



# *City of Perth Amboy*

*Middlesex County, New Jersey*

*Master Plan*

*January 2003*



**JE** *Jacobs Environmental, Inc.*



*Heyer, Gruel & Associates*



## MASTER PLAN

City of Perth Amboy  
Middlesex County, NJ

January, 2003

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The original of this report was signed and  
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## MASTER PLAN

City of Perth Amboy  
Middlesex County, NJ

January 2003

### Mayor

Honorable Joseph Vas

### City Council

Peter J. Jimenez, President

Geraldine M. Bolanowski

Frank M. Sinatra

Robert R. Sottilaro

David A. Szilagyi

### Planning Board

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Mayor Joseph Vas

Councilman Frank M. Sinatra

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William D. Wheeler

Norman Tankiewicz

Ronald Mascenik

## MASTER PLAN

City of Perth Amboy  
Middlesex County, NJ

January 2003.

### Acknowledgements

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# MASTER PLAN

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## GOALS AND OBJECTIVES

The Municipal Land Use Law (MLUL) requires that all Master Plans contain a statement of principles, assumptions, policies, and standards upon which the physical, economic and social development of the municipality are based. The Goals and Objectives Element of the Perth Amboy Master Plan satisfies this requirement and provides the foundation for the other elements of the Plan.

The Goals and Objectives of the Perth Amboy Master Plan establish a clearly defined vision of the future of the City of Perth Amboy. It is a vision of a City transformed:



- Where the Perth Amboy waterfront has become one of the State's premier destination points for dining, entertainment and recreation;
- Where new residential, commercial and mixed-use neighborhoods have replaced the City's underutilized properties;
- Where existing residential neighborhoods are protected, strengthened, and revitalized;
- Where the City's downtown and commercial corridors are a key component of Perth Amboy's economic engine, providing opportunities for local and regional shopping;
- Where new light industrial, office and research facilities provide employment opportunities and an increased tax base for the City;
- Where Perth Amboy's parks and open spaces provide a wide range of recreation opportunities for all of the City's residents;
- Where access to the City has increased with new roads, ferry service, pedestrian and bicycle routes, and improvements to its mass transit system;
- Where a "smart growth" approach to planning ensures that the City's infrastructure, public facilities, and services continue to meet the needs of the City's growing and diverse population; and
- Where the City's ethnic diversity and multi-cultural heritage are increasingly recognized as both a source of pride and a valuable resource in Perth Amboy's new renaissance.

The work on developing this vision began with the adoption of the Focus 2000 Redevelopment Plan. It continued with the adoption of the City’s Master Plan Reexamination Report in October 2001. The adoption of the 2003 Master Plan represents the next step in this process. With the implementation of the goals and objectives contained in the new Master Plan, the redevelopment and revitalization of Perth Amboy will continue and the City’s vision will become reality.

The goals and objectives listed here provide a framework in which Perth Amboy’s vision can be realized. However, planning is an ongoing process. From time to time, the City’s goals and objectives will be reexamined and reviewed as required by law. Some goals will be achieved as Perth Amboy’s Master Plan is implemented. New goals and objectives may arise and current ones will change as Perth Amboy faces new issues and challenges. The City will continue to be proactive and address each new challenge as it arises.

In reviewing the history of Perth Amboy, we can see how the City consistently evolved and transformed itself in response to new economic and historic trends. The following goals and objectives are another step in the City’s growth and evolution. Together, they form the basis of a comprehensive plan to achieve the City’s vision and make Perth Amboy one of the pre-eminent communities in New Jersey.

**GOALS**

- Provide greater public access to the waterfront through the redevelopment process, road network improvements and public transportation.
- Establish Perth Amboy as a waterfront destination.
- Protect and enhance the water quality of the Raritan River, Raritan Bay, and Arthur Kill.

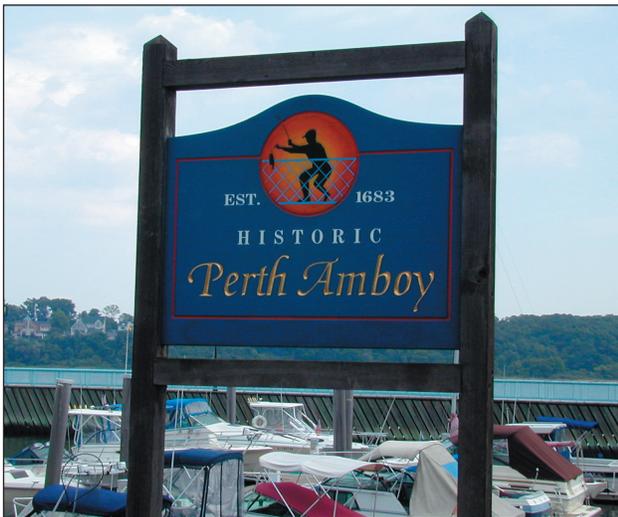
- Encourage continued development and redevelopment of the City’s vacant and underutilized industrial areas.
- Provide for the needs of the City’s residents including housing, health care, education, libraries, recreational facilities, emergency services, community centers, and infrastructure.
- Improve and enhance the City’s local transportation system. Provide safe and efficient facilities for pedestrians, bicyclists, transit users, ferry passengers, boaters, and driver while protecting the local quality of life.
- Promote the history of Perth Amboy, especially its maritime history, as part of the City’s redevelopment efforts.
- Continue to improve the quality of life within the City.
- Develop a uniform GIS system that can be accessed and utilized by all City agencies.



## OBJECTIVES

### Historic Plan Objectives

- The City should promote the history of Perth Amboy, especially its maritime history, as part of the City's redevelopment efforts.
- In association with the redevelopment of the water front, the City should explore the possibility of acquiring or renovating a facility that could house a small museum dedicated to the maritime history of Perth Amboy. In addition, the City should review the potential of a more comprehensive City Museum dedicated to the history and art of Perth Amboy, its people, and their cultures.



- The City should fully utilize its Historic Preservation Commission as a resource in the promotion of the history of Perth Amboy, particularly in relation to its advisory role to the City and the Planning Board.
- The Historic Commission should prepare a new Historic and Cultural Resources Inventory that identifies Perth Amboy's historic and cultural resources and sites that may be eligible for nomination to the State and National Registers.
- The City should consider the creation of a part-time position within the Office of Economic and Community Development to undertake research

and coordinate historic preservation efforts in Perth Amboy.

- The City should consider entering into the Certified Local Program of the New Jersey State Historic Preservation Office in order to be eligible to receive National Park Service historic preservation grants.

### Land Use Plan Objectives

#### Residential Land Uses

- Develop and implement home ownership programs as a method to promote stable neighborhoods and increase community pride.
- Ensure that the City's existing housing is well maintained and up to code.
- Rehabilitate the City's neighborhoods through state and federal programs and public/private partnerships to prevent deterioration and blight.

#### Commercial Land Uses

- Continue to utilize the Urban Enterprise Zone (UEZ) to support the City's existing businesses and attract new businesses by promoting the local quality of life.
- Encourage continued remediation and redevelopment of existing brownfield sites within the City.
- Review and revise the City's Zoning and Land Development Ordinance to discourage "strip type" commercial development that encroaches into existing residential areas.
- Encourage the development of new commercial uses with a regional appeal.
- Encourage new retail commercial and mixed-use developments consistent with the City's redevelopment plans.

**Industrial Land Uses**

- Encourage continued remediation and redevelopment of existing brownfield sites within the City.
- Promote Perth Amboy to light industry and warehouse/distribution uses as an ideal location due to its proximity to major highways, waterways and New York City.

**Circulation Plan Objectives**

- Enhance and improve street signs for general navigation and for waterfront promotion within the City.
- Expand and promote the trolley loop service that currently runs from the train station to the waterfront.
- Explore the option of creating a water taxi that could connect Perth Amboy to Staten Island, Keansburg, Belford, Atlantic Highlands, and/or Sandy Hook.
- Establish other ferry service pick up and drop off destinations along the City's waterfront.
- Provide additional access ramps from major thoroughfares including Route 440 to the local road network.
- Revise and expand New Jersey Transit bus routes as appropriate to address transit needs resulting from redevelopment.
- Provide additional bicycle/pedestrian routes to promote and improve pedestrian circulation within the City including the Middlesex Greenway Rails-to-Trails initiative.
- Explore additional redevelopment projects in proximity to the City's train station consistent with the State's "transit village" concept and related funding programs.

**Community Facilities Plan Objectives**

- Continue the working relationship with the Board of Education and provide assistance when necessary and where feasible to implement their five-year plan.
- Evaluate the library facility in terms of future resource needs and create a maintenance and improvement plan/schedule for the facility.
- Explore the possibility of becoming a technology center through the installation of digital and/or high-speed access lines.
- Continue ongoing support through funding, equipment, and training for emergency service providers within Perth Amboy.
- Develop a GIS based emergency management system for the use by emergency management personnel and police.

**Conservation Plan Objectives**

- Improve public access to the waterfront through the City's redevelopment planning efforts and the promotion of public waterfront activities.
- Protect and enhance the water quality of the Raritan River, Raritan Bay, and Arthur Kill.
- Promote and develop active and passive energy conservation approaches to reduce energy usage by the City and new developments.
- Consider the development of a wetlands trail surrounding a coastal wetland area for the combined use and benefit of the community as a tool for wetland conservation education and as a recreational asset.
- Promote water conservation through written out reach programs including newsletters and bulletins, and as part of the annual Consumer Confidence Report.
- Promote energy conservation programs at the residential and City level through use of efficient energy consuming devices, and through programs provided by the utility supplier.

### Recreation and Open Space Plan Objectives

- Continue to review existing park and recreation facilities to ensure that they meet the needs of the City's growing population, and the City's role as a regional attraction and destination.
- Review the location of existing athletic fields and recreation facilities and compare these to future needs.
- Continue to develop and promote recreational activities along the waterfront, including the extension of the waterfront esplanade.
- Explore the possibility of acquiring or renovating a facility that could house a small museum dedicated to the maritime history of Perth Amboy.
- Assess the location of Patten Park and its accessibility to the surrounding neighborhood. Consider relocation of the park area to more densely populated areas.
- Consider the creation of neighborhood oriented "pocket" parks in locations that are not currently afforded nearby access to existing active park facilities.
- Coordinate park and recreation plans with existing and planned Board of Education facilities.
- Continue to expand recreational facilities and pursue open space acquisition

### Utility Plan Objectives

- Seek out other innovative working relationships between private companies and the City to provide residents with the best municipal services in the most efficient and cost effective manner.
- Continue efforts to reduce or eliminate combined sewer overflows (CSO's) and provide separated systems for sanitary and storm sewers.

- Preserve and maintain the existing utility infrastructure including public water, sanitary sewer and storm water facilities.
- Plan and implement new utility infrastructure to replace aging and obsolete systems and to serve redevelopment areas. These include recommendations to upgrade the potable water system in accordance with the short-term and long-term needs of the system as described in the comprehensive water study of 2001.
- Support the implementation of Perth Amboy's Environmental Performance Partnership Agreement with the New Jersey Department of Environmental Protection.
- Provide new separated sanitary and stormwater facilities in areas of redevelopment.
- Preserve and protect the City's public water supply including storage areas, treatment facilities and the distribution system.
- Encourage the development of high technology infrastructure including fiber optic lines, telecommunication facilities and adequate power supply.
- Develop a complete and comprehensive sewer utility map. Develop a program of evaluation of the existing sewer system to determine areas most in need of rehabilitation or repair to reduce inflow and infiltration.
- Investigate unaccounted for water and develop a plan for loss reduction if it is determined to be a source of significant water loss.

**Recycling Plan Objectives**

- Continue to be an innovator and leader in the use of recycled materials throughout the community, including parks and City offices.
- Consider establishing specific requirements for the collection, storage and disposition of recyclables for multi-family residential and non-residential uses, through recycling design standards.
- Continue to encourage selected retail, office and light industrial development in the current redevelopment areas. Target corridors for uses that complement existing businesses rather than compete with them.

**Economic Plan Objectives**

- Promote continued growth and development of the City’s economic base.
- Focus economic activity in the City’s major economic centers, especially the redevelopment areas. Recognize the unique character of each area and promote development that will strengthen and reinforce market niches.
- Capitalize on the City’s competitive advantages for economic development purposes including its location along the waterfront, extensive transportation and utility infrastructure, redevelopment areas, stable labor force, low crime rate and quality of life.
- Plan for and promote the further redevelopment of underutilized commercial and industrial areas of the City in order to create employment, generate tax ratables and enhance the quality of life for residents and workers.
- Promote the revitalization and aesthetic appearance along Smith Street and in the CBD through the public-private partnership between the City, Special Improvement District (SID), and the Urban Enterprise Zone (UEZ).

## A HISTORY OF PERTH AMBOY

### CITY HISTORY

**F**rom its founding in 1683 to the 21st Century, Perth Amboy has grown and developed from a small colonial settlement into a large, thriving, multi-cultural city. During the three centuries of its existence, Perth Amboy has consistently evolved and transformed itself in response to new economic and historic trends. It will continue to grow and change as the City undertakes new development and redevelopment. As redevelopment takes place, Perth Amboy will look to its past, its accomplishments, and the City's history as a foundation for a new vision for the future.<sup>1</sup>

Many noteworthy and historic events have taken place in Perth Amboy:

- Perth Amboy was the first capital of New Jersey.
- The first signing of the Bill of Rights occurred at City Hall.
- The first vote by an African-American under the 17th Amendment occurred at City Hall.

The City is also home to many historic buildings and structures that reflect the role of Perth Amboy in the history of New Jersey and the United States. For example:

- The City Hall of Perth Amboy is the oldest continuously used public building in the United States.
- The Proprietary House is the only remaining royal Governor's residence in existence in the original thirteen colonies.
- The Perth Amboy-Tottenville ferry slip at the foot of Smith Street was the site of ferry service to Staten Island from colonial times to 1963.
- The Kearny "cottage" on Catalpa Avenue was the lifelong home of Commodore Lawrence

Kearny, the sailor-diplomat responsible for initiating the "Open-Door" policy in China in the 1840's.

Perth Amboy's historic resources must be preserved and protected for the future use and enjoyment of both the citizens of Perth Amboy and those interested in the history of our State and Nation. They also reflect the cultural heritage and diversity of our community. The City's historic resources provide an invaluable educational experience for the people of Perth Amboy. They help us to understand where we've been, who we are now, and what we may accomplish in the future together. Most important of all, Perth Amboy's history is a valuable resource that can help contribute to Perth Amboy's new renaissance.

The Historic Preservation Plan Element of the Master Plan identifies Perth Amboy's existing historic sites and resources and identifies new initiatives for the continued preservation and protection of the City's history.

#### Historic Overview

Perth Amboy is situated on land that was originally called Ompoge - a Native American word meaning large, level ground. In 1651, the land was bought by August Herman from the Lenni Lenape, a Native American tribe who were part of the Algonquin Nation. Later, the land was referred to as Emboyle, then Amboyle, and eventually called Ambo or Amboy Point. It was described as "a sweet, wholesome and delightful place" by the East Jersey Proprietors who founded what was to become the City of Perth Amboy in 1683.

Amboy Point was declared the capital of East Jersey in 1686. The name Perth was added to the City's name in

<sup>1</sup> Source material for the Historic Plan Element includes the City of Perth Amboy web page ([www.nj-directory.com/perthamboy/home2000.htm](http://www.nj-directory.com/perthamboy/home2000.htm)), which in turn utilizes material from 'City of Perth Amboy Tercentennial' publication of 1983.



Figure 1: Perth Amboy, 1776. A “plan” of Perth Amboy in 1776 showing the location of prominent buildings, topographical features and early roads<sup>2</sup>. Note the location of the High Street at the eastern edge of the bluff, the Governor’s mansion and early New Brunswick Avenue which travels at an angle to the upper left portion of the map Compare the street layout on this map to the 1823 map shown later in the Historic Plan Element.

<sup>2</sup> Key map showing Perth Amboy was excerpted from a larger map entitled “The provinces of New York and New Jersey; with part of Pensilvania, and the province of Quebec. Drawn by Major Holland, Surveyor General, of the Northern District in America. Corrected and improved, from the original materials, by Governr. Pownall, Member of Parliament, 1776.” created/ published in London, by Robt. Sayer & John Bennett, 1776. Source: U. S. Library of Congress.

honor of the Earl of Perth, who was a Proprietor under the Royal Grant. At first it was called Perth Towne, then Perth Amboy. In 1718, King George I of England granted Perth Amboy a royal charter and an official City Seal was established, which is still in use today. The inner circle of the seal pictures a hunting-horn on the left side and a ship anchored in the harbor on the right. On the Seal are three Latin phrases:

- Sigillum Civitatis Perth Amboyensis - meaning “Seal of the City of Perth Amboy.”
- Arte Non Impetu - meaning “By skill, not by force.”
- Portus Optimus - meaning “The greatest port.”



As suggested in its seal, the proprietors and residents of Perth Amboy hoped that the City would become the greatest port in America. While Perth Amboy did not gain the size and stature of other colonial cities such as New York and Philadelphia, it was able to thrive and grow due to its advantageous location at the junction of the Raritan River, Raritan Bay, and the Arthur Kill, which provided a protected harbor and easy access to the agricultural lands to the west.

The attractiveness of Perth Amboy as a colonial settlement was further enhanced by the pleasant views in the area, availability of forests for timber, fertile fields for agriculture, and topography, which provided

protection for the new settlement and its harbor. Its geographic location also was beneficial in promoting trade and cultural exchange with New York and Philadelphia. Later, its proximity to New York City would add to the appeal of the City, as new immigrants landing at nearby Ellis Island migrated to Perth Amboy in search of employment opportunities. The foundations of the City’s fledgling economy - maritime access, advantageous geographic location, availability of natural resources, a good supply of labor, and good transportation links - would continue to fuel the City’s economic engine in the years to come. While Perth Amboy has experienced significant economic changes over the last three hundred years, including transitions from an agrarian, to an industrial, to a post-industrial information-based economy, these features remain important components of the City’s economic growth and development.

The history of Perth Amboy is also one of multi-cultural heritage and ethnic diversity. From its earliest, people from many countries and ethnic backgrounds have settled here. During colonial times, first came the Scotch Presbyterians, then Quakers, English Roundheads, French Huguenots, and the Dutch. In the 18th and 19th Centuries came German and Irish immigrants. The late 19th and early 20th Centuries witnessed the great waves of immigration from Eastern and Southern Europe. Later in the 20th Century were migration of African Americans from the rural south and eventually the immigration of people from Puerto Rico, Cuba, the Dominican Republic and other South American and Caribbean countries. Throughout its history, Perth Amboy has been and continues to be a “melting pot.” The nature of this melting pot is reflected in the various churches, social clubs and institutions, and businesses that are located within the City. Our diversity has shaped the history of Perth Amboy and will move the City forward into the future.



The Perth Amboy City Hall is the oldest continuously used public building in the United States.

### Perth Amboy's Maritime History

Given its location, Perth Amboy has always been known as an excellent port. Consequently, the history of Perth Amboy is uniquely tied to its maritime history. In particular, shipping and other forms of maritime-related trade and commerce have always been an important part of Perth Amboy's economy.

Fishing, shell fishing and harvesting were the chief industries of Perth Amboy's early settlers and continued to be the City's most important commercial activities into the 19th Century. Oystering lasted well into the twentieth century. The City and its residents were also active in the whaling industry. Many Perth Amboyans have lead a seafaring or naval life. A high proportion of these have had prominent careers as Commodores and Admirals, including Commodore Lawrence Kearny, a noted sailor-diplomat.

Perth Amboy was also a port of entry for many products from around the world and, in turn, provided an outlet for raw materials, agricultural products and manufactured goods from the surrounding region. All kinds of ships have plied the waters surrounding Perth Amboy and used its port facilities; including commercial vessels, whalers, oyster sloops, ferryboats, pleasure boats and warships. Today, the harbor is

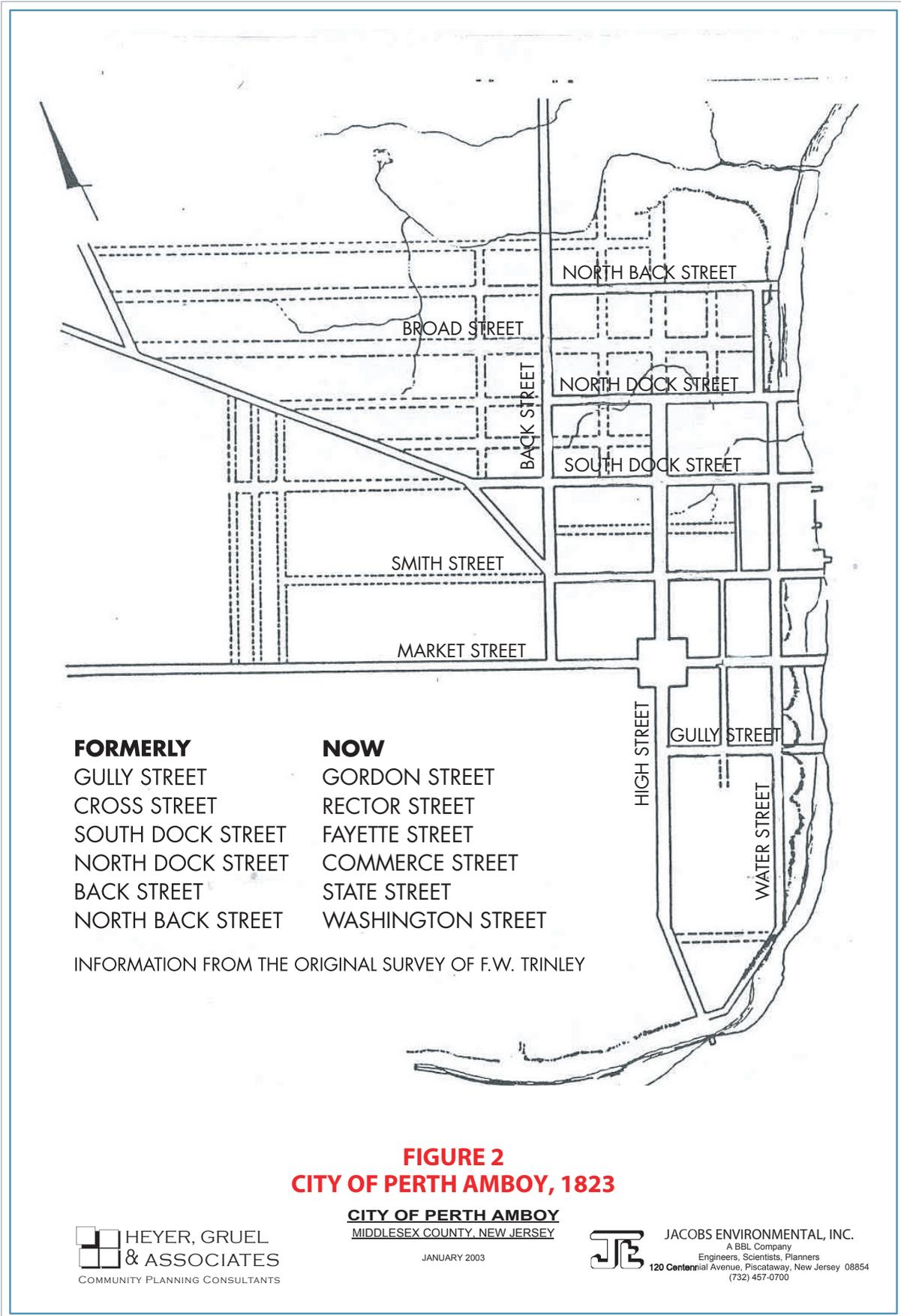
periodically dredged and maintained for use by large oil tankers and freighters serving the various industries in and around the City.

The City's ferries constituted Perth Amboy's first transportation linkages to the regional economy. Of these, the Tottenville Ferry to Staten Island and New York City remained an important transportation link for almost 300 years. The Tottenville Ferry slip has recently been renovated using state and federal monies and has been placed on the State and Federal Registers of Historic Places.

Perth Amboy was also the site of the first Naval Military Armory in the State of New Jersey. The armory building was converted into a restaurant and catering facility. The United States Navy maintained reserve activities at the Naval Reserve Center located at the foot of Smith Street for many years. It is now being used as a berthing location for the Cornucopia Princess, a dinner cruise ship.



The Surveyor's General House next to City Hall contained the records of the East Jersey Proprietors.



**FIGURE 2**  
**CITY OF PERTH AMBOY, 1823**

**HEYER, GRUEL & ASSOCIATES**  
COMMUNITY PLANNING CONSULTANTS

**CITY OF PERTH AMBOY**  
MIDDLESEX COUNTY, NEW JERSEY

JANUARY 2003

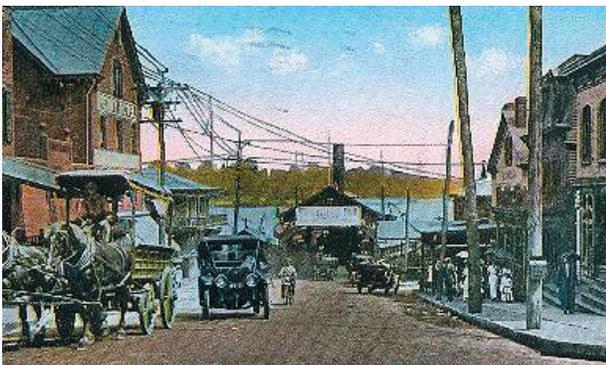


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The Proprietary House is the only remaining royal governor's residence in existence in the thirteen colonies and is the target of continued restoration efforts.

The recreational use of the Raritan Bay and surrounding waterways, including sailing and fishing, has been and continues to be an important attraction for the City. The Raritan Yacht Club is one of the oldest yacht clubs in America, established in 1865. In 1916, the present structure, grounds, and dock were purchased from the estate of the Cooper family at 160 Water Street. Members of the Club compete in national and international events. Each year the Club holds its own "Red Grant Regatta", acting as host to sailors from the entire East Coast. The improvement of the City's marina facilities, public walkways and docks has helped revitalize the City's waterfront. Increasing public access to the waterfront and promoting water-related recreational activities is an important goal of the City's redevelopment strategy.



The Tottenville ferry, which connected Perth Amboy to Staten Island and New York, was an important regional transportation link for 300 years. A view of the bustling ferry terminal in the early part of the 20th Century and how it appears today.

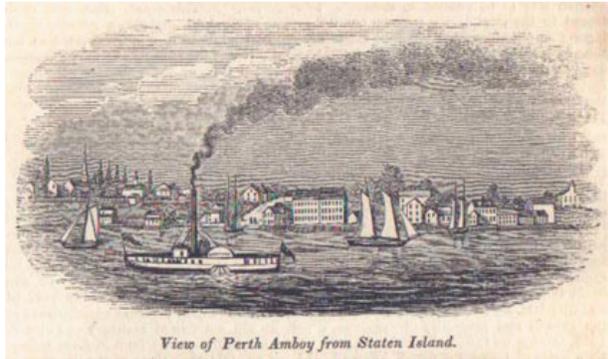
### Industrial Development

Given its strategic location and port access, Perth Amboy has always been an attractive location for industry. The City's locational advantage increased as other transportation options developed, including railroads and the trucking industry. Great bridges, such as the Outerbridge Crossing and the Edison Bridge, were built, creating further connections between Perth Amboy and the surrounding region. As the Industrial revolution progressed in the 19th Century, Perth Amboy became home to a variety of industries.

The first of Perth Amboy's signature industries was the terra cotta industry, which utilized the natural clay deposits in this area. The terra cotta industry, like many other industries that developed in Perth Amboy, was essential both to the progress of the city and important in a national context. The terra cotta produced here became famous throughout the country. The terra cotta industry flourished until the depression of the 1930's. Some of the famous buildings in New York City that are decorated with Perth Amboy terra cotta include the Woolworth Building and the Equitable Building.

The greatest period of industrial growth occurred in the latter part of the 19th Century. The Lehigh Valley Railroad located its Terminus here. Coal was loaded by huge coal-dumpers onto barges to be carried along the entire East





The Perth Amboy harbor has always been an important port of entry and important component of the City's economic activities. A view of the Perth Amboy harbor in the 18th Century.

Coast. Due to the City's industrialization, many new jobs were created, fueling an amazing surge in Perth Amboy's population. Between 1880 and 1910, Perth Amboy's population grew from 4,808 to 32,321.

In the 20th Century Perth Amboy became the home of a variety of heavy industries, including silver and copper smelting and refining, oil refining and petroleum products, clay and ceramic products, asphalt, lead products, cosmetics, and steel. Companies such as American Smelting and Refining, Raritan Copper, Barber Asphalt, National Lead, the Hess Company, Shell Oil, General Cable and many others employed thousands of blue-collar and white-collar workers, many of them new immigrants. Most recently, the largest company to come to Perth Amboy was the Raritan River Steel Company (subsidiary of Co-Steel International Ltd.). It took over the 93 acres formerly owned by the Raritan Copper Works.

As the fortunes of heavy industry and manufacturing have waned in New Jersey and throughout the older industrial areas of the northeast in the latter part of the 20th Century, there has seen a shift to a post-industrial, global economy that relies on technology and telecommunications as its foundation. Through its recent rede-

velopment efforts, the City has pursued an economic development strategy that enables the City to take advantage of the new economic realities. The City's plans include a variety of light industrial, research, office, and warehouse/distribution uses to be located in Perth Amboy as part of its comprehensive economic development strategy. In these efforts, the City will use its traditional historic advantages, including proximity to major transportation links, water access and geographic location near major markets to promote new economic development and redevelopment. In many ways, the City's past is its prologue.



The City's waterfront has also been source of recreational activity for the City's residents and region. Here is a view of the waterfront in the early 20th Century showing sailing ships on the Raritan River.

### Existing Historic Sites

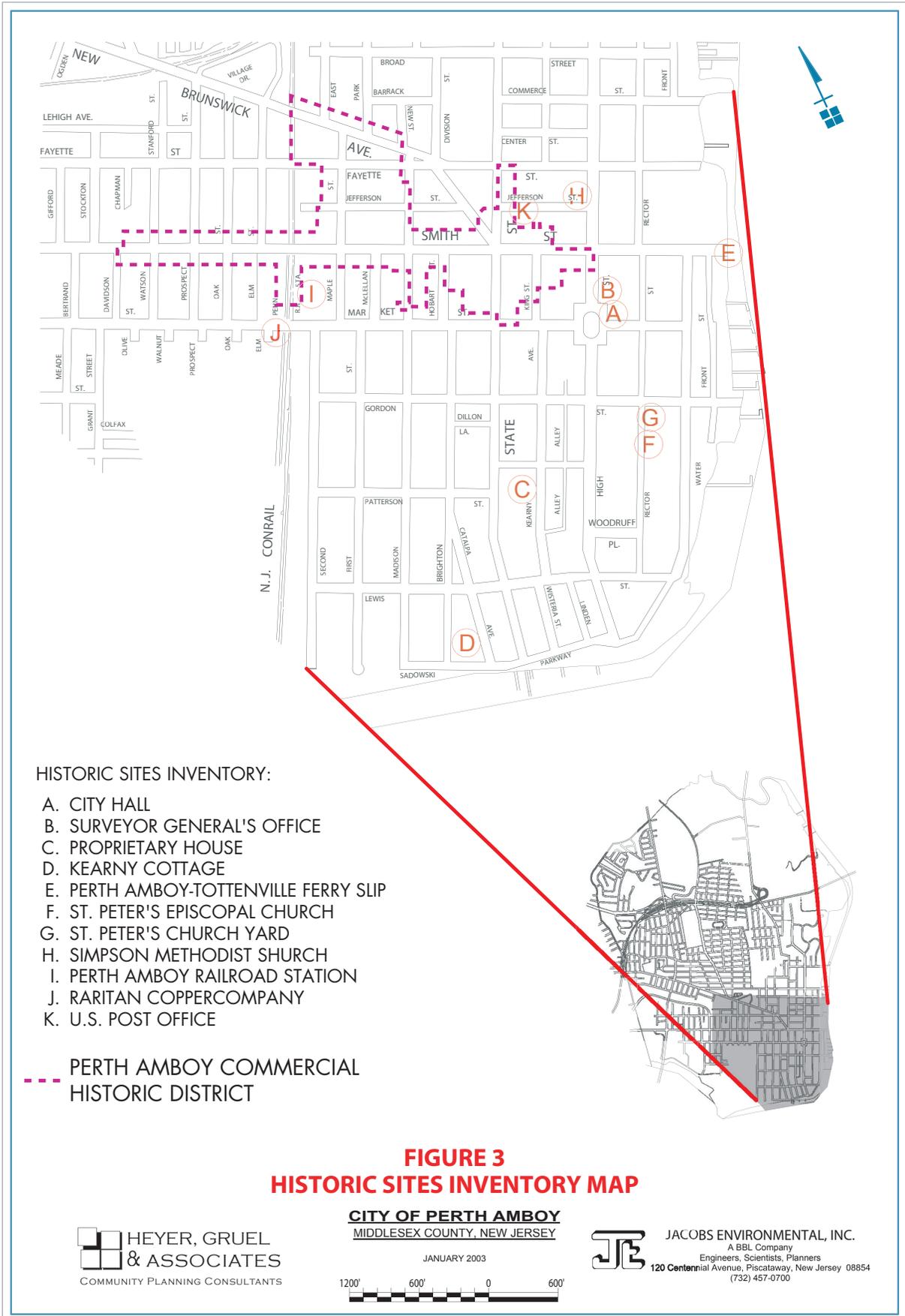
Perth Amboy contains nine historic structures in both the State and National Registers of Historic Places. The last of these, the railroad station, was added in 1984. The eight sites are listed in Table HI-1 and their locations are shown in the accompanying map.

In addition to the nine existing historic sites, the State Historic Preservation Office (SHPO), a division of the New Jersey Department of Environmental Protection (NJDEP), has issued an "opinion of eligibility" for three possible historic districts in Perth Amboy. These are also noted in the map and table.

**Table HI-1  
Existing and Proposed Historic Sites and Districts  
City of Perth Amboy**

HISTORIC SITE	LOCATION	DATE OF DESIGNATION		
		NATIONAL REGISTER	STATE REGISTER	SHPO OPINION
Lawrence Kearney House	63 Catalpa Street	5/28/76	9/16/75	
Perth Amboy City Hall and Surveyor General's Office	260 High Street	1/12/81	10/3/80	
Perth Amboy Ferry Slip	East End of Smith Street	1/12/81	7/12/78	
Perth Amboy Railroad Station (Thematic Nomination of Operating Passenger Railroad Stations)	East of Elm Street between Smith and Market Streets	6/22/84	3/17/84	
Proprietary House	139-151 Kearney Avenue	2/24/71	9/11/70	
St. Peter's Episcopal Church	Rector and Gordon Streets	5/12/77	9/26/75	
Simpson United Methodist Church	High and Jefferson Streets	4/6/79	1/21/79	
Raritan Copper Works	Elm and Market Streets		11/27/78	
U.S. Post Office (Thematic Nomination of Significant Post Offices)	205 Jefferson Street		1/31/86	
Clay Classical Revival Historic District				11/20/90
Perth Amboy Commercial Historic District				8/18/93
Marcus Schantz Iron Works and Machine Shop Site	Front Street, between Smith and Gordon Streets			8/2/95

Source: New Jersey & National Registers of Historic Places



The historic features given an SHPO opinion are:

- **The Clay Classical Revival Historic District.** This district would identify the entire City as a historic resource area in which various individual buildings have historical merit due to their terra cotta and limestone features. Individual buildings in the City might be eligible for formal historic nomination under these criteria.
- **The Perth Amboy Commercial Historic District.** The SHPO has acknowledged a historic district along Smith Street from High Street to Davidson Street that would also contain portions of State, King, Market, New

Brunswick, Hobart, Fayette, Jefferson, Madison, and Maple Streets, as seen in Figure 3. Through the years, many of the buildings in the City’s business district have undergone structural alterations and new façade treatments. However, a number of buildings in this district retain, unaltered historic elements (such as terra cotta) and could be considered for preservation.

- **The Marcus Schantz Iron Works and Machine Shop.** This site was given an “opinion of eligibility” by the SHPO in 1995. The Marcus Schantz site was located on what is now part of the City’s waterfront marina area, but the original machine shop building no longer exists.

*Perth Amboy’s Role in the Underground Railroad*

*“New Jersey was intimately associated with Philadelphia and the adjoining section in the underground system, and afforded at least three important outlets for runaways from the territory west of the Delaware River. Our knowledge of these outlets is derived solely from the testimony of the Rev. Thomas Clement Oliver, who, like his father, traveled the New Jersey routes many times as a guide and conductor.*

*Probably the most important of these routes was that leading from Philadelphia to Jersey City and New York. From Philadelphia the runaways were taken across the Delaware River to Camden, where Mr. Oliver lived, thence they were conveyed northeast following the course of the river to Burlington, and thence in the same direction to Bordentown. In Burlington, sometimes called Station A, a short stop was made for the purpose*

*of changing horses after the rapid driver of twenty miles from Philadelphia. The Bordentown station was denominated Station B east. Here the road took a more northerly direction to Princeton, where horses were again changed and the journey continued to New Brunswick. Just east of New Brunswick the conductors sometimes met with opposition in attempting to cross the Raritan River on their way to Jersey City. To avoid such interruption the conductors arranged with Cornelius Cornell, who lived on the outskirts of New Brunswick, and, presumably, near the river, to notify them when there were slave-catchers or spies at the regular crossing. On receiving such information they took a by-road leading to Perth Amboy, whence their proteges could be safely forwarded to New York City.”*

*From Wilbur H. Siebert, The Underground Railroad from Slavery to Freedom (1898)*



Front porch of the Kearny cottage, the home of Commodore Lawrence Kearny, a prominent sailor and diplomat.

### Landmarks Preservation Ordinance

On November 25, 1993, the City Council adopted a Landmarks Preservation Ordinance. This ordinance created a Historic Preservation Commission with powers to advise and educate City officials and the general public on historic preservation issues in Perth Amboy. In establishing the Commission, the City Council stated its opinion that the history of the City is clearly linked to the quality of life of the citizens of Perth Amboy:

*The City Council... finds and declares that the quality of life in Perth Amboy cannot be maintained or enhanced by disregarding the historical and architectural heritage of the City and by countenancing the destruction of such cultural assets.*

The Historic Preservation Commission is assigned the responsibility of preparing a survey of historic sites in the City. Among its powers, the Historic Preservation Commission has the authority to make recommendations to the Planning Board on the Historic Preservation Element of the Master Plan, advise the Planning Board and City on the inclusion of historic sites in the City's capital improvement program, advise the Planning Board and Board of Adjustment on development applications that may impact historic sites or resources, and promote

historic preservation efforts within Perth Amboy.

### Wayside Historical Exhibits

There are thirteen historic exhibits marking Perth Amboy's waterfront. These pictorial displays enrich the atmosphere of the waterfront as strollers can read the depictions of the City's important maritime history and the older life of the City. The Office of Economic and Community Development oversaw the addition of these markers to the waterfront park in conjunction with the Proprietary House Association. Below is a summary of the thirteen exhibits.

1. Ferry Terminal & Slip: National Register of Historic Places - highlights ferry service dating back to the 1700's.
2. Portus Optimus: One of the Nations Oldest Ports - touts Perth Amboy's selection by the Proprietors of East Jersey as the "principal town for merchandise, trade and fishery" in 1682.
3. Industry along the Waterfront - Depicts Perth Amboy's place at the forefront of industrial commerce for several centuries.
4. Front Street - the focal point of commercial activity during the Colonial period.
5. The Harbor and Marina - Depicts the chang-



Perth Amboy has always been a center of commercial activity as can be seen in this view of Smith Street and State Streets in the 1920s. Compare to pictures of Smith Street today in the Economic Plan Element.

<sup>3</sup> Source material for the Historic Plan Element includes the City of Perth Amboy web page ([www.nj-directory.com/perthamboy/home2000.htm](http://www.nj-directory.com/perthamboy/home2000.htm)), which in turn utilizes material from 'City of Perth Amboy Tercentennial' publication of 1983.

- ing use of coastal resources in Perth Amboy.
6. Naval Militia Armory: Perth Amboy’s Naval Tradition - highlights the Naval Armory built in 1930 and other historic ships and officers that have visited or resided in Perth Amboy.
7. Raritan Yacht Club: Sport on the Bay and River- promotes the Raritan Yacht Club’s place as the second oldest yacht club in the United States and details the history of sport and game along the Raritan.
8. Great Beds Lighthouse - situated on the New York/New Jersey boundary and has guided sailors and shipwrights for over a century.
9. The Bluff: Witness to History - has played a role in U.S. Military history since the Revolutionary War when the site was used as a lookout and a delaying tactic by troops.
10. Ambo Pointe - is a derivative of a native American name and this display tells the story of how the City eventually became known as Perth Amboy.
11. The Water Highway - depicts the many uses of Perth Amboy’s surrounding waterways.
12. Kearny Cottage: Historic Home - tells the story of the cottage that was the birthplace of Commodore Lawrence Kearny.
13. The Beach and the Boardwalk - chronicles the many recreational uses of the Raritan River throughout history.

**RECOMMENDATIONS**

Much has been done to preserve the history of our City, but there is still much more to do. The City of Perth Amboy is aware of the importance of its historical resources and will continue efforts to safeguard them. However, preservation must be balanced against the need to further promote the revitalization of Perth Amboy. Not all buildings in the City can or should be saved. Consequently, the City will utilize a strategic approach based on sound planning principals to preserve and protect the historic elements that make

our City unique.

The following objectives are recommended concerning Perth Amboy’s historic resources:

*Recommended Sites for Preservation*

There are several sites and structures in the City that are worthy of preservation. These were previously identified in the 1990 Master Plan and include the following:

- The Thomas Mundy Peterson School (PS#1) should be given special attention. It is currently being used as an early childhood developmental center. However, it might be at risk for redevelopment in the coming years depending on the Board of Education’s long-range facilities plan.
- Wherever possible, the existing terra cotta features in the City’s buildings should be preserved, both to show the historical significance of Perth Amboy in the development of America’s terra cotta industry and as a example of the craftsmanship of the people who lived and worked in Perth Amboy.
- The Noe House is still in excellent condition and should be examined for possible historic



The Noe House is proposed for possible inclusion as a historic site.

designation.

Along with these examples, there are many other sites and buildings in the City that deserve special attention. The City Historic Commission should seek grant money in order to assess the City's existing historic resources and update its historic sites inventory.

### General Objectives

- The City should promote the history of Perth Amboy, especially its maritime history, as part of the City's redevelopment efforts.
- In association with the redevelopment of the waterfront, the City should explore the possibility of acquiring or renovating a facility that could house a small museum dedicated to the maritime history of Perth Amboy. In addition, the City should review the potential of a more comprehensive museum dedicated to the history and art of Perth



Nels Alling came from Denmark to Perth Amboy to work for the Perth Amboy Terra Cotta Company. In 1896, he produced this terra cotta statue of George Washington, which was given to the city by the Scandinavian people and stands at City Hall Park at Market Square.

*On March 31, 1870, the day following the adoption of the Fifteenth Amendment to the Constitution, Thomas Mundy Peterson became the first African-American voter in the United States. Mr. Peterson, a former slave, was passing by the Perth Amboy City Hall just as news of the adoption of the amendment arrived in Perth Amboy and was invited into City Hall to vote in a special local election. To commemorate the occasion, a gold medal was struck. Mr. Peterson was the first custodian of Public School Number One., now called the Thomas Mundy Peterson School. He is buried in St. Peter's Cemetery.*

Amboy, its people, and their cultures.

- The City should fully utilize its Historic Preservation Commission as a resource in the promotion of the history of Perth Amboy, particularly in relation to its advisory role to the City Council, Planning Board and Board of Adjustment.
- The Historic Commission should prepare a new Historic and Cultural Resources Inventory that identifies Perth Amboy's historic and cultural resources and sites that may be eligible for nomination to the State and National Registers.
- The City should consider the creation of a part-time position within the Office of Economic and Community Development to undertake research and coordinate historic preservation efforts in Perth Amboy.
- The City should consider entering into the Certified Local Program of the New Jersey State Historic Preservation Office in order to be eligible to receive National Park Service historic preservation grants.

To be most effective, the preservation of the City's historic resources should occur as part of a public/private partnership. Public sector efforts should focus on identification of existing historic sites and resources, including those currently owned by the City, assisting private efforts in preservation and coordinating preservation activities with the City's redevelopment efforts. The City should also review the potential of integrating historic sites into parks and open space.

With regard to the private sector, development and redevelopment in the City should recognize the historic context of Perth Amboy and be designed to complement and protect Perth Amboy's historic resources. At a minimum, new development or redevelopment should not encroach on or damage historic sites in Perth Amboy that are on the State and Federal Registers. Where possible, development and redevelopment should strive to emulate the architectural elements and design of the City's historic structures and building forms. If feasible, new development should incorporate existing buildings, building façades, and other components of historically significant or interesting buildings and structures into the design of the project.

Perth Amboy's history contributes to the character, spirit, and beauty of our City. In many ways, the City's history shapes both its current identity and its future potential. Given the importance of Perth Amboy's historic resources, the redevelopment and revitalization of the City must take place in a manner that both takes advantage of the City's history and protects its valuable and irreplaceable historic resources. In recognition of the valuable and unique resource that Perth Amboy's history represents, the City's Master Plan has been designed to build upon Perth Amboy's past in shaping the vision of the future.

**PERTH AMBOY TODAY**

Today the City of Perth Amboy is a thriving, multi-cultural community that is growing and prospering. Perth Amboy is 4.78 square miles in size and has a population of approximately 48,000 persons. The City is a fully developed urban center, with a density of 10,064 people per square mile. The City is bounded by Woodbridge Township to the north and west, the Raritan Bay to the south, and the Arthur Kill to the east.



**POPULATION**

After years of limited growth, particularly in relation to the surrounding region, Perth Amboy’s population has grown significantly in the last twenty years. The

1990 population of Perth Amboy was 41,976, which was an increase of 3,025 people from its 1980 population. In 2000, the City’s population was 47,303, for an increase of 5,327 persons or 12.7 percent from its 1990 population.

**Table PA-1  
Population Growth, 1960 to 2000  
City of Perth Amboy**

YEAR	POPULATION	POPULATION INCREASE	
		ABSOLUTE NUMBER	PERCENT
1960	38,007	—	—
1970	38,798	+791	+2.1%
1980	38,951	+153	+0.4%
1990	41,976	+3,025	+7.8%
2000	47,303	+5,327	+12.7%
<b>MIDDLESEX COUNTY</b>			
YEAR	POPULATION	ABSOLUTE NUMBER	PERCENT
1960	433,856	—	—
1970	583,813	+149,957	+34.6%
1980	595,893	+12,080	+2.1%
1990	671,780	+75,887	+12.7%
2000	750,162	+78,382	+11.7%

Source: U.S. Census Bureau.

For the first time in decades, the City’s growth rate outpaced the County’s growth between 1990 and 2000. Perth Amboy’s population is also getting younger. Table PA-2 presents the 1990 and 2000 population by age groups for Perth Amboy. As indicated, there were significant shifts in the age distributions over the ten-year period. The largest increase occurred in the 45- to 54-year age cohort, which experienced an increase of 1,333 people, or 33.3

percent. The under-five and 5- to 14-year age ranges also experienced increases of 643 people, or 20.3 percent, and 926 people, or 28.4 percent, respectively. Additionally, the 35- to 44-year age group also increased by 1,228 people, or 20.7 percent. Most of the other age groups registered an increase in population, though less dramatic than others. The only decline occurred in the 65-and-over age group with a loss of 880 people or 15.4 percent.

**Table PA-2**  
**Population by Age, 1990 and 2000**  
**City of Perth Amboy**

	1990		2000		CHANGE, 1990-2000
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>	<i>Percent</i>
Under 5	3,162	7.5	3,805	8	+20.3
5-14	5,874	14	7,544	16	+28.4
15-24	6,585	15.7	7,511	15.9	+14.1
25-34	7,532	18	7,810	16.5	+3.7
35-44	5,919	14.1	7,147	15.1	+20.7
45-54	4,004	9.5	5,337	11.3	+33.3
55-64	3,191	7.6	3,329	7	+4.3
65 and over	5,700	13.6	4,820	10.2	-15.4

Source: U.S. Census Bureau

Table PA-3 compares the median age for City of Perth Amboy, Middlesex County, and the State of New Jersey in 1990 and 2000. The median age in the City decreased from 32.1 years of age in 1990 to 31.1 years of age in 2000, while the county and the state median age increased during the same period from 33.5 years of age to 35.7 years of age and 33.5 years of age to 36.7 years of age, respectively.

**Table PA-3**  
**Median Age, 1990 and 2000**  
**City of Perth Amboy, Middlesex County and the**  
**State of New Jersey**

	CITY	COUNTY	STATE
1990	32.1	33.5	33.5
2000	31.1	35.7	36.7

Source: U.S. Census Bureau



**Table PA-4**  
**Households, 1990 and 2000**  
**City of Perth Amboy**

	1990		2000	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
Total Population	41,967		47,303	
Total Households	14,207		14,562	
Average Household Size	2.95 people		3.25 people	
Owner Occupied	5,971	42.0	5,898	40.5
Renter Occupied	8,236	58.0	8,664	59.5

**Source: U.S. Census Bureau**

Perth Amboy’s housing stock is beginning to grow. At the same time, as shown in Table PA-4, the proportion of rental housing to owner-occupied housing has remained essentially unchanged. The City will continue to support home-ownership initiatives and encourage the development of new housing for all income ranges.

**EXISTING LAND USES**

Perth Amboy is a nearly fully developed city, with limited available vacant and developable land. The fully developed nature of the City is clearly depicted in the accompanying aerial photograph, Figure 4. Most opportunities for new development in the City will be through redevelopment, rehabilitation and adaptive re-use of existing buildings, or limited infill development of scattered vacant lots. Any remaining substantial tracts of land are constrained by wetlands and floodplains and are not developable.

The City consists of a wide mix of land uses, which vary in density and intensity of use throughout the City. The primary land uses in the City include the following:

**Residential**

Residential land uses consist primarily of a mix of single-family detached, two-family, and multi-family developments. Residential land uses account for approximately one-quarter of the City’s total land area. The City’s residential housing stock is described in substantial detail in the Housing Element of the Master Plan. Single-family uses predominate in the northwestern portion of the City and in the southeastern part of the City near the waterfront and historic neighborhoods east of State Street and south of Market Street. Multi-family residential developments are predominantly located in the City’s CBD and along the commercial corridors, such as Smith and State Streets. One and two-family neighborhoods are located adjacent to these commercial corridors and constitute the predominant residential land use type throughout the central portion of the city. New residential development in the City includes the Harbortown development to the east of State Street in the east-central portion of the City near the Arthur Kill waterfront. Additional residential development will be included as part of the Landings at Harborside redevelopment project.

### Commercial

Commercial land uses consist of a variety of retail commercial uses, restaurants, personal service establishments, wholesale businesses and offices. Often, these commercial uses are located within mixed-use buildings, containing commercial and office uses on the first floor and residential uses on the upper floors. Mixed-use buildings are particularly prominent along Smith Street, State Street and New Brunswick Avenue. Within the City's downtown are also mixed use buildings with retail on the first floor and office uses on the upper floors. Commercial uses are primarily concentrated within the City's CBD and along the various commercial corridors in the City, including Smith Street, State Street, Amboy Avenue, New Brunswick Avenue, and Convery Boulevard (Route 35). Small neighborhood commercial uses are scattered throughout the City. New commercial shopping areas are located on Convery Boulevard between Smith Street and the Fayette Street connector. Restaurants, shops and marina facilities are located along the City's waterfront. Additional commercial development will be included as part of the remainder of the City's Focus 2000 Redevelopment Plans.

### Industrial

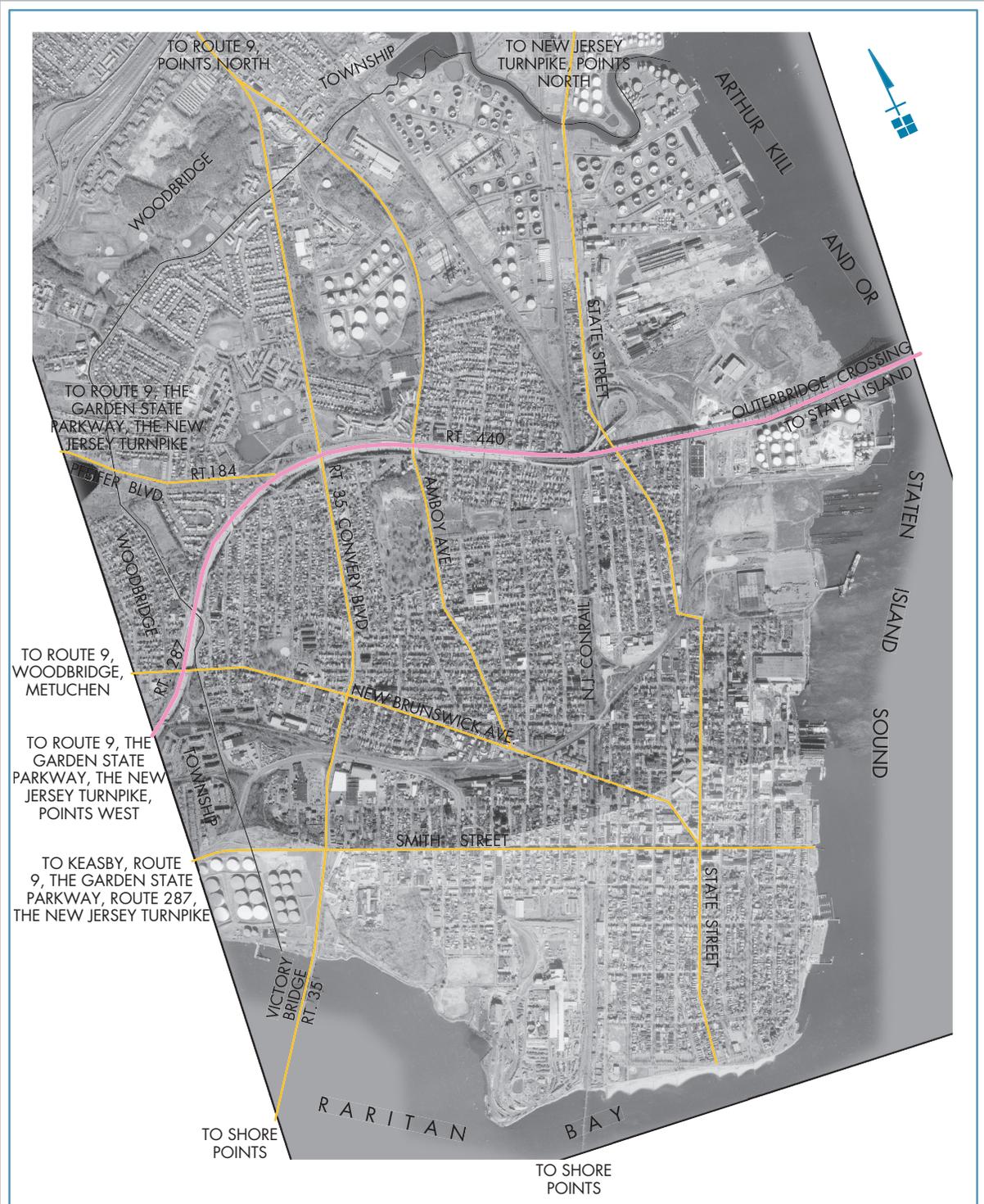
Industrial land uses occupy a substantial amount of the land area of the City, accounting for nearly a third of the total acreage in Perth Amboy. Industrial land uses include heavy industry, oil storage and refinery facilities, light industry and manufacturing uses. Industrial uses are located in several specific and clearly defined areas within the City. In particular, industrial uses are the predominant land use type in the northern and northeastern quarter of the City, including the Shell and Hess facilities, as well as the former American Smelting and Refining complex, which is now used by a variety of smaller industrial uses. Other indus-

trial areas include the Co-Steel facility and associated industrial uses along the Raritan River waterfront, the Hess storage tank facility at the corner of Smith Street and Convery Boulevard, and the light industrial area between the Fayette Street connector and Fayette Street. It is anticipated that there will be a significant change in the character of the City's industrial areas in the coming years, particularly those currently occupied by heavy industries, as redevelopment progresses in the City. In particular, a number of these areas are within designated redevelopment areas and will be redeveloped as part of the City's Focus 2000 Redevelopment Plan. The proposed land uses changes in these areas are described in the Land Use Plan Element of the Master Plan.

### Public and Quasi Public

Public uses include municipal, county, and state offices; recreation facilities, open spaces and parks; libraries and educational facilities; public utility sites; and parking lots and decks operated by the City's Parking Authority. These uses are scattered throughout the City. A detailed description of these facilities is included in the Community Facilities, Utilities Plan, and Recreation Plan Elements of the Master Plan.

Quasi-public uses include churches, cemeteries, private schools and educational facilities, private utilities, hospitals, and community centers and meeting halls. The most significant quasi-public uses are the City's churches, the Alpine and Saint Mary's Cemeteries on Amboy Avenue and the Raritan Bay Medical Center located on New Brunswick Avenue.



**FIGURE 4  
AERIAL OF PERTH AMBOY, CIRCA 1995**

**HEYER, GRUEL  
& ASSOCIATES**  
COMMUNITY PLANNING CONSULTANTS

**CITY OF PERTH AMBOY**  
MIDDLESEX COUNTY, NEW JERSEY

JANUARY 2003



**JACOBS ENVIRONMENTAL, INC.**  
A BBL Company  
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## LAND USE PLAN ELEMENT

### EXISTING CONDITIONS

The Land Use Plan for the City of Perth Amboy includes a variety of uses permitting a wide range of land use types and intensities of use throughout the City. These are shown in the accompanying Land Use Plan Map.

The City's Land Use Plan does not fundamentally alter the existing land use pattern in Perth Amboy. For the most part, the Land Use Plan is designed to recognize the location of existing uses, the character of the area, and current zoning. However, several key changes have occurred since the adoption of the last Land Use Plan in 1990 and are incorporated into the new plan. The Land Use Plan also includes a number of proposals for land use development and redevelopment in the City. The most important of these changes is the incorporation of the Focus 2000 Redevelopment Plans into the Land Use Plan of the City.

#### Focus 2000 Redevelopment Plan

Together, the redevelopment areas designated as part of Focus 2000 cover approximately 700 acres within three distinct parts of the City. The three redevelopment areas are the Southwest Area 1, East Area 2, and Northeast Area 3.

Numerous projects and investments have been generated as a result of Focus 2000 by forming effective partnerships between private companies and the Perth Amboy Redevelopment Agency. Projects under contract include Landings at Harborside, a mixed-use residential/retail/hotel development along the Arthur Kill in Area 2, Fast Ferry service in Area 1, and the Perth Amboy Business Park in Area 3. Other partnerships under negotiation include the Aremum by the Bay development in Area 3 north of the Outerbridge Crossing, and the Riverview Center, a commercial/retail project in Area 1. The City will continue to develop public and private partnerships to achieve the following goals:



- Further expand and develop the waterfront, including increased public access.
- Revitalize the City's Central Business District.
- Restore abandoned environmentally constrained properties.
- Selectively reindustrialize with light industry/warehouse distribution uses.
- Increase employment opportunities.
- Increase the City's tax base.
- Promote the health, safety, and general welfare of the population.
- Separate industrial uses and activities from residential areas.
- Increase recreation opportunities for residents and visitors.
- Improve the City's public transportation system.

The City has also undertaken an aggressive marketing plan to encourage redevelopment in designated redevelopment areas and continues to investigate other areas in the City for their redevelopment potential.

#### Land Use Map

The land uses specified in the 2003 Land Use Plan Map are intended to guide development and redevelopment in Perth Amboy in accordance with the overall Goals and Objectives of the Master Plan. In fact, the Land Use Plan is the link between the vision of the City of Perth Amboy as enumerated in the Goals and Objectives and the transformation of that vision into reality.



## RESIDENTIAL LAND USES

The City's Land Use Plan includes a large variety of residential land use categories. The density and intensity of these uses range from existing single-family neighborhoods to higher density multi-family developments, planned residential developments such as Harborside, and the residential components of the mixed-use redevelopment projects proposed as part of the City's Focus 2000 redevelopment plans. Together, they provide an increasingly wide range of housing choices within Perth Amboy for a variety of income groups.

Where previously, abandonment and deterioration of the City's housing stock was a critical planning concern in the City, recent redevelopment initiatives have spurred new investment in existing residential properties and infill residential development throughout the City. Developable lots are in demand.

At the same time, the City is continuing to pursue funding for local rehabilitation efforts. Perth Amboy is a receiving municipality for Regional Contribution Agreements (RCAs) under the State's Fair Housing Act and the Council on Affordable Housing (COAH). With these funds, the City has received \$7.6 million to renovate numerous housing units throughout Perth Amboy.

However, Perth Amboy is in need of new housing for all income levels. New development and redevelopment efforts, such as Harbortown and The Landings at Harborside will contribute towards satisfying this need. Throughout the City, priority will be placed on encouraging home ownership and developing a stable residential base for the City.

### Single-Family Residential (SF)

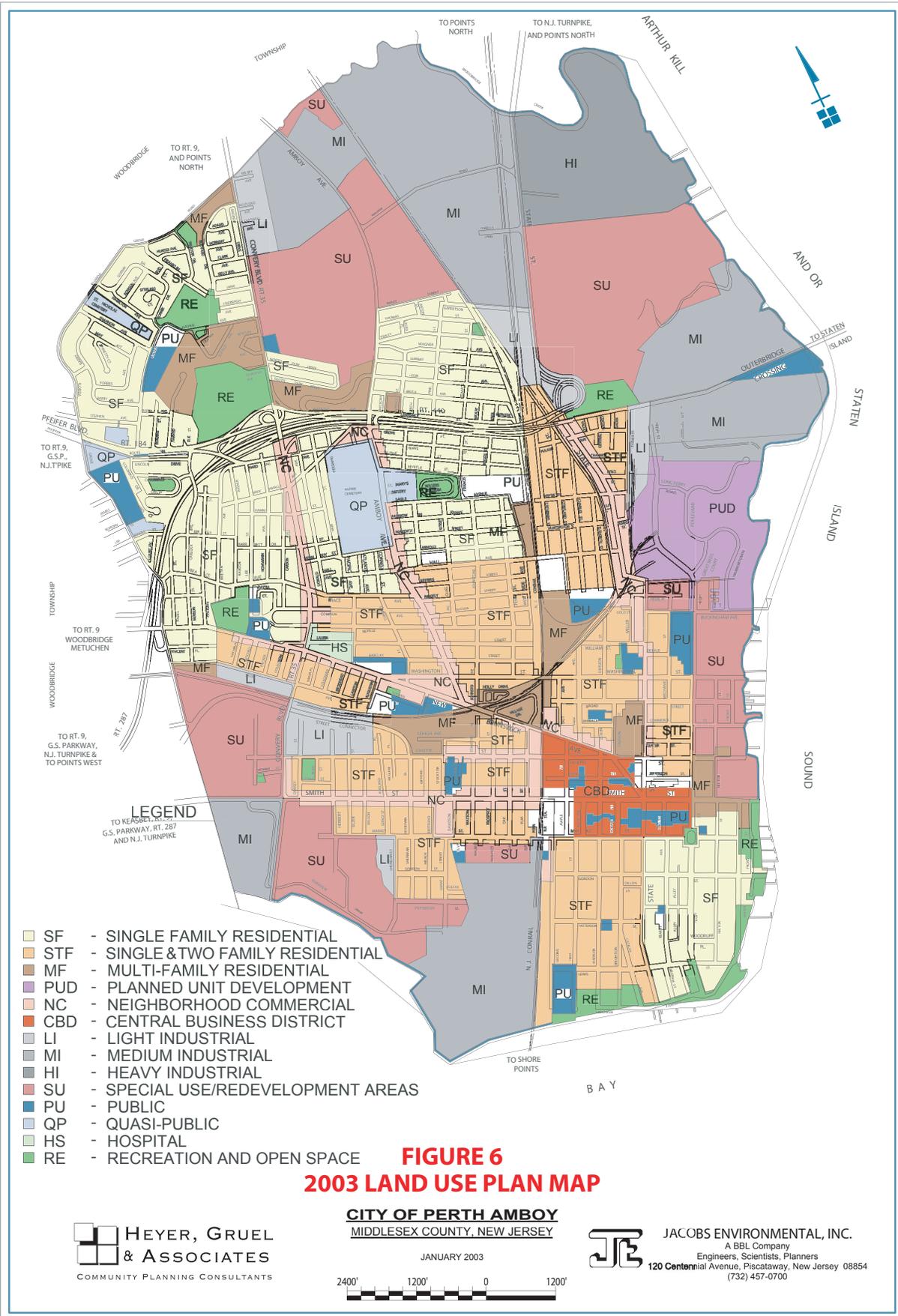
The Single-Family Residential land use category identifies areas that either have been developed or should be developed for single-family detached housing. This category is the lowest density of the various residential districts and primarily recognizes existing single-family residential neighborhoods in Perth Amboy. The primary purposes of this land use category are as follows:

- Maintain the existing density and character of the City's existing Single-Family neighborhoods;
- Support continued investment and maintenance in the City's single-family housing stock; and
- Avoid encroachment by higher density residential or commercial uses into these areas.

The areas identified as Single-Family Residential are located in the northwest and southeast sections of Perth Amboy. The southeast single-family district constitutes most of the older, historic section of the City close to the waterfront, extending from the waterfront to City Hall. The northwest portion of the City contains a significant amount of single-family residential, as this section was developed at a later time and at lower densities than most of the City. These sections of single-family surround Route 9 and extend to the northwestern city limits.

The zoning designations for this land use category are the R-50 and R-60 Zones. The principle permitted use in the R-50 Zone is single-family housing with a minimum frontage of fifty feet, and a minimum lot area of 5000 square feet. The principle permitted use in the R-60 Zone is single-family housing with a minimum frontage of sixty feet, and a minimum lot







area of 6000 square feet. Permitted accessory uses in these zones include private garage space, private recreational facilities, fences, walls, hedges, tool sheds and green houses. Conditional uses in these zones include public utilities, municipal services, home occupations, churches, synagogues and places of worship.

#### *Recommended Changes*

Given the relatively developed character of the City's single-family neighborhoods, there will be only limited potential for new development in the areas designated as Single-Family Residential. Any new development will primarily be the result of minor subdivision or infill development of existing vacant lots. If any new development or infill development occurs, it should be in accordance with the density specified in the Land Use Plan and Zoning Ordinance. New development should be designed in a manner consistent with character of the existing neighborhood development pattern in order to maintain a cohesive appearance and streetscape. Where possible, new residential development shall emulate the architectural design and treatment of existing dwellings, particular in the older, more historic areas in the southeastern part of the City near the waterfront.

No new single-family residential areas are proposed. However, some areas shown as single-family in the 1990 Master Plan have been changed to the Single- and Two-

Family Residential designation. This was done to reflect the current zoning and existing land use that are in these areas. No further changes are recommended.

#### **Single- & Two-Family Residential (STF)**

The Single- & Two- Family Residential land use category corresponds to those areas where two-family housing is permitted in addition to single-family housing. As such, the permitted density in these areas is somewhat higher than that permitted in the Single-Family Residential category. The primary purposes of this land use category are similar to those of the single-family areas:

- Maintain the existing density and character of the City's existing single- and two-family neighborhoods;
- Support continued investment and maintenance in the City's single- and two-family housing stock; and
- Avoid encroachment by higher density residential or commercial uses into these areas.

The areas identified as Single- and Two- Family Residential constitute a large part of the land uses within the central portion of the City. Single- and two-family areas extend from the waterfront at State Street towards the west and north, stopping short of Route 9 where single-family residential is located. The City's central business district is almost entirely surrounded by single- and two-family areas. These single- and two-family areas are also typically adjacent to the neighborhood commercial corridors. As such, a critical land use planning issue in these areas is the transition between commercial and residential uses.

The zoning designation for this land use is the R-25 Zone. The principle permitted uses in the R-25 zone are single-family detached dwelling units and two-family detached dwelling units. Townhouses are a conditional use in this zone. The minimum frontage of a lot is 25 feet, with a minimum lot area of 2,500 square feet. Permitted accessory uses include private garage space, private recreational facili-

ties, fences, walls, hedges, tool sheds and green houses. Conditional uses in the R-25 Zone include public utilities, municipal services, home occupations, churches, synagogues and places of worship. Conditional uses in this zone include philanthropic and charitable uses, as well as public and private educational institutions.

#### *Recommended Changes*

As noted in the Single-Family category, some areas shown as Single-Family Residential in the 1990 Master Plan have been changed to Single- and Two-family Residential to reflect current zoning. In addition, Hall Avenue between State Street and the Conrail right-of-way has been changed from Neighborhood Commercial to Single- and Two-Family Residential to reflect the existing land use pattern in this area and direct neighborhood commercial development into the State Street corridor. An area located between Fayette Street and the 440 Connector, from Herbert Street to Kirkland Place, that had previously been designated Single- and Two-family Residential has been changed to Light Industrial to reflect existing uses in this area. No further changes are recommended.

#### **Multi-Family Residential (MF)**

The Multi-Family Residential category corresponds to existing and proposed areas for multi-family attached residential development at densities higher than those



permitted in other residential land use categories. The purpose of this land use category is to provide a broad range of multi-family housing opportunities, including affordable housing.

The multi-family residential uses are located in several parts of the City. Several areas designated as Multi-Family Residential are located in the central part of the City near the CBD and waterfront. Two others are located in the northwestern portion of the City, north of the Route 287 right-of-way along Convery Boulevard.

The zone district that corresponds to the Multi-Family Land Use category is the Mid-Rise Residential Zone. The principle permitted uses in the R-M(M) Zone include garden apartments, multi-family dwellings and townhouses. The minimum lot area in the R-M(M) Zone is 40,000 square feet. Permitted accessory uses include off-street parking, private garage space, private recreation facilities, fences, walls, hedges, tool sheds, and green houses. Public utilities and municipal services are listed as conditional uses in this zone.

#### *Recommended Changes*

No substantial changes are recommended for the Multi-Family Residential District in the new Land Use Plan. The site of the future municipal public safety, court and youth complex had been designated as Multi-Family Residential in the 1990 Plan. This area has been changed to a Public designation to correspond to its future use. The area directly to the south of this complex, between Stanford Street and the 440 Connector, is currently developed with industrial uses. Given the development of the municipal complex, this area should be evaluated to determine whether this area should remain within the Multi-Family Residential category or another redevelopment scenario might be appropriate for this area.

The 1990 Land Use Plan contained a High-Rise Multi-Family land use category. This category has been eliminated and existing high-rise residential developments have been included in the Multi-Family Residential category.

### Planned Unit Development (PUD)

The Planned Unit Development land use category corresponds to the Harbortown planned unit development. This PUD was designed to increase Perth Amboy's housing stock in a comprehensive planned community linked to adjacent redevelopment activities. Harbortown is located on the waterfront on the east side of the City north of Buckingham Avenue and east of State Street.

The comparable zoning designation for this land use is the R-M(MF) Multi-family Residential Zone. The principle permitted uses in the R-M(MF) Zone are garden apartments, multi-family dwellings, townhouse dwellings, terrace homes, planned unit developments, marina facilities, and commercial marine repair facilities. The minimum lot area of this zoning designation is 40,000 square feet. Permitted accessory uses in this district include off-street parking, private garage space, private recreation facilities, fences, walls, hedges, tool sheds, and green houses. Public utilities and municipal services are listed as conditional uses in this zone.



### Recommended Changes

No changes are recommended for this land use category.

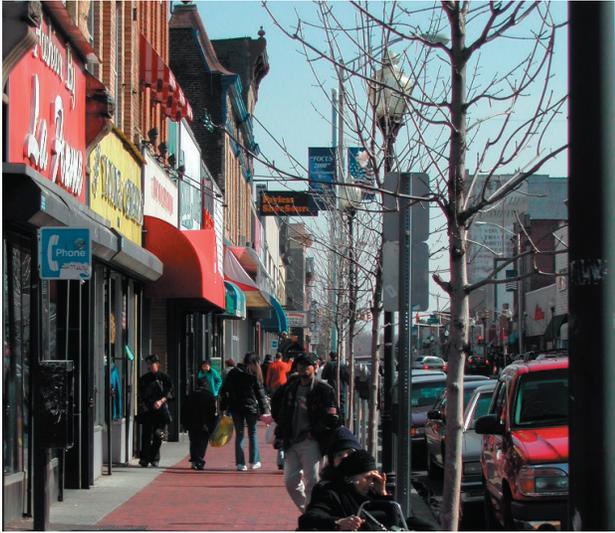
### COMMERCIAL LAND USES

Commercial use categories included in the Land Use Plan correspond to the City's existing Central Business District (CBD) and the Neighborhood Commercial (NC) corridors located along Perth Amboy's main arterial thoroughfares, such as Smith Street, State Street, New Brunswick Avenue, Amboy Avenue, and Convery Boulevard. Various types of commercial development are also proposed as part of the City's various Focus 2000 Redevelopment Plans. These uses are addressed in the discussion of the Special Use/Redevelopment Area land use category later in the Land Use Plan Element.

The City's Land Use Plan is intended to work in concert with the City's Economic Plan Element and other economic development strategies and initiatives to promote business retention and development in the City. Important economic development initiatives implemented by the City include the creation of the City's Urban Enterprise Zone (UEZ) in 1993 and the subsequent creation of the Special Improvement District (SID). The creation of the UEZ has led to millions of dollars in business investments and the creation of hundreds of jobs, as businesses have expanded to take advantage of the reduced sales tax.

With UEZ funds, the community has supported several streetscape renovations and improvements. These projects have included the Grand Renaissance Area and several blocks in the downtown business district. In 1998, a facade ordinance was developed for the downtown business district.

The Focus 2000 redevelopment plan is providing new opportunities for commercial development through-



out the City. In particular, Focus 2000 has been responsible for numerous economic development initiatives along the waterfront including ferry and marina services and brownfield remediation.

At the same time, there is a continuing need for new retail commercial development in the City that is more regional in its appeal. However, new commercial development should not come at the expense of the existing local businesses that serve community needs. The ideal location for such new commercial development is at major transportation corridors and hubs within the City, including transit locations. An example is the Riverview Center to be located east of Route 35 (Convery Boulevard) and south of Smith Street.

### Neighborhood Commercial (NC)

The Neighborhood Commercial districts are designed for small commercial uses adjacent to residential areas. The commercial uses maintain a density that does not impose on local residential areas or interfere with traffic and parking. The purpose of this land use category is to provide appropriate locations for commercial shopping, professional offices, and personal service establishments that serve the daily needs of the residents in the surrounding areas. The Neighborhood Commercial land uses category corresponds to the major

arterial corridors in the City, including Smith Street west of the New Jersey Transit right-of-way, State Street, Amboy Avenue, Convery Boulevard, and a portion of Fayette Street.

The comparable zoning designation for this land use is the C-1 Neighborhood Business Zone. The principle permitted uses in the C-1 Zone are retail, business and personal service establishments, consumer service establishments, business, professional and governmental offices, and banks. Permitted accessory uses in this zone include non-first floor single- and two-family units, off-street parking, storage of goods, fences, walls and hedges. Conditional uses include public utilities and municipal services, quasi-public facilities and filling stations. The minimum frontage for this zone is twenty-five feet, and the minimum lot area is 2,500 square feet. The height and bulk restrictions in this zone are similar to those in the single- and two-family residential zones, in an attempt to maintain the congruity between the neighborhoods and the neighborhood commercial uses serving them.

### *Recommended Changes*

Several changes are proposed for this land use category. Hall Avenue between State Street and the Conrail R.O.W. to the west has been changed from Neighborhood Commercial to Single- and Two-family Residential to reflect existing land uses and reinforce the commercial development along State Street. In addition, the boundary of the Neighborhood Commercial area along Amboy Avenue has been reconfigured to reflect the existing arrangements of lots. The site of the a new pharmacy, on Convery Boulevard between Brace and Compton Avenues has been changed from Single-Family to Neighborhood Commercial to acknowledge this use. The eastern half of the block surrounded by Convery Boulevard, Sayre Avenue, Stevenson Street, and New Brunswick Avenue has likewise been changed to Neighborhood Commercial to reflect the existing

land uses. The mid-block areas of the blocks west of Elm Street between Smith and Fayette Streets has been changed from Neighborhood Commercial to Single- and Two-family residential to reflect the existing land use. No further changes are recommended.

### Central Business District (CBD)

The Central Business District is intended to provide a high-density, mixed-use area that provides for larger-scale commercial uses, offices, banks, and various other civic necessities in a central location in the City. The density and intensity of commercial uses in this area is higher than other parts of the City. The purpose of the CBD designation is to provide an area for higher intensity commercial development consistent with its role as both the core of the City's commercial activities and regional center for the surrounding area. The CBD is intended to handle the traffic, parking requirements, and higher level of pedestrian activity that are typical in such a regional urban center.

The comparable zoning designation for this land use is the C-2 Zone. The principle permitted uses in this zone include those found in the neighborhood commercial areas: retail, business and personal service establishments, consumer service establishments, business, professional and governmental offices, and banks. Also included as principal permitted uses are storage of furniture, refrigerators and other large, bulky furnishings; retail uses and services; wholesale establishments; hotels and motels; eating and drinking places with entertainment, restaurants, bars, tap rooms and taverns, but not drive-in restaurants; indoor theaters only; funeral homes; residency hotels with meals; passenger terminal facilities, including taxi stands, bus and railroad passenger stations and other similar uses. Permitted accessory uses in this zone include off-street parking and storage of goods. Conditional uses include public utilities and municipal services, quasi-public facilities and high-rise tower multi-family dwellings.

The minimum frontage in the C-2 Zone is fifty feet, and the minimum lot area is 5,000 square feet. The height and bulk restrictions of this district are drastically different from those of the Neighborhood Commercial Zone, allowing up to 7 stories and a height of 85 feet.

### Recommended Changes

The redevelopment and revitalization of this district is essential to the City's ability to maintain its commercial core and reestablish its role in the regional economy. Economic revitalization and redevelopment efforts should be coordinated to support and enhance these vital businesses. No land use changes are recommended.

### INDUSTRIAL LAND USES

The three industrial land use categories included in the Land Use Plan reflect the type and location of existing industrial land uses in Perth Amboy. However, significant changes have occurred within the City's industrial base over the last two decades and are reflected in the current Land Use Plan. In particular, the Land Use Plan incorporates the City's recent policy encouraging the conversion of existing areas of heavy industry into new light industrial, commercial, and recreational uses. This approach is also consistent with the Focus 2000 Redevelopment Plan and its proposed redevelopment of a variety of underutilized industrial areas designated in need of redevelopment.



Redevelopment will continue to be a major force in the City's job growth and economic development efforts. Light industry, office space, and warehousing/distribution will be encouraged, while heavy industry will be discouraged from further development. In brownfield areas, numerous remediation and redevelopment projects are taking place. The City intends to support existing industry where appropriate and consistent with its long-range economic and redevelopment plans. Where redevelopment is proposed, the City will assist industrial uses in relocating to more appropriate locations within the City.

#### **Light Industrial (LI)**

The Light Industrial land use category is designed to provide appropriate areas for light industrial and warehouse distribution uses. Because these districts are often adjacent to commercial and residential areas, buffering and screening is an important site planning issue. The purpose of this land use category is to support the retention and, where appropriate, expansion of light industrial and warehouse distribution uses, to provide a wide range of employment opportunities for the City's residents, and maintain the City's tax base.

Several areas of Light Industrial development are included in the Land Use Plan. Three of the areas are located in the southwest portion of the City, adjacent to Single- and Two-family Residential Zones and redevelopment areas. There are also two Light Industrial districts in the northeast section of the City near the Medium Industrial districts, redevelopment, and immediately adjacent to residential districts. The remaining Light Industrial area is located in the northwest section of the city directly east of Convery Boulevard at the municipal boundary with Woodbridge Township.

The comparable zoning designation for this land use is the M-1 Zone. The principle permitted uses in the

M-1 Zone are business, professional and governmental offices, wholesale offices and showrooms, research, experimental and testing laboratories, screened storage and warehousing, and light industrial manufacturing. The minimum lot area for this zone is 45,000 square feet. Permitted accessory uses in this district include enclosed warehousing and storage, off-street parking, storage of goods, fences, walls, and hedges, garage space for vehicle storage, railroad, sidings and facilities, and underground space heating or fuel oil tanks. Fillings stations and public and municipal services are conditional uses in this zone.

#### **Recommended Changes**

The Light Industrial area between Fayette Street and the 440 Connector has been expanded from Herbert Street towards Kirkland Place. This reflects current land uses. No further changes are recommended.

#### **Medium Industrial (MI)**

The Medium Industrial land use category is designed to contain uses that are located on larger tracts of land and are more intensive than the uses permitted in the Light Industrial areas. The Medium Industrial land use category is a new category created to correspond to the existing M-2 Zone.

The Medium Industrial areas are located in the northern and southern sections of the City. In the south, the Hess property lies adjacent to the Victory Bridge and Smith Street. The Co-Steel Facility is east of the Conrail right-of-way and south of Market Street. This area has been designated in need of redevelopment, but a redevelopment plan has not been adopted and the current industrial zoning remains in place. In the northeast, the Stolt properties straddle the Outerbridge Crossing. In the north, the new Medium Industrial area is located between State Street and the Light Industrial area that located along Convery Boulevard.

The comparable zoning designation for this land use is the M-2 zone. The principle permitted uses in this zone are similar to those in the light industrial zone: business, professional and governmental offices, wholesale offices and showrooms, research, experimental and testing laboratories, screened storage and warehousing, light industrial manufacturing and open storage. Permitted accessory uses in this district include enclosed warehousing and storage, off-street parking, storage of goods, railroad, sidings and facilities, and underground space heating or fuel oil tanks. Storage tanks are a conditional use in this zone. The minimum lot area in this zone is 220,000 square feet.

#### *Recommended Changes*

All areas designated Medium Industrial were identified in the previous Master Plan as Heavy Industrial as there was no Medium Industrial designation. Three of the four properties, excluding the district in the north, are currently zoned M-2. Therefore these districts simply reflect the current land use and zoning. The district in question to the north is zoned M-3. However, it is recommended that this area be changed to medium industrial.

#### **Heavy Industrial (HI)**

The Heavy Industrial land use category is designed to contain relatively large and intense industrial uses.



Given their intensity, these uses are not typically compatible with any uses other than other industrial uses unless significant and substantially buffering and screening is provided. Consequently, the intent of this district is to limit the heavy industrial uses in the City to one specific area in the northeastern portion of the City. No new areas for heavy industry are proposed and no new heavy industrial uses outside this area are permitted. The only remaining heavy industrial area is located in the northeastern corner of the City where the Woodbridge Creek meets the Arthur Kill.

The comparable zoning designation for this land use is the M-3 zone. There are no specified principle permitted uses in this zone. The prohibited uses are all non-industrial uses, billboards, painted exterior wall signs, and junkyards. Permitted accessory uses in this district are the same as in the M-2 zone: enclosed warehousing and storage, off-street parking, storage of goods, railroad, sidings and facilities, and underground space heating or fuel oil tanks. Storage tanks are a conditional use in this zone. The minimum lot area in this zone is 220,000 square feet.

#### *Recommended Changes*

It is recommended that there be no new heavy industry allowed in the City.

#### **OTHER LAND USES**

##### **Special Use/Redevelopment Area (SU)**

The most significant change impacting the City's long-range planning and redevelopment efforts has been the adoption of the Focus 2000 Redevelopment Plan. The redevelopment areas designated as part of Focus 2000 cover approximately 700 acres within three distinct parts of the City. These three redevelopment areas include the Southwest Area 1, East Area 2, and Northeast Area 3 as shown in figure 5. The Special Use/Redevelopment Area land use category is designed to recognize the designated redevelopment



areas included in the City's Focus 2000 Redevelopment Plan, which continues to transform the city of Perth Amboy into a vital and vibrant center of growth and commerce.

Numerous projects and investments have been generated as a result of Focus 2000 by forming effective partnerships between private companies and the Perth Amboy Redevelopment Agency. Projects under contract include Landings at Harborside, a mixed-use residential/retail/hotel development along the Arthur Kill in Area 2, Fast Ferry service in Area 1, and Perth Amboy Business Park in Area 3. Other partnerships under negotiation include the Aenum by the Bay development in Area 3 north of the Outerbridge Crossing, and the Riverview Center, a commercial/retail project in Area 1. The City has also undertaken an aggressive marketing plan to encourage redevelopment

in designated redevelopment areas and continues to investigate other areas in the City for redevelopment area designation and inclusion in the Focus 2000 Redevelopment Plan.

The comparable zoning designations for this land use are the S-1A, S-1B, S-2, S-3, S-3A, and S-3B zones. These zones were created as part of the redevelopment plans to control the development of these areas. This land use category incorporates the permitted land uses, design standards and requirements contained within each of the three redevelopment plans by reference.

#### *Recommended Changes*

The City of Perth Amboy's Zoning and Land Development Ordinance has been amended to implement the Focus 2000 Redevelopment Plan. The City's redevelopment plans will continue to be evaluated and amended as various development opportunities are presented and considered by the City Council, Planning Board and Redevelopment Agency. The City should continue to investigate areas that may meet the criteria for inclusion in the Special Use category and explore ways to revitalize these areas through the redevelopment process.

#### **Public (P)**

The Public land use designation recognizes existing public facilities and uses, such as public parking, schools, and governmental offices. Also included are lands owned by public agencies not currently used for any purposes.

There is no comparable zoning for this land use category. The principle purpose of this designation is to identify these uses for planning purposes without amending the underlying zoning for these sites.

### *Recommended Changes*

With the exception of the new municipal public safety complex, no land use changes are recommended. Some community facilities such as a new library or new schools might be designed and sited in areas not currently identified as Public. These facilities are inherently beneficial to the public welfare and therefore are not assigned specific zones in the zoning ordinance. The City should pursue a strategic plan for the siting of facilities that will both maintain efficiency and serve the needs of all residents.

### **Quasi-Public (QP)**

The Quasi-Public land use designation recognizes existing quasi-public uses, such as cemeteries and private parks. The principle purpose of this designation is to identify these uses and acknowledge that they are important community asset. There is no comparable zoning designation for this land use.

### *Recommended Changes*

No land use changes are recommended.

### **Hospital (HS)**

The Hospital district is designed to acknowledge the existing Raritan Bay Medical Center and the existing land uses supporting or ancillary to the hospital, including doctor's offices, parking facilities, and various supportive elements essential to the existence of quality healthcare in Perth Amboy. The purpose of this zone is to recognize and support these uses and their role in contributing to the City's health care and emergency services. At the same time, the City's land use planning policies are intended to protect the adjacent residential uses by forming the basis of zoning requirements and site design standards that minimize potential land use conflicts.

The comparable zoning designation is the H Zone. The principal permitted uses in this district are required to be operated as not-for-profit service institutions. They include: medical, research, and educational facilities, high-rise apartments and dormitories for use in the hospital complex, off-street parking, maintenance buildings, administrative offices, and outpatient, ambulatory, and diagnostic centers. The minimum square footage in this zone is 45,000 square feet. Permitted accessory uses include cafeterias, bookstores, loading areas and ramps, storage areas, fences, walls and hedges. Public utilities and municipal facilities are conditional uses in this zone.

### *Recommended Changes*

No changes are recommended at this time. However, the City will continue to review the existing land use pattern in the area surrounding the hospital to determine the possible need for expansion of the district or to address other land use issues that may arise in this area.

### **Recreation and Open Space (RE)**

The Recreation/Open Space district includes all parks and other properties in Perth Amboy. The purpose of this category is to identify public parks and open space and does not affect the underlying zoning of these properties. Consequently, there is no comparable zoning designation for this land use.

### *Recommended Changes*

Open space and recreation needs and issues are addressed in detail in the Recreation and Open Space Plan Element of the Master Plan. The City will continue to review the population base in the various areas of the City to ascertain if the amount of recreation and open space currently provided meets the needs of the surrounding neighborhoods.

**RECOMMENDATIONS**

The following plan objectives are recommended concerning Perth Amboy's land use plan:

**Residential Land Uses**

- Develop and implement home ownership programs as a method to promote stable neighborhoods and increase community pride.
- Ensure that the City's existing housing is well maintained and up to code.
- Rehabilitate the City's neighborhoods through state and federal programs and public/private partnerships to prevent deterioration and blight.

**Commercial Land Uses**

- Continue to utilize the Urban Enterprise Zone (UEZ) to support the City's existing businesses and attract new businesses by promoting the financial benefits of locating within Perth Amboy.
- Encourage continued remediation and redevelopment of existing brownfield sites within the City.
- Review and revise the City's Zoning and Land Development Ordinance to discourage "strip type" commercial development that encroaches into existing residential areas.
- Encourage the development of new commercial uses with a regional appeal.
- Encourage new retail commercial and mixed-use developments consistent with the City's redevelopment plans.

**Industrial Land Uses**

- Encourage continued remediation and redevelopment of existing brownfield sites within the City.
- Promote Perth Amboy to light industry and warehouse/distribution uses as an ideal location due to its proximity to major highways, waterways and New York City.

**Other Land Uses**

- Protect existing public, quasi-public and hospital uses from encroachment by other land uses and encourage the appropriate expansion of these facilities throughout the City.

## HOUSING PLAN ELEMENT

### THE MOUNT LAUREL DECISIONS

In the case of Southern Burlington County NAACP v. the Township of Mount Laurel, (commonly known as Mount Laurel I), the New Jersey Supreme Court established the doctrine that developing municipalities in New Jersey have a constitutional obligation to provide a realistic opportunity for the construction of low- and moderate-income housing in their communities. In its Mount Laurel II decision, decided in January 1983, the Supreme Court expanded the Mount Laurel doctrine by stating that this constitutional responsibility extended to all municipalities in New Jersey. The Court also established various remedies, including the “builders remedy” or court-imposed zoning, to ensure that municipalities actually addressed this obligation.

### THE FAIR HOUSING ACT

In response to the Mount Laurel II decision, the New Jersey Legislature adopted the Fair Housing Act in 1985 (C. 222, P.L. 1985). The Fair Housing Act established a Council On Affordable Housing (COAH) as an administrative alternative to the courts. COAH was also given the responsibility of establishing various housing regions in the State, determining regional and municipal fair share affordable housing obligations and adopting regulations establishing the guidelines and approaches that municipalities may use in addressing their affordable housing need.

Under COAH’s regulations, low-income households are defined as those with incomes no greater than 50 percent of the median household income, adjusted for household size, of the housing region in which the municipality is located, and moderate-income households are those with incomes no greater than 80 percent and no less than 50 percent of the median household income, adjusted for household size, of the housing region. For Perth Amboy, the housing region is defined by COAH as Region 3 that includes Hunterdon, Middlesex, and Somerset Counties.

The extent of a municipality’s fair share obligation depends upon several factors including non-residential ratables, income of residents, vacant land and a municipality’s designation in the New Jersey State Development And Redevelopment Plan (SDRP). Based on these factors, The City of Perth Amboy’s low- and moderate-income need obligation for the 1987-1999 period is 567 units. This obligation consists entirely of “indigenous” need, or what is required to address the affordable housing needs of existing low- and moderate-income households in Perth Amboy.

Given its existing low- and moderate-income housing need, the City of Perth Amboy qualifies as a receiving community for Regional Contribution Agreements (RCAs) and has entered into several RCAs with sending municipalities in the City’s housing region. The City is also an Urban Aid municipality utilizing state criteria and, as a result, the City is not required to produce a Fair Share Plan to address its affordable housing need.



**Table H-1**  
**Household Characteristics, 2000**  
**City of Perth Amboy and Middlesex County**

<i>Household Size</i>	<b>CITY</b>		<b>COUNTY</b>	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>
1 person	2,998	20.6	59,416	22.3
2 persons	3,223	22.1	79,520	30
3 persons	2,572	17.7	48,721	18.3
4 persons	2,475	17	45,273	17
5 persons	1,691	11.6	20,399	7.7
6 persons	885	6	8,236	3.1
7 or more persons	719	5	4,333	1.6
<b>Total</b>	<b>14,263</b>	<b>100.0</b>	<b>265,898</b>	<b>100.0</b>
<i>Persons per Household</i>	<i>City</i>		<i>County</i>	
1990	2.91		2.71	
2000	3.2		2.74	

Source: U.S. Bureau of the Census, 2000 Census.

**EXISTING HOUSING CONDITIONS**

**Household Size**

A household is defined as one or more persons, whether related or not, living together in a dwelling unit. In 2000, there were 14,563 households in Perth Amboy. Table H-1 presents the households by number of persons for 2000 in the City of Perth Amboy and Middlesex County.

As indicated in Table H-1, the number of persons per household for the City in 2000 was 3.2 persons, up from 2.91 in 1990. Similarly, the County’s persons per household increased from 2.71 in 1990 to 2.74 persons in 2000.

Table H-2 details the types of households in Perth Amboy in 2000. As indicated, one-person households in 2000 represented 24.1 percent of the total households in the City. Of the total households, 29 percent, or 4,771 households, were occupied by persons aged 65 years old or over. In 2000, households grew by 2.1 percent from 14,259 to 14,562. Almost all of the growth was in non-family households, or households occupied by a single resident.

**Table H-2**  
**Types of Households, 2000**  
**City of Perth Amboy**

TYPE OF HOUSEHOLD	NUMBER
One Person:	59,416
Male Householder	23,767
Female Householder	35,649
Two or More Persons:	206,482
Married Couple Family	154,676
Other Family	37,645
Male Householder, No Wife	10,106
Female Householder, No Husband	27,539
Non-Family*	14,161
Male Householder	1,525
Female Householder	2,093
One or More Persons 65 Years or Older	4,771

*\*Not a member of a family; roomers, boarders, resident employees, foster children, etc. are included in this category.*  
 Source: U.S. Bureau of the Census, 2000 Census.

**Income**

Perth Amboy had a per capita income of \$14,989 in 1999, significantly lower than the per capita income of the County of \$26,535 and the State of \$27,006.

**Table H-3**  
**Per Capita and Household Income, 1999**  
**City of Perth Amboy , Middlesex County and State of New Jersey**

	1999 Median Household Income	1999 Per Capita Income	1999 Median Family Income
City	\$37,608	\$14,989	\$40,740
County	\$61,446	\$26,535	\$70,749
State	\$55,146	\$27,006	\$65,370

Source: U.S. Bureau of the Census, 2000 Census.

As indicated in Table H-4, there were 3,694 households in the City with incomes less than \$20,000 or 25.4 percent of the total number of households. On the other hand, 5,342 households, or 17.9 percent had incomes

of \$75,000 or more. In comparison, the County had 33,154 households, or 12.4 percent earning \$20,000 or less, while 103,425 households, or 38.9 percent earned more than \$75,000.

**Table H-4**  
**Household Income Distribution, 1999**  
**City of Perth Amboy and Middlesex County**

Income	CITY		COUNTY	
	Number of Households	Percent	Number of Households	Percent
Less than \$5,000	1,602	11	13,102	2.8
\$5,000 - \$9,999	2,092	14.4	20,052	4.4
\$10,000 - \$14,999	2,125	14.6	22,300	4.6
\$15,000 - \$24,999	1,806	12.4	24,884	10.7
\$25,000 - \$34,999	1,596	10.9	24,827	12.8
\$35,000 - \$49,999	1,272	8.7	23,854	20.2
\$50,000 - \$74,999	1,469	10.1	33,454	25
\$75,000 - \$99,999	1,289	8.9	42,599	11.3
\$100,000 - \$149,999	1,055	7.2	40,544	6.3
\$150,000 or more	257	1.8	20,282	1.9
Total	14,563	100	265,898	100.0

Source: U.S. Bureau of the Census, 2000 Census.

**Housing Costs as a Percent of Income**

Table H-5 shows the housing costs of owner occupants as percentages of total income. A total of 1,336 households were spending over 30 percent or more of their incomes for housing costs. The affordability criteria for

housing as a percent of income, set by Mount Laurel II, is that no more than 28 percent of gross income should be allocated for housing costs.

**Table H-5**  
**Monthly Owner Costs as a Percentage of**  
**Household Income, 1999**  
**City of Perth Amboy**

	NUMBER	PERCENT
Less than 20%	1,582	40.3
20% - 29%	960	24.5
30% or More	1,336	34
Not Computed	47	1.2

Source: U.S. Bureau of the Census, 2000 Census.



**Table H-6**  
**Gross Rent as a Percentage of Household Income, 1999**  
**City of Perth Amboy**

	NUMBER	PERCENT
Less than 20%	2,516	29.1
20% - 29%	1,945	22.5
30% or More	3,796	43.9
Not Computed	385	4.5

Source: U.S. Bureau of the Census, 2000 Census.

Table H-6 provides the same cost data for renter occupied households. There were 3,796 households who paid over 30 percent or more of their gross income for housing costs. The current affordability criteria for renter housing is 30 percent, also set by Mt. Laurel II.

While the number of owner and renter occupied households paying more than 28 and 30 percent of income, respectively, appears high, it doesn't necessarily mean that all households exceeding the criteria are in distress. Also, income figures are often understated since people sometimes think that this information may get back to the IRS. Actual incomes may be higher.

**Housing Unit Data**

At the time of the 1990 Census, there were 15,017 housing units in the City. In 2000, there were 15,236, the census showing an increase of 219 units over the period. Of the housing units in 2000, 32 percent were constructed before 1940. In fact, almost 80 percent of the City's housing stock was built prior to 1970. Table H-7 details 2000 housing data.



**Table H-7  
Housing Data, 1990  
City of Perth Amboy**

Characteristics	HOUSING UNITS	
	Number	Percent
Year Round Units	15,236	100
Tenure of Occupied Units		
Owner Occupied	5,912	42
Renter Occupied	8,650	58
Total Occupied	14,562	100
Year Structure Built		
1999 - March 2000	341	2.2
1990 - 1998	676	4.4
1980 - 1989	738	4.8
1970 - 1979	1,311	8.6
1960 - 1969	2,422	15.9
1950 - 1959	2,819	18.5
1940 - 1949	2,047	13.4
Before 1940	4,882	32
Units in Structure		
One (single-family detached/attached)	5471	35.96
Two or More Units	9,757	63.9
Other	8	0.1
Total	15,236	100
Number of Rooms		
One	501	3.3
Two	961	6.3
Three	2,308	15.1
Four	3,276	21.5
Five	3,574	23.5
Six or More	4,616	30.3
Total	15,236	100

Source: U.S. Bureau of the Census, 1990 Census.

**Housing Unit Type and Size Characteristics**

Most of the housing stock of Perth Amboy consists of two or more units per dwelling. There were 5,471 single-family detached/attached homes in 2000. This represents only 35.9 percent of all housing in the City.

Table H-7 also illustrates housing units by the number of rooms. Five or more room units were the largest single category with 8,190 units, or 53.8 percent of all housing in the City.

**Years at Residence of Households**

Table H-8 details the breakdown of units in Perth Amboy by years at residence through 2000. Greater than 53.4 percent of households in the City moved into their current residence since 1985 and more than 88.5 percent since 1970.

**Table H-8  
Year Householder Moved unto Unit  
City of Perth Amboy**

	NUMBER	PERCENT
Occupied Housing Units	14,562	100
1999 to March 2000	3,426	23.5
1995 to 1998	4,347	29.9
1990 to 1994	2,035	14
1980 to 1989	1,990	13.7
1970 to 1979	1,072	7.4
1969 and Earlier	1,692	11.6

Source: U.S. Bureau of the Census, 2000 Census.



**Housing Values**

Housing values for owner-occupied housing units in 2000 are given in Table H-9. Approximately 76 percent of all homes were valued under \$150,000 and almost 23 percent were valued between \$150,000 and \$300,000. Of all the housing units, only 0.7 percent were valued at \$300,000 or more. The median value was \$126,200.

**Contract Rents**

Rent levels for renter occupied housing units in 2000 are given in Table H-9. Of the total number of renter occupied units, 28.2 percent paid less than \$550 a month for rent. On the other hand, 24.1 percent paid \$750 and over a month. The median contract rent in 2000 was \$642.

**Table H-9  
Housing Values, 2000  
City of Perth Amboy**

<b>OWNER OCCUPANT HOUSING UNITS BY VALUE</b>		
<b>Value Range</b>	<b>Number</b>	<b>Percent</b>
Less than \$50,000	18	0.5
\$50,000 - \$74,999	63	1.6
\$75,000 - \$99,999	797	20.3
\$100,000 - \$124,999	1033	26.3
\$125,000 - \$149,999	1069	27.2
\$150,000 - \$174,999	548	14
\$175,000 - \$199,999	246	6.3
\$200,000 - \$299,999	125	2.4
\$300,000 - More	26	0.7
Total	3,925	100.0
Median Value	\$126,200	

<b>OWNER OCCUPANT HOUSING UNITS BY VALUE</b>		
<b>Contract Rent</b>	<b>Number</b>	<b>Percent</b>
Less than \$399	655	7.5
\$400 - \$449	400	3.4
\$450 - \$499	437	5.1
\$500 - \$549	1055	12.2
\$550 - \$599	2002	23.1
\$600 - \$649	1935	22.4
\$650 - \$699	1702	19.7
\$700 - \$749	331	3.8
\$750 - \$999	40	0.5
\$1,000 or More	9	0.1
Total	8,642	100
No Cash Rent	179	2.1
Median Contract Rent	\$642	

**Source: U.S. Bureau of the Census, 2000 Census.**

**Housing Conditions**

Table H-10 details the condition of the housing in Perth Amboy based upon the status of the plumbing facilities, kitchen facilities and the extent of overcrowding in 2000. These factors are utilized in determining housing deficiency. There were 262 units in the City

that lacked complete plumbing for the exclusive use of the occupants. There were 255 unit that lacked complete kitchen facilities in 2000 and 1,036 units that were considered overcrowded.

**Table H-10**  
**Indicators of Housing Conditions, 2000**  
 City of Perth Amboy

	NUMBER
Status of Plumbing Facilities	
Lacking complete plumbing for exclusive use	262
Status of Kitchen Facilities	
Lacking complete kitchen facilities	255
Occupied Units By Person Per Room	
0.50 or less	11,988
0.51 - 1.00	1,538
1.01 or More	1,036

Source: U.S. Bureau of the Census, 2000 Census.



**Estimated Future Housing Construction**

Table H-11 details the dwelling units authorized by building permits from 1992 to 2001. In addition, the table lists the value of the units that were constructed.

During the ten-year period between 1992 and 2001, there were a total of 186 single-family units and 365 multi-family units constructed.

**Table 11**  
**Dwelling Units Authorized by Building Permits, 1992 to 2001**  
 City of Perth Amboy

YEAR	TOTAL	SINGLE-FAMILY UNITS	TWO-FAMILY UNITS	OTHER TYPE UNITS	TOTAL VALUE*
1992	4	4	0	0	\$236,000
1993	14	6	4	4	\$590,170
1994	9	3	6	0	\$396,738
1995	5	1	4	0	\$1,775,533
1996	2	0	2	0	\$85,000
1997	169	35	0	134	\$2,914,400
1998	107	59	2	46	\$3,051,534
1999	207	46	2	159	\$4,106,295
2000	10	4	6	0	\$582,450
2001	34	28	6	0	\$1,451,782
Total	561	186	32	343	\$14,670,781

Source: U.S. Bureau of the Census, 1990 Census.

\* Value is the estimated cost of construction of all units.

As can be seen from the table above, housing production in the City has increased in the latter part of the decade, averaging 161 housing units per year from 1997 to 1999.

**DETERMINATION OF PERTH AMBOY’S FAIR SHARE OBLIGATION**

The City of Perth Amboy is located within Housing Region 3. This region consists of Hunterdon, Middlesex, and Somerset Counties. The Council on Affordable Housing has determined that Perth Amboy has a pre-credited need of 258 low- and moderate-income units. Pre-credited need is the cumulative 1987 through 1999 housing obligation of the City. As of the issuance of this plan, the Third Cycle numbers have not been released by COAH. Pre-credited need is the affordable housing obligation of the City prior to the application of any credits, reductions or adjustments that the City is eligible to receive pursuant to COAH’s regulations. However, because Perth Amboy is an older developed municipality, their obligations are directed by the indigenous need of the City.

**Indigenous Need**

Indigenous need is the total number of existing deficient housing units occupied by low- and moderate-income households within a community. The indigenous need is determined by the presence of a number of statistical surrogates.

The surrogates used by the Council on Affordable Housing in its methodology are:

1. The year the structure is built. Units built before 1940 are considered “old housing”, and are subject to greater deterioration than newer homes;
2. Persons per room. 1.01 or more persons per room is an index of overcrowding;
3. Plumbing facilities. Lack of the exclusive use of complete plumbing facilities is considered as an inadequate facility.
4. Kitchen facilities. Adequate kitchen facilities include exclusive use of a sink with piped water, a stove and a refrigerator.
5. Heating facilities. Inadequate heating is the use of coal, coke, wood or no fuel for heating.

6. Sewer. Inadequate sewer services are lack of public sewer, septic tank or cesspool.
7. Water. Inadequate water supply is lack of either city water, drilled well or dug well.

A unit with at least two of the above characteristics and occupied by a low- or moderate-income family is a deficient unit. While there were over 1,000 units that were characterized by overcrowding, few of these exhibited any of the other surrogate characteristics.

Because Census data is only available by subregion, it is necessary to “step down” the subregional indigenous need to the municipal level. Six indices of deficiency are available at both the municipal and subregional levels. These indices are used to distribute the subregional indigenous need among the subregion’s municipalities. The indices of deficiency are (1) water or sewer deficiency, whichever is greater; (2) non-standard heating facilities or no fuel; (3) overcrowding, i.e. 1.01 or more persons per room; (4) inadequate plumbing facilities; (5) housing built before 1940; (6) absence of telephone in unit.

Using the Council on Affordable Housing’s methodology, Perth Amboy has an indigenous need of 567 units. The determination of indigenous need, based on the surrogates, used 1990 census data.



It is this indigenous need that the City must address. Any municipality that indicates an interest can be a receiver for Regional Contribution Agreements. Because the City has a higher amount of indigenous need than pre-credited need, Perth Amboy is appropriate for these agreements.

### Reallocated Present Need

Reallocated present need is a share of the excess deteriorated units in a region transferred to all communities that are within the growth area except selected urban aid cities. Excess deficient units are allocated and redistributed to all of the other municipalities within a growth area in the region. Low- and moderate-income housing is distributed to each community using both economic and land use factors. The factors were selected as measures of both municipal responsibility and capacity. The factors used in apportioning reallocated present need include:

1. Equalized nonresidential valuation (commercial and industrial).
2. Undeveloped land.
3. Aggregate income difference.

Using the allocation formula, the City of Perth Amboy has a reallocated present need of 0 units. This is due to the fact that Perth Amboy has a greater local need for low- and moderate-income units than can be allocated by the State.

### Prospective Need

According to COAH, prospective need is a projection of low- and moderate-income housing needs based on development and growth that is reasonably likely to occur in a region or municipality. Prospective low- and moderate-income housing need is derived by projecting the population by age cohort from 1993 to 1999 and converting this to households. The following factors are used to distribute regional prospective need to each municipality:

1. Change in equalized nonresidential valuation from 1980 to 1990.
2. Undeveloped land.
3. Aggregate income difference.

Perth Amboy's 1993-1999 prospective need is less than the indigenous need.

### Prior Cycle Prospective Need (1987 - 1993)

Prior cycle prospective need addresses unmet needs from the prior cycle (1987 - 1993). The formula recalculates the prior cycle prospective need to reflect the best estimate of the growth in low- and moderate-income households that actually occurred in the period. The City of Perth Amboy has a prior cycle prospective need of 0 units.

### Modifications

1. Demolitions. The fair share formula identifies demolition as a factor that eliminates housing opportunities for low- and moderate-income households. Therefore, the number of demolitions is added to the total need number. The number of municipal demolitions that occurred during 1988, 1989 and 1990 are averaged and multiplied by six to obtain the projected 1993 to 1999 demolition estimate. Total demolitions are tallied by municipality and the share affecting low- and moderate-income housing is estimated by a multiple of the sub-regional low- and moderate-income housing deficiency percentage. In Perth Amboy, this represents 12 additional units added to the previously calculated total need.
2. Filtering. Filtering is a factor that reduces total need number, based upon the recognition that housing needs of low- and moderate-income households are partially met by sound housing units formerly occupied by higher income sectors of the housing market. That is, as

higher income households vacate certain units, they become available to households of lower income. Filtering is strongly correlated with the presence of multi-family housing units. Filtering is measured by using the American Housing survey over the 4-year period 1985 - 1989. In Perth Amboy, filtering reduces the total housing obligation by 186 units.

3. Residential Conversions. Residential conversion is the creation of dwelling units from already existing residential structures. Residential conversion causes a reduction in total municipal need because it provides housing for low- and moderate-income households. Residential conversion is positively correlated with the presence of two-to-four-family housing units. Converted units are measured using the 1980 and 1990 Housing Census. Conversions are calculated as the difference between the increase in total housing units and the housing units constructed less the demolitions over the period. There were 134 residential conversions calculated in Perth Amboy that would reduce the total affordable housing obligation of the City.
4. Spontaneous Rehabilitations. Spontaneous rehabilitation measures the private market's ability to rehabilitate deficient low- and moderate-income units to code standard. It causes a reduction to the indigenous municipal need. Spontaneous rehabilitation is positively correlated with income. In Perth Amboy, spontaneous rehabilitation is calculated to cause a net reduction of 0 units.

### Reductions

According to N.J.S.A. 5:93-3.5, a reduction is permitted for previously zoned sites for low- and moderate-income housing that remain undeveloped. The City has no affordable housing districts and is not eligible for reductions.



### Adjustments

COAH criteria and guidelines provide for municipal adjustments in the fair share number based upon available land capacity, public facilities and infrastructure. Adjustments may only be applied to reallocated present and prospective need. Specific vacant and developable parcels may be excluded as potential sites for low- and moderate-income housing based on the following: (1) historic and architecturally important sites; (2) agricultural land when development rights have been purchased or restricted by covenant; (3) lack of access and (4) environmentally sensitive lands. However, as Perth Amboy has a higher indigenous need than reallocated need and prospective need, adjustments do not affect Perth Amboy.

### RECOMMENDATIONS

No recommendations are required at this time. The City is dedicated to the housing needs of low- and moderate-income households. Most of the COAH standards that regulate allocated need have no bearing on the City of Perth Amboy due to the large amount of indigenous need. It is still necessary to present this data in order to assure that the City has developed a comprehensive plan for all of Perth Amboy's land use and planning needs.



## CIRCULATION PLAN ELEMENT

From the earliest colonial period to the modern era, communities have developed in locations where the prevailing mode of transportation provided local mobility, access to markets and links to other communities as well as regions. During the 18th century, towns and cities clustered along bodies of water served by ships, ferries and ports. In the 19th century, towns and cities evolved along rail lines served by stations, terminals and yards. During the 20th century, towns and cities grew in locations served by roads, highways and interchanges. In each case, transportation has played a central role in the development and well being of the community in question.

Perth Amboy is fortunate to be served by an extensive transportation system consisting of roads and highways, mass transit, bicycle/pedestrian facilities, and waterfront access with ferry service capability. The City's transportation system is a critical component of the City's economy and on-going revitalization efforts. Further improvements to the City's transportation system as recommended within this plan will enhance the redevelopment efforts along the waterfront and throughout the City.

### TRAFFIC AND CIRCULATION REVIEW

#### Regional Road Network

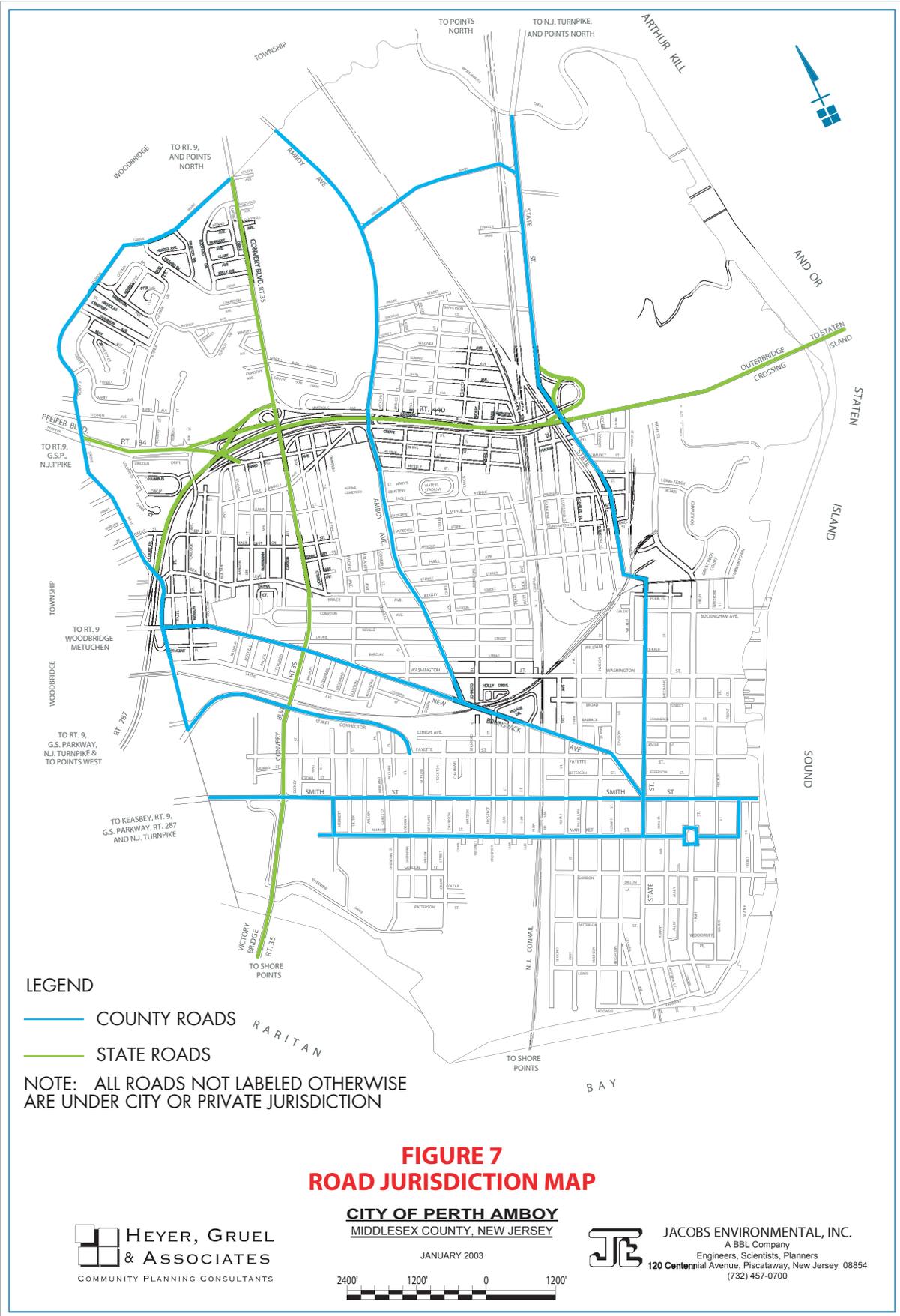
The City of Perth Amboy's road network provides access to and from major transportation corridors in the region. These corridors include Route 440 North with access to Staten Island via the Outerbridge Crossing, Route 440 South leading to Route 287 North, a fully constructed loop link surrounding the metropolitan and suburban districts of New Jersey and New York, nearby access to the New Jersey Turnpike and Garden State Parkway, Route 9 and Route 1.

The road network consists of local, county and state roads. The City maintains jurisdiction of the road system within the City limits unless the roadway is identified as being under the jurisdiction of the New Jersey Department of Transportation (DOT) or the County of Middlesex as described below and indicated on the Road Jurisdiction Map, Figure 7.

Streets and roadways are classified according to a hierarchy that identifies function by the amount and type of traffic expected and the type of access allowed. The various classifications and the functions of each type of street in Perth Amboy conform to the Uniform Functional Classification of Streets established by the U.S. Department of Transportation in conjunction with the New Jersey Department of Transportation and the Middlesex County Planning Board.

Freeways or Expressways are designed to handle regional travel and have no pedestrian access. Primary Arterials, while allowing pedestrian access, are designed primarily to handle the main automobile traffic of the municipality. These roads typically contain less direct access to specific land uses, as frequent curb cuts restrict the flow of traffic and clog these important arteries. Minor Arterials handle a larger share of access to local uses, and are more pedestrian-friendly. Collectors provide access between local destinations





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and larger arterials. These streets tend to be very pedestrian-oriented, with lower speed limits and more curb cuts. Local streets receive less traffic than other roadway classes, and are usually safe for pedestrians. These streets provide direct access to specific land uses, but rarely connect to Arterials and never to Freeways.

### New Jersey Department of Transportation

#### Route 440

Route 440 is an expressway in an urban area. The highway runs in an east-west direction and is located in the north central portion of Perth Amboy. As a six-lane limited access highway it provides three lanes of traffic in each direction. Route 440 experiences heavy traffic because it provides access between New Jersey and Staten Island across the Arthur Kill via the Outerbridge Crossing. Perth Amboy contains three areas of access to Route 440 at its intersections with Route 35 (Convery Boulevard), Amboy Avenue and State Street. Route 440 does not have sufficient capacity to efficiently handle the amount of traffic that it experiences during peak hours and, therefore, traffic tends to back up on the roads that access it.

#### Route 35

Route 35, also called Convery Boulevard, is classified as a principal arterial. It handles major north-south highway movement in Perth Amboy with two lanes of traffic in each direction. Route 35 experiences peak hour overcrowding because it crosses the Raritan River by means of the Victory Bridge and provides access to Route 440.

#### Route 184

Route 184, also called Pfeiffer Boulevard, is classified as a principal arterial providing access to arterial roads as well as local areas. It consists of four lanes, two in each direction, and again provides access to Route 440. No on-street parking is allowed.

### Middlesex County

#### Route 655

Route 655, also called Florida Grove Road, is classified as a collector. It serves the Western portion of Perth Amboy as the major route for north-south travel. Travel lanes vary from two to four. Florida Grove Road is particularly significant because it forms the western municipal boundary line between the City of Perth Amboy and the Township of Woodbridge. Route 655 also provides access to Route 440. No on-street parking is allowed.

#### Route 653

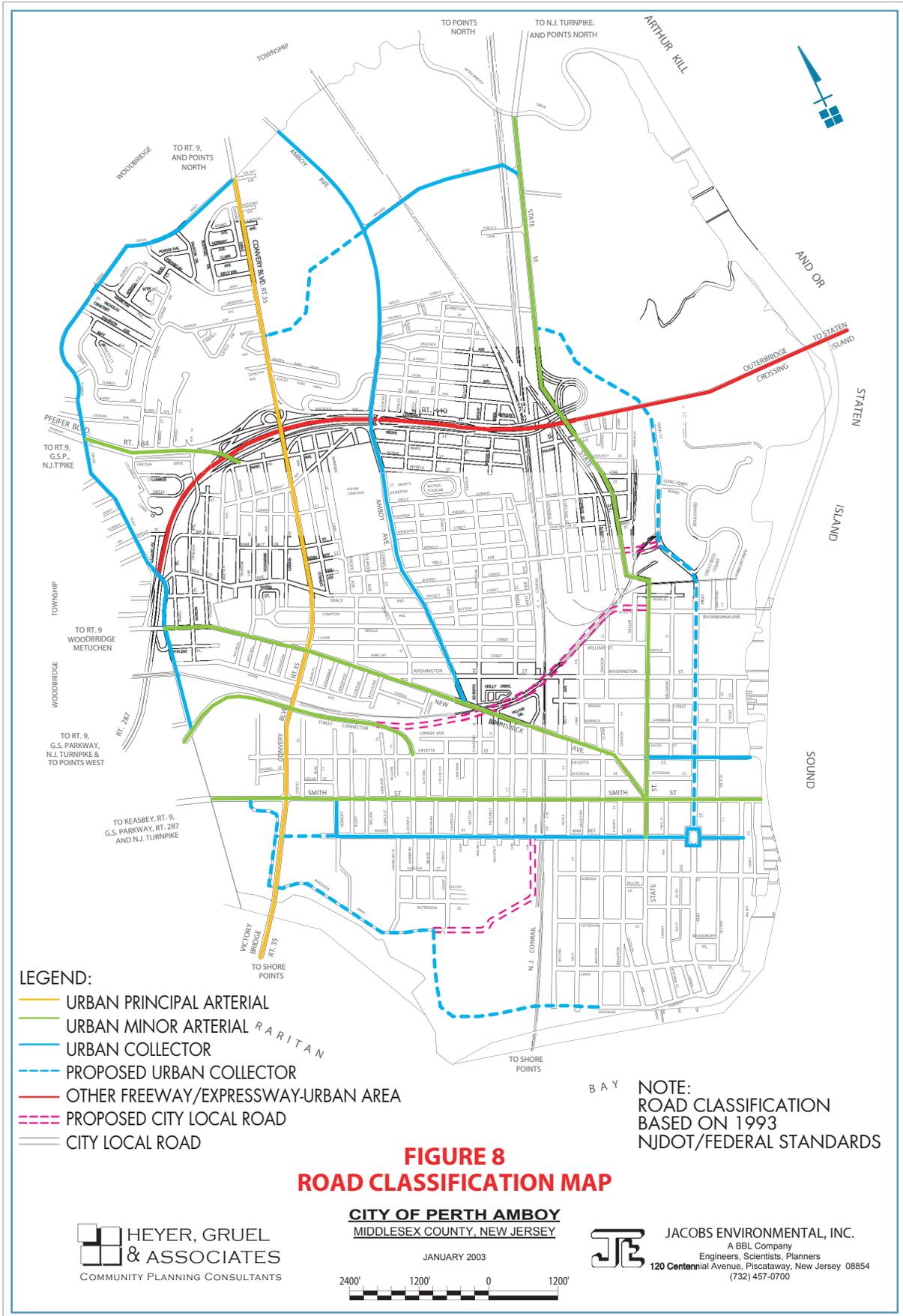
Route 653, also called Amboy Avenue, is classified as a collector providing access to arterial roads as well as local areas. Amboy Avenue serves the central portion of Perth Amboy as the major form of north-south travel. Route 653 also provides access to Route 440. On-street parking is allowed between New Brunswick Avenue and Inslee Street. It is not allowed between Convery Boulevard and Inslee Street.

#### Route 654

Route 654, also known as Maurer Road, is a collector, which connects 653 with 611. Maurer Road has a significant impediment to serving the City's future needs in that the stone arch railroad bridge which allows Maurer Road to pass under the New Jersey Transit North Coast Rail Line, is limited in height and width, allowing only one direction of traffic to pass and is not serviceable for trucks.

#### Route 611

Route 611, also known as State Street, is classified as a minor arterial for the eastern portion of the City and provides north-south travel. The jurisdiction of the County for this route ends at Market Street, with the southern end being under City jurisdiction. This road provides four lanes, two in each direction, with on-street parking allowed south of the Outerbridge



Crossing, allowing two travel lanes. The northern section serves Perth Amboy's northeastern industrial businesses, and provides access to the Sewaren section of Woodbridge. To the south of the Outerbridge Crossing, State Street serves as a collector for residential communities. State Street provides direct access to Route 440 South (west), with a U-turn available at Amboy Avenue onto Route 440 North (east) into Staten Island.

#### *Route 616*

Route 616, also known as New Brunswick Avenue, is classified as a minor arterial running east-west serving central portions of the City. County jurisdiction along this route also includes a section of Fayette Street from Front Street to New Brunswick Avenue and a section of Front Street from Fayette Street to Gordon Street. This road provides 4 lanes, two in each direction. East of the intersection with Convery Boulevard, parking is allowed on both sides, allowing two travel lanes. To the west, parking is partially restricted up to the City limit at Florida Grove Road. Beyond the City limit in Woodbridge, this road provides access to Route 440, Route 9 and the Garden State Parkway.

#### *Route 624*

Route 624, also known as the Smith Street Connector, is classified as a minor arterial and provides a four-lane (two travel lanes each way, with shoulders) bypass of the Smith Street intersection with Convery Boulevard, which can get congested during peak hours. It terminates at the intersection with Fayette Street and Goodwin Street, after passing under Convery Boulevard. This road has the potential of providing major east-west arterial service to the waterfront district (State Street and High Street extension) assuming its extension along the alignment of the existing railroad is made available. County jurisdiction of this roadway is from Fayette Street to the Convery Boulevard overpass.

#### *Route 656*

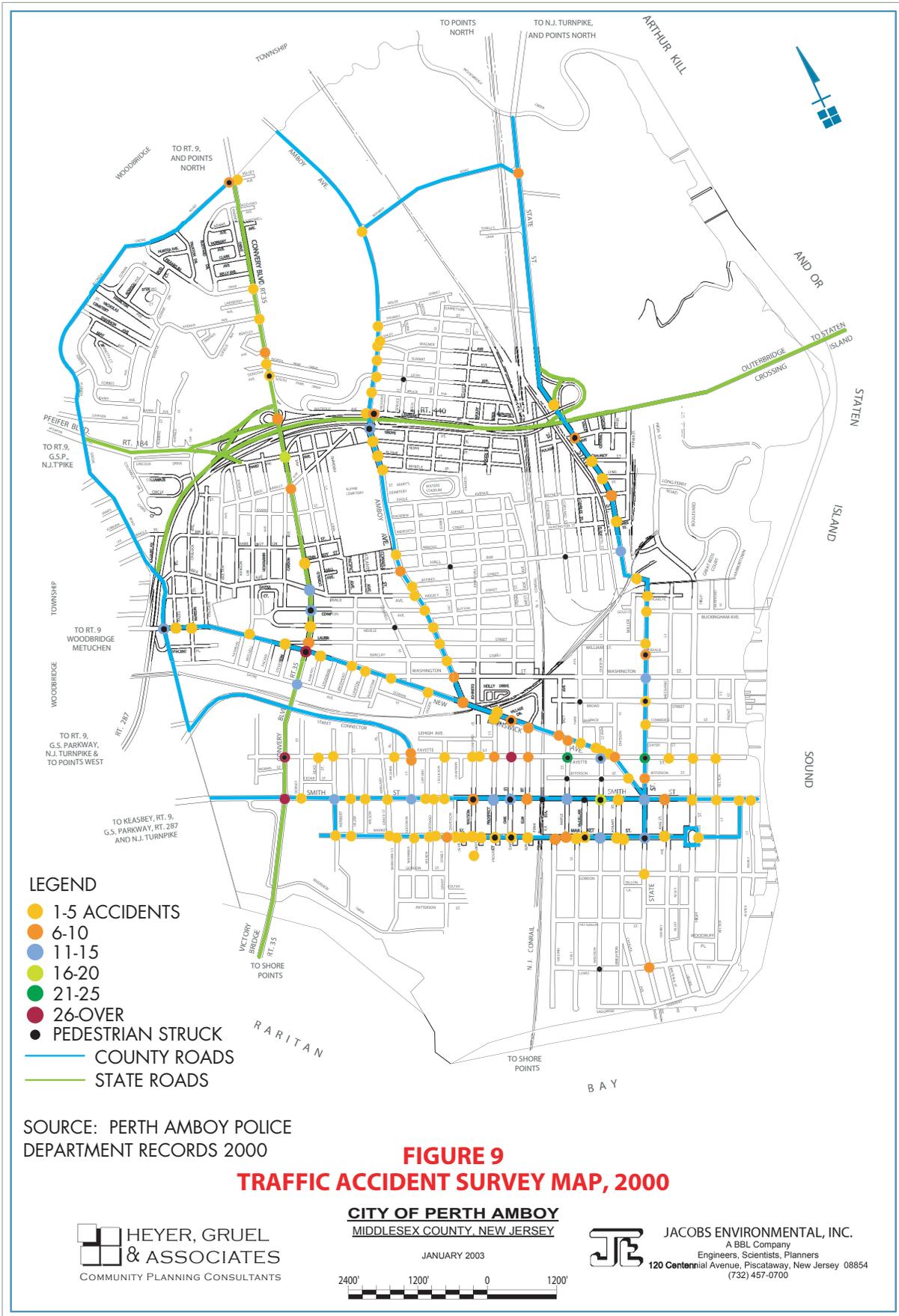
Route 656, also known as Smith Street, is classified as a minor arterial and is a primary east-west access road into the City, as well as the main roadway into the Central Business District, serving many business throughout its length. The roadway provides four lanes (two each direction), with parking on both sides for its full length, allowing two travel lanes. The road is signalized at many of its intersections, particularly in the Central Business District area.

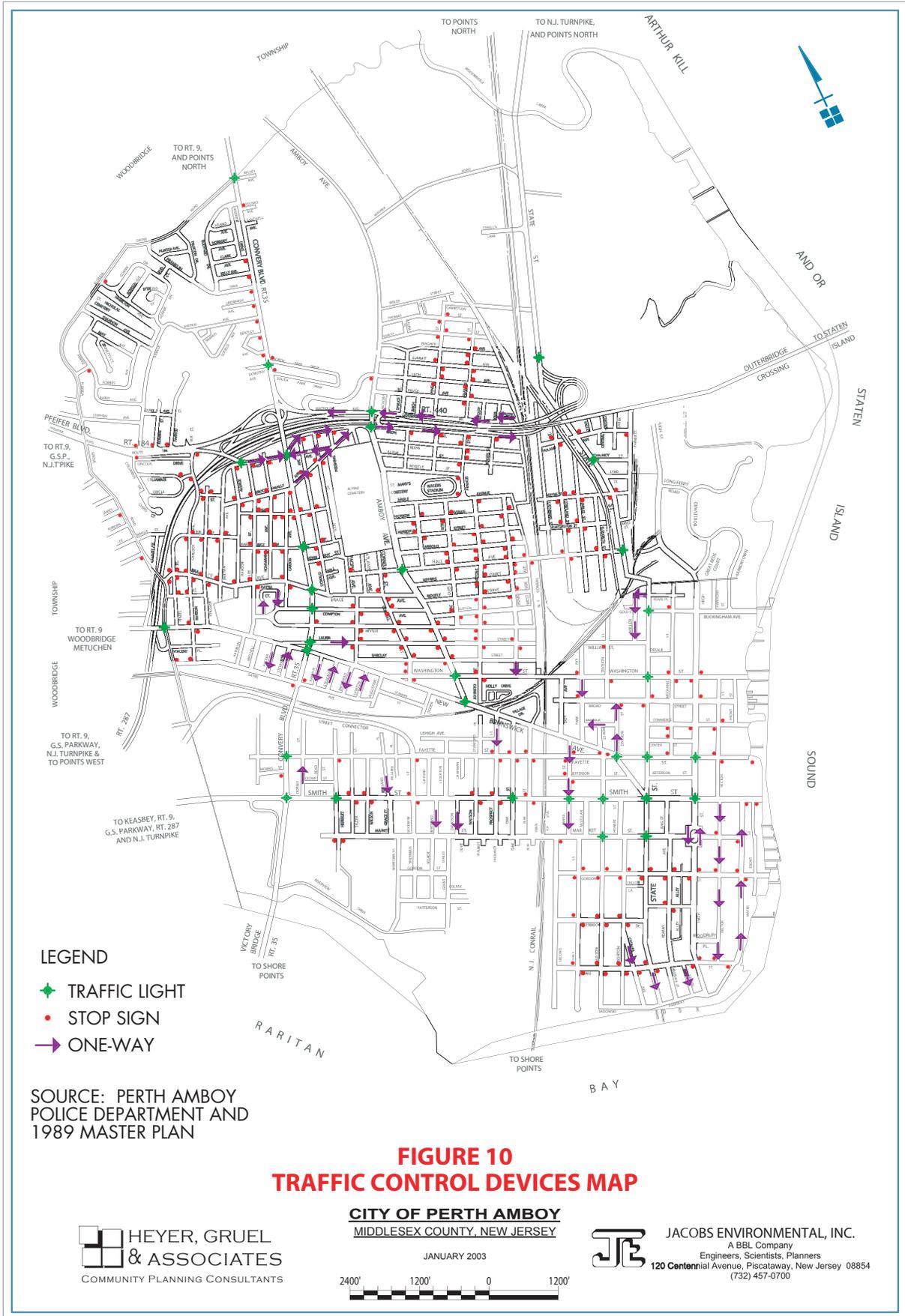
#### *Route 658*

Route 658, also known primarily as Market Street, is classified as a collector providing access to the Central Business District and the waterfront. This county route also includes a section of Herbert Street from Smith Street to Market Street. It has significantly fewer traffic signals than Smith Street, and offers a less congested means of travel to the waterfront. The roadway provides four lanes (two each direction), with parking on both sides for its full length, allowing two travel lanes. Market Street extends to the waterfront above Bay View Park, after passing through Market Square. This brings the road through both of the notable parks in the heart of the historic district of the City.

#### **Local Road Network**

Perth Amboy's geography, surrounded on two sides by water (Arthur Kill to the east and Raritan Bay/River to the south), has helped shape the local road network. The network was designed in a grid configuration with the main vehicular circulation routes running in an east-west direction. Several of these, such as Smith Street, Fayette Street, Hall Street and Market Street feed into the regional highway network. Many north-south roads are local in nature and provide access to residential areas of the City, with the exception of collector roads such as Florida Grove Road, State Street and High Street. Most roadways within the City are two-way roads, providing significant flex-





ibility in negotiating around the City. Only a few roads are one-way, and are arranged this way due to limited width (for example, a two-lane road with one lane for parking) or to enhance traffic flow in a specific area. The Traffic Control Devices map, Figure 10, provides an identification of roads that are one-way.

Perth Amboy's local street grid is bisected by the New Jersey Transit's North Jersey Coast Line right-of-way which creates limited access between the east and west portions of the City. Principal east-west corridors travel over or under the railroad, providing generally adequate east-west navigation with little bottleneaking.

#### Traffic Accidents and Traffic Control Improvements

An analysis of traffic accidents that occurred within the City is presented in the Traffic Accidents Survey Map of 2000. A review of the location and frequency of accidents compared to the 1988 traffic accidents survey was performed to evaluate the changes in the accident patterns within the City. This review indicated that there have been very minor changes in the location or frequency of vehicle accidents within the City (2,765 total accidents in 1988, compared with 2,665 total accidents in 2000). Considering the probable increase in traffic associated with the increase in population between 1990 (41,976) and 2000 (47,303), the effective reduction in per capita accidents is a positive sign that traffic control has been effective in providing for safe driving. However, pedestrian accidents, a portion of the total accidents, increased significantly (89 pedestrians struck in 1988, 125 struck in 2000). This indicates a possible need to improve pedestrian awareness to safe crossing guidelines, posting of signs for motorists/pedestrians, or establishing and enforcing a no jaywalking policy.

Traffic control improvements since 1988 include the signalization of Route 35 at Dorothy Avenue (1989), and signalization at Smith Street and Herbert Street

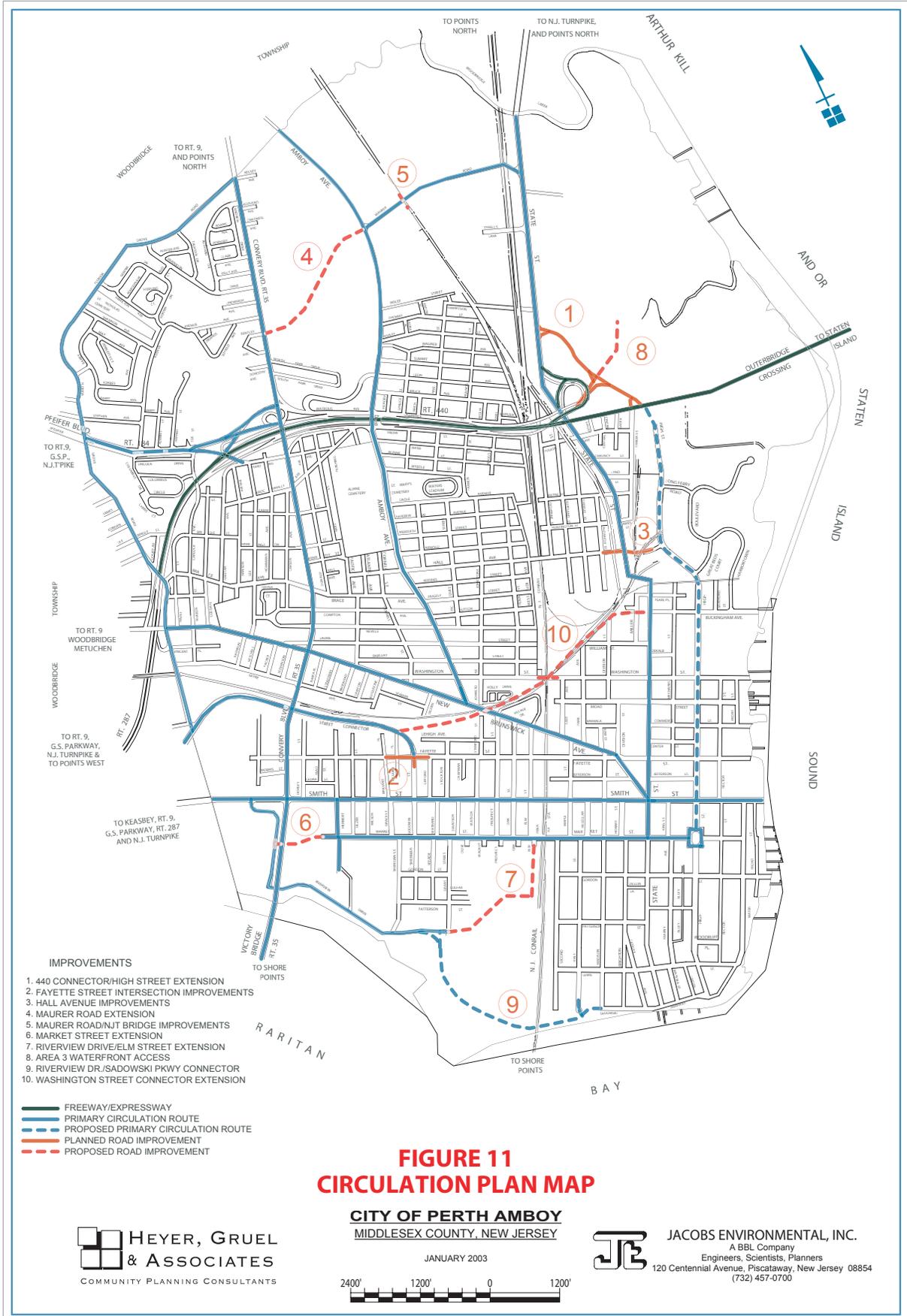
(1999) Herbert Street is used primary as a truck route from the new Riverview Drive, also known as Industrial Road, to Smith Street. In addition, numerous stop signs have been installed within the City to control traffic and clearly indicate right-of-way. A complete picture of traffic control devices is presented in the Traffic Control Devices map, Figure 10. With the proposed redevelopment initiatives, additional signalization and traffic control measures will be implemented as they become warranted. Traffic Control improvements should include the installation of stop signs at all side streets to the primary east-west and north-south collector roads.

Signalization of the following intersections are recommended, where warrants can be obtained:

- *Smith Street and Riverview Drive* - This will provide controlled access from Riverview Drive to make a left turn onto Smith Street, to access the regional highways. Currently, very few trucks utilize this bypass route due to inability to make this turn, and instead use Herbert and Smith Street. In addition, if Market Street is extended below the new Victory Bridge, additional options for east-west circulation that bypass the Smith Street and Route 35 intersection will be made available.
- *Smith Street and Goodwin Street* - This will provide access to Smith Street for traffic using the Smith Street connector, and traveling south through the planned signalized intersection at Smith Street connector and Fayette Street.

#### New Roadways

Since 1993, there have been two primary City sponsored additions to the street grid within the City. These include the extension of Pulaski Avenue from State Street to Cortlandt Street, and the construction of





Riverview Drive, which provides an industrial bypass roadway to the south of residential communities along Market Street. Additionally, the private development of Harborside on the eastern waterfront has revitalized a significant fallow industrial tract and added a network of roadways in the waterfront area.

### Parking

Parking is an issue impacting circulation patterns in Perth Amboy. The local road network is adversely impacted at times by the lack of municipal parking areas. In line with the City's efforts to ensure that developing parking needs do not overburden the evolving circulation system, municipal initiatives should focus on methods of increasing available parking within the City's street grid. Examples of areas to be reviewed include:

- Evaluation of existing City property, vacant land, or underutilized land for the construction of additional public parking facilities in areas with limited parking.
- Expansion and advertising of the loop track less trolley system connecting residential areas to the Central Business District, rail station and other activity centers in order to provide an alternative to driving and preserve availability of existing on-street and off-street parking.
- Evaluation of the feasibility of converting, where appropriate, municipal surface parking lots in the Central Business District to multi-level structured parking decks as a means of increasing the CBD's

ability to accommodate shoppers, workers, visitors and anticipated redevelopment.

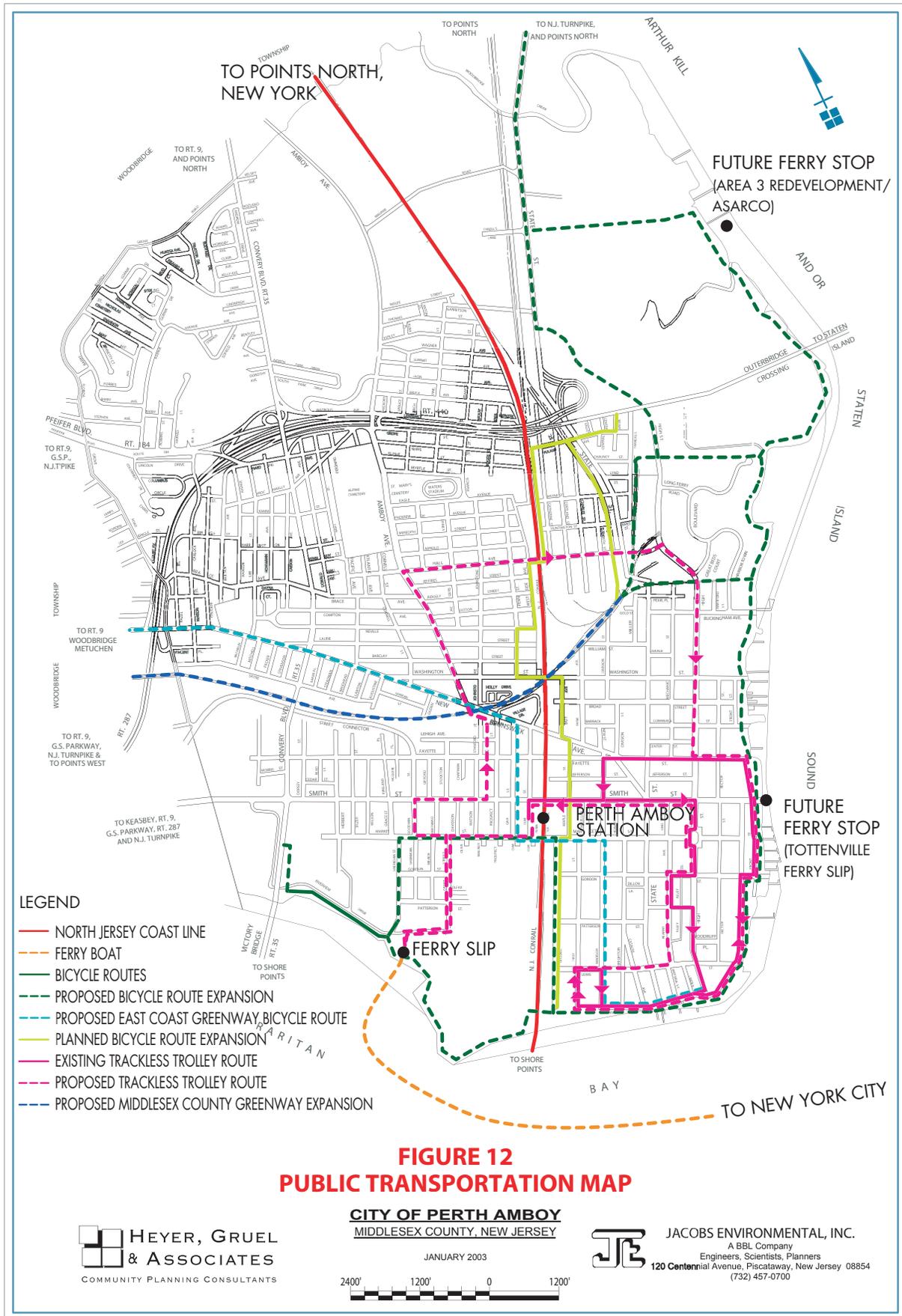
- Evaluation of the lands adjacent to the waterfront for possible use as parking lots for nearby recreational areas.
- Evaluate and formulate other options for providing essential parking services in both the Central Business District and the waterfront areas.

### MASS TRANSIT

#### Passenger Train Service

New Jersey Transit (NJT) operates train service along the North Jersey Coast Line route that provides daily commuter rail service from the Perth Amboy train station to New York City. The location of the train station and the alignment of the rail facility as it runs through Perth Amboy are depicted on the Public Transportation Map, Figure 12. The North Jersey Coast Line runs north to New York City and south to Bay Head, New Jersey, serving all of the shore communities in its path to the south, and local communities to the north. Recent upgrading of the Perth Amboy train station and parking facility improvements have made the use of passenger trains more appealing. Additional access to the train station is provided through a trackless trolley vehicle operated by the Cathedral Development Corporation. Additional information on rail service is available at [www.njtransit.com](http://www.njtransit.com).





A recent analysis of the train parking lot indicates that it is generally used to capacity, indicating the possible need to increase parking through the use of adjacent properties, particularly to the south, where existing vacant land exists. As the parking facility provides free parking to residents and non-residents, there is some concern over the adequacy of the facility to meet the needs of the local residents seeking to use the train. In this light, it may be beneficial to establish additional parking facilities for the sole use of local residents, or provide a portion of the existing spaces for the use of City residents through a permit program.

**Bus Service**

Perth Amboy is served by a number of transit loops that are operated by New Jersey Transit. These provide bus service to the local communities surrounding Perth Amboy, to shore communities, and New York City. Currently ridership levels on these bus lines are sufficient to support current levels of service. Through NJT’s bus service planning department, routes and ridership are evaluated on an on-going basis to identify any needed to increase or decrease in service to particular areas.

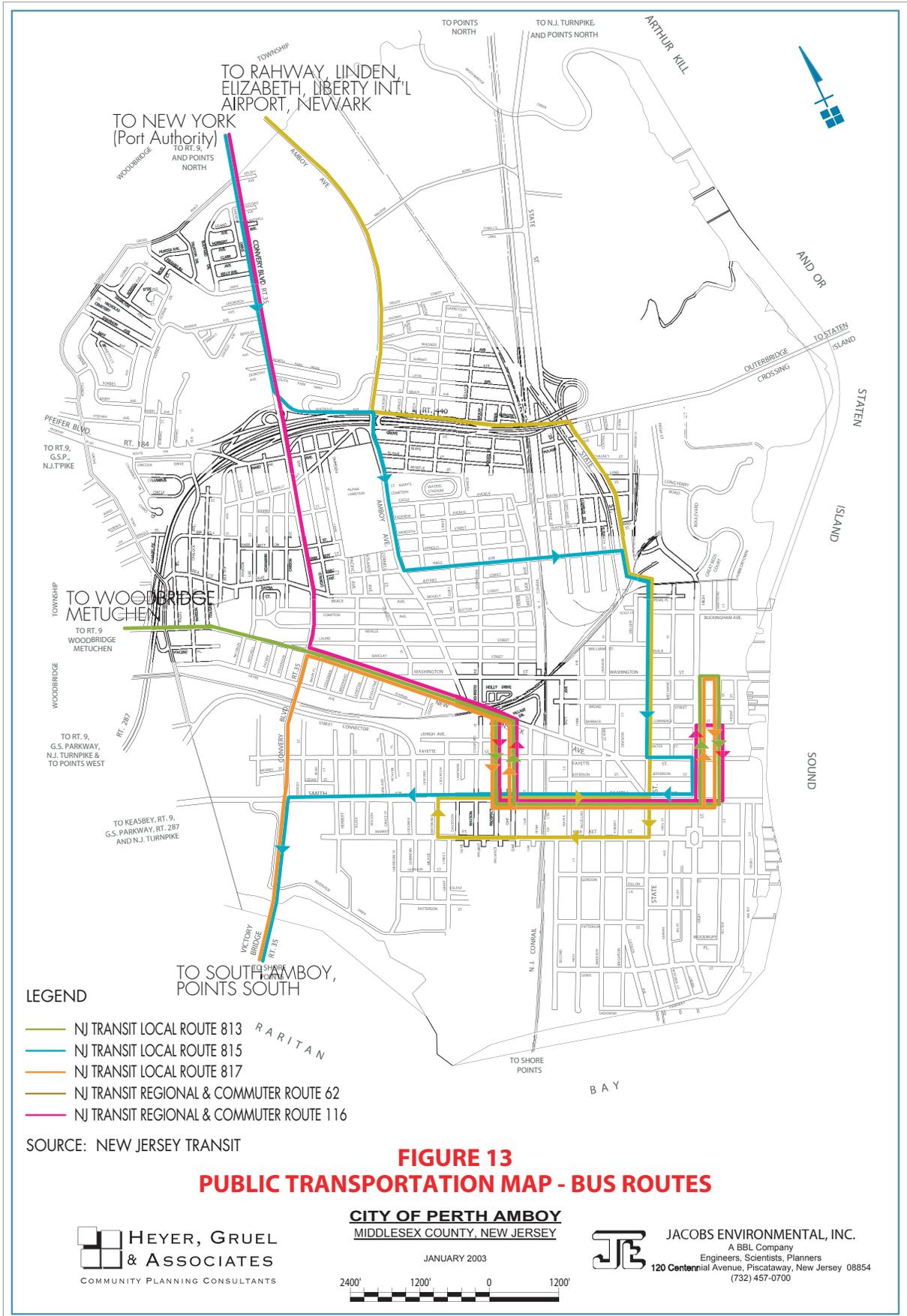
The five service routes that serve Perth Amboy are identified in Table C-1. Typically, hourly service is provided on many of the routes, with peak service of a bus every 10 minutes for the 116 line. These routes are established by NJT based on the needs of the community and businesses that they serve. The service routes can be observed on the Public Transportation Map – Bus Routes Map, Figure 13. With the assistance of NJT, Perth Amboy has developed a network of 108 bus stops within the City to serve the residents of the community. As development within the various redevelopment areas progresses, it is recommended that the City work with the developers and NJT to establish additional bus stops to serve the new residential and mixed use communities along the waterfront, as well as new commercial and light industrial operations in various sections of the City.

Perth Amboy currently serves as a recovery area for a number of bus service lines that originate and serve the City. This means that buses waylay for short period of times within the City prior to beginning a new service loop in accordance with the NJT’s schedule. The location of the current recovery area is within the Area 2 redevelopment zone along the City’s waterfront area.

**Table C-1  
Bus Service, 2003  
City of Perth Amboy**

<b>LINE</b>	<b>OPERATOR</b>	<b>DESTINATION</b>
62	NJ Transit	Local north to Newark
116	NJ Transit	Express to New York City
813 (old M13)	NJ Transit - contract operator	Local to Metuchen, Raritan Center and Middlesex County College
815 (old M15)	NJ Transit - contract operator	Local to New Brunswick, South Amboy, Sayreville, Woodbridge Center/Mall
817 (old M17)	NJ Transit - contract operator	Route 35 shore route to Campbell’s Junction (Middletown)

Source: NJ Transit



As redevelopment in this area progresses, it is in the interest of the City to consider the needs of NJT in continuing to provide for and allow this recovery area. This will ensure that schedules and service in the City are prompt and on time, particularly for service routes that originate within the City.

Additional information on bus service is available at [www.njtransit.com](http://www.njtransit.com).

### Trackless Trolley Service

The Cathedral Development Corporation currently operates a trackless trolley service for the residents of the community between the train station, waterfront and downtown area. The current service route is indicated on the Public Transportation Map, Figure 12. This service will become more essential as additional waterfront redevelopment takes place. In order to further develop the utilization of the trackless trolley, it is recommended that additional advertising, establishment of set trolley stops, and posting of stop location signs be considered. This effort will increase usage of the trolley, reduce traffic congestion, and ease parking demands in the CBD. A public outreach program could also identify areas where expansion of the service is warranted. Expanded service to the ferry terminal and through the waterfront projects including Landings at Harborside and Harbortown, as well as service to waterfront venues should be considered.

### Ferry Service

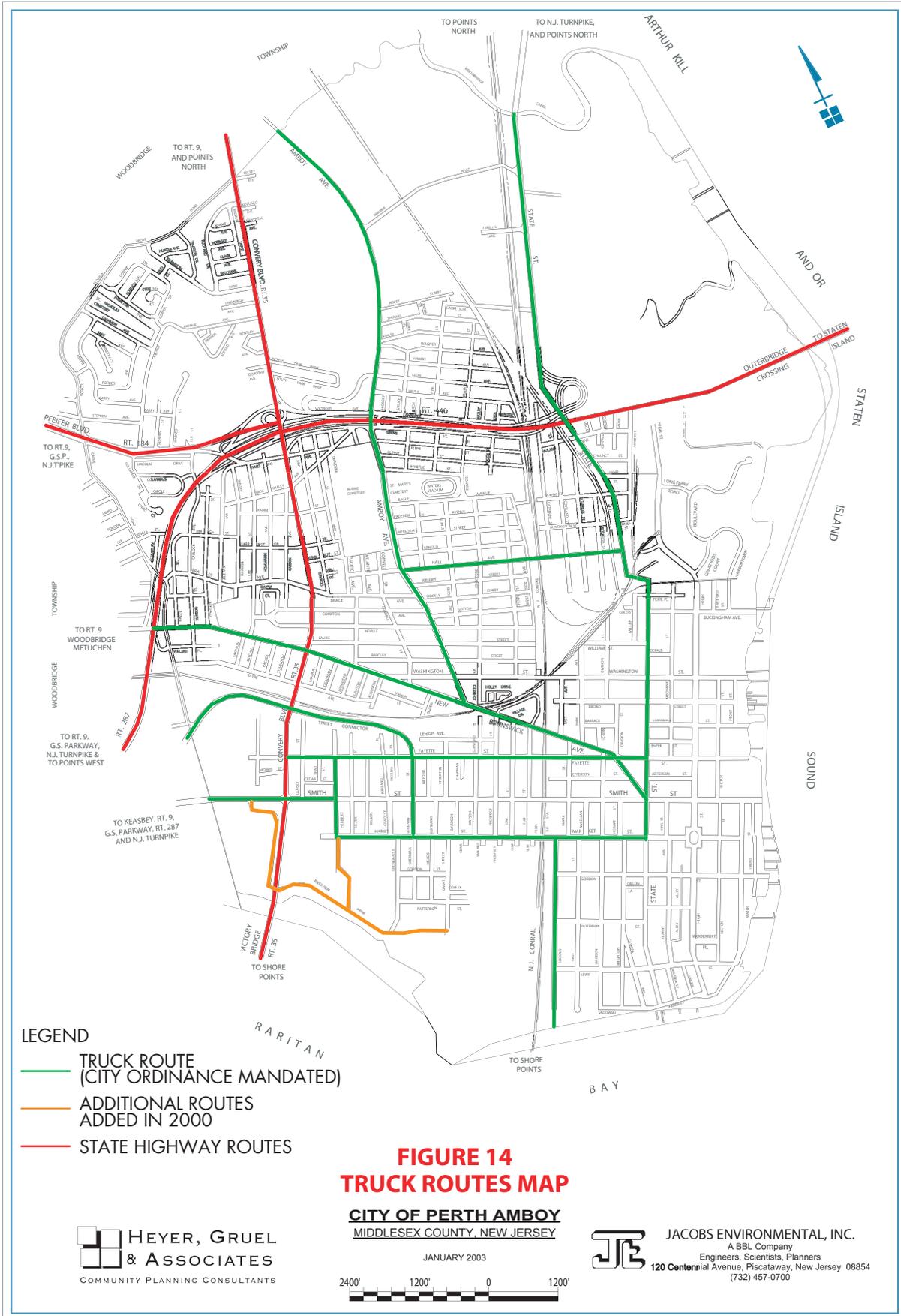
Ferry service has experienced a renaissance in the metropolitan region during the past decade. New routes linking New Jersey to New York City have been initiated, attracting significant ridership. Since the September 11, 2001 attack on the World Trade Center, increased interest in alternative means of transit to New York City, including ferry service, have been endorsed by both the state and federal governments. Perth Amboy is a good candidate for ferry

service by virtue of its waterfront access, proximity to lower Manhattan employment destinations, and the amount of commuters in and near Perth Amboy who work in New York City. Ferry service is under contract to be provided through Lighthouse Fast Ferry under an agreement with the Perth Amboy Redevelopment Agency. A ferry terminal is planned for a site in Redevelopment Area 1 along the City's southern waterfront adjacent to the new Riverview Drive. Consideration should be given to establish a stop at the restored Tottenville Ferry Slip, existing Naval Reserve Station or at the Tri-State Dock, to provide walk-up service for residents of Landings at Harborside, and the Area 3 waterfront redevelopment area.

### FREIGHT AND GOODS MOVEMENT

Perth Amboy had at one time an intermodal network of freight and goods movement consistent with its history as an industrial center. This network provided connections to destinations throughout the region, and elsewhere in the U.S. It consisted of highways, freight rail and a port area, primarily in the northeastern portion of the City. With the decline of industry along the waterfront, the usefulness of rail freight facilities diminished. Currently abandoned rail lines exist throughout Perth Amboy, particularly in the northeast area. Our Perth Amboy today takes advantage of its highway network to provide for freight and goods movement in and out of the City. Perth Amboy's advantage for freight and goods movement arises from its location and access to the major highway network that provides service to the larger metropolitan area and the country. This makes it an attractive location for commercial, warehouse, distribution, and light industrial uses.

The major issue as it relates to development of these uses is the protection of residential neighborhoods from the impact of trucks. In this light, it is to the advantage of the City to separate these uses and provide



streamlined access to major roadways while avoiding residential communities. For guidance, the Truck Routes Map, Figure 14, is included herein. Development of any use that is trucking dependant should be limited to areas with direct access to approved truck routes, and without requiring any pass through of residential areas, which line a number of the otherwise county routes identified within the City.

### Highways

Perth Amboy has access to a number of regional highways that are designated truck routes to accommodate freight and goods movement. They are identified on the Truck Routes Map, Figure 14, and include Route 440, Route 35, Route 184, and the County road network within the City. Truck Routes within the City then provide access to the New Jersey Turnpike, Route 287, Route 9, and Route 1. These roadways provide connections to destinations throughout the State, New York City as well as the national highway network.

Perth Amboy's freight rail system, operated by CSX or its affiliates, has been in a state of decline for decades. The remnants of the age of rail in the City can be found primarily along the eastern waterfront, where large tracts of industrial uses once flourished, and were dependant on rail service. A resurgence of the need for freight rail service in Perth Amboy is not anticipated with the current or proposed redevelopment initiatives envisioned for the City. Portions of the City along the eastern waterfront in Redevelopment Area 3 and in Redevelopment Area 1 adjacent to the rail lines may be or are afforded freight rail service. It should also be noted that Perth Amboy is moving away from heavy industrial uses in its land use plan, making the need for freight rail service less important.

### Port

Perth Amboy has two active commercial dock areas, the Kinder Morgan Terminal, and the Chevron Facility,

both located within the northeast section of the City along the Arthur Kill. At the Asarco site, a state emergency management vessel utilizes the pier as its berthing area. Tri-State Marine, located within Redevelopment Area 2 along the eastern waterfront, operates a dry dock facility. The Cornucopia Princess also docks along the old Naval Reserve Site in this same general area, immediately south of the dry dock area. With the advent of the Landings at Harborside, the dry dock facility and the berthing of the Cornucopia Princess will be addressed in a relocation plan. A majority of the waterfront areas not currently developed for public access and use within the City are in redevelopment zones, and are planned or proposed to be opened for public use and enjoyment.

### BICYCLE AND PEDESTRIAN CIRCULATION

The entire City is generally pedestrian friendly, with sidewalks in existence along many of the local, county and state routes. Improvement to the streetscapes, including improvement of sidewalks, is currently taking place along a number of the City's commercial district roadways through the use of UEZ funds. This is providing the City with new and inviting pedestrian areas for the benefit and use of the community. This plan should be continued in accordance with UEZ plans.

As part of the waterfront renewal projects, waterfront access and pedestrian paths are being established to promote pedestrianism within the community and to offer the residents opportunities to enjoy Perth Amboy's natural beauty. A long-term goal will be to extend the waterfront pathways from Route 35 along the Raritan River completely around the city waterfront perimeter to the Woodbridge border. This would protect and enhance the value of the waterfront areas as a recreational and community resource for future generations. This goal can be achieved through the use of development guidelines which will require that public access to the waterfront be an



element of any waterfront redevelopment project.

Currently, the use of the existing waterfront esplanade, which extends from Second Street to the Tottenville Ferry, provides a route for pedestrians. The roadways that parallel the esplanade provide a route upon which bicyclists can enjoy the beauty of the waterfront. As the waterfront commands more traffic from redevelopment initiatives, these otherwise generally quiet roadways are expected to take on a much more functional use, and may not be able to co-exist with bicycle traffic without creating safety issues. It is therefore recommended that the City evaluate the following alternatives: (1) The establishment of a bicycle route alongside of the existing esplanade, possibly constructed of embossed asphalt or concrete, labeled for bicycle use, providing bicyclists equal access directly to the waterfront area; or (2) The establishment of a bicycle route along the roadways which parallel the esplanade that would be marked and striped or otherwise signed for bicycle use.

#### **Middlesex County Greenway and East Coast Greenways**

Bicycling as a form of recreation and sport is an expanding field. Numerous coordinated initiatives to develop bicycle trails traversing the State and beyond are taking shape. Among these, are the Middlesex County Greenway, a “Rails to Trails”

initiative currently being planned in Woodbridge and terminating at the Perth Amboy boundary, and the East Coast Greenway, a Maine to Florida initiative with a proposed route through Perth Amboy. Both of these offer opportunities to expand the bicycling routes within the City. The Middlesex County Greenway is a proposed conversion of the old Lehigh Valley Rail Line that served the industrial portions of the Perth Amboy waterfront. The extension of the Rails-to-Trails project through Perth Amboy will provide an excellent opportunity for bicycle access to the waterfront and to nearby parks within the City, and would provide a linkage to other bike routes. These routes are presented, along with other existing planned or proposed bike routes, on the Public Transportation Map, Figure 12, and on Recreation Facilities and Open Space Map, Figure 17.

It is also recommended that the City provide access to the waterfront through the establishment of bicycle routes (including signage) to link bike routes to the waterfront from other sections of the City and from Woodbridge. In addition, development of routes for public park access should be encouraged. To this end, the City has a planned bicycle route, which has received funding for a portion of its length from Hall Avenue to Pulaski Avenue, along an old rail line. The overall route proposed extends from Second Street at the end of the current waterfront esplanade, past the train station, winding through the City to its termination at Rudyk Park. Access to the new Victory Bridge from the trail end should be provided on the eastern side of the bridge. Coordination with the county, state and regional Bicycle Plans for providing bicycle routes, is strongly recommended. This is one way for the City to become a destination for the recreational and sporting bicycling public. In addition, the State has endorsed a plan to provide for 2,000 miles of bike trails by the year 2010, making the commitment to provide funding for the East Coast Greenway through New Jersey a likely reality.



New Jersey Coastal Heritage Trail

Perth Amboy is also the origination of the New Jersey Coastal Heritage Trail. The trail winds from Perth Amboy south along New Jersey’s coastline around Cape May and north again towards Philadelphia. The State Department of Environmental Protection organizes and maintains the trail. This trail should be capitalized upon in all pedestrian and bicycle plans.

CITY GATEWAYS

Perth Amboy, because of its location, has a limited number of transportation connections to adjacent municipalities and the region. There are, however, several gateway locations where various regional and local roads enter the City from the north, west and south. Gateways are entrance points into a municipality that function as the “front door” to a community.

As shown in Table C-2, Perth Amboy has nine significant gateways into the City. Thousands of travelers, many of them non-residents, pass through these gateways each day. The gateways have the potential to enhance the image of the City and help it develop a unique identity.

There are numerous methods to enhance gateway locations including attractive and informative way-finding and signage, landscaping and streetscape improvements and the promotion of desirable land uses. In all cases, an attractive welcome sign is recommended, if not already in place. Where signage exists, it should be placed in a location that affords high visibility surrounded by green space, if possible. A combination of signage, landscaping with shrubs and

Table C-2 Gateway Locations City of Perth Amboy

Table with 2 columns: GATEWAY and LOCATION. Rows include Northwest Gateway (1), Northeast Gateway (1), West Gateways (3), Central Gateways (3), and South Gateway (1).

They have the potential to help a municipality create a unique identity and convey an image as an attractive place to live, work and visit. They can also facilitate circulation by clearly delineating the routes to major destinations in the City.

flowers, and maintenance from the local garden club would be ideal. A combination of these methods is recommended for the majority of these gateway locations, as indicated below.



### Northwest Gateway

The northwest gateway is located where Convery Boulevard enters Perth Amboy from Woodbridge. Since this area contains established land uses, a combination of signage, streetscape improvements and landscaping is recommended.

### Northeast Gateway

Since this area is primarily devoted to established industrial uses, a combination of signage, landscaping and streetscape improvements are recommended. The redevelopment of underutilized and unattractive uses, combined with code enforcement where appropriate, is also recommended.

### West Gateways

The western gateway from Fords along New Brunswick Avenue at the intersection with Florida Grove Road provides a location at a signalized intersection where way-finding signage and landscaping is recommended. The western gateway from Keasbey along Smith Street and the Smith Street Connector provides opportunities to provide signage and landscaping.

### Central Gateways

The central gateways include the three exits off Route 440 into the City's Central Business District. A combination of wayfinding and signage, landscaping and streetscape improvements are recommended where they can be incorporated into receiving street intersection design without affecting function.

Discussions with NJDOT for placement of appropriate signage at the beginning of the exit ramps to direct traffic to the waterfront, recreational venues, or historic areas is recommended.

### South Gateway

The south gateway is and will be a prominent entrance into the City. With a proposed elevated bridge replacing the existing grade level bridge, this vantage point and entrance will command the visitor's attention as they arrive on the north side of the Raritan in Perth Amboy. The entire eastern view will overlook a significant portion of Redevelopment Area 1. A combination of wayfinding and signage, landscaping and streetscape improvements are recommended for this location. This should be a requirement of any redevelopment in this area. Incorporation of welcome signage onto the communications tower overlooking the bridge is recommended.

Priority should be given to upgrading the South and Northwest gateways first since they have high visibility and high levels of traffic.

### RECOMMENDATIONS

Current planning and construction initiatives for the improvement of the City's circulation system include the extension of High Street through Harborside with a proposed interchange with High Street and Route 440, consisting of a modification of the existing access ramps from State Street. This improvement will benefit all the eastern waterfront developments by providing a four lane (two lanes each way) of north-south access from Market Street to State Street north of the Outerbridge Crossing. This connection should ease east-west travel routes through the City as the waterfront communities develop. In addition, the planned extension of Hall Street from State Street to High Street in Harbortown (across a railroad right-of-way) will provide an additional east-west route from

the Waterfront area across the City, relieving traffic congestion originating in Harbortown until the High Street Extension is completed. Other planned improvements include the upgrade of the intersection of Fayette Street/Goodwin Street with the State Street Connector to provide improved traffic flow and sight distances.

Perth Amboy's circulation system is a significant asset that gives the City a competitive advantage over other municipalities in an effort to attract employment, investment and economic development. There is a need for improvements, however, to integrate the various modes of transportation, preserve and upgrade existing infrastructure and increase the speed, efficiency, and safety of the system. The following objectives are recommended for general circulation improvements:

- Reinforce gateway locations to provide visually attractive entrances to the City, enhance the image and identity of the City and facilitate circulation. Recommended improvements include wayfinding and signage, landscaping, streetscape improvements and the promotion of desirable land uses.
- Prepare for and capitalize on the commencement of service of the Fast Ferry. The use of this new mode of transportation should be encouraged to improve local circulation and reduce traffic congestion. Ferry service would increase the mass transit options available to City residents and capitalize on the City's extensive waterfront access. Consider the expansion and addition of ferry stops as demand grows, at locations as indicated on the Public Transportation Map, Figure 12. Stops at Tottenville Ferry or Adjacent Naval Reserve area, and at Redevelopment Area 3 (Asarco property) may be suggested.
- Encourage the use of local and regional New Jersey Transit bus service. Such service is essential to reduce congestion on City roads and provides mass transit access to destinations that are not served by rail facilities.
- Promote pedestrian and bicycle safety and circulation by providing intersection improvements at high traffic locations, utilizing traffic calming measures at selected locations and providing bicycle lanes and storage lockers where appropriate. Locations targeted for pedestrian and bicycle safety improvements should include any major crossing points established as a result of the development of a bicycle route plan linking the City's waterfront with other communities. Proposed bicycle routes are included on the Public Transportation Map, Figure 12.
- Address parking issues and evaluate multiple strategies for addressing current parking needs as well as future parking demand associated with residential, commercial and industrial redevelopment. Strategies to be considered include a permit parking program, provision of off-street lots in targeted locations and encouraging alternatives to automobiles. These may include the use of the trackless trolley, buses, rail, and enhanced pedestrian /bicycle facilities.

#### Roadway Circulation Improvements

The recommended roadway circulation improvements include the following projects, also indicated on the Circulation Plan Map, Figure 11. Many of these projects can be accomplished through the redevelopment process:

- **High Street Waterfront Access Extension:** Under an existing planned project, the City is preparing to extend High Street and modify existing access ramps to Route 440. It is proposed that the concept be furthered and the planned modifications be leveraged to provide improved access to the waterfront portion of Redevelopment Area 3. By providing this extension the City will be providing a direct link to Route 440, which will enhance waterfront redevelopment initiatives in the area. This concept should be considered when negotiating any redevelopment contract for this area.
- **Maurer Road Extension:** This consists of an extension of Maurer Road through the current Chevron property (within Redevelopment Area 3), to improve circulation from Convery Boulevard to Amboy Avenue (and State Street when combined with the Maurer Road Bridge Improvements. This would provide alternative access to the property from Amboy Avenue or Convery Boulevard. The road would align most nearly with Bentley Road with its intersection with Convery Boulevard to limit its impact on the residential communities to the north. This concept should be considered when negotiating any redevelopment contract in this area.
- **Maurer Road/NJT Bridge Improvements:** Similar to above, this proposal is to replace the limited access (stone arch) underpass bridge below the New Jersey Transit's North Jersey Coast line route with a bridge that can allow standard trucks passage. The bridge is currently a single lane structure with approximately 10 feet of clearance.
- **Market Street Extension:** With the proposed improvement to construct a high elevation bridge to replace the existing Victory Bridge, consideration should be given to extending Market Street under this new bridge. The possibility of connecting to Riverview Drive on the west side of the bridge is recommended for investigation. This would have the effect of further reducing congestion at the Convery Boulevard and Smith Street intersection by allowing east bound traffic on Smith Street to bypass the intersection, while staying on track with their intended destination. Market Street is one block south of and parallel to Smith Street, making the option an attractive alternative. Coordination with DOT is essential to ensure the project's feasibility, as the Victory Bridge is currently in the final stages of design and due to be bid soon. This bypass will also provide improved access to Redevelopment Area 1 on the east side of the Victory Bridge.
- **Riverview Drive/Sadowski Parkway Connector:** This proposal is to provide more direct access to the waterfront areas, particularly the southern waterfront areas that are being renovated to provide additional recreational opportunities. The connector would form a waterfront roadway link from the current end of Riverview Drive at Grant Street, to the end of Sadowski Parkway, tying in to Sadowski Parkway and reconnecting it to First Street. An overpass above the New Jersey Transit North Coast Rail Line would be required. This link would also provide alternative route for traffic to mitigate traffic congestion along Smith Street at Convery Boulevard. It would be recommended to make all property to the south of the new roadway along the waterfront open to the public. The City should perform a feasibility study for the construction of this roadway and overpass.

- **Riverview Drive/Elm Street Extension:** Riverview Drive was constructed to serve the industrial concerns within Redevelopment Area 1, as well as serve as an access for redevelopment of the area. An extension of this road from its current termination at Grant Street along a curved route to Elm Street with a straight extension southward of Elm, would provide improved access to the property between Co-Steel and Market Street in this redevelopment area. This concept should be considered when negotiating any redevelopment contract in this area.
- **Washington Street Connector Extension:** This proposal was in the 1989 Master Plan, although the previous version was of a much greater scale than what is now proposed. The original “Smith Street Connector” project provided a four lane median-equipped roadway (two lanes in each direction) that terminated at an intersection with Fayette and Goodwin Streets. This connector was intended to provide access to Route 9, Route 440, and the Garden State Parkway. The revised proposal seeks to connect to this roadway with a two-lane road that would initially extend to Washington Street and then on to Buckingham Avenue (veering off the railroad right-of-way). The project will require the taking of property to establish a right-of-way for the new road. The Washington Street Connector Extension will provide additional east-west traffic movement from the waterfront development area to the existing Smith Street Connector. The existing rail bridge at New Brunswick Avenue would be refitted for reuse as a roadway bridge.
- Enhance and improve street signs for general navigation and for waterfront promotion within the City.
- Expand and promote the trolley loop service that currently runs from the train station to the waterfront.
- Explore the option of creating a water taxi that could connect Perth Amboy to Staten Island, Keansburg, Belford, Atlantic Highlands, and/or Sandy Hook.
- Establish other ferry service pick up and drop off destinations along the City’s waterfront.
- Provide additional access ramps from major thoroughfares including Route 440 to the local road network.
- Revise and expand New Jersey Transit bus routes as appropriate to address transit needs resulting from redevelopment.
- Provide additional bicycle/pedestrian routes to promote and improve pedestrian circulation within the City including the Middlesex Greenway Rails-to-Trails initiative.
- Explore additional redevelopment projects in proximity to the City’s train station consistent with the State’s “transit village” concept and related funding programs.

## COMMUNITY FACILITIES PLAN ELEMENT

The City of Perth Amboy is experiencing substantial new development and redevelopment through the implementation of the Focus 2000 redevelopment plans. In order to maintain Perth Amboy as a healthy place to work, live, and play, the City must provide for the upkeep of its community facilities. The community facilities in the City include public and private educational facilities, libraries, hospitals, as well as police, fire and emergency services facilities. The City of Perth Amboy has continued to adopt short-term and long-term capital improvement plans to ensure that the City's public facilities and infrastructure meet the needs of the City's population.

The City will continue to assess the impact that new growth and development will have on the City's service requirements. New development and redevelopment in the City will be undertaken in a "smart growth" approach that ensures that new growth in the City is supported with adequate public services.



The Community Facilities Plan Element includes an inventory of existing community facilities, identifies areas for improvement of existing facilities, and proposes development of new facilities where warranted to meet the needs of Perth Amboy's growing population and respond to changes in the City's demographic and socio-economic composition.

### EDUCATIONAL FACILITIES

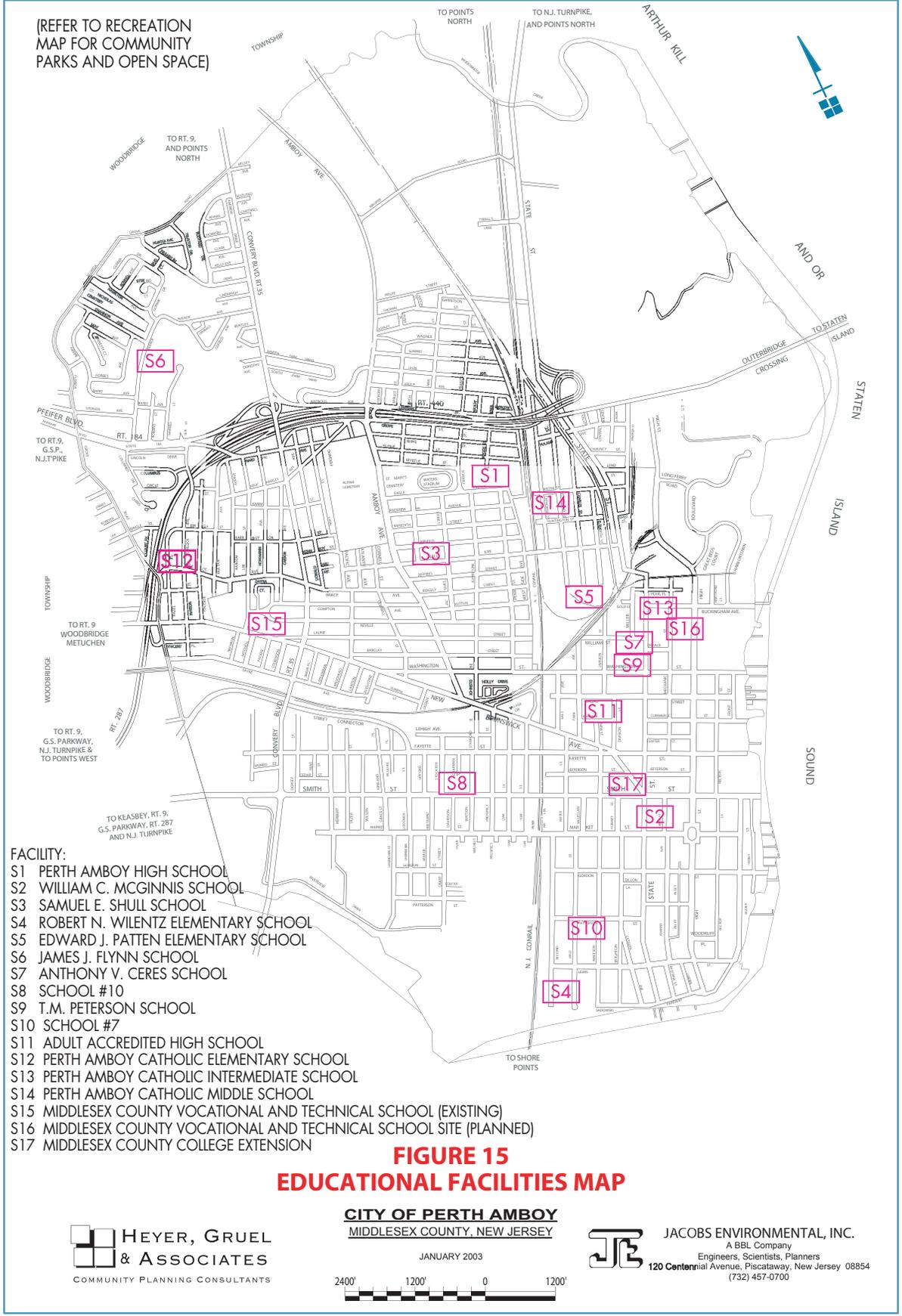
The City of Perth Amboy has a wide array of public and private educational resources, including early-childhood centers, elementary schools, middle schools, high schools, a county vocational school, and community college.



### Public Schools

The Perth Amboy Board of Education currently owns and operates eleven facilities consisting of two early childhood centers, five elementary schools, two middle schools, one high school, and an adult accredited high school located in its administrative headquarters building. These facilities are listed in Table CF-1 and shown in Figure 15.

(REFER TO RECREATION MAP FOR COMMUNITY PARKS AND OPEN SPACE)



- FACILITY:**
- S1 PERTH AMBOY HIGH SCHOOL
  - S2 WILLIAM C. MCGINNIS SCHOOL
  - S3 SAMUEL E. SHULL SCHOOL
  - S4 ROBERT N. WILENTZ ELEMENTARY SCHOOL
  - S5 EDWARD J. PATTEN ELEMENTARY SCHOOL
  - S6 JAMES J. FLYNN SCHOOL
  - S7 ANTHONY V. CERES SCHOOL
  - S8 SCHOOL #10
  - S9 T.M. PETERSON SCHOOL
  - S10 SCHOOL #7
  - S11 ADULT ACCREDITED HIGH SCHOOL
  - S12 PERTH AMBOY CATHOLIC ELEMENTARY SCHOOL
  - S13 PERTH AMBOY CATHOLIC INTERMEDIATE SCHOOL
  - S14 PERTH AMBOY CATHOLIC MIDDLE SCHOOL
  - S15 MIDDLESEX COUNTY VOCATIONAL AND TECHNICAL SCHOOL (EXISTING)
  - S16 MIDDLESEX COUNTY VOCATIONAL AND TECHNICAL SCHOOL SITE (PLANNED)
  - S17 MIDDLESEX COUNTY COLLEGE EXTENSION

**FIGURE 15**  
**EDUCATIONAL FACILITIES MAP**

**HEYER, GRUEL & ASSOCIATES**  
COMMUNITY PLANNING CONSULTANTS

**CITY OF PERTH AMBOY**  
MIDDLESEX COUNTY, NEW JERSEY

JANUARY 2003



**JACOBS ENVIRONMENTAL, INC.**  
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(732) 457-0700

**Table CF-1  
Public Schools  
City of Perth Amboy**

NAME	LEVEL	ADDRESS
Perth Amboy High School	high school	300 Eagle Avenue
William C. McGinnis School	middle school (7-8)	271 State Street
Samuel E. Shull School	middle school (5-6)	380 Hall Avenue
Robert N. Wilentz Elementary School	elementary school	51 First Street
Edward J. Patten Elementary School	elementary school	500 Charles Street
James J. Flynn School	elementary school	850 Chamberlain Avenue
Anthony V. Ceres School	elementary school	445 State Street
School #10	elementary school	318 Stockton Street
T.M. Peterson School	early childhood center	445 State Street
School #7	early childhood center	163 Paterson Street
Adult Accredited High School	high school	178 Barracks Street

Many of the City’s schools are older, with limited space and physical resources. These conditions have resulted in overcrowding and in the long run could adversely impact the quality of the educational experience in Perth Amboy. The Board of Education’s long-range planning efforts are focusing on these critical issues.

Perth Amboy’s public school system has been designated a special needs district by the New Jersey Department of Education. The City benefits from this designation under the Abbott v. Burke decision, which established the State’s constitutional requirement to provide a “thorough and efficient” education for all public school students including those enrolled in special needs districts such as the City’s. The remedies prescribed by the State Supreme Court in this case include increased State funding to “special needs” or Abbott districts for improved schools and educational facilities.

Such funding is contingent upon preparation of a Five Year Facilities Management Plan to be submitted to the New Jersey Department of Education. In response to this requirement, the Perth Amboy Board of Education

prepared a Five Year Facilities Management Plan in May of 1999 and submitted it to the State Department of Education for review and approval. The plan outlines a program of renovation, infill, re-use, and new construction. The City of Perth Amboy will continue the working relationship with the Board of Education and provide assistance when necessary and where feasible to implement their five-year plan.

One such joint initiative that should be investigated is the creation of a Community School at the planned new elementary school site on Seaman Street. Located adjacent to the planned new Public Safety Complex,



which will contain new recreation opportunities for residents, the proximity of these facilities provides an opportunity for the City and the Board of Education to join together to provide programs and services which will more efficiently serve the public needs. One addition to the school for the purposes of community use could be a new library facility. This and other community-oriented spaces made available for the use of the entire public would be an innovative solution to the community facilities objectives of the Master Plan.

The Board of Education has many planned expansions, including the construction of an early learning center and a new high school. A possible site for the new high school is the site of Delaney Homes. Every effort will be made to ensure that any relocation required by the siting of this facility will fully meet the needs of the residents involved.

#### Parochial and Private Schools

In addition to the public school system, the City of Perth Amboy also benefits from the existence of a number of private and parochial schools. Three private Catholic schools were joined together to create the Perth Amboy Catholic schools. These schools are: the Perth Amboy Catholic Elementary School,

grades pre-K through 2, located at Brace Street and Carlock Avenue; the Perth Amboy Catholic Intermediate School, grades 3 through 5, located at 500 State Street; and the Perth Amboy Catholic Middle School, grades 6 through 8, located at 680 Catherine Street. These schools represent an important option for childhood education for the residents of the City and their contribution to Perth Amboy's educational system is recognized.

#### County Schools

The Middlesex County Vocational and Technical School is located at 618 New Brunswick Avenue. This will be replaced with a new facility and the existing site will be redeveloped. The site of the new Vo-Tech facility will be at the corner of High and Washington Streets. This brand-new, state-of-the-art campus will provide an even greater opportunity for students to receive an excellent education, without leaving the City. The new facility is anticipated to be completed in 2003.

With the relocation of the county Vo-Tech school to the new planned facility, consideration to the use of the existing facility for other public purposes within the City should be investigated. Consideration to adaptively reusing the facility for residential or senior housing or other use should be reviewed

The Middlesex County College maintains a Perth Amboy Center located at 133 New Brunswick Avenue. The Center provides a wide range of higher education opportunities for the citizens of Perth Amboy. This facility will be moved to the grounds of the new Vo-Tech facility.



**CITY FACILITIES**

The City of Perth Amboy maintains several facilities throughout the City that provide a wide range of public services meeting the current and projected needs of its citizens. The public facilities owned by the City of Perth Amboy include:

**Table CF-2  
City Facilities  
City of Perth Amboy**

NAME	ADDRESS
City Hall	260 High Street
Olive Street Community Center	1 Olive Street
Code Enforcement Facility	436 Market Street
Department of Public Works	599 Fayette Street
Municipal Marina	260B Front Street
Perth Amboy Community Center	600 Chamberlain Avenue
Perth Amboy Health Department	56 Fayette Street
Social Services Building	Fayette Street
Electrcial Building	Smith Street

**Public Safety and Emergency Service Facilities**

The City maintains a number of public safety and emergency services facilities throughout Perth Amboy that serve the community. These include the City’s police, fire and emergency services facilities.

There are currently two fire stations in operation. The fire headquarters is currently located at 376 High Street. Fire Station #1 is located at 934 Convery Boulevard.

The fire services currently operate several trucks, including:

**Table CF-3  
Fire Equipment  
City of Perth Amboy**

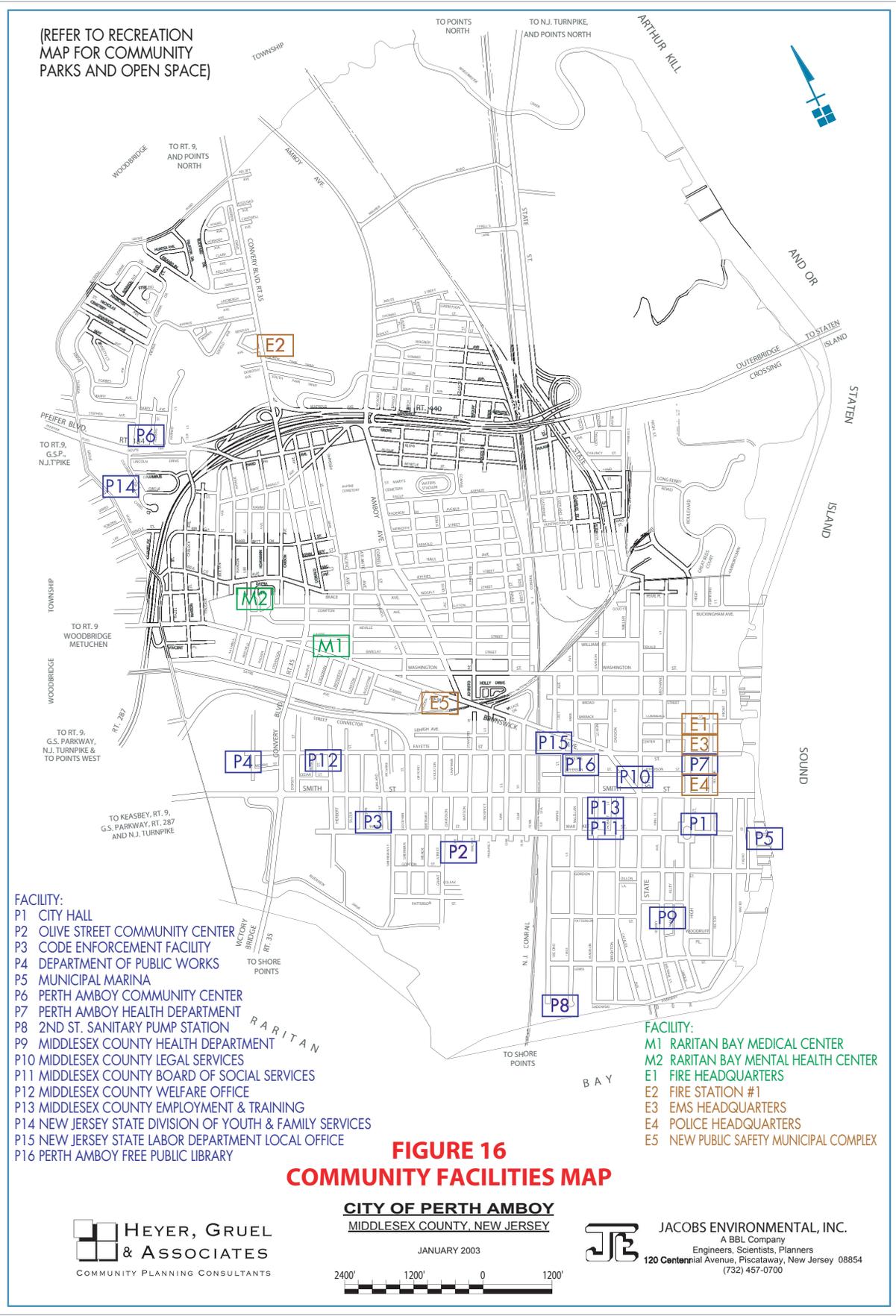
EQUIPMENT	DESCRIPTION
Engine #1	1999 KME 1500gpm Pumper
Engine #2	1993 Seagrave 1250gpm Pumper
Engine #3	1987 Seagrave 1250gpm Pumper (Reserve Status Housed at Fire Headquarters)
Engine #4	1985 Seagrave 1250gpm Pumper (Reserve Status Housed at Station #2)
Ladder #1	2000 KME 100 “Quint”
Truck #2	1987 Seagrave 100’ Rear Mount Aerial
Truck #3	1981 Seagrave 100’ Rear Mount Aerial (Reserve Status Housed at Station #3)

The City’s EMS services are headquartered at 366 High Street. The City’s Police Headquarters are currently located at 351 Rector Street.

Both the police and fire departments have undergone reorganization in the past 11 years. These positive changes were the result of organizational and operational studies of each department. Both departments have had numerous increases in staff and equipment that has resulted in lower crime rates, better response time, and more effective fire suppression.

The City is in the process of building a new Public Safety-Youth Complex that will house the headquarters and associated facilities of the fire department, police force, emergency management services and the municipal court. The facility will also include a family recreation element providing opportunities for citizens and City employees. This facility will be located on New Brunswick Avenue, adjacent to the Fayette Street extension to Route 440 and is expected to be operational in 2003. The new facility will be centrally located in the City alongside major transportation routes, further increasing response time.

(REFER TO RECREATION  
MAP FOR COMMUNITY  
PARKS AND OPEN SPACE)



FACILITY:

- P1 CITY HALL
- P2 OLIVE STREET COMMUNITY CENTER
- P3 CODE ENFORCEMENT FACILITY
- P4 DEPARTMENT OF PUBLIC WORKS
- P5 MUNICIPAL MARINA
- P6 PERTH AMBOY COMMUNITY CENTER
- P7 PERTH AMBOY HEALTH DEPARTMENT
- P8 2ND ST. SANITARY PUMP STATION
- P9 MIDDLESEX COUNTY HEALTH DEPARTMENT
- P10 MIDDLESEX COUNTY LEGAL SERVICES
- P11 MIDDLESEX COUNTY BOARD OF SOCIAL SERVICES
- P12 MIDDLESEX COUNTY WELFARE OFFICE
- P13 MIDDLESEX COUNTY EMPLOYMENT & TRAINING
- P14 NEW JERSEY STATE DIVISION OF YOUTH & FAMILY SERVICES
- P15 NEW JERSEY STATE LABOR DEPARTMENT LOCAL OFFICE
- P16 PERTH AMBOY FREE PUBLIC LIBRARY

FACILITY:

- M1 RARITAN BAY MEDICAL CENTER
- M2 RARITAN BAY MENTAL HEALTH CENTER
- E1 FIRE HEADQUARTERS
- E2 FIRE STATION #1
- E3 EMS HEADQUARTERS
- E4 POLICE HEADQUARTERS
- E5 NEW PUBLIC SAFETY MUNICIPAL COMPLEX

**FIGURE 16**  
**COMMUNITY FACILITIES MAP**

**CITY OF PERTH AMBOY**  
**MIDDLESEX COUNTY, NEW JERSEY**

JANUARY 2003



**HEYER, GRUEL**  
**& ASSOCIATES**  
COMMUNITY PLANNING CONSULTANTS



**JACOBS ENVIRONMENTAL, INC.**  
A BBL Company  
Engineers, Scientists, Planners  
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The City proposes to continue its ongoing support of police, fire and emergency services providers through funding, equipment, and training. In addition, the City should develop a GIS based emergency management system for the use by emergency management personnel and police.

**Library**

The City of Perth Amboy has one library that serves the entire community. The Perth Amboy Free Public Library was constructed in 1901 and was the first of the famous Carnegie Libraries to be built in New Jersey. Located at 196 Jefferson Street, the building is currently in need of major renovations and repairs. The proposed improvements would include a new heating system, repairs to the ceilings, upgrades to the electrical system, replacement of windows, new carpeting, repainting, and various other repairs, including interior renovations to achieve ADA compliance.

Even with these renovations, the Library building is undersized. Consequently, the City should explore either expanding or replacing the existing facility to meet the future needs of Perth Amboy’s growing population. At a minimum, the City should evaluate the future resource needs of the existing facility and create a maintenance and improvement plan and schedule for the library.

One recommendation is to incorporate a new City Library within the new elementary school while maintaining the existing library as an annex facility and community meeting facility. Consideration to reserving the first floor of the existing facilities for an historical archive and/or maritime museum may be appropriate, as the facility itself has historical significance.

**COUNTY FACILITIES**

Middlesex County owns and operates the following facilities in Perth Amboy:

**Table CF-4  
County Operated Facilities  
City of Perth Amboy**

County Office	Address
Middlesex County Health Department	149 Kearny Avenue
Middlesex County Legal Services	313 State Street #308
Middlesex County Board of Social Services	252 Madison Avenue
Middlesex County Employment & Training	275 Hobart Street

**STATE FACILITIES**

The State of New Jersey maintains two facilities in the City. One is the New Jersey State Division of Youth & Family Services, located at 458 Florida Grove Road. The other is the New Jersey State Labor Department unemployment office, located at 339 & 347 Maple Street.

**PRIVATE HEALTH-CARE FACILITIES**

The Raritan Bay Medical Center, located at 530 New Brunswick Avenue, is the City’s sole general medical hospital facility. The hospital recently modernized its Emergency Department. Also, the hospital is currently undertaking a complete physical renovation of the facilities. The hospital continues to be an invaluable resource to the citizens of Perth Amboy and its continued operation should be supported. The Raritan Bay Mental Health Center, at 570 Lee Street, is the City’s primary mental health care provider.

*RECOMMENDATIONS*

The following plan objectives are recommended concerning Perth Amboy's community facilities:

- Continue the working relationship with the Board of Education and provide assistance when necessary and where feasible to implement their five-year plan.
- Evaluate the library facility in terms and future resource needs and create a maintenance and improvement plan/schedule for the facility.
- Explore the possibility of becoming a technology center through the installation of digital and or high-speed access lines.
- Continue ongoing support through funding, equipment, and training for emergency service providers within Perth Amboy.
- Develop a GIS based emergence management system for use by emergency management personnel and police.

## RECREATION AND OPEN SPACE PLAN ELEMENT

The City of Perth Amboy has a wide range of parks, athletic facilities and open spaces to meet the needs of its residents. Perth Amboy’s parks and recreation facilities make a substantial contribution to the City’s quality of life and enhance its reputation as a desirable place to live. This is nowhere more evident than along the waterfront, where harbor vistas and panoramic views provide a spectacular setting for a wide range of recreational activities, including walking, jogging, bicycling, fishing, sailing, or just sitting and relaxing. In addition to providing a recreational outlet for its citizens, the City’s system of parks and recreation facilities also provides a gathering place for social and civic events and a refuge from the urban environment found through much of the City. Perth Amboy has made it a priority to maintain and improve existing parks and recreation facilities and create new parks and recreation facilities in targeted areas within the City, including the waterfront.

### EXISTING CONDITIONS

#### Availability of Parks and Open Space

The City of Perth Amboy’s park and open space resources consist of a variety of facilities containing a total area of almost 108 acres Table RO-1, compares the amount of parks and open space in Perth Amboy to recognized planning standards. According to the New Jersey Balanced Land Use standard, the City exceeds its park and open space needs by 16 acres.



**Table RO-1  
Park and Open Space Standards  
City of Perth Amboy**

CATEGORY	PARKS AREA STANDARD	RECOMMENDED PARK AREA	EXISTING PARK AREA	PARKS & OPEN SPACE SURPLUS/DEFICIT
N.J. Balanced Land Use	3% of developed/ developable area	91.8 acres	108.8 acres	+17 acres
New York City	2.5 acres/ 1,000 population	118.2 acres	108.8 acres	-9.4 acres
N.J. Green Acres	8 acres/ 1,000 population	378.4 acres	108.8 acres	-269.9 acres

\* The New York City standards consist of 2 acres of active recreation space per 1,000 population and .5 acres of passive recreation space per 1,000 population.

Source: Open Space Guidelines, New York City Department of Planning; New Jersey Open Space and Outdoor Recreation Plan Summary - 1994 to 1999; Green Acres Program, New Jersey Department of Environmental Protection.

In contrast, Perth Amboy has a parks and open space deficit according to New York City's standard and the New Jersey Green Acres standard. Under the New York City standard, Perth Amboy should have 118.2 acres of parks and open space based upon its 2000 population of 47,303 and consequently, has a deficit of 10.5 acres. Under the New Jersey Green Acres standard, the City should have 378.4 acres of parks and open space. However, the Green Acres standard does not reflect conditions in fully developed and densely populated municipalities such as Perth Amboy, but is better suited to suburban and rural communities where there is available land for park development. Therefore, the Green Acres standard should not be used as a measure of the adequacy of the City's parks and open space inventory.

While the amount of parks and open space is considered sufficient for a mid-sized City such as Perth Amboy, the geographic distribution of parks and open space in the City is uneven. A review of the distribution of the park and open space properties indicates that the neighborhoods located at the northwest and southeast sections of the City are well served by existing recreational facilities. Parks on the southeastern waterfront account for approximately 35 percent of all parkland and open space, while the northwestern part of the City contains another 30 percent. There is a limited amount of parks and open space within the heart of the City. In particular, the Urban Coordinating Council neighborhood and northward (bounded by Market Street to the south, Convery Boulevard to the west, Hall Street to the north and State Street to the east), have few readily accessible playgrounds or parks. Therefore, the City should identify potential locations for small open space areas and "pocket parks" in the neighborhoods surrounding the CBD. These pocket parks can include playground equipment, park benches and landscaping to meet the recreation needs of the neighborhood and

serve as meeting places for residents and the youth of the City. The provision of additional parks and open spaces in these areas is a priority in the City's Recreation and Open Space Plan Element.

The other critical recreation and open space issue in Perth Amboy is the continued upgrading and development of the City's waterfront recreation facilities. The waterfront serves as a focal point for the recreational needs of its residents and a destination for visitors, which supports the City's economy. The continued development of the waterfront esplanade including passive and active elements along its length is one of the City's primary recreation and open space objectives. Development of the linear park system along the waterfront should include larger active areas mixed with narrower passive walkways and bikeways.

#### Existing City Parks and Recreation Facilities

The City of Perth Amboy has a well-developed system of park facilities that provide recreational opportunities, open space and a gathering place for social and civic events. There are currently 22 open space and recreation facilities in the City, containing a total area of almost 108 acres. The City's current open space and recreational facilities are listed in Table RO-2 and shown on the accompanying Recreation Facilities and Open Space Map, Figure 17.



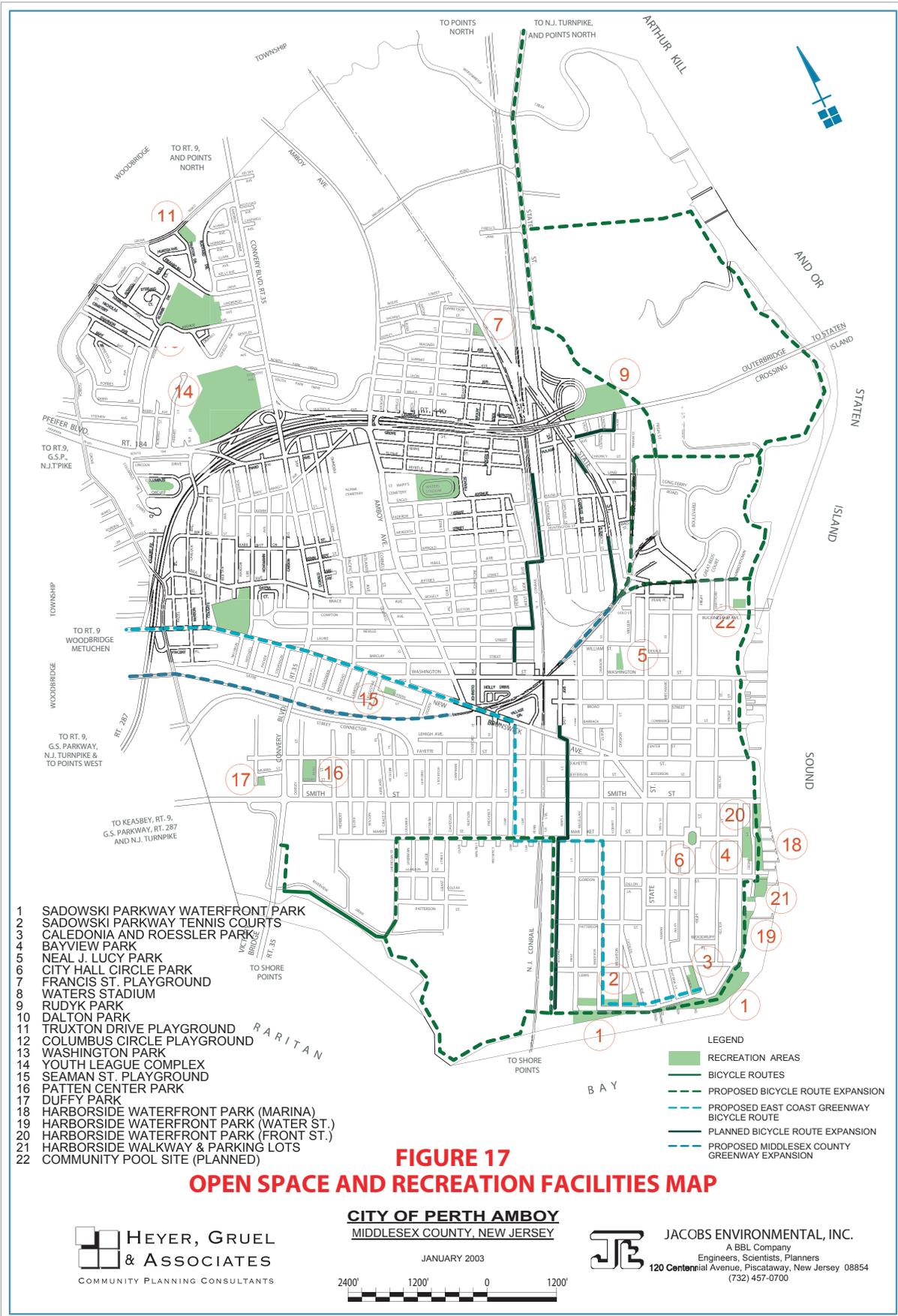
**Table RO-2**  
**Open Space and Recreation Facilities, 2003**  
**City of Perth Amboy**

<b>FACILITY</b>	<b>LOCATION</b>	<b>SIZE (acres)</b>	<b>AMENITIES</b>
Sadowski Parkway Waterfront Park	Sadowski Parkway	24.7	Gazebo, benches, beaches, fishing piers, open areas
Sadowski Parkway Tennis Courts	Sadowski Parkway	3.62	Bleachers, tennis courts, recreation building
Caledonia and Roessler Park	High Street & Sadowski Parkway	1.43	Play system, adult swing set, baby swing set, benches
Bayview Park	Front Street	1.42	Bandstand (covered), restrooms, benches
Neal J. Lucy Park	William St	0.69	Basketball courts, game time play system, arched swing set
Francis Street Playground	Francis Street & Hall Avenue	0.37	Basketball court, play system, swing set
Waters Stadium	Francis Street & Ashley Street	5.6	Football field, stadium, restrooms, concession stand, play area, basketball court
Rudyk Park	High Street	7.64	Baseball Field including block dug outs, soccer field, basketball court, game time play system, drinking fountain, kitchen, restroom/utility facility, in ground irrigation system and bleachers (aluminum), walking or jogging track
Dalton Park	Franklin Drive & Chamberlain Avenue	10.16	Baseball field, softball field, soccer field, roller hockey rink, game time play system, adult swing set, irrigation system and benches, also sand play area
Truxton Park Playground	Florida Grove Road and Truxton Drive	0.90	Basket ball court and benches
Columbus Circle Playground	Columbus Circle	1.06	Basketball court, adult swing set, baby swing set, benches
Washington Park	New Brunswick Avenue & Lee Street	7.36	Baseball field, basketball court, drinking fountain, adult and baby swing set, benches

**Table RO-2 (cont'd)  
Open Space and Recreation Facilities, 2003  
City of Perth Amboy**

<b>FACILITY</b>	<b>LOCATION</b>	<b>SIZE (acres)</b>	<b>AMENITIES</b>
Veterans Memorial Youth League Complex	Dorothy Avenue and Pfeifer Boulevard	22.29	Baseball fields, football/soccer field, concession stand/restroom/field house facility, picnic tables, bleachers, utility building, batting cages, Willow Pond, boardwalk (overlooking pond), Game Time Play System, sand play area, irrigation system, concrete utility shed, and walking or jogging track
Seaman Street Playground	Seaman Street	0.46	Basketball court, bocce ball court, adult swing set, baby swing set, play system
Patten Center Park	Dorsey Street	1.64	Basketball court, play system, adult swing set, baby swing set, horse swing set
Duffy Park	Morris Street	.416	Rest room facilities, open structure w/ roof and barbeque grill
Harborside Waterfront Park (Marina)	Front Street	10.62	Marina with 119 slips, two fishing piers, Harbor Master building with restrooms, benches and wayside exhibit signs
Harborside Waterfront Park (Water Street)	Water Street	3.54	Benches and wayside exhibit signs
Harborside Waterfront Park (Front Street)	Front Street	2.23	Benches, gazebo, wayside exhibit signs
Harborside Walkway & Parking Lots	Front Street	0.73	Benches and wayside exhibit signs
Buckingham Avenue Lot	Buckingham Avenue	0.57	Future site of community swimming pool and walkway
City Hall Circle Park	High Street	0.25	Liberty Bell reproduction, firemen's bell and triangle, George Washington Monument, Bicentennial Arch
Total Park and Open Space Area		107.7 Acres	

Source: Perth Amboy Office of Economic and Community Development



These parks contain a variety of amenities such as ball fields, playgrounds, sitting areas and walkways, as described in Table RO-2. The location, size and mix of amenities determine how each park and recreation facility is used as well as the service area it covers. The larger parks, which are located on the northwestern portion of the City and southeastern waterfront, have significant amenities and serve the entire City. The smaller parks, which are dispersed around the City, have limited amenities and primarily serve the neighborhoods in which they are located. Overall, the municipal park and recreation system functions well and meets the current needs of the City's residents. The larger parks are the foundation of the system, providing diverse recreational opportunities, while the smaller parks complement them, providing specialized recreational opportunities. The smaller parks are an important local source of recreation and open space for residents, especially those with limited mobility such as senior citizens and children.



The Patten Center Park is located adjacent to an area of light industrial development and is located a block from Route 35, a major north-south arterial highway. Given its location and the limited residential area proximate to the park, the City should assess the location of Patten Park, its accessibility to the surrounding neighborhood, and current level of utilization. If the City determines that Patten Park is currently underutilized, it should consider relocating the park or incorporating it into the future redevelopment of this area of the City.

Perth Amboy has a limited amount of parks and open space in the central area of the City. Because Perth Amboy is fully developed, there is limited opportunity for the creation of additional parks and open space. The development of neighborhood open space and “pocket parks” in these areas should be encouraged through the conversion of vacant and undersized lots into recreational areas. In addition, the City and Board of Education should consider jointly operated facilities available for the recreational needs of the community in development of future park areas. All facilities should be made available to the community to provide recreational outlets for daily use throughout the year.

#### Existing County Parks and Recreation Facilities

Perth Amboy has no county Park within its boundaries. However, a large developed county park at the western edge of the City, located on Florida Grove Road on the border of Perth Amboy in Woodbridge Township, does provide recreational opportunities for City residents. This 126-acre park is a large regional facility that provides a broad range of active and passive recreational opportunities. The park contains numerous amenities such as baseball and softball fields, soccer fields, basketball courts, tennis courts, picnic areas, bike trails, sitting areas and playgrounds. It is a major source of recreation and open space by virtue of its large size and extensive amenities. The park is also in good physical condition, and well maintained by the County.

#### PLANNED PARKS AND RECREATION FACILITIES

The City has a number of new park areas that are in the planning stage. A number of other existing facilities are to be upgraded in the near future.

**Table RO-3  
Planned Park and Recreation Facilities and  
Proposed Improvements to Existing Facilities  
City of Perth Amboy**

<b>PARK TYPE</b>	<b>FACILITY</b>	<b>LOCATION</b>	<b>TYPE OF FACILITY/IMPROVEMENTS</b>
Existing	Sadowski Parkway Waterfront Park Improvements	Sadowski Boulevard. from High Street to Second Street	2 new fishing piers, construct new groins, replenish beach from high to second
Existing	Caledonia and Roessler Park Improvements	High Street & Sadowski Parkway	New playground equipment, i.e., swings, new garden, sun shelter, interactive water fountain, lights, irrigation system
Planned	Landings at Harborside Waterfront Esplanade	Foot of Smith Street to foot of Buckingham along the Waterfront	Waterfront walkway
Planned	Landings at Harborside Waterfront Park	Foot of Commerce to foot of Buckingham along waterfront	Waterfront recreation, fishing, benches, community bldg., open lawn belvedere, bandstand, walkways
Planned	Landings at Harborside Founders Park	Between Washington and Buckingham along Rector Street extension	walkways, benches
Planned	Landings at Harborside Gateway Park	Between Commerce and Washington along High Street	walkways, benches
Planned	Boat Launch Facility	Foot of Second Street on Riverview Road	Boat Launch, marina, boat storage, parking
Planned	Washington Park	New Brunswick Avenue & Lee Street	New baseball fields, skateboard facility, playground equipment, parking, walking/jogging trail, lights, signage
Planned	Recreation Facility	Safety Complex at intersection of New Brunswick and Amboy Avenues	Indoor Swimming, basketball, track, racketball, weights, and multi-purpose areas
Planned	Harborside Waterfront Park (Marina)	Front Street	Boatslips, charter boat pier
Planned	Rails to Trails	Hall Avenue to Pulaski Avenue	Bike/walk path, lights, benches

In addition to the facilities noted in Table RO-3, the Second Street Park boat launch, boat marina and boat storage facility, proposed under the Shoreline Improvement Project (1999) will consist of a boat racking facility, parking area, marina facilities, ramps

and a staging area for recreational boating from a new boat launch facility located possibly at the foot of Second Street. The facility will increase waterfront access by enabling residents to trailer their boats to the area and launch them into the Raritan Bay.

**Arthur Kill – Raritan Bay Waterfront**

The City of Perth Amboy has an extensive waterfront area with the City’s waterfront esplanade and the Raritan Bay as focal points for recreation activities in the City. The City’s waterfront represents an important source of recreation and open space amenity for the City and the surrounding region. However, additional recreational development and expansion of this area has been limited due to the historic use of the waterfront for industry. Barriers to waterfront access in the City have gradually decreased as manufacturing activity has declined, freight railroads and shipping lines have reduced operations, and waterfront redevelopment has taken place.

Additional opportunities to increase public access to the waterfront will be provided and the development of the City’s planned waterfront esplanade will continue as redevelopment projects are initiated along the waterfront. Pending redevelopment proj-

ects offer the opportunity to link existing waterfront parks and provide public waterfront access where none currently exists. Foremost among these is the Landings at Harborside Project, and the future waterfront development at Harbortown, both along the eastern waterfront of the City. The implementation of these projects is encouraged since they will greatly expand the existing waterfront esplanade and form the basis for similar extensions along the southern shore beyond Second Street and to the west.

The waterfront esplanade is a linear park proposed to span the entire length of the City’s waterfront from Woodbridge Creek at the northeastern edge of the City, to Route 35 along the southwestern edge of the City. It is intended to create uninterrupted access to the waterfront, and provide active and passive recreational opportunities and links to the waterfront communities of the City. Significant portions already



exist, including the area from the foot of Smith Street at the historic Perth Amboy Ferry terminal to the foot of Second Street along the Raritan River. In addition, a section along Riverview Drive was constructed from Route 35 to the proposed Ferry Terminal at the foot of the Sheridan Street right of way. During the next several years, Perth Amboy's waterfront walkway will be significantly expanded as redevelopment along the waterfront accelerates. Planned areas include sections along the Landings at Harborside and Harbortown, which will extend this linear park an additional mile along the Arthur Kill. It is recommended that the linkage to the existing section of walkway along the new Riverview Drive be accomplished with an extension of the esplanade from Second Street to the new Ferry Station to be constructed west of the Co-Steel property. This new connection can be located either over or under the railroad right of way, along the Co-Steel frontage.

### Recreational Bicycling

As discussed in the Circulation Plan, local bicycling opportunities should be expanded throughout the City. The Recreation Facilities and Open Space Map,



Figure 17, provides evidence of the City's commitment to provide bicycle trails, with a number of trails either existing or planned. We recommend that this network expand and be coordinated with other efforts to provide linkages to the waterfront and the recreational parks throughout the City, as appropriate. Linkages with the Middlesex County Greenway and trail opportunities for the East Coast Greenway are two areas where the City can coordinate with external agencies to offer access to the City for the bicycling public

### Recreational Attractions

As part of the City's overall recreation strategy, the waterfront will include marina facilities that have been improved and expanded over the past decade. The continued attention to boating as a significant recreation opportunity in Perth Amboy will enhance the City's image as a valued place to live and identify it as a recreational destination point.

The development of the waterfront area should also include other attractions that will draw people to the City. The development of a maritime museum is an ideal way to mix history with pleasure in creating a destination for visitors to the City. Community and entertainment facilities proposed as

part of the Landings at Harborside project and other redevelopment projects will also supplement the critical mass needed to establish Perth Amboy as a regional destination point.

The City will also support private ventures that create recreational opportunities and attractions for the City. The Cornucopia Princess dinner cruise ship is located at a berth on the Perth Amboy waterfront. This is a good example of a privately run commercial recreational opportunity that both supports the City's economy and brings people into the City, exposing them to other attractions along the waterfront. This type of commercial attraction should be encouraged and supported as part of the City's initiatives to foster public-private partnerships to revitalize Perth Amboy.

**RECOMMENDATIONS**

The following are the recommended goals and objectives for the City's Recreation and Open Space Plan Element:

- Continue to review existing park and recreation facilities to ensure that they meet the



needs of the City's growing population, and the City's role as a regional attraction and destination.

- Review the location of existing athletic fields and recreation facilities and compare these to future needs.
- Consider the siting of neighborhood pocket parks in locations that are not currently afforded nearby access to existing active park facilities.
- Continue to develop and promote recreational activities along the waterfront, including the extension of the waterfront esplanade.
- Explore the possibility of acquiring a facility near the water that could house a small museum dedicated to the maritime history of Perth Amboy.
- Assess the location of Patten Park and its accessibility to the surrounding neighborhood. Consider relocation of the park area to more densely populated areas.
- Coordinate park and recreation plans with existing and planned Board of Education facilities.
- Coordinate and provide additional bicycle routes within the City, particularly with the Middlesex County Greenway, East Coast Greenway and access to the waterfront and esplanade areas.



## UTILITY PLAN ELEMENT

The City of Perth Amboy's utility infrastructure consists of public water, separate and combined sanitary sewers, storm water sewers, solid waste collection and transfer facilities and recycling collection and transfer facilities. The City is also served by natural gas, electric and cable service utilities, provided by private companies.

Perth Amboy's utility infrastructure is generally adequate to meet the needs of current residents, businesses and visitors. However, a significant portion of the City's infrastructure is over 100 years old, having been constructed in the late 19th and early 20th centuries and requires repair and rehabilitation. This aging infrastructure results in a number of problems, including limited capacity and loss of efficiency in the water distribution networks, flooding and other stormwater management concerns, and pollution resulting from combined sewer system discharges. The City of Perth Amboy, in conjunction with United Service Affiliates-Perth Amboy (USA-PA), has created a joint public-private partnership that is responsible for the public water and sewer systems and has been addressing these issues through a series of on-going improvement projects in its capital program.

Another issue is the adequacy of the existing utility infrastructure to support large-scale redevelopment along the City's waterfront. The Perth Amboy Redevelopment Agency (PARA), which oversees the redevelopment efforts within the City, recognizes the need to evaluate and investigate the current system in order to assure that service requirements and aging infrastructure issues are addressed as redevelopment occurs. Goals include the preservation of existing infrastructure where possible, the replacement and improvement of substandard infrastructure, and the provision of new infrastructure in targeted locations to support redevelopment.

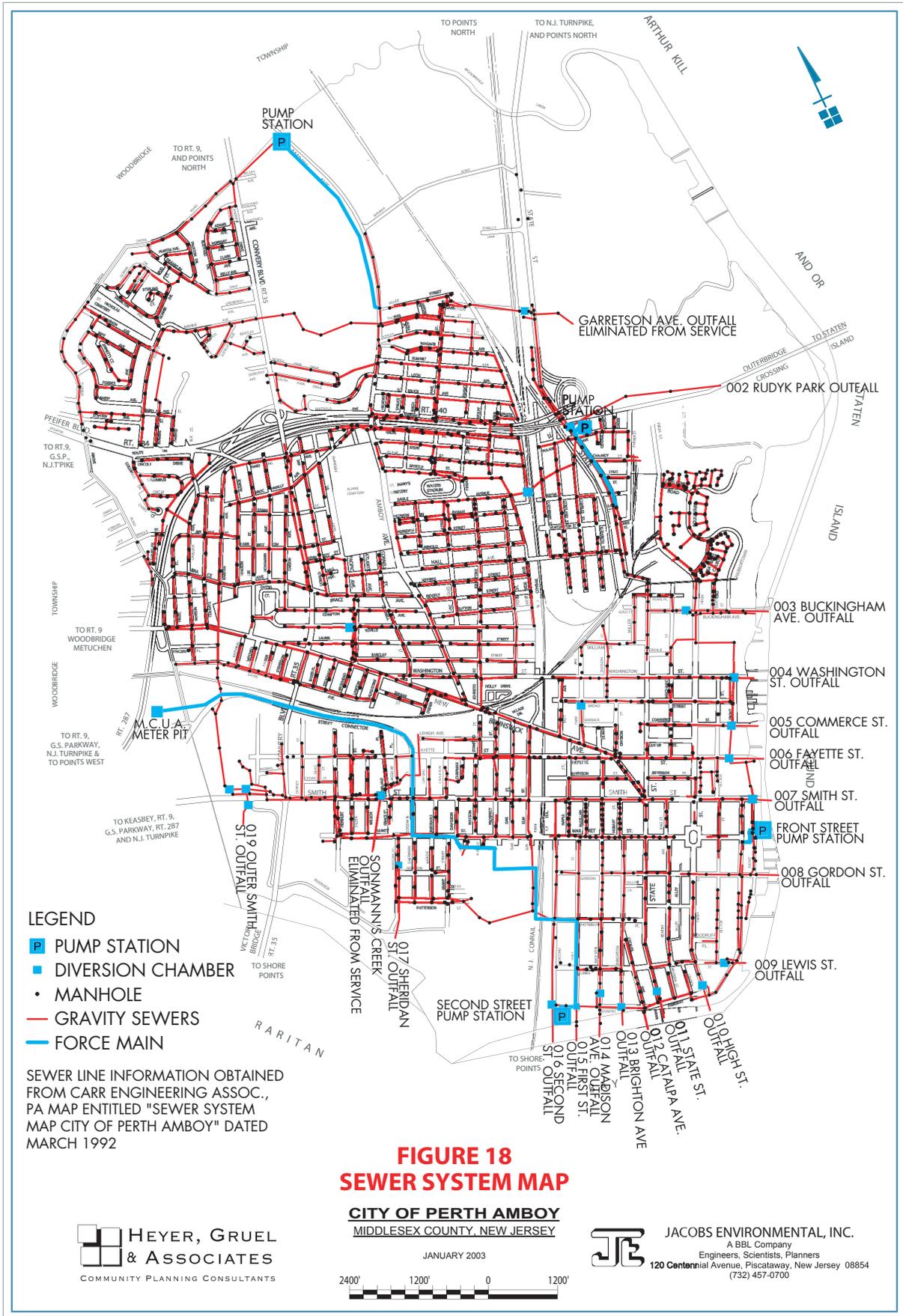
The Utility Plan Element analyzes the present condition of the City's existing water supply and sewerage system. Recommendations are based upon existing conditions and future needs of the City.

### WASTEWATER AND STORMWATER SYSTEM

#### Wastewater

Perth Amboy has a wastewater collection system which is predominantly a combined sanitary and storm water sewage collection system. The only significant exception is in the northwest section of the City, where the sanitary and storm sewers have been separated. The current system serving the City is quite common in older urban cities in the northeast, and consists of significant areas of brick sewers. The collection system was generally built into the grid configuration coinciding with the overall land use pattern of the City. These sewers, as evidenced by the Landings at Harborside project investigations, indicate significant potential problems with inflow and infiltration due to the poor condition of the sewers. The main components of the system include approximately 12 miles of combined flow trunk sewers and four pump stations. A general map of the sewer system is provided on the Sewer System Map, Figure 18. This map contains the locations of the pump stations, trunk sewers and collection system sewers. Records of the sewer system are poor to non-existent. There are a number of locations where existing sewage linkages and flow paths are uncertain. Existing conditions should be investigated and properly mapped to provide the City with a comprehensive and complete overall sewage system map. Additionally, a GIS system should be established and built upon as information on sewer details is obtained during various investigations.

The wastewater flow is generally based on gravitational forces, with a system of three smaller pump stations in series, each larger than the previous, serving the



northwestern City areas and around to the eastern waterfront. Ultimately, all sewage is collected at the Second Street (Main) Pump Station and transported to the Woodbridge trunk system via a force main which discharges into a Middlesex County Utilities Authority (MCUA) meter station within Woodbridge Township. MCUA provides secondary treatment at the Edward J. Patten Wastewater Treatment Facility located in Sayreville, across the Raritan River. Treated effluent is discharged into the Raritan Bay from an outfall facility off South Amboy.

There are 17 combined sewer overflow discharge points surrounding the peninsula of Perth Amboy as part of the combined sewerage system. During the past ten years, two have been removed as a result of improvements to the collection system. In addition, improvements to the diversion chambers, including installation of tide gates and netting chambers at all of the active overflows, has resulted in significant improvement to the water quality in the surrounding waters. Installation of solids control devices at all of the combined sewer catch basins has also improved water quality, reduced solids disposal costs, and created additional recyclable materials through the leaf collection program. The City's street sweeping program also contributes to the improvement in water quality surrounding the City. As part of improvements to the waterfront along Sadowski Parkway, additional improvements to the overflow system will be made.

The problems associated with the combined sewer collection system are expected to continue into the future. It is not anticipated that the needed funds for any overall upgrade program will be available unless significant capital is provided through federal and state programs. Redevelopment projects are required to separate sewer systems in redevelopment areas and provide the capital for any needed improvements within their redevelopment project areas. Beyond this, it is

recommended that the City develop a program to investigate the condition of the sewer system to determine areas in need of rehabilitation to ensure continued service, and to reduce inflow and infiltration problems. This should be performed in conjunction with a program to map the system on a GIS based platform. Reductions in inflow and infiltration can provide additional sewer capacity and reduce combined sewer overflow quantities and duration, improving overall water quality in the surrounding waterways.

#### **Middlesex County Utilities Authority Service Area**

The Middlesex County Utilities Authority (MCUA) is the agency responsible for providing sewage treatment services to Perth Amboy and for nearly all of the communities in Middlesex County, including small portions of Somerset and Union Counties. This includes many of the municipalities along the Raritan River east of the Bridgewater/Bound Brook area. In addition, communities along the Arthur Kill are served by MCUA, up to and including Carteret.

The MCUA treatment plant currently uses an activated sludge process to treat wastewater. The remaining solids are beneficially reused for landfill cover, agricultural purposes, and topsoil production.

#### **Combined Sewer Overflow**

Combined sewer overflows (CSO) from combined storm water and sanitary sewer lines remains a significant issue in the City as it enters the 21st century. The Sewage Infrastructure Improvement Act (SIIA), which became effective in August 1998, helps fund any public agency operating a combined storm water and sanitary sewer system by providing planning and design grants for abatement measures at combined sewer overflow points.

The Clean Water Act specifically requires the removal of solids and floatable material over half an inch in diameter and all floatables. Perth Amboy recently achieved this goal with the construction of netting chambers meeting these requirements in combination within implementation of street sweeping and placement of guards on all catch basins with the combined sewer area. This has effectively eliminated the discharge of solids and floatables into the waterways.

Today, the City is in compliance with the requirements of operation of their combined sewer system, including the elimination of the solids and floatables, and the prevention of dry weather discharges from the combined sewer system.

The City has available for use a sewer system television truck and jet/vactor equipment for cleaning and televising of the sewer system. To date, less than five percent of the City's system has been televised. The equipment is typically used to identify maintenance and repair needs only.

#### **Stormwater Systems and Flood Controls**

The City has few areas where flooding occurs. Problems with storm water control are generally the result of clogged catch basins, clogged netting chambers, or other maintenance items. The City responds to these problems on a regular basis as required. Along the Waterfront, the existence of a high velocity wave zones exist, as do areas within the 100 and 500-year flood plains, all of which can be expected to flood under extreme conditions. These are shown on the Flood Insurance Rate Map, Figure 22, in the Conservation Plan Element.

#### **WATER**

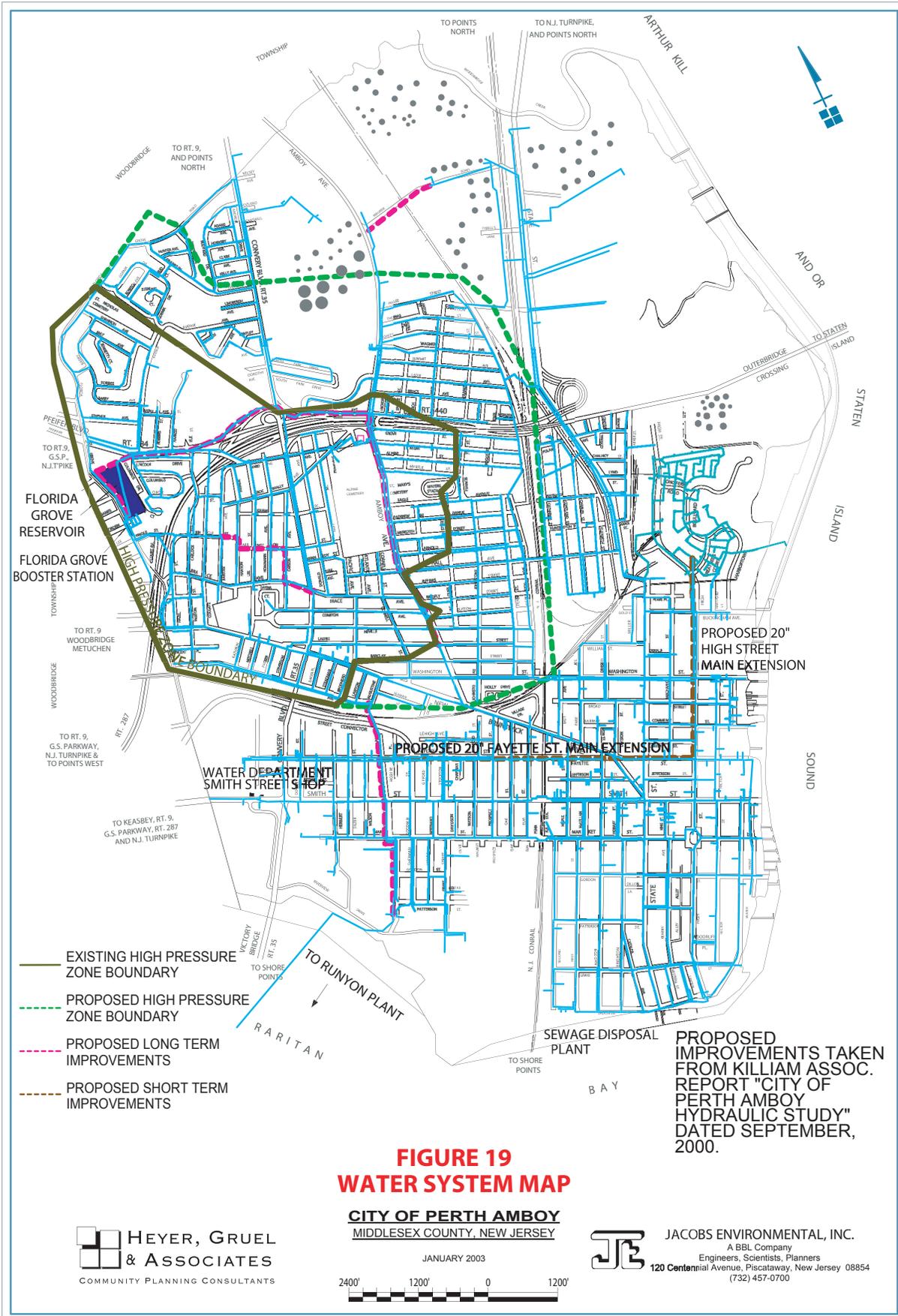
As with the sewer system, the City's water distribution system is also designed on a grid configuration, as seen in Figure 19. The City currently averages roughly 4.6 million gallons of water usage daily. During the next 20 years, water use is expected to increase 40 percent, primarily from redevelopment. The water system is operated under a public/private partnership between the City and United Service Affiliates-Perth Amboy (USA-PA), an operating arm of the Middlesex Water Company.

The Runyon Watershed, located in Old Bridge, provides the source of water for Perth Amboy residents. This watershed area consists of approximately 1,000 acres. The City, through its partnership with the Middlesex Water Company, is assured of an adequate water supply to meet current and future needs.

Water can be stored at two facilities within the City. The system reservoir has a capacity of 40 million gallons. In addition, a one million gallon standpipe is located at Albert Street. This tank is not in service because its overflow is below the necessary hydraulic grade to provide service to the City.

To ensure the safety of the consumer, the City routinely monitors and tests the quality of water throughout its distribution system.

A comprehensive water study was conducted in 2001 to determine the adequacy of the existing water grid to support water supply within the City. The study recommended both short and long-term improvements in the system to provide an increased quality of service, and to ensure adequate water supply to meet the needs of the redevelopment occurring along the waterfront.



A primary short-term goal of the Utility Plan Element is the installation of a 20-inch diameter water transmission main to the waterfront to reinforce the existing local grid and supply adequate fire flow for future development. The project is currently under contract. Long-term goals include the upgrading of the Florida Grove pump system, possibly increasing the high pressure zone, and on-going maintenance of the system. A map of the water system and the recommended short-term and long-term improvements is indicated on the accompanying Water System Map, Figure 19.

The City of Perth Amboy and USA-PA are committed to providing potable water that meets or exceeds all federal and state requirements for drinking water. In general, the water system is in good condition as a result of previous and ongoing rehabilitation and improvements to the infrastructure.

Given the age of the City's water system, it is recommended that the City investigate and accurately quantify its pumped and metered water and establish whether any water is unaccounted for. If water losses are identified, a program may be needed to reduce losses in the system.

#### **OTHER UTILITIES - GAS, ELECTRIC, TELEPHONE, CABLE**

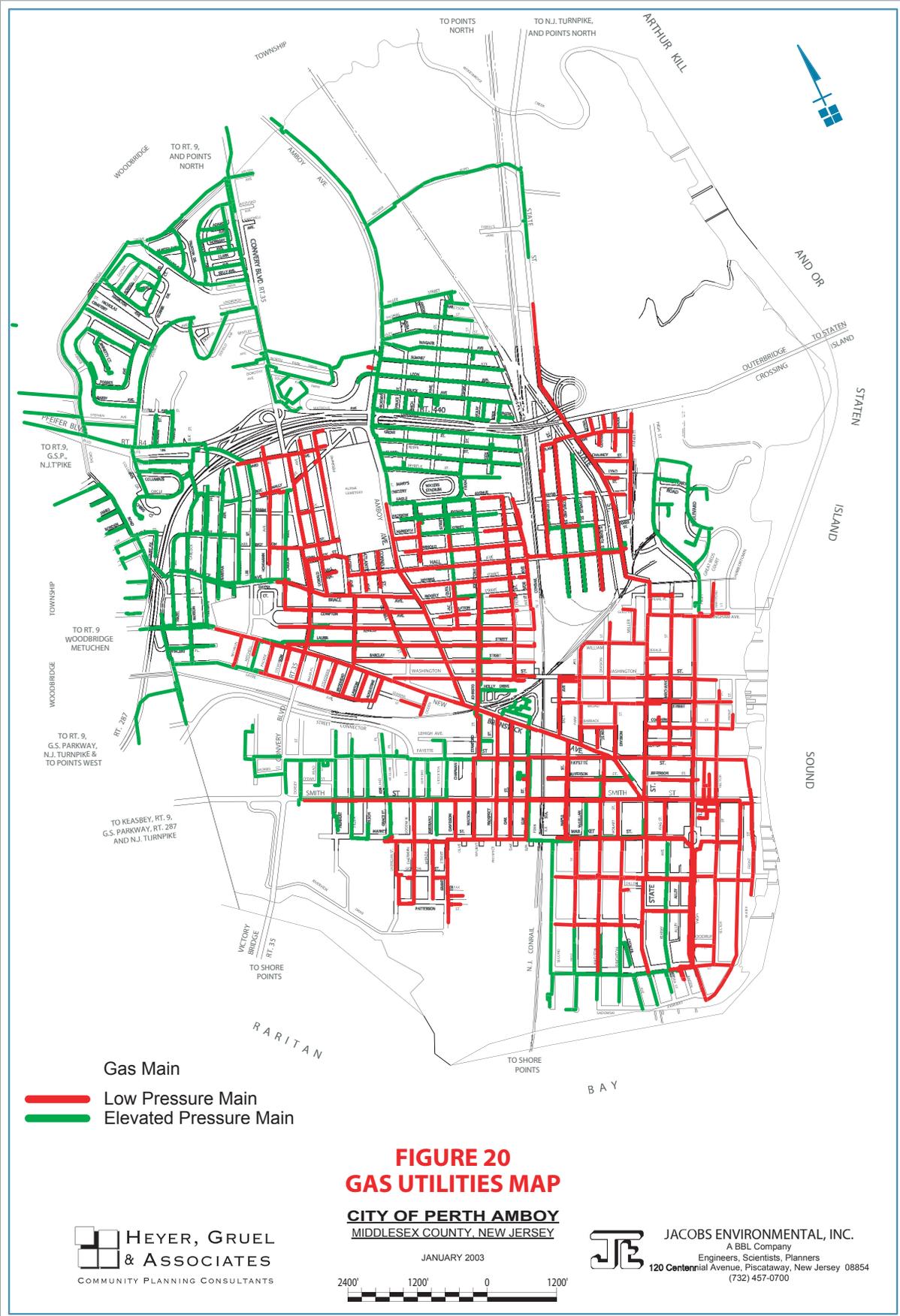
Other utilities and services such as gas, electric, telephone and cable are provided by independent suppliers. Gas line location is shown in Figure 20. Service to the City residents for these utilities is provided directly by the utility owner. Maintaining reliable service should be a priority of these utility owners, particularly with the planned redevelopment occurring throughout the City. The City should ensure that its service needs will be met through ongoing discussions with utility providers.

#### **RECOMMENDATIONS**

The following are the recommended objectives for the Perth Amboy Utility Plan Element of the Master Plan:

- Seek out other innovative working relationships between private companies and the City to provide residents with the best municipal services in the most efficient and cost effective manner.
- Continue efforts to reduce or eliminate combined sewer overflows (CSO's) and provide separated systems for sanitary and storm sewers.
- Preserve and maintain the existing utility infrastructure including public water, sanitary sewer and storm water facilities.
- Plan and implement new utility infrastructure to replace aging and obsolete systems and to serve redevelopment areas. These include recommendations to upgrade the potable water system in accordance with the short-term and long-term needs of the system as described in the comprehensive water study of 2001.
- Support the implementation of Perth Amboy's Environmental Performance Partnership Agreement with the New Jersey Department of Environmental Protection.
- Provide new separated sanitary and stormwater facilities in areas of redevelopment.
- Preserve and protect the City's public water supply including storage areas, treatment facilities and distribution system elements.
- Encourage the development of high technology infrastructure including fiber optic lines, telecommunication facilities and adequate power supply.

- Develop a complete and comprehensive sewer utility map. Develop a program of evaluation of the existing sewer system to determine areas most in need of rehabilitation or repair to reduce inflow and infiltration.
- Investigate unaccounted for water loss and develop a plan for loss reduction if it is determined that there is a source of significant water loss.



## CONSERVATION PLAN ELEMENT

The Conservation Plan Element provides for the preservation, conservation, and utilization of natural resources within Perth Amboy. To the extent necessary, energy, open space, water supply, soils, marshes, wetlands, harbors, rivers and other waters or resources are included. The Conservation Plan Element reviews the impact that each element of the Master Plan will have on the present and future preservation, conservation, and utilization of those resources.

### EXISTING CONDITIONS

#### Wetlands

Wetlands include the variety of wet habitats commonly called marshes, bogs, and swamps. They are lands where saturation with water or periodic flooding during the growing season determines the nature of soil in the area and types of plants and animals that live there. The U.S. Fish and Wildlife Service specifically defines “wetland” as follows: “Wetlands are lands transitional between terrestrial and aquatic systems where the water table is usually at or near the surface or the land is covered by shallow water.” To be classified as a wetland, the area must have one or more of the following three attributes: (1) at least periodically, the land supports predominantly wetlands vegetation; (2) the subsurface soils are undrained “hydric” soils; and (3) the land is saturated with water or covered by shallow water at some time during the growing season.



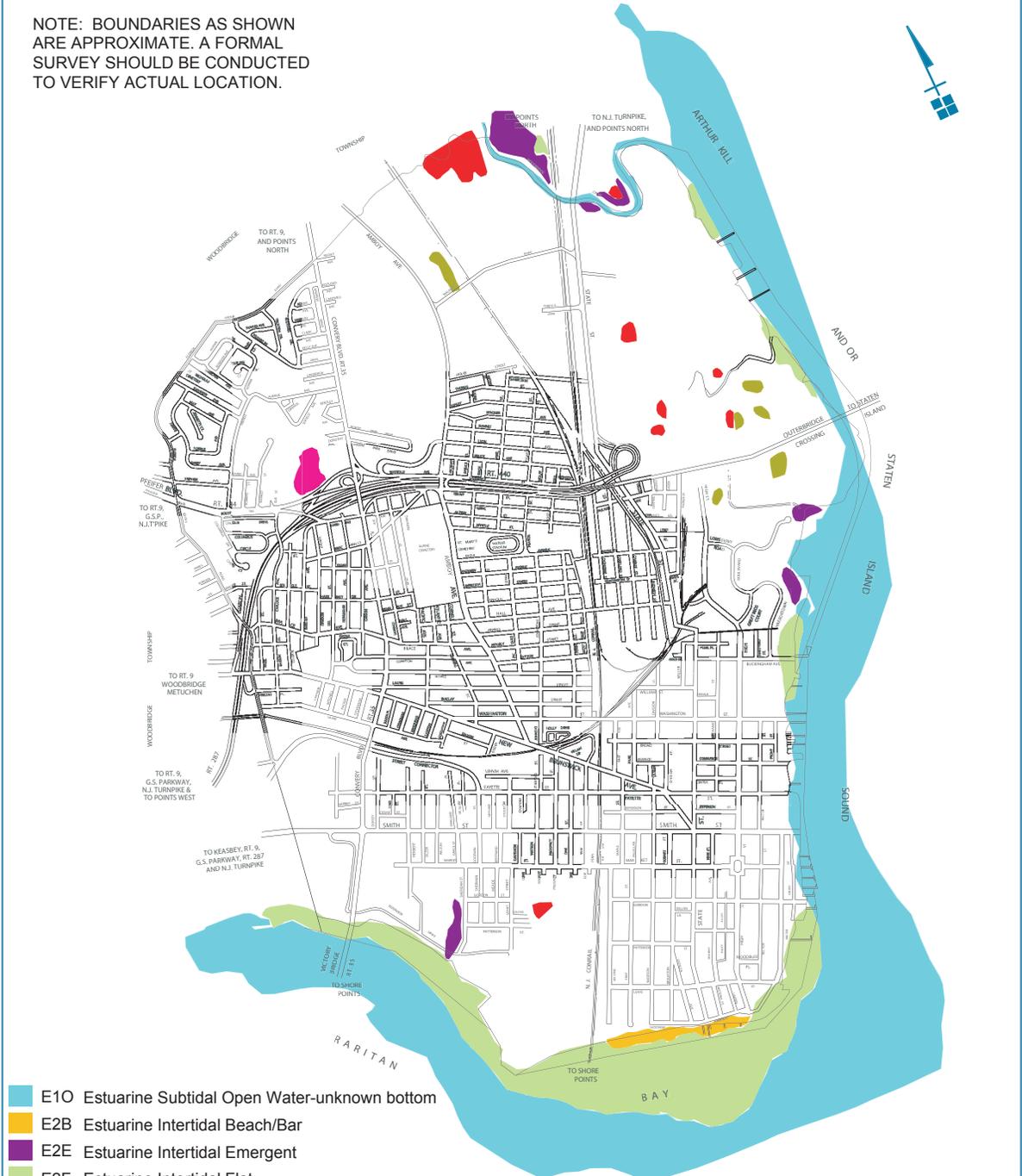
The National Wetlands Inventory (NWI) map, Perth Amboy Quadrant, shows that the majority of the wetlands in Perth Amboy are located along the Arthur Kill and Raritan River coastal areas, as seen in Figure 21. The wetland area along Sonman’s Creek, a tributary of the Raritan River, is part of a defined floodway. Any development in this area would require conformance with federal and state wetland policies and regulations. Other wetlands within the City of Perth Amboy are small isolated sites. The majority of these areas are located north of the Outerbridge Crossing along the waterfront, in the generally industrially developed locations, and along Cranes Creek and Woodbridge Creek. In these areas, development should conform to the federal and state regulations as well as local requirements.

The Wetlands Map depicted in Figure 21 is taken from the February 1984 Wetlands Inventory Maps issued by the U.S. Department of the Interior, Fish and Wildlife Service. It should be noted that much of the inventory was based on aerial surveys performed from 1972 to 1977. Consequently, many of these areas may no longer exist or exhibit different boundaries from those shown on the map. On-site evaluation and site-specific delineations will be required to determine actual wetland boundaries.

Inventoried Wetlands within the City of Perth Amboy according to the 1984 mapping include the following designated areas:

- E1OW Estuarine Subtidal Open Water - Unknown Bottom - open water areas surrounding Perth Amboy where brackish water (saltwater and freshwater) exists
- E2BB Estuarine Intertidal Beach/ Bar: Areas along the waterfront located between high and low tides.

NOTE: BOUNDARIES AS SHOWN ARE APPROXIMATE. A FORMAL SURVEY SHOULD BE CONDUCTED TO VERIFY ACTUAL LOCATION.



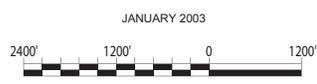
- E1O Estuarine Subtidal Open Water-unknown bottom
- E2B Estuarine Intertidal Beach/Bar
- E2E Estuarine Intertidal Emergent
- E2F Estuarine Intertidal Flat
- PE Palustrine Emergent
- PO Palustrine Open Water-unknown bottom
- P Palustrine Scrub/Shrub Broad-leaved Deciduous, Emergent

SOURCE: U.S. DEPARTMENT OF THE INTERIOR, FISH AND WILDLIFE SERVICE, NATIONAL WETLANDS INVENTORY PERTH AMBOY QUAD MAP 1977

**FIGURE 21  
WETLANDS MAP**

**CITY OF PERTH AMBOY  
MIDDLESEX COUNTY, NEW JERSEY**

**HEYER, GRUEL  
& ASSOCIATES**  
COMMUNITY PLANNING CONSULTANTS



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- E2EM Estuarine Intertidal Emergent Systems: Areas along the waterfront located between high and low tides.
- E2FL Estuarine Intertidal Flat Systems: Areas along the waterfront located between high and low tides.
- PEM Palustrine Emergent Systems: emerging marshland areas.
- POW Palustrine Open Water - Unknown Bottom: marshland open water areas
- P SSI/EM Palustrine Scrub/Shrub Broad-Leaved Deciduous, Emergent Systems: emerging marshland scrub areas

The City recognizes the importance of Perth Amboy's natural resources, particularly fresh and saltwater wetlands. As a community surrounded by water, Perth Amboy is in a unique position to showcase wetlands supporting educational programs that provide a hands-on experience to understand the value of wetlands in our environment. Even with the urban nature of the City, wetland enclaves exist and flourish, providing habitat for various flora and fauna. The development of an environmental trail along wetland areas should be investigated as a potential educational asset for the community.

### Flood Hazard Areas

Flood Hazard Areas are those areas in the City that the Federal Government has deemed to be potential areas for flooding during significant storms. The Federal Emergency Management Agency (FEMA) and the Flood Insurance Rate Map (FIRM), shows the areas susceptible to flooding in the City, as seen in Figure 22. These are primarily located along the stream corridors and coastal areas of the Arthur Kill and Raritan River. Flood hazard areas may be eligible for flood insurance under the National Flood Insurance Program. This program can be contacted at 1-800-638-6620.

The flood hazard areas for the City of Perth Amboy are identified on the accompanying map in Figure 22. Should more specific information be needed, reference the appropriate FIRM map. These can be obtained from the National Flood Insurance Program.

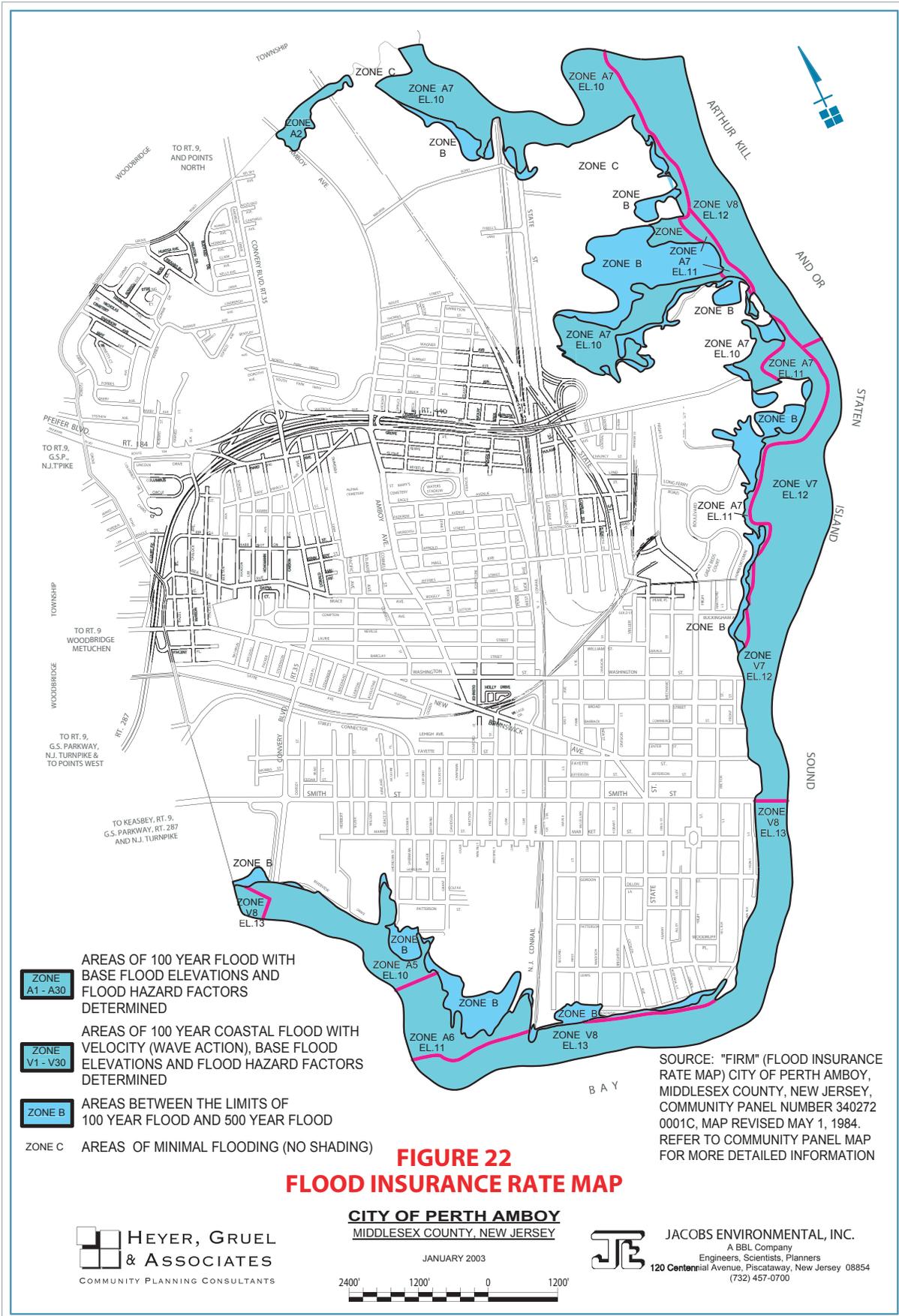
Areas on the Map with a Zone A designation indicate areas within the 100-year flood plain. Those labeled with a Zone B designation are between the 100 and 500-year flood plains. Zone C areas are locations where minimal flooding is expected. V Zones are those in which high velocity winds (for example during hurricanes) may be expected to produce waves that will impact coastal properties. The maximum elevation of the impact area is referenced to the United States Coast and Geodetic Survey vertical datum of 1929. Properties located below this elevation can be expected to be impacted by wind-induced waves.

### Open Space

The City of Perth Amboy has set aside approximately 108 acres or 3.5 percent of the City's 4.78 square miles for open space and recreational facilities. These areas are shown on the Recreation and Open Space Facilities Map in Figure 17. As a developed community, the City's available open space consists primarily of recreational land or environmentally sensitive areas, including wetlands. An inventory of the City's recreational areas is included in the Recreation and Open Space Plan Element.

### Harbors

The Port Authority of New York and New Jersey controls the Raritan Bay Harbor. The harbor is federally maintained. Activities and use of the harbor must follow the rules and regulations of the Federal Government.



**Soils**

The location and types of soils found within the City of Perth Amboy appear in the Soil Survey Map, Figure 23. This map is derived from the Middlesex County New Jersey Soil Survey Report dated 1987, issued by the United States Department of Agriculture. The following are the soil types of the City of Perth Amboy, according to the Middlesex County Soil Survey Report:

**BOONTON LOAM**

Gently rolling soils, ranging from moderately to well drained.

- BoB 2-5% slopes, surface layer consists of 10 inches dark brown loam.
- BoC 5-10% slopes, surface layer consists of 8 inches dark brown loam.
- BoD 10-15% slopes, surface layer consists of 7 inches dark brown loam.

**BOONTON/ URBAN COMPLEX**

Present on rolling hill tops and side slopes, 40% natural soil, 40% impervious coverage from urban development, 20% fill or modified surface soils, moderate to well drained.

**BUB**

Boonton Urban Land Complex 0-5% slopes, moderate to well drained.

**HALEDON SILT LOAM**

Nearly level and somewhat poorly drained, 40% natural silt loam soil surface layer, 40% impervious coverage, 20% fill or modified surface soils.

- HaA 0-2% slopes, surface layer consists of 8 inches dark brown silt loam.

**HALEDON/ URBAN LAND COMPLEX**

Nearly level to gently sloping, somewhat poorly drained and in areas which are used for Urban Development. Designated as HBB.

**PITS, SAND & GRAVEL**

Soil that remains in the borrow, sand or gravel pit after mining has taken place- designated PM

**PSAMMENTS**

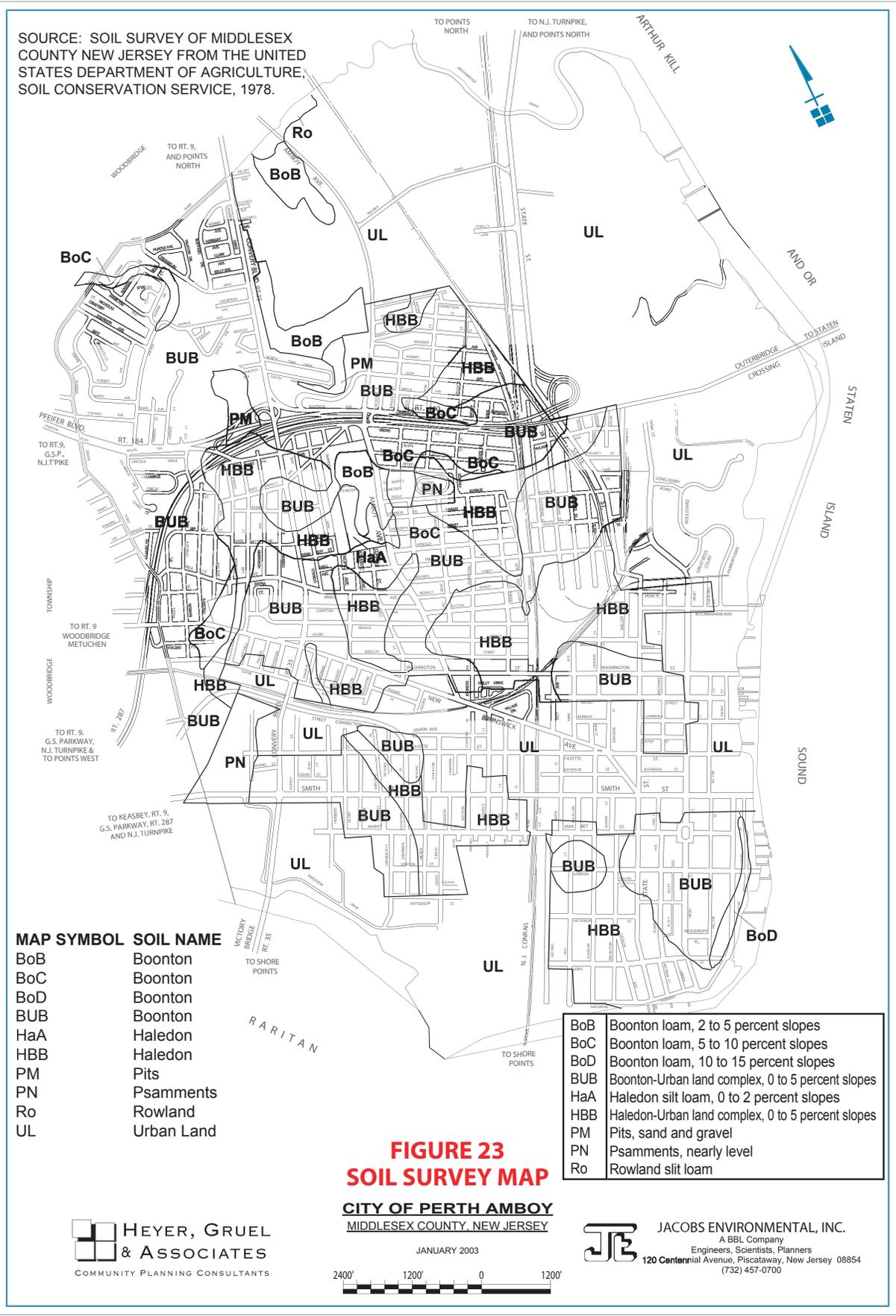
Nearly level, moderate to well drained soils consisting of regraded sand or borrow pits that have been smoothed. Designated as PN.

**ROWLAND**

Silt loam, nearly level and moderate to poorly drained soils along floodways, with surface layer of 7 inches of brown silt loam. Designated as RO.



SOURCE: SOIL SURVEY OF MIDDLESEX COUNTY NEW JERSEY FROM THE UNITED STATES DEPARTMENT OF AGRICULTURE, SOIL CONSERVATION SERVICE, 1978.



MAP SYMBOL	SOIL NAME
BoB	Boonton
BoC	Boonton
BoD	Boonton
BUB	Boonton
HaA	Haledon
HBB	Haledon
PM	Pits
PN	Psamments
Ro	Rowland
UL	Urban Land

BoB	Boonton loam, 2 to 5 percent slopes
BoC	Boonton loam, 5 to 10 percent slopes
BoD	Boonton loam, 10 to 15 percent slopes
BUB	Boonton-Urban land complex, 0 to 5 percent slopes
HaA	Haledon silt loam, 0 to 2 percent slopes
HBB	Haledon-Urban land complex, 0 to 5 percent slopes
PM	Pits, sand and gravel
PN	Psamments, nearly level
Ro	Rowland slit loam

**FIGURE 23**  
**SOIL SURVEY MAP**

**CITY OF PERTH AMBOY**  
**MIDDLESEX COUNTY, NEW JERSEY**

**HEYER, GRUEL**  
**& ASSOCIATES**  
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JANUARY 2003



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### Water Supply

The City's water supply is discussed in the Utilities Plan Element of the Master Plan. Water conservation initiatives should be promoted at the residential level and should include the use of water saving devices on all fixtures, conversion of old fixtures to new water saving fixtures, and attention to efficient everyday water use when operating washing machines, dishwashers and other water using equipment.

For coastal communities, potable water supply issues often center around the potential for saltwater intrusion into the local aquifer and water supply. Perth Amboy is fortunate to be supplied by water from a 1,000-acre watershed in Old Bridge Township, providing the City with an excellent source of groundwater with a high degree of quality. This watershed is not adjacent to areas subject to saltwater intrusion and, therefore, this issue is not critical to the City. However, water conservation is in the interest of the Perth Amboy's long-term prosperity, as well as from a statewide and regional environmental perspective, and should be a part of the City's overall Conservation Plan.

### Energy

The increased demand for and usage of energy is an important issue that impacts the City's economic vitality, as well the local and regional environment. Consequently, energy conservation is a topic being discussed in wider economic and environmental circles as our demand for electrical power increases. New Jersey has established programs to encourage energy conservation to minimize the increase in energy consumption. Perth Amboy recently entered into a Performance Partnership Agreement with the State Department of Environmental Protection, which includes a commitment to the promotion of the conservation of energy. Perth Amboy recently replaced its 300 horsepower electric motor at its' Second Street Sewage Pump Station with an efficient natural

gas driven motor, leading to an estimated savings of \$781,000 over 15 years. Other efficiencies in power consumption may be realized by taking advantage of the PSEG Standard Offer Programs or by upgrading its' energy consuming equipment. PSEG also supports a residential program of rebates for energy conservation initiatives ranging from incentives for the installation of high efficiency air conditioning systems to insulation upgrades. It is recommended that the City actively promote these programs in the community and incorporate further energy conservation initiatives in City operations. In addition, energy efficient building design for both public and private developments should be promoted.

### RECOMMENDATIONS

The following plan objectives are recommended concerning Perth Amboy's natural resources:

- Improve public access to the waterfront through the City's redevelopment planning efforts and the promotion of public waterfront activities.
- Protect and enhance the water quality of the Raritan River, Raritan Bay, and Arthur Kill.
- Promote and develop active and passive energy conservation approaches to reduce energy usage by the City and new developments.
- Consider the development of a wetlands trail surrounding a coastal wetland area for the combined use and benefit of the community as a tool for wetland conservation education and as a recreational asset.
- Promote water conservation through written outreach programs including newsletters and bulletins, and as part of the annual Consumer Confidence Report.
- Promote energy conservation programs at the residential and City level through use of efficient energy consuming devices, and through programs provided by the utility supplier.



## RECYCLING PLAN ELEMENT

The New Jersey Source Separation and Recycling Act adopted in 1987 and the Municipal Land Use Law require that municipal Master Plans include a Recycling Plan Element. In addition, specific tasks are delegated to counties and municipalities in order to achieve the State Recycling Plan goals.



Solid Waste disposal and recycling in New Jersey is regulated by the New Jersey Department of Environmental Protection under N.J.A.C. 7:26 pursuant to the New Jersey Solid Waste Management Act N.J.S.A. 13:1E-1 et. seq. The New Jersey Solid Waste Management Act and the subsequent regulations provide a comprehensive system for management of solid waste in New Jersey. The act designated all 21 Counties and the Hackensack Meadowlands District as Solid Waste Management Districts and mandated the Boards of Chosen Freeholders in each of the Counties to develop comprehensive plans for waste management in their district. The Middlesex County District Solids Waste Management Plan was approved on July 29, 1980. The County Plan was amended on December 12, 1997 to address solid waste flow control.

### EXISTING CONDITIONS

#### Collection

Twice weekly refuse is provided to all non-apartment residential properties in the City. Refuse collection is operated by the City's Department of Public Works

(DPW). Special collections for bulky wastes and white goods (detailed later) are arranged weekly on an as needed basis. The City collects cans, glass and plastic bottles on a bi-weekly schedule where cans/glass/plastic and newspapers/cardboard are collected on alternate Wednesdays. The City also provides leaf collection in the fall.

#### Refuse

Refuse collected by the City is transported to the Department of Public Works transfer facility located at the foot of Fayette Street, west of Convery Boulevard. At this facility the refuse is compacted and transferred into 75-cubic-yard trailers and hauled to the Middlesex County Landfill located in East Brunswick.

In 2001, Perth Amboy generated 22,617 tons of residential solid waste. The residential solid waste tonnage for 1997 through 2001 is shown in Table R-1. These tonnages include Waste Category I.D.10: Household Solid Waste and I.D.13: Bulky Waste.

**Table R-1**  
**Municipal Residential Solid Waste Collection**

YEAR	QUANTITY (Tons)
1997	22,135
1998	21,201
1999	21,416
2000	21,797
2001	22,617

Business and industry in the City are responsible for their own refuse disposal via independent waste haulers. In 2001, business and industry in Perth Amboy generated 11,124 tons of combined I.D. 10 and I.D. 13 materials.

### Recycling

The City of Perth Amboy's recycling ordinance is contained in Chapter 351 of the City Code, as adopted by Ordinance No. 794-95. The City of Perth Amboy's Recycling Ordinance requires residential and commercial establishments to separate used newspaper, clean corrugated cardboard, glass, plastic and aluminum cans and bottles. Perth Amboy consistently meets the statewide recycling goal of 60 percent or better.

The City of Perth Amboy recycles numerous materials for the benefit of the community. This program has been in place for a number of years and provides the City, through a grant bonus program administered by the State Department of Solid Waste, with a rebate for municipal expenditures for the collection and disposition of these materials. Materials that are collected by the City from residents at the curb include the following:



1. Paper and corrugated: includes newspapers, corrugated cardboard, brown paper bags, junk mail, magazines and various grades of white and colored paper. Paper can be placed in plastic recycle containers provided by the City or tied up. Paper and corrugated is sold to a commercial paper processor.

2. Co-mingled bottles and cans: includes glass bottles and jars, aluminum cans, tin cans, and plastic bottles. Co-mingled bottles and cans must be put in a sturdy trashcan or blue recycling can with a recycling sticker on it. Co-mingled bottles and cans are delivered to the Woodbridge Municipal Recycling Center.
3. Scrap metal and white goods: includes washers, refrigerators, freezers, dryers, stoves, microwaves, dishwashers, pipes, radiators, and other miscellaneous large metal objects. Scrap metal and white goods are sold to a commercial scrap metal recycler. These materials are picked up curbside by appointment.
4. Leaves: Collected weekly during November and December. Biodegradable leaf bags, provided by the City, are made available free of charge at the DPW. Leaves are transported to the DPW and transferred to 70 cubic yard containers for transport to the East Brunswick Compost facility.

In addition, residents may bring tires, textiles, batteries and used motor oil to the DPW for recycling. The facility is open 5 days per week, 7:30 a.m. to 2:30 p.m. The City also participates in the County Hazardous Waste Program. Household hazardous wastes, such as paints, thinners, chemicals and batteries may be brought to the Woodbridge Recycling Center in Keasbey.

A summary of the past few years of activity for recycling is provided below in Table R-2. The City provides annual guidance documents and schedules to the community for collection of recyclable materials along with a listing of all materials that are processed by the City. The City of Perth Amboy reports its recycling tonnage on a monthly basis to Middlesex County and on a yearly basis to the State of New Jersey. In 2000, Perth Amboy recycled 92,129 tons of various materials. The represents an increase of 2.5 times the 1997 tonnage.

A breakdown of these recyclables for 1997 to 2000 is shown in Table R-2. In 2000, Perth Amboy recycled 154 tons of leaves and 42 tons of brush. Collections are transferred at the DPW to 10-yard containers and transported to the Middlesex County Improvement Authority (MCIA) leaf compost facility in East Brunswick. The leaf and brush waste is composted at the facility and mixed with MeadowLife® produced by the Middlesex County Utilities Authority. The blended material is then beneficially utilized for landfill cover.

### Sweeping

As part of its combined sewer system program the City instituted a street sweeping program. Two sweepers are operated by the DPW, five days per week. One sweeper cleans Smith Street and the downtown area every day and alternate sides of the waterfront area four days per week. On Fridays, the sweeper is directed to a selected section of the City. The second sweeper cleans all main streets on Monday, Wednesday and Friday and various sections of the City on Tuesdays and Thursdays.

### Recycling Provisions with Subdivisions and Site Plan Regulations

In order to assure that developments are designed to accommodate the recycling of solid waste, the site plan and subdivision regulations of the City require the following:

1. Each application for residential development of fifty (50) or more units of single-family housing or twenty-five (25) or more units of multi-family housing shall provide adequate provisions for the collection, disposition, and recycling of recyclable materials, as designated by the municipality's Recycling Ordinance (Chapter 351) and the Statewide Mandatory Source Separation and Recycling Act (N.J.S.A. 13:1E-99.11).
2. Each application for a nonresidential use in excess of 1,000 square feet must include provisions for the collection, disposition and recycling of recyclable materials, as designated by the municipality's Recycling Ordinance (Chapter 351) and the Statewide Mandatory Source Separation and Recycling Act (N.J.S.A. 13:1E-99.11).

### RECOMMENDATIONS

The recommended goals of the recycling plan element are as follows:

- Consider establishing specific requirements for the collection, storage and disposition of recyclables for multi-family residential and non-residential uses through recycling design standards.
- Continue to be an innovator and leader in the use of recycled materials throughout the community, including parks and City offices.

<sup>1</sup> Perth Amboy Zoning and Land Development Code, Article IX., Performance Standards, Section 430-60.M.

Table R-2  
Recyclables (Tons/Year)

<b>MATERIAL</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>
Corrugated Cardboard	915.04	1,261.07	1,325.40	1,313.78
Mixed Office Paper/CPO	67.20	178.71	822.03	758.00
Newspaper	1,050.87	781.34	1,008.58	402.50
Other Paper/Mags/Junk Mail	109.50	540.52	18.35	17.19
Glass Containers	1,234.90	1,150.35	1,406.77	1,012.02
Aluminum Cans	92.62	151.91	261.47	166.65
Steel Cans	109.20	162.11	288.81	182.72
Plastic Containers	108.06	289.33	218.22	317.07
Heavy Iron	27.02	0.83	31.78	0.16
Wire (Metal)		58.64	49.16	
Non-Ferrous and Other Aluminum	21.95	21.70	109.88	23.71
White Goods/Light Iron	274.47	334.58	293.61	213.18
Anti-freeze	0.12	0.70	2.10	0.19
Batteries, Lead Acid	14.91	10.90	11.30	9.29
Scrap Autos	0.00			
Tires	52.80	28.74	513.02	39.70
Oil Filters		8.69		
Used Motor Oil	249.92	271.70	279.67	304.15
<b>MATERIAL</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>
Brush/Tree Parts	133.15	309.84	433.22	99.58
Grass Clippings	0.36	0.35	0.43	
Leaves	276.91	192.92	214.07	154.14
Brush				42.08
Stumps	71.87	111.31	176.95	356.25
Batteries, Household	0.00			
Concrete	30,193.91	20,502.12	38,107.94	49,219.25
Asphalt		45,452.94	18,016.50	33,743.55
Brick			1,602.07	
Food Scraps (Fat/Lard)	0.00	143.67	146.99	
Asphalt Roofing Material			53.52	
Misc. Recyclable Materials	0.00			
Other Glass	0.00			
Other Plastic	0.00			
Petroleum Contaminated Soil	263.66	467.27	676.91	3,671.26
Process Residue	0.00			
Paints/Stains		0.30	0.51	
Textiles	0.10			
Wood Scraps	318.29	591.47	1,200.29	82.51
<b>Total Tons</b>	<b>35,586.83</b>	<b>73,024.01</b>	<b>67,269.55</b>	<b>92,128.93</b>

## ECONOMIC PLAN ELEMENT

Perth Amboy's economy has been growing rapidly in the last several years due to actions by the City to promote business retention and new commercial development and redevelopment. In particular, Perth Amboy's economy received a substantial boost with the creation of the City's Urban Enterprise Zone (UEZ) in 1993 and the subsequent creation of the Special Improvement District (SID). The UEZ has led to millions of dollars in business investments and the creation of hundreds of jobs, as businesses have expanded to take advantage of the reduced sales tax and other incentives. With UEZ funds, the City has undertaken numerous streetscape renovations and improvements in the downtown and along its commercial corridors.

The Focus 2000 Redevelopment Plan is also providing new opportunities for commercial development throughout the City. In particular, Focus 2000 has been responsible for economic development initiatives along the waterfront, including ferry and marina services and brownfield remediation.

At the same time, there is a continuing need for new retail commercial development in the City that is more regional in its appeal. However, new commercial development should not come at the expense of the existing local businesses that serve community needs. The ideal location for such new commercial development is at the major transportation corridors and hubs within the City, including transit locations.

One of the many important changes in the economic development strategy of the City is the approach to industry. Significant changes have occurred within the City's industrial areas over the last decade. In particular, the Focus 2000 redevelopment plan has

emphasized the conversion of existing areas of heavy industry into new, mixed-use developments containing light industrial, commercial, and recreational uses.

Redevelopment will continue to be a major force in the City's job growth and economic development efforts. Light industry, office space, and warehousing/distribution will be encouraged, while heavy industry will be discouraged from further development. In brownfield areas, numerous remediation and redevelopment projects are taking place. The City intends to support existing industry where appropriate by providing transportation enhancements. The City will also assist employers that might need to be relocated due to the City's redevelopment plans in order to retain them in the City.

### EMPLOYMENT CHARACTERISTICS

The number of jobs in Perth Amboy is clearly on the rise. With revitalization bringing new businesses and industries into the City, along with the retention and expansion of existing businesses, the City's job base is increasing steadily.

#### Jobs in the City of Perth Amboy

Employment in Perth Amboy increased by 792 jobs or 6.7 percent between 1990 and 1998. Table E-1 shows the yearly increase in employment for both the City and the County.



**Table E-1**  
**Private Sector Covered Employment, 1990 to 1998**  
**The City of Perth Amboy and Middlesex County**

Year	CITY OF PERTH AMBOY			MIDDLESEX COUNTY		
	Number of Jobs**	Difference		Number of Jobs**	Difference	
		Number	Percent		Number	Percent
1990	11,872	—	—	299,530	—	—
1991	11,384	-488	-4.1	290,467	-9,063	-3
1992	11,386	+2	0	288,737	-1,730	-6
1993	10,740	-646	-5.7	293,567	+4,830	+1.7
1994	10,310	-430	-4	302,048	+8,481	+2.9
1995	11,695	+1,385	+13.4	313,458	+11,410	+3.8
1996	11,389	-306	-2.6	321,459	+8,001	+2.6
1997	12,781	+1,392	+12.2	332,307	+10,848	+3.4
1998	12,664	-117	-9	332,148	-159	0
<i>Employment Change, 1990-1998</i>		+792	+6.7		+32,618	+10.9

Source: N.J. Department of Labor, Private Sector Covered Jobs, 1990-1998.

In 2000, the population to jobs ratio in Perth Amboy was 4.98 to 1, the population to jobs ratio for Middlesex County overall was 2.18 to 1. In 2000, Perth Amboy

contained a significantly lower concentration of jobs compared to Middlesex County.

**Table E-2**  
**Population to Jobs Ratio, 2000**  
**The City of Perth Amboy and Middlesex County**

AREA	2000 POPULATION	2000 COVERED EMPLOYMENT	POPULATION TO JOBS
City of Perth Amboy	47,303	9,497	4.98 to 1
Middlesex County	750,162	344,758	2.18 to 1

Source: U.S. Census Bureau, N.J. Department of Labor.

**Comparative Employment Data**

Table E-3 indicates place of employment and how residents earn their livings in the City of Perth Amboy and Middlesex County. The proportion of residents in Perth Amboy in production and transportation jobs is significantly greater than Middlesex County as a whole. This is the largest category of jobs held by the City’s residents and it represents 31.3 percent of the

labor force, whereas it represents only 12.8 percent of the labor force in Middlesex County. Conversely, larger proportions of Middlesex County residents are employed as managers and professionals than Perth Amboy residents. As expected, farming, forestry and fishing represent less than one percent of the jobs in both the City and the County.

**Table E-3**  
**Comparative Employment Data, 2000**  
**City of Perth Amboy and Middlesex County**

	CITY OF PERTH AMBOY		MIDDLESEX COUNTY	
	Number	Percent	Number	Percent
Employment by Occupation				40.6
Management and Professional	3,267	17.5	150,373	11
Service	3,252	17.4	40,879	28.4
Sales and Office	4,667	25	105,338	0.1
Farming, Forestry and Fishing	15	0.1	333	7.1
Construction, Extraction, and Maintenance	1,636	8.7	26,390	12.8
Production, Transportation and Moving	5,861	31.3	47,504	100.0
Total	18,695	100.0	370,817	
Mean Travel Time (minutes):	24.1		31.5	

Source: U.S. Census Bureau

**Projected Employment**

The employment picture in Perth Amboy is expected to improve significantly in the long-term with continued economic growth due mostly to redevelopment efforts and the effective use of the Urban Enterprise Zone and Business Improvement District. It is estimated that over 7,000 jobs will be added to the City by 2005. The continued revitalization and redevelopment of the City only increase the rate of job creation over time. With continued education programs and job training, the City will maintain its highly motivated work force to fill the innumerable jobs to be created over the next decade.

**Unemployment**

With the closing of industries in the 1970's and the 1980's, unemployment rose to substantial levels in urban municipalities in New Jersey. This trend continued well into the 1990's, until it began to slow due to the impact of a booming national economy. The City was able to take advantage of this economic growth, and unemployment in the City dropped drastically. As seen in Table E-4, the ten-year period between 1991 and 2000 saw the unemployment rate drop in the City of Perth Amboy from over 12 percent to less than seven percent. While the unemployment rate in the City is declining, it is still above the County's unemployment rate of 3.1 percent for the year 2000. The City's unemployment rate is expected to continue to fall as local revitalization efforts spur new jobs and new businesses.

<sup>1</sup> City of Perth Amboy five-year plan. Urban Enterprise Zone Program, (2001) p.8.

**Table E-4**  
**Unemployment Rates, 1991 to 2000**  
**City of Perth Amboy and Middlesex County**

YEAR	CITY OF PERTH AMBOY	MIDDLESEX COUNTY	DIFFERENCE
1991	12.4	5.8	6.6
1992	16	7.6	8.4
1993	14.4	6.8	7.6
1994	10.1	5.8	4.3
1995	11.9	5.5	6.4
1996	11.3	5.2	6.1
1997	9.2	4.2	5.0
1998	8.2	3.7	4.5
1999	8.2	3.7	4.5
2000	6.8	3.1	3.7

Source: N.J. Department of Labor/Data Center.

**CURRENT ECONOMIC DEVELOPMENT INITIATIVES**

The City is currently using a multi-layered approach to spur further economic revitalization: the Focus 2000 Redevelopment Plan, the Urban Enterprise Zone, and the Special Improvement District. Together, these programs have proven very effective and will be the main tools with which to encourage the future growth and revitalization of Perth Amboy.

**Focus 2000 Redevelopment**

The most significant change impacting the City’s long-range planning and redevelopment efforts has been the adoption of the Focus 2000 Redevelopment Plan. Together, the redevelopment areas designated as part of Focus 2000 cover approximately 700 acres within three distinct parts of the City.

Numerous projects and investments have been generated as a result of Focus 2000 by forming effective partnerships between private companies and the Perth Amboy Redevelopment Agency. The City will continue to develop public and private partnerships to achieve the following goals:

- Further expand and develop the waterfront, including increased public access.
- Revitalize the City’s Central Business District.
- Restore abandoned environmentally constrained properties.
- Selectively reindustrialize with light industry/warehouse distribution uses.
- Increase employment opportunities.
- Increase the City’s tax base.
- Promote the health, safety, and general welfare of the population.
- Separate industrial uses and activities from residential areas.
- Increase recreation opportunities for residents and visitors.
- Improve the City’s public transportation system.

The City has also undertaken an aggressive marketing plan to encourage redevelopment in designated redevelopment areas and continues to investigate other areas in the City for their redevelopment potential.

### URBAN ENTERPRISE ZONE

The New Jersey Urban Enterprise Zones Act authorizes selected cities in New Jersey to establish local Urban Enterprise Zones (UEZs). Cities that establish a UEZ are permitted to provide tax incentives and other benefits to businesses in targeted zones to promote local economic revitalization efforts. Incentives available for businesses participating in the UEZ program include:

- Sales tax exemptions for materials and certain products
- Tax credits for hiring new employees
- Unemployment tax rebates
- Authorization for qualified retailers to charge 50% of the New Jersey sales tax on “in person” purchases

Perth Amboy established an Urban Enterprise Zone (UEZ) in October 1994, seen in Figure 24. Since its adoption in 1994, the Perth Amboy UEZ program has resulted in \$7.5 million in new capital improvements in the City’s commercial districts. Key accomplishments of the Perth Amboy UEZ include:

- The creation of over 3,000 new jobs in the City
- Downtown streetscape and sidewalk improvements
- Anti-graffiti programs
- The Front Street expansion project
- Jefferson Street Parking Lot improvements
- Perth Amboy Train Station Parking lot Improvements
- State Street and Amboy Avenue sidewalk improvement projects
- Marketing efforts to promote the City of Perth Amboy and its businesses

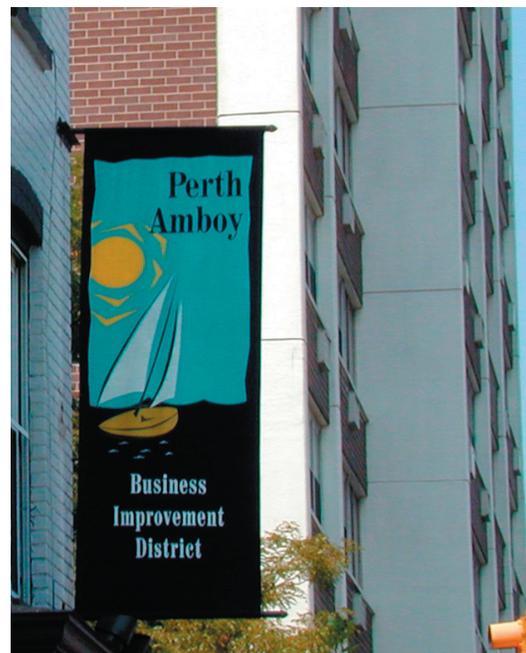
Future efforts of the UEZ program include:

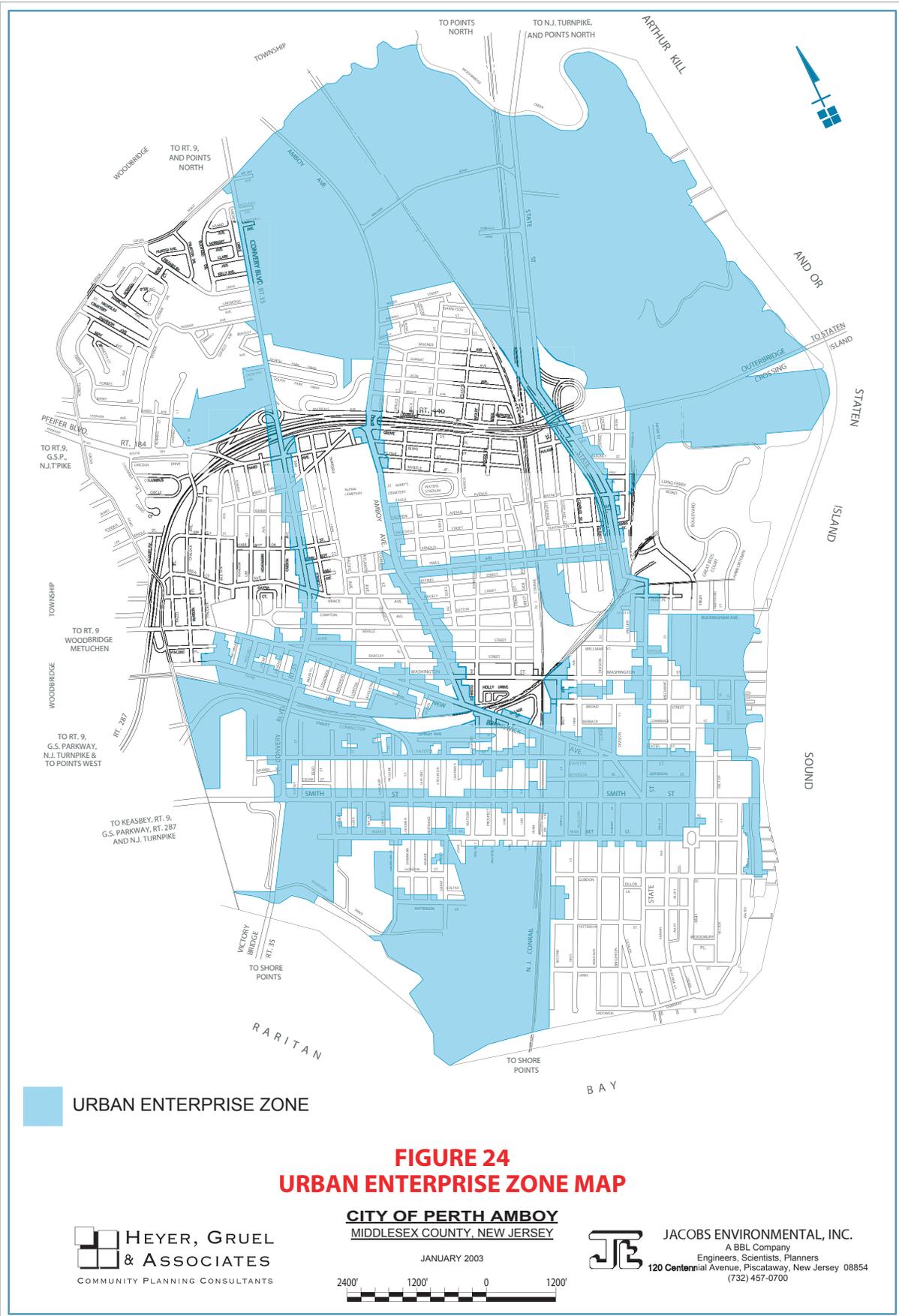
- New marketing initiatives
- Hall Avenue Extension to Harbortown and Fire-fighters Plaza.

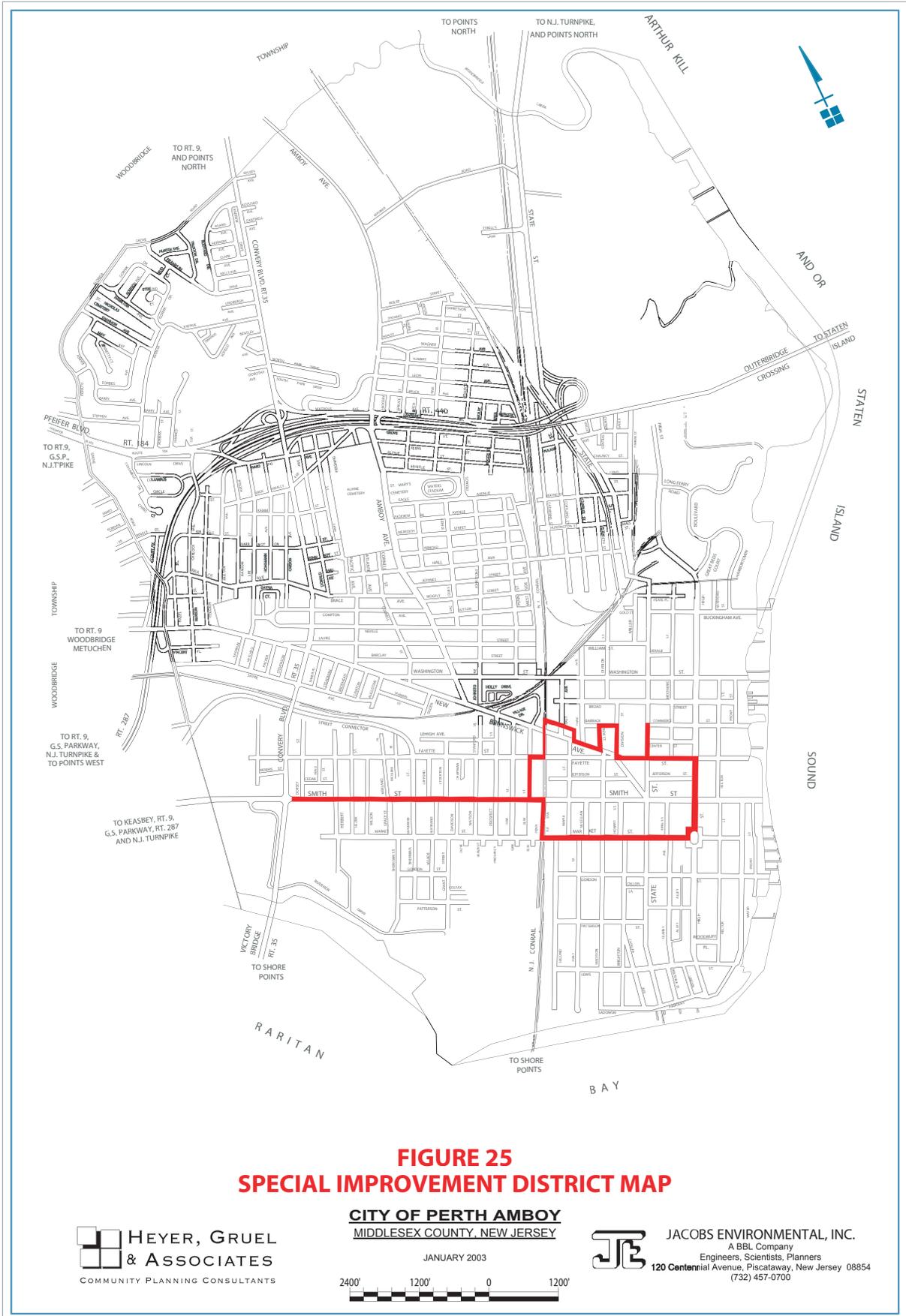
### Special Improvement District

Perth Amboy has also adopted a Special Improvement District (SID) for the downtown utilizing funds from the UEZ program. Recognizing the primary purpose of the program, it is termed a Business Improvement District. Projects undertaken by the Perth Amboy BID include:

- Façade improvements
- Sidewalk improvements
- “Clean Team” maintenance and clean-up in the downtown
- Security efforts
- Special events, including the Hispanic Arts Festival, Christmas Parade and the City Ambassador program through which brochures on City events were handed out at the train station.

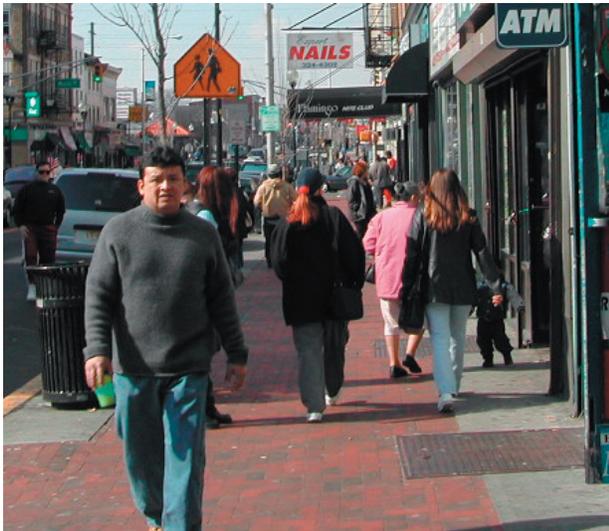






**RECOMMENDATIONS**

Impressive changes have occurred in Perth Amboy. The City's economic development initiatives, coupled with planned redevelopment, will lead to a more prosperous economic outlook for the City. By reclaiming brownfields and environmentally impaired properties, the City's economy will be further enhanced and ratables will be increased. The City will continue to support economic growth by encouraging new commercial development and the expansion of existing businesses; providing areas for light industry, research, and warehouse distribution uses; and creating cultural outlets and recreational opportunities to attract visitors to the City.



In order to facilitate the retention of existing businesses and to attract new ones more effectively, the City will continue to use the same strategy that has been proven to be effective in Perth Amboy: communication, timing, flexibility, and financial and technical support.

As a result of this strategy, Perth Amboy has attracted over \$1 billion in private investments to the City and created several thousand new jobs. The City's ability to effectively market and advertise the Focus 2000 Redevelopment Plans, the Perth Amboy Urban

Enterprise Zone program and the Business Improvement District will result in continued economic success in the future.

During the past decade, the City has accomplished many of its goals. Important parts of its infrastructure has been repaired and rebuilt. The marinas have been redeveloped and expanded. The parks have been cleaned up and improved. Roads have been repaired, and now new roads have been added to the circulation system. Crime has been cut by 70% over the last several years. Taxes have been stabilized. Employment and business opportunities have increased. A new industrial road was built that took hundreds of trucks each day off of the neighborhood streets. Access to area businesses has been improved, and the quality of life has been increased. These are all components of an economic development strategy that links land use planning and economic development.

**Urban Enterprise Zone Program**

During the next decade, the Perth Amboy UEZ will continue its proactive role in the redevelopment of the City. The newest redevelopment plans will create several thousand new jobs, bring in millions of dollars in private investment and enhance the economic opportunities throughout the UEZ boundaries. The influx of companies moving into the UEZ in the next five years and the number of participating businesses in the UEZ program will increase substantially.

The powerful tools offered by the State are being utilized in an effective and efficient manner with excellent returns. The City continuously strives to achieve the most important business goal of the program, which is to provide a safe and clean business environment for the residents, and attractive, business-oriented commercial areas for the businesses and investors.



The partnerships between the UEZ, the City's administration, county, state and federal governments and the business community will continue to be strengthened. The primary goal is to provide residents with the best UEZ program and the best commercial/business district in a city that is already poised for greatness.

#### UEZ Marketing

During the last few years a marketing firm was contracted to launch an aggressive business recruitment marketing campaign, designed to attract potential businesses to Perth Amboy. This advertising and public relations campaign was a resounding success. The City was able to recruit investors, businesses and light industry that made commitments to relocate to Perth Amboy. This will bring over 7000 jobs to the Perth Amboy Urban Enterprise Zone. This campaign will continue in the next 5 years. Continuation of this campaign over the next few decades might possibly help Perth Amboy become one of the foremost cities in New Jersey for booming economic development.

#### Increased UEZ Security

In 1999, six police officers were hired to supplement the regular police patrol within the UEZ boundaries. These special police officers were commissioned to patrol the downtown area, to address an array of

quality of life issues and to oversee issues affecting the safety of shoppers and residents. In the next several years, the UEZ, in cooperation with the Police Department, will continue to provide increased security to the business area, particularly the four shopping districts with the UEZ.

#### Façade Improvements

In the year 2000, the Special Improvement District received funding to operate programs such as the Façade Improvement Project, Graffiti Removal, and Clean Team Project. In the next several years, the Urban Enterprise Zone Development Corporation intends to continue with these programs to preserve the physical appearance of the business district. These programs will attract new businesses to the area and will offer shoppers an attractive, clean and safe business district, increasing sales and funds to the UEZ.

#### Brownfield Redevelopment

The Brownfield Redevelopment Program is targeted to various areas of the City. The program has the task of planning and implementing the clean up and redevelopment of hundreds of acres of underutilized, former industrial, environmentally constrained properties. The Brownfield Redevelopment Program in cooperation with the Urban Enterprise Zone Program and the Redevelopment Agency plan to tackle this issue head on.

#### Sidewalk Improvement Projects

The various Sidewalk Improvement Projects funded by the UEZ Program, which provide business owners and shoppers with a physically improved downtown area, have been very successful. The Urban Enterprise Zone Development Corporation plans to extend this project to benefit other businesses within the UEZ.

### Continued Infrastructure Improvements

The City of Perth Amboy and the Urban Enterprise Zone Development Corporation will continue their aggressive plan of upgrading the infrastructure throughout the UEZ boundaries, which have proven to be very successful. Many visible improvements have already been seen throughout Perth Amboy. The street resurfacing and sidewalk improvement projects in all areas provide a safer and more attractive shopping district. Plans to continue these improvements include side streets and the extension of the program to secondary business district areas within the UEZ.

### Redevelopment Efforts

The Urban Enterprise Zone Development Corporation has joined forces with the Perth Amboy Redevelopment Agency to ensure that all redevelopment projects mapped out in the Focus 2000 Redevelopment Plan, presently in various stages from negotiation to plan approval, are successfully completed. The goals of the Urban Enterprise Zone Development Corporation are to continue providing its powerful business incentives to industry and businesses that plan to relocate to Perth Amboy, as well as to provide incentives for present businesses to expand their operations. The goal is to continue offering a first class business environment and a dedicated work force.

The City has been successful in its redevelopment efforts by forging new partnerships with large commercial/industrial property owners of underutilized properties such as Chevron and Celotex. Together, we are seeking the most appropriate uses for these properties in relation to the goals and objectives of the Master Plan. With outside developers making private investments in Perth Amboy, this City will fulfill its renaissance transformation.

### Objectives

The following are Perth Amboy's economic development objectives:

- Promote continued growth and development of the City's economic base.
- Focus economic activity in the City's major economic centers, especially the redevelopment areas. Recognize the unique character of each area and promote development that will strengthen and reinforce market niches.
- Capitalize on the City's competitive advantages for economic development purposes including its location along the waterfront, extensive transportation and utility infrastructure, redevelopment areas, stable labor force, low crime rate and quality of life.
- Plan for and promote the further redevelopment of underutilized commercial and industrial areas of the City in order to create employment, generate tax ratables and enhance the quality of life for residents and workers.
- Promote the revitalization and aesthetic appearance along Smith Street and in the CBD through the public-private partnership between the City, the UEZ, and the SID.
- Continue to promote selected retail, office and light industrial development in the current redevelopment areas that have not already been developed. Target corridors for uses that complement existing businesses rather than compete with them.

## CLOSING

*The Master Plan proposes an aggressive plan of revitalization and redevelopment, capitalizing on natural and historic assets and is in accordance with NJ Smart Growth initiatives. From waterfront restoration to economic reinvestment, this plan envisions Perth Amboy as a destination for life, work, recreation and tourism. By pursuing the many opportunities through the vision of the Focus 2000 Redevelopment Plan, the City is on its way to a more promising future. A renaissance awaits us. The ultimate goal: the restoration of our City to its rightful greatness. We will be successful if we put Perth Amboy first.*



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