



**CELEBRATE
PERTH AMBOY**

THE BILL OF RIGHTS
We Signed it First!

1789 1989

PERTH AMBOY, NJ

**City of History
City of the Future**

**HISTORIC
Perth Amboy**

Founded 1683 Incorporated 1718

Capital East Jersey 1686-1702
Capital New Jersey 1702-1790

First State Ratification Site
U.S. Bill of Rights
November 20, 1789

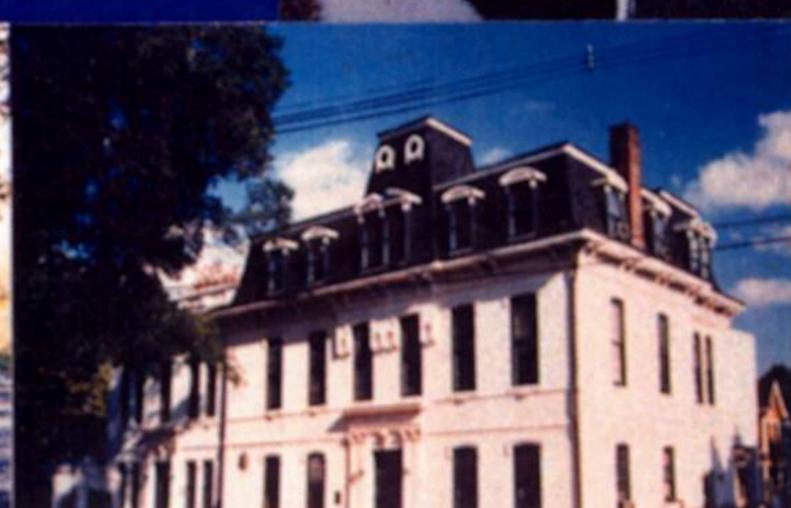
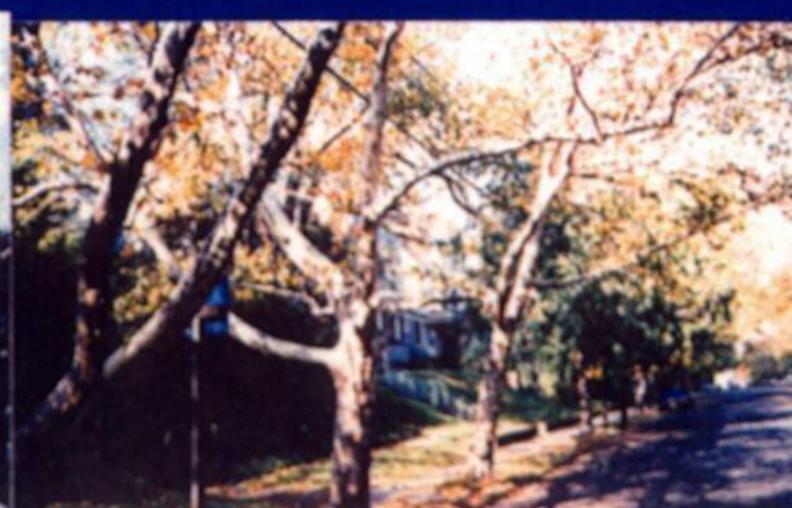
JOSEPH VAS, MAYOR

FOCUS 2000

The City of Perth Amboy's Redevelopment Plan
Volume 3 - Redevelopment Area 2

March 1997
revised

Submitted by: The City of Perth Amboy *Prepared by: Jacobs Environmental, Inc.*



FOCUS 2000 – PERTH AMBOY REDEVELOPMENT PLAN
Volume 3 – Redevelopment Area 2

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Rev. May 2002
Rev. October 2002
Rev. January 2004
Rev. January 2005
Rev. June 2005
Rev. June 2008 Ord 1428-2008

Pursuant to the Local Redevelopment and Housing Law, the City of Perth Amboy adopted the original Focus 2000 Redevelopment Plan on May 5, 1997 which Plan has been amended from time to time, and which sets forth the plan for the redevelopment of East Area 2. Upon the recommendation of the Perth Amboy Redevelopment Agency (PARA) and the Planning Board, the City has determined to amend the East Area 2 Plan as provided.

This Redevelopment Plan is organized in the following manner:

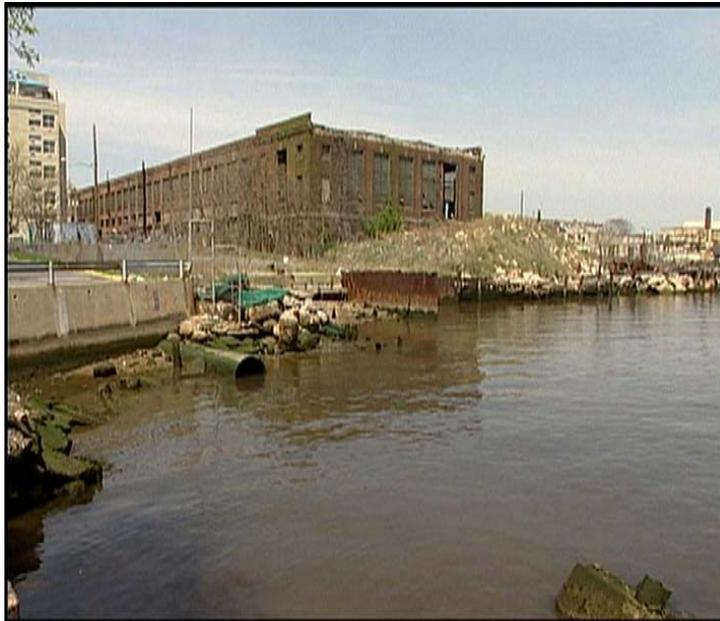
Section 2 - Description of East Redevelopment Area 2. This section provides a written description of the redevelopment area boundaries, a list of properties to be included within the redevelopment boundaries by Block and Lot, and a list of properties proposed to be acquired by Block and Lot.

Section 3 - Goals and Objectives of Focus 2000. This section provides a general overview of the goals of the redevelopment plan for this area.



Section 4 - Relationship to Local Objectives. This section provides a summary of relevant local objectives relating to the appropriate land uses, improved traffic and public transportation and

public utilities with respect to the redevelopment plan for the area as a whole.



Section 5 - Relationship to the Master Plan of the City of Perth Amboy. This section provides a summary of the relationship of the redevelopment plan to the City Municipal Master Plan.

Section 6 - Relationship to the Master Plans of Surrounding Townships. This section provides a summary of the redevelopment plan in comparison to the Master Plan of the Township of Woodbridge.

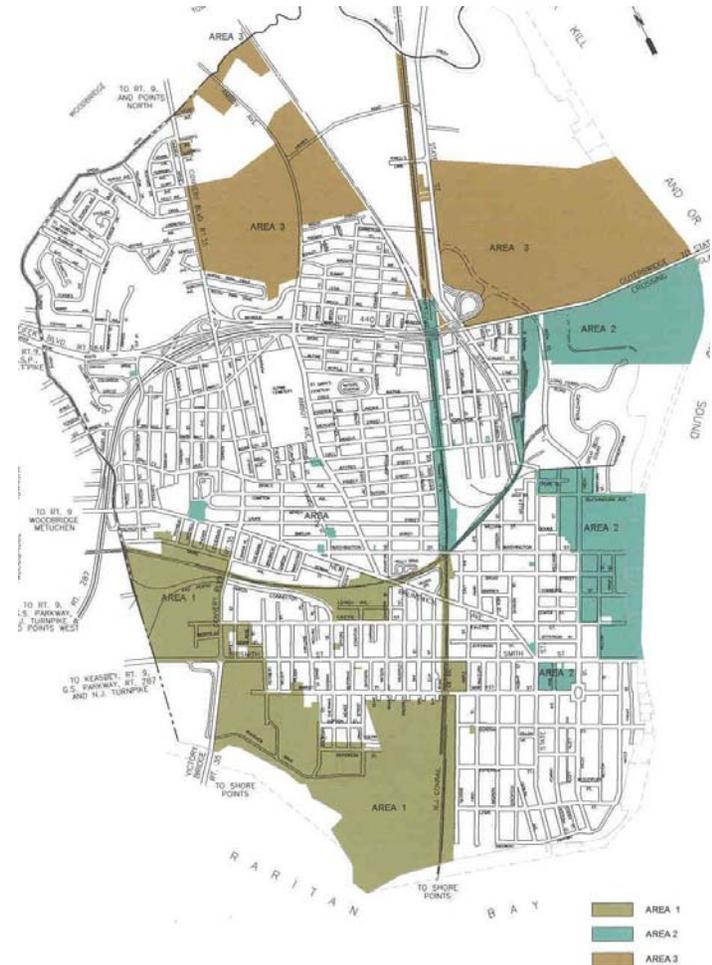
Section 7 - Relationship to the State and County Plans. This section provides a summary of the redevelopment plan in comparison to the New Jersey State and Middlesex County Plans.

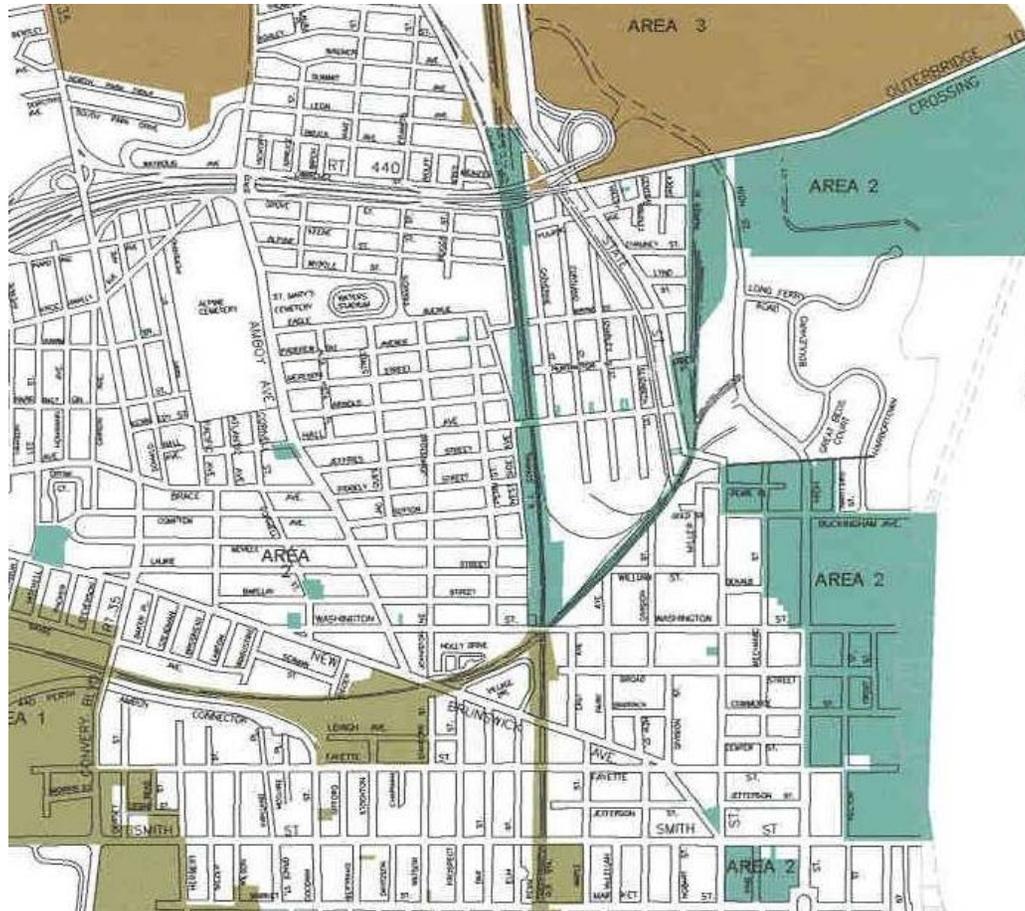
Section 8 - Relocation. This section provides a summary of temporary and permanent relocation assistance to residents and businesses that may be displaced by redevelopment initiatives

Section 9 - Land Use and Building Requirements. This section provides the zoning requirements for the redevelopment area.

2.1 Location of East Area 2

The properties included in East Area 2 (Area 2) are located along the waterfront on the eastern boundary of the City, comprising approximately 256 of the City's 3,031 total acreage. Area 2 is divided into 3 separately designated sub-areas and various individual Block and Lots within the city. SubArea 2-1 consists of property adjacent to the southern side of the Outerbridge Crossing and along the railroad right-of-ways between Washington Street and Leon Avenue. Sub-area 2-2 consists of property along the eastern boundary of the City, between Smith Street and Harbortown Village. Sub-area 2-3 consists of property located between Smith Street, High Street, Market Street and State Street. The area boundary is set forth below.





2.2 East Area 2 Boundary

Area 2 is comprised of 3 subareas and 14 additional specific addresses, which boundaries are described below.

Subarea 2-1

Beginning at the Pierhead line of the Arthur Kill and northern boundary of Block 355, Lot 1.01, thence

1. Southerly along the pierhead line to the southern boundary of Block 354, thence
2. Westerly along the southern boundary of Block 354, Block 353, Lot 1.04 and Block 426, Lot 3.08, thence
3. Northerly along the western boundary of Block 426, Lot 3.08 to the Outerbridge Crossing right-of-way, thence
4. Westerly along the Outerbridge right-of-way to the western boundary of Block 426, Lot 3.07, thence
5. Southerly along the western boundary of Block

- 426, Lot 3.07 to the southern boundary of Block 426, Lot 3.05, thence
6. Westerly along the southern boundary of Block 426, Lot 3.05 to the eastern boundary of Block 108,
 7. Southerly along the Block 108 property line to the southern limit of the Washington Street right-of-way, thence
 8. Westerly along the Washington Street right-of-way to western property line of Block 11-Lot 2, thence
 9. Northerly along the western property line of Block 11, Lot 2 to the northern property line of Block 11, Lot 2, thence
 10. Easterly to the eastern property line of Block 11-Lot 2, thence
 11. Southerly to the northern property line of Block 108, thence
 12. North-easterly along the northern property line of Block 108 to the intersection of Block 353.01 and the State Street right-of-way, thence
 13. Northerly along the eastern side of the State Street right-of-way to the southern boundary the James Street right-of-way, thence
 14. Easterly to the terminus of the James Street right-of-way, thence
 15. Northerly along the western property line of Block 108, to the southern property line of Block 427-Lot 2, thence
 16. Easterly to the western property line of Block 426, Lot 3.02, thence
 17. Southerly along the eastern property line of Block 108 to the northern property limit of Block 426, Lot 3.06, thence
 18. Easterly along the northern property lines of Block 426, Lots 3.06, 3.07 and 3.08, Block 353-Lot 1.04 and Block 355-Lots 1 & 1.01 to the Arthur Kill pierhead line.



Subarea 2-2

Beginning on the Pierhead Line of the Arthur Kill at Smith Street, thence

1. Westerly along the northern side of Smith Street to the easterly side of Rector Street, thence
2. Northerly along Rector Street to the northern side of the Fayette Street right of-way, thence
3. Easterly along the southern boundary of Block 136 Lot 1.01 to the eastern boundary of Block 136, Lot 1.01, thence
4. Northerly along eastern boundary of Block 136 Lot 1.01 to the northern boundary of Block 136, Lot 1.01, thence
5. Westerly along the northern boundary of Block 136 Lot 1.01 to the Rector Street right-of-way, thence
6. Southerly along the Rector Street right-of-way to the Fayette Street right-of-way, thence
7. West along Fayette Street to High Street, thence
8. Northerly along High Street to Washington Street, thence
9. Westerly along Washington Street to western property line of Block 232 Lot 6, thence
10. Northerly along the western property line of Block 232 Lot 6 to the southern property line of Block 232 Lot 9, thence
11. North-westerly along the property line of Block 232 Lot 9 to the south-eastern corner of Block 232 Lot 10, thence
12. Westerly along the southern property line of Block 232 Lot 10 to the Mechanic Street R.O.W., thence
13. Northerly along Mechanic Street to northern right-of-way of Buckingham Avenue, thence
14. Westerly along the northern right-of-way of Buckingham Avenue to the intersection of the State Street right-of-way, thence
15. Northerly along the State Street right-of-way to



- the northern limit of Block 247, thence
16. Easterly along the northern limit of Block 247 and 243 to the western limit of Block 108 Lot 6, thence
 17. Southerly along the western limit of Block 108 Lot 6 to the Buckingham Avenue right-of-way, thence



18. Easterly to the western boundary of Block 242, thence
19. Northerly along the western boundary of Block 242 to the southern boundary of Block 242, Lot 15.01, thence

20. Northeasterly along the eastern boundaries of Block 242, lots 15.01, 16.01, and 17.01 to the southern boundary of Block 353, Lot 1.06, thence
21. Easterly to the eastern boundary of the Hartford Street right-of-way, thence
22. Southerly along the Hartford Street right-of-way to the Buckingham Avenue right-of-way, thence
23. Easterly along the Buckingham Avenue right-of-way to the Arthur Kill pierhead line, thence
24. Southerly along Pierhead line to Smith Street.

Subarea 2-3

Beginning at intersection of High Street & the northern boundary of Block 56, Lot 10, thence

1. Southerly along High St. to Market St, thence
2. Westerly along Market Street to the northeasterly corner of Block 56, Lot 5, thence
3. Southerly along the eastern border of Block 56, Lots 5 & 4 to the northeastern border of Block 56, Lot 3, thence
4. Westerly along the northern border of Block

- 56, Lot 3, thence
- 5. Northerly along the eastern border of Block 56, Lot 3, thence
- 6. Westerly along the northern border of Block 56, Lot 3, thence
- 7. Southerly along the western border of Block 56, Lot 3 to Market St., thence
- 8. Westerly along the northern Market St. right-of-way to the eastern border of the State St. right-of-way, thence
- 9. Northerly on State St to Smith St, thence
- 10. Easterly along Smith St. to the eastern boundary of the King St. R.O.W., thence
- 11. Southerly along the King St ROW to the northern limit of Block 56, Lot 24, thence
- 12. Easterly along the northern boundary of Block 56, lot 24 to the western boundary of Block 56, Lot 19, thence
- 13. Northerly along the westerly boundary of Block 56 lot 19 to the Smith St R.O.W., thence
- 14. Easterly along the Smith St ROW to the eastern limit of Block 56, lot 19, thence
- 15. Southerly along the easterly boundary of Block 56, Lot 19 to the northern limit of Block 56, Lot

24, thence

- 16. Easterly along Block 56, Lots 24 and 10 to the point of beginning.



Additional Specific Block and Lots

- 1. Block 126, Lot 14 – known as 313 State St. Located at the intersection of Smith St., State St. and New Brunswick Ave.
- 2. Block 169, Lot 9 – known as 346 Washington St; located between Amboy Ave and Johnstone St.
- 3. Block 192, Lot 1 – known as 618 New Brunswick Ave; located between Lee St and Convery Blvd.
- 4. Block 200, Lots 24.01 through 28 – known as 418

Washington St; located between New Brunswick Ave and Cornell Street

5. Block 229, Lots 6 & 7 – known as 417 State St; Located on the west side of State St. between Broad St. and Washington St.
6. Block 206, Lots 3 through 9 – known as 400 Barclay Street. Located on the northerly side of Barclay Street at Cornell Street.
7. Block 255, Lot 2 – known as 597 State St; Located on the west side of State St between Hall Ave. & the “S” turn RR bridge.
8. Block 318, Lot 46 – known as 720 Donald Ave.; on the east side of Donald Ave. between Kamm St. and Krochmally Ave.
9. Block 329, Lot 13 –known as 693 Johnstone St; Located on the northwest corner of Johnstone St and Paderewski Ave.
10. Block 341, Lot 1.01 – known as Hall Ave; Located to the east of Block 11 Lot 2.



11. Block 345, Lot 2 – known as 236 Hall Ave; Located on the north side of Hall Ave, between Catherine St and Cortlandt St.
12. Block 346, Lot 4 – known as 214 Hall Ave; Located on the north side of Hall Ave, between Catherine St and Cortlandt St.
13. Block 349, Lots 5 & 6 – known as 192 Hall Ave; Located on the north side of Hall Ave between Charles St and Elizabeth St.
14. Block 422, Lot 3 – known as 800 Valley Place; Located on the east side of Valley Place, north of Pulaski Avenue.

2.3 Properties

The following properties are included within the proposed redevelopment area:

Block	Lots	Property Owner
11	2 & 3	Central R.R. of NJ
56	1	Tyrrell
56	2	DeJesus
56	3	Market St Apt
56	4	Brown
56	5	Rivera
56	7, 8, 9, 10	King Plaza, LLC
56	19, 24, 25	King Plaza, LLC
56	26, 27, 28	King Plaza, LLC
56	32, 32.01	King Plaza, LLC
56	6.01, 6.02	King Plaza, LLC
57	1.01	NJ Affordable Homes Corp.
57	1.02	Morales
57	4	Lang
57	5	Torres
57	6	Urena
57	7	Duran
57	8	Santamaria
57	9	PA Bd of Ed
57	12, 13	King Plaza, LLC
57	14, 14.01	King Plaza, LLC
57	15.01	Rani Management
57	15.02	Syed
57	16	Ohe

Block	Lots	Property Owner
57	17	King Plaza, LLC
57	18	King Plaza, LLC
57	19	Rar. Americus Lodge
57	20	NJ Conf Assn 7th Day Adventist
57	2,3	Santamaria
126	14	Wilshire Oil Co.
131	1	Harbor Terrace
131	1.01	GCPA, LLC
131	1.02	Landings at Harborside
135	1, 1.01	Landings at Harborside
136	1.02, 1.03	Landings at Harborside
136	2.01, 2.03	Landings at Harborside
136	2.02, 2.04, 3	Landings at Harborside
137	3	City of Perth Amboy
137	1, 1.01, 2, 2.01	Landings at Harborside
138	1	Gilland Nominees.
139	1	Hermann
139	2	Correa
139	3	Rodriguez
139	4	Delgado
139	5	Guerra
139	6	Vasquez
139	7	Vasquez
139	10	Skomba
139	11	Lavrentiev
139	14	Cilia
139	18	Martinez

Block	Lots	Property Owner
139	19	Rodriguez
139	19.01	Roman
139	20	Feliciano
139	21	Apartment's Plus Inc.
139	22	Apartment's Plus Inc.
139	23	Apartment's Plus Inc.
139	26	DeJesus
139	27	Stack
139	12,13	Lopez
139	15,16,17	Rojas
139	24,25	Rodriguez
139	28, 1.01	Laties
139	8,9	Skomba
140	1.03	City of Perth Amboy
140	1.04	Cohen
140	2	City of Perth Amboy
140	2.01	Soto
140	4	Landings at Harborside
140	1.01, 3 & 3.01	P.A. Police Headquarters
140	2.02, 2.03	City of Perth Amboy
140	2.05, 2.04 &2.06	P.A. Fire Dept. Headquarters
169	9	PARA
192	1	County of Middlesex
200	24.01 – 28	AJW Comm. Prop., LLC
206	3-9	Sobel Brothers
229	6, 7	JBW
232	1.01	Blanks

Block	Lots	Property Owner
232	3	Rosado
232	4	Santiago
232	5	Santiago
232	11	Kretzer
232	12	DeJesus
232	13	NJHMFA
232	14	Homa
232	15	Wilson
232	16	Cuevas
232	17.02, 1.02, 2	Secretary of Housing & Urban
232	17.01, 1.03	Angeles
232	6, 7, 8, 9, 9.01 - 10	Basson-Madison
235	1	Watts
235	1.01	Wasicki
235	1.02	Wasicki
235	2	Garcia
235	3	Zubieta
235	4	Washington St. Rlty
235	5	Dajoro (NJ) Inc.
235	7	Martinez
235	9	Ash Limited, L.L.C.
235	10	Velasco
235	11	Cintron
235	12	Perez
235	13	Colon
236	1	Richardson
236	2	Richardson

Block	Lots	Property Owner
236	3	Landings at Harborside
236	12	Smithson
236	13	Landings at Harborside
238	2	Lesma Reatly Inc.
238	1, 3	Rosengarten
238	4, 4.18	Silverman
238	5, 5.18, 6, 6.18	Lecarreaux
239	1	Venture Plus Realty
239	1.01	Venture Plus Realty.
240	2	City of Perth Amboy
242	1	Sanchez
242	2	Bonilla
242	3	Pomykala
242	4	Chaballa
242	5	Los
242	6	Coleman
242	7	Smart
242	8	Madison Arms, Inc.
242	8.01	Crisco
242	9	Erickson
242	10	Erickson
242	11	Rios
242	18	Kushner
242	19	Garretson
242	20	Hamilton
242	21	Raniere
242	25	Bukowczyk
242	26	Butchko

Block	Lots	Property Owner
242	29	Fodor
242	30	Karcz
242	31	Segura
242	32	Murafsky
242	35	Dynow
242	12.01, 13.01, 14 to 17	544 High Inc.
242	22, 23-24- 12.02&13.02	Rylyk
242	27, 28	Butchko
242	33,34	Tavares
243	8	Ebner
243	9	Marte
243	9.01	Fernandez
243	10	Jerez
243	11	Jerez
243	12	Mechanic St. Rlty.
243	13	Bucior
243	14	Jacykiewicz
243	15	Batiuk
243	21	Vargas
243	23	Watts
243	24	Valdez
243	27	Public Service Corp.
243	1,2,3,4,5,6,7	PSE&G Co.
243	16, 17-18	Walton
243	19, 20	Lopez
243	25, 26	Watts
246	3	Alvarez

Block	Lots	Property Owner
246	4	Mendoza
246	7	Govanni
246	8	Arocho
246	9	Costetra
246	10	Morales
246	11	Rodriguez
246	12	Costeira
246	13	PAHousing Dev Corp
246	14	Collado
246	15	Mendez
246	16	PAHousing Dev Corp
246	17	Serrano
246	18	Hernandez
246	20	Urbanski
246	21	Pietrosky
246	1, 2	Perez
246	22, 23.01	Cuesta
246	23.02, 24.01	Ateh
246	25, 24.02	Martinez
246	25.02, 25.03	NJ Affordable Homes Corporation
246	5, 6	Govanni
247	2	Torres
247	3	Torres
247	4	Perez
247	5	Perez
247	6	Nieves
247	7	Frederick

Block	Lots	Property Owner
247	12	Gomez
247	13	Solano
247	10, 11	Meza
247	8, 9	Ramos
255	2	PARA
274	23 & 24	JBW
318	46	JBW
329	13	PARA
341	1.01	PARA
345	2	PARA
346	4	PARA
349	5, 6	JBW
353	1.04	Stolthaven PA Inc.
353.01	3.01	City of Perth Amboy
353.01	3, 3.03	Aliland Properties
353.01	3.04, 3.05	City of Perth Amboy
354	1, 1.01	Stolthaven PA Inc.
355	1, 1.01	Stolthaven PA Inc.
422	3	PARA
426	3.08	Stolthaven PA Inc.
426	3.05, 3.06	Sheina Associates

2.4 Properties Proposed To Be Acquired

The following properties, included within East Area 2, are proposed to be acquired pursuant to N.J.S.A.

40A:12A-7:

Block	Lots	Property Owner
11	2 & 3	Central R.R. of NJ
56	1	Tyrrell
56	2	DeJesus
56	3	Market St Apts
56	4	Brown
56	5	Rivera
56	7, 8, 9, 10	King Plaza, LLC
56	19, 24, 25, 26	King Plaza, LLC
56	32	King Plaza, LLC
56	27, 28	King Plaza, LLC
56	6.01, 6.02	King Plaza, LLC
57	1.01	NJ Afford. Homes
57	1.02	Morales
57	4	Lang
57	5	Torres
57	6	Urena
57	7	Duran
57	8	Santamaria
57	9	PA Bd of Ed
57	12, 13, 14, 14.01	King Plaza, LLC
57	15.01	Fiedler
57	15.02	Giles

Block	Lots	Property Owner
57	16	Ohe
57	17, 18	King Plaza, LLC
57	19	Rar. Americus Ldge
57	20	NJ Conf Assn 7th Day Adventist
57	2,3	Santamaria
126	14	Wilshire Oil Co.
131	1	Harbor Terrace
131	1.01	GCPA, LLC
131	1.02	Landings at Harborside
135	1, 1.01	Landings at Harborside
136	1.02, 1.03	Landings at Harborside
136	2.01, 2.03	Landings at Harborside
136	2.02, 2.04, 3	Landings at Harborside
137	3	City of Perth Amboy
137	1, 1.01, 2, 2.01	Landings at Harborside
138	1	Gilland Nominees
139	1	Hermann
139	2	Correa
139	3	Rodriguez
139	4	Delgado
139	5	Guerra
139	6	Vasquez
139	7	Vasquez
139	10	Skomba
139	11	Lavrentiev
139	14	Cilia
139	18	Martinez

Block	Lots	Property Owner
139	19	Rodriguez
139	19.01	Roman
139	20	Feliciano
139	21, 22, 23	Apartment's Plus
139	26	DeJesus
139	27	Stack
139	12,13	Lopez
139	15,16,17	Rojas
139	24,25	Rodriguez
139	28, 1.01	Laties
139	8,9	Skomba
140	1.03	City of Perth Amboy
140	1.04	Cohen
140	2	City of Perth Amboy
140	2.01	Soto
140	4	Landings at Harborside
140	1.01, 3 & 3.01	P.A. Police Headquarters
140	2.02, 2.03	City of Perth Amboy
140	2.05, 2.04 & 2.06	P.A. Fire Dept. Headquarters
192	1	County of Middlesex
200	24.01 – 28	AJW Comm. Prop., LLC
206	3-9	Sobel
232	1.01	Blanks
232	3	Rosado
232	4	Santiago
232	5	Santiago
232	11	Kretzer

Block	Lots	Property Owner
232	12	DeJesus
232	13	NJHMFA
232	14	Homa
232	15	Wilson
232	16	Cuevas
232	17.02, 1.02, 2	Secretary of Housing & Urban
232	17.01, 1.03	Angeles
232	6, 7, 8, 9, 9.01 - 10	Basson-Madison
235	1	Watts
235	1.01	Wasicki
235	1.02	Wasicki
235	2	Garcia
235	3	Zubieta
235	4	Washington St. Rlty
235	5	Dajoro (NJ) Inc.
235	7	Martinez
235	9	Ash Limited, L.L.C.
235	10	Velasco
235	11	Cintron
235	12	Perez
235	13	Colon
236	1	Richardson
236	2	Richardson
236	3	Landings at Harborside
236	12	Smithson
236	13	Landings at Harborside
238	2	Lesma Realty Inc.

Block	Lots	Property Owner
238	1, 3	Rosengarten
238	4, 4.18	Silverman
238	5, 5.18, 6, 6.18	Lecarreux
239	1, 1.01	Venture Plus Realty
240	2	City of Perth Amboy
242	1	Sanchez
242	2	Bonilla
242	3	Pomykala
242	4	Chaballa
242	5	Los
242	6	Coleman
242	7	Smart
242	8	Madison Arms, Inc.
242	8.01	Crisco
242	9	Erickson
242	10	Erickson
242	11	Rios
242	18	Kushner
242	19	Garretson
242	20	Hamilton
242	21	Raniere
242	25	Bukowczyk
242	26	Butchko
242	29	Fodor
242	30	Karcz
242	31	Segura
242	32	Murafsky
242	35	Dynow

Block	Lots	Property Owner
242	12.01, 13.01, 14 to 17	544 High Inc.
242	22, 23-24-12.02&13.02	Rylyk
242	27, 28	Butchko
242	33,34	Tavares
243	8	Ebner
243	9	Marte
243	9.01	Fernandez
243	10	Jerez
243	11	Jerez
243	12	Mechanic St. Rlty.
243	13	Bucior
243	14	Jacykiewicz
243	15	Batiuk
243	21	Vargas
243	23	Watts
243	24	Valdez
243	27	Public Service Corp.
243	1,2,3,4,5,6,7	P.S.E & G.
243	16, 17-18	Walton
243	19, 20	Lopez
243	25, 26	Watts
246	3	Alvarez
246	4	Mendoza
246	7	Govanni
246	8	Arocho
246	9	Costetra
246	10	Morales

Block	Lots	Property Owner
246	11	Rodriguez
246	12	Costeira
246	13	PA Housing Dev
246	14	Collado
246	15	Mendez
246	16	PA Housing Dev
246	17	Serrano
246	18	Hernandez
246	20	Urbanski
246	21	Pietrosky
246	1, 2	Perez
246	22, 23.01	Cuesta
246	23.02, 24.01	Ateh
246	25, 24.02	Martinez
246	25.02, 25.03	NJ Afford. Homes
246	5, 6	Govanni
247	2	Torres
247	3	Torres
247	4	Perez
247	5	Perez
247	6	Nieves
247	7	Frederick
247	12	Gomez
247	13	Solano
247	10, 11	Meza
247	8, 9	Ramos
274	23 & 24	City of Perth Amboy
353	1.04	Stolthaven PA Inc.

Block	Lots	Property Owner
353.01	3.01	City of Perth Amboy
353.01	3, 3.03	Aliland Properties
353.01	3.04, 3.05	City of Perth Amboy
354	1, 1.01	Stolthaven PA Inc.
355	1, 1.01	Stolthaven PA Inc.
426	3.08	Stolthaven PA Inc.
426	3.05, 3.06	Sheina Associates



The primary goal of the ***Focus 2000 - Redevelopment Plan*** for East Area 2 is the continuation of the City's efforts to eliminate those conditions that have caused areas, within the aforementioned boundaries, to be considered "*areas in need of redevelopment*". In general, the objectives for redevelopment of Area 2 are to :

- provide new residential, commercial, recreational, and cultural uses within the City;
- convert abandoned, fallow industrial sites along Arthur Kill into residential, retail/commercial and recreational areas;
- expand public access to waterfront areas, waterfront recreation opportunities, and marine-oriented activities;
- provide new opportunities for housing and employment;
- revitalize the business district by increasing

tourism through educational, recreational and entertainment venues that attract visitors to the City;

- improve traffic circulation in the City;
- create a link to existing train station and promote new ferry and tram service;
- integrate existing roadways with new roads to encourage pedestrian and vehicular movement between new and existing developments;



- create new parking facilities for the project residents and visitors to the area and to ease the present parking shortage on the waterfront;
- attract new businesses and establish provisions to discourage the development of sprawled or spot locations for commercial uses; and
- strengthen the City's tax base by increasing new ratables.

3.1 Redevelopment Plan for East Area 2

Redevelopment plans for each of the three sub-areas are discussed in detail below.

3.1.1 East Area 2-1

The Redevelopment Plan designates select plots of land within Area 2-1 to be industrial, retail or office in use. Focus 2000 designates this area to be redeveloped in line with current uses.

3.1.1.1 Circulation System Improvements

As redevelopment progresses through the city it is necessary to plan a circulation system that will disperse traffic, maintain a high level of connectivity and allow for ease of accessibility.



There are two roadway improvement projects currently planned within this redevelopment area, the High Street extension, which traverses the area and continues into Northeast Redevelopment Area 3, and the Hall Avenue extension, which will provide for easier access to the waterfront area.

High Street Extension – High Street is a north-south collector road. The City is undertaking the design and construction of a project that will extend High Street in a northerly direction to provide a direct link to the Route 440 access ramp. This project will alleviate congestion, and provide improved access to and enhance the economic viability of redevelopment projects that are planned along the eastern boundary of the city.

Hall Avenue Extension – This project is being constructed through a partnership between PARA, the City's Urban Enterprise Zone (UEZ) and a private developer, Aliland Properties. Through the leveraging of the resources available to each of the partners, the project will result in the extension of Hall Avenue. Hall Avenue is a primary east-west circulation route terminating at the State Street (Route 611) intersection. The new extension will allow Hall Avenue to cross State Street and connect to the improved High Street. This extension will include an at-grade crossing of the ConRail line utilized by the StoltHaven Terminal.

Traffic circulation system improvements will integrate existing roadways with new roads to encourage vehicular movement between new and existing developments and prevent traffic congestion and oversaturation that may occur as redevelopment projects mature.

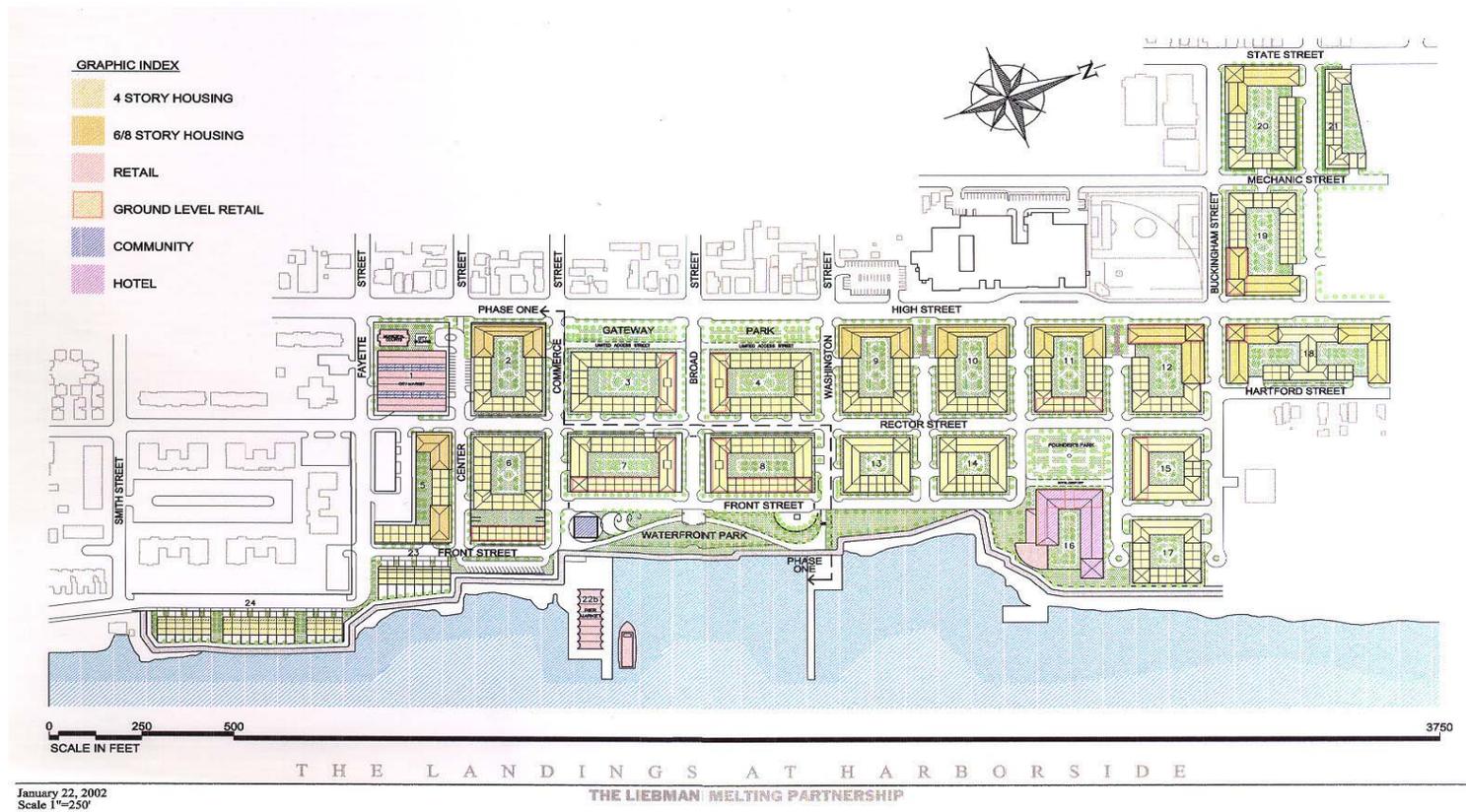
3.1.2 East Area 2-2, Landings at Harborside

The Redevelopment Plan designates Area 2-2 to be comprised of residential, commercial, retail and recreational components. This will include the extension of the waterfront promenade along the entire length of the area, improvements to the City's infrastructure, the addition of mass transportation, construction of a diversity of residential components, new recreational facilities that will facilitate resident meeting areas and visually enhance the area, restaurants and retail outlets, and a hotel. The design of the area will be in-line with and reflect the City's maritime history and provide a sense of community. Development of this area will be conducted in phases over an eight-year period.

3.1.2.1 Residential Component

The residential component of Redevelopment Area 2-2 will be constructed with a 19th century maritime design theme and will include the following:

- *Approximately 200 Georgetown Brownstone Townhomes;*
- *Approximately 1595 Low Rise Residential Units;*
- *Approximately 302 Mid-Rise Residential and Terrace Homes with mix of commercial/retail .*



3.1.2.2 Commercial Component

Commercial components within the District will include the following:

Hotel - A 300 room hotel with catering, business and conference facilities will be constructed and include marina facilities. The parking facilities constructed for the hotel will allow for a percentage to be shared public parking. Final siting for the facility is planned along the waterfront. However, the exact location is currently being evaluated. Once the hotel location has been sited, residential density in that area will be decreased by a minimum of 300 units.

Retail – A minimum of 150,000 square foot of retail space in accordance with Maritime Village theme, including an International Market.

The International Market will include stalls that provide for small Kiosk food eateries and a large variety of meats, produce, fish, and fruit sales as well as internationally oriented retail sales booths of non-perishable specialty items. The design of the market will be focused on the general architectural theme of

the area, encouraging pedestrian traffic and a creating a sense of community to the area. Retail establishments will be designed as stand-alone structures, as liners to disguise parking garages, and meet with bulk standards and zoning, as detailed in Section 9 of this document. Large “box retail” establishments will not be permitted in the area.

Restaurants - A restaurant row of five restaurants is planned to be located along the waterfront side of Area 2-2 that will offer a variety of price ranges and specialties.

3.1.2.3 Recreational Component

Parks - Three large parks are planned for the area, these include: Founders Park, Gateway Park, and Waterfront Park. These parks will provide active and passive recreational avenues. Additionally, finger parks will be located sporadically through the area to provide resident meeting areas and comply with the area open-space requirements.

Marina and Fishing Piers - Additional marina and fishing piers will be constructed along the waterfront

promenade. Design of the facilities will be consistent with existing City marina facilities.

Cultural Arts Center - 50,000 square foot building designed for concerts, festivals, multi-media events and other community activities will be constructed in the area.



3.1.2.4 Infrastructure Component

Infrastructure improvements will be at the expense of the designated developer. Proposed infrastructure components in Redevelopment Area 2-2 will include, but not be limited to, the following:

Parking - A minimum of 2570 decked and underground parking spaces (final number of parking spaces will be based on a design study which considers the full development and uses of the area).

Tram System - A tram will provide regular shuttle service to and from the parking areas and the train station. This system maintenance and operation will be the responsibility of the Area 2-2 Business Association to be created by the designated developer. The Business Association will include representatives from the designated developer, the City, and local businesses.

Bus Route - A new bus route between the district and the train station is planned for the area to curtail vehicular traffic during rush hours and avoid parking shortages at the City train station. Enclosed bus station pick up points, designed to integrate the overall theme of development, will be constructed at strategic locations within the Redevelopment Area by the designated developer.

Ferry Service – Transportation to and from the planned ferry service will be solicited to provide alternative transportation to Manhattan.

Street Improvements – Roadways, sidewalks and curbing within the Redevelopment Area will be replaced. Streets will be paved. Crosswalks will be constructed of brick pavers and located at each intersection. Cement concrete and brick paver sidewalks will be provided along both sides of all streets with curb ramps for the physically handicapped at all curb returns.

Waterfront Improvements – The eastern boundary of the area is adjacent to the Staten Island Sound/Arthur Kill and the City of Perth Amboy's waterfront promenade. Plans for the area will include continuation of the waterfront promenade for public use. The promenade will be constructed utilizing materials of equal or higher quality to those specified in the Perth Amboy Marina and Waterfront Development Plan, dated June 5, 1995.

Utilities – The designated developer shall assess, upgrade and remove/replace all underground utilities within the project site, as deemed necessary. The designated developer shall remove and replace all overhead utilities. All new public and private utilities shall be installed underground in accordance with all applicable local, state, and federal regulations, laws and standards. All exposed utility features shall be adequately screened or hidden from view to the general public. Service to existing residences to remain shall not be interrupted. Refer to section 9.3.9.6.



3.1.3 East Redevelopment Area 2-3, King Plaza

The Redevelopment goals for this area include the revitalization of the city's retail/business district. The Plan designates this area to be a mixed-use, retail/office and residential district. The area will be redeveloped to provide additional consumer parking for Smith Street business patrons, residential apartment units behind Smith Street that will provide the critical mass to breathe new life into the downtown shopping district, and increase retail square footage. The design of the area will be consistent with the improvements that have been implemented along Smith Street by the Urban Enterprise and Business Improvement District thus far.



3.1.3.1 Residential Component

The residential component of Redevelopment Area 2-3 will include approximately 250 affordable apartment units, predominantly 1-bedroom units. Structures will be designed in such a way to provide setbacks of residential units to ensure a “human-scale” to the overall project development.

3.1.3.2 Commercial/Retail Component

The project will renovate existing retail store frontage as well as create new retail opportunities, totaling approximately 65,670 square feet. The design of the facility will focus on the architectural theme of the area, encourage pedestrian traffic and control vehicular movement through the area. A landscaped pedestrian path will connect the parking facilities to the main business district on Smith Street.

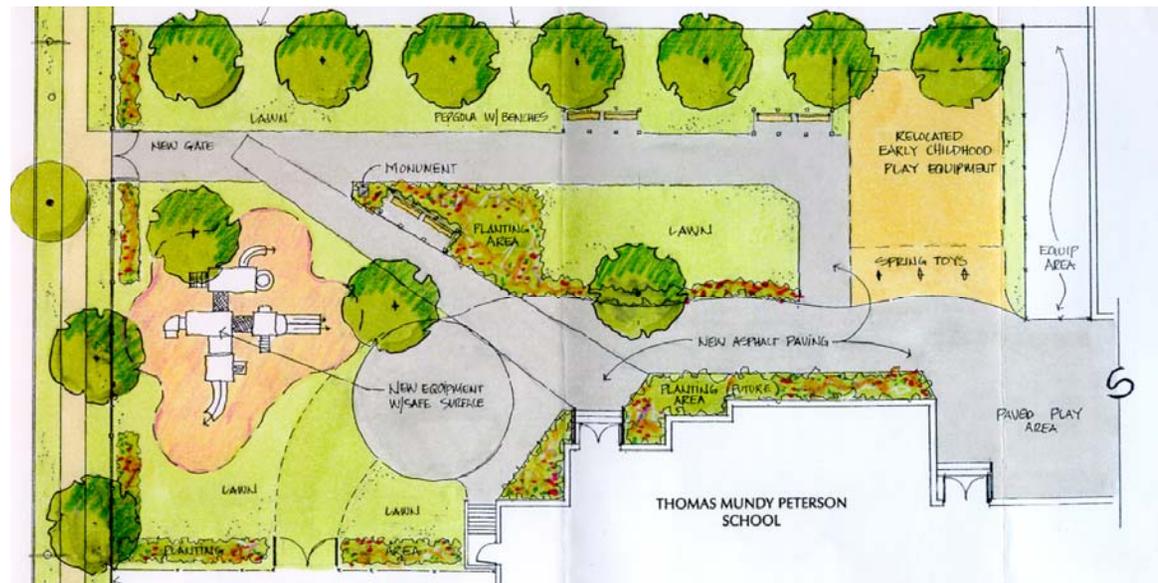
The dominant retail establishment will occupy approximately 30,000 square feet with the main entrance fronting on King Street. Loading docks, garbage and recycling storage will be inconspicuously located off the street and screened.

The remaining retail/office space will envelope the buildings and parking garage at grade level.

A retail building setback will be provided along High Street. This area will be heavily buffered through the incorporation of landscaping and decorative fence.

3.1.3.3 Recreational Component

Streetscape improvements will include a new park, a new public space, landscaping, and street furniture as components to the project. The park will be constructed along King Street and provide for active as well as passive recreational avenues. A pedestrian path, with lighting and landscaping, will provide connectivity between the new facilities and parking with the central business district along Smith Street.



3.1.3.4 Infrastructure Component

Infrastructure improvements will be at the expense of the designated developer. The proposed infrastructure components include, but are not limited to the following:

Parking – A parking deck will be constructed as part of one of the residential buildings. This shared central parking facility will provide ample spaces for residents of the apartments, current monthly parking patrons, and new parking facilities for Smith Street business consumers. The parking deck will be concealed behind “liner” retail buildings along the street frontage. Exposed elevations of the deck will be integrated with the surroundings and will meet the same design guidelines as other buildings (i.e. façade, architectural style, etc.). Additional surface parking, adequately screened and landscaped, will also be provided.

Street Improvements – Roadways, sidewalks and curbing within the Redevelopment Area will be replaced, to the extent necessary. Crosswalks will

be constructed of brick paver and located at each intersection. Curb ramps will be provided along both sides of all streets for the physically handicapped.

Utilities – The developer shall assess, upgrade and remove/replace all underground utilities within the project site, as deemed necessary. All new public and private utilities shall be installed underground in accordance with all applicable local, state, and federal regulations, laws and standards. Exposed utilities features shall be adequately screened or hidden from view to the general public. Service to existing residences shall not be interrupted.



3.1.4 Enhanced Living Facility

This affordable senior housing redevelopment project will provide “enhanced-care” services for seniors who would otherwise not be able to remain independent. The project will be accomplished through an inter-governmental redevelopment agreement between the County of Middlesex, the Perth Amboy Redevelopment Agency and the Perth Amboy Housing Authority.

The former county vocational school will be converted into 120 affordable apartments. The design will address the critical need for ADA-accessible units while offering services to assist the elderly.

Operations of the facility will be based on a sliding-scale payment schedule. Amenities will include on-site medical and mental health services, food/diet services, a fitness center with personal fitness programs, housekeeping services, transportation services, social events and outings and a convenience store.



This project will provide gracious living and world-class services to Perth Amboy’s aging population for decades to come. developer shall assess, upgrade and remove/replace all underground utilities within the project site, as deemed necessary. All new public and private utilities

Relevant local objectives relating to the appropriate land uses, improved traffic and public transportation, and public utilities are set forth below with respect to the redevelopment of East Area 2.

4.1 Local Land Use

4.1.1 Residential Component

1. Increase residential land usage: convert fallow former industrial sites along the Arthur Kill into a residential zone; increase residential development along the waterfront; maintain trends of water-oriented, non-industrial development; and implement the need for diverse housing including: townhomes, terraced homes, and condominiums.
2. Provide on-site recreational facilities to all new residential concentrations along with adequate open and green space for the proposed housing; provide for open-space and

recreational facilities as a percentage of property developed; and extend the Marina promenade from the Tottenville Ferry to Harbortown Village.

3. Utilize abandoned residential and vacant lots for additional residential developments.
4. Rehabilitate existing deteriorating developments to enhance the City's neighborhoods, and prevent deterioration and blight.
5. Discontinue non-conforming uses located within residential zones by establishing superceding zoning for the area.

4.1.2 Commercial Component

1. Create and satisfy a market demand that will support the existing Central Business District (CBD), additional retail establishments and new residential developments, as well as provide recreational venues.

2. Establish provisions to discourage the development of sprawled or spot location of commercial uses by consolidating like uses through the consolidation of smaller lots within the area and re-zoning.



4.2 Public Facilities and Utilities

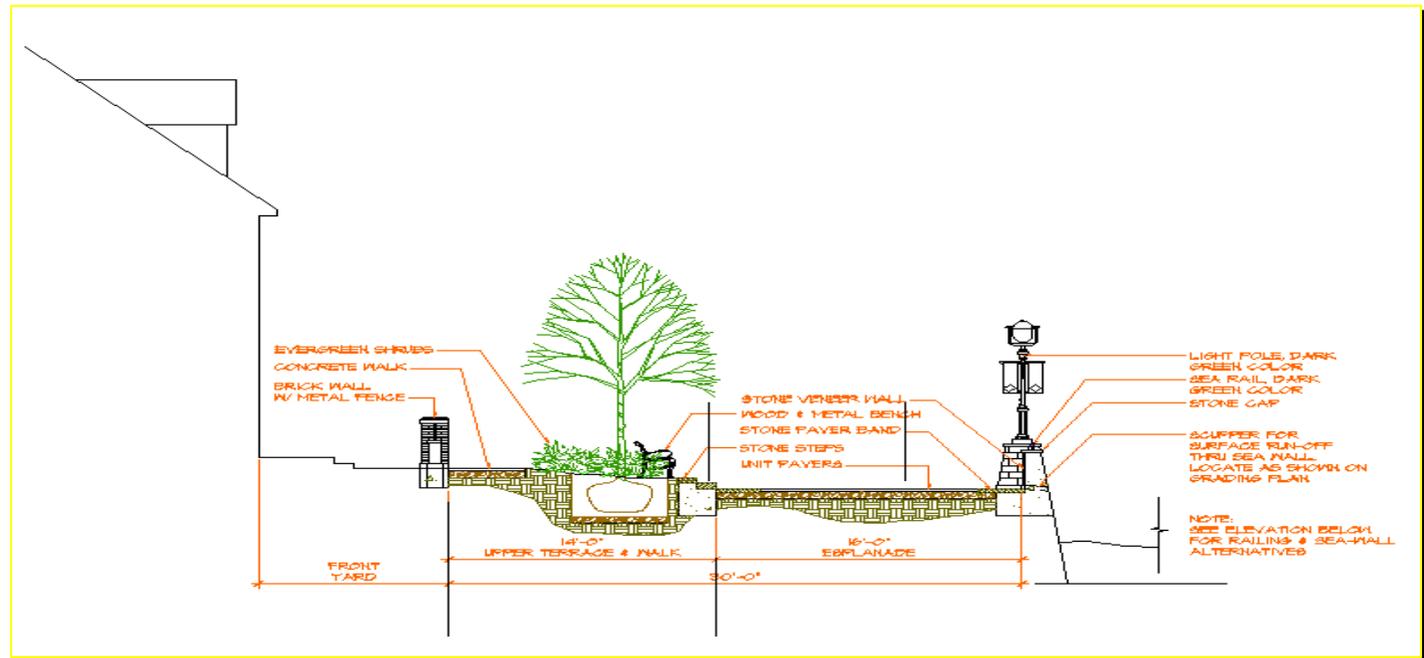
Create long- and short-term capital improvement plans incorporating budgets which address the increased demand on public service facilities, and utilities that shall be anticipated with expanding population base and increase in residential development.

4.3 Traffic Circulation

1. Provide direct connections to the surrounding highway system, thus preventing overloading of existing grid street system; adequate circulation and traffic movement within the CBD and surrounding streets to reduce accidents and congestion in these areas, and require traffic studies for the areas as a whole.
2. Create additional parking facilities with sufficient off-site parking to serve new development, recreational activities and new public parks.
3. Create sufficient street circulation patterns, which connect the various industrial zones to the surrounding highway system and reduce impact on the local street system.
4. Plan for new roadway construction to prevent congestion and over-saturation of the existing local road by requiring linkages between proposed development sites and existing Routes 440, 440 spur, Route 184, etc.

5. Integrate existing roadways with new roads to encourage pedestrian, bike and vehicular movement between new and existing developments.
6. Utilize abandoned railroad rights-of-way to create new road network from Route 440 to the eastern section of the waterfront.

7. Encourage the improvement of mass transit systems with direct interconnection points planned in Perth Amboy to improve City circulation.



General goals of the City's Master Plan include the following:

- *Incorporation of changes in the City's policy and objectives upon zoning and development in the community*
- *Incorporation of the present and future land use demands of the people as may be necessary.*

The Redevelopment Plan maintains consistency with and/or contributes to the objectives of the Master Plan of the City of Perth Amboy through the development of overall design concepts and guidelines to:

- ensure that the form and character of the areas remains consistent with the City's vision;

- improve the quality-of-life of residents
- allow the City to take a pro-active approach to the redevelopment of areas as a whole
- allow for the consolidation of smaller tracts of land into larger parcels that will promote and improve the general character of the property within the Redevelopment Area as well as adjacent properties;
- provide a balance between vehicular and pedestrian traffic through strategic design of grid systems, mass transportation, and local employment and retail establishments; and
- Improve ratables.

Only Woodbridge Township directly abuts the borders the proposed Redevelopment Areas. Two subsections of Woodbridge are adjacent to Perth Amboy Redevelopment Areas 1 and 3, Woodbridge Proper and Sewaren. These areas are currently zoned for industrial purposes, and form a contiguous use of industrial lands between the townships. The Woodbridge Master Plan for these areas recommends that the abutting property continue to be used for light industrial purposes.

Perth Amboy Redevelopment Area 2 is located along the eastern boundary of the City and the Arthur Kill. Therefore, Redevelopment Area 2 does not have a direct impact, nor is it directly impacted by adjacent Townships.



The State Plan designates the City of Perth Amboy as a Metropolitan Planning Area (PA1). This designation includes communities that are fully developed or almost fully developed. Therefore, as open-space is scarce and considered a highly-valued commodity in these cities, redevelopment efforts within these communities require the municipality to evaluate the use and condition of properties and plan for appropriate redevelopment. A primary goal of the State Plan is to strategically redevelop areas while balancing the need for recreational and open-space acreage.



The proposed Redevelopment Plan for Area 2 is consistent with this designation and contributes to the Metropolitan Planning Area as a whole through the following:

- Efficient use of available land;
- Relocation of inappropriately sited uses;
- Creation of diverse housing;
- Construction of infrastructure improvements;
- Preparation of zoning standards that will facilitate and encourage the use of public transit systems;
- Reclamation of environmentally damaged sites; and
- Promotion of additional recreation avenues.

Finally, Perth Amboy seeks to accomplish these goals through the creation of public /private partnerships with select developers that have a proven track record and the financial capability to complete the planned development within a reasonable schedule and are willing to commit to the City's growth and prosperity.

In accordance with the applicable requirements of the Relocation Assistance Law and the Relocation Assistance Act and regulations thereunder, in order to assist the residents, tenants and businesses in the redevelopment areas whose properties are proposed for acquisition, the Perth Amboy Redevelopment Agency (PARA) and the City intend to actively participate in the provision of temporary and permanent relocation assistance to residents and businesses which may be displaced by redevelopment.

Both private and publicly assisted rental and sale housing units are available within the local housing market for varying income levels, and some of those units are available within blocks of the displaced units. PARA and the City will make every effort to offer alternate housing to residents that accommodates their needs with the least disruption.

Residential units are available through the following resources, which PARA and the City will use to assist the residents: new development, realtor listings, Perth Amboy Housing Authority; Catholic Charities-Metuchen Archdiocese; Cathedral Development Corporation-Second Baptist Church; Harbortown (rental and owner units); Crows Nest (rental and owner units); Harbor Terrace (rental units) and Hidden Village (rental and owner units).

The Redevelopment Agency will make every effort to assist in the relocation of displaced businesses to more appropriate and compatible locations within the City limits.

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9.2.1 Existing Zoning

Properties within this area, were originally zoned C-1 Neighborhood Business Zone, C-2 Central Business Zone; M-2 Heavy Industrial Zone; R-25 Residential

Zone; R-M (MF) (PUD) Residential-Multifamily-Planned Unit Dev. Zone; and/or R-M(H) High-Rise Tower. The Redevelopment Plan supercedes existing zoning. Therefore, this area is revised by the zones Special Redevelopment Use Zone-2A, Special Redevelopment Use Zone-2B, Special Redevelopment Zone-2C, S-2A, S-2B, and S-2C respectively, as detailed below, and indicated on the Zoning Map.

9.2.2 Superceding Redevelopment Zoning

The redevelopment zoning set forth below shall apply only to the Redevelopment Area as defined in the City of Perth Amboy Redevelopment Plan and as depicted on the City of Perth Amboy Zoning Map. The following regulations shall apply (supercede the current zoning regulations) in the Special Redevelopment Use Zone 2-A, Special Redevelopment Use Zone 2-B, and Special Redevelopment Use Zone 2-C (S2-A Zone S2-B Zone, and S2-C respectively).

Unless otherwise specified, all Land Use, Building Limit and other Controls contained in this Redevelopment Plan are those of the City of Perth

Amboy and do not substitute for any requirements, controls or regulations established by any State or Federal Agency.

9.2.3 Definitions

The following definitions shall apply to the redevelopment area bulk standard table.

Building Height – The vertical distance measured from the lowest elevation of the proposed finished grade at the front of the building to the highest point of ceiling of the top story in the case of a flat roof; to the deck line of a mansard roof; and to the average height of a gable, hip or gambrel roof. If a building has primary entrances on more than one street, the elevation shall be measured from the lowest elevation along the building frontage. The building height shall not include church steeples, elevator shafts, emergency exits, chimneys, or roof mounted equipment, subject to the following conditions:

- a. The roof projection(s) shall not exceed ten (10) percent of the roof area;
- b. The maximum height of the projection(s) shall

not exceed eight (8) feet over the building height as defined;

- c. Elements of roof projection shall not be visible from the 6 feet above street grade as measured from across the street at the curb line of any street fronting on the structure,
- d. Chimneys in residential units shall not extend beyond required roof projection according to the Building Code requirements,
- e. A minimum of six (6) feet setback from the roof edge at building elevations fronting on streets is provided.

Story – A portion of a building included between the upper surface of a floor and the upper surface of the floor or roof next above, or anything not considered a half-story, basement, cellar or attic. Underground space shall be considered a “story” when the upper surface of the floor next above is more than six (6) feet above the adjacent finished grade at any point around the building.

9.3 **Special Use Zone S2-A**

9.3.1. **Permitted Principal Uses**

- a. Residential:
 - 1. Townhouse dwellings
 - 2. Low-Rise dwellings
 - 3. Mid-Rise dwellings
 - 4. Terraced homes
- b. Retail establishments, excluding large scale “box retail.”
- c. Offices
- d. Hotels and extended stay business hotels, with the exception of residency hotels
- e. Restaurants, banquet facilities
- f. Health Clubs, Recreation Facilities
- g. Private/public recreational facilities, such as swimming pools, tennis courts, ice-skating rinks, basketball courts, etc., but these uses shall be

lighted such that all lighting shall be directed away from all adjacent lots.

- h. Theaters/Museums
- i. Day Care facilities
- j. Public/Quasi-Public Uses, such as
 - 1. Visitor Center and Community Center
 - 2. Cultural Arts Center
 - 3. Coast Guard Vessel Tracking System
- k. Marina Facilities - Private/Public yacht, boat and motorboat basin or marina, with the exception of repair facilities.
- m. Public/Private Transportation Systems (ferry and bus terminals, trams, trolleys, etc). Bus shelters and other transportation enclosures, to service a public or private transportation system, and which may be located on private or public property, excluding bus, tram, and/or trolley storage facilities.

9.3.2 Permitted Accessory Uses:

- a. Private garage space for the storage of motor vehicles
- b. Fences, walls, hedges, etc., subject to municipal codes and requirements.
- c. Tool sheds, greenhouses and similar incidental residential structures
- d. Temporary Sales or construction trailer(s)
 - 1. The trailer(s) shall be located on the same lot as the principal permitted use and shall meet all setback requirements for principal buildings in the zone.
 - 2. The trailer(s) shall be shown on the site plan for the principal permitted use
 - 3. Trailer(s) shall be permitted to remain only for the period of construction, renting or sale of the permitted use
 - 4. Only one sales trailer and one construction trailer are permitted per project.

e. All accessory uses as permitted in the C-2 Zone, subject to all restrictions specified herein.

9.3.3 Conditional Uses. Uses requiring a conditional use permit, subject to the provisions of Article VIII of the Perth Amboy Land Development Ordinances (Chapter 430).

a. Home occupations

9.3.4 Application Procedure

Prior to any application being filed with the Planning Board for a redevelopment area, all proposed redevelopment plans and specifications shall be filed with the Perth Amboy Redevelopment Agency for review and approval and compliance with the Redevelopment Plan. Upon review and approval by PARA, applications for redevelopment approvals shall be filed in accordance with Section 430-27 of the City of Perth Amboy Zoning and Land Development. Included in the application shall be an electronic version of the proposed plan, in ACAD or ArcInfo-GIS format.

Minimum information to be provided in the site plan approval application is as detailed in the City of Perth Amboy Zoning and Land Development. Additional information may be required as detailed in the redeveloper agreement or this document.

9.3.5 Bulk Standards.

Bulk standards for East Area 2 shall not apply to the new lot and easement established in Block 135, Lot 1 and 1.01 for use by the United States as a Coast Guard Vessel Tracking System for as long as the United States holds title to and/or easement in the new lot.

Acceptable bulk standards are detailed in the attached Bulk Standard table. Specific bulk standards not addressed in the Bulk Standard table are set forth below.

a. Minimum Lot Size for Individual Uses

1. Recreational Area

Minimum lot size shall be as appropriate for the intended purpose of the building, use, or open space. At no time will the recreational facility space be less than 10% of the overall plan acreage or project phase.

2. Parking Decks and Lots.

Minimum lot size for Parking Decks and Lots shall be as necessary to accommodate the size and scale of the proposed project based on the attached bulk schedule and/or specific use established at the time of Site Plan Review.

3. Mixed-Use Buildings.

Minimum lot size shall be the minimum lot size for the use that is the predominant use of the building.

b. Setbacks

All setbacks shall be measured from the property line. All setbacks shall meet with the standards details in the Bulk Standards table, unless specifically set forth below.

1. Attached Buildings/Facilities

Buildings may be attached on either side (i.e. have a side yard of zero feet). Buildings that are not attached shall have the minimum side setback applicable to the use detailed in the attached Bulk Standard table. Rear setback requirements shall be waived, with Board approval, when the rear of a building is attached to a parking deck.

c. Building Step Backs

All buildings shall step back from the outermost edge of the base of the building along all street frontages at the height of one hundred (100) feet, a minimum of ten (10) feet. This requirement may alternatively be fulfilled by the provision of an additional setback at ground floor level.

9.3.6 Parking Requirements:

a. Off-street parking

Parking spaces, with appropriate access thereto, shall be provided on the same lot it is intended to serve, in accordance with the following minimum standards:

1. Townhouse: Two off-street parking spaces for each dwelling unit.
2. Low- & Mid-Rise: Dependant upon number of bedrooms (see Bulk Table).
3. Recreational areas: three spaces per acre or part thereof of site area.
4. Private parking lots (for pay) shall have a minimum capacity of 10% of the total residential parking demand and 0.5% non-residential parking demand.
5. Restaurants and Banquet facilities: one parking space per three seats, plus one space per employee on the maximum shift.
6. Hotel: One space per room, plus one per staff (maximum shift).
7. Retail/Commercial: 2.5 spaces per 1000 sf gross floor area.

8. Marina Facilities: 1.5 spaces per boat slip

b. Bicycle Parking:

1. Bicycle racks and/or lockers will be provided without charge in park and waterfront promenade areas.
2. Bicycle racks and/or lockers are to be provided in public parking facilities and at select areas along pedestrian pathways.

c. Off-street loading.

Off-street loading berths for all retail and commercial establishments having a gross floor area in excess of ten thousand (10,000) square feet: one (1) loading berth for every ten thousand (10,000) square feet or fraction thereof of gross floor area. All off-street loading areas shall be located at the rear of any use, and shielded from public view.

9.3.7 Use Distribution.

The following distribution of permitted uses shall be required in relation to net buildable acreage:

- a. Residential: not more than 75 percent.
- b. Commercial: not more than 50 percent.

- c. Mixed Use: not more than 90 percent.
- d. Marina Facilities, public or private or any combination thereof: not less than 10 percent.
- e. Recreational Area: public, quasi-public, or private or any combination thereof: not less than 10 percent, of which one-half shall be developed active recreation.

9.3.8 Signage

a General Requirements

- 1. All signage (street, directional, and facility) details will be provided in the proposed site plans for City review and approval.
- 2. Street signs shall be placed at all intersections, well lit, and clearly legible.
- 3. All retail/commercial signs shall be flush mounted and project no more than 15 inches.
- 4. Awnings and canopies of a type and style consistent with the architecture and style of the buildings shall be permitted. Awnings and canopies containing a logo and/or the building's address number shall not be considered a sign.
- 5. No sign shall be flashing or animated.
- 6. Roof signs are prohibited.
- 7. Billboards and signboards are prohibited.
- 8. No sign shall be painted directly on buildings.
- 9. Window signs shall not exceed twenty (20) percent of the window surface on which the display appears, and shall be prohibited above the second floor.
- 10. Banners, flags and pennants shall be permitted subject to review and approval of the PARA and the Planning Board. Said Banners, Flags and pennants should be designed to reflect a consistent theme and placed to enhance the architecture and design of the surrounding buildings, streetscape and open space.
- 11. During construction one (1) sign for each project or development indicating the name of the project or development, general contractor, subcontractor, financing institution and public agency officials (where applicable). The sign area shall not exceed two hundred (200) square feet and shall be attached (where there is an existing structure) or freestanding (where there is new construction).
- 12. All signs are subject to site plan review.

b. Use Signage

The following additional signage restrictions shall apply to specific uses:

1. Office, Hotel

No sign on any structure shall exceed sixty (60) square feet. Total exterior sign area shall not exceed the equivalent of ten (10%) percent of the first story portion of the wall to which it is attached. One (1) use shall be permitted, no more than one (1) sign for each street frontage. Buildings with multiple uses shall not have more than one (sign) per use provided the aggregate area of all signs does not exceed the maximum area permitted for each street frontage. In addition, one (1) free-standing monument sign shall be permitted around the base of the building, giving address, building name, owner and/or major tenants, which shall not exceed sixty (60) square feet and be set back 5' from the property line.

2. Residential

One (1) sign per building may be allowed, not to exceed twenty (20) square feet.

3. Parking Garages and Lots

One (1) freestanding or attached sign per parking entrance may be allowed indicating the parking facility by the international parking symbol and a directional arrow. Said sign shall not exceed ten (10) square feet. In addition, one (1) freestanding or attached sign per parking entrance may be allowed indicating parking rates, not to exceed ten (10) square feet. Said signs shall be located within ten (10) feet of the entrance. If necessitated by the circulation pattern, one (1) free-standing sign per street, not to exceed ten (10) square feet indicating direction/location of a parking facility may be allowed subject to review by the Planning Board.

4. Retail Sales, Restaurants, Health Clubs, and all other Permitted Uses not listed

Each such use fronting on a public street may be allowed on (1) exterior sign not to exceed ten (10%) percent of area of the store front (ground floor) to which it is attached. Theaters may have a marquee not to exceed sixty (60) square feet.

9.3.9 Design Criteria and Standards for Redevelopment

Unless specifically addressed in this Redevelopment Plan, the Redevelopment Area shall be governed by Chapter 430, Article XII et seq. Design Standards and Improvement Specification of the City of Perth Amboy Zoning and Land Development Ordinance.

Redevelopment shall not be permitted in the district unless the following requirements are met.

a. General Conditions.

1. Such development is to be developed for differing land ownership, to be developed as a single entity according to a plan.
2. There shall be continuity of design throughout the redevelopment area. This continuity can be achieved through consideration of elements of facade composition (such as fencing, cornice or soffit line, floor to floor elevation, etc.) through the use of related materials, by maintaining roof pitch, by continuing a line of street trees, decorative lamp posts and so forth.
3. The designated developer shall demonstrate that the redevelopment and each stage thereof will not cause any substantially adverse environmental impacts.
4. The designated developer shall demonstrate that the water, sanitary sewer, storm sewer and the utilities for the area will be adequate for the completed new development plan and surrounding existing facilities.
5. A public sanitary sewerage and public water supply system shall serve all buildings or uses.
6. Distribution lines for all utility systems shall be placed underground, with the exception of PSE&G utilities along High Street. All easements shall comply with City requirements. Exact locations for utility lines and easements shall be established at time of preliminary site plan approval or subdivision. Existing above ground utilities shall be incorporated into the underground systems as improvements are undertaken. Any relocation and/or replacement

of utility lines shall be the sole responsibility of the Redeveloper and shall not be an expense to the City.

7. Designated developer shall demonstrate that the means for vehicular and/or mass transit access to the development will be adequate and complete for the redevelopment plan of the area and each stage of construction. Additionally, design must encourage the integration of the area with the existing traffic system of the City of Perth Amboy.
8. The designated developer must provide pedestrian access to the redevelopment area that will be adequate for the full development plan and each stage thereof, will encourage pedestrianism and use of mass transportation, and will provide for the integration of the development with other portions of the City of Perth Amboy.
9. The redevelopment plan and each phase thereof must demonstrate that adequate provision has been made for an easement along the Arthur Kill to allow access for riverbank maintenance and to

allow parallel and perpendicular access to the riverfront by pedestrians and bicyclists. Such easement area shall be provided with a walkway at widths not less than 30 feet (16 feet paved) and shall be open to the public. Such easement shall be granted in perpetuity, without charge, upon such terms as the Planning Board or other governmental authority having jurisdiction shall deem appropriate to assure the continued maintenance thereof.

10. All undeveloped properties shall be suitably landscaped.
11. All work shall meet the latest ADA guidelines for materials and installation.
12. All interior-demising partitions shall exceed the minimum requirements for sound transmission. The minimum STC rating between dwelling units shall be 54-staggered stud insulated partition or other with similar STC rating.

b. Appearance of Buildings

1. Townhouses shall be designed in suitable maritime architectural styles with design elements including front stoops with iron or equivalent railings, brick veneer or natural materials (cedar or wood-finish hardi plank facades, heavy gauge asphalt shingled peaked roofs, eave cornices, double pane insulated glazing systems with lites.
2. Low-rise and mid-rise structures shall have a base with a cornice line. The base shall be constructed on masonry (real brick, smooth finish decorative block, precast concrete or stone) or metal elements. The building facades shall be articulated with set backs, scale enhancements, and constructed of durable materials. The area above the base shall express a style or design uniqueness.
3. All low-rise and mid-rise structures may offer a mix of uses to include residential, commercial offices, professional offices, and retail uses all with the appropriate parking.
4. New buildings shall be oriented to the front and relate to public streets and plazas, functionally and visually. The primary orientation of a building shall not be towards a parking lot. All facades facing the street line shall be designed to compliment the street. Architectural articulation using such elements as windows, doors, and/or portices is required.
5. All buildings shall be compatibly designed, whether constructed in stages or at one time. All building walls facing any street or residential district line shall consider scale and architectural features of adjacent buildings and be suitably finished to aesthetic purposes.
6. Primary entrances to buildings are to be clearly marked, framed architecturally, and face the main street.
7. New development shall achieve scale in relation to neighboring structures. Balance shall be achieved so that the new development will not overwhelm or be dwarfed by neighboring buildings.

8. Building facades shall be consistent with the size, scale and setbacks of adjacent buildings and those where there is a visual relationship.
9. The type, shape, pitch, texture and color of a roof shall be architecturally compatible with the building style, material, colors and details. Roof forms should be or compatible with overall building compositions.
10. Blank facades facing the street line shall not be permitted.
11. Front, side, and rear elevations of buildings shall be finished in maintenance-free material.
12. New rooftop elements, such as but not limited to HVAC equipment, elevator housing, exhaust pipes and other mechanical equipment are to be fully screened from view.
13. Fire escapes are to be internal.
14. Commercial and retail loading docks and service areas (including garbage storage) shall not be on any street frontage. All such areas shall be screened by the placement of continuous evergreens planted at a minimum height of five feet. Spacing shall be determined based on species selected to ensure a total screen.
15. All elevators shall provide adequate width and length within the elevator car, and shall provide adequate elevator door width for use by any victim transport utensils or other devices used by the Perth Amboy Emergency Services agencies.
16. Commercial buildings shall have display windows facing public streets and pedestrian connections.
17. Architectural accent and safety lighting on structures shall be encouraged.
18. Fencing, where visible from the street, shall be a decorative metal fencing system utilizing vertical pickets. Heights of the decorative system shall depend on the design of the structure or use behind the fencing system. At no time shall street fencing extend higher than four (4) feet.

19. Fence colors shall be from the historic patterns (dark green or black). At no times shall white fencing be used. Exotic scroll patterns shall not be used.

20. Fencing at rear yards shall be decorative wood or metal fencing. Metal fencing shall be as outline above, wood fencing shall be “board-on-board” or other decorative type fencing. Maximum height for fencing at rear yards is to be six (6) feet.

c. Parking Facility Design Requirements

1. Minimum off-street parking requirements shall be in compliance with the attached Bulk Standards table.
2. Parking spaces shall measure nine (9) feet wide by eighteen (18) feet deep.
3. Small car parking spaces measuring eight (8) feet wide by sixteen (16) feet deep will be permitted provided the total number does not exceed 20% of the total parking provided.

4. All aisles shall be twenty-four (24) feet wide.

5. Entrances and exits upon a public street or road shall be located on side streets whenever possible and not be located within 75 feet of any street intersection.

6. Rear alley driveways and garages shall be provided where feasible.

7. Parking facilities shall be located in the interior of blocks and concealed behind liner buildings with retail, offices or housing.

8. The perimeter of all surface parking areas shall be screened and landscaped by evergreen vegetation. Planting must be a minimum of four (4) feet in height. Spacing of vegetation will be determined at the time of site plan application based on species.

9. The interior of surface parking lots with more than ten spaces shall be landscaped through the use of protected planting islands or peninsulas. A

minimum of five percent of the interior parking shall be landscaped with a minimum of one deciduous tree planted (3" caliper) for every five parking spaces.

10. Planting islands or peninsulas located within surface parking lots are to be curbed using Belgian block.
11. Vehicular access to parking facilities shall be located and designed to minimize conflicts with pedestrian circulation.
12. Tandem parking is not permitted.
13. Large surface parking areas (60+ vehicles) are to be divided into smaller units.
14. Parking facility lighting is to be sufficient to provide for adequate security (not less than 0.5 horizontal footcandle average lighting level at the surface).

d. Streetscape Design

1. Brick pavers shall be installed in crosswalks (cart ways) to define pedestrian crosswalks.
2. Continuous portland concrete cement sidewalks are to be equipped with depressed curbs at all intersections to provide barrier-free accessibility.
3. Sidewalks are to be constructed of materials in accordance with the City of Perth Amboy design criteria, including concrete with brick inlay.
4. Sidewalks are to be a minimum twelve (12) feet wide in retail/commercial areas and four (4) feet wide in residential areas.
5. A decorative brick paved edge approximately 2 feet wide (actual width dependent on sidewalk widths, which may vary) shall be installed between the curb and sidewalks along all street right-of-ways. Other brick paving patterns will be developed with interlocked brick.
6. Continuous sidewalks are to be constructed throughout the redevelopment area.

7. Concrete curbing, where provided, shall be 9"x20" and shall meet the current requirements set-forth by the City of Perth Amboy as well as NJDOT guidelines for materials and installation.
8. Decorative stone curbing, where provided, shall be Belgian Block set into a concrete bed. Installation shall meet the standards for Belgian Block installation.
9. Decorative concrete curbing shall be slate colored concrete to "highlight" specific areas.
10. Street lighting is to be low-wattage, incandescent lamps providing not less than one half horizontal foot-candle average lighting level at the surface.
11. Street lights are to be fully enclosed/shielded.
12. Streetlights are to be decorative historic type pole mounted lighting fixtures as supplied by the local utility company. "Cobra" type light fixtures shall be discouraged except where required to provide appropriate foot candles at pedestrian walkways.
13. Street lights are to be provided at a minimum of 75 feet intervals.
14. Two (2) street signs are to be placed at each intersection on the right-hand corner as viewed from both directions on the street which is expected to carry the greatest amount of traffic.
15. Pollution-resistant street shade trees are to be planted along both sides of the street, at regular intervals, 25 feet on center. Trees shall be a minimum of 3.5" caliper measured at 8" above the grade.
16. Street trees shall have cast iron tree grates or have brick or Belgian block pavers at the perimeter where the architecture requires special treatment.
17. Buffers shall be provided and encouraged between different uses and at building setbacks. Buffers shall be of the hardy evergreen shrub type of various colors and flowering and non-flowering type. Shrubs shall be planted at a maximum of 2'6" on center.

18. Dark colored cast iron or heavy oak benches are to be provided along pedestrian pathways and near shade trees at 100 feet on center along the waterfront and 50 feet on center in retail/commercial areas.
19. The location of tables and chairs at commercial facilities shall not be located within eight (8) feet of the curb-line.
20. Bicycle racks and/or lockers are to be provided in public parking facilities and at select areas along pedestrian pathways.
21. Trash receptacles are to be provided at every street corner, and at intervals on the pedestrian walkway, at a minimum. Additional receptacles may be required based on the specific uses in an area.
22. Newspaper and other vending machines on the public sidewalks are discouraged.

e. Roadway Construction

1. Roadways within the redevelopment district are to be paved with cross-walks at each intersection.
2. The existing grid pattern is to be adhered to, to the extent possible.
3. Roadways are to be designed to promote controlled traffic patterns and speeds (i.e. raised crosswalks, signage, traffic lights, street parking).
4. Decorative concrete paving patterns, where provided, shall be a stamped concrete system similar to Bomanite or equivalent. Installation shall be in accordance with manufacturer's recommendations. Stamped patterns shall be similar to a brick or cobblestone.
5. Roadway construction materials are to be in compliance with the City of Perth Amboy Design Standards, subject to standards required in the zoning overlay.

f. Recreational Areas, Parks

1. Parks are to be a maximum of 25% impermeable.
2. Public areas are to be equipped with public restroom facilities. Such facilities will be equipped with infant changing tables.
3. Are to be equipped for both active and passive recreation with accommodations for residents of all ages.
4. Sidewalks are to be constructed of materials in accordance with the City of Perth Amboy design criteria.
5. Lighting is to be low-wattage, incandescent lamps providing not less than one half horizontal foot-candle average lighting level at the surface.
6. Lights are to be fully enclosed/shielded.
7. Lights are to be victorian-styled lights.

8. Lights are to be provided at a minimum of 75 feet intervals.
9. Parks are to be appropriately landscaped.
10. Benches are to be provided along pedestrian pathways and near shade trees at a minimum of 30 feet on center.
11. Bicycle racks and/or lockers are to be provided at select areas along pedestrian pathways.
12. Trash receptacles are to be provided at regular intervals on the pedestrian walkway, a minimum of 100 feet on center. Additional receptacles may be required based on the specific uses in an area.

g. Waterfront Development

1. All portions of waterfront construction shall be designed and constructed of long-lasting materials suitable for exposure to the elements, including an aggressive saltwater environment.

- 2 Type 5 portland cement and epoxy coated reinforcing steel shall be used where concrete is exposed to the elements in waterfront development areas.
- 3 Steel sheet piles shall conform to ASTM A328 and shall be epoxy coated on both sides for the top 25 feet.
- 4 Interlock of sheet piling shall be free-sliding, allowing a swing angle of at least 5 degrees when threaded and maintain continuous interlocking when installed.
- 5 Sheet piling including special fabricated sections shall be full-length sections of the planned dimensions. Fabricated sections shall conform to the requirements of the piling manufacturer's recommendations for fabricated sections.
- 6 Tie rods shall conform to ASTM A572 and shall be epoxy coated or hot dip galvanized per ASTM A123 and tape wrapped.
- 7 Tape wrap for tie rods shall be TC Envirotape, manufactured by Tapecoat Company, or comparable and installed in accordance with manufacturers recommendations.
- 8 Standard turnbuckles for tie rods pieces which are longer than 20 feet are to be provided.
- 9 Structural steel shall be fabricated by an AISC certified fabricator, certified for Category 1 construction, conform to ASTM A36, and shall be epoxy coated.
- 10 Structural steel shall be prefabricated to the maximum extent practical and coated after fabrication.
- 11 Minimum lengths for waler segments shall be 20 feet.
- 12 Epoxy coating system shall consist of one coat primer plus two coats of coal tar epoxy polyamide, conforming to SSPC Paint 16. Coating installation shall conform in all respects to the manufacturer's recommendations.

- 13 Jetting of piles will not be permitted
- 14 Pre-augering or spudding of piles will not be permitted.
- 15 Metal fencing, gates and vandal guards are to be provided.
- 16 Top Rail is to be 4.5" outer diameter, steel tube, hot dip galvanized.
- 17 Bottom Rail is to be 2" outer diameter, steel tub, hot dip galvanized.
- 18 Vertical Posts are to be minimum of 4.75" steel plate vertical member, hot dip galvanized, welded to 4" x 4" x 0.75" steel plate with 0.5" diameter anchor bolts.
- 19 Pipe rails, vertical posts, mesh, frames and accessories are to be galvanized after fabrication according to ASTM requirements, with not less than 1.8 oz. Hot dip zinc coating per square foot; then painted with one coat galvanized metal primer and one coat alkyd enamel (gloss) color to

match existing.

- 20 The redevelopment plan and each phase thereof must demonstrate that adequate provision has been made for an easement along the Arthur Kill to allow access for riverbank maintenance and to allow parallel and perpendicular access to the riverfront by pedestrians and bicyclists. Such easement area shall be provided with a walkway at widths not less than 30 feet (16 feet paved). Such easement shall be granted in perpetuity, without charge, upon such terms as the Planning Board or other governmental authority having jurisdiction shall deem appropriate to assure the continued maintenance thereof.

9.3.10 Stormwater Management

1. Site development shall require a stormwater management system designed and installed prior to the development of the site.
2. The system shall be adequate to carry off or store the stormwater and natural drainage water, which

originates not only within the area being developed but also that which originates beyond the area.

3. Additional requirements of stormwater management are as detailed in Section 430-79 and 430-80 of the Zoning and Land Development for the City of Perth Amboy or applicable NJDEP standards.

9.3.11 Prohibited uses:

1. Those uses creating noxious or injurious effects from dust, smoke, refuse, fumes, glare, vibrations or any uses involving any danger of fire, explosion or offensive noise, odors, heat or other objectionable influences.
2. Billboards or signs painted upon the exterior side or rear walls of any principal or accessory building or structure.
3. Industrial Uses

4. Any exterior storage of goods or materials.

5. Adult bookstores

6. Large-scale, box retail establishments

7. Any other use not specifically permitted within this Special Use Zone.

9.4 Special Use Zone S2-B

9.4.1 Permitted Principal Uses

- a. Residential Tower Apartments
 1. Tower Apartments, including Senior Enhanced Living Facilities
 2. Residential above retail
- b. Retail establishments, excluding large scale "box retail."
- c. Offices
- d. Restaurants
- e. Health Clubs, Recreation Facilities

- f. Day Care facilities
- g. Public/Quasi-Public Uses, such as
 - 1. Visitor Center and Community Center
- h. Public/Private Transportation Systems. Bus and other transportation enclosures, to service a public or private transportation system, excluding bus, tram, and/or trolley storage facilities.

9.4.2 Permitted Accessory Uses:

- a. Private/public parking garage space for the storage of motor vehicles
- a. Fences, walls, hedges, etc., subject to municipal codes and requirements.
- b. Temporary Sales or construction trailer(s)
 - 1. The trailer(s) shall be located on the same lot as the principal permitted use and shall meet all setback requirements for principal buildings in the zone.
 - 2. The trailer(s) shall be shown on the site plan for the principal permitted use

- 3. Trailer(s) shall be permitted to remain only for the period of construction, renting or sale of the permitted use
- 4. Only one sales trailer and one construction trailer are permitted per project.
- d. All accessory uses as permitted in the C-2 Zone, subject to all restrictions specified herein.

9.4.3 Conditional Uses. Uses requiring a conditional use permit, subject to the provisions of Article VIII of the Perth Amboy Land Development Ordinances (Chapter 430).

9.4.4 Application Procedure

Prior to any application being filed with the Planning Board for a redevelopment area, all proposed redevelopment plans and specifications shall be filed with the Perth Amboy Redevelopment Agency for review and approval and compliance with the Redevelopment Plan. Upon approval by PARA, applications for redevelopment approvals shall be filed in accordance with Section 430-27 of the City of

Perth Amboy Zoning and Land Development. Included in the application shall be an electronic version of the proposed plan, in ACAD or ArcInfo-GIS format.

Minimum information to be provided in the site plan approval application is as detailed in the City of Perth Amboy Zoning and Land Development. Additional information may be required as detailed in the redeveloper agreement or this document.

9.4.5 Bulk Standards.

Acceptable bulk standards are detail in the attached Bulk Standard table. Specific bulk standards not addressed in the Bulk Standard table are set forth below.

a. Minimum Lot Size for Individual Uses

1. Recreational Area

Minimum lot size shall be as appropriate for the intended purpose of the building, use, or open space.

2. Parking Decks and Lots.

Minimum lot size for Parking Decks and Lots shall be as necessary to accommodate the size and scale of the proposed project based on the attached bulk schedule and/or specific use established at the time of Site Plan Review.

3. Mixed-Use Buildings.

Minimum lot size shall be the minimum lot size for the use that is the predominant use of the building.

b. Setbacks

All setbacks shall be measured from the property line. All setbacks shall meet with the standards details in the Bulk Standards table, unless specifically set forth below.

1. Attached Buildings/Facilities

Buildings may be attached on either side (i.e. have a side yard of zero feet). Buildings that are not attached shall have the minimum side setback applicable to the use detailed in the attached Bulk Standard table. Rear setback requirements shall be waived, with Board

approval, when the rear of a building is attached to a parking deck.

c. Building Step Backs

All buildings shall step back from the outermost edge of the base of the building along all street frontages at the height of one hundred (100) feet, a minimum of ten (10) feet. This requirement may alternatively be fulfilled by the provision of an additional setback at ground floor level.

9.4.6 Parking Requirements:

a. Off-street parking

Parking spaces, with appropriate access thereto, shall be provided on the same lot it is intended to serve, in accordance with the following minimum standards:

1. Tower Apartments: see Bulk Table.
2. Recreational areas: three spaces per acre or part thereof of site area.

3. Private parking lots (for pay) shall have a minimum capacity of 10% of the total residential parking demand and 0.5% non-residential parking demand.

4. Restaurants: 2.5 spaces per 1000 sf.

5. Retail/Commercial: 2.5 spaces per 1000 sf gross floor area.

b. Bicycle parking:

Bicycle racks and/or lockers are to be provided in public parking facilities and at select areas along pedestrian pathways.

c. Off-street loading.

Off-street loading berths for all retail and commercial establishments having a gross floor area in excess of ten thousand (15,000) square feet: one (1) loading berth for every ten thousand (15,000) square feet or fraction thereof of gross floor area. All off-street loading areas shall be shielded from public view.

9.4.7 Use Distribution.

The area, being primarily the City's central business district shall be mixed-use. Where residential components are included a minimum of 5% public space shall be incorporated into the development.

9.4.8 Signage

a General Requirements

1. All signage (street, directional, and facility) details will be provided in the final site plans for City review and approval.
2. Street signs shall be placed at all intersections, well lit, and clearly legible.
3. All retail/commercial signs shall be flush mounted and project no more than 15 inches.
4. Awnings and canopies of a type and style consistent with the architecture and style of the buildings shall be permitted. Awnings and canopies containing a logo and/or the building's address number shall not be considered a sign.
5. No sign shall be flashing or animated.
6. Roof signs are prohibited.
7. Billboards and signboards are prohibited.
8. No sign shall be painted directly on buildings.
9. Window signs shall not exceed twenty (20) percent of the window surface on which the display appears, and shall be prohibited above the second floor.
10. Banners, flags and pennants shall be permitted subject to review and approval of the PARA and the Planning Board. Said Banners, Flags and pennants should be designed to reflect a consistent theme and placed to enhance the architecture and design of the surrounding buildings, streetscape and open space.
11. During construction one (1) sign for each project or development indicating the name of the project or development, general contractor,

subcontractor, financing institution and public agency officials (where applicable). The sign area shall not exceed two hundred (200) square feet and shall be attached (where there is an existing structure) or freestanding (where there is new construction).

12. All signs are subject to site plan review.

b. Use Signage

The following additional signage restrictions shall apply to specific uses:

1. Office

No sign on any structure shall exceed sixty (60) square feet. Total exterior sign area shall not exceed the equivalent of ten (10%) percent of the first story portion of the wall to which it is attached. One (1) use shall be permitted, no more than one (1) sign for each street frontage.

Buildings with multiple uses shall not have more than one (sign) per use provided the aggregate area of all signs does not exceed the maximum area permitted for each street frontage. In addition, one (1) free-

standing monument sign shall be permitted around the base of the building, giving address, building name, owner and/or major tenants, which shall not exceed sixty (60) square feet and be set back 5' from the property line.

2. Residential

One (1) sign per lobby entrance may be allowed, not to exceed a total of twenty (20) square feet.

3. Parking Garages and Lots

One (1) freestanding or attached sign per parking entrance may be allowed indicating the parking facility by the international parking symbol and a directional arrow. Said sign shall not exceed ten (10) square feet. In addition, one (1) freestanding or attached sign per parking entrance may be allowed indicating parking rates, not to exceed ten (10) square feet. Said signs shall be located within ten (10) feet of the entrance. If necessitated by the circulation pattern, one (1) free-standing sign per street, not to exceed ten (10) square feet indicating direction/location of a parking facility may be allowed subject to review by the Planning Board.

4. Retail Sales, Restaurants, Health Clubs, and all other Permitted Uses not listed

Each such use fronting on a public street may be allowed on (1) exterior sign not to exceed ten (10%) percent of area of the store front (ground floor) to which it is attached. Theaters may have a marquee not to exceed sixty (60) square feet.

9.4.9 Design Criteria and Standards for Redevelopment

Unless specifically addressed in this Redevelopment Plan, the Redevelopment Area shall be governed by Chapter 430, Article XII et seq. Design Standards and Improvement Specification of the City of Perth Amboy Zoning and Land Development Ordinance.

Redevelopment must meet the following requirements are met.

a. General Conditions.

1. Such development is to be developed for differing land ownership, to be developed as a single entity according to a plan.
2. There shall be continuity of design throughout the redevelopment area. This continuity can be

achieved through consideration of elements of facade composition (such as fencing, cornice or soffit line, floor to floor elevation, etc.) through the use of related materials, by maintaining roof pitch, by continuing a line of street trees, decorative lamp posts and so forth.

3. The designated developer shall demonstrate that the redevelopment and each stage thereof will not cause any substantially adverse environmental impacts.
4. The designated developer shall demonstrate that the water, sanitary sewer, storm sewer and the utilities for the area will be adequate for the completed new development plan and surrounding existing facilities.
5. A public sanitary sewerage and public water supply system shall serve all buildings.
6. Distribution lines for all utility systems shall be placed underground. All easements shall comply with City requirements. Exact locations for utility

lines and easements shall be established at time of preliminary site plan approval or subdivision. Existing above ground utilities shall be incorporated into the underground systems as improvements are undertaken. Any relocation and/or replacement of utility lines shall be the sole responsibility of the Redeveloper and shall not be an expense to the City.

7. Designated developer shall demonstrate that the means for vehicular and/or mass transit access to the development will be adequate and complete for the redevelopment plan of the area. Additionally, design must encourage the integration of the area with the existing traffic system of the City of Perth Amboy.
8. The designated developer must provide pedestrian access to the redevelopment area that will be adequate for the full development plan and each stage thereof, will encourage pedestrianism and use of mass transportation, and will provide for the integration of the development with other portions of the City of Perth Amboy.

9. All undeveloped properties shall be suitably landscaped.

10. All work shall meet the latest ADA guidelines for materials and installation.

11. All interior demising partitions shall exceed the minimum requirements for sound transmission. The minimum STC rating between dwelling units shall be 54-staggered stud insulated partition or other with similar STC rating.

b. Appearance of Buildings

1. Structures shall have a base with a cornice line. The base shall be constructed on masonry (real brick, smooth finish decorative block, precast concrete or stone) or metal elements. The building facades shall be articulated with set backs, scale enhancements, and constructed of durable materials. The area above the base shall express a style or design uniqueness.
2. Structures may offer a mix of uses to include residential, commercial offices, professional

offices, and retail uses all with the appropriate parking.

3. New buildings shall be oriented to the front and relate to public streets and plazas, functionally and visually. The primary orientation of a building shall not be towards a parking lot. All facades facing the street line shall be designed to compliment the street. Architectural articulation using such elements as windows, doors, and/or portices is required.
4. All buildings shall be compatibly designed, whether constructed in stages or at one time. All building walls facing any street or residential district line shall consider scale and architectural features of adjacent buildings and be suitably finished to aesthetic purposes.
5. Primary entrances to buildings are to be clearly marked, framed architecturally, and face the main street.
6. New development shall achieve scale in relation to neighboring structures. Balance shall be achieved so that the new development will not overwhelm or be dwarfed by neighboring buildings.
7. Building facades shall be consistent with the size, scale and setbacks of adjacent buildings and those where there is a visual relationship.
8. The type, shape, pitch, texture and color of a roof shall be architecturally compatible with the building style, material, colors and details. Roof forms should be similar or compatible with overall building compositions
9. Blank facades facing the street line shall not be permitted.
10. Front, side, and rear elevations of buildings shall be finished in maintenance-free material.
11. New rooftop elements, such as but not limited to HVAC equipment, elevator housing, exhaust

pipes and other mechanical equipment are to be fully screened from view.

12. Fire escapes are to be internal.
13. All elevators shall provide adequate width and length within the elevator car, and shall provide adequate elevator door width for use by any victim transport utensils or other devices used by the Perth Amboy Emergency Services agencies.
14. Architectural accent and safety lighting on structures shall be encouraged.
15. Fencing, where visible from the street, shall be a decorative metal fencing system utilizing vertical pickets. Heights of the decorative system shall depend on the design of the structure or use behind the fencing system. At no time shall street fencing extend higher than four (4) feet.
16. Fence colors shall be from the historic patterns (dark green or black). At no times shall white

fencing be used. Exotic scroll patterns shall not be used.

17. Fencing at rear yards shall be decorative wood or metal fencing. Metal fencing shall be as outline above, wood fencing shall be “board-on-board” or other decorative type fencing. Maximum height for fencing at rear yards is to be six (6) feet.

c. Parking Facility Design Requirements

1. Minimum off-street parking requirements shall be in compliance with the attached Bulk Standards table.
2. Parking spaces shall measure nine (9) feet wide by eighteen (18) feet deep.
3. All aisles shall be twenty-four (24) feet wide.
4. Entrances and exits upon a public street or road shall be located on side streets whenever possible and not be located within 75 feet of any street intersection.

5. Rear alley driveways and garages shall be provided where feasible.
 6. Parking facilities shall be located in the interior of blocks and concealed behind liner buildings with retail, offices or housing.
 7. The perimeter of all surface parking areas shall be screened and landscaped by evergreen vegetation. Planting must be a minimum of four (4) feet in height. Spacing of vegetation will be determined at the time of site plan application based on species.
 8. The interior of surface parking lots with more than ten spaces shall be landscaped through the use of protected planting islands or peninsulas. A minimum of five percent of the parking area shall be landscaped with a minimum of one deciduous tree planted (3" caliper) for every five parking spaces.
 9. Planting islands or peninsulas located within surface parking lots are to be curbed using Belgian block.
 10. Vehicular access to parking facilities shall be located and designed to minimize conflicts with pedestrian circulation.
 11. Tandem parking is not permitted.
 12. Large surface parking areas (60+ vehicles) are to be divided into smaller units.
 13. Parking facility lighting is to be sufficient to provide for adequate security (not less than 0.5 horizontal footcandle average lighting level at the surface).
- d. Streetscape Design**
1. Brick pavers shall be installed in crosswalks (cart ways) to define pedestrian crosswalks.
 2. Continuous portland concrete cement sidewalks are to be equipped with depressed curbs at all intersections to provide barrier-free accessibility.
 3. Sidewalks are to be constructed of materials in accordance with the City of Perth Amboy design criteria, including concrete with brick inlay.

4. Sidewalks are to be a minimum ten (10) feet wide in retail/commercial areas and four (4) feet wide in residential areas.
5. A decorative brick paved edge, consistent with Smith Street streetscape, shall be installed between the curb and sidewalks along all street right-of-ways. Other brick paving patterns will be developed with interlocked brick.
6. Continuous sidewalks are to be constructed throughout the redevelopment area.
7. Concrete curbing, where provided, shall be 9"x20" and shall meet the current requirements set-forth by the City of Perth Amboy as well as NJDOT guidelines.
8. Decorative stone curbing, where provided, shall be Belgian Block set into a concrete bed. Installation shall meet the standards for Belgian Block installation.
9. Decorative concrete curbing shall be slate colored concrete to "highlight" specific areas.
10. Street lighting is to be low-wattage, incandescent lamps providing not less than one half horizontal foot-candle average lighting level at the surface.
11. Street lights are to be fully enclosed/shielded.
12. Streetlights are to be decorative historic type pole mounted lighting fixtures as supplied by the local utility company. "Cobra" type light fixtures shall be discouraged except where required to provide appropriate foot candles at pedestrian walkways.
13. Street lights are to be provided at a maximum of 75 feet intervals and consistent with the Smith Street streetscape.
14. Two (2) street signs are to be placed at each intersection on the right-hand corner as viewed from both directions on the street which is expected to carry the greatest amount of traffic.
15. Pollution-resistant street shade trees are to be planted along both sides of the street, at regular intervals, 25 feet on center. Trees shall be a

minimum of 3.5" caliper measured at 8" above the grade.

16. Street trees shall have cast iron tree grates or have brick or Belgian block pavers at the perimeter where the architecture requires special treatment.
17. Dark colored cast iron or heavy oak benches are to be provided along pedestrian pathways and near shade trees at 30 feet on center along the waterfront and 50 feet on center in retail/commercial areas.
18. The location of tables and chairs at commercial facilities shall not be located within eight (8) feet of the curb-line.
19. Trash receptacles are to be provided at every street corner, and at intervals on the pedestrian walkway, at a 100-foot on center maximum spacing and consistent with Smith St. streetscape. Additional receptacles may be required based on the specific uses in an area.

20. Newspaper and other vending machines on the public sidewalks are discouraged.

e. Roadway Construction

1. New Roadways within the redevelopment district are to be paved with crosswalks at each intersection.
2. The existing grid pattern is to be adhered to, to the extent possible.
3. Roadways are to be designed to promote controlled traffic patterns and speeds (i.e. raised crosswalks, signage, traffic lights, street parking).
4. Decorative concrete paving patterns, where provided, shall be a stamped concrete system similar to Bomanite or equivalent. Installation shall be in accordance with manufacturer's recommendations. Stamped patterns shall be similar to a brick or cobblestone.
5. Roadway construction materials are to be in compliance with the City of Perth Amboy Design

Standards, subject to standards required in the zoning overlay.

f. Recreational Areas, Open Spaces

1. Open space and recreational parks are to be a maximum of 25% impermeable.
2. Lighting is to be low-wattage, incandescent lamps providing not less than one half horizontal foot-candle average lighting level at the surface.
3. Lights are to be fully enclosed/shielded.
4. Parks are to be appropriately landscaped.

9.4.10 Stormwater Management

1. Site development shall require a stormwater management system designed and installed prior to the development of the site.
2. The system shall be adequate to carry off or store the stormwater and natural drainage water, which originates not only within the area being developed.
3. Additional requirements of stormwater management are as detailed in Section 430-79 and 430-80 of the Zoning and Land Development for the City of Perth Amboy.

9.4.11 Prohibited uses:

1. Those uses creating noxious or injurious effects from dust, smoke, refuse, fumes, glare, vibrations or any uses involving any danger of fire, explosion or offensive noise, odors, heat or objectionable influences.

2. Billboards or signs painted upon the exterior side or rear walls of any principal or accessory building or structure.
3. Industrial Uses.
4. Any exterior storage of goods or materials.
5. Adult bookstores.
6. Large-scale, box retail establishments.
7. Any other use not specifically permitted within this Special Use Zone.

9.5 **Special Use Zone 2-C**

9.5.1 **Permitted Principal Uses**

- a. All Permitted Principal Uses as in the City of Perth Amboy Zoning and Land Development Chapter 430-C-1 Neighborhood Business Zone.

9.5.2 **Permitted Accessory Uses**

- a. All Permitted Accessory Uses as in the City of Perth Amboy Zoning and Land Development Chapter 430-C-1 Neighborhood Business Zone.

9.5.3 **Conditional Uses.** Uses requiring a conditional use permit, subject to the provisions of Article VIII of the Perth Amboy Land Development Ordinances (Chapter 430).

- a. Structure for public utilities and municipal services as necessary to provide adequate service and protection to the surrounding area.
- b. Quasi-public buildings

9.5.4 Application Procedure

The application procedure shall be the same as set for in Section 9.3.4 of this document

9.5.5 Bulk Standards

Unless otherwise addressed herein, acceptable bulk standards are as detailed in the Perth Amboy Zoning and Land Development for the C-1 Zone.

9.5.6 Parking Requirements

a. Off-street loading. Off-street loading berths for all retail and commercial establishments having a gross floor area in excess of fifteen thousand (15,000) square feet: one (1) loading berth for every 15,000 square feet or fraction thereof of gross floor area.

9.5.7 Use Distribution.

Unless otherwise addressed herein, acceptable bulk standards are as detailed in the Perth Amboy Zoning and Land Development for the C-1 Zone.

9.5.8 Signage

Signage shall be designed and constructed in accordance with the rules and regulation as set forth in the Perth Amboy Zoning and Land Development for the C-1 Zone unless otherwise detailed below.

- a. No freestanding sign shall be erected closer then 3 feet to any front or side lot line.
- b. One freestanding sign may be erected to identify a retail center and to list individual occupants provided that no more than one such sign shall be erected for one hundred feet of frontage on a public street, and further provided that the aggregate area of all sides of any such sign shall not exceed 90 square feet. Such signs may be illuminated, but shall not be of the flashing type, shall not exceed the height of 15 feet, shall not be located within 10 feet of a public street or parking area driveway and shall in no way interfere with the safe functioning of any traffic control signal, directional device or sight distance.

9.5.9 Design Criteria and Standards for Redevelopment

The design criteria and standards shall be as required in the City of Perth Amboy Zoning and Land Development Chapter 430-C-1 Neighborhood Business Zone.

9.5.10 Stormwater Management

Site development shall require a stormwater management system designed and installed prior to site development and shall comply with the requirements of City of Perth Amboy Zoning and Land Development Chapter 430.

9.5.11 Prohibited Uses

Prohibited Uses shall be the same as set forth in the City of Perth Amboy Zoning and Land Development Chapter 430-C-1 Neighborhood Business Zone.

PERTH AMBOY ZONING AND LAND DEVELOPMENT FOR REDEVELOPMENT AREA 2

Redevelopment Area	S-2 A				S-2 B	S-2 C
	Townhouse	Lowrise	Midrise	Retail/Comm		
Minimum Lot Area (square feet)	1900 ^{A-1}	20,000	20,000	2,500	5,000	2,500
Minimum Lot Width (feet)	20 ^{A-1}	175	175	50	30	25
Minimum Lot Depth (feet)	80 ^{A-1}	140	140	100	100	100
Minimum Front Yard (feet)	5 ^{A-1}	0	0	0	0 ^b	3.5
Minimum 1 Side Yard (feet)	- ^{A-1}	10	10	-	0 ^b	3
Minimum 2 Side Yard (feet)	- ^{A-1}	20	20	-	0 ^b	6
Minimum Rear Yard (feet)	10 ^{A-1}	10	10	10	0 ^b	0
Maximum Height (feet) ⁽¹⁾	35 ^{A-2}	-	-	85	120	35
Multifamily Dwellings	-	48	98	-	-	-
Tower Apartments	-	-	-	-	120	-
Hotel	-	-	-	-	-	-
Arena/Stadium	-	-	-	-	-	-
Maximum Height (Stories) ⁽²⁾	3 ^{A-2}	-	-	8	-	-
Multifamily Dwellings	-	4	8	-	7	2.5
Tower Apartments	-	-	-	-	10	-
Hotel	-	-	-	-	-	-
Arena/Stadium	-	-	-	-	-	-
Maximum Lot Coverage by Building (percent)	80	90	90	80	80	50
Maximum Impervious Coverage (percent) ⁽³⁾	90	90	90	80	95	90
Minimum Gross Floor Area per Dwelling	-	-	-	-	-	700
Efficiency	-	500	500	-	500	-
1-Bedroom	-	700	700	-	600	-
2-Bedroom	-	900	900	-	800	-
3-Bedroom	-	1100	1100	-	1100	-
Minimum off-street Parking per	-	-	-	-	-	-
Single-Family Dwelling Unit	2	-	-	-	-	-
Multifamily Dwelling Unit	-	1.5	1.5	-	1.5 ^c	1
Tower Apartments	-	-	-	-	-	-
Retail/Comm Bldg per 1000 square feet	-	-	-	2.5	2.5	4
Arena/Stadium	-	-	-	-	-	-
Hotel	-	-	-	-	-	-
Commercial/Office	-	-	-	-	-	-
Ferry/Marina	-	-	-	-	-	-
Restaurant	-	-	-	-	-	-
Maximum Dwelling Units per Acre ⁽⁴⁾	30	-	-	-	-	49% floor area
Multifamily Dwellings	-	85	85	-	-	-
Tower Apartments	-	-	-	-	75	-
Maximum Distance Between Buildings, ft	-	-	-	-	-	6

Continued on next Page.

1. Maximum building height shall be defined as the vertical distance measured from the elevation at grade at any and all points along the property line to the highest vertical point of The building. The maximum height for the eastern side of the multi-family, mixed use building bounded on the north by Center Street, on the East by Front Street, on the South by Fayette Street and on the west by Rector Street shall be eighty-one (81) feet to permit a sloped roof to conceal roof penetrations.
2. Parking areas and utility areas shall not be considered as building stories, but will be included in the maximum height calculations
3. For the purpose of defining building coverage and impervious surface coverage for the S-2 area, garage or parking deck areas that are landscaped (pervious areas) shall not be calculated in the total coverage. Commuter Ferry Slip permissible impervious coverage is 95%
4. Maximum Dwelling Units per Acre for Midrise units on Block 136 and with frontage on High Street are increase to 110 units/acre.
5. Minimum front yard setback along High Street is 70'
6. Zero foot set back is permitted, provided a minimum of 3 feet is provided between buildings on adjacent properties.
7. Block 192, Lot 1 – Required parking to be 1 space for every 4 senior citizen enhanced living apartment, plus one space for each facility staff member.
8. Block 349, Lots 5&6 are required to meet the R-25 Zoning of the City of Perth Amboy with the following variances to the Bulk Standards Table: Minimum Side Yard (1) is 0ft, Minimum Side Yard (2) is 0ft, Minimum Rear Yard is 20ft, Maximum Height is 35ft, Maximum Height (Stories) is 3, Maximum Lot Coverage is 60%, Maximum Impervious Coverage is 80%, Minimum Parking Spaces is 2/dwelling, Required Lot Area per Dwelling Unit 1,250sf, Max Dwelling Units per Acre 35, Maximum Dwelling Units per Building is 2
9. The following requirements apply to Block 206, Lots 3-9, Maximum number of attached townhouses is 6, Minimum Distrance Between Detatched Townhouses is 10ft, Minimum Parking Spaces per unit is 2.
A-1 – Bulk Standard Table requirements for Block 206, Lots 3-9 are revised as follows: Minimum Lot Area is 1,050sf, Minimum Lot Width is 15ft, Minimum Lot Depth is 70ft, Minimum Front Yard Dept is 3ft if a corner, side, Minimum Side Yard (1) is 3ft, Minimum Side Yard (2) is 6ft, Minimum Rear Yard is 8ft.
A-2 – Bulk Standard Table requirement for Block 206, Lots 3-9 are revised as follows: Maximum Height is 45ft, Maximum Height (stories) is 4.