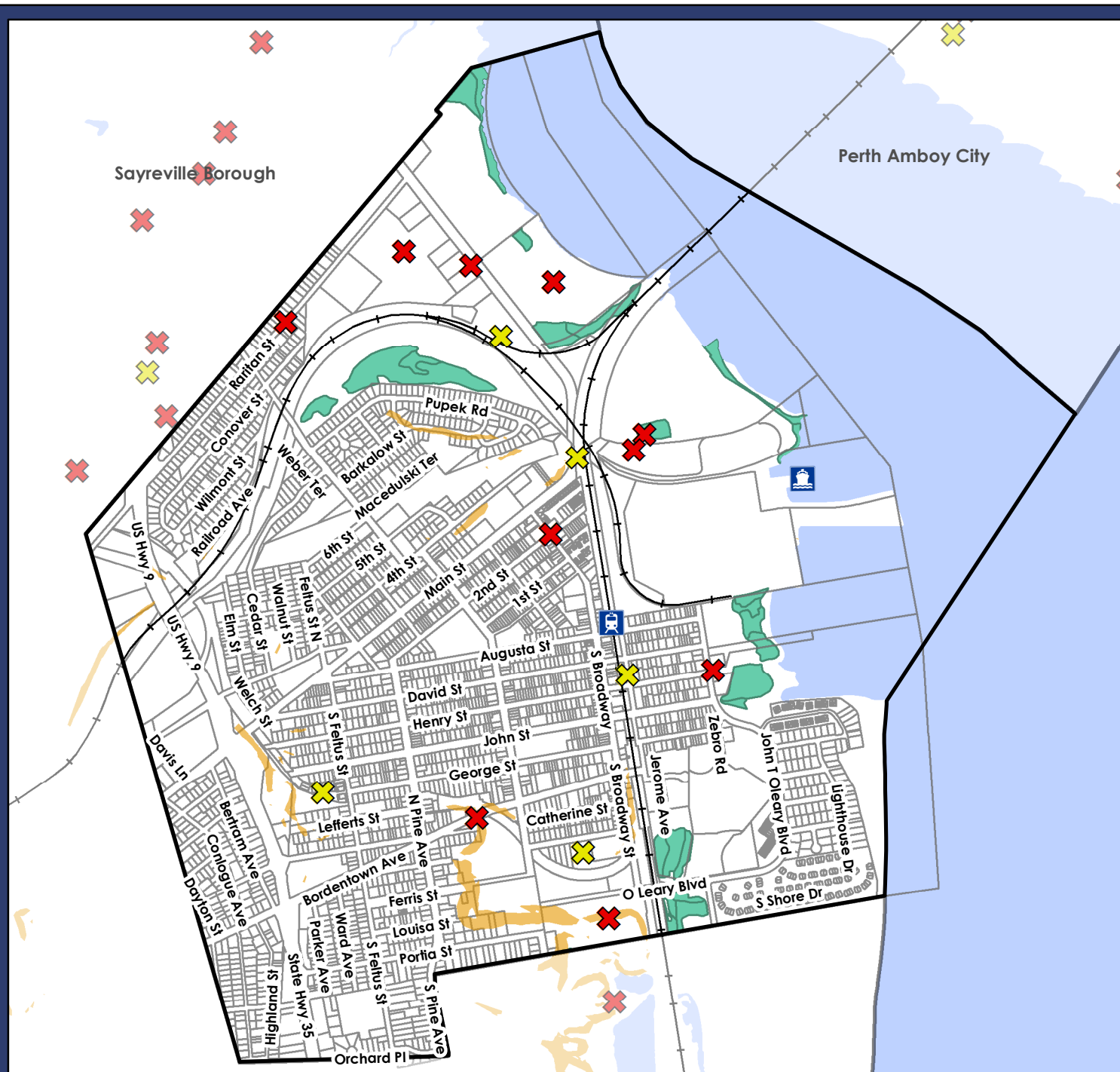
-  Sites in the Licensed Site Remediation Professional Program
-  Post-Remediation Sites with an issued NFA or RAO with use restrictions



Source: NJGIS, NJGIN, NJDEP, NJDOT

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CITY-WIDE LAND USE ISSUES AND RECOMMENDATIONS

This Plan recommends the following policy considerations, land use recommendations, and zoning changes:

Land Development Ordinance

Issues

The changing nature of development in the City has resulted in out-of-date zoning regulations within the City’s ordinance. A comprehensive review of the ordinances that provide the City with a set of modern standards is vital to protecting the residents of South Amboy from development that may be contrary to the Master Plan and prevailing law. Furthermore, other recommendations in this plan will need to be codified into the City’s Land Development Ordinance once enacted.

When considering amendments and updates to the South Amboy’s Land Development Ordinance, the City should take into account the existing lot size patterns existing within the different zoning districts. The relationship between lot size and development plays an important role in creating and maintaining the desired character of a neighborhood.

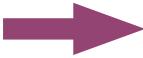


Upon a detailed review of the City’s parcel base, existing zoning standards are out of sync with many existing lot sizes. The RA zone permits a minimum lot size of 5,000 square feet for single-

family detached units and 10,000 square feet for two-family structures. Within the R-A zone, 33% of properties have lot areas less than 5,000 square feet. Of these 33%, approximately 9% are less than 2,500 square feet. The majority of these smaller properties are located west of South Broadway Avenue, the City’s downtown “spine”. Due to this area’s location adjacent to the City’s commercial downtown core, the existing density pattern is advantageous to the City’s long-standing goal of increasing local businesses and supporting a pedestrian-friendly downtown atmosphere.

In addition to undersized lots within residential areas, the B-2 commercial zones of the City

also experience undersized lots. Undersized parcels within commercial zones can lead to underutilization and can hinder development. Within the B-2 zone, the minimum permitted lot area is 1 acre (43,560 square feet). However, 73% of parcels within this zone are less than 1 acre in size. The majority of the parcels within the B-2 are less than 10,000 square feet in size, with 26% measuring less than 5,000 square feet.

The following recommendations propose amended standards for several zoning districts as well as the creation of a new zone in order to reduce the number of unnecessary non-conformities and encourage appropriate development for each zone.

RECOMMENDED ZONING CHANGES		
Existing Zoning Districts		Proposed Zoning Districts
RA Single-Family and Two-Family Conditional		R-1 Single-Family
RM Medium Density		R-2 One- and Two-Family
RM-G (Not on current Zoning Map)		<i>Eliminate</i>
RM-T (Not on current Zoning Map)		<i>Eliminate</i>
RM-H (Not on current Zoning Map)		<i>Eliminate</i>
RC Residential Zone (Not on current Zoning Map)		R-3 Medium Density
B-1 General Business		<i>Eliminate</i>
B-2 Highway Commercial		B-1 General Business
M-1 Light Industrial		B-2 Highway Commercial
M-2 Heavy Industrial (Not on current Zoning Map)		M-1 Light Industrial
		<i>Eliminate</i>

*Recommendations***Prepare and adopt a comprehensive revision of the City's Land Development Ordinance.**

This Land Use Plan Element recommends the City complete an overhaul of the City's land development ordinance, including evaluations of ordinance definitions, parking requirements, permitted uses, updated bulk schedule, and the addition of adopted amendments. Please see the Zoning Changes Map for an illustrative depiction of the proposed zoning changes. The following are specific key recommended revisions to the City's zoning districts.

RA Single Family Residential Zone

It is recommended the RA zone be reduced in size and allow other residential zoning districts to govern certain areas of the City.

- o Rename zone to R-1 Single Family Residential Zone.
- o Allow the following principal permitted uses: single-family detached dwelling units, public parks and open space, and places of worship.
- o Allow the following accessory uses: private garages, parking, other uses customarily incidental and accessory to the principal use, home occupations, generators, and solar systems (see Sustainability Element for more detail).
- o Any uses existing as of the adoption of this Plan shall be grandfathered in as permitted principal uses.
- o Eliminate the density requirement; minimum lot size is an appropriate standard for establishing density.
- o Eliminate the minimum floor area/dwelling unit standards.
- o Eliminate the minimum distance between buildings requirement. The setback requirements adequately address this.
- o Parking requirements should conform with the Residential Site Improvement Standards (RSIS).
- o Recommended R-1 Bulk Standards are listed below.

Recommended Bulk Standards for R-1 Single-Family	
Minimum Lot Area	5,000 sf
Minimum Lot Width	50 feet
Minimum Lot Depth	100 feet
Minimum Front Yard	25 feet
Minimum One Side Yard	5 feet
Minimum Total Side Yards	10 feet
Minimum Rear yard	25 feet
Maximum Height	35 feet
Maximum Height (stories)	2.5 stories
Maximum Building Coverage	25%
Maximum Impervious Land Coverage	60%
Minimum off-street parking	RSIS Standards
Recommended Bulk Standards for Accessory Uses	
Minimum Side Yard	3 feet
Minimum Rear Yard	3 feet
Maximum Height	15 feet

RB Residential Zone

This zone is listed in the zoning ordinance but does not appear on the City's zoning map. It is recommended this zone be re-established with the following amended standards.

- o Rename zone to R-2 One and Two Family Residential Zone.
- o Allow the following principal permitted uses: single family detached dwelling units, two-family dwelling units, public parks and playgrounds/recreational areas, child care/daycare centers, and public and private school facilities.
- o Allow the following accessory uses: private garages, parking, other uses customarily incidental and accessory to the principal use, home occupations, generators, and solar systems (see Sustainability Element for more detail).
- o Allow neighborhood sales and services as a conditional use for corner lots only. These conditional retail uses should be on a minimum lot size of 2,500 square feet.
- o Allow religious institutions, philanthropic institutions, and utilities, as conditionally permitted uses.
- o Any uses existing as of the adoption of this Plan shall be grandfathered in as permitted principal uses.
- o Re-zone the B-1 parcels on the west side of the City to the R-2 zone.

- o Parking requirements should conform with the Residential Site Improvement Standards (RSIS).
- o The following chart represents the recommended R-2 Bulk Standards.

RC Residential Zone

Eliminate this zone as it does not appear on the City's Zoning Map and no longer governs the standards of any parcels within the City.



Residences in the RA Single-Family Zone

Recommended Bulk Standards for R-2 One and Two Family Residential	
Minimum Lot Area Per Unit	5,000 sf
Minimum Lot Width Per Unit	50 feet
Minimum Lot Depth	100 feet
Minimum Front Yard	10 feet
Minimum One Side Yard	5 feet*
Minimum Total Side Yards	10 feet*
Minimum Rear yard	25 feet
Maximum Height	35 feet
Maximum Height (stories)	2.5 stories
Maximum Building Coverage	25%
Maximum Impervious Land Coverage	60%
Minimum off-street parking	RSIS standards
Recommended Bulk Standards for Accessory Uses	
Minimum Side Yard	3 feet
Minimum Rear Yard	3 feet
Minimum Height	15 feet
*For Duplex: Minimum one side yard shall be 0 feet; Minimum total side yards shall be 10 feet.	

RM Medium Density Residential Zone

The Bulk Standards Chart within the City's Zoning Ordinance lists three separate RM Zones: RM-G, RM-T, RM-H. It is recommended all three zones be consolidated and amended standards be adopted.

- o Consolidate the three zones and rename the new zone as R-3 Medium Density Residential.
- o Allow the following principal permitted uses: multi-family dwellings, townhomes, permitted principal uses in the R-2 zone.
- o Allow parking, other uses customarily incidental and accessory to the principal use, generators, and solar systems to be an accessory use (see Sustainability Element for more information).
- o Block 84 Lot 8 should be rezoned to R-3 as it is already developed with townhomes.
- o Parking requirements should conform with the Residential Site Improvement Standards (RSIS).
- o The following chart represents the recommended R-3 Bulk Standards.

M-1 Light Industrial Zone

- o Maintain the existing bulk standards.
- o Rezone Block 161.02 Lot 24, located on the waterfront, from the M-1 to the R-3 zone.
- o Rezone Block 104 Lot 1 to the B-2 Highway Commercial zone as this area is no longer being used for industrial purposes.

M-2 Heavy Industrial Zone

Eliminate this zone as it does not appear on the City's Zoning Map and no longer governs the standards of any parcels within the City. Various Redevelopment Plans now regulate the land that was once within the M-2 Zone.

Recommended Bulk Standards for R-3 Medium Density Residential	
Minimum Lot Area	10,000 sf
Minimum Lot Width	100 feet
Minimum Lot Depth	100 feet
Minimum Front Yard	10 feet
Minimum One Side Yard	10 feet
Minimum Total Side Yards	20 feet
Minimum Rear yard	25 feet
Maximum Height	35 feet
Maximum Height (stories)	2.5 stories
Maximum Building Coverage	30%
Maximum Impervious Land Coverage	65%
Maximum Density for Townhouse Developments	12 units/acre
Maximum Density for Multi-family Developments	16 units/acre
Minimum off-street parking	RSIS standards
Recommended Bulk Standards for Accessory Uses	
Minimum Side Yard	3 feet
Minimum Rear Yard	3 feet
Minimum Height	15 feet

B-1 General Business Zone

As described in further recommendations, this Plan recommends the City reevaluate the zoning of the central downtown “spine” in order to create one set of governing standards for this section of the City. The following are recommendations that pertain to the section of Broadway spanning from Church Street to Bordentown Avenue.

- o Allow the following principal permitted uses: Retail sales and services, multifamily residential (upper floors only), eating and dining establishments, cafes, childcare centers, daycare centers, adult daycare centers, financial services, medical and professional offices (upper floors only), live/work artist studios, art galleries, theaters, schools, public utilities, public parks, public uses, and public parking (both surface and structured).
- o Allow the following accessory uses: solar systems (see Sustainability Element for more detail).
- o Remove the regulation that states apartments shall not exceed forty-nine percent (49%) of total combined floor area and the number of apartments shall not accommodate more two (2) families.
- o Increase the maximum height from 2.5 stories/35 feet to 3 stories/45 feet (see the following chart).

- o Recommended standards for the Downtown “Spine” can be found on the following page.

B-2 Highway Commercial Zone

The following recommendations pertain to the B-2 Highway Commercial Zone.

- o Expand the boundaries of the B-2 zone to include an additional lot (Block 104 Lot 1) adjacent to the Route 35/9 corridor.
- o Encourage the consolidation of lots within this zone to ensure appropriate size development. The existing small lots support smaller-scale development that is not suitable for such a heavily-traveled corridor.
- o Encourage shared access arrangements for all lots and development fronting the Route 35 corridor in order to reduce the number of existing curb cuts and/or eliminate the need for additional curb cuts. Decreasing the number of curb cuts will also eliminate potentially un-safe turning movements from the highway thereby reducing un-safe traffic congestion.
- o Incorporate by reference the New Jersey DOT Highway Access standards into the City Ordinance.
- o Eliminate the minimum distance between buildings standard.

- o In addition to a 10% landscape coverage standard, require a 10-foot wide landscape buffer abutting the Route 35 corridor.
- o The following chart represents the recommended B-2 Bulk Standards.



South Amboy's Downtown “Spine”

Recommended Bulk Standards for the B-1 General Business (Downtown “Spine”)	
Minimum Lot Area	2,500 sf
Minimum Lot Width	25 feet
Minimum Lot Depth	100 feet
Minimum Front Yard	-
Minimum One Side Yard	-
Minimum Total Side Yards	-
Minimum Rear yard	25 feet
Maximum Height	42 feet
Maximum Height (stories)	3 stories
Maximum Building Coverage	60%
Maximum Impervious Land Coverage	80%
Minimum off-street parking non-residential	Dependent on Use*
Minimum off-street parking residential	RSIS standards
*This Plan encourages the City to pursue a mix of use-dependent parking standards to optimize parking opportunities. See parking recommendations.	








Recommended Bulk Standards for B-2 Highway Commercial	
Minimum Lot Area	1 acre
Minimum Lot Width	200 feet
Minimum Lot Depth	200 feet
Minimum Front Yard	50 feet
Minimum One Side Yard	25 feet
Minimum Total Side Yards	50 feet
Minimum Rear yard	25 feet
Maximum Height	35 feet
Maximum Height (stories)	2 stories
Maximum Building Coverage	25%
Maximum Impervious Land Coverage	80%
Minimum off-street parking ratio	Dependent on Use










Development within the Downtown “Spine”

Proposed Zoning

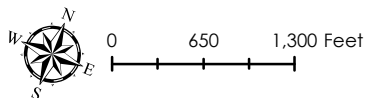
Zoning District

-  R-1: Single Family Residential
-  R-2: One and Two Family Residential
-  R-3: Medium Density Residential
-  B-1 General Business
-  B-2 Highway Commercial
-  M-1 Light Industrial
-  Riparian Zone Overlay

Redevelopment Area

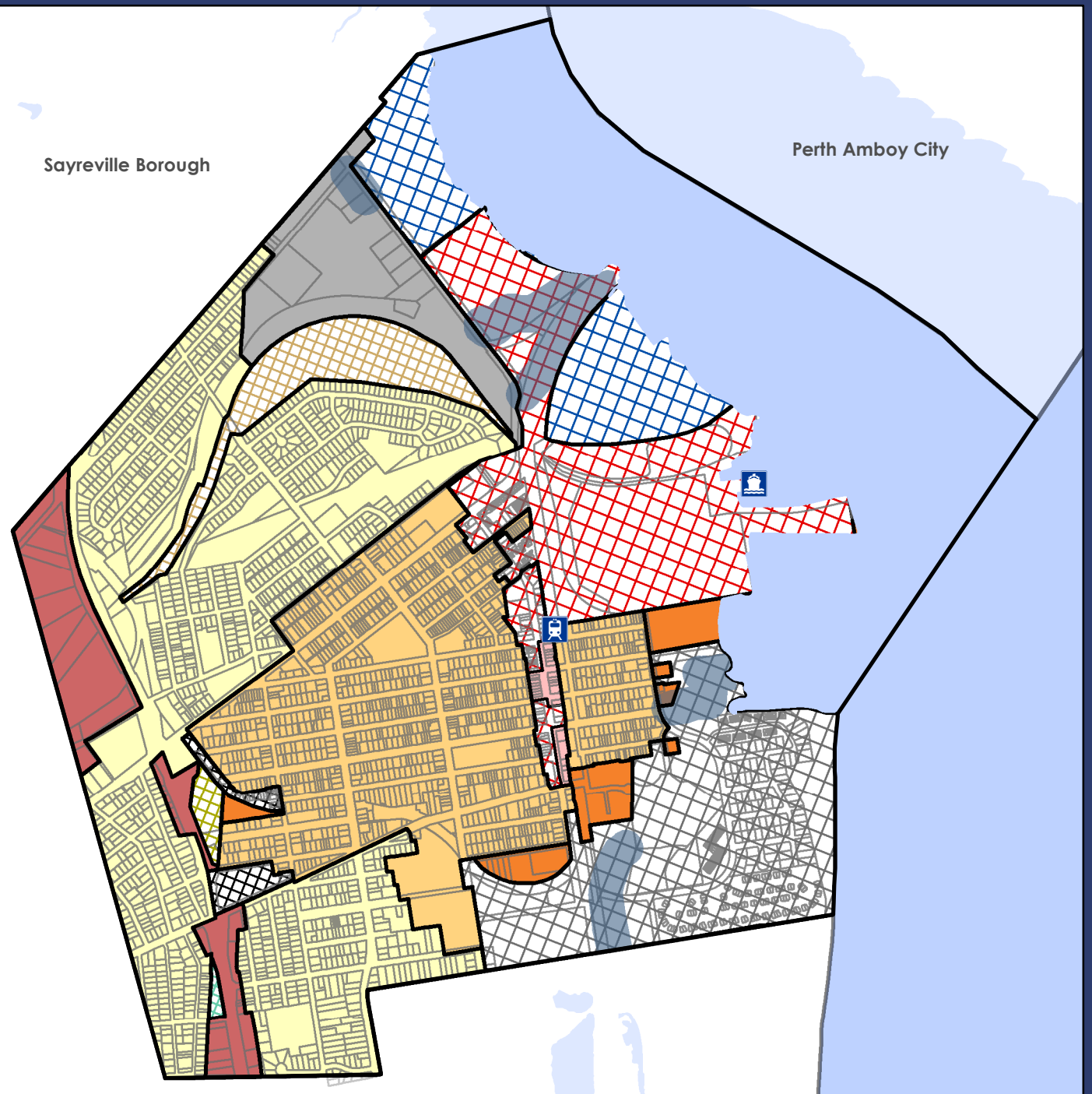
-  Broadway/Main Street
-  Memorial Medical Center
-  Mocco Redevelopment Area
-  Northern Waterfront
-  Route 35 NB
-  Route 35 SB
-  Southern Waterfront

*See insert for detailed view of proposed zoning in the downtown.



Source: NJGIS, NJGIN, NJDEP, NJDOT

HEYER GRUEL & ASSOCIATES
October 2017



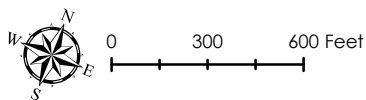
Proposed Downtown Zoning Detail

Zoning District

- R-1: Single Family Residential
- R-2: One and Two Family Residential
- R-3: Medium Density Residential
- B-1 General Business
- B-2 Highway Commercial
- M-1 Light Industrial
- Special Improvement District, with coordinated zoning standards

Redevelopment Area

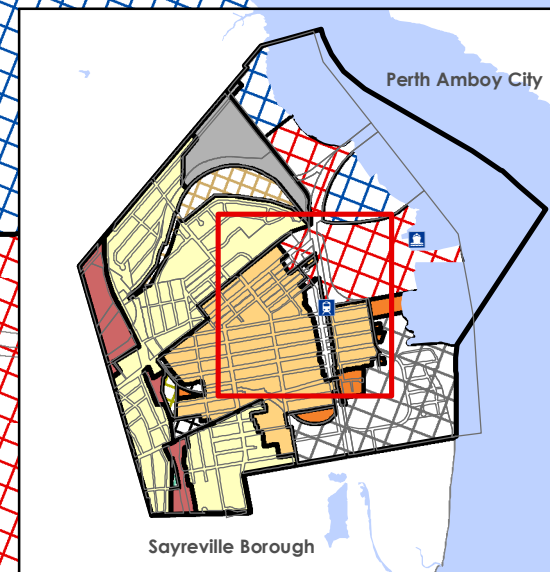
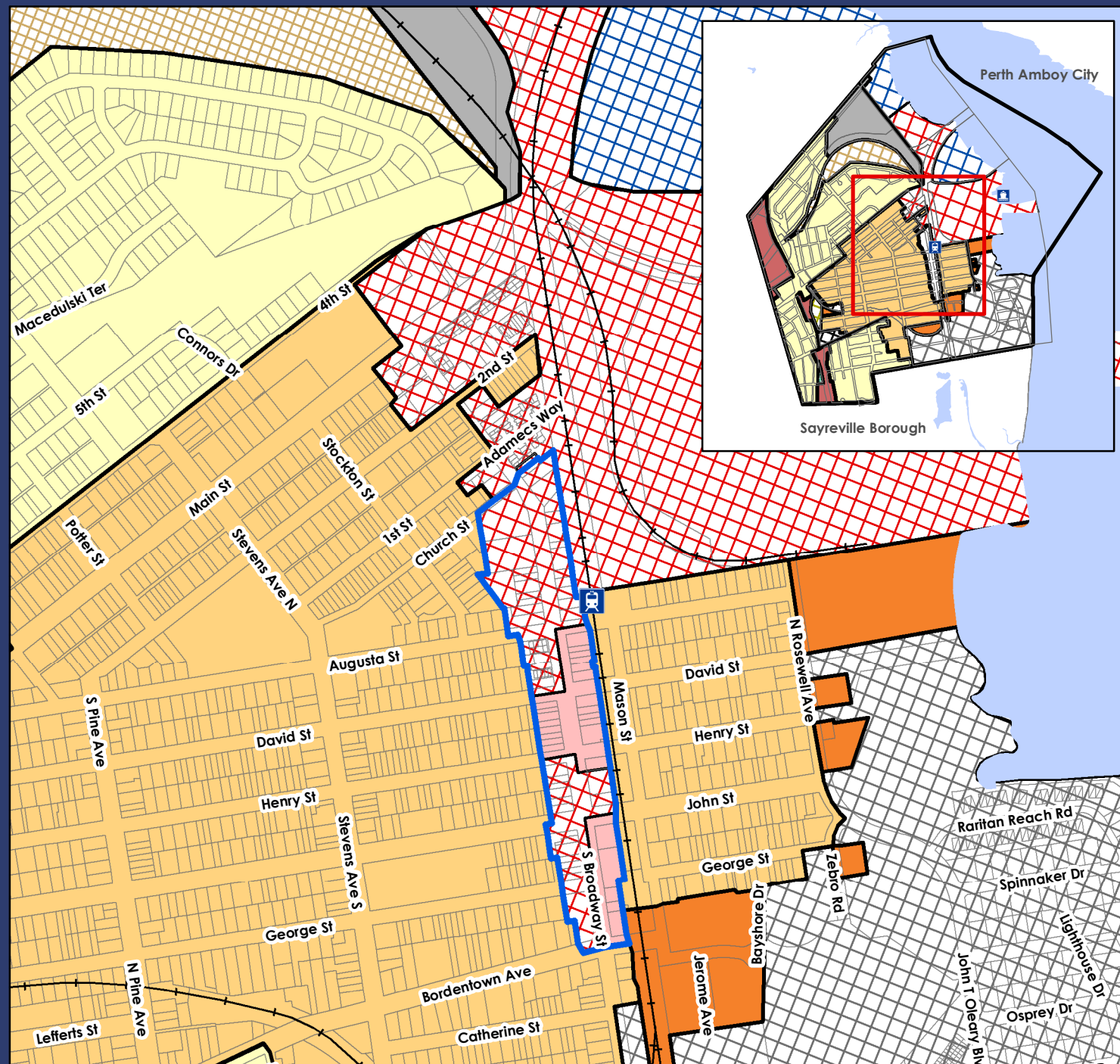
- Broadway/Main Street
- Memorial Medical Center
- Mocco Redevelopment Area
- Northern Waterfront
- Route 35 NB
- Route 35 SB
- Southern Waterfront



Source: NJGIS, NJGIN, NJDEP, NJDOT







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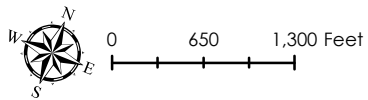


Zoning Changes

Proposed Zoning District

-  R-1 Single Family Residential
-  R-2 One and Two Family Residential
-  R-3 Medium Density Residential
-  B-2 Highway Commercial
-  Zoning Unchanged
-  Riparian Zone Overlay

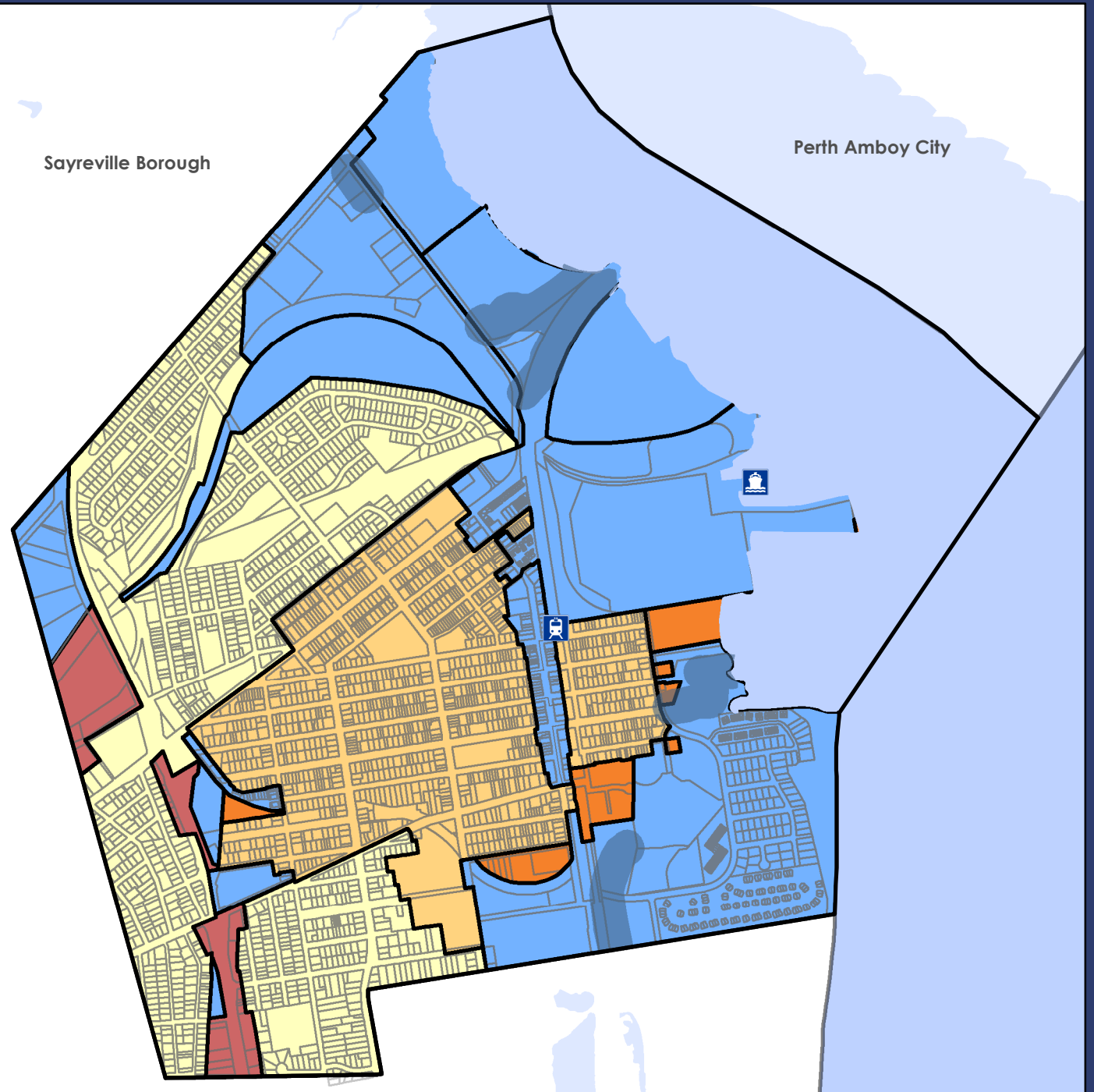
*See insert for detailed view of proposed zoning change in the downtown.



Source: NJOGIS, NJGIN, NJDEP, NJDOT

HEYER GRUEL & ASSOCIATES

October 2017



The following recommendations are in regards to other aspects of the City's Land Use Development Ordinance.

Flood Management Prevention

Update this chapter of the City's code to include post-Sandy FEMA regulations, including discussion of the National Flood Insurance Program (NFIP), and to reflect the most up-to-date Flood Insurance Rate Map.

Flood Damage Prevention Ordinance

The City should update the Flood Damage Prevention ordinance to reference the most up-to-date FEMA flood information.

Reevaluate the patchwork of the standards of the City's downtown core

The development along Broadway is governed by three different sets of standards: the Broadway/Main Street Redevelopment Area, the B-1 General Business Zone, and the Special Design District. This Plan recommends evaluating the overlapping standards to determine if there is a way to consolidate the three sets and make the zoning regulations in this area more user friendly (see recommendations regarding the Broadway/Main Street Redevelopment Area in the Redevelopment Planning section of Land Use Recommendations). This Plan proposes that the City consider integrating the Special Design District standards with the underlying zoning/redevelopment area and create one set

of standards for the portion of Broadway that extends from Church Street to Bordentown Avenue.

Special Design District

- o This Plan recommends removing Block 30 Lot 1 from the affected properties as this lot is not near the City's downtown.
- o It is recommended that the standards of the Special Design District be consolidated with the underlying zoning/redevelopment area to create one set of cohesive standards for the City's downtown.

Arts District

- o The Arts District was formed in 2016 to invigorate the City's downtown and welcome multidisciplinary artists to the community. As this initiative continues to grow the City should ensure reasonably priced housing for artists and promote programs such as art incubation, popup artist kiosks, gallery walks, mural projects, and art fairs.

As previously discussed, this plan recommends live/work artist units be a principal permitted use in the City's downtown as well as the Broadway/Main Street redevelopment area. Live/work units are beneficial and attractive to artists as the artist is no longer forced to find a secondary work space, resulting in reduced housing

and living costs. When determining standards for live/work units, the City should consider standards for floor area of work use vs live use, hours of operation, limits on types of activities, and number of on-site employees.

The City should encourage the adaptive reuse of existing structures as resources for artists.

Additionally, temporary uses provide a unique opportunity for both the City and local artists. Such temporary uses include art fairs and music festivals, pop-up kiosks and storefront galleries, and open air markets. In amending its zoning ordinance, this Plan recommends the City include artist-friendly uses as permitted temporary uses for all properties located within the Arts District.

As South Amboy reevaluates its Redevelopment Plans, it is recommended the City consider a public art requirement for new development within the redevelopment areas. Alternatively, City could consider a "Percent for Art," where new development along the waterfront is required to provide a certain percentage of construction be set aside for the addition of public art or to be placed in a designated arts fund.

Redevelopment Planning

Issues

The City has successfully used the redevelopment process as a way to move development in the City forward. As the City continues implementing its Redevelopment Plans, there may be a need to revisit and amend certain aspects of the plans, particularly as markets fluctuate and the needs of the community change. The City should capitalize on opportunities within the Redevelopment Areas to further fulfill the community's needs such as including components for additional public parks and amenity space, upgrades to the City's infrastructure, etc. Attention should be paid to the progression of the waterfront areas where residents showed particular interest in seeing additional recreational facilities located within these areas.

Recommendations

Reevaluate each of the City's Redevelopment Plans.

South Amboy has effectively capitalized on the redevelopment process to support the City's development needs. The six Redevelopment Plans were written in the 1990's and early 2000's, and several received subsequent amendments. A significant amount of development has occurred within the City since the original plans were adopted. While several of the plans have been amended over the past decade and a half, the City should conduct a comprehensive review of each of the adopted Redevelopment Plans to determine

where and if development needs have changed.

This Plan recommends the following specific key amendments to Redevelopment Areas that would support the implementation of the Master Plan's Goals and Objectives:

Broadway/Main Street Redevelopment Area:

- o This Plan recommends the City reevaluate the boundaries and uses of the Broadway/Main Street Redevelopment Area to ensure development needs are adequately addressed. The uses along Broadway should be complementary to the Manhattan Beach Club development, proposed for the large tract of land northeast of the train station that will consist of over 1,700 residential units. To accommodate the related yet separate needs and uses of Broadway and the Manhattan Beach Club, this Plan recommends a new district for the latter development. An amendment to the Plan should assign this new district its own discrete standards.
- o The residents of South Amboy expressed concern about the types of uses seen on the ground floor along Broadway, the City's central downtown corridor. This Master Plan recommends amendments to the Broadway/Main Street Redevelopment Plan to change the principal permitted uses on each floor. These recommended changes will encourage an active streetscape and



Broadway/Main Street Redevelopment Area

foster pedestrian usage and a sense of downtown community:

- Allow the following principal permitted uses: Retail sales and services, multifamily residential (upper floors only), eating and dining establishments, cafes, childcare centers, daycare centers, adult daycare centers, financial services, medical and professional offices (upper floors only), work/live artist studios, art galleries, theaters, schools, public utilities, public parks, public uses, and public parking (both surface and structured).
- Allow the following accessory uses: solar systems (see Sustainability Element for more detail).
- Remove the regulation that states apartments shall not exceed forty-nine percent (49%) of total combined floor area and the number of apartments shall not accommodate more two (2) families.
- Increase the maximum height from 2.5 stories/35 feet to 3 stories/45 feet (see the following chart).
- During the public outreach process, it became apparent that bicycle infrastructure is most desired within the waterfront redevelopment areas. This Plan recommends the Broadway/Main Street Redevelopment Plan be amended to require bicycle infrastructure within all new development located along the waterfront.

Northern Waterfront Redevelopment Area

- o Similar to the previous recommendation, this Plan recommends the Northern Waterfront Redevelopment Plan be amended to require bicycle infrastructure within all new development.
- o The Northern Waterfront Redevelopment Plan should be amended to allow uses that complement the Broadway/Main Street Redevelopment Area, including retail and commercial standards that would permit grocery store development.



Mocco Redevelopment Area

Mocco Redevelopment Area

- o This area was designated as an Area in Need of Redevelopment in 2002. However, a Redevelopment Plan was never prepared. The City should prepare a Redevelopment Plan for this Area that encourages growth and investment in this unused piece of land.

Vacant Parcels

Issues

As previously noted, vacant land accounts for approximately 17.4% of the City's total land area. While a portion of this vacant land is within redevelopment areas and has development proposals underway, there remains several tracts of "vacant" land with no future plans for development or productive contribution to the City.



Vacant Parcel

The City should continue to focus on redevelopment to encourage the development of vacant parcels in South Amboy. While most of the vacant parcels in the City are already within a redevelopment area, there remain several areas with no clear goals for development.

Recommendations

Explore options of greenways in old rail rights-of-way.

Portions of the former Raritan River Railroad right-of-way have sat unused since the rail line merged with Conrail in 1980. These vacant sections extend east from North Pine Avenue between George Street and Bordentown Avenue before curving south to cross Bordentown Avenue, then extending east, running directly north of the Frog Hollow Swim and Tennis Club and the Venetian Care & Rehabilitation Center and ending at South Broadway. This Plan recommends the City explore the use of this right-of-way as a greenway, providing walking and biking paths and connecting users to both the downtown and the waterfront. Additional pedestrian and bicycle infrastructure could be implemented along Broadway to bring users north to the downtown as well as along John O' Leary Boulevard, directing users east to the waterfront. A series of wayfinding signs and marketing strategies such as mile markers and exercise tips could be placed throughout the walkway to encourage usage.

There are additional sections of the former Raritan River Railroad located on the northwestern

end of the City that should be examined when considering potential greenway spaces.

The City should explore funding sources for this project from sources such as the federal Transportation Alternatives (TA) program. This program funds a series of different types of transportation-related activities including the conversion of abandoned railroad corridors to trails in order to help expand travel and recreational activities opportunities. This program also provides funds that would help implement streetscape improvements that would

make the pathway from this proposed greenway to the downtown/waterfront safe and accessible for users.

Another program that provides funds for trails is the Rivers, Trails, and Conservation Assistance Program (RTCA). This program is a branch of the National Park Service and it is dedicated to helping local groups preserve and develop open space.

More information on potential funding sources for trail systems and open space can be found in the Financing and Funding section of the Rails-to-Trails Conservancy webpage.



Potential area for public open space

Connections

Issues

Interconnectivity has historically been a focus of South Amboy land use planning and should continue as such. However, there remains a disconnect between portions of the City, particularly the neighborhoods east of the train tracks as well as the residential neighborhoods in the north of the City, separated by the freight rail line. Additionally, pedestrian connections to the City's waterfront, while improving, continue to be minimal and not visible to residents. It is recommended that South Amboy pursue the following connectivity solutions.

Recommendations

Increase connections between the South Amboy residential neighborhoods and the South Amboy waterfront.

- o Continue the waterfront walkway from its current terminating point in the Southern Waterfront Redevelopment Area through the entire length of South Amboy's waterfront.
- o Increase visibly accessible public connections in the Southern Waterfront Redevelopment Area to the current walkway and beach. These connections should be visible for both pedestrians and vehicles. Several of the existing pedestrian connections within this area of the City

are not clear and appear to be private accesses for the adjacent residences. It is recommended the City implement easy-to-read signage encouraging pedestrian usage of the pathways leading to the water.

- o As the beaches expand, increase parking opportunities for patrons.

Plan for increased connections between the proposed ferry terminal, the downtown, and residential areas.

- o The City has an opportunity to create new and appropriate connections to the future ferry terminal that allow for easy pedestrian and automobile access. The City should ensure a pedestrian and commuter-based focus that links the ferry terminal and waterfront to the downtown transit facilities as well as the retail available on Broadway.

Increase connections between the South Amboy residential districts and the downtown "spine."

- o Improve streetscapes in residential neighborhoods to promote walkability. Provide safe, well-lit, and pleasant streets with wide sidewalks and quality lighting, landscaping, and seating.
- o Install wayfinding signage that is easy to read to direct pedestrians, cyclists, and vehicles through the network of streets, bike lanes, and walkways. Wayfinding signage



Existing connection between residential neighborhood and the Waterfront Walkway

should provide enough information at key decision points to keep individuals moving toward their intended destination. This will help to create connections between the people and the physical environment.

Strengthen existing railroad crossings with wayfinding signage.

- o There are three at-grade rail crossings that connect the eastern side of the railroad tracks with the western side. There is additionally a pedestrian crossing near the train station that allows pedestrians to cross back and forth. The City should strengthen these crossing points with signage directing residents to the downtown and waterfront.

Parking

Issues

Parking standards play a critical role in the facilitation of a strong pedestrian environment, both in the City's central downtown core and in the residential neighborhoods. The location and availability of parking throughout the City can be problematic and offers a challenge to development efforts. Free on-street parallel parking is currently provided along Broadway as well as the majority of the residential streets. The current parking model, however, is inefficient and parking congestion continues throughout the City. Parking within South Amboy, specifically in the downtown and future development along the waterfront, should

be viewed collectively rather than individually. As is the case in many towns throughout New Jersey, there is no single way to solve the parking challenges within South Amboy.

Recommendations

Develop a comprehensive parking management strategy, whereby parking programs work within a larger framework of the City's overall parking needs.

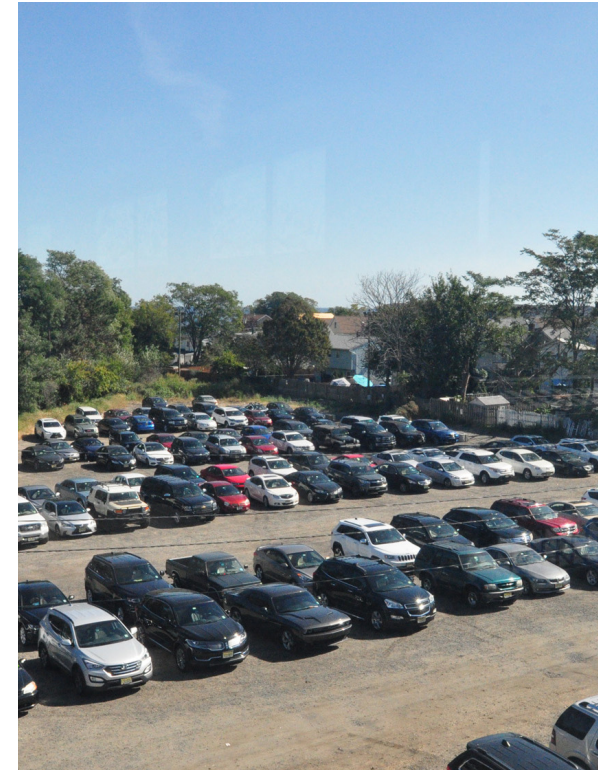
A parking management strategy would implement numerous parking initiatives, enacted where most appropriate. The City should consider adopting a series of parking management initiatives, including but not limited to:

o Minimum Parking Standards

The City identifies parking regulations based on each individual use.

o Parking Fee for Deficient Spaces

Any development that does not provide the number of parking spaces required per the standards must request a variance and pay a fee into a special fund set up for parking within the City. The monies from this fund would be dedicated to parking-related maintenance as well as future public parking development projects. Such fee could be set at a sliding scale depending on the number of deficient spaces.



Existing commuter parking lot at tran station

o Shared Parking

This Plan encourages South Amboy to pursue a shared parking option within the City's downtown and future development along the waterfront. Parking in these areas should be viewed collectively as different uses require different amounts of parking at different times during the day. Should a shared parking agreement be implemented, developers should use the peak parking times and percentages determined in "Shared Parking," published and amended by the Urban Land Institute.

o Special Improvement District with Parking Management Component

As development continues in South Amboy's downtown and waterfront, the City should consider legislation authorizing the downtown to become a Special Improvement District (SID). SIDs promote local business activity and work to create vibrant downtown communities as well as reserve property values within the area. These districts are typically nonprofits with Boards made up of business and property owners from within the designated district.

As part of the Special Improvement District, a parking management component could be implemented. A parking management component is ideal for smaller downtowns with multiple property owners. Because

these smaller downtown environments, such as South Amboy's Broadway Street, are conducive to walking, the "park once" approach is enticing to patrons visiting the area. A parking management component allows every business to share the same pool of parking. A portion of the fees that are collected as part of the Special Improvement District are designated as parking-related fees. The SID Board utilizes the parking related money to oversee all of the parking within the district and is responsible for parking-related maintenance, security, enforcement, signage, etc. Incentives for this option for developers include lower parking requirements and release of maintenance-related responsibilities once the parking is constructed.

o Residential Parking Permits along Residential Streets

A major concern during the public outreach was the on-street parking congestion along residential streets throughout the City. Due to the dense nature of the City, some houses have minimal driveway space and others have no driveway at all, requiring that residents use street parking as their primary parking location. Implementing Residential Parking Permit districts (RPP) would designate street parking areas for permit-holding residents. These restrictions could be either in place full time, or applicable



Existing residential parking along Church Street

only during evening hours. For example, between 5:00 pm and 7:00 am parking restrictions are in effect, but between 7:00 am and 5:00 pm, parking would be available to everyone. This Plan recommends that the City conduct a parking study to determine if there are suitable locations to implement residential parking permit districts.

o Existing Parking

This Plan encourages the City to make efficient use of existing parking by clearly marking and identifying parking spaces and providing appropriate signage to direct drivers to on-street and lot parking. Wayfinding signage should be installed to assist in this effort. To maximize use of existing parking, the City should encourage a mix of uses.

Food Access

Issues

A major concern raised during the City's public outreach process is the lack of access to food sources within South Amboy. A Key Food supermarket formerly operated at 611 Bordentown Avenue, in the southwest section of the City, but closed in 2015 due to a fire. Prior to Key Food, the same site was home to a FoodTown grocery store. The store sustained damage from Superstorm Sandy, however, and

shut its doors soon after the storm. In the fall of 2016, a Rutgers graduate-level studio performed a study of the City to determine best practices for establishing South Amboy as a "Healthy City." Their final document, "South Amboy: Building a Healthier Future," put forth recommendations designed to support South Amboy's food-related needs. This Plan recommends the City utilize the recommendations from the Rutgers plan to supplement the information presented herein.

Recommendations

Since the closing of the Key Food, the City reached out to Trader Joe's in the hopes South Amboy might be the next New Jersey location. This Plan puts forth the following recommendations:

Continue to pursue partnerships with Trader Joe's as well as other smaller grocery chains such as Aldi and Lidl.

Aldi is the brother company of Trader Joe's and Lidl is a successful German grocery chain that is expanding in the US. All three of these grocery chains are smaller in size and appropriate for South Amboy.

Adopt zoning regulations that establish community gardens as a permitted use in appropriate areas of the City.

Community gardens not only promote healthy eating and lifestyles, they also foster a sense of community and encourage neighborhood



Small grocery store chains, such as Lidl, are appropriate for South Amboy

improvement. It is recommended the City adopt zoning regulations that make the development of community gardens easier by incorporating them as a permitted use. Additionally, this plan recommends the City partner with the Board of Education to determine if any sites at the elementary and/or middle/high school are appropriate for community gardens. Community gardens are appropriate within the R-1, R-2, R-3, and B-1 zones as well as the Broadway/Main Street, Mocco, Northern Waterfront, and Southern Waterfront Redevelopment Areas.

The YMCA received a Healthy Futures grant in 2013. With the grant, the YMCA built and continues to operate a community garden on its property and runs classes on the techniques of managing a garden. Community gardens can be cultivated on a variety of locations to serve a variety of needs. Community gardens may be found as a temporary or permanent use, on private or public land, as a food source for the residents or to serve local uses such as restaurants, schools, and hospitals.

The City should consider pursuing such tools as land banks, conservation easements, land trusts, and leases to foster long-lasting community garden land use.

Adopt zoning regulations that establish farm stands and farmers' markets as permitted uses in appropriate areas of the City.

Farmers' markets provide access to healthy,

locally grown foods and are inherently beneficial to communities in which they are located. The City previously had a farm stand at the public plaza adjacent to the train station but a stand has not been present for some time. Farmers' markets are appropriate within the B-1 and B-2 zones as well as the Broadway/Main Street, Northern Waterfront, Southern Waterfront, and Route 35 Northbound Redevelopment Areas.

The City should additionally enact zoning ordinances establishing operating standards for farmers' markets. Zoning regulations should be adopted that address market duration/hours of operation, parking, acceptance of federal food assistance, recycling, and trash collection.

The City can increase support for farmers' markets through partnerships with other public agencies or private institutions, including the school district, local neighborhood groups, the senior center, local businesses, and agricultural organizations.

In promoting farmers' markets, the City should ensure there is a "one-stop" location within the Parks and Recreation department that provides information about and assistance with obtaining required permits and promoting market locations.

This Plan encourages the City to pursue relationships with local farms and bring in vendors to the City. Potential partnerships could include one with Dieker's Farm Market, located in



The plaza outside of the train station is an appropriate location for a farmer's market



YMCA

Seyerville or the Matawan Community Supported Agriculture (CSA).

Potential sites for farmers' markets include the public plaza adjacent to the train station, not yet identified locations within the waterfront redevelopment areas, and the vacant lot located at the corner of Henry Street and Broadway (119 South Broadway), Raritan Bay Waterfront Park, and the new ferry terminal.

Amend Redevelopment Plans to include provisions for grocery store development.

It is recommended the City amend the Northern Waterfront Redevelopment Plan to establish grocery stores as a permitted use. The Plan currently permits industrial recycling facilities only. Regulations should be established that facilitate easy pedestrian, bicycle, and automotive access to future food stores.

Pursue partnerships and funding to bring in grocery store development.

The City should pursue potential partnerships and funding sources that encourage the development of grocery stores. One such source to investigate further is the New Jersey Food Access Initiative (NJFAI). This state-wide financing program was designed to help with funding of healthy food projects in underserved areas of the State.

South Amboy should also utilize the resources of the Healthy Food Financing Initiative that was announced in 2010 to help bring healthy

food stores to underserved urban and rural communities. The Healthy Food Access Portal (found at www.healthyfoodaccess.org) offers a surplus of information regarding funding options and healthy programs municipalities can participate in. This Plan recommends the City put together a task force to further investigate options that are available to South Amboy.

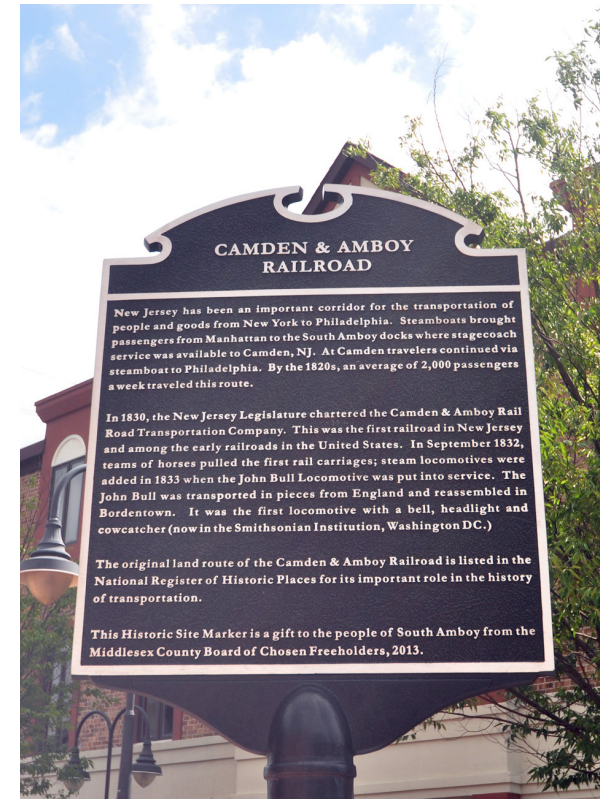
Reduce any regulatory barriers to grocery store development.

The City can incentivize grocery store development by expediting the approval processes, thereby reducing overall project costs. For example, assigning a single contact person within City Hall will help developers navigate the process with more ease and speed.

Historic Preservation

Issues

Historic buildings and sites add value to communities that embrace them. South Amboy's rich history contributes to its identity and provides the community with valuable resources and links to the past. The City has an active Historical Society that hosts events for the public and has established historical markers throughout the City. During South Amboy's public outreach process, a general consensus was derived from the participating residents in favor of establishing a historic district(s) within the City. In response to the residents' enthusiasm, the City adopted



Historic marker in South Amboy

Ordinance #11-2017 on August 16, 2017, which established a Historic Preservation Commission and criteria for deeming local structures, objects, sites, etc., worthy of designation.

Recommendations

Effectuate the Ordinance by appointing members to the Historic Preservation Commission.

Pursue further investigation into the designation of historic districts within the City. If a district is designated in the future, the City should reevaluate the design standards in the City's Land Development Ordinance and revise where appropriate to include more extensive design standards for structures within designated districts.

Explore incentives to encourage maintenance and proper façade restoration of historically notable buildings. Discourage the subdivision of historical buildings.



Historic postcard of downtown South Amboy



III. HOUSING ELEMENT

INTRODUCTION

The City of South Amboy occupies approximately 2.7 square miles, 1.5 of which is land, in Middlesex County, New Jersey. The City is surrounded to the north, south, and west by the Borough of Sayreville. The Raritan Bay comprises the City's eastern boundary and Perth Amboy is located to the north, across the Bay.

The following Community Profile identifies the demographic makeup of the City of South Amboy. Analysis of growth, economic makeup, housing stock, and employment characteristics allows the Master Plan to provide informed recommendations based on existing characteristics.

Population

The population trends experienced in South Amboy, Middlesex County, and the State of New Jersey from 1930 through 2010 are shown below as well as the 2014 population estimate from the U.S. Census Bureau American Community Survey. There were 8,631 residents in South Amboy in 2010, which was an increase of 718 people, or 9.1 percent, from 2000. The 2014 population estimate also shows a slight increase to 8,749 persons. South Amboy's population peaked in 1970 before experiencing steady decrease through 1990. The City's population has continuously increased since 1990. Middlesex County and the State of New Jersey have both experienced steady growth

since the 1930's, with large population swells in the fifties and sixties.

Population Trends									
Year	South Amboy			Middlesex County			New Jersey		
	Population	Change		Population	Change		Population	Change	
		Number	Percent		Number	Percent		Number	Percent
1930	8,476	-	-	212,208	-	-	4,041,334	-	-
1940	7,802	-674	-8.0%	217,077	4,869	2.3%	4,160,165	118,831	2.9%
1950	8,422	620	7.9%	264,872	47,795	22.0%	4,835,329	675,164	16.2%
1960	8,422	0	0.0%	433,856	168,984	63.8%	6,066,782	1,231,453	25.5%
1970	9,338	916	10.9%	583,813	149,957	34.6%	7,171,112	1,104,330	18.2%
1980	8,322	-1,016	-10.9%	595,893	12,080	2.1%	7,365,011	193,899	2.7%
1990	7,863	-459	-5.5%	671,780	75,887	12.7%	7,730,188	365,177	5.0%
2000	7,913	50	0.6%	750,162	78,382	11.7%	8,414,350	684,162	8.9%
2010	8,631	718	9.1%	809,858	59,696	8.0%	8,791,894	377,544	4.5%
2014 Estimate	8,749	118	1.4%	824,046	14,188	1.8%	8,874,374	82,480	0.9%

Source: U.S. Census Bureau, 2009-2013 American Community Survey 5-Year Estimates

Population Composition by Age

The median age of the residents in South Amboy in 2010 was 37.2 years. Analysis of age group characteristics provides insight into the actual changes in population. This comparison is helpful in determining impacts these changes have on housing needs, community facilities and services for the City. As detailed in the table below, the entire composition of South Amboy experienced notable shifts since 2000. The most significant increase was in the 55 to 64 age group, which saw an increase of 85.7 percent. The 45 to 54 age group also increased significantly by approximately 30 percent. Declines were seen in the under 5 to 14 age group (-17.9%) and 35 to 44 age group (-11.3%).

Middlesex County experienced population fluctuation as well. The most significant increases were also in the 55 to 64 age group (45.9%) and the 45 to 54 age group (21.5%). Decreases were seen in the 25 to 34 age group (-4.7%) and the 35 to 44 age group (-8.8%).

Population by Age 2000 and 2010, City of South Amboy						
Population	2000		2010		Change, 2000 to 2010	
	Number	Percentage	Number	Percentage	Number	Percentage
Total population	7,913	100.0%	8,631	100.0%	718	9.1%
Under 5 years	474	6.0%	520	6.0%	46	9.7%
5 to 14	1,142	14.4%	945	10.9%	-197	-17.3%
15 to 24	918	11.6%	1,071	12.4%	153	16.7%
25 to 34	1,142	14.4%	1,271	14.7%	129	11.3%
35 to 44	1,465	18.5%	1,299	15.1%	-166	-11.3%
45 to 54	1,082	13.7%	1,403	16.3%	321	29.7%
55 to 64	617	7.8%	1,146	13.3%	529	85.7%
65 and over	1,073	13.6%	976	11.3%	-97	-9.0%

Source: U.S. Census Bureau

Population by Age 2000 and 2010, Middlesex County						
Population	2000		2010		Change, 2000 to 2010	
	Number	Percentage	Number	Percentage	Number	Percentage
Total population	750,162	100.0%	809,858	100.0%	59,696	8.0%
Under 5 years	49,390	6.6%	50,006	6.2%	616	1.2%
5 to 14	100,140	13.3%	102,594	12.7%	2,454	2.5%
15 to 24	99,392	13.2%	115,743	14.3%	16,351	16.5%
25 to 34	117,105	15.6%	111,577	13.8%	-5,528	-4.7%
35 to 44	128,839	17.2%	117,515	14.5%	-11,324	-8.8%
45 to 54	100,323	13.4%	121,924	15.1%	21,601	21.5%
55 to 64	62,383	8.3%	91,037	11.2%	28,654	45.9%
65 and over	92,590	12.3%	99,462	12.3%	6,872	7.4%

Source: U.S. Census Bureau

Population Composition by Race

According to the 2010 Census, the majority of the population of South Amboy identifies as white (86.4%). Of the remaining 13.6 percent, 4.4 percent identified as Black/African American, 4 percent identified as Asian, and 3 percent identified as “Other Race.” Two percent identified as two or more races. Additionally, 13.4 percent of the population reported being of Hispanic/Latino origin. The City has become more diverse since 2000 when 94.2 percent of the population identified as while. While the number of residents who identify as white has remained almost identical, the minority populations have grown significantly. The most significant increase was seen in residents who identify as Black/African American (461.8% increase). Significant increases were also seen in the Asian population (219.3%) as well as those who report being of Hispanic/Latino origin (116.9%).

Households

A household is defined as one or more persons, either related or not, living together in a housing unit. In 2010 there was a total of 3,372 households in South Amboy. Roughly 56 percent of the households were occupied by two persons or less. The average household size of the City in 2010 was 2.56, slightly less than that of the County’s average of 2.8. Both the City’s and the County’s largest percentage of households was a two-person household, 29.6 percent and 27.2 percent respectively. The City’s second most common

Population Composition by Race, 2010, City of South Amboy						
	2000		2010		Change, 2000 to 2010	
	Number	Percent	Number	Percent	Number	Percent
Total Population	7,913	100.0%	8,631	100.0%	718	9.1%
One Race	7,785	98.4%	8,456	98.0%	671	8.6%
White	7,456	94.2%	7,459	86.4%	3	0.0%
Black or African American	68	0.9%	382	4.4%	314	461.8%
American Indian and Alaska Native	15	0.2%	9	0.1%	-6	-40.0%
Asian	109	1.4%	348	4.0%	239	219.3%
Native Hawaiian and Other Pacific Islander	2	0.0%	0	0.0%	-2	-100.0%
Other Race	135	1.7%	258	3.0%	123	91.1%
Two or more Races	128	1.6%	175	2.0%	47	36.7%
Hispanic or Latino	534	6.7%	1,158	13.4%	624	116.9%
Not Hispanic or Latino	7,121	90.0%	7,473	86.6%	352	4.9%
Source: U.S. Census Bureau						

household size was one-person households (26.7%), closely followed by three-person households (19.8%).

Family households are defined as two or more persons living in the same household, related by blood, marriage or adoption. They do not include same-sex married couples. Most households in the City in 2010 were family households, comprising 66.9 percent of all households. The average

family size was 3.11 persons. The majority of family households (69.9%) were married-couple families, 40.3 percent of which had children under the age of 18. Roughly 27 percent of the households were one-person households, with male householders representing 47.8 percent and female householders representing 52.2 percent.

In providing more detail of households, the 2010 Census includes the sub-groups of non-traditional

households: Other family and Non-family households. “Other” family households made up 20.1 percent of all households, 70.1 percent of which were female households with no husband present. “Non-family” households are defined as households that consist of a householder living alone or sharing the home exclusively with people whom he/she is not related. Non-family households comprised approximately 6.4 percent of all households in the City.

Household Size- Occupied Housing Units, 2010, City of South Amboy and Middlesex County				
	City		County	
	Number	Percent	Number	Percent
Total Households	3,372	100.0%	281,186	100.0%
1-person household	900	26.7%	62,150	22.1%
2-person household	997	29.6%	79,683	28.3%
3-person household	668	19.8%	53,985	19.2%
4-person household	501	14.9%	49,762	17.7%
5-person household	194	5.8%	20,911	7.4%
6-person household	69	2.0%	8,545	3.0%
7-or-more-person household	43	1.3%	6,150	2.2%
Average Household Size	2.56		2.8	
Source: U.S. Census Bureau				

Household Size and Type, 2010, City of South Amboy		
	Total	Percent
Total Households	3,372	100.0%
1 Person Households	900	26.7%
Male Householder	430	47.8%
Female Householder	470	52.2%
2 or More Person Household	2,472	73.3%
Family Household	2,256	66.9%
Married Couple Family	1,577	69.9%
With own children under 18 years	636	40.3%
No children under 18 years	947	60.1%
Other Family	679	20.1%
Male Householder, No Wife Present	203	29.9%
With own children under 18 years	86	42.4%
No children under 18 years	117	57.6%
Female Householder, No Husband Present	476	70.1%
With own children under 18 years	221	46.4%
No children under 18 years	255	53.6%
Nonfamily Households	216	6.4%
Male Householder	128	59.3%
Female Householder	88	40.7%
Average Family Size	3.11	
Source: U.S. Census Bureau		

Income

As measured in 2014, South Amboy had a median household income roughly the same as that of the State of New Jersey and slightly lower compared to Middlesex County. In 2014, the median income in South Amboy was \$73,710, roughly \$6,408 less than that of the County and \$1,648 more than the State's median income.

In 2014, over 62 percent of all households in the City earned \$50,000 or more with the largest percentage (25.9%) earning \$100,000 to \$145,999. This percentage was followed by those households that earned \$75,000 to \$99,999 (13.3%) and finally those who earned \$50,000 to \$75,999 (12.8%). About 25 percent of households earned less than \$35,000. In Middlesex County, the most common income bracket was also the \$100,000 to \$145,999 range with 20.3 percent of households earning that much. Roughly 21 percent of households in the County earned less than \$35,000.

Poverty Status

Of the 8,742 persons of South Amboy's population for which poverty status is determined, 672 individuals, or 7.7 percent, lived in poverty in 2014. Of those in poverty, a majority (44.9%) were in the age range of 18 to 64 years old. About 27 percent were children (under the age of 18) and roughly 28 percent were seniors (over 65). The County had a slightly higher poverty rate of 8.5 percent.

Per Capita and Household Income		
	2014 Per Capita Income	2014 Median Household Income
South Amboy	\$36,316	\$73,710
Middlesex County	\$34,616	\$80,118
New Jersey	\$36,359	\$72,062
Source: 2010-2014 American Community Survey 5-Year Estimates		

Household Income, City of South Amboy and Middlesex County, 2014				
	South Amboy		Monmouth County	
	Number	Percentage	Number	Percentage
Total Households	3,732	100.0%	282,182	100.0%
Less than \$10,000	153	4.1%	11,308	4.0%
\$10,000 to \$14,999	214	5.7%	8,544	3.0%
\$15,000 to \$24,999	372	10.0%	19,394	6.9%
\$25,000 to \$34,999	205	5.5%	19,390	6.9%
\$35,000 to \$49,999	459	12.3%	27,350	9.7%
\$50,000 to \$74,999	479	12.8%	46,460	16.5%
\$75,000 to \$99,999	495	13.3%	39,491	14.0%
\$100,000 to \$149,999	967	25.9%	57,343	20.3%
\$150,000 to \$199,999	287	7.7%	26,998	9.6%
\$200,000 or more	101	2.7%	25,904	9.2%
Median Household Income	\$73,710		\$80,118	
Source: 2010-2014 American Community Survey 5-Year Estimates				

Poverty Status, City of South Amboy and Middlesex County, 2014				
	South Amboy		Middlesex County	
	Number	Percentage	Number	Percentage
Total persons	8,742	-	798,342	-
Total persons below poverty level	672	7.7%	68,181	8.5%
Under 18	182	27.1%	20,337	29.8%
18 to 64	302	44.9%	41,554	60.9%
65 and over	188	28.0%	6,290	9.2%
Source: 2010-2014 American Community Survey 5-Year Estimates				

Household Costs

The tables below show the expenditures for housing for those who own and rent housing in South Amboy and Middlesex County. Most people in the City lived in homes they owned, and according to the 2010-2014 5-year estimates by the ACS, roughly 37 percent of all owner-occupied households spent 30 percent or more of their household income on housing. About 39 percent of renter-occupied households spent 30 percent or more of their household income on housing. General affordability standards set a limit at 30 percent of gross income to be allocated for owner-occupied housing costs and 28 percent of gross income to be allocated for renter-occupied housing costs.

Similar to South Amboy, a large majority of Middlesex County residents own their home. Roughly 37 percent of all County owner-occupied homes spent 30 percent or more of their household income on housing, and 12.7 percent of renter-occupied households spent 30 percent or more of their household income on housing.

Selected Monthly Owner Costs as a Percentage of Household Income, 2014 Estimates				
	South Amboy		Middlesex County	
	Number	Percentage	Number	Percentage
Total Owner-Occupied Housing Units	2,300	100.0%	183,878	100.0%
Less than 15%	371	16.1%	17,066	9.3%
15 to 19%	291	12.7%	27,331	14.9%
20 to 24%	464	20.2%	25,262	13.7%
25 to 29%	300	13.0%	21,034	11.4%
30 to 34%	196	8.5%	16,156	8.8%
35% or more	656	28.5%	52,375	28.5%
Not computed	0	0.0%	847	0.5%

Source: 2010-2014 American Community Survey 5-Year Estimates

Gross Rent as a Percentage of Household Income, 2014 Estimates				
	South Amboy		Middlesex County	
	Number	Percentage	Number	Percentage
Total Owner-Occupied Housing Units	1,381	100.0%	93,848	100.0%
Less than 15%	170	12.3%	11,154	11.9%
15 to 19%	254	18.4%	13,324	14.2%
20 to 24%	294	21.3%	13,532	14.4%
25 to 29%	126	9.1%	10,280	11.0%
30 to 34%	24	1.7%	8,192	8.7%
35% or more	513	37.1%	3,766	4.0%
Not computed	53	3.8%	4,456	4.7%

Source: 2010-2014 American Community Survey 5-Year Estimates

EXISTING HOUSING CONDITIONS

Housing Unit Data

South Amboy's housing stock consists of primarily older structures. In 2010, South Amboy had a total of 3,372 occupied housing units. A majority of these units (2,221 or 65.9%) were owner-occupied while 1,151 units (34.1%) were renter-occupied. The City experienced housing booms in the 1950s and 1960s. During that time, nearly 35 percent of the City's housing stock was built. Since the 1960s, housing construction has remained steady with another housing boom between 2000 and 2009. The median year of construction for the housing stock in South Amboy is 1956.

Housing Type and Size

The majority of the housing stock in South Amboy is single-family detached housing, with most structures containing seven rooms. In 2014, there were 2,107 single-family detached homes representing 55 percent of the housing stock. Single-family attached and two family were the next most common housing types (12.4% and 12.2% respectfully).

The median number of rooms within housing structures in the Borough was 7.2 with the largest percentage of structures (26.1%) having 9 rooms or more.

Housing Data, City of South Amboy, 2010		
	Number	Percentage
Total Housing Units	3,576	100.0%
Occupied Housing Units	3,372	94.3%
Owner Occupied	2,221	65.9%
Renter Occupied	1,151	34.1%
Source: 2010 Census		

Year Structure Built, City of South Amboy		
	Number	Percentage
Built 1939 or earlier	1,167	30.6%
Built 1940 to 1949	265	6.9%
Built 1950 to 1959	824	21.6%
Built 1960 to 1969	495	13.0%
Built 1970 to 1979	88	2.3%
Built 1980 to 1989	232	6.1%
Built 1990 to 1999	314	8.2%
Built 2000 to 2009	432	11.3%
Built 2010 or later	0	0.0%
Total	3,817	100.0%
Median Year Structure Built	1956	
Source: 2010-2014 American Community Survey 5-Year Estimates		

Housing Type and Size, City of South Amboy, 2014		
Units in Structure	Total	Percentage
Total	3,817	100.0%
1, detached	2,107	55.2%
1, attached	472	12.4%
2	465	12.2%
3 or 4	192	5.0%
5 to 9	184	4.8%
10 to 19	0	0.0%
20 to 49	211	5.5%
50 or more	147	3.9%
Mobile home	39	1.0%
Boat, RV, van, etc.	0	0.0%
Rooms	Total	Percentage
1 room	55	1.4%
2 rooms	14	0.4%
3 rooms	410	10.7%
4 rooms	544	14.3%
5 rooms	712	18.7%
6 rooms	597	15.6%
7 rooms	777	20.4%
8 rooms	347	9.1%
9 or more rooms	361	9.5%
Median number of rooms	5.8	
Source: 2010-2014 American Community Survey 5-Year Estimates		

In terms of residential growth, for the period January 2000 through December 2014, the City issued building permits authorizing the development of 429 units. The majority of the City's building permits were authorized before 2009. Few permits were authorized between 2009 and 2014. The year 2015 saw a spike in construction permits with 20 permits issued.

Housing Units Authorized by Building Permits: 2000-2014,* City of South Amboy				
Year	1 & 2 Family	Multi Family	Mixed-Use	Total
2000-2003	-	-	-	175
2004	33	16	0	49
2005	61	34	0	95
2006	3	8	0	11
2007	5	20	0	25
2008	3	8	0	11
2009	1	40	0	41
2010	0	0	0	0
2011	0	0	0	0
2012	1	0	0	1
2013	1	0	0	1
2014	0	0	0	0
2015	11	9	0	20
Total	119	135	0	429
Source: State of New Jersey Department of Community Affairs Building Permits: Yearly Summary Data				
*The DCA Construction Reporter did not begin to report housing permits by type until 2004.				

Occupancy

According to the 2010 Census, of the 3,576 units in South Amboy, 3,372 (94.3%) were occupied while only 204 (5.7%) were vacant. Of those units that were vacant, about 34 percent were for rent, another 18 percent were for sale, and 40.2 percent are listed as “Other Vacant.”

Housing Values and Contract Rents

According to the 2010-2014 ACS Survey, a majority of the owner-occupied housing stock in South Amboy (83.1%) were valued at over \$200,000, and approximately 71 percent of all units were financed by a mortgage, contract to purchase, or similar debt. Housing values for owner-occupied housings units are listed in the table below along with mortgage status data. The most common housing-value range for the City was \$200,000 to \$299,999 range with 44.9 percent of all owner-occupied units falling within this range. The second most common value range was between \$300,000 and \$399,999, comprising 26.6 percent of all owner-occupied units. The median value of an owner-occupied housing unit in South Amboy was \$280,300. Though most units were covered by a mortgage (71.3%), roughly 29 percent had no mortgage at all.

Occupancy Status, City of South Amboy, 2010		
	Total	Percentage
Total Housing Units	3,576	100.0%
Occupied	3,372	94.3%
Vacant Housing Units	204	5.7%
For Rent	70	34.3%
Rented, not occupied	1	0.5%
For Sale Only	37	18.1%
Sold, not occupied	3	1.5%
For Seasonal, Recreational or Occasional Use	11	5.4%
Other Vacant	82	40.2%
Source: 2010 Census		

Value for Owner-Occupied Housing Units, City of South Amboy and Middlesex County, 2014 Estimates				
	South Amboy		Middlesex County	
	Number	Percentage	Number	Percentage
Total	2,298	100.0%	183,878	100.0%
Less than \$50,000	44	1.9%	4,791	2.6%
\$50,000 to \$99,999	17	0.7%	3,453	1.9%
\$100,000 to \$149,999	92	4.0%	6,201	3.4%
\$150,000 to \$199,999	236	10.3%	11,399	6.2%
\$200,000 to \$299,999	1,032	44.9%	52,650	28.6%
\$300,000 to \$399,999	612	26.6%	53,860	29.3%
\$400,000 to \$499,999	151	6.6%	26,422	14.4%
\$500,000 and greater	114	5.0%	25,102	13.7%
Median Value	\$280,300		\$325,000	
Source: 2010-2014 American Community Survey 5-Year Estimates				

Mortgage Status, City of South Amboy and Middlesex County, 2014 Estimates				
	South Amboy		Middlesex County	
	Number	Percentage	Number	Percentage
Housing units with a mortgage, contract to purchase, or similar debt:	1,638	71.3%	127,712	69.5%
With either a second mortgage or home equity loan, but not both:	293	17.9%	25,319	19.8%
Second mortgage only	53	18.1%	4,156	16.4%
Home equity loan only	240	81.9%	21,163	83.6%
Both second mortgage and home equity loan	21	1.3%	1,326	1.0%
No second mortgage and no home equity loan	1,324	80.8%	101,067	79.1%
Housing units without a mortgage	660	28.7%	53,166	28.9%
Source: 2010-2014 American Community Survey 5-Year Estimates				

The County's trends mirror that of the City's with roughly 86 percent of homes valued at over \$200,000 and 69.5 percent of housing units functioning with a mortgage, contract to purchase, or similar debt. It's also the case that about a third of the County's housing units have no mortgage.

According to the 2010-2014 5-year estimates produced by the ACS, the median contract rent in South Amboy was \$1,025. The highest percentage of renters (29.6%) paid between \$1,000 and \$1,499 for rent, followed by 16 percent who paid \$900 to \$999 for rent. The County's median contract rent was slightly higher at \$1,166. Similar to the City, the majority of renters in the County paid between \$1,000 and \$1,499 for rent.

Contract Rent, City of South Amboy and Middlesex County, 2014 Estimates				
	South Amboy		Middlesex County	
	Number	Percentage	Number	Percentage
Total Renter Occupied Units	1,434	100.0%	98,304	100.0%
Less than \$200	0	0.0%	2,013	2.0%
\$200 to \$499	198	13.8%	4,061	4.1%
\$500 to \$699	92	6.4%	3,276	3.3%
\$700 to \$899	150	10.5%	9,221	9.4%
\$900 to \$999	229	16.0%	10,793	11.0%
\$1,000 to \$1,499	425	29.6%	46,367	47.2%
\$1,500 to \$1,999	134	9.3%	15,895	16.2%
\$2,000 or more	165	11.5%	4,106	4.2%
No cash rent	41	2.9%	2,583	2.6%
Median Contract Rent	\$1,025		\$1,166	
Source: 2010-2014 American Community Survey 5-Year Estimates				

A minimum annual income of \$41,000 (\$12,300/0.30) would be necessary to afford the median contract rent in South Amboy. Therefore, an estimated minimum 30 percent of all households within the City could not afford to live in a dwelling unit at or above the median contract rent. Countywide, an estimated 24 percent of all countywide households could not afford to live within a residence whose rent is at or above the median contract rent of \$1,166.

Housing Conditions

The table below details the condition of the housing within South Amboy. Overcrowding and age, plumbing, and kitchen facilities are used to determine housing deficiency. In 2014, there were 37 owner-occupied units in South Amboy that experienced overcrowding (more than one person per room). Renter-occupied dwellings saw 0 overcrowded units. Throughout the City, no units lacked complete plumbing facilities or complete kitchen facilities.



Housing Conditions, City of South Amboy, 2014 Estimates		
	Number	Percentage
House Heating Fuel-Occupied Housing Units		
Total	3,732	100.0%
Utility gas	3,050	81.7%
Bottled, tank, or LP gas	79	2.1%
Electricity	303	8.1%
Fuel oil, kerosene, etc.	271	7.3%
Coal or coke	0	0.0%
Wood	9	0.2%
Solar energy	0	0.0%
Other fuel	0	0.0%
No fuel used	20	0.5%
Occupants per Room- Occupied Housing Units		
Total	3,732	100.0%
Owner-Occupied (Over 1.0)	27	0.7%
Renter-Occupied (Over 1.0)	0	0.0%
Facilities-Total Units		
Total	2,395	100.0%
Lacking complete plumbing facilities	0	0.0%
Lacking complete kitchen facilities	0	0.0%
Telephone Service- Occupied Housing Units		
Total	3,732	100.0%
No Service	196	5.3%
Source: 2010-2014 American Community Survey 5-Year Estimates		

EMPLOYMENT DATA

The following tables detail changes in resident employment from 2003 to 2015 for South Amboy, Middlesex County, and New Jersey. Employment in South Amboy remained steady from 2003 to 2009 as the labor force continued to increase gradually each year. The unemployment rate in South Amboy saw minimal fluctuation between 2003 and 2008, with its lowest rate occurring in 2007 at 3.7 percent. In 2009 the unemployment rate began to rise drastically and reached a decade high of 10.7 percent in 2012. Since this peak, the unemployment rate has decreased slightly, and in 2015 was at 6 percent. The unemployment rate of the City has historically been similar to that of the County and State as a whole, with the exception of 2011 through 2015 where the City's rate remained higher than the County or State.

South Amboy Employment and Residential Labor Force -- 2003 - 2015				
Year	Labor Force	Employment	Unemployment	Unemployment Rate
2003	4,142	3,934	208	5.0%
2004	4,146	3,976	170	4.1%
2005	4,158	3,971	187	4.5%
2006	4,206	4,011	195	4.6%
2007	4,187	4,032	155	3.7%
2008	4,246	4,043	203	4.8%
2009	4,270	3,918	352	8.2%
2010	4,676	4,271	405	8.7%
2011	4,790	4,347	444	9.3%
2012	5,010	4,468	542	10.8%
2013	4,974	4,529	445	8.9%
2014	4,978	4,623	355	7.1%
2015	5,035	4,735	300	6.0%
Source: NJ Dept. of Labor & workforce Development Labor Force Estimate				

Middlesex County Employment and Residential Labor Force -- 2003 - 2015				
Year	Labor Force	Employment	Unemployment	Unemployment Rate
2003	409,600	387,000	22,600	5.5%
2004	409,600	391,200	18,400	4.5%
2005	414,700	397,200	17,500	4.2%
2006	420,000	401,600	18,400	4.4%
2007	420,400	404,200	16,200	3.8%
2008	424,500	404,600	20,900	4.9%
2009	427,800	391,400	36,400	8.5%
2010	424,300	386,400	38,000	8.9%
2011	427,100	389,800	37,300	8.7%
2012	431,200	394,200	37,100	8.6%
2013	430,300	398,100	32,200	7.5%
2014	434,900	408,500	26,400	6.1%
2015	440,300	418,400	21,900	5.0%
Source: NJ Dept. of Labor & workforce Development Labor Force Estimate				

New Jersey Employment and Resident Labor Force -- 2003 - 2014				
Year	Labor Force	Employment	Unemployment	Unemployment Rate
2003	4,347,200	4,093,700	253,500	5.8%
2004	4,349,200	4,138,800	210,300	4.8%
2005	4,391,600	4,194,900	196,700	4.5%
2006	4,445,900	4,236,500	209,400	4.7%
2007	4,441,800	4,251,800	190,000	4.3%
2008	4,504,400	4,264,000	240,500	5.3%
2009	4,550,600	4,138,600	412,100	9.1%
2010	4,555,300	4,121,500	433,900	9.5%
2011	4,565,700	4,140,500	425,300	9.3%
2012	4,588,100	4,162,100	426,000	9.3%
2013	4,534,400	4,164,400	370,000	8.2%
2014	4,518,700	4,218,400	300,300	6.6%
2015				
Source: NJ Dept. of Labor & workforce Development Labor Force Estimate				



Businesses in South Amboy's downtown

Employment Status

The 2010-2014 5-year American Community Survey estimates reveal that 68.3 percent of South Amboy's 16 and over population is in the labor force. The County's employment status is similar to that of South Amboy. About one third of both the City's and the County's over 16 population are not in the labor force (31.7% and 33.8%, respectively).

Employment, City of South Amboy and Middlesex County, 2014 Estimates				
	South Amboy		Middlesex County	
	Number	Percentage	Number	Percentage
Population 16 years and over	7,011	100.0%	660,947	100.0%
In labor force	4,790	68.3%	437,301	66.2%
Civilian Labor Force	4,790	68.3%	437,097	66.1%
Employed	4,368	62.3%	400,296	60.6%
Unemployed	422	6.0%	36,801	5.6%
Armed Forces	0	0.0%	204	0.0%
Not in labor force	2,221	31.7%	223,646	33.8%
Source: 2010-2014 American Community Survey 5-Year Estimates				

Class of Worker and Occupation

According to the 2010-2014 ACS Estimates, the majority of workers (76.4%) living in South Amboy were a part of the private wage and salary worker group. This group includes people who work for wages, salary, commission, and tips for a private for-profit employer or a private not-for-profit, tax-exempt or charitable organization. The second largest category was government worker (19%), followed by those who were self-employed

The occupational breakdown shown in the table below includes only private wage and salary workers. Those that worked within the private wage field were concentrated heavily in management and professional positions as well as sales and office occupations. Together the two fields account for roughly 65 percent of the entire resident workforce.

Class of Worker, City of South Amboy, 2014 Estimates		
	Number	Percentage
Employed Civilian population 16 years and over	4,368	100.0%
Private Wage and Salary Worker	3,338	76.4%
Government Worker	831	19.0%
Self-Employed Worker	199	4.6%
Unpaid Family Worker	0	0.0%
Source: 2010-2014 American Community Survey 5-Year Estimates		

Resident Employment by Occupation, City of South Amboy, 2014 Estimates		
	Number	Percentage
Employed Civilian population 16 years and over	4,368	100.0%
Management, business, science and arts occupations	1,372	31.4%
Service occupations	457	10.5%
Sales and office occupations	1,455	33.3%
Natural resources, construction and maintenance occupations	495	11.3%
Production Transportation and material moving occupations	589	13.5%
Source: 2010-2014 American Community Survey 5-Year Estimates		

The most common industry for South Amboy residents is the educational services, and health care and social assistance sector, employing approximately 27 percent of the City's resident workforce. The second most common industry is the retail trade sector, which employs 10 percent of the City's resident workforce.

Commuting to Work

According to the 2010-2014 ACS Estimates, the mean travel time to work for those who lived in the City was 30.3 minutes. The vast majority of commuters, roughly 72 percent, traveled less than an hour to work, and roughly 47 percent had less than a half-hour commute.

The largest portion of workers drove to work alone (79.8%), while roughly 6 percent carpooled. Approximately 10.5 percent of workers commuted via public transportation and another 2.4 percent worked from home.

Employment by Industry, City of South Amboy, 2014 Estimates

Industry	Number	Percentage
Civilian employed population 16 years and over	4,368	100.0%
Agriculture, forestry, fishing and hunting, mining	0	0.0%
Construction	351	8.0%
Manufacturing	353	8.1%
Wholesale Trade	158	3.6%
Retail Trade	514	11.8%
Transportation and Warehousing, and Utilities	436	10.0%
Information	242	5.5%
Finance and insurance, and real estate and rental and leasing	184	4.2%
Professional, scientific, and management, and administrative and waste management services	421	9.6%
Educational services, and health care and social assistance	1,170	26.8%
Arts, entertainment, and recreation, and accommodation and food services	185	4.2%
Other Services, except public administration	100	2.3%
Public administration	254	5.8%

Source: 2010-2014 American Community Survey 5-Year Estimates

Means of Commute, City of South Amboy, 2014 Estimates

	Number	Percentage
Workers 16 years and over	4,260	100.0%
Car, truck, van- Drove Alone	3,400	79.8%
Car, truck, van- Carpooled	250	5.9%
Public Transportation	449	10.5%
Walked	33	0.8%
Other Means	25	0.6%
Worked at home	103	2.4%

Source: 2010-2014 American Community Survey 5-Year Estimates

Travel Time to Work, City of South Amboy, 2014 Estimates		
	Number	Percentage
Workers who did not work at home	4,157	100.0%
Less than 10 minutes	502	12.1%
10 to 14 minutes	455	10.9%
15 to 19 minutes	370	8.9%
20 to 24 minutes	285	6.9%
25 to 29 minutes	353	8.5%
30 to 34 minutes	285	6.9%
35 to 44 minutes	298	7.2%
45 to 59 minutes	430	10.3%
60 to 89 minutes	371	8.9%
90 or more minutes	184	4.4%
Mean travel time to work (minutes)	30.3	
Source: 2010-2014 American Community Survey 5-Year Estimates		

Private Wage Covered Employment 2003 - 2014, City of South Amboy			
Year	Number of Jobs	# Change	% Change
2003	2,484	-	-
2004	2,719	235	9.5%
2005	2,881	162	6.0%
2006	2,801	-80	-2.8%
2007	2,797	-4	-0.1%
2008	2,876	79	2.8%
2009	2,717	-159	-5.5%
2010	2,910	193	7.1%
2011	2,892	-18	-0.6%
2012	2,940	48	1.7%
2013	2,952	12	0.4%
2014	3,021	69	2.3%
Source: NJ Dept. of Labor & workforce Development Labor Force Estimate			

Covered Employment

There is currently very limited information available on actual jobs within municipalities. The Department of Labor collects information on covered employment, which is employment and wage data for private employees covered by unemployment insurance. The tables below provide a snapshot of private employers located within South Amboy. The first table reflects the number of jobs covered by private employment insurance from 2003 through 2014. The second table reflects the disbursement of jobs by industry in 2014.

According to data from the New Jersey Department of Labor and Workforce Development, the highest number of covered jobs in South Amboy was in 2014 when 3,021 jobs were covered by unemployment insurance. Private employment has fluctuated in South Amboy since 2003, with its largest loss occurring between 2008 and 2009 (-5.5%).

In-City Establishments and Employees by Industry: 2014

The table on the following page depicts the average annual number of establishments and

employees by industry sector that exist within the City, as grouped by North American Industry Classification System (NAICS). In 2014, the City had an annual average of 327 establishments employing on average 3,021 persons. The “other services” was the predominant sector, accounting for nearly 15 percent of the establishments in South Amboy. However, the admin/waste remediation trade accounted for the highest in-place employment rate, accounting for roughly 23% percent of the City’s in-place employment.

Average Number of Establishments and Employees by Industry: 2014		
Industry	2014 Average	
	Units	Employment
Mining	.	.
Construction	37	305
Manufacturing	12	121
Wholesale Trade	11	130
Retail Trade	45	423
Transp/Warehousing	16	64
Information	.	.
Finance/Insurance	8	37
Real Estate	5	49
Professional/Technical	33	164
Admin/Waste Remediation	18	700
Health/Social	32	437
Arts/Entertainment	3	37
Accommodations/Food	35	286
Other Services	48	191
Unclassifieds	21	38
Private Sector Totals	327	3,021
Local Government Totals	3	291
Source: NJ Dept. of Labor & Workforce Development Labor Force Estimate Data have been suppressed (-) for industries with few units or where one employer is a significant percentage of employment or wages of the industry.		

Probable Future Employment Opportunities

In addition to reviewing past economic data for South Amboy, it is important to look ahead at regional projections for employment growth. The North Jersey Transportation Planning Authority (NJTPA) completes regional forecasts for the New York/New Jersey metropolitan area every four years for populations, households, and employment. The most recent report was released in 2013. The report projects South Amboy will grow from 1,950 jobs in 2010 to 3,040 in 2040. This projected growth represents an annualized change of 1.5 percent, which is higher than many of the other Middlesex County communities.

Please note, there is an inconsistency between the employment numbers of the New Jersey Department of Labor and Workforce Development and the North Jersey Transportation Planning Authority.

In addition, the New Jersey Department of Labor releases a Regional Community Fact Book for each county in New Jersey. Between 2010 and 2020, Middlesex County is projected to increase its job holding by 34,750 jobs. The administrative and waste services industry is projected to create the most jobs in Middlesex County, adding a predicted total of 7,750 jobs. Professional, scientific and technical services is projected to grow at the second highest rate, approximately 7,200 jobs. Together, these two industries account for 43 percent of the county's employment increase.

FAIR SHARE PLAN

The following fair share plan details South Amboy’s present need, prior round obligation (1987-1999), and Third Round need. This Plan proposes mechanisms for which the City can realistically provide opportunities for affordable housing for moderate-, low-, and very low-income households.

The need for affordable housing in New Jersey is divided into three components:

- Present Need – The present need, or rehabilitation share, represents the number of existing housing units that are both deficient and occupied by low and moderate income households. This number is derived from review and analysis of housing conditions reported in the U.S. Census and American Community Survey.
- Prior Round Obligation – The Prior Round obligation is the cumulative 1987-1999 fair share obligation determined by 2014 COAH report. The First Round and the Second Round are mutually referred to as the “Prior Round.”
- Third Round Need (Prospective Need) – July 1, 1999 - June 30, 2025 (including the “gap period.”) - The New Jersey Supreme Court decided on January 18, 2017 in In Re Declaratory Judgment Actions Filed by Various Municipalities, County of Ocean, Pursuant To The Supreme Court’s Decision

In In re Adoption of N.J.A.C. 5:96, 221 N.J. 1 (2015), that for the sixteen year period between 1999 and 2015 (known as the “gap period”) when the Council on Affordable Housing failed to implement rules creating fair share obligations for municipalities, the Mount Laurel constitutional obligation did not go away. Therefore, municipalities continue to be responsible for the need created during the gap period.

South Amboy’s affordable housing obligation are as follows per Fair Share Housing Center’s (Dr. David Kinsey) May 17, 2016 report with Dr. Kinsey’s April 2017 gap period number.

Rehabilitation Share	22
Prior Round Obligation	0
GAP Period	57
Third Round	64
TOTAL	143

The City has addressed its Rehabilitation, Prior Round, and Third Round obligations as detailed in the following plan, and has surplus units that can be applied to future obligations. In addition, experience has indicated that the Fair Share Housing Center has “settled” with municipalities for a 30% to 40% reduction of Dr. Kinsey’s combined gap period and Third Round calculations. Therefore, South Amboy’s obligation would be less than the 143 units stated above. It is our opinion that the total obligation would be between 95 and 107 units.

Present Need

Present Need was determined in N.J.A.C. 5:93-1.3 to be the sum of a municipality’s indigenous need, the deficient housing units occupied by low- and moderate-income households, and the reallocated present need, which is the portion of a housing region’s present need that is redistributed throughout the housing region. Under the second round rules, evidence for deficient housing included: year structure was built, persons per room, plumbing facilities, kitchen facilities, heating fuel, sewer service, and water supply.

The Third Round rules reduced the criteria for deficient housing to only include: pre-1960 over-crowded units, which are units that have more than 1.0 persons per room; incomplete plumbing, and incomplete kitchen facilities. This criteria reduction was found by the Appellate Division to be within the Council’s discretion and was upheld in the Supreme Court’s decision In re N.J.A.C. 5:96 & 97.

The previously discussed 2015 Supreme Court decision found that the reallocated need is no longer a component in the determination of Present Need. Therefore, the Present Need now equates to indigenous need, which means the obligation is based on deficient housing as determined by pre-1960 over-crowded units, incomplete plumbing, and incomplete kitchen facilities.

The May 16, 2017 FSHC Report gave South Amboy a Present Need of 22 units. The City of South Amboy has been and continues to be a participant in housing rehabilitation programs administered by the Middlesex County Department of Housing and Community Development. The City will address its 22-unit Present Need obligation through continued participation in the Middlesex County HOME Investment Partnership Program. The City will additionally use funds from its Trust Fund to supplement monies from the HOME program.

Prior Round Obligation (1987-1999)

South Amboy has a Prior Round obligation of 0 units.

Round 3 Obligation

The City has a total Third Round obligation (including Gap Period) of 121 units (Gap Period = 57-unit obligation; Prospective Need = 64-unit obligation). The City more than fully satisfies the Third Round obligation through the following existing and proposed sites:

Robert Noble Manor

Robert Noble Manor is a 100% affordable age-restricted development located at 241 Gordon Street. The building was constructed in 2012 and offers 40 age-restricted for-rent apartments. The City will apply 30 units from this development toward its Third Round Obligation. It should be noted that in the alternative, with a 30-40% discount from Dr. Kinsey's numbers, the

City would have a 73 to 85-unit Third Round obligation. In that situation, the City would apply 18 to 21 units from the Robert Noble Manor to its Third Round obligation.

Proposed Manhattan Beach Club Development

The Manhattan Beach Club development is a proposed mixed use development on the City's waterfront. The property is located on Block 161.02 within the Broadway/Main Street Redevelopment Area. The project has been approved for 1,750 residential units, including 88 affordable residential units. The project will be done in phases with a 30-year build out. Based on the full obligation of 121 units, the City will apply 30 bonus credits to its Third Round obligation.

McCarthy Towers

The McCarthy Towers age-restricted development, located at 250 South Broadway, falls under Prior Cycle credits. The development received a certificate of occupancy in November 1985. Per COAH regulations, affordable units constructed between April 1, 1980 and December 15, 1986 are eligible for one-to-one credit with no restrictions. South Amboy can therefore apply the entire development to its obligation. McCarthy Towers has a total of 72 low-income, age-restricted units that were funded through HUD.

Based upon full obligations, the two existing developments, and the proposed Manhattan Beach Club development, the City not only addresses its entire obligation, but has 69 excess units to apply to future obligations.

City of South Amboy Round 3 (assuming no discount from FSHC)

Third Round Obligation	121
<i>Robert Noble Manor</i>	30
<i>Proposed Manhattan Beach Club</i>	88
<i>Rental Bonus Credit</i>	30
<i>McCarthy Towers</i>	72
Total Affordable Units	190
Total Rental Bonus Credit	30
TOTAL THIRD ROUND CREDITS	220

Additional Affirmative Measures

It is recommended South Amboy adopt a development fee ordinance for the purpose of collecting fees to fund affordable housing activities, specifically for rehabilitation and affordability assistance. Monies generated by the development fees will be paid into the City's Affordable Housing Trust Fund, and will be the primary source of funding for rehabilitation projects within the City.

It is recommended the City adopted an affordable housing ordinance in conformance with the standards of the Uniform Housing Affordability Controls (UHAC) N.J.A.C. 5:80-26.1 et seq.

It is recommended South Amboy coordinate with the City attorney to determine whether South Amboy should file this Fair Share Plan with the Courts for a Judgement of Compliance and Repose (JOR).

IV. CIRCULATION ELEMENT



INTRODUCTION

The Circulation Element of the Master Plan is intended to provide guidance to the City to facilitate the movement of goods and people within and around the City of South Amboy. The Element is prepared in accordance with the New Jersey Municipal Land use Law.

South Amboy's location along the Raritan River has created opportunities for the City to grow through the convenience of extensive transportation systems. Historically, the City flourished due to its river-side location and the success of ferries and steamships. As early as the 1680s, ferries carrying passengers traveled from South Amboy across the Raritan River to Perth Amboy, successfully linking the two Amboys. South Amboy continued to thrive as a port town with the invention of the steamboat in the early 19th century, providing additional connections to New York. With the introduction of the Camden & Amboy Rail Road Transportation Company in 1830, this smaller ferry-port town quickly transformed into a thriving freight and shipping center. As the industrial revolution progressed, South Amboy benefitted from the implementation of numerous rail lines transporting people and goods through the City. As technology and transportation resources advanced, so too did South Amboy's status as an important industrial and transportation center for the region.

Today, the City's identification as a transportation hub is solidified through the presence of major roads and highways, mass transit, and pedestrian infrastructure. The City's viable transportation system is a critical component of the City's economy and its ongoing revitalization efforts. As was the case nation-wide, South Amboy's dependence on the automobile grew in the post-World War II era, and transportation infrastructure projects began to focus on roadways and car-oriented systems. The City continues to experience higher levels of local traffic congestion. Further improvements to the City's transportation systems will enhance the success of the redevelopment and the quality of life of its residents.

South Amboy has direct access to the regional transportation system. Routes 9 and 35 converge in South Amboy and the entrance to the Garden State Parkway is directly outside the City's western borders. The City is served by New Jersey Transit's North Coast Line, which has a station located within the City's downtown, as well as NJ Transit bus lines 815 and 817 and Middlesex County bus line M7.

South Amboy has been able to further reinforce its identity as a key transportation hub through its designation as a Transit Village, which provides a variety of benefits, including State support, priority funding, technical assistance, and NJDOT grant money.



South Amboy Station



South-bound train tracks at South Amboy Station

Additionally, the proposed ferry terminal creates the opportunity to further South Amboy's historic identity as a transit center, increasing the transportation options for both residents and visitors.

EXISTING TRAFFIC CONDITIONS AND PLANNED / PROPOSED IMPROVEMENTS

Vehicular Traffic Circulation

The City of South Amboy has excellent access to the regional highway network. Principal access to and from Route 9 and 35 is gained through numerous locations as neither highway is a limited access highway. Additionally, the City has access to the Garden State Parkway along its western border in Sayreville.

Five County roads traverse the City: Route 670 (Washington Road), Route 686 (Feltus Street, 6th Street, and North Stevens Avenue), Route 684 (Main Street), Route 615 (Bordentown Avenue), and Route 688 (South Pine Avenue).

South Amboy also has three significant thoroughfares under the City's jurisdiction. The first is Main Street, which runs in a north south direction on the northern end of the City before making a sharp turn into an east west road at the point where the freight train tracks cross above it. Main Street provides direct access to Routes 35 and 9.

The second is Broadway Street, which runs in a north south direction parallel to the North Jersey Coast Line tracks and through the City's downtown. Broadway is particularly important to the City due to its access to the train and the City's commercial downtown "spine."

The third is Bordentown Avenue, which traverses the City in its southern half and connects with Broadway. Bordentown Avenue brings drivers west out of South Amboy and into Sayreville.

The Roadway System

Streets and roadways are classified according to a hierarchy that identifies function by the amount and type of traffic expected and the type of access allowed. Each roadway in the City can be classified according to the function it performs. Once classified, roads can be analyzed to determine whether they are fulfilling their intended purposes, and recommendations can be made for changes to each level of classification. This hierarchy serves to create a network that can be systematically and methodically studied for possibly improvements.

The following section contains the various roadway classifications and their locations in the City. Each subsection contains a brief description of the roadways classifications and those local roadways that meet the criteria. The Road Classification map also presents this information.



Main Street looking east



Broadway looking south

Freeways

Freeways are high speed, high capacity, limited access highways devoted entirely to the movement of motor vehicles and provides no direct access to abutting properties. They generally traverse large areas, often an entire state, and connect with freeways of adjoining states.

Design features of freeways include the separation of opposing traffic lanes by a continuous center barrier or median strip and full access control and grade separations at intersections or interchanges which are generally widely spaced. Freeways carry multiple lanes of traffic in each direction and are generally designed for a capacity of between 1,000 to 1,500 vehicles per lane per hour. The Garden State Parkway is a freeway within close proximity to South Amboy.

Principal Arterials

Principal arterials serve to take traffic from freeways or expressways along to other destinations. These roads are designed primarily to handle mainly automobile traffic and contain few direct access points to local uses. Principal arterials provide major local and inter-municipal movements and commonly provide access to freeways and expressways. In order to preserve their traffic carrying capacity, the number of intersections, driveways, and frontage activity are generally minimized along these streets. Both State Routes 35 and 9 are classified as principal arterials.

The New Jersey Department of Transportation conducted a traffic count of Main Street between North Stevens Avenue and Stockton Street between July 28, 2014 and July 31, 2014 and the annual average daily traffic (AADT) count was 7,577. The NJDOT categorizes this section of Main Street as an “urban principal arterial-other.” According to the Federal Highway Administration, an AADT of 7,577 is appropriate for an urban principal arterial roadway, which can have an AADT anywhere from 7,000 to 27,000. While this may be a standard traffic level, the residents of South Amboy feel the impact of traffic congestion in the area. This section of Main Street also has landscaped medians, which were implemented in 2009, and according to the City’s Police Department, have helped reduce the speed of cars at this location.



Main Street between North Stevens Avenue and Stockton Street - Example of Principal Arterial

Minor Arterials

Minor arterials handle a larger share of access to local uses and are more pedestrian-friendly. Minor arterials, typically under County and local jurisdiction, connect lower level streets with principal arterial roads and freeways and also act as alternate routes for primary arterial roads. They usually are designed to serve smaller commercial and residential districts with lower speed limits as well as have narrower rights of way and shallower building setbacks than primary arterials.



Bordentown Avenue - Example of Minor Arterial

Portions of several roadways in South Amboy meet the Minor Arterial criteria, including Washington Avenue between the South Amboy border and US highway 9; Bordentown Avenue between the South Amboy border and South Stevens Avenue; and South Stevens Avenue between Bordentown Avenue and Main Street. Given the local and regional importance of minor arterials, intersections along these roadways can experience high traffic volumes.

Collector Streets

Collector streets provide access between local destinations and larger arterials. They tend to be pedestrian-oriented with lower speed limits. Municipalities usually maintain collector streets, although some are under County jurisdiction. Collector streets are often utilized as a means to provide alternatives for local traffic. Alternatives allow the larger arterials to function more efficiently and work in concert with the local roads to disperse and diffuse larger traffic volumes.

Portions of several roadways in South Amboy meet the collector street criteria:

- Bordentown Avenue between South Stevens Avenue and South Broadway Avenue.
- South Broadway Avenue between Bordentown Avenue and Main Street.
- South Pine Avenue between Bordentown Avenue and the South Amboy border.
- North Feltus Street between 5th Street and Main Street.

- 5th Street between North Stevens Avenue and North Feltus Street.
- North Stevens Avenue between 5th Street and the South Amboy border.

Between August 20, 2014 and August 22, 2014, the NJDOT conducted a traffic count of Stevens Avenue between Cedar Street and Pupek Road. This short span of roadway leads into the “hole-in-the-wall” tunnel that goes under the train tracks, bringing cars to the northern-most neighborhood of South Amboy. This particular tunnel is a source of frustration for both officials and residents of South Amboy as it is a tight passageway that causes a funneling phenomenon and slows down traffic. For the three day period that was studied, the NJDOT count produced an AADT of 3,748 for this section of Stevens Avenue. According to the Federal Highway Administration, an AADT of 3,748 is relatively average for an urban collector street, which can experience an AADT anywhere from 1,100 to 6,300. However, because of the unique condition at this location, the volume of traffic experienced can cause problems for residents as well as emergency vehicles trying to access the northern part of the City.

Local Roads

The rest of South Amboy’s streets are classified as local roads, the bottom of the hierarchy of streets. Local streets provide direct access to specific land uses and receive less traffic than other roadway classes. However, they are often the backbone of



5th Street between North Stevens and North Feltus Street - Example of Collector Street

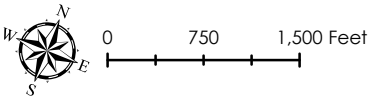


Residences on 2nd Street - Example of Local Road

Roadway Network

Road Type

- US Highway
- State Highway
- Garden State Parkway
- County Routes
- Local Roads



Source: NJOGIS, NJGIN, NJDEP, NJDOT, 2016 Tax Records

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a healthy roadway network. Trucks are usually prohibited on most local streets for pedestrian safety and residential living. Municipalities usually maintain local streets. They are typically shorter in length than the other classifications and usually provide access to individual properties. Local streets carry low levels of traffic, have very low speed limits, and are often narrower than collector streets. They can have shallower setbacks and narrower rights of way than the other classifications because there is less need to separate buildings from traffic. The use of these streets by the residents in non-vehicular functions helps maintain the identity of the neighborhood.

Roadway Issues

The City of South Amboy has a dense network of roads under municipal and County jurisdiction that provide local circulation, significant access to development, and connections to the regional road network. They are an important element of the City's transportation system because they provide circulation and access to the commercial center, community resources, open space, and residential areas. The majority of these roads were constructed in the early part of the 20th century. As a result, roads are somewhat impacted by traffic congestion, physical deterioration, and potential safety issues.

In addition to the condition and design of the City's road network, new and ongoing factors will continue to impact the effectiveness of the

South Amboy road network. As a dense urban community in an auto oriented society, the combination of cars and narrow streets can lead to unanticipated congestion levels. Given the City's regional importance, however, public transportation options will become increasingly important as will other more traditional modes of transportation such as walking and bicycling.

Local Roadway Issues

All cities experience traffic congestion and localized traffic problems (e.g., insufficient intersections, roadways in need of improvement). Traffic is, in part, a testament to a City's success as a place to live, work, learn and play. However, traffic congestion is an annoyance that may negatively affect resident's perception of the quality of life in the City. Other problems, such as those that effect roadway and intersection safety are more serious. Some of these issues carry over from the 1974 Master Plan and the subsequent Reexamination Plans, while other are new issues the City is tackling for the first time:

Poor north-south access across the railroad barrier: A Conrail right-of-way bisects South Amboy in the northern part of the City, isolating a neighborhood from the remainder of the City. Only two local streets traverse the tracks. Main Street crosses underneath the elevated tracks close to the waterfront, as it curves from a north-south street to east-west street. North Stevens



5th Street



Corner of John Street and Broadway

Avenue/ Ridgeway Avenue run through a narrow tunnel underneath the tracks. Other options available to moving the South Amboy residents in this northern neighborhood into the remainder of South Amboy is the use Raritan Street heading east, crossing into Sayreville, before looping back around into South Amboy, or to use Route 35 and 9 on the western edge of the City.

High traffic volumes on residential streets: One benefit of a street grid network is the ability to spread traffic throughout the network, thereby avoiding “bottleneck” areas. Yet, an adjoining problem is that such a design increases traffic levels on residential streets. South Amboy residents are concerned about the levels of non-residential traffic cutting through residential streets to avoid backups on a variety of major streets in South Amboy, including Main Street, Routes 9 and 35, Broadway, Bordentown Avenue, and Stevens Avenue. Previous Master Plan Reexamination Reports argued that the additional traffic was largely an outgrowth of the antiquated intersection for Routes 35 and 9, as frustrated drivers clogged local streets in attempts to avoid delays, since little progress has been made on improving the Routes 9 and 35 intersection, these issues remain.

The New Jersey Department of Transportation has secured \$22.6 million through the National Highway Performance Program for a mobility and congestion relief project at the Route 9/35 over Main Street Interchange in South Amboy. The NJDOT has acknowledged that significant

safety concerns have been created by substandard ramps and lack of any acceleration lane from the Route 9 northbound ramp onto Route 9/35. The project is currently a four-phase project occurring over nine years. However, the NJDOT acknowledges that after additional investigation, some aspects of the project may be split into individual projects.

Alternative Modes of Transportation

As a transportation hub for a region with congestion issues, South Amboy’s alternative modes of transportation play a critical role in meeting the transportation needs of residents. In 2014, approximately 10.5% of South Amboy residents who are in the workforce use public transit to commute to work. This number has continued to steadily increase, doubling since 2000. Residents utilize commuter rail service and bus service that link the City to employment hubs like Newark and New York City. The opportunity to expand the availability of transportation facilities within South Amboy through the ongoing redevelopment process will continue to make the City more available to visitors and commuters.

Transit Village Designation

In 1999, South Amboy was one of the first five New Jersey municipalities designated as a Transit Village. The State has 32 municipalities that have been designated, ranging from places such as



New Brunswick and Journal Square/ Jersey City to Netcong and Bound Brook. Transit Villages are designated by an inter-agency Transit Village Task Force for municipalities that have demonstrated a commitment to revitalizing and redeveloping the area around a municipality's core transit facilities into compact, mixed use centers. Transit Village designation brings a variety of benefits, including State support for the municipalities, priority funding, technical assistance, and eligibility for grants from the NJDOT's \$1 million dollar a year grant fund for Transit Villages.

To date, South Amboy has undertaken a variety of initiatives that support the City's designation. Between 2002 and 2008 South Amboy participated in the Main Street New Jersey program as a proactive effort to revitalize the City's downtown. The City also utilized funding from the Smart Growth Planning Grant operated by the the Department of Community Affairs to create a Comprehensive Redevelopment and Revitalization Plan in 2003, intended to guide future redevelopment within the City.

Bus and Shuttle

South Amboy residents utilize bus services not only for commuting purposes, but also for transportation to school, shopping, and community facilities. New Jersey Transit provides the majority of bus service for South Amboy on Routes 815 and 817, which extend into Middlesex and Monmouth Counties. The 815 bus runs

between New Brunswick and Woodbridge Center, stopping at the corner of Broadway and Augusta Street in South Amboy and offers 16 Woodbridge-bound stops and 17 New Brunswick-bound stops each weekday for South Amboy residents. The 817 bus provides service between Perth Amboy and Campbell's Junction in Middletown, stopping at the same station on the corner of Broadway and Augusta Street in South Amboy, offering 14 Perth Amboy-bound stops and 14 Campbell's Junction-bound stops each weekday.

Additionally, the Middlesex County Department of Transportation (MCDOT) offers a Middlesex County Area Transit (MCAT) community service shuttle that runs six different routes throughout the County. South Amboy is located along the M7 Brunswick Square Mall/South Amboy route. The shuttle runs on a fixed schedule and does not require a reservation. The M7 community shuttle service offers designated stops every 30 to 60 minutes in South Amboy at the YMCA/McCarthy Towers, Shoregate, and the South Amboy Rail Station.

The City of South Amboy also offers a personal transportation service within 10 miles of the City for its senior residents who are members of the Senior Center. Residents must call to schedule their trip two days in advance.



South Amboy Station

Passenger Rail Service

Existing Conditions

South Amboy has one passenger rail station located on Broadway, across from City Hall. NJ Transit operates 42 northbound and 42 southbound daily trips stopping at the South Amboy Rail Station. According to 2012 ridership trends (most recent data available), the station boards about 1,050 passengers daily. The North Jersey Coast Line trains offer direct service between South Amboy, Newark Airport, Newark Penn Station, and New York Penn Station. Riders can also transfer from the North Jersey Coast Line to the Northeast Corridor line at Rahway for destinations south toward Philadelphia. The North Jersey Coast Train additionally provides access south toward Belmar and other Jersey Shore connections.

Station Improvements

The South Amboy Rail Station has been the subject of substantial upgrades and improvements over the past decade and a half. In 2005, NJ Transit completed a new pedestrian bridge over the tracks, connecting the plaza along Broadway to a northbound commuter parking lot. This allowed for the closure of the grade at Augusta Street. In 2006, a new grade crossing was constructed at John O'Leary Boulevard, providing a significant connection between the east and west sides of the City.

In 2009, a newly constructed station was unveiled. The new station included a new center-

island, high-level platform, climate-controlled waiting shelters, a canopy, ticket office, restrooms, elevator, closed-circuit security cameras, and modern communication systems. The station is ADA accessible and offers bike storage.

Ferry Terminal

The City began running a temporary ferry service to New York City after the attacks on September 11, 2001 left lower Manhattan's transportation system fractured. While this service was suspended several years later, the City has always had its sight on a permanent ferry terminal. On June 8, 2016, the City received authorization from the Federal Aid Highway Program for \$2.1 million of funding for the construction of a ferry terminal and site remediation. The terminal and its associated parking will be located on City-owned property within the Broadway/Main Street Redevelopment Area. The ferry terminal is intended to be constructed and completed in conjunction with the surrounding redevelopment along the waterfront. The proposed ferry terminal is a fitting next step in South Amboy's continuing efforts to create a walkable community with viable public transportation options for commuters and residents.

The remediation work on the ferry site began in mid-2016 and as of this Plan, the remediation process is ongoing. The City intends to pursue designs for the terminal and parking amenities in the fall of 2017.



Walkway over tracks at South Amboy Station



South Amboy Station

Walking and Bicycling

Existing Conditions

Generally, South Amboy is a pedestrian friendly community, with sidewalks along most county and local routes traversing the City. Due to its compact form, density, and traditional design, walking remains an important means of transportation for South Amboy residents.

The auto-dependency that many towns experience has historically dictated the built environment of South Amboy and created limited room for the creation of any bicycle infrastructure. The busy local roads make biking unsafe and the built-up nature of the City creates obstacles in implementing bicycle infrastructure. The public participation process revealed that citizens are nervous about encouraging bicycle infrastructure before traffic management strategies are implemented.

SAFE ROUTES TO SCHOOL

The Safe Routes to School program was created and is supported by the New Jersey Department of Transportation to encourage safer and more accessible walking and bicycling environments for children throughout New Jersey. Additional benefits of the program include reduced traffic, reduced fuel consumption, and reduced air pollution. The program provides funding for infrastructure improvements as well as education programs to “overcome barriers to walking and cycling to school.”

Elementary School (Pre-K through 5th Grade)								
	Total # of students surveyed	Walk	Bike	Bus	Family Vehicle	Carpool	Transit	Other
Tues AM:	481	28.7%	0.2%	8.3%	58.0%	4.4%	0.0%	0.4%
Tues PM:	237	36.3%	0.0%	3.8%	54.9%	4.6%	0.0%	0.4%
Wed AM:	485	28.7%	0.2%	7.2%	60.4%	2.7%	0.0%	0.8%
Wed PM:	230	35.2%	0.4%	4.3%	54.3%	4.3%	0.0%	1.3%
Thurs AM:	483	29.6%	0.2%	7.7%	58.8%	2.9%	0.0%	0.8%
Thurs PM:	232	34.5%	0.0%	9.1%	52.6%	2.6%	0.0%	1.3%

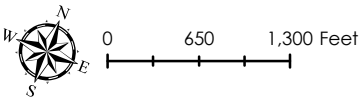
Middle School (6th through 8th Grade)								
	Total # of students surveyed	Walk	Bike	Bus	Family Vehicle	Carpool	Transit	Other
Tues AM:	162	40.1%	3.1%	3.1%	38.9%	13.6%	0.0%	1.2%
Tues PM:	145	46.9%	3.4%	3.4%	34.5%	10.3%	0.0%	1.4%
Wed AM:	206	40.3%	2.4%	2.4%	42.2%	11.7%	0.0%	1.0%
Wed PM:	187	48.7%	2.7%	2.7%	30.5%	14.4%	0.0%	1.1%
Thurs AM:	190	38.4%	1.6%	2.1%	46.8%	10.5%	0.0%	0.5%
Thurs PM:	144	50.0%	2.1%	2.1%	35.4%	9.7%	0.0%	0.7%

The City applied for the program in 2016 and conducted surveys in the elementary school and middle school. The following are the results of that survey that were tallied the week of September 9, 2016.

As the tables above show, a significant number of students, especially in the middle school, walked to/from school during the three days students were surveyed. These numbers indicate that there is a desire to get to and from school through alternative modes of transportation.

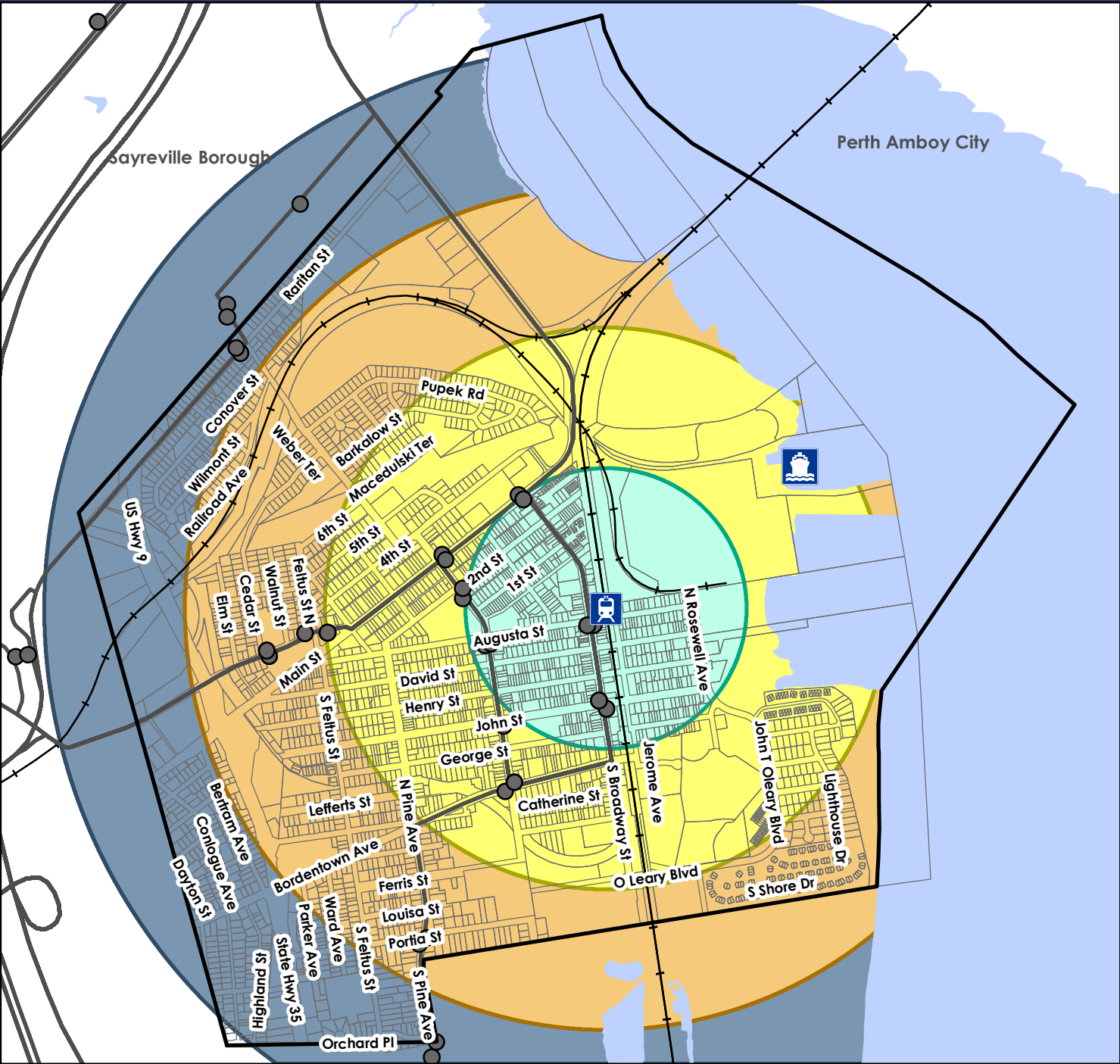
Public Transportation

- Bus Stops
 - Bus Routes
 - 🚢 Proposed Ferry Terminal
 - 🚂 South Amboy Train Station
- Distance from Train Station**
- 1/4 mile
 - 1/2 mile
 - 3/4 mile
 - 1 mile



Source: NJGIS, NJGIN, NJDEP, NJDOT,
2016 Tax Records

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ISSUES AND RECOMMENDATIONS REGARDING CIRCULATION

Redevelopment Planning

Issues

As the City continues implementing and amending its Redevelopment Plans, transit connection issues should be taken into account. It is recommended that provisions for multi-modal transportation infrastructure, such as bicycle lanes and wide sidewalks, should be incorporated into Redevelopment Plans, especially development occurring along the City's waterfront.

Recommendations

Ensure the local street network is supplemented and supported by new roadway and pedestrian opportunities within redevelopment areas.

When reevaluating the City's Redevelopment Plans, the City should ensure new development will properly integrate vehicular, pedestrian, and bicycle infrastructure with the City's existing roadway and pedestrian networks.

Focus bicycle infrastructure in waterfront redevelopment areas.

As the City continues to implement improved traffic management strategies, endeavors involving new bicycle infrastructure such as designated bike lanes and sharrows should be focused in the

waterfront redevelopment areas that are creating new developments and street grids, as well as the surrounding neighborhoods. The City should amend the waterfront redevelopment plans to require bicycle infrastructure on newly designated streets, focusing on networks leading to and from the proposed ferry station and existing train station. The plans should also require all new public spaces to provide bicycle racks.

Connections

Issues

South Amboy has continued to upgrade the various pedestrian and vehicle connections throughout the City through State and local projects. However, a disconnect between neighborhoods and attractions continues to be burdensome on the City's residents. The public participation process brought to light issues including the lack of connection to the waterfront walkway. Additionally, traffic congestion makes pedestrian connections between the different sectors of the City difficult and dangerous (dealt with in more detail in the traffic calming recommendation section). As South Amboy continues to develop its waterfront, the City should prepare for future connections issues that may arise, such as wayfinding, and plan for successful connection strategies.

Recommendations

Increased connections to waterfront.

With the forthcoming construction of the new



Existing Pedestrian Entrance to Waterfront Walkway

ferry terminal, the City should put focus on the connections between the ferry terminal and the City's downtown. Connections, both vehicular and pedestrian/cyclist, to the train station will be critical to the multi-modal transit center South Amboy is becoming.

Install bike lanes.

To enhance access to the train station and the waterfront, the City should install bike lanes along John O'Leary Boulevard and on the edge of the Broadway downtown core. The addition of bicycle infrastructure on these roads will encourage an alternate mode of transportation within the City and will enhance pedestrian connections from the established residential neighborhoods to the waterfront.

Install wayfinding signage.

Comprehensive and cohesive wayfinding signage provides information to help people navigate their way through a built-up environment, orienting and educating visitors about destinations and attractions within the City. Wayfinding signage is increasingly becoming an integral marketing and branding element for communities. To accompany the large scale development happening on the waterfront, South Amboy should pursue a cohesively designed wayfinding signage system to be implemented throughout the City.

Update crosswalks throughout the City.

To increase connections between the residential districts and the City's downtown, South Amboy

should utilize the sidewalk inventory performed by the Rutgers graduate students and detailed in their Health and Food Systems Element. This inventory can assist the City in determining where maintenance or redesign is required or where a new sidewalk may be necessary. Successful crosswalks help move pedestrians safely throughout a city and encourage connections between different neighborhoods.

Traffic Calming on Local Streets

Issues

South Amboy experiences a significant amount of cut-through traffic during peak rush hour times. These "cut-through drivers" utilize South Amboy's local roads to avoid congestion on the nearby State highways, Routes 35 and 9 as well as on the Garden State Parkway.

Recommendations

Continue to engage and coordinate with Middlesex County regarding improvements to the County roads that traverse the City.

Several County roads, including CR 688 (Pine Avenue), CR 615 (Bordentown Avenue), and CR 684 (Main Street) traverse the City. The City should continue to work with the County to ensure these roads provide a safe environment for both vehicles as well as pedestrians and cyclists. Main Street has received a number of improvements in the recent past, including a landscaped median, that aid in calming the traffic



Example of designated bike lanes. Bike lanes should be concentrated in and around the Waterfront Redevelopment Areas, and should encourage movement to and from the train station and proposed ferry terminal.



Example of wayfinding signage

and reducing automobile speed of cars that moves through the area. Pine Avenue and Bordentown Avenue are in need of upgrades similar to that of Main Street.

Implement traffic calming techniques for local roads.

The following are traffic calming techniques the City should consider when updating local roads and infrastructure. Additionally, the following measures should be implemented in the undeveloped redevelopment areas. The purpose of these measures is to create a safer environment for pedestrians and cyclists as they co-navigate the roadways as well as discourage “cut-through drivers” who come from the nearby highways.

o Widen Sidewalk and Narrow Streets/Traffic Lands

This technique, commonly referred to as a “road diet,” allows the City to maintain existing rights-of-way but reconfigure the streetscape elements to deter speeding and create a safer pedestrian atmosphere. Techniques that maintain existing rights-of-way dimensions are appropriate for communities like South Amboy that are almost completely built-out. This reconfiguration of the road reduces the amount of space dedicated to vehicles in order to provide additional space for pedestrians, cyclists, or for streetscape improvements. Narrower traffic lanes

encourage vehicles to slow down, thereby making it safer for both drivers and pedestrians. Lane widths of 10 feet are appropriate in dense areas like South Amboy, on roadways that do not experience a high level of truck traffic. Narrower lane width do not decrease traffic flow and provide additional benefits such as less stormwater runoff and reduced crossing distances for pedestrians. With the reduction in the cartway distance (dimension of paved surface between curbs) there is room to widen sidewalks, creating a more walkable atmosphere for neighborhoods.

The following streets are appropriate for narrower traffic lanes:

- Bordentown Avenue – There is significant room along Bordentown Avenue to reduce the width of the travel lanes and increase the sidewalks and buffer areas.
- Stevens Avenue – Stevens Avenue is a direct route to the City’s elementary school. As seen in the Safe Routes to School surveys conducted by the City in the fall of 2016, a significant amount of elementary school students walk to school. The travel lanes of Stevens Avenue at its intersection with John street are approximately 15 feet wide. The travel lanes could be decreased and still provide adequate room for vehicles and buses. Decreasing the width of travel lanes and



Existing condition of South Stevens Avenue adjacent to the Elementary School

increasing the sidewalk width will create a safer route to school for students and faculty who walk or bike.

- John Street – South Amboy’s elementary school is located on John Street. Like Stevens Avenue, John Street has wide travel lanes and is a direct route to the school. By limiting the width of the travel lane, John Street becomes a safer route for students and faculty to reach the school.
- Pine Avenue – Pine Avenue currently offers a wide roadway with 15-foot travel lanes with a 25 mile per hour speed limit. The wide travel lane encourages cut-throughs and speeding.

o Install Curb Bump-Outs/Extensions

Curb extensions are a type of traffic calming technique that is commonly employed in commercial areas to minimize pedestrian crossing distances. The curb and sidewalk are extended several feet to narrow the roadway and widen the sidewalk. Bump-outs provide additional visibility and protection for pedestrians as well as slow traffic. When designed properly, curb extensions do not interfere with vehicle turning radii. Bump-outs and extensions also provide an opportunity for instituting sustainability measures by creating space in the streetscape for green infrastructure elements such as bioswales or raingardens.

The following intersections are appropriate for curb bump-outs/extensions:

- Bordentown Avenue - Bump-outs and curb extensions would be beneficial along Bordentown Avenue as these strategies would allow for easier pedestrian crossing at intersections and provide better connections between the southern and the northern sections of the City.
- Stevens Avenue – Bump-outs at intersections along Stevens Avenue would create a safer walking experience for students and faculty walking to the elementary school.
- Pine Avenue – Bump-outs and curb extensions along Pine Avenue would encourage drivers to move slower through the area and would discourage cut-through traffic.
- Broadway Street – The City’s central downtown corridor would benefit from bump-outs at the intersections along Broadway, allows for easy crossing by pedestrians.



Example of bump-out



Example of bump-out with bioswale

V. PARKS, RECREATION, AND OPEN SPACE ELEMENT



INTRODUCTION

Parks, recreation, and open space contribute to the City's way of life and identity as a desirable place to live and work. Parks provide an inherent environmental, aesthetic, and health benefit to the community and are an essential component of densely developed municipalities such as South Amboy. Well-designed parks and recreation facilities have the potential to function as a public common space where residents can congregate for civic and social purposes. These resources provide South Amboy's residents with recreational opportunities, social outlets, and community services.

The City of South Amboy is served by a variety of parks and open spaces areas, including active recreation (e.g. tennis and basketball courts) and passive recreation (e.g. various memorials and the waterfront walkway). The City is a densely populated and developed community that continuously strives to balance development with desired open space. The 1974 Master Plan identified recreational space as a key issue facing the City. Included in its recommendations to expand recreational facilities is the advancement of the City's waterfront development for recreation activities and environmental preservation. South Amboy has historically recognized the importance of the waterfront for both community amenities and conservational benefits.

Since the 1974 Master Plan, the three Master Plan Reexamination reports (commissioned by the City in 1984, 1994, and 2004) have all stressed the importance of addressing the concerns and recommendations regarding open space in the 1974 plan. The public outreach process conducted as part of this Master Plan process concluded that residents would like to see more, easily accessible open space. It is the intent and vision of this Plan to increase the availability of active and passive recreation facilities within the City.

INVENTORY OF PARKS, RECREATION, AND OPEN SPACE

As detailed in the Health and Food Systems Element prepared by Rutgers graduate students, nearly 30% of the City is within a 5-minute walk of a park. The Health and Food Systems Element provides a detailed chart of the amenities offered in each of South Amboy's parks. Approximately 43.5 acres of open space and parkland are available within South Amboy. The inventory below lists the parks that appear on the NJDEP Recreation and Open Space Inventory (ROSI).

Waterfront Walkway

The Waterfront Walkway is a paved, half-mile path that runs along the waterway from the Raritan Bay Waterfront Park in Sayreville to the parking lot at the intersection of John T. O'Leary Boulevard and Raritan Reach Road. As development progresses within the City, South Amboy's goal is to continue the Walkway the entire length of the

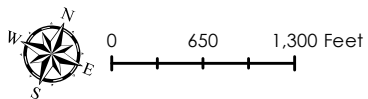


Waterfront Walkway

Parks & Open Space

 Parks and Open Space

Key	Park Name
1	John Ciszewski Park
2	Magnanimity Memorial Park
3	Pupek Road Basketball Court
4	Charles Brown Jr/Robert Hughes Memorial Park
5	John Zdanewicz Park
6	John Zdanewicz Park Extension
7	Second Street Park
8	David Street Park
9	Rosewell Street Park
10	August J Charnello Park
11	South Pine Avenue Park
12	Cannon Park
13	Allie Clark Field Complex
14	Veterans Park/Jack McKeon Field
15	Waterfront Walkway



Source: NJGIS, NJGIN, NJDEP, NJDOT

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City's waterfront. The walkway is accessed from several points within the Southern Waterfront Redevelopment Area, including a small parking lot, known as the Fisherman's parking lot, located at the southern termination of Raritan Reach Road. As previously stated, there is another parking area located at the northern termination of the Walkway. Additionally, there are several pedestrian paths that stem from the residential neighborhood located inland from the Walkway. The pedestrian paths are not well marked and several appear as though they are for private use only.

The Waterfront Walkway is a valuable asset to the City and its residents as it provides a distinctive open space experience unique to water-side communities.

The walkway sustained damage during Superstorm Sandy but the City rebuilt it quickly. South Amboy was awarded \$2 million in FEMA funding and the new seawall was engineered to withstand greater wave action during future storm events.

John Zdanewicz Park and Extension

The John Zdanewicz Park is located at North Feltus Street and 6th Street and is within the PSE&G high-transmission wire easement. The 4.8-acre park contains five tennis courts and a substantial amount of green space. Across North Steven's Avenue is the Extension of the John

Zdanewicz Park, which contains a basketball court located on 0.3 acres on 5th street.

Honorable John F. Ciszewski Park

The Honorable John F. Ciszewski is small park in the northwest section of the City measuring 0.5 acres in size. The park contains a basketball court and playground.

Charles Brown Jr./Robert Hughes Memorial Park

The Charles Brown Jr./Robert Hughes Memorial Park is situated in the northern section of the City. The 0.3-acre park includes a basketball court, playground, and benches. Behind the active recreation is a large forested area.

David Street Park

The David Street Park is located near the South Amboy Waterfront at the intersection of North Rosewell Avenue and David Street. The 0.1-acre park contains a playground, green space, and benches.

Veteran's Park/Jackson McKeon Field

Veteran's Park is located on the south end of the City along Feltus Road and near Route 35. It is one of the City's larger parks at 3.8 acres in size, and includes the Jackson McKeon baseball field and associated improvements.



John Zdanewicz Park



2nd Street Park



August J. Charmello Park

August J. Charmello Park

Located on the western edge of the City, the 0.4-acre August J. Charmello Park consists of a basketball court, playground, and green space. The following parks represent the remaining open space within South Amboy that is not listed on the ROSI.

Allie Clark Field Complex

The Allie Clark Field Complex is located adjacent to the South Amboy Middle/High School and the Dowdell Library in the eastern part of the City. The 11.5-acre Complex includes the Lewis softball field, the Colucci baseball field, the Eppinger baseball field, and one tee ball field.

Pupek Road Basketball Court

The Pupek Road Basketball Court is a small 0.1-acre park located between Pupek Road and a former rail yard, now vacant. The park contains a basketball court and is surrounded by residences.

Magnanimity Memorial Park

The 0.1-acre Magnanimity Memorial Park is located on the corner of Pupek Road and North Stevens Avenue. The park includes a paved area with benches.

Second Street Park

Second Street Park is centrally located within the City on Second Street at the termination of Potter Street. The Park is 0.2 acres in size, and includes a playground, open green space, and a bench.

Rosewell Street Park

Rosewell Street Park is located directly across North Rosewell Avenue from the David Street Park. This 0.3-acre park contains a basketball court and green space. It is part of a larger lot that extends to the waterfront.

South Pine Avenue Park

The South Pine Avenue Park is located on South Pine Avenue between George Street and Lefferts Street. The 0.3-acre park is on the former Conrail right-of-way and consists of a playground and basketball court.

Cannon Park

Cannon Park is located on Bordentown Avenue between South Pine Avenue and South Stevens Avenue. The 0.1-acre triangular shaped park includes benches, a memorial, a flagpole, and a gazebo.

Raritan Bay Waterfront Park

The City is adjacent to the Raritan Bay Waterfront Park, which shares South Amboy's southeastern boarder in Sayreville. Opening in 1998, this Middlesex County park is composed of 136 acres, 82 of which are wetlands. The park is home to a host of facilities, including a baseball field, softball fields, a soccer field, a football field, bocce courts, a playground, walkways and bike trails, a natural study area of the wetlands, and an overlook looking out over the Raritan Bay. While the park



Allie Clark Field Complex



Pupek Road Basketball Court

is completely within the Borough of Sayreville, the only access to the park is through South Amboy. The City police department, the Sayreville police department, and the Park Rangers all patrol the park in a joint enforcement partnership.

Each year in the fall, the City of South Amboy joins with iRun New Jersey to host a BBQ festival in the park. The festival includes gourmet BBQ food vendors as well as live music from local bands. The festival continues to be a success, attracting thousands of New Jersey residents to the area. The park additionally holds the Music-in-the-Parks Summer Series that presents a different concert every Wednesday night between late June and the end of August.

RECREATION PROGRAMS

The South Amboy Youth Athletic Association (SAYAA) is a non-profit organization that was founded in 1963 and has consistently provided an array of athletic recreational programs for children between the ages of 3 and 19. The organization offers year-round programs including baseball, softball, basketball, soccer, and T-ball. The Association utilizes the facilities at the Allie Clark Sports Complex adjacent to the Middle/High School and Dowdell Library.

The City of South Amboy's Parks and Recreation Department also provides a free 4-week long summer program for the City's youth, ages 4 ½ to 12. The camp is predominately outdoors and

held at the local parks with one trip per year planned for an activity outside the City, such as the aquarium.

The YMCA offers a plethora of summer camps for the region's youth. The camps are open to both members and non-members and include science camps, cooking camps, sports camps, theater and dance camps, as well as a "Leaders-in-Training" camp for older youth (ages 16-17). In addition to summer programs, the YMCA provides programs and lessons in arts, science, and sports throughout the year for youth.

The YMCA also offers a wide variety of programs for residents of all ages. Members can utilize the fitness center, art classes, dance classes, enrichment classes such as the Healthy Family Snacks & Smoothies class, a variety of health and wellness programs including a diabetes prevention program, skills and training classes such as self-defense and first aid, as well as sports activities including floorball and their adult ping pong club. South Amboy residents have embraced and welcomed the location of the YMCA within their City as shown by their enrollment figures, where as of October 2016 nearly half of the Y's members were South Amboy residents.

Additionally, the Frog Hollow Swim and Tennis Club is a private club open during the summer months. The Club offers swim lessons and hosts an annual 5K Run and Health walk each year.



County Park, Waterfront Walkway



County Park, Mile Marker



YMCA

ISSUES AND RECOMMENDATIONS

Issues

Since South Amboy's 1974 Master Plan, adequate provisions of parks and open space has been a key initiative for the City. The City has worked successfully with the County in providing open space and continues to provide well-maintained pocket parks for City residents.

Needs Assessment

The geographic service area standard provides a framework for examining the adequacy of parkland recreational facilities (both passive and active). Each recreational facility is assigned to a geographic class based on the extent of the surrounding community that it is likely to serve. The service area of a facility generally corresponds to the size of the park itself, but also takes into consideration the nature and specificity of the recreational use(s) located on-site. Beyond overall aggregate parkland provision acreages, this needs assessment method addresses the population's proximity to parks of varying classes, revealing portions of the County that do not fall within the service area of any park. Widely-recognized categories of parkland developed by the National Recreation and Parks Association are used to classify the parks in the County into mini (or pocket) parks, neighborhood parks, community parks, regional parks, and special use parks, summarized in the table on the following page.

The result of the analysis shows that the combination of the Raritan Bay Waterfront Park and the municipal parks create adequate access to parks for the residents of South Amboy. However, this analysis does not take into account the amenities offered at each park. A number of South Amboy's parks are designated playgrounds, and residents have expressed concern that there is not enough open space that offers activities geared toward adults.

Recommendations

Continue to increase the number of public parks and recreational activities.

Residents are concerned about the lack of parks and recreational activities for adults. While there are basketball courts and tennis courts located throughout the City, several of these appear to be locked during hours the public wishes to use them. The continued development of neighborhood open spaces and "pocket parks" should be encouraged through the conversion of vacant and underutilized lots into recreational areas. Pocket parks have also been found to increase physical activity of residents within quarter of a mile.

Additionally, open space and park development should continue to be encouraged and required as part of the redevelopment process.

Extend the Waterfront Walkway to the northern end of the City.

It is recommended the City continue its efforts to



Magnamity Park



Waterfront Walkway

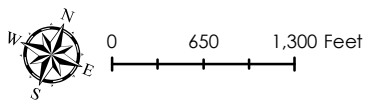
National Recreation and Parks Association Parkland Categories				
Park Type	Description	Service Area	Typical Size	South Amboy Parks
Mini Park / Pocket Park	Addresses limited or isolated recreation needs. Benefits include the ability to provide small recreation facilities in neighborhoods with little vacant land. An associated challenge is that they can be spread out and consequently hard to maintain.	1/4 mile	< 1 acre	<ul style="list-style-type: none"> • John Ciszewski Park • Charles Brown Jr./Robert Hughes Memorial Park • Pupek Road Basketball Court • Magnanimity Memorial Park • Second Street Park • David Street Park • South Pine Avenue Park • August J. Charmello Park • Cannon Park • Rosewell Street Park • John Zdanewiczppark Extension
Neighborhood Park (small)	Parks that serve a residential neighborhood, providing active and passive recreation activities, with the scope of possible activities curtailed by limited size.	1/2 mile unobstructed by barriers	1-5 acres	<ul style="list-style-type: none"> • John Zdanewicz Park • Veteran's Park/Jack McKeon Field
Neighborhood Park (traditional)	Parks that serve a residential neighborhood, providing active and passive recreation activities.	1/2 mile unobstructed by barriers	5-10 acres	-
Community Park	Serves needs of entire community with courts, fields, and other recreational facilities.	1 to 2 miles (1.5 acres is used in the GIS analysis shown on the map)	10-50 acres	<ul style="list-style-type: none"> • Allie Clark Field Complex • Proposed Finished Waterfront Walkway*
Regional Park	Serves needs of community and the region beyond the community.	Over 3 miles	Over 50 acres	<ul style="list-style-type: none"> • Raritan Bay Waterfront Park (located over South Amboy's southern border in Sayreville)

*Note: This park is not included in the analysis. Once completed, this park's service area would constitute the City's open space need.

Open Space Service Area Analysis

- Parks and Open Space
- Park and Open Space Service Area

Key	Park Name
1	John Ciszewski Park
2	Magnanimity Memorial Park
3	Pupek Road Basketball Court
4	Charles Brown Jr/Robert Hughes Memorial Park
5	John Zdanewicz Park
6	John Zdanewicz Park Extension
7	Second Street Park
8	David Street Park
9	Rosewell Street Park
10	August J Charmello Park
11	South Pine Avenue Park
12	Cannon Park
13	Allie Clark Field Complex
14	Veterans Park/Jack McKeon Field
15	Waterfront Walkway



Source: NJOGIS, NJGIN, NJDEP, NJDOT

HEYER GRUEL & ASSOCIATES
October 2017



extend the Waterfront Walkway to be the entire length of the City's waterfront. Included in plans for extension, it is recommended the City consider the recommendations of the Rutgers Health and Food Systems Element. In this Element, the group of graduate students proposes a Waterfront Walkway Loop to further connect the existing walkway with the trails running through the County park in a circular pathway.

Promote additional passive and active recreation activities along the Waterfront Walkway.

The Rutgers Health and Food Systems Element offers specific recommendations regarding additional activities for the walkway. This Master Plan promotes the recommendations laid out by the graduate students in the Health and Food Systems Element and recommends the City pursue their recommendations. Such recommendations include:

- o Non-motorized boat launch:
 - Provide space along the walkway for water sport rentals, such as canoes and kayaks.
 - Provide launch space for residents to bring their own canoes and kayaks.
- o Outside "gym" equipment:
 - Collaborate with the County to provide and maintain low-impact exercise equipment along the walkway that uses mechanical resistance to provide

low-stress exercise experience for both teenagers and adults.

Continue to explore additional opportunities for new parks .

The City should continue to coordinate and collaborate with both the County and Board of Education to increase the availability of recreational activity space.

It is additionally recommended the City pursue a variety of types of parks and open space, such as "interactive" parks, including skate and splash parks.

Enhance connections to County trail system.

The City should initiate discussions with Middlesex County to determine how the County trail systems can be made an active partner in meeting the City's recreation goals.

The ROSI should be updated to include all open space within the City.

Partner with various non-profit groups to implement and provide additional recreational programs for the City's youth.

As budgets have shrunk, programs available to the City's youth programs have reduced in size and quantity. The City should investigate local groups that provide programs for children and collaborate to bring these resources to South Amboy.

Create more recreational opportunities for adults.

While the YMCA provides a significant amount of programs for members of all ages, there is a consensus that more opportunities need to be available on the City-level for adults to engage in recreational activities. Programs the City should consider include but are not limited to: tennis lessons, yoga classes, basketball league, softball league, etc. The City could additionally partner with South Amboy ARTS to initiate art classes for adults.

Continue to collaborate with the Board of Education to make school facilities available for community recreation and other community related activities and programs.

Continue to coordinate the with YMCA to foster city-wide activities geared toward residents of all ages.

As the City and the YMCA continue to maintain a strong relationship, coordination between programs and public events greatly benefits the residents of South Amboy.





VI. COMMUNITY FACILITIES ELEMENT

INTRODUCTION

The quality and adequacy of community facilities represents a significant factor in making a community a desirable place to live. The Community Facilities Element provides an evaluation of the public service and facility needs of the City of South Amboy such as schools, fire protection, police, first aid, and libraries. This Plan discusses current municipal resources, existing service levels, and potential deficiencies as well as future community facility and service needs based on the City's demographic and socio-economic composition.

The 1974 Master Plan identified a number of significant deficiencies in South Amboy's quality and quantity of community facilities. Included in the suggested improvements were new public school facilities, a community center, increased park facilities, and increased public transit. While improvements to local parks and public transportation are addressed in other sections of this Master Plan, the City has made significant progress in addressing all of these concerns. Many of the improvements to the City's community facilities have come through redevelopment, particularly the Southern Waterfront Redevelopment Area. As part of the Southern Waterfront Redevelopment Area South Amboy has a new middle/ high school and a new library as well as parkland created along the waterfront. In 2010 the YMCA opened its doors in South Amboy creating a place for residents to

come together. The YMCA offers the community numerous programs and activities, including a 6,000 square foot health and wellness center as well as a full court gym and swimming pool.

The City has additionally provided significant improvements to its emergency services, including the implementation of a Reverse 911 system and new generators in City Hall and in each fire house. Additionally, the City recently implemented a new \$1 million radio system for its First Responders, and will now be included on the County's radio system. Further collaboration with the County will enable South Amboy to be eligible for additional grant resources as the City continues to upgrade and provide additional emergency service resources.

Given that South Amboy is largely built out, it is important that the City effectively coordinate services and space usage between a variety of groups, including the City, the Housing Authority, the Recreation Department, Middlesex County, Sayreville, and the private sector. The need for such close coordination is a key aspect of community and recreational service provision in urban communities, where the space is limited but the needs are many. The Community Facilities Element inventories South Amboy's current community facilities. The Element identifies areas of improvement for existing facilities and proposes development of new facilities where warranted to meet the needs of the City's growing population and to respond to changes in South Amboy's

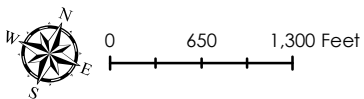


South Amboy Municipal Complex

Community Facilities

Community Facilities

- Cemetery
- Church
- City Owned Facilities
- Housing Authority
- Other
- School
- Open Space



Source: NJGIS, NJGIN, NJDEP, NJDOT

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October 2017

Sayreville Borough



Map Key	Type of Facility	Name
1	Fire Station	Mechanicsville Hose Company
2	Other	Knights of Columbus
3	Church	Christ Church
4	Other	Elks Lodge
5	Cemetery	Saint Mary's Church Cemetery
6	Church	Church of the Sacred Heart
7	Church	Church of the Sacred Heart Rectory
8	Other	South Amboy First Aid and Security Squad
9	Church	Everlasting Strength Ministry
10	Church	First Presbyterian Church
11	Police Station	Police Station
12	City Hall	City Hall
13	Fire Station	Independence Engine & Hose Fire Company
14	Church	St Mary's Roman Catholic Church
15	Fire Station	Protection Engine Company No. 1
16	Senior Center	South Amboy Senior Center
17	School	South Amboy Elementary School
18	Housing Authority	Housing Authority
19	Fire Station	Enterprise Snorkel Company No. 1
20	Library	Sadie Pope Dowdell Library
21	School	South Amboy High Middle School
22	Fire Station	Progressive Fire Company
23	Housing Authority	Housing Authority
24	Other	Frog Hollow Swim Club
25	Other	The Venetian (Nursing Home/Rehab)
26	Other	YMCA

demographic and socio-economic composition. The facilities inventoried in this section include education facilities, municipal facilities, the library, emergency services, and the City's Senior Center. A map of all City community facilities can be found on the Community Facilities Map.

EDUCATIONAL FACILITIES

The South Amboy Board of Education operates two schools: South Amboy Elementary School and South Amboy Middle/High School. Outside of its core educational services, the District provides additional services directly and indirectly. While the District does not operate its own after school program, a private after school program is run at the Elementary School that offers before school and after school care. The District runs the Child Find program. Administered by the District's Department of Special Services, this program helps screen for and find special needs children between the ages of 3 and 5. By identifying children with special needs early, the District can work with parents and future students to take all necessary actions to ensure their success.

For the 2016-2017 school year, the district reported a total operating budget of \$16,351,338. It currently employs 151 faculty and staff. As of the 2014-2015 school year, South Amboy Elementary School enrolled 572 students in prekindergarten through 5th grade and South Amboy Middle/High School enrolled 512 students in 6th through 12th grade. South Amboy

Elementary School is a Title 1 Targeted Assistance (TA) school as determined by the number of low-income students enrolled in the free and reduced lunch program. As a Title 1 school, the US Department of Education provides funding "to ensure that all children have a fair, equal, and significant opportunity to obtain a high quality education and reach, at minimum, proficiency on challenging state academic achievement standards and state academic assessments." In 2015, the elementary school received funding of \$260,156 for targeted assistance programs that provide services to eligible children.

The South Amboy Elementary School is located on John Street in the southeast section of the City. The original building was constructed in 1919 and has had several upgrades and improvements in the time since. The middle school and high school were located in the same complex as the elementary school until 1994, when the new middle/high school opened adjacent to the Allie Clark Field Complex within the Southern Waterfront Redevelopment Area. In 2013 the elementary school received an \$8.4 million renovation which included among other items upgrades to the roof, new windows, new ceilings and flooring, renovations to the lunchroom and kitchen, upgrades to the bathrooms, new HVAC equipment, replaced fire alarms and boiler, as well as a new main entrance canopy.

The City's public schools have experienced steady decline over the past several school years.



South Amboy High School



South Amboy Middle School



South Amboy Elementary School

The following chart represents the average daily enrollment for the past four school years of available data.

School Year	Average Daily Student Enrollment	Percent Change
2015-2016	1,077	(1.0%)
2014-2015	1,088	(5.4%)
2013-2014	1,150	(2.1%)
2012-2013	1,175	(0.7%)
2011-2012	1,183	-

In addition to the public elementary, middle, and high school, private early learning and child care facilities are offered in the community.

The City was also previously home to a number of parochial schools, including Cardinal McCarrick St. Mary's High School, St. Mary's Elementary School, and the Sacred Heart Elementary School. St. Mary's Elementary School, located on 2nd Street, was the first of the parochial schools to close when it shut its doors in 2007. St. Mary's High School, located on August Street, permanently closed after the 2014-2015 school year. Most recently, the Sacred Heart Elementary School, located on Cedar Street originally, then at the former St. Mary's location, closed in June 2016.

LIBRARY

In 2014 the Sadie Pope Dowdell Library celebrated its 100th anniversary. Opening its doors in 1914, the South Amboy Free Public Library (as it was originally called) began under the leadership of head librarian, Sadie Pope Dowdell. The library was renamed in her honor in 1972. The Sadie Pope Dowdell Public Library is opened to the public every day of the week except Sunday, and is located adjacent to South Amboy Middle/High School. The library offers a variety of programs and events geared toward children, teens, and adults, including story times, music festivals, "make-it-yourself" programs for children and young adults, arts exhibits, special events such as soup competitions, and SAT prep. The library is also home to state of art technology, including educational coding robots and a 3D printer, donated by the Dowdell Library Foundation in 2014.



Sadie Pope Dowdell Public Library

MUNICIPAL FACILITIES

South Amboy's City Hall houses many of the City's municipal services including the police department, tax accessor's office, City clerk, construction department and building inspector, office of the fire chief, municipal court, parks and recreation department, public works department, tax and utility office, purchasing department, and the office of the registrar. The building holds Municipal Court and meetings for the Council, Planning Board, and the South Amboy Redevelopment Agency.



EMERGENCY SERVICES

The City provides emergency services to its residents in the form of police services, fire protection services, and first aid services. The location of emergency facilities are shown below.

Police Department	140 N. Broadway Street
Independence Engine & Hose Fire Company	140 N. Broadway Street
Protection Engine Company No. 1	100 N. Feltus Street
Enterprise Snorkel Company No. 1	107 George Street
Progressive Fire Company	429 Bordentown Avenue
Mechanicsville Hose Company	400 Raritan Street
First Aid and Safety Squad	Corner of Thompson and Main Street

Police Department

The South Amboy Police Department provides 24-hour protection of the City patrolling on foot and by car. The Police Department has one facility, located in the basement of City Hall at 140 North Broadway. The current force has 24 sworn officers, and recently received four new police vehicles from the City. The crimes the Department most often deals with are criminal mischief, assault, auto theft, domestic violence, theft, and narcotics offenses. The City has recently received a \$5,000 grant from the County for equipment to remove graffiti from around the City.

Discussions with the Police Department revealed several distinct issues facing the department. The main issue the Department raised is their need for a sally port at the Police Station. A sally port

allows for appropriate prisoner transport that enhances the safety of the both the officers and the prisoners. The Department also expressed concern over the desire for a separate garage for police vehicles that provides storage for any seized vehicles as well as repair options for police

vehicles. The final issue concerns manpower. The number of sworn officers has fluctuated over the past, and the Department is working on new ways to recruit new officers to the force.

The Police Department maintains an active Facebook page that provides residents with information regarding road closures, storm warnings, power outage updates, lost pets, memorial services, and a plethora of additional vital information for the City.

Fire Department

The South Amboy Fire Department is served by volunteer firefighters at five fire stations: Mechanicsville Hose Company, Independence Engine & Hose Fire Company, Protection Engine Company No. 1, Enterprise Snorkel Company



No. 1, and Progressive Fire Company. Each station houses one truck and is equipped with portable generators for emergencies. Additionally, Progressive Engine Company possesses an air and light unit. The volunteer firefighters also provide fire protection education at the schools and host neighborhood barbecues in the summer. South Amboy's all-volunteer force is comprised of approximately 150 volunteers. Annually, the Department receives roughly 320 calls. The various stations maintain active Facebook pages, updating residents on events and fire safety. The Department also responds to calls outside of City limits as it is also part of a mutual aid agreement with the neighboring town of Sayreville.

In 2015 the South Amboy Fire Department was chosen by the National Volunteer Fire Council who partners with DuPont Protection Technologies and the Globe Manufacturing Company to receive four sets of new, state-of-the-art Globe turnout gear, a firefighter's first line of protection. As the City continues to grow, the Fire Department will be in more need of additional turnout gear to keep their firefights safe.

First Aid and Safety Squad

South Amboy's First Aid and Safety Squad, located at the corner of Main Street and Thompson Street, provides emergency medical care, transportation, and rescue services. They are an independently run private organization operated by volunteers and supported by tax-deductible donations. The Squad maintains roughly 20 active volunteers, the

majority of which are also volunteer firefighters. The First Aid Squad will host CPR and AED classes for the public to achieve or maintain certification, and can sometimes offer medical transports. The City's First Aid Squad responds to roughly 950 calls annually, and has a mutual aid agreement with Sayreville's Emergency Squad.

They operate three ambulances, one of which remains in good shape but the other two will need to be replaced in the near future. The Squad formerly had a rescue boat but recently sold it. They maintain a small row boat for flood events but it is not sufficient for large emergencies and rescues. The City hopes the new partnership with Middlesex County will allow them to apply for grant money to purchase a new Water Rescue Apparatus. The Squad also recently received a loan from Amboy Bank for \$100,000 to improve their various systems, including fire alarms, maintenance to the building's roof and parking lot, as well as a new exhaust.

South Amboy benefits from its location near 11 acute-care centers and 3 trauma centers, all within a 20- minute drive of the City. The two major health centers are the Raritan Bay Medical Center (RBMC) and the Robert Wood Johnson Medical Center. The South Amboy First Aid and Safety Squad uses the Robert Wood Johnson Medical Center as its prime trauma center.

During discussions with members of the First Aid and Safety Squad, several issues were raised.



Independence Engine & Hose on Broadway



First Aid and Safety Squad

One central issue that Squad faces is the need for additional volunteers. Representatives from the Squad noted that as residents in South Amboy age, fewer can volunteer and the younger population is not filling the gap (this is true for volunteer firefighters as well). Another problem the First Aid and Safety Squad faces is the tendency of residents to “misuse” the services as it appears much of the public does not understand what constitutes an emergency. The Health and Food Systems Element goes into further detail regarding this phenomena in its Healthcare & Health Literacy chapter.

A third significant problem the Squad faces is the need for additional funding. They are independent but receive an annual donation from the City. They receive additional funding through mailers and collections but this combination of funding sources remains insufficient.

Office of Emergency Management

The City of South Amboy’s Office of Emergency Management (OEM) is responsible for ensuring the City is prepared for emergency situations resulting from both man-made and natural disasters. The City’s OEM works to educate the public about preparedness in the event of a disaster. Various documents such as a “Power Outage Checklist” and “Hurricane/Storm Preparedness” are available on the City’s website. Each documents offers information about procedures and preparedness. A Reverse 911

system is in place as well as Nixle, a text-based system that provides alerts from the Police and OEM to residents during emergencies. South Amboy’s OEM also utilizes social media outlets, including Facebook and Twitter, to keep residents up-to-date before, during, and after emergency events. The OEM will also pass out fliers door-to-door when a storm is coming to ensure the residents with limited access to the internet receive the appropriate information.

A future concern that all of the emergency personnel in South Amboy face is the fact that the City is growing quickly, and with the anticipated development near the proposed ferry terminal, the current emergency forces may not be sufficient to handle the expected population boom.

MISCELLANEOUS SERVICES

Religious and Fraternal Organizations

The City of South Amboy is served by a diverse offering of faith-based groups. Major congregations of South Amboy are listed below and are depicted on the Community Facilities Map.

- Christ Church
- Church of the Sacred Heart
- First Presbyterian Church
- St. Mary’s Roman Catholic Church
- Everlasting Strength Ministries Hope Chapel



First Presbyterian Church

Additionally, a number of fraternal organizations are located within the City of South Amboy and serve its diverse population.. The Knights of Columbus, Council 426 is a fraternal organization serving the Sacred Heart Parish and South Amboy community. The South Amboy Elks Lodge #0784 is also a fraternal order with charitable objectives and programs supporting veterans and youth.

South Amboy Senior Center

The South Amboy Senior Center, located on Steven's Avenue, is available to City residents 60 years old or older who wish to join. The Center offers social activities, computer access, entertainment, and game days for its members. The center additionally provides transportation within a 10 mile radius of the City, including trips to local shopping centers, doctors' appointments, and other places of interest. The transportation system operates three buses with one full-time driver with additional part-time drivers. While the extent of the bus uses varies, the Center estimates that at least 50 seniors utilize the buses each day. At the local YMCA, senior swim times are available for Senior Center members.

The Senior Center also acts as an emergency center for the City. The Center can hold up to 75 residents during emergencies. Most recently, the Center acted as a shelter during Superstorm Sandy and is now equipped with a permanent generator.

Additional services and facilities for the senior citizens of South Amboy and the region include the Venetian Care and Rehabilitation Center. The Venetian offers accommodations for rehabilitation guests and nursing home residents near the City's downtown and waterfront area.

Housing Authority

The South Amboy Housing Authority is a Section 8 and public housing agency governed by the guidelines of HUD. Its mission is to "finance, develop, package, insure, manage, regulate, control, acquire and own diverse types of housing designed to provide safe, sanitary and suitable living accommodations of any and every type and kind to all persons of low income." It accomplishes this mission by offering affordable housing for low income households, seniors, and those with disabilities and provides programs such as the Housing Choice Voucher Program.

RECOMMENDATIONS

Issues

As South Amboy continues to revitalize portions of the City through the redevelopment process, the community facility needs of residents should be a key consideration. Specific issues that were raised during the public outreach process include concerns for the capacity of current community facilities once the next phase of the City's waterfront development is realized. It is recommended the City focus on ways to improve



St. Mary's Roman Catholic Church



Venetian Care and Rehabilitation Center

community facilities and plan for their upgrades and expansions in anticipation of the waterfront redevelopment projects.

Recommendations

Reassess the space needs of all City departments.

Utilizing the Master Plan as guidance, the City should ensure that current and future space needs of each department are taken into consideration and assess where future expansions may be needed.

Ensure the anticipated development within the City has access to adequate emergency forces.

As the City continues to flourish, the population will steadily increase, requiring additional emergency forces to handle the influx in residents and businesses. The City is at a prime location to plan for additional emergency personnel, and should do so appropriately when looking toward future budgets and capital improvement plans.

Explore options for additional police and fire stations within the waterfront redevelopment areas.

As South Amboy prepares for the major residential development adjacent to the new ferry terminal, the City should consider if additional space will be needed for new police and fire stations within the redevelopment area. When reevaluating the City's numerous redevelopment plans, amendments should be considered that ensure there is room for additional emergency facilities if needed.

Provide a sally port for prisoner transfer.

A sally port allows patrol cars to bring prisoners in and out of the police station. It is a secure, enclosed garage that minimizes injury risks to both the officers and the prisoner. As the City plans for expansion, thought should be given to how the Police Station may also expand for the inclusion of a sally port.

Investigate the need for additional emergency evacuation shelters.

The City should consider where and if additional emergency evacuation shelters may be needed, especially within the waterfront redevelopment areas where the increase in population will be realized.

Utilize the newly formed partnership with the County to pursue additional funding options.

The City has indicated its intention to pursue additional funding and grant resources through its partnership with Middlesex County.

Plan for future expansions of school facilities as needed.

The existing school facilities are adequate for the current population of South Amboy. However, as development continues and people move into the area, the City should coordinate with the Board of Education and plan for expansions as needed.



South Amboy Board of Education

VII. UTILITIES ELEMENT

SOUTH AMBOY PUMPING STATION
MIDDLESEX COUNTY UTILITIES AUTHORITY

INTRODUCTION

As defined within the Municipal Land Use Law (MLUL), a utility service plan element analyzes the need for, and depicts the future general location of water supply and distribution facilities, drainage and flood control facilities, sewage and waste treatment, solid waste disposal, and provisions for other related utilities, including any storm water management plans.

This element inventories and evaluates the current operational conditions of utilities with an aim to identify issues and recommendations for future improvements.

In accordance with the New Jersey Stormwater Management Rules, the City of South Amboy prepared and approved a Municipal Stormwater Management Plan. The plan was prepared by the City engineer and completed in February 2005 with revisions in December 2005. The Stormwater Management Plan recommends adopting design and performance standards for stormwater management to minimize effects of water quality and the loss of groundwater recharge areas. The 2005 Stormwater Management Plan serves as the Stormwater Element of this Master Plan. This Utilities Element complements the 2005 Stormwater Management Plan. Additionally, in 2010 the City adopted a Stormwater Control Ordinance in order to establish minimum stormwater management requirements and controls for major developments within the City.

POTABLE WATER

South Amboy's potable water supply is provided through Middlesex Water Company. Middlesex Water Company utilizes both surface and groundwater supplies throughout the year. The primary source of surface water supply is the Delaware and Raritan Canal (D&R Canal), owned by the State of New Jersey and operated by the New Jersey Water Supply Authority. This supply is supplemented by water in the Round Valley and Spruce Run Reservoir Systems. Surface water provides 72 percent of the Middlesex System supply while 21 percent of the supply comes from its 31 wells that draws water from the Brunswick Aquifer. The remaining 7 percent of water supply is purchased from the New Jersey American Water-Raritan System.

The Middlesex Water Company is currently pursuing a program called RENEW, which focuses on replacing aging water infrastructure. In 2016 the company began a \$12 million project in Edison and South Amboy with the goal of replacing eight miles of water mains, service lines, valves, fire hydrants, and meters. South Amboy's existing water system is over 100 years old. The new mains that are being installed have greater water carrying capacity, and will therefore be able to more adequately support the growing city. The following map shows the roads within South Amboy that are receiving the upgrades. Through the RENEW program, Middlesex Water Company has invested over \$5.1 million in South Amboy's infrastructures.

WASTEWATER TREATMENT

As a member of the Middlesex County Utilities Authority (MCUA), South Amboy's wastewater sewage is treated at the MCUA's Edward J. Patten Water Reclamation Center in Sayreville, New Jersey. The entire City is within the sewer service area. The MCUA's Wastewater Division maintains five pumping stations and roughly 140 miles of sewer lines that deliver more than 110 million gallons of wastewater per day to be treated at the plant in Sayreville.

One of the five pumping stations is located in South Amboy at the corner of Henry Street and Rosewell Street. The South Amboy pumping station serves South Amboy as well as parts of Old Bridge and Sayreville. The station experienced damage during Superstorm Sandy and remained operational. The station received the necessary post-Sandy maintenance in late 2012 and acquired a new backup generator in 2014.

The NJDEP considers South Amboy to be on the cusp of their "urban municipality" designation. Per the NJDEP Water Quality Management Planning Rules, this designation means that less than 10% of a municipality's total land is "available land for development," once preserved open space, rights-of-way, surface water, and wetlands have been factored out. It is assumed the predominant form of future development in these municipalities will be in the form of the redevelopment of formerly developed properties,

and this redevelopment will be the central location for future wastewater management needs. As of the August 2015 draft (? – was it adopted?) of the Middlesex County Wastewater Management Plan ("2015 MCWMP"), 10% of South Amboy's total land was marked as undeveloped and available. The 2015 MCWMP determined wastewater flow projections for all urban municipalities within Middlesex County. South Amboy's current (year 2014) total flow is 731,515 gallons per day. The 2015 MCWMP projected that by 2039, South Amboy will have a total flow of 858,939 gallons per day, representing a 17% increase over the 25-year time period.

As discussed in the August 2015 draft of the Middlesex County Wastewater Management Plan, neither South Amboy nor the Middlesex County Utilities Authority expect any large-scale sewage system improvements in the City. Outside of continuing maintenance, the South Amboy sewage systems will be extended as necessary to accommodate new developments, particularly those in the waterfront redevelopment areas.

SOLID WASTE DISPOSAL

The City of South Amboy's Department of Public Works provides solid waste pickup to all residential, public and small commercial properties in the City. The Department picks up local trash throughout the city and then transports the waste to the Middlesex County Utility Authority landfill in East Brunswick.



South Amboy Pumping Station



Garbage pick-ups for residents occur weekly and 4 times a week for businesses. The Middlesex County Landfill is 315 acres in size and receives 720,000 tons of garbage each year .

The City of South Amboy produces approximately 3,800 tons in type 10 solid waste (waste from residents, businesses, and institutions), 2,300 tons in type 13 waste (construction debris, tires, furniture, appliances, etc.), and 25 tons in type 27 waste (non-hazardous industrial waste). That amounts to roughly 6,200 tons of solid waste annually (2012).

RECYCLING

The Middlesex County Improvement Authority provides co-mingled recycling pick-up for South Amboy's residents twice a month. The City itself provides pick-up (by appointment) for white goods, brush, and leaves. The combination of these programs outputs approximately 8,000 tons in recycling annually which accounts for 56.2% of the City's waste stream (EPA estimates a nationwide recycling rate of 34.6%, 2014).

Additional sustainability efforts are described in detail in the Sustainability Element of this Master Plan.

RECOMMENDATIONS

Issues

As South Amboy prepares for additional significant development along its waterfront, the capacity of existing utilities should be considered. The City should be prepared and anticipate the needs of the expected development.

Recommendations

It is recommended the City conduct a review of the 2005 Stormwater Management Plan to determine whether there is any need to update it.

Continue to inventory wastewater and stormwater sewage infrastructure.

Continue to plan for and implement new utility infrastructure to replace aging and obsolete systems as needed.

Continue to coordinate all departments and utilities that provide utility service in South Amboy to ensure that all infrastructure and utility service is maintained.

A photograph of a single-story red brick house with white trim around the windows and door. The roof is covered with a large array of dark solar panels. A red pickup truck is parked on the street to the right. A semi-transparent white rectangular box is centered over the middle of the image, containing the text "VIII. SUSTAINABILITY ELEMENT" in green capital letters.

VIII. SUSTAINABILITY ELEMENT

INTRODUCTION

The pursuit of sustainability has become a common goal of municipalities across the country. The terms “sustainable” and “green design” have become a familiar part of today’s vocabulary and are used as commonly as “environment” and “preservation.” As more communities across the country recognize the importance of sustainability in sound land use planning, so too does the New Jersey Legislature, which enacted an amendment to the Municipal Land Use Law (N.J.S.A. 40:55D-28b(16)) in 2008 to permit municipalities to prepare and adopt a Green Buildings and Environmental Sustainable Master Plan Element. The Element “...shall provide for, encourage, and promote the efficient use of natural resources; consider the impact of buildings on local, regional and global environment; allow ecosystems to function naturally; conserve and reuse water; treat stormwater on site; and optimize climatic conditions through site orientation and design.”

Achieving sustainability is commonly conceived of as actions that balance the environmental, economic, and social needs of a community. These “three pillars of sustainability” imply that in order to meet present needs without sacrificing the needs of future populations, human development and activity must (1) occur within the means of existing natural resources, (2) maintain economic productivity, and (3) create contexts conducive to social well-being and equity.

The philosophy behind “green design” works congruently with the objectives of sustainability. Green design is an approach to building design and construction that minimizes negative effects on human health and the environment. “Green” buildings attempt to incorporate environmental attributes that support the health of the building’s users as well as the surrounding community without detriment to the building’s functionality and performance.

As South Amboy continues to redevelop its old industrial areas and solidify its position as a nucleus of transportation options, the City is also striving to promote the general health and welfare of their community by preserving an outstanding quality of life for its residents.

The City has taken proactive approaches to sustainable measures, including the following:

- Implementation of generators in public buildings throughout the City;
- Readiness of the City Hall roof for solar arrays;
- Implementation of a reverse 911 system for emergencies;
- Implementation of zoning standards designed to minimize risk to flood-prone buildings;
- Participation in the County’s 2015 Hazard Mitigation Plan update;
- Application for the 2016 Safe Routes to School Program;



Electric charging station seen at 101 South Broadway Street

- Adoption of a steep slope ordinance to limit soil loss, erosion, excessive stormwater runoff, the degradation of surface water, and to maintain the natural topography and drainage patterns of the land;
- Adoption of a Riparian Zone Overlay to protect streams and other surface water bodies, water quality, riparian and aquatic ecosystems, and to provide environmentally sound land use resources for the City; and
- Adoption of a new chapter to the City's Code, entitled "Flood Damage Prevention," in order to minimize public and private losses due to flood conditions.

This Element is the next step in the City's objective to pursue a comprehensive approach to sustainable planning.

On October 5, 2016, South Amboy registered for the Sustainable Jersey certification program. The two levels of certification are bronze and silver. A municipality receives these certifications by accumulating points in a variety of categories. By establishing itself as a Sustainable Jersey certified municipality, South Amboy is demonstrating its commitment to sustainability. Adopting a Green Building and Environmental Sustainability Element is an action that will yield 10 points towards certification. This Element has therefore been prepared under the framework recommended by Sustainable Jersey in order for South Amboy to achieve the desired points.

VISION

As an evolving City, South Amboy's vision for a sustainable future is to provide a healthy community for its residents and visitors through sustainable land uses, a protected environment, and a prosperous economic base.

GOAL

South Amboy will encourage the development of green buildings and the utilization of sustainable technologies through example setting, public outreach, and educational programs.

OBJECTIVES

- Reinforce and expand sustainable practices throughout the City.
- Be proactive in efforts to support the coastal ecosystem and surrounding environment in order to remediate previous damage and support the City's future resiliency efforts.
- Encourage the entire population of South Amboy to implement sustainable practices in everyday lives.
- Reinforce sustainability as a core value within the community through outreach initiatives and examples set by City government.
- Encourage collaboration and alignment between ongoing redevelopment initiatives and sustainable environmental strategies.



Existing solar panels on a house in South Amboy

CORE TOPICS

Climate Change/Greenhouse Gas Emission

As clear links have been identified between climate change and increased greenhouse gas emissions, the City of South Amboy is determined to promote energy conservation efforts designed to support both environmental and economic needs. Greenhouse gas emissions from numerous sectors of society, including electricity production and transportation, lead to warming of global temperatures and climate change. When planning for the future, coastal communities like South Amboy are particularly concerned with the implications of climate change and the associated gradual sea level rise. Coastal cities throughout the state experienced the effects of climate change and extreme weather during Superstorm Sandy, which hit New Jersey in October 2012. South Amboy was no exception, experiencing major flooding and property damage throughout its flood-prone areas. The City can take actions to reduce its contributions to greenhouse gas emissions through initiatives to utilize less energy.

This Plan recommends the following actions for the City of South Amboy to reduce its greenhouse gas emissions. Many of the recommendations have short-term implementation schedules and do not require large capital expenditures.

Highlight business owners who implement

sustainable and green strategies.

Collaborate with the Board of Education to incorporate environmental/sustainable education into the curriculum.

Pursue funding options for solar panels on the roofs of government buildings.

Add a “green” page to the City’s website announcing local sustainable initiatives.

For example, May is New Jersey’s Walk and Bike to School Month. An initiative such as this could be highlighted on the City’s website. The website can offer easy energy-saving tips and techniques that can be utilized by residents and business owners. Information about smartphone apps, such as Ecobee Smart Thermostat and Kill-Ur-Watts, should also be listed on the webpage so that residents know the tools that are accessible at very low costs.

Implement the traffic calming measures detailed in the Circulation Element of this Master Plan.

Implementing multi-level traffic calming measures will create a safer environment along the roadways and will lead to more pedestrian and bicycle usage. Along with the implementation of traffic calming measures, ensure protected bike lanes are incorporated into the approach.

Implement the zoning regulations pertaining to community gardens detailed in the Land Use



Promote community gardens through zoning regulations

Element of this Master Plan.

Having access to local produce would decrease the distances people have to drive to get fresh food.

Require energy audits of all public buildings and rights-of-way to identify sources of inefficient uses of energy.

With information acquired through an energy audit, the City can evaluate how much energy is consumed by public buildings and improvements. The assessment will highlight areas where improvement is needed. Energy audits can lead to recommendations for energy- and cost-efficient lighting, suggested use of solar panels to power street lights, electronic signs, etc.

Utilize City events to publicize the City's position on sustainability and encourage residents to implement sustainability strategies at home.

The City should establish a voluntary program for homeowners to conduct their own energy audit and provide aid for implementing recommendations resulting from the audits. Components of an at-home audit would include but not be limited to insulation, HVAC, appliances/electronics, indoor/outdoor lighting, storm doors and windows, electrical systems, joints around windows/doors, etc.

Adopt zoning standards that allow for compact car and electric car parking spaces to count toward a development's overall parking**requirement.**

Allowing compact car and electric charging stations encourages people to drive cars that are less dependent on fossil fuels. These provisions should also be part of each Redevelopment Plan, with special attention paid to the waterfront redevelopment areas.

Capitalize on the City's multiple transportation options to encourage less driving.

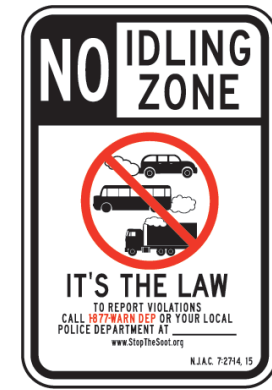
Bus, train, and soon ferry services are all offered from inside City limits. The City should reach out to residents through surveys or open forums to determine the City's future transportation needs. Additionally, South Amboy should continue to work with the NJDOT and NJ Transit to resolve any weaknesses and plan for future sustainable improvements to the systems.

Place anti-idling signs in appropriate locations throughout the City.

The City should determine locations where idling traffic is frequently seen. Such places might include the pick-up and drop-off areas at the local schools, train station, and future ferry terminal.

Plant shade trees along public streets to lower surface temperatures of walls and buildings.

The Environmental Protection Agency acknowledges that shaded surfaces are 20-45 degrees Fahrenheit cooler than unshaded areas, resulting in lower HVAC costs during the summer months.



Example of anti-idle sign



Existing bike racks at the South Amboy Train Station

Renewable Energy

Utilizing renewable energy sources is a way to combat the emission of greenhouse gas. A renewable energy source is one that is naturally replenished, such as energy generated by solar or wind power. While solar and wind are the most commonly known, additional renewable energy sources include biomass, geothermal, hydrogen, the ocean, and hydropower.

This Plan recommends the following actions for the City of South Amboy to employ renewable energy sources.

Adopt a solar zoning ordinance.

An average solar photovoltaic system is warranted for 25 years, and many last well beyond that. By adopting an ordinance specifically allowing the installation of solar systems the City is encouraging solar development and giving residents and business owners the opportunity to power their homes/places of work with clean energy.

Install solar panels on the roof of City Hall.

The roof of City Hall was recently renovated and is now able to support roof-mounted solar arrays.

Encourage the South Amboy school system to investigate the installation of solar panels on the roofs of school buildings.

Encourage the numerous religious institutions within South Amboy to investigate the installation of solar panels on their roofs.

Add renewable energy language to all redevelopment agreements.

As the City continues to move forward with its active redevelopment, it is recommended new developments should be required to include renewable energy strategies in all their plans.

Seek and promote funding options for renewable energy for residences, business owners, and the City.

New Jersey's Clean Energy Program is a state-wide renewable energy incentive program that offers financial incentives, programs and services to help interested residents, business owners, and local governments implement renewable energy sources.

It is also recommended the City apply for funding through the New Jersey Energy Resiliency Bank.

Coordinate with utility companies to investigate the potential to implement solar panels on utility poles.

Green Building & Design

Green building and design strategies can be implemented in all scales of development. While there are larger methods that can be utilized by developers, there are also numerous steps



Example of solar panels on utility poles



Encourage the use of solar panels on roofs

individual property owners can take to make their property and building more sustainable.

Initiate an outreach and education program to provide information to the City’s residents and business owners on what they can do individually.

This can be done through the City’s website. The proposed “green” webpage can offer tips for property owners to “green” their property. The City could also host a discussion or public forum about sustainable methods.

Strategies to encourage property owners to implement include but are not limited to:

- Use of low VOC interior paints and finishes.
- Installation of low-flow fixtures i.e. toilets, faucets, and showerheads.
- Use of Energy Star appliances.
- Reduce water usage.
- Use of rain barrel and other water-gathering techniques.
- Porous paving material where appropriate to avoid stormwater system overloads.
- Drought tolerant landscaping.
- LED lighting and programmable building controls.

Encourage LEED certification on new buildings.

The US Green Building Council’s LEED (Leadership in Energy and Environmental Design)

program is intended to create built environments that are energy efficient and healthy for users. Standards of LEED-certified buildings and neighborhoods pertain to energy conservation through daylighting designs, building orientation, material selection, landscaping, efficient HVAC and electricity systems, and other areas that address a multitude of sustainable issues. The City can offer density bonuses to incentivize developers to pursue LEED certification.

Pursue LEED Neighborhood Development in Broadway/Main Street Redevelopment Area.

Amend the Redevelopment Plans as necessary to encourage green design strategies through incentives.

Implement parking management strategies detailed in the Land Use Element of this Master Plan.

Encourage the use of “cool roofs” that reflect sunlight and reduce roof temperatures, thereby cooling the overall building.

Implement, where feasible, LED lighting and programmable building controls in municipal buildings.

Land Use & Mobility

Today, more than half the world’s population lives in urban areas. This number is expected to



Encourage home-owners to utilize flow-flow fixtures and Energy Star appliances



Encourage the use of rain barrels and other rain-gathering techniques

grow to two-thirds by 2050. Land use planning has a specific role in climate change because it is directly tied to transportation, New Jersey's largest emissions source. Cities centered around transit options, such as South Amboy, have significant opportunities to decrease car travel and emissions through action-based land use planning strategies.

Adopt a Complete Streets Policy.

“Complete Streets” are streets that take into account the needs of multiple users using multiple modes of transportation. A significant public concern for the City is the safety of pedestrians and cyclists on the busy streets of South Amboy. Complete Street policies set standards in place for streets that emphasize design and safety for all modes, including pedestrians, bicycles, buses and mass transit, and automobiles.

Utilize the new “green” webpage to educate the public and encourage walking, biking, and carpooling.

Ensure there are adequate bike parking facilities throughout the City including at the schools, City Hall, parks, and around the train station and future ferry terminal.

Continue participation in the Safe Routes to School Program by partnering with the YMCA, Keep Middlesex Moving, and parents and students.

Water

As a coastal city, South Amboy has an obligation to maintain a “healthy relationship” with the valuable resource that not only makes up the City’s entire eastern boundary, but also comprises 42% of the City’s total area: water. In all of its forms, water is essential for life on earth. As global temperatures continue to rise, so too does the water temperatures, adding to the likelihood of extreme weather events.

Keep the Riparian Zone Overlay updated per Ordinance 11-2009 that requires an evaluation every second year of the locations of defining features of surface water. Adopt modifications to the riparian zone map as needed.

Update the Flood Damage Prevention chapter of the City’s code per the Land Use Element of this Master Plan.

Use the new “green” webpage to promote water conservation in residential use and landscaping. Provide information on the City’s webpage about capturing rainwater for reuse and the use of rain gardens and rain barrels. Pursue a partnership with the YMCA to host educational events to teach residents how to implement these strategies in a do-it-yourself fashion.

Adopt a Water Conservation Ordinance.

This Plan recommends the City adopt a Water Conservation Ordinance to protect the water



South Amboy's floodway and Riparian Zone

supply and reduce unnecessary reductions to reservoir storage, ground water levels, and stream flows. A model ordinance can be found on Sustainable Jersey's website.

Adopt Integrated Pest Management (IPM) practices on municipal and publicly-owned properties.

IPM practices are an alternative to pesticide usage. Pesticides have detrimental impacts to the environment including contaminating water supplies through runoff from treated plants and soils.

Retrofit existing stormwater management inlets to better prevent pollutants and debris from entering the stormwater system through the installation of green infrastructure, such as rain gardens and bioswales.



Example of bioswale





IX. HEALTH AND FOOD SYSTEMS ELEMENT

south amboy
building a healthier future

INTRODUCTION

The Health and Food Systems Element can found under a separate cover. This element was prepared by a group of graduate students from the Bloustein School of Planning and Public Policy at Rutgers University. In the fall of 2016, the students spent a semester analyzing various aspects of the City related to healthy living. They prepared the Health and Food Systems Element under the subtitle “South Amboy, Building a Healthier Future” that discusses the interrelationship between urban design, government policies, and public health. The element details public health initiatives relevant to the City of South Amboy that are aimed at improving the health-related conditions of the City.

The following is a summary of goals and implementation strategies detailed in the Health and Food Systems Element.

Environment and Land Use/Design

Enhancing the pedestrian experience through land use regulations and targeted investments.

Improve existing housing stock through the use of specialized zoning tactics that target under-developed areas and structures in need of rehabilitation.

Use land use regulations to promote development that encourages positive public health outcomes, ensuring ongoing

improvement as the City continues to develop and grow.

Promote the Arts District as a catalyst for economic development and civic pride through the creation of strategic partnerships and community outreach. A mixed use, live-work space can be implemented at the Cardinal McCarrick/St. Mary’s High School, creating a modern cultural and artistic hub.

Healthcare Literacy

Promote a culture of health in the community by ensuring that City projects and policies take into consideration this Plan’s overall goal of creating a healthier community.

Create a formal Healthcare Toolkit to disseminate accurate and accessible healthcare information. Disseminating positive healthcare decisions in an easy-to-read and understand format is key to reinforcing what South Amboy residents already know about healthy living. The Toolkit will take federal and state healthcare recommendations and tailor them to fit the current and future needs of the City.

Market the local medical professional services in order to capitalize on the existing healthcare resources in the City.

Promote local health services to help residents stay informed.



Encourage the expansion of healthy food options



Promote land development regulations that foster pedestrian safety and usability

Improve the evidence-based health literacy programs and practices in the City of South Amboy.

Food

Encourage the expansion of healthy food options available to residents, ensuring positive health outcomes through supporting residents' daily eating habits.

Promote healthy eating as a community value, ensuring everyone in the City has access to healthier food options is an equitable way of improving the City's health. Community events that demonstrate healthy, delicious, and affordable recipes will jump start healthy culinary habits in South Amboy.

Foster further community involvement in food related issues.

Active Transportation

Improve South Amboy's pedestrian and bicycle infrastructure. Improving existing sidewalks can ensure residents are better able to take advantage of the walkable scale of the City. In addition to pedestrian infrastructure, South Amboy could promote the use of bicycle transportation with the installation of dedicated bicycle lanes and bicycle parking facilities throughout the City. Pedestrian infrastructure also needs to be analyzed to identify and correct any existing shortfalls with sidewalks and crossings.

Connect physically detached sectors by utilizing underutilized rights-of-way to connect areas that are currently difficult or impossible to traverse on foot or with a bicycle.

Promote active transportation throughout the City using main thoroughfares, including Broadway, Augusta Street, Stevens Avenue, Main Street, and Bordentown Avenue, in order to make areas of the City safer and more desirable to traverse on foot or with a bicycle.

Physical Activity

Encourage the use of recreational and open space for increased exercise.

Maximize usefulness of parks and recreational areas with physical improvements. The Waterfront Walkway, if extended north, could benefit from a convenient entrance walkway at its northern end and new signage to indicate its presence on the waterfront. The Waterfront Park is one of the main attractions in the area and with a few additions, its popularity could boost the attractiveness of the waterfront area to residents.

This Element highlights federal, state, and local government resources, including funding, administrative support, and policy toolkits. Both short- and long-term health goals for the City can be realized through the successful adoption of these strategies. South Amboy has ample recreational opportunities and healthy living resources; through these connections.



Improve pedestrian and bicycle infrastructure to foster physical activity



Example of exercise equipment found in a public park. Encourage the use of recreational space for increased exercise.



A photograph of a park-like setting. On the left, there is a white gazebo with a red base and a grey shingled roof. To the right, a large black steam engine with large spoked wheels is displayed on a raised white concrete platform. The background is filled with lush green trees. A semi-transparent white banner with the text 'X. RELATIONSHIP TO OTHER PLANS' is overlaid across the middle of the image.

X. RELATIONSHIP TO OTHER PLANS

MIDDLESEX COUNTY TRANSPORTATION PLAN 2013

Middlesex County's New Horizons in Mobility Transportation Plan guides planning and promotes policies for a balanced transportation system. The Plan's objective is to achieve and maintain a dependable and responsive transportation system while meeting the mobility, safety, and economic needs of Middlesex County's diverse population. The priorities advocated by the Plan are to improve overall mobility, reduce traffic congestion, and achieve a safer transportation system. Various strategies for achieving these priorities include changing highway capacity, enhancing the safety of all transportation systems, incorporating intelligent transportation measures, and providing alternative transit options. The Plan encourages expediting and streamlining the implementation of needed improvements.

This Plan is consistent with the following goals of the New Horizons in Mobility Transportation Plan

1. Improve mobility and reduce traffic congestion.
2. Promote traffic safety.
3. Promote public transportation and intermodal improvements.
4. Maintain a State of Good Repair.
5. Promote an adequate and safe bicycle and pedestrian system that supports both mobility and recreation.
6. Promote integration of transportation and

land use.

7. Protect the environment and address energy conservation and climate change impacts on transportation.
8. Improve economic vitality, access to jobs and business appeal.
9. Promote public and private sector partnerships on transportation projects and programs.

MIDDLESEX COUNTY OPEN SPACE AND RECREATION PLAN, 2003

The County Recreation and Open Space Plan details an open space and recreational strategy for Middlesex County through to the year 2020. Employing the guidelines of the Plan, the County Department of Parks and Recreation provides a system of public parks, open space, recreational facilities, and opportunities for cultural and heritage appreciation. The Plan specifies these facilities be well situated, accessible, sufficiently sized, and suitable in scope and diversity.

The goals of the Plan are as follows:

1. Provide a public system of major parks and open spaces that forever preserves sufficient land to accommodate a variety of recreational activities, conserve scenic, historic, cultural, and environmental features to enhance the quality of life for residents of Middlesex County.
2. Assure that adequate recreational facilities

are available to meet the needs of the residents of Middlesex County.

3. Provide programs and facilities to assure opportunities for cultural and heritage appreciation.

To achieve its goals, the Plan encourages the County to preserve land, especially that which has important features and resources, as well as continue and expand recreational facilities and programs.

In South Amboy, the Raritan Bay Waterfront Park as well as the following facilities are maintained under the Plan: bandstands, walk/bike paths, bocce courts, comfort stations, fishing areas, playgrounds, and fields for baseball, football, soccer, and softball.

This Master Plan encourages the City of South Amboy to continue collaborating with the County to ensure the creation and maintenance of parks and open spaces is ongoing and the open space needs of the residents continue to be met.

MIDDLESEX COUNTY HAZARD MITIGATION PLAN UPDATE 2015

The Middlesex County Multi-Jurisdictional Hazard Mitigation Plan identifies risks and vulnerabilities within the community and develops a realistic actionable strategy to minimize potential future losses. Natural and man-made risks have the potential to affect the

structures, operations and populations of the County. The Plan classifies and assesses these risks and presents appropriate mitigation strategies. It also prioritizes those strategies and recommends methods for their implementation.

The four goals of the Hazard Mitigation Plan are as follows:

1. Improve education and outreach efforts regarding potential impacts of hazards and the identification of specific measures that can be taken to reduce their impact.
2. Improve data collection, use and sharing to reduce the impact of hazards.
3. Improve capabilities, coordination, and opportunities at municipal and county levels to plan and implement hazard mitigation projects, programs, and activities.
4. Pursue opportunities to mitigate repetitive and severe repetitive loss properties and other appropriate hazard mitigation projects, programs, and activities.

The 2015 Update of the Plan reevaluated the original hazards, risk assessments, and mitigations goals, strategies, and priorities and identified changes and updates that may have occurred since the approval and adoption of the original plan. Included in the reassessment was review of recent storm events, new hazard data, and the 2014 New Jersey State Hazard Mitigation Plan. In response to the disaster events occurring between 2010 and 2015, the Plan proposes practices to

mitigate repetitive property losses, improve energy resilience, and implement procedures to improve efficiencies in emergency services.

MIDDLESEX COUNTY WASTEWATER MANAGEMENT PLAN

The Middlesex County Wastewater Management Plan (MC WMP) assigns appropriate management measures to geographic areas based on environmental sensitivity and environmental protection objectives. The MC WMP takes environmental features and public open space into account when defining sewer service areas, planning for future wastewater generation, and expanding sewer service within federal grant limitations. Sanitary sewer service may only be provided to areas that are not identified as environmentally sensitive.

South Amboy is serviced by the wastewater treatment facilities of the Middlesex County Utilities Authority (MCUA).

The City's key environmental goals to create more recreational space, ensure the adequacy of infrastructure, and protect the shoreline along the flood prone mouth of the Lower Raritan River are reflected in the application of the MC WMP.

The goals and objectives of South Amboy's land development and wastewater management practices are as follows:

1. Continuously upgrade existing commercial and industrial areas in order to provide for the expansion of South Amboy's economic and tax bases while ensuring environmental protection and encouraging sustainability.
2. Allow future expansion of sanitary sewer service areas (SSAs) to support development proposals, providing they conform to environmental regulations and treatment capacity.
3. Incorporate restroom facilities in future improvement plans of public open spaces when feasible connections to sewers exist.

STATE DEVELOPMENT AND REDEVELOPMENT PLAN

In 2001, the New Jersey State Planning Commission adopted the State Development and Redevelopment Plan (SDRP). The SDRP is a document that guides State-level development and redevelopment policy as well as regional planning efforts. The primary objectives of the SDRP are to strike a balance between public and private sector investments in infrastructure, to coordinate planning efforts between state, county and local governments, to revitalize the state's urban centers, provide adequate and affordable housing in reasonable proximity to places of employment, and to promote the conservation and protection of the environment. To accomplish its objectives, the SDRP utilizes a combination of Planning Areas, Centers and Statewide Policies.

The City of South Amboy's Master Plan is consistent with the eight statewide goals in the SDRP. The goals are as follows:

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

The SDRP additionally includes a State Development and Redevelopment Plan map, which divides the state into regions, known as Planning Areas, and includes specific goals for each area. The City of South Amboy is within the Metropolitan Planning Area PA1. This planning area is intended to

1. Provide for much of the state's future redevelopment
2. Revitalize cities and towns
3. Promote growth in compact forms
4. Stabilize older suburbs

5. Redesign areas of sprawl
6. Protect the character of existing stable communities.

The South Amboy Master Plan is consistent with these planning objectives, and is implementing them through the major redevelopment efforts that are occurring throughout the City. The City is actively working to revitalize several districts within the City, specifically the downtown and waterfront areas.

STATE STRATEGIC PLAN

The final draft of the State Strategic Plan was released in 2012. While the State Strategic Plan has not been officially adopted, and the SDRP is still the official State Plan, it is still prudent to review the relationship between this Plan and the State Strategic Plan Draft. This Plan is consistent with the stated goals of the State Strategic Plan.

This Plan meets the 10 "Garden State Values" of the State Strategic Plan:

1. Concentrate development and mix uses;
2. Prioritize redevelopment, infill, and existing infrastructure;
3. Increase job and business opportunities near housing, infrastructure and transportation;
4. Create high-quality, livable places;
5. Provide transportation choice and efficient mobility of goods;
6. Advance equity;

7. Diversity housing opportunities;
8. Provide for healthy communities through environmental protection and enhancement;
9. Protect, restore, and enhance agricultural, recreational, and heritage lands; and
10. Make decisions within a regional framework.

ADJACENT MUNICIPALITIES

Sayreville Borough

The Borough of Sayreville borders South Amboy to the North, South, and West. Sayreville is bordered by the Raritan River to the north, The Township of East Brunswick and the Borough of South River to the west, the Township of Old Bridge to the south, and the City of South Amboy and the Raritan Bay to the east. The Borough of Sayreville adopted its Master Plan on March 8, 1998. The zoning and land use in the Borough of Sayreville is substantially consistent with the City of South Amboy Master Plan.

The sections of Sayreville that border South Amboy include the following zones:

- R-7 Residential 7,000 square foot lots
- B-3 Highway Business
- PD-10 Planned Development 10,000 square foot lots
- R-10 Residential 10,000 square foot lots
- P PRIME (Public, Recreational, Institutional, Municipal, and Educational)

The majority zoning designations that border one another along the South Amboy / Sayreville municipal boundary parallel each other in a complimentary way. The residential zones of South Amboy abut the residential zones of Sayreville, as do the commercial zones. There are some exceptions to this with the remainder of South Amboy's industrial areas along its north and west boundaries. This Master Plan proposes to rezone the industrial zone located on the west side of South Amboy to the B-2 Highway Commercial zone, better complimenting the land use on the adjacent land within Sayreville.

The two municipalities are uniquely connected through the Raritan Bay Waterfront Park, located adjacent to the southeastern corner of South Amboy. The 136-acre County Park is completely within Sayreville's borders on the Raritan Bay waterfront. However, the park's only access is through South Amboy. The police departments of the two municipalities work in tandem with the Park Rangers to patrol the park in a successful joint enforcement partnership.

