SOUTH AMBOY
MASTER PLAN

H. THOMAS CARR, PLANNING CONSULTANT ENGINEER, PERTH AMBOY, NEW JERSEY

UNIVERSITY
SEP 7 1961

1960

CIVIC-CULTURAL & MUNICIPAL CENTER
AREA: 412 ACRES
MASTER PLAN
OF THE
CITY OF SOUTH AMBOY
MIDDLESEX COUNTY
NEW JERSEY

MARCH 1960
H. THOMAS CARR
PLANNING CONSULTANT
PREPARED FOR

THE CITY OF SOUTH AMBOY

JOSEPH CHARMELLO, MAYOR
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COUNCILMEN

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JOHN J. TRIGGS, CITY CLERK
GEORGE G. KRESS, COUNSEL

IN ACCORDANCE WITH A CONTRACT WITH THE DIVISION OF PLANNING AND DEVELOPMENT OF THE DEPARTMENT OF CONSERVATION AND ECONOMIC DEVELOPMENT OF THE STATE OF NEW JERSEY.

UNDER THE PROVISIONS OF THE FEDERAL-STATE URBAN PLANNING ASSISTANCE PROGRAM.

FEDERAL HOUSING ACT OF 1954 - TITLE VII - SECTION 701.
PREVIOUS REPORTS

REVIEW OF EXISTING ZONING, MARCH 1959
LAND SUBDIVISION ORDINANCE, JULY 1959

PROJECT STAFF

H. THOMAS CARR, A. I. P.
PRINCIPAL PLANNER

WILLIAM GEURDS
ASSISTANT PLANNER

ROLAND MILLER
ASSISTANT PLANNER

VIRGINIA MORAVEK
COORDINATOR

TOGETHER WITH
BALANCE OF PLANNING & ENGINEERING STAFF
OF FIRM
FOREWORD

The purpose of this study is to outline a plan of land use and related functions for the City of South Amboy based upon knowledge of the problems and shortcomings of the City and using modern City Planning concepts and theory to develop this Plan.

The first portion of the study consists of reports of the investigation of the City as it exists, and the last portion of the study consists of the proposals for the future based upon the analysis of the initial investigations.

It is fully recognized that there are many local problems that have been perplexing the administration and citizenry of South Amboy and that as late as the course of evolution of this Master Plan there have been decisions made towards their solution such as rebuilding of the City Hall on its present location, construction of a new Library on the same site, and the use of the Sand Fill Area for a park and recreational area are typical, and yet this Plan shows proposals that are not consistent with these decisions. This is because it is not the purpose of this Plan to arbitrarily contradict local decisions but to show proposals that are considered as good planning solutions for these problems on a long range basis and integrated into full development of the City.

South Amboy is fixed in area and, relative to its rural neighboring community, almost fully developed. Adjoining land uses in some cases are incompatible with each other and there is considerable deficiencies in others. This Master Plan is an attempt to portray a logical pattern of land usage of the City together with the concomitant facilities necessary for community life as a modern self-sufficient community fully developed within its boundaries.
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INTRODUCTION

South Amboy is situated at the east end of Raritan Bay and in a position that was once the threshold of early American civilization. In the early days of America, South Amboy was first a stage coach, then a boat, and then a railroad terminus. In fact, it still possesses the oldest railroad in the country, the Raritan River Railroad, which operates in through South Amboy yards.

The industrialization that took place at the turn of the century saw further development of railroad facilities such that South Amboy became a leading coal terminus and maintenance yard for the Pennsylvania Railroad. The rapid development of the New York Metropolitan Area has caused the major transportation route between the metropolitan areas of New York, Camden and Philadelphia to become centered west of South Amboy along such roads as Routes 1, 22, 9 and 35. The net result of this growth along these arteries is that South Amboy has been by-passed by the economic expansion that has occurred in New Jersey in recent years. The main line of the Pennsylvania Railroad also became heavily industrialized and, lying considerably west of South Amboy, took the emphasis off the rail lines presently running through South Amboy.

Plate One shows South Amboy in its position relative to the Metropolitan Areas of New York, Trenton and Philadelphia. It is quite obvious that South Amboy sits to one side of the commercial corridor between these very busy commercial centers and also quite possible that, if properly handled, a potential gain is realizable from this very position along side this commercial corridor, a position that, at present, may be deterring its growth.
SOUTH AMBOY
AND THE
METROPOLITAN AREAS

PREPARED BY H. THOMAS CARR, PLANNING CONSULTANT AND ENGINEER, PERTH AMBOY, N.J. 1959
I. NATURAL CHARACTERISTICS AND TOPOGRAPHY

The vacant lands in South Amboy are in areas that are suitable for construction as they presently exist, except that in some cases there is a requirement for marine fills or solid fills of some type before the land can be used. Most typical of this latter area would be the ground now occupied by the city dump. Hydraulic fill would probably be the best recovery method because of the juxtaposition of the channels of the Raritan River and Raritan Bay that continuously need reexcavation.

South Amboy sits on a bluff of land that has a natural striking view of Raritan Bay, and the topography runs from sea level to one hundred and fifty-four feet above sea level.

The drainage is good, generally, throughout the entire city, and the soils composing South Amboy tend to drain well unless they are so low or so close to the water table elevation as to prevent their being drained of ground water. Plate Two shows the soil conditions and drainage characteristics of the entire city, and will be useful in planning expansions or new construction in South Amboy whether by private or public means.

SUMMARY

1. The topography and soil characteristics of South Amboy enhance rather than act as deterrents to further development.

2. Although there will be need for fill either from a borrow pit on land or from hydraulic fill from the Bay, the lands that will be recovered by this method can still be used except that it will be necessary for proper investigations to be made prior to the construction being made upon these fills.
The preparation of this report, map, document etc. was financed in part through the Urban Renewal Grant Fund of the Department of Housing and Urban Development under Public Law 94-375, August 2, 1976.

This publication has been financed by local funds and by an appropriation of the State of New Jersey as part of the Extended State and Regional Planning Program.

SOIL CONDITIONS
CITY OF SOUTH AMBOY
middlesex co. - new jersey
1958
map of master plan study
PREPARED BY
H. THOMAS CARR
CITY PLANNER - SURVEYOR - CIVIL ENGINEER
PERTH AMBOY NATIONAL BANK BUILDING

LEGEND
GOOD TO EXCELLENT BEARING AND DRAINAGE CHARACTERISTICS
FAIR TO GOOD BEARING AND DRAINAGE CHARACTERISTICS
FILL
TIDAL MARSH
AREA WITH MORE THAN 10% SLOPE
II. LAND USE

Plate Three, showing the land use of South Amboy as it exists today, indicates that there is a definite predominance in South Amboy of heavy and light industries. Actually, this major land use is limited primarily to only two large industries. There is a total of approximately two hundred and thirty-five acres devoted to this industrial land use of which one hundred and eighty-one acres are occupied by railroad installations and another nineteen acres in right-of-way lands for the Jersey Central Power and Light Plant. This means that over eighty-five per cent of all the industrial area of South Amboy is occupied by either the railroads or one utility!

The vacant land distribution and pattern of access roads shows that the waterfront is potentially capable of expansion within itself without affecting the remainder of the City. There are available railroads from which sidings can be extended and additional access roads will have to be developed to service this land without going through the remainder of the City or residential areas.

The greatest concentration of residence lies around the heart of the older portion of the City to the south of the railroad; however, an area of residence presently exists north of the railroad which will be referred to as the Rosewell Street area. This particular Rosewell Street area is actually a "peninsula" of mixed usage protruding from the main residential core of the City.

The residential areas, in general, are well defined and have been well maintained in most areas in past years. There is a definite lack of recreational facilities especially of a passive type; however, the locations of the existing recreational areas are good relative to the dispersal of population, but the actual size needed for the gross population is far too small.

The vacant land of South Amboy, basically the shore front, consists of about thirty per cent of the City or two hundred and ninety-seven acres.

It is clear that the shopping area is extremely limited and outmoded. There has been no major construction of new stores or even a trend towards expansion of the existing stores in South Amboy in recent years. As with most older cities, there is scattered throughout the City the small "corner store" which will be eventually displaced by the highly competitive economy of shopping centers or of downtown expansion.
The preparation of this report, map, document etc. was financed in part through an urban planning grant from the Housing and Home Finance Agency, under the provisions of Section 701 of the Housing Act of 1954, as amended. The remainder has been financed by local funds and by an appropriation of the State of New Jersey as part of the Expanded State and Regional Planning Program.

EXISTING LAND USE
CITY OF SOUTH AMBOY
middlesex co. - new jersey
1958
map of master plan study
PREPARED BY
H. THOMAS CARR
CITY PLANNER - SURVEYOR - CIVIL ENGINEER
PERTH AMBOY NATIONAL BANK BUILDING
LEGEND OF USES
- HEAVY INDUSTRY - RAILROAD ROW
- LIGHT INDUSTRY
- NEIGHBORHOOD & INTENSIVE USES
- RESIDENTIAL USE
- PARK - RECREATIONAL
- CEMETERIES
- PUBLIC & SEMI-PUBLIC BUILDINGS
- VACANT

BUILDING LEGEND
CH - CHURCH
CL - CLUBHOUSE
F - FIREHOUSE
G - GYMNASIUM
H - HOSPITAL
M - MUNICIPAL BLDG.
P - POST OFFICE
R - RECTORY
S - SCHOOL
T - SYNAGOGUE
Y - YMCA
FA - FIRST AID SQUAD
L - LIBRARY

The preparation of this report, map, document etc. was financed in part through an urban planning grant from the Housing and Home Finance Agency, under the provisions of Section 701 of the Housing Act of 1954, as amended. The remainder has been financed by local funds and by an appropriation of the State of New Jersey as part of the Expanded State and Regional Planning Program.
Highway frontage within the limits of South Amboy is still available, but the use of this frontage is not being evidenced by any particular land use trend of commercial development. There is only one municipal parking lot downtown with a capacity of forty cars. It is unmetered and at Augusta and Stockton Streets, if South Amboy is to try to promote commercial activity downtown, this one lot is grossly inadequate.

Residential activity has been limited to sporadic growths in the Stevensdale Area and on disseminated lots and tracts in the City. The housing study shows that residential areas of the City are composed mostly of one and two family homes. Table 1 shows the land uses in South Amboy as compared to Perth Amboy, Carteret and ten cities selected at random throughout the United States and being similar to South Amboy. The Table enables one to evaluate the amounts of land in South Amboy used for particular uses as they compare to lands of other cities nearby. Note how heavy industry and railroad uses rank very high in the comparative South Amboy picture. Table 2 shows a summary of existing land uses listed in their rank of predominance of the total area of the City.

**LAND USE BY PLANNING DISTRICT**

As part of this study, South Amboy was divided into planning districts to provide for analysis of each of these districts today and for projection of land uses into the future within each district. Plate Four shows the results of this study, and indicates that Districts One and Four contain the majority of vacant land presently available in the City and are also the locus of most of the industrial sites today. Districts Two and Three represent the older residential areas with a minimum of business. Overall, it is quite obvious that there is a small proportion of park in any particular planning district.

**SUMMARY**

1. South Amboy has land available for expansion especially along the waterfront.

2. There is a great need for diversification of the industrial composition of South Amboy.

3. Park and recreational areas are definitely needed in greater magnitude.

4. Replanning of the Rosewell Street Area should be considered in view of its position and present physical quality.
The preparation of this report, maps, document etc., was financed in part through a grant cooperating with the National Bank of Perth Amboy, through funds provided by the State of New Jersey. This part of the project was financed by federal funds provided through the U.S. Department of Housing and Urban Development, and funds provided by the State of New Jersey through the Urban Development Program.

**LEGEND**
- Heavy Industrial
- Light Industrial
- Business
- Public & Semi-Public
- Residential
- Recreational
- Streets & Roads
- Vacant

**LAND USE DISTRIBUTION BY PLANNING DISTRICT**

**CITY OF SOUTH AMBOY**

**middlesex co. - new jersey**

**1958**

map of master plan study

PREPARED BY

H. THOMAS CARR

CITY PLANNER - SURVEYOR - CIVIL ENGINEER

PERTH AMBOY NATIONAL BANK BUILDING

PREPARED FROM BASE MAP

BY

JOHN A. CONLON
5. Revitalization of the downtown shopping district and overall business sites is also needed.

**TABLE 1**

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>SOUTH AMBOY ACRES</th>
<th>% OF DEV.</th>
<th>PERTH AMBOY ACRES</th>
<th>% OF DEV.</th>
<th>CARTERET ACRES</th>
<th>% OF DEV.</th>
<th>10 CITIES* ACRES</th>
<th>% OF DEV.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Streets and Roads</td>
<td>187.92</td>
<td>27.08</td>
<td>541.1</td>
<td>22.77</td>
<td>326.7</td>
<td>19.55</td>
<td>24.7</td>
<td></td>
</tr>
<tr>
<td>Heavy Industry</td>
<td>27.31</td>
<td>3.93</td>
<td>661.0</td>
<td>27.82</td>
<td>397.9</td>
<td>23.80</td>
<td>1.6</td>
<td></td>
</tr>
<tr>
<td>Light Industry</td>
<td>26.58</td>
<td>3.83</td>
<td>58.7</td>
<td>2.47</td>
<td>173.6</td>
<td>10.39</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Business</td>
<td>34.51</td>
<td>4.97</td>
<td>111.3</td>
<td>4.68</td>
<td>41.6</td>
<td>2.49</td>
<td>2.99</td>
<td></td>
</tr>
<tr>
<td>Public and Semi</td>
<td>28.67</td>
<td>4.13</td>
<td>158.0</td>
<td>6.65</td>
<td>62.2</td>
<td>3.72</td>
<td>12.75</td>
<td></td>
</tr>
<tr>
<td>Playground &amp; Park</td>
<td>8.36</td>
<td>1.20</td>
<td>47.2</td>
<td>2.00</td>
<td>22.8</td>
<td>1.36</td>
<td>4.65</td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>199.44</td>
<td>28.74</td>
<td>557.9</td>
<td>23.48</td>
<td>583.9</td>
<td>34.93</td>
<td>51.2</td>
<td></td>
</tr>
<tr>
<td>Railroad</td>
<td>181.27</td>
<td>26.12</td>
<td>241.0</td>
<td>10.14</td>
<td>57.8</td>
<td>3.46</td>
<td>3.03</td>
<td></td>
</tr>
<tr>
<td>VACANT</td>
<td>694.06</td>
<td>100.00</td>
<td>2,376.2</td>
<td>100.00</td>
<td>1,671.5</td>
<td>100.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>991.31</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

VACANT LAND IS 29.9 PER CENT OF TOTAL CITY AREA.

## TABLE 2

**EXISTING LAND USES, BY RANK, SOUTH AMBOY, 1959**

<table>
<thead>
<tr>
<th>RANK</th>
<th>USE</th>
<th>AREA (ACRES)</th>
<th>PER CENT OF TOTAL AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Vacant</td>
<td>297.25</td>
<td>29.99</td>
</tr>
<tr>
<td>2</td>
<td>Heavy Industrial</td>
<td>208.58</td>
<td>21.04</td>
</tr>
<tr>
<td>3</td>
<td>Residential</td>
<td>199.44</td>
<td>20.12</td>
</tr>
<tr>
<td>4</td>
<td>Streets and Roads</td>
<td>187.92</td>
<td>18.96</td>
</tr>
<tr>
<td>5</td>
<td>Commercial</td>
<td>34.51</td>
<td>3.48</td>
</tr>
<tr>
<td>6</td>
<td>Public and Semi Public</td>
<td>28.67</td>
<td>2.89</td>
</tr>
<tr>
<td>7</td>
<td>Light Industrial</td>
<td>26.58</td>
<td>2.68</td>
</tr>
<tr>
<td>8</td>
<td>Recreational</td>
<td>8.36</td>
<td>0.84</td>
</tr>
</tbody>
</table>

**TOTAL CITY AREA** 991.31  100.00
III. COMMUNITY FACILITIES

An analysis of the community facilities or public and semi-public lands of the City was conducted, and the results are shown on Plate Five. Approximately twenty-eight acres or a little more than four per cent of the City are occupied by these uses. Over half of these twenty-eight acres is owned by religious institutions and used as church or school sites. All facilities in the City whether adequate in their present size or not are at least located properly relative to the residential core of the City.

Four bus lines and two major railroads very adequately serve the City in providing convenient mass transportation, and any inadequacies or new demands are usually overcome because of the natural aggressiveness of private enterprise of these lines.

The present City Hall building is obsolete and inadequate in size and interior planning to be able to accommodate the municipal departments housed there. Although there has been considerable discussion on a new City Hall location, this report will attempt to outline a long range solution for the location of a new City Hall.

The public library has also become the focal point of considerable discussion as to relocation and size. Out of all of this discussion, it is quite clear that there is a definite need for a community center which could include the City Hall Building, a larger library, a civic center, as well as offices and other types of tenants that would help carry the cost of the center.

Fire protection is adequate, and present rates applied by the fire underwriters cannot be lowered unless the present volunteer system is replaced by a paid force of firemen. There are four firehouses efficiently dispersed throughout the City. The four firehouses have a combined force of one hundred and forty members, four engines, one hook and ladder truck and one emergency truck. The first aid squad, another volunteer system has fifty members, two ambulances and one emergency truck. The present building is inadequate, and the first aid station could also be located in the aforementioned community center.

The police force consisting of seventeen members and two patrol cars is presently jammed in one corner of City Hall. It is quite obvious that they are not able to attain their greatest efficiency with the minimum space that both they and the City Hall workers must endure until new quarters are provided.
The preparation of this Master Plan document was financed in part through an urban planning grant from the Housing and Home Finance Agency under the provisions of Section 701 of the Housing Act of 1954, as amended. The remainder has been financed by local funds and by an appropriation of the State of New Jersey as part of the Expanded State and Regional Planning Program.
IV. RECREATIONAL FACILITIES

The land use study revealed only 8.37 acres of land in recreational use in South Amboy or approximately 1 acre per 1000 people of population. Modern planning standards advocate at least 10 acres per 1000 people in both park and playground. At present, there is no area used as a park. All areas are playgrounds. If South Amboy is to match these standards, it would mean a total of 90 acres of recreational land or 82 acres more than at present must be provided throughout the City.

As for playgrounds alone, the City should have at least two additional playgrounds of a minimum size of 2.75 acres each.

SUMMARY - COMMUNITY AND RECREATIONAL FACILITIES

1. South Amboy needs a new and larger City Hall, Library, First Aid Building and Police Headquarters.

2. South Amboy needs a core or nucleus for community activities in the form of a social-civic center.

3. South Amboy needs a drastic expansion of its recreational and park facilities.
V. POPULATION

RACE AND NATIVITY

The study of the local population indicates that a little over eight per cent of South Amboy citizens are foreign born. Of this foreign born group, forty-two per cent are Polish and thirteen per cent are Italians. The remainder are a mixed group of geographical origins.

FAMILY SIZE

South Amboy has an average of 3.68 persons per family which is higher than the County average composition of 3.49 persons per family. The United States as a whole has an average of 3.55 persons per family.

EDUCATIONAL ATTAINMENT

The median number of school years attended by South Amboy citizens has been found to be 8.9 years of school. Table 3 indicates that there is a greater percentage of South Amboy citizens that complete higher levels of education than either of the citizens of Perth Amboy, Carteret or South River. Only twenty-nine per cent of the persons of South Amboy, twenty-five years or older, finish high school while only four per cent finish college.

COMPARATIVE GROWTH 1900 - 1980

Plate Six shows a curve of growth for the population of South Amboy unlike the immediate area of Raritan Bay and the County. South Amboy experienced a rapid growth to the 1900 period which was the beginning of the industrialization of the Raritan Bay cities. The growth of South Amboy, shown in Table 4, then slowed down, but continued to grow until 1930 which was its peak year in the history of the City to that point. From this point on, the population fluctuated and declined during the depression to 1940, then rose again to a 1950 population of 8,422 which oddly enough was the same basic population that South Amboy had in 1930.

This fluctuation and decline from 1930 to 1940 was characteristic of all cities in the area. The limited area that comprises South Amboy has precluded the ability of South Amboy to continue to match the phenomenal growth that has occurred in other cities in the County as well; however,
COMPARATIVE POPULATION GROWTH
CITY OF SOUTH AMBOY
NEW JERSEY

SOUTH AMBOY
PERTH AMBOY
MIDDLESEX COUNTY

SOURCE: U.S. CENSUS DATA, MIDDLESEX COUNTY PLANNING BOARD AND REGIONAL PLANNING ASS. DATA

PREPARED BY H.THOMAS CARR, PLANNING CONSULTANT AND ENGINEER, PERTH AMBOY, N.J. 1959
<table>
<thead>
<tr>
<th>LOCALITY</th>
<th>NUMBER COMPLETING 7 or 8 YRS. POP. (No. PERSONS 25 OR HIGHER YRS. OR OLDER)</th>
<th>% OF TOT.</th>
<th>HIGH SCHOOL &amp; %</th>
<th>FOUR YEARS %</th>
<th>TOT. POP. (25 YRS. OR OLDER)</th>
<th>MEDIAN SCHOOL YEARS COMPLETED</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOUTH AMBOY</td>
<td>3510</td>
<td>69.71</td>
<td>1480 29.39</td>
<td>210 4.17</td>
<td>5035</td>
<td>8.9</td>
</tr>
<tr>
<td>CARTERET</td>
<td>5180</td>
<td>63.71</td>
<td>1925 23.68</td>
<td>180 2.21</td>
<td>8130</td>
<td>8.6</td>
</tr>
<tr>
<td>PERTH AMBOY</td>
<td>16755</td>
<td>62.16</td>
<td>6595 24.47</td>
<td>1055 3.91</td>
<td>26955</td>
<td>8.6</td>
</tr>
<tr>
<td>METUCHEN</td>
<td>5230</td>
<td>86.45</td>
<td>3395 56.12</td>
<td>1160 19.17</td>
<td>6050</td>
<td>12.3</td>
</tr>
<tr>
<td>SOUTH RIVER</td>
<td>4290</td>
<td>60.47</td>
<td>1460 20.58</td>
<td>175 2.47</td>
<td>7095</td>
<td>8.5</td>
</tr>
</tbody>
</table>

SOURCE: U.S. CENSUS OF POPULATION
**TABLE 4**

POPULATION GROWTH STATISTICS, SOUTH AMBOY, MIDDLESEX COUNTY, NEW JERSEY

<table>
<thead>
<tr>
<th>YEAR</th>
<th>SOUTH AMBOY NUMBER</th>
<th>% INCREASE</th>
<th>MIDDLESEX COUNTY NUMBER</th>
<th>% INCREASE</th>
<th>STATE OF NEW JERSEY NUMBER</th>
<th>% INCREASE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1900</td>
<td>6,349</td>
<td>---</td>
<td>79,762</td>
<td>---</td>
<td>1,883,669</td>
<td>---</td>
</tr>
<tr>
<td>1910</td>
<td>7,007</td>
<td>10.4</td>
<td>114,425</td>
<td>43.4</td>
<td>3,537,167</td>
<td>34.7</td>
</tr>
<tr>
<td>1920</td>
<td>7,897</td>
<td>12.7</td>
<td>162,443</td>
<td>41.9</td>
<td>3,155,900</td>
<td>24.4</td>
</tr>
<tr>
<td>1930</td>
<td>8,476</td>
<td>7.3</td>
<td>212,208</td>
<td>30.7</td>
<td>4,041,334</td>
<td>28.1</td>
</tr>
<tr>
<td>1940</td>
<td>7,802</td>
<td>- 8.0</td>
<td>217,077</td>
<td>2.3</td>
<td>4,160,165</td>
<td>2.9</td>
</tr>
<tr>
<td>1950</td>
<td>8,422</td>
<td>7.9</td>
<td>264,872</td>
<td>22.0</td>
<td>4,835,329</td>
<td>16.2</td>
</tr>
<tr>
<td>1960</td>
<td>9,302*</td>
<td>10.5*</td>
<td>382,060*</td>
<td>43.1*</td>
<td>5,935,620*</td>
<td>21.8*</td>
</tr>
<tr>
<td>1970</td>
<td>9,964*</td>
<td>7.1*</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1980</td>
<td>10,468*</td>
<td>5.1*</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* ESTIMATES

SOURCE: U. S. BUREAU OF THE CENSUS, DEPARTMENT OF CONSERVATION AND ECONOMIC DEVELOPMENT, AND H. THOMAS CARR
the same limited area automatically prescribes an ultimate population, and hence, the job of planning for facilities for the ultimate population of South Amboy is made considerably easier by this fixed area.

GROWTH BY WARDS

The movement of the population within the City is shown on Plate Seven where the population changes are shown for the various political wards of the City for every ten years. Ward Three, the core of the City, has been basically stable in its history, whereas, Ward Four has been increasing and has had sporadic bursts of housing starts in its limits. Ward Two, as did Ward Three, has also remained stable and reflects the core of the older City. Ward One is increasing which is due, basically, to the large number of housing units started in the Stevensdale Area. The growth in the wards has been basically proportional to the growth of the City, and there is no particular ward that has expanded at a rate considerably greater than the rate of growth of the City itself.

In 1910, the population was uniformly distributed throughout the four wards having approximately one quarter of the total population in each ward. In 1950 however, the first and fourth wards accounted for almost sixty per cent of the population due to the new home construction on formerly vacant land of the City. The Second Ward which is the old section of the City has lost population such that it now has less than one-fifth of the total City population. It is anticipated that Ward One will be the largest population group of the City within a very short period of time due to new construction.

NATURAL INCREASE

The natural increase in population of the City is due to the excess of people that are born every year above those that die each year. If all of the people that were born in South Amboy were to stay in South Amboy, it is quite logical that the population of South Amboy would continuously rise. The census statistics prove that this has not been occurring, therefore, there are definite movements of people out of the City, and this is called migration.

In South Amboy, the difference between the birth and the death rates has been amounting to about ten people per thousand per year or about eighty-five people per year.
POPULATION BY WARDS 1910-1950
CITY OF SOUTH AMBOY
NEW JERSEY

WARD 1
- 1890: 210
- 1910: 220
- 1920: 229
- 1930: 224
- 1940: 213
- 1950: 71

WARD 2
- 1890: 189
- 1910: 161
- 1920: 147
- 1930: 131
- 1940: 69
- 1950: 53

WARD 3
- 1890: 184
- 1910: 174
- 1920: 168
- 1930: 155
- 1940: 137
- 1950: 92

WARD 4
- 1890: 182
- 1910: 202
- 1920: 215
- 1930: 210
- 1940: 205
- 1950: 52

SOURCE: U.S. CENSUS DATA

PREPARED BY H. THOMAS CARR, PLANNING CONSULTANT AND ENGINEER, PERTH AMBOY, N.J. 1959
For the purposes of the projection of population, it is expected that this natural increase rate will decrease to about nine to seven people per thousand per year.

The slow growth of South Amboy's total population means that people have been moving out at a rate to offset this natural growth. A statistical analysis of these factors reveals an average out migration or exodus of people from South Amboy at about two and one-half times the rate of natural growth. This means that roughly two hundred people are leaving South Amboy each year. It is anticipated that this rate will increase slightly in the next twenty years to about two hundred and twenty people each year if no provisions or steps are taken to counteract this movement.

The net result is that if South Amboy were to hold its own population, it could grow to almost thirteen thousand by 1980, but will probably only top 10,000 by then due to this natural exodus of citizens from its limits. These factors of natural increase and migration are shown on Plate Nine. Plate Eight shows the birth and death rates, the difference of which has been referred to as a natural increase rate.

FUTURE GROWTH

The anticipated growth of South Amboy is not determined by the use of pure statistical projection since the limitation of lands that can be used and that are available for use within South Amboy is the actual determining factor of the ultimate population. It is estimated that with full development of the City, South Amboy will attain a population of approximately 10,000 people. This ultimate population implies a density of approximately forty-three persons per net residential acre and also implies that additional areas inside South Amboy today and presently vacant must be allocated to residential groups. Typical of these would be the lands in the Stevensdale Area or other lands shown in the proposed land use plan.

AGE, SEX CHARACTERISTICS

This study enabled analysis of the age distribution by sex for the 1950 population of South Amboy. South Amboy did not emulate the nation in the number of males per female since, by 1950, the number of females exceeded the number of males which is the reverse of the nation wide trend. (See Table 5)
BIRTH AND DEATH RATES 1920-1980
CITY OF SOUTH AMBOY
NEW JERSEY

PREPARED BY H. THOMAS CARR, PLANNING CONSULTANT AND ENGINEER, PERTH AMBOY, N.J. 1959

SOURCE: N.J. STATE DEPT. OF HEALTH
NATURAL INCREASE AND MIGRATION 1920-1980
CITY OF SOUTH AMBOY
NEW JERSEY

note: the shaded area indicates the past and predicted exodus of people since 1920

SOURCE: N. J. STATE DEPT. OF HEALTH

PREPARED BY H. THOMAS CARR, PLANNING CONSULTANT AND ENGINEER, PERTH AMBOY, N.J. - 1959
<table>
<thead>
<tr>
<th>TABLE 5</th>
</tr>
</thead>
</table>
| **SEX RATIOS (NUMBER OF MALES PER 100 FEMALES)**  
**SOUTH AMBOY, 1959**  |
| YEAR | 1940 | 1950 |
| NO. OF MALES | 3933 | 4136 |
| NO. OF FEMALES | 3869 | 4286 |
| SEX RATIO | 102 | 97 |
| U. S. SEX RATIO  
ALL CLASSES | 101 | 99 |
| **SOURCE:** U. S. BUREAU OF THE CENSUS |
Although Plate Ten indicates that there has been a decrease in the ten to thirty year age group, it is still less than the State average decrease in this age group. Oddly enough, South Amboy has less older people than the State average.

The child population is not excessive, and implies that there will be no further magnification of any present school problems which are due to student loads. The population of South Amboy is distributed roughly as follows. The young age-0 to 24 years old constitutes 38.13 per cent. The middle age-26 to 54 years old constitutes 44.93 per cent. Old age-55 years and up constitutes 16.94 per cent.

**Density**

The older portions of the City reflect outdated land planning policies of the past where lot sizes were thirty feet and less in width. The Rosewell Street area is particularly saturated with these smaller lot sizes. (See Plate Eleven)

The recently improved areas of South Amboy are being developed on larger lots such as fifty by one hundred, and this is presently stipulated in the zoning ordinance; however, it is recommended that the minimum lot size be changed to a size of sixty by one hundred. This larger lot would provide space for a decent size house with adequate side yards and still enough space for a driveway to the rear. The F.H.A. also recommends this size from an evaluation and mortgaging point of view.

The overall density of South Amboy amounts to 5468 persons per square mile.

**Summary**

1. Part of South Amboy's problems, for instance, providing open space around each building, is due to antiquated small lot patterns.

2. The use of a larger lot size, namely sixty by one hundred, is strongly recommended.

3. The static population of South Amboy shows that the population is continuously leaving South Amboy due to lack of living space and amenities.

4. The anticipated population is fixed by available land at about 10,000 people.

5. There are no foreseeable overloads of the student body.
AGE AND SEX COMPOSITION
CITY OF SOUTH AMBOY NEW JERSEY

1950 - NUMBER IN EACH AGE GROUP

AGE GROUPS

1950 - NUMBER IN EACH AGE GROUP

89

90

119

171

213

260

275

290

290

336

349

331

288

267

300

343

415

INCREASE FROM 1940 TO 1950

DECREASE FROM 1940 TO 1950

SOURCE: U.S. CENSUS PUBLICATIONS

PREPARED BY H. THOMAS CARR, PLANNING CONSULTANT AND ENGINEER, PERTH AMBOY, N.J. 1959
The preparation of this master plan document was financed in part through an urban planning grant from the Housing and Home Finance Agency, under the provisions of Section 701 of the Housing Act of 1954, as amended.
The work of the State has been financed by local funds and by an agreement with the State of New Jersey in part of the Expanded State and Regional Planning Program.

PREDOMINANT PARCEL SIZES
CITY OF SOUTH AMBOY
Middlesex co. - New Jersey
1958
map of master plan study
Prepared by
H. Thomas Carr
City Planner - Surveyor - Civil Engineer
Perth Amboy National Bank Building

LEGEND
FRONTAGE (FT.)

20 - 29
30 - 39
40 - 49
50 - 59
60 - 69
IRREGULAR AND MIXED SIZES

NOTE: PREDOMINANCY IS BASED ON 60% OR MORE PER BLOCK.

Prepared from base map by
John A. Conrad, Jr.
VI. ECONOMICS

This portion of the Master Plan is devoted to a study of characteristics of local labor, employment, income and other factors relative to evaluating the economic stability of South Amboy.

INCOME

The 1950 Census reports that the median income of families in South Amboy was $3,590 as contrasted to the Middlesex County average of only $3,383. It was also significant that of the families reporting in South Amboy, one-quarter of them made $2,000 per year per family or less. This facet has made itself known in the demand for local low income public housing apartments.

BASIC-SERVICE RATIO OF WORKERS

The ratio established in an analysis of the type of employment of local workers shows that there is a ratio of 1.17 basic workers to each service worker. The basic workers are the most critical part of the employment group for service workers vary in direct relationship with the number of basic workers. The basic workers are in primary industries which manufacture goods of a durable nature while the service workers are workers employed in industries or enterprises that come into being as a result of the basic worker. Service workers include dry-cleaning establishments, food stores and workers of that nature as contrasted to basic workers that would be in transportation or metal processing or machinery manufacturing. The ratio of population per basic worker was found to be 4.6 persons per worker.

The basic goal of industrial expansion programs is to increase the number of basic workers because of the concomitant increase of service workers and population in general.

GAINFULLY EMPLOYED WORKERS

The 1950 Census reveals that the labor force in South Amboy was approximately 3,590 workers and had gained 7 per cent since the 1940 Census. By itself, this gain looks healthy, however, the State of New Jersey gained during that same ten year period a total of 13 per cent additional workers over the 1940 period. The women increased as a proportion of the local labor force since 1940, but the overall labor group has not grown consistent with the State trend, in
fact, it has grown at only half the rate of the State increase. This slow growth reflects the lack of local new industries or other establishments requiring employment.

The labor force expressed as a per cent of the total population remained basically constant from 1940 to 1950 constituting 43 per cent of the total population. The population actually gained during this same period, hence, the local labor force is growing. The population study indicated that the younger portion of the working group is increasing, hence, the stable percentage of population occupied by labor is even more indicative of a stabilized labor condition.

LABOR BY OCCUPATION GROUPS

As shown on Plate Twelve, almost one third of the local labor force are operatives and chemical workers, and the next one third of the labor force are either clerical or craftsmen and foremen. Although clerical workers, operatives, foremen and craftsmen made definite increases from 1940 to 1950 and are still increasing, the professional group made a distinctive gain in numbers during this same period.

LABOR BY INDUSTRIAL GROUPS

While the population of South Amboy is only 3.2 per cent of Middlesex County, the local labor force in transportation and mining is such that South Amboy has a predominance of the total number of workers in Middlesex County employed in these two industrial groups.

Table 6 reveals that over half of the local labor force is involved in wholesale and retail trade and transportation, and overall, there is a decided predominance in manufacturing. As far as potential employment increases, it has been predicted that there will be anticipated high increases in labor groups associated with petroleum, coal, chemicals, primary metals, machinery (electrical and other types). These are all basic industries, and very few of them are located in South Amboy which means that South Amboy labor force cannot anticipate heavy gains on the industries presently located in South Amboy.

UNEMPLOYMENT

Unemployment figures are not specifically stated for the local labor force since South Amboy is part of the Perth
MAJOR OCCUPATION GROUPS 1950
CITY OF SOUTH AMBOY NEW JERSEY

LEGEND
- PROFESSIONAL & TECHNICAL
- FARMERS & FARM MANAGERS
- MANAGERS, OFFICIALS & PPOPS
- SALES WORKERS
- CLERICAL WORKERS
- PRIVATE HOUSEHOLD WORKERS
- CRAFTSMEN & FOREMEN
- OPERATIVES
- SERVICE WORKERS
- LABORERS
- FARM LABORERS
- MIDDLESEX COUNTY

SOURCE: U.S. CENSUS DATA

PREPARED BY H. THOMAS CARR, PLANNING CONSULTANT AND ENGINEER, PERTH AMBOY, N.J. 1959
### TABLE 6

**LABOR BY INDUSTRIAL GROUPS**

<table>
<thead>
<tr>
<th>INDUSTRIAL GROUP</th>
<th>SOUTH AMBOY - COUNTY WORKERS IN INDUSTRIAL GR.</th>
<th>SOUTHAMBOY AS % OF CO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture, forestry &amp; fisheries</td>
<td>9</td>
<td>2293</td>
</tr>
<tr>
<td>Mining</td>
<td>21</td>
<td>178</td>
</tr>
<tr>
<td>Construction</td>
<td>147</td>
<td>6875</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>1766</td>
<td>53,858</td>
</tr>
<tr>
<td>Transportation</td>
<td>506</td>
<td>7647</td>
</tr>
<tr>
<td>Wholesale &amp; Retail</td>
<td>392</td>
<td>16,512</td>
</tr>
<tr>
<td>Finance, insurance, real estate</td>
<td>98</td>
<td>2423</td>
</tr>
<tr>
<td>Business &amp; Repair service</td>
<td>33</td>
<td>1996</td>
</tr>
<tr>
<td>Personal service</td>
<td>72</td>
<td>3598</td>
</tr>
<tr>
<td>Entertainment, recreation</td>
<td>9</td>
<td>602</td>
</tr>
<tr>
<td>Professional service</td>
<td>223</td>
<td>7542</td>
</tr>
<tr>
<td>Public Administration</td>
<td>123</td>
<td>4451</td>
</tr>
<tr>
<td>Not reported</td>
<td>20</td>
<td>1369</td>
</tr>
</tbody>
</table>

| Total                                         | 3419                                          | 109,344                | 3.13                   |

**SOURCE:** U. S. CENSUS
Amboy labor market which includes considerably more cities than just Perth Amboy and South Amboy. Even at this, it has been shown that the gainfully employed labor force is maintaining a constant percentage of the total population group, hence, it is assumed that unemployment locally will be negligible, short of an overall national depression.

WHOLESALE TRADE

There is no detailed data for wholesale trade activity in South Amboy due to the small percentage of establishments; however, it is also assumed from this absence of data that it is a small proportion of the overall South Amboy commercial activity. Its absence is unimportant except to indicate a possibly unknown fact.

RETAIL TRADE

Although the gross number of retail establishments increased very slightly from 1948 to 1954, Table 7 shows that the gross sales increased by a margin of almost 50 per cent with a corresponding increase in employees and payroll. This is a desirable situation, and the South Amboy trend did not reflect the County trend wherein these same components either decreased to 1954 or increased at a lower rate than was experienced in South Amboy.

There was an outstanding gain in sales in apparel, gasoline service stations, lumber and drugs. The increase in these particular commodities was greater than was the increase by the County as a whole. One ominous note was found, however, in the decline in food sales which was probably the result of the highly competitive shopping center developments in areas surrounding South Amboy.

SERVICE TRADE

Similarly, as with the retail trade, the gross number of service trade establishments underwent a small change as shown in Table 8, while the gross sales, number of workers and the total payroll increased, and again, at a rate of increase that was greater than the overall County increase. Service trade reportings were made on personal services, auto repair and garage receipts. There was no reporting on business services, and the actual number of personal and auto repair associated businesses declined while the gross dollar received increased. The lack of business services is pointed out as a possible avenue of exploitation by the local service trade entrepreneurs.
TABLE 7  SOUTH AMBOY RETAIL TRADE 
1948 - 1954

<table>
<thead>
<tr>
<th>YEAR</th>
<th>ESTABLISHMENTS NO.</th>
<th>WORKERS NO.</th>
<th>PAYROLL $1,000</th>
<th>SALES $1,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>1948</td>
<td>121</td>
<td>147</td>
<td>412</td>
<td>6090</td>
</tr>
<tr>
<td>1954</td>
<td>129</td>
<td>219</td>
<td>748</td>
<td>8776</td>
</tr>
</tbody>
</table>

ACTUAL INCREASE:

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>8</td>
<td>72</td>
<td>336</td>
<td>2686</td>
</tr>
</tbody>
</table>

% INCREASE:

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>6.6%</td>
<td>48.9%</td>
<td>81.6%</td>
<td>44.1%</td>
</tr>
</tbody>
</table>

% INCREASE MIDDLESEX CO:

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>8.5%</td>
<td>12.1%</td>
<td>49.6%</td>
<td>42.2%</td>
</tr>
</tbody>
</table>

TABLE 8  SOUTH AMBOY SERVICE TRADE 
1948 - 1954

<table>
<thead>
<tr>
<th>YEAR</th>
<th>ESTABLISHMENTS NO.</th>
<th>WORKERS NO.</th>
<th>PAYROLL $1,000</th>
<th>SALES $1,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>1948</td>
<td>32</td>
<td>13</td>
<td>28</td>
<td>219</td>
</tr>
<tr>
<td>1954</td>
<td>33</td>
<td>28</td>
<td>74</td>
<td>459</td>
</tr>
</tbody>
</table>

ACTUAL INCREASE:

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
<td>15</td>
<td>46</td>
<td>240</td>
</tr>
</tbody>
</table>

% INCREASE:

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3.0%</td>
<td>115.4%</td>
<td>164.3%</td>
<td>109.6%</td>
</tr>
</tbody>
</table>

% INCREASE MIDDLESEX CO:

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>20.0%</td>
<td>58.9%</td>
<td>141.9%</td>
<td>109.8%</td>
</tr>
</tbody>
</table>

SOURCE: U. S. CENSUS DATA
LABOR FORCE CHARACTERISTICS

In July 1959, the Perth Amboy Labor Market was reported as having 139,000 workers such that the South Amboy labor force of 3,590 constituted roughly two and one-half per cent of the Perth Amboy Labor Market. The local labor force is composed of approximately 70 per cent males and 30 per cent females, whereas, the State average has only 28 per cent females and 72 per cent males. This is probably due to the local garment industry employing more women than men. The New Jersey Industrial Directory lists 12 local industries or 676 workers within the South Amboy City limits. Five of these 12 industries are in the garment industry and employ 531 workers, whereas, the seven other industries were in metal products, textiles, transportation, toys and printing.

SUMMARY

1. The local economic situation reflects need for development, expansion and promotion of new enterprises.

2. There is a local stability in the economic picture tending to stagnancy rather than a decline.

3. South Amboy has the basic economic assets to exist yet these same assets will help South Amboy succeed if properly developed.

4. There is a definite need for more basic industry in South Amboy to diversify its economy.

5. There is an overall need for business improvement.
VII. MUNICIPAL FINANCE

REVENUES AND EXPENDITURES

Municipal records show that during the 1953-1958 period, revenues increased by 29.8 per cent, but this increase in revenues was not due to an increase in the assessed valuations since during this time the assessed valuations increased from $6,418,822 to $6,434,346 which amounts to only an 0.24% increase. The increase in revenues was due to other miscellaneous revenues which include such sources as Franchise Taxes, Gross Receipts Taxes, State Aid, etc, which combined increased by $201,898 or 80.4% since 1953.

During this same time period of 1953-1958, property tax receipts increased by $120,030 or 29.2%. In 1953, property tax receipts accounted for about 62% of the total revenues received by the City, while in 1958, property tax receipts accounted for only about 55% of the total revenues.

Expenditures during the 1953-1958 period increased from $669,265.11 to $1,008,733.07 which amounts to a 41.5% increase. General operational expenditures also increased 84.1% and salaries and wages increased 34.7%. It should be noted that these increases reflect the rise in the cost of living which during the same time went from 113.6 to 123.3 (1947-1949=100) or an actual increase of 9.7 points.

TAX RATE

Of the four area cities of Woodbridge, Perth Amboy, South Amboy and Carteret, South Amboy is seen to have the lowest tax rate as shown on Plate Fourteen. In 1959, this rate was $9.08, and the ratio of assessed to true value was approximately 18 per cent. New Brunswick has a tax rate lower than South Amboy, but this cannot be judged totally on the basis of face value of the rate. The ratio of assessed to true value is just as important. As proof of this, a high tax rate and a low percentage of the true value could be equal, in taxes paid by a citizen, to a situation where the tax rate is low and the ratio to true value is high.

ASSESSED VALUATIONS

Assessed valuations have been relatively stable since 1953 with the net result that revenues from taxes have varied only as the tax rate varied. This is shown graphically on Plate Thirteen where the similarity of the curves of the
MUNICIPAL FINANCE
CITY OF SOUTH AMBOY, NEW JERSEY

NET ASSESSED VALUATION
7,000,000
6,500,000
6,000,000

SOURCE: MUNICIPAL RECORDS


PREPARED BY H. THOMAS CARR, PLANNING CONSULTANT AND ENGINEER, PERTH AMBOY, N.J. 1959
TAX RATE TRENDS
CITY OF SOUTH AMBOY, NEW JERSEY

SOURCE: MUNICIPAL RECORDS


DOLLARS PER 100 DOLLARS OF ASSESSED VALUATION

PREPARED BY H. THOMAS CARR, PLANNING CONSULTANT AND ENGINEER, PERTH AMBOY, N.J. 1959
tax rate and revenues is obvious. Also note how the lack of major building especially of industrial and commercial natures has caused assessed valuations to remain basically constant. The top chart on Plate Thirteen shows how, with a stable assessed value, the critical balance of revenues and expenditures have interplayed to give surpluses and deficits in local economy.

The deficits starting in 1955 were offset in 1956 by a sharp change in the tax rate which then caused a surplus by 1957 as a result of these increased revenues and more slowly rising expenditures.

BORROWING POWER

The ability of a municipality to finance capital improvements too often depends on its borrowing power. This is fixed by the State Division of Local Finance at seven per cent of an average assessed valuation. Upon investigation of the South Amboy status, it was found that in June, 1959 the bonded indebtedness was $311,792.03 which is only 5.02 per cent of the average assessed valuation of 1956-1958. South Amboy has available borrowing capacity. Surplus revenues also have to be considered since they are unassigned, and in January, 1959 they amounted to $245,844.25. Table 9 on Municipal finances shows a summary of the above factors.

BANKING ACTIVITY

Through the cooperation of local banking institutions, this study revealed continuous rises in this category from 1949 in the following specific fields:

1. Personal Loans
2. Mortgage Loans
3. Deposits
4. Savings

The increases in each of these indices of local economic prosperity ranged from 75 per cent to over 200 per cent. Outstanding changes occurred in the mortgage loan outlays.

TAX DELINQUENT PROPERTIES

Tax delinquent properties at the end of 1958 are shown on Plate Fifteen, and while the overall amount is reasonable, it must be strongly emphasized that this content is subject to drastic changes since within the first month of 1959, a
The preparation of this report, maps, discussion etc., was financed in part through an urban planning grant from the Housing and Home Finance Agency, under the provisions of Section 701 of the Housing Act of 1954, as amended.

The remainder has been financed by local funds and by an appropriation made as part of the Expanded State and Regional Planning Program.

TAX DELINQUENT PROPERTIES
CITY OF SOUTH AMBOY
Middlesex Co. - New Jersey
1958
map of master plan study
PREPARED BY
H. THOMAS CARR
CITY PLANNING - SURVEYOR - CIVIL ENGINEER
PERTH AMBOY NATIONAL BANK BUILDING

PREPARED FROM BASE MAP
BY
JOHN A. CONLOGUE
<table>
<thead>
<tr>
<th>YEAR</th>
<th>REVENUES</th>
<th>EXPENDITURES</th>
<th>NET DEBT AMOUNT</th>
<th>% OF ASSESSED VALUATION</th>
<th>ASSESSMENT</th>
<th>NET VALUATION</th>
<th>TAX RATE PER $100</th>
</tr>
</thead>
<tbody>
<tr>
<td>1953</td>
<td>773,789.87</td>
<td>669,265.11</td>
<td>---</td>
<td>---</td>
<td>6,418,822</td>
<td>6,525,978</td>
<td>6.41</td>
</tr>
<tr>
<td>1954</td>
<td>909,644.51</td>
<td>753,306.35</td>
<td>349,006.03</td>
<td>5.96</td>
<td>6,532,238</td>
<td>6,425,500</td>
<td>6.55</td>
</tr>
<tr>
<td>1955</td>
<td>896,572.82</td>
<td>873,182.17</td>
<td>299,879.47</td>
<td>4.95</td>
<td>6,265,514</td>
<td>6,434,346</td>
<td>6.26</td>
</tr>
<tr>
<td>1956</td>
<td>847,095.65</td>
<td>947,758.00</td>
<td>---</td>
<td>---</td>
<td>6,495,114</td>
<td>6,461,807</td>
<td>6.04</td>
</tr>
<tr>
<td>1957</td>
<td>979,988.87</td>
<td>1,008,733.07</td>
<td>217,207.73</td>
<td>3.47</td>
<td>6,425,500</td>
<td>6,461,807</td>
<td>8.37</td>
</tr>
<tr>
<td>1958</td>
<td>1,004,387.47</td>
<td>947,552.68</td>
<td>---</td>
<td>---</td>
<td>6,434,346</td>
<td>6,461,807</td>
<td>8.26</td>
</tr>
<tr>
<td>1959</td>
<td>---</td>
<td>---</td>
<td>311,792.03</td>
<td>5.02</td>
<td>6,461,807</td>
<td>9.08</td>
<td></td>
</tr>
</tbody>
</table>

SOURCE: MUNICIPAL RECORDS
good portion of these delinquencies could be paid off once the citizen gets a new reminder through a tax bill.

Tax collection efficiency rates, in general, reflect a low incidence of failure to pay taxes and has been averaging roughly 91 to 92 per cent of the taxes assessed.

**SUMMARY**

1. Tax Rate is the lowest in the Raritan Bay Area.

2. Assessed valuations are stable due basically to the lack of development and new construction.

3. Expenditures are continually rising due to the cost of living rise.

4. South Amboy has excess borrowing capacity.

5. South Amboy needs strong ratables that require a minimum increase to expenditures and the operating budget.

6. With assessed valuation steady and expenditures increasing, the tax rate will be forced to continue to rise despite high efficiency in tax collections.

7. The present stable population with increasing expenditures means that per capita expenditures will also be forced to rise.

8. With no definite program to resist obsolescence and depreciation of buildings, the assessed valuations will continue to drop as the average age of South Amboy structures continues to rise.
VIII. CIRCULATION AND TRANSPORTATION

TRAFFIC VOLUMES

Fortunately, the position of highways relative to South Amboy are such that the heavy volumes go through or around the edge of South Amboy in such a manner as to have little effect on South Amboy. An example of the very diverse range of volumes passing through South Amboy is shown on Plate Sixteen by Route 35, a heavy artery with volumes ranging from 27,000 vehicles per day to 47,000 vehicles per day while streets like John and David handle only 1200 to 3000 vehicles per day.

A typical fifty foot right-of-way residential street with a thirty foot pavement is capable of handling reasonable peak loads of 900 cars per hour which is about equal to a twenty-four hour volume of 9000 cars per day. This is only cited to enable one to interpret the loads on South Amboy local streets.

From a study of Plate Sixteen, it is obvious that few streets, locally, are over-loaded, but one portion of Broadway between Augusta and Main Streets is deficient in both proper alignment and width.

EXISTING CIRCULATION

The various streets of South Amboy were classified after a study of both volume and function and shown on Plate Seventeen. Arterial streets consist of Route 35 and Route 9, whereas, radial streets, resembling spokes in a wheel, constitutes such streets as Stevens, Pine, Main and Bordentown Avenue. Connecting streets link the radial streets or parts of the City, and typical of such streets are Feltus, Fifth, John and Catherine. The business loop are those streets that are an immediate part of the downtown business area with shopper traffic using them and making typical periodic and frequent stops to shop.

The pattern of streets clearly shows a lack of east-west access. Bordentown and Main Street each turn west with no connection to the east. Broadway is in a sense a dead end street at the water works, yet this is the main business street. All easterly movement is confined to Pine Avenue or Route 35.

Also notable is the lack of access to the industrial areas other than the existing one road.
The preparation of this report, map, document etc. was financed in part through a grant (grant dated April 18, 1955) made to the Middlesex County Planning Board from the Reconstruction Finance Corporation under the provisions of Section 721 of the Housing Act of 1954.

The remainder of the funds has been financed by local funds and by an appropriation of the State of New Jersey as part of the Expanded State and Regional Planning Program.

TRAFFIC VOLUMES
CITY OF SOUTH AMBOY
Middlesex Co. - New Jersey
1958
map of master plan study
Prepared by
H. Thomas Carr
City Planner - Surveyor - Civil Engineer
Perth Amboy National Bank Building

Legend
Annual Daily Average
- Less than 1,000 Veh./Day
- 1,000 - 3,999
- 4,000 - 6,999
- 7,000 - 10,999
- More than 11,000

Source: N.J. State Highway Dept.
1958 Two-Way Counts or Estimates.
EXISTING CIRCULATION
CITY OF SOUTH AMBOY
middlesex co. - new jersey
1958
map of master plan study
PREPARED BY
H. THOMAS CARR
CITY PLANNER - SURVEYOR - CIVIL ENGINEER
PERTH AMBOY NATIONAL BANK BUILDING

LEGEND
- ARTERIAL STREET
- RADIAL
- CONNECTING
- BUSINESS LOOP
- LOCAL STREET
- TRAFFIC LIGHT
- BLINKER
- ONE-WAY STREET
- STOP SIGN
PREPARED FROM BASE MAP
BY
JOHN A. CONLON

The preparation of this map, report, document etc., was financed in part through an urban planning grant from the Housing and Urban Renewal Agency, under the provisions of Section 707 of the Housing Act of 1954, as amended.
The boundaries have been approved by local officials and by an appraisal of the land and its existing characteristics, after inspection of the existing state and regional planning programs.
REGULATIONS

The local traffic system is, in general, adequately planned with traffic lights installed at proper intersections as warranted by vehicular volumes, but there are a few intersections along Main Street that require stop signs according to traffic safety standards. Traffic on all local streets intersecting Main Street, Washington Avenue, Bordentown Avenue, Broadway and Stevens between Main Street and Bordentown Avenue could be considered as complete stop streets.

UNDESIRABLE ROAD WIDTHS

In general, South Amboy has adequately wide roads, especially on the roads that constitute local arteries such as Pine, Stevens and Broadway, but at specific points throughout the City the narrowness of the right-of-way is a deterrent to smooth traffic flow as follows: (See Plate Nineteen)

1. Broadway from Main Street to the bend at First Street should be widened to seventy-five feet as a minimum right-of-way.

2. Church Street should have the width of a typical residential road of fifty feet.

3. Washington Road to Main Street should be wider than present in order to handle the intercommunity traffic presently using it.

4. Feltus Street should be widened and extended at its easterly terminus.

5. Highland, Prospect and Division should be made wider, if at all possible, if only through no other means than by moving the curbs back.

SUMMARY

1. Classification and analysis of the street pattern shows the lack of east-west access except via Pine Avenue and Route 35.

2. The northeast quadrant of the City is isolated with the business district being off the so-called beaten path of vehicular movement.

3. Access to the industrial areas is limited to only two overpasses.

4. There is no potential problem of handling existing traffic volumes through the City on the roads presently being used.
The preparation of this (report, map, document etc.) was financed in part through an allocation of funds under Title I of the Housing Act of 1954, as amended.

The remainder has been financed by local funds and by an appropriation of the State of New Jersey as part of the Expanded State and Regional Planning Program.

PREPARED BY
H. THOMAS CARR
CITY PLANNER - SURVEYOR - CIVIL ENGINEER
PERTH AMBOY NATIONAL BANK BUILDING

LEGEND
ROAD WIDTH:
EXISTING
DESIRABLE

SCALE

PREPARED FROM BASE MAP
BY
JOHN A. CONLON

UNDESIRABLE ROAD WIDTHS
CITY OF SOUTH AMBOY
MIDDLESEX CO. - NEW JERSEY
1958
MAP OF MASTER PLAN STUDY
PREPARED BY
H. THOMAS CARR
CITY PLANNER - SURVEYOR - CIVIL ENGINEER
PERTH AMBOY NATIONAL BANK BUILDING
PROPOSED CIRCULATION

For the most part, local streets will continue to serve their existing function, however, there is a need for new roads that will permit:

1. Access into the Sand Fill area.
2. Access into the industrial areas, existing and proposed.
3. Access into the northeast corner of the City.
4. Streets to provide a pull through the business district.
5. Streets to provide integration of new streets.

To counteract the inefficiencies of the existing circulation, certain proposals have been recommended as shown on Plate Eighteen and as follows:

1. Residential Street expansions should be tied together through comprehensive planning such as in the Stevensdale Tract.

2. Raritan Street should be extended and paved to Main Street.

3. An industrial loop should be constructed into the Rosewell Street area in accordance with the proposed land use plan.

4. There should be a provision of an extension of Broadway East along the Railroad to the traffic light on the Route 35 and Old Spye Road intersection.

This new Marine Road to Route 35 in Morgan (Point Four) will probably serve as an intercommunity road to a better degree than Pine Avenue at present. It is suggested that South Amboy attempt to have the County consider adopting jurisdiction of this new Marine Drive in place of their existing maintenance of Pine Avenue.

Residential street expansions should be accomplished through the Developers of housing when at all possible.

The Industrial Road improvements could conceivably be joint efforts on the part of the municipality and the industries.
IX. HOUSING

GENERAL

The New Jersey Department of Conservation and Economic Development reported that in South Amboy during the 1950-1959 period 137 dwelling units were built and 15 dwelling units were demolished yielding a net increase of 122 units. Based on this data, the rate of increase for this period is approximately 14 dwelling units per year and the demolition rate about 1.7 dwelling units per year or a net gain of 12.3 dwelling units per year. Of the present estimated 2,430 dwelling units, 71 per cent or 1,731 are older than 40 years. Presently, about 35 acres of land remain for residential development of which 28 acres are planned in the Stevensdale area. The three subdivisions planned in the Stevensdale area will add about 140 dwelling units to the 2,430 existing units.

Based upon the assumption that all potential residential land will be developed by 1970, the total number of dwelling units could be approximately 2,600 or these units will comprise a population of approximately 10,000 persons, using the 1959 average of 3.83 persons per dwelling unit. This population projection is also based upon single family development and not multifamily.

URBAN REDEVELOPMENT

The City, at this phase of residential development, will have reached a point of saturation after which redevelopment becomes essential in order to prevent and fight obsolescence and blight and more important, provide housing for the population that wishes to stay in South Amboy. Plate Twenty shows that by using 1970 as the year that this point of saturation is reached, 40 years later in 2010 all dwelling units will be 40 years and older. In fact, at that time 2,136 dwelling units will be 70 years and older. The economic life span of 70 years for a dwelling unit was based upon a number being a little more than twice the maximum mortgage period of 30 years. The City will have to redevelop its residential areas and replace the obsolete units at a minimum rate of 43 dwelling units per year in order to check the creeping menace of obsolescence and blight which is a definite threat to the City's social and economic welfare. By the year 2010, a total of 2,100 dwelling units will be 70 years and older, and of this group, more than 50 per cent will be more than 100 years old.

The Urban Renewal Administration has a program initiated under Title I of the Housing Act of 1949 as amended through 1957 which enables cities to tear out their slums and have
the Federal Government actually share two-thirds of the cost of such activities and costs.

This Master Plan has a proposed land use plan which is specifically based upon use of the whole concept of Redevelopment through this Federal agency. The areas intended to be included in this program are shown on Plate Twenty-Four.

CHARACTERISTICS OF HOUSING

An analysis of local housing is found in Table 10 where the characteristics of local housing is listed. South Amboy is basically a one and two family house city since ninety percent of local dwelling units fall in this category.

TABLE 10
CHARACTERISTICS OF HOUSING

<table>
<thead>
<tr>
<th>HOUSE TYPE</th>
<th>DWELLING UNITS</th>
<th>% OF TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>One Family Detached</td>
<td>1368</td>
<td>60</td>
</tr>
<tr>
<td>One &amp; Two Family Semi-Detached</td>
<td>93</td>
<td>4</td>
</tr>
<tr>
<td>Two Families</td>
<td>606</td>
<td>26</td>
</tr>
<tr>
<td>Three &amp; Four Families</td>
<td>190</td>
<td>8</td>
</tr>
<tr>
<td>Other</td>
<td>32</td>
<td>2</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2289</td>
<td>100</td>
</tr>
</tbody>
</table>

SOURCE: U. S. CENSUS - 1950

SUMMARY

1. The rate of obsolescence is about 30 dwelling units per year.

2. The growth of new homes above those that are torn down is about 12 dwelling units per year.

3. South Amboy will have to start a systematic program of replacing and providing new housing at the minimum rate of 43 dwelling units per year for 50 years to offset the growth of blight.

4. South Amboy should start activities immediately to initiate an Urban Renewal Program in the City.
X. UTILITIES

In general, the City is well served by utilities as presently developed. Gas is furnished by Public Service, electricity by Jersey Central Power and Light Company, and these utilities both have no expansion problems. The expansions of the land uses planned in this study will necessitate construction of new facilities constituting mostly extension of existing facilities.

Plate Twenty-Three shows that water and sewer lines will be needed north on Raritan Street to Main Street and along Main Street east to the existing mains and other connections near Broadway. This is only the basic main, and other laterals, branches and side connections will be constructed as part of the development of the tracts adjoining these new mains. Potential users of the adjoining lands might be interested in cooperating on this, but if not, installation of these utilities will have to be done by the municipality. It should be pointed out that despite the economic outlay for these installations, the utilities will accrue value to a piece of real estate so that actually no money will really be lost by their installation. Other utilities will have to be extended to serve small areas such as a portion of Portia Street from Broadway to Stevens and some units on the south end of Feltus Street near the City line are also without water.

As far as an industrial expansion program is concerned, there is some excess capacity available for industrial expansion in the local water supply. South Amboy uses 1.2 million gallons per day, and there is a total of 2 million gallons available per day.

The margin is only slight, and heavy industrial expansion will have to be confined to industries that do not consume large quantities of water. It may be possible to interest firms that use salt water as part of their process, but this is a highly specialized and relatively rare industry to find.

Garbage collection is by private contract which is now in effect until 1964, but if South Amboy is to achieve full growth, it might be more economical to have the City build an incinerator and do its own collection and disposal. This incinerator could be sized larger than the needs of South Amboy, and it could be made to be a paying proposition by serving the garbage disposal needs of surrounding communities.
The preparation of this report, maps, document etc., was financed in part through the Urban Renewal Grant from the Housing and Home Finance Agency, under the provisions of Section 701 of the Housing Act of 1954, as amended.

The remainder has been financed by local funds and by an appropriation of the State of New Jersey as part of the Expanded State and Regional Planning Program.

REDEVELOPMENT AREAS
CITY OF SOUTH AMBOY
Middlesex Co., New Jersey
1958
map of master plan study
PREPARED BY
H. THOMAS CARR
CITY PLANNER - SURVEYOR - CIVIL ENGINEER
PERTH AMBOY NATIONAL BANK BUILDING

PREPARED FROM BASE MAP
BY
JOHN A. COULCUE
This is justified on the basis that the City is too small in population to justify the construction of an incinerator for just the refuse of South Amboy alone. This idea of "Regional Incinerators" is not new and is successfully in operation in many areas. Effective July 1, 1960 all municipalities must dispose of their refuse by incineration or the sanitary land fill (trenching) method.

Numerous drainage problems throughout the municipality, such as at the Main Street underpasses or at the Veteran's Field point our the need for a comprehensive engineering study of storm drain problems with proposals for relief.

Although the "hole in the wall" on Stevens Avenue has long been a hazard, it appears that its replacement by the Railroad is not in the offing. The estimated cost of rebuilding this fourteen track bridge is near the two million mark and hardly a task for the City budget. Improved lighting and safety painting would greatly improve this existing facility.

**SUMMARY**

1. The lack of an abundant supply of water at present precludes the possibility of indiscriminate industrial expansion.

2. There are major costs of extensions of utilities inherent in any development of vacant lands along the western part of the waterfront.

3. South Amboy should consider doing garbage collection and disposal by incineration through municipal means and cease outside contracts.

4. There is need for a comprehensive storm drain study and plan.

5. There is a need for elimination of the "hole in the wall" or if not possible, improve lighting and painting.
XI. SCHOOLS

GENERAL

This report has only scanned the basic aspects of the schools such as existing loads and evaluated potential capacity as compared to the ability of the schools to carry the anticipated loads of the school system when the ultimate population of the City is reached.

The report of Cresap, McCormick and Paget was reviewed and its reporting of investigations into operations and management was considered thorough and not in need of a further review by this study, especially in view of the report being only two years old.

The results of this Master Plan study of the school plant is shown on Plate Twenty-One wherein elements such as capacity and quality are stated. It is obvious that all of the major residential areas of South Amboy are within the recommended walking distance standards of school planning. Only a small portion of the City south of Route 35 and near Mechanicsville is outside of these limits. But the position of these unserviced areas near the City line makes it impossible to service them by moving a school within South Amboy without destroying the efficiency of this school's coverage of the rest of the City.

ENROLLMENT

The educational facilities in South Amboy consist of two independent systems, i.e., the public schools and the parochial schools. South Amboy is unique in that the parochial system far exceeds the capacity of the public school. Public and parochial school records show that for the last twenty years the public school enrollment constitutes only 40 per cent of the total South Amboy student body. (See Plate Twenty-Two.)

In September, 1959 the public elementary school enrolled 382 students and the public high school enrolled 375 students of which 100 students were residents of Madison Township. The parochial elementary schools enrolled 2,494 students and the parochial high school enrolled 770 students in September 1959. Whereas 87 per cent of the public school students lived in South Amboy, only about 40 per cent of the parochial school students lived in South Amboy indicating that the parochial system is more regional in service.

Based on the estimated population increase, and if the parochial school do not expand, then the student body will slowly increase to approximately 1900 resident students by 1980 as shown in Table II.
<table>
<thead>
<tr>
<th>Grades served</th>
<th>Regular classrooms</th>
<th>Special classrooms</th>
<th>Enrollment June, 1959</th>
<th>Optimum capacity</th>
<th>Rooms not used</th>
<th>Sq. ft. play area per pupil</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-8</td>
<td>24</td>
<td>2</td>
<td>1,322</td>
<td>7,20</td>
<td>0</td>
<td>26.4</td>
<td>good</td>
</tr>
<tr>
<td>7-12</td>
<td>18</td>
<td>7</td>
<td>375</td>
<td>540</td>
<td>0</td>
<td>35.4</td>
<td>fair</td>
</tr>
</tbody>
</table>

LEGEND

@) Recommended maximum walking distance of 1/2 mile to:

PUBLIC HIGH SCHOOL
- Grades served: 7-12
- Regular classrooms: 18
- Special classrooms: 7
- Enrollment June, 1959: 375
- Optimum capacity: 540
- Rooms not used: 0
- Sq. ft. play area per pupil: 35.4
- Condition: fair

PUBLIC ELEMENTARY SCHOOL
- Grades served: K-6
- Regular classrooms: 10
- Special classrooms: 0
- Enrollment June, 1959: 382
- Optimum capacity: 300
- Rooms not used: 0
- Sq. ft. play area per pupil: 15.3
- Condition: good

Note: The location of the public and parochial high schools is such that all residential sections are within the recommended maximum 1/2 mile walking distance.
SCHOOL ENROLLMENT 1940-1980
CITY OF SOUTH AMBOY NEW JERSEY

~--------FORECAST--------~

TOTAL PUPILS

4,000
3,500
3,000
2,500
2,000
1,500
1,000
900
800
700
600
500
400
300
200
100


PREPARED BY H. THOMAS CARR, PLANNING CONSULTANT AND ENGINEER, PERTH AMBOY, N.J. 1959
<table>
<thead>
<tr>
<th>YEAR</th>
<th>SOUTH AMBOY POPULATION</th>
<th>5-19 YRS. AGE GROUP</th>
<th>5-19 AGE GROUP ENROLLED IN SCHOOL</th>
<th>PUBLIC RESIDENT STUDENTS</th>
<th>PAROCHIAL RESIDENT STUDENTS</th>
<th>TOTAL ENROLLMENT INCLUDING NON-RESIDENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1940</td>
<td>7,802</td>
<td>1,993</td>
<td>1,735</td>
<td>635</td>
<td>900</td>
<td>2,053</td>
</tr>
<tr>
<td>1950</td>
<td>8,422</td>
<td>1,784</td>
<td>1,349</td>
<td>528</td>
<td>821</td>
<td>2,086</td>
</tr>
<tr>
<td>1960</td>
<td>8,400</td>
<td>2,180</td>
<td>1,660</td>
<td>690</td>
<td>970</td>
<td>4,060</td>
</tr>
<tr>
<td>1970</td>
<td>9,500</td>
<td>2,370</td>
<td>1,800</td>
<td>720</td>
<td>1,080</td>
<td>4,100</td>
</tr>
<tr>
<td>1980</td>
<td>10,000</td>
<td>2,500</td>
<td>1,900</td>
<td>740</td>
<td>1,160</td>
<td>4,100</td>
</tr>
</tbody>
</table>

SOURCE: U. S. CENSUS AND PUBLIC AND PAROCHIAL SCHOOL RECORDS
The public elementary school, grades K-6, has ten classrooms and using the September, 1959 enrollment figure of 382 students, the average number of students per classroom is 38.2. This average is slightly above the thirty pupils per classroom standard used by the American Public Health Association. The elementary school was built in 1957 and is in excellent condition.

Present facilities should be adequate to accommodate the South Amboy elementary student body in the future if the parochial elementary school system continues to absorb the same percentage of South Amboy students that they have in past years.

The elementary school play area of approximately 15.3 square feet per pupil is totally inadequate. The total play area including the high school play area, provides only 24.08 square feet per pupil which is far less than the 100 square feet per pupil recommended by the American Public Health Association as a minimum.

In general, both the public and parochial elementary schools lack adequate play areas. The public high school had a total enrollment of 375 students in September, 1959. The school serves grades 7-12 and has eighteen classrooms and seven special classrooms. The average of 20.8 pupils per classroom is below the recommended standard of the present enrollment, 275 or 73 per cent are South Amboy residents, and this group could increase to a maximum of 540 students which is the optimum student capacity based on the available rooms. The building, erected in 1917, is quite old but in fair condition through good maintenance. This school is obsolete by the U.S. Office of Education standard which uses twenty-five years as a criteria. The play area of 35.4 square feet per pupil is far below the recommended 100 square feet per pupil, but even with this low play ratio the high school has the largest play area per pupil in the City.

Of the maximum anticipated load of 1900 resident students in both public and parochial schools, approximately 740 will be in public schools. Since the enrollment experience has been about half in high school and half in elementary, then the present public school system will be able to cope with the anticipated student bodies of South Amboy under full development of the City.

SUMMARY

1. South Amboy will have sufficient school space to provide for the students resultant from the attainment of the ultimate population of the City.
2. There is no present overloading of the school system due to South Amboy population.

3. Play space at all South Amboy schools is greatly deficient.

4. No new locations or expansions of local school buildings are anticipated or required in connection with full development of the City.

5. Based on no increase to the present population, resident enrollment will not be increasing in the school system unless South Amboy expands its residential facilities.

6. If student load should increase to warrant another elementary school, then it should be on Feltus Street in the vicinity of the Park site.
XII. PROPOSALS

GENERAL

This Master Plan study to this point has been a review of existing conditions with suggestions or summaries highlighting the shortcomings or needs. The proposals are based upon the results of the previous studies and the salient ones are listed here as the premise for the proposals as follows:

- South Amboy is in an area that is exploding with all forms of commercial, residential and industrial growth.
- The topography and soil characteristics enhance rather than act as deterrents to further development.
- Land is available for expansion especially along the waterfront.
- There is a great need for diversification of local industries with emphasis on basic types.
- Park and recreational areas are sorely needed.
- Revitalization of downtown business area is needed.
- Need for a social-civic center in the City.
- A skilled and well educated labor force exists in South Amboy and surrounding areas.
- People are moving out because of lack of homes and local jobs.
- Taxes and the municipal finance picture are favorable to providing needed utilities and facilities.
- Circulation system needs redesign to provide a stimulus to local economy by means of better access to regional roads.
- South Amboy must start a positive home building rehabilitation and Urban Renewal Program.

URBAN RENEWAL AREAS

As mentioned in the housing discussion, the means whereby older cities are able to rebuild is incorporated in the Urban Renewal Program of Title I. Two areas that should be considered for redevelopment are outlined on Plate Twenty-Four. The first stage would include the Rosewell Street area and the business area of Broadway from Bordentown Avenue to Augusta Street. This business area would be subjected to rehabilitation while the Rosewell Street Area would be redeveloped.
The second area would be the remainder of both sides of Broad­way from Augusta to Main Street with the land to the Rail­road also included. This area should be redeveloped into the shopping area suggested.

**PROPOSED LAND USE**

The plan for proposed land use is shown on Plate Twenty­Five and shows a general plan for:

- Stabilization of residential areas south of the Railroad.
- Enlargement and creation of park and playground areas to better serve the planning districts.
- Enlargement of the downtown business district.
- Development of light industrial sites adjacent to residential areas where conditions are favorable.
- Development of heavy commercial areas or shopping centers on the major roads through South Amboy.
- Redevelopment of the Rosewell Street Area into light in­dustry.
- Heavy industrial development of the lands north of Main Street and fronting on the Bay from Raritan Street to the existing industries of the Pennsylvania Railroad and Jersey Central Power and Light Company.
- Residential, recreational and allied development of the sand fill area.
- An improved access and circulation system for all parts of the City.

**WATERFRONT DEVELOPMENT**

The most important part of the whole general plan is asso­ciated with the waterfront development which is shown in detail on Plate Twenty­Six.

It is seen that Broadway as planned will no longer end at the water works but will skirt along the Bay as a marine drive parallel to the Central Railroad tracks and connect to the old Spye Road in the Morgan area. This intersec­tion is already signalized and adequately controlled. For the most part, Broadway is wide enough except from Church
The preparation of this (report, map etc.) was financed in part through an urban planning grant from the Housing and Home Finance Agency, under the provisions of Section 701 of the Housing Act of 1954, as amended.

The remainder has been financed by local funds and by an appropriation of the State of New Jersey as part of the Expanded State and Regional Planning Program.

PROPOSED LAND USE
CITY OF SOUTH AMBOY
middlesex co. - new jersey
1958
map of master plan study
PREPARED BY
H. THOMAS CARR
CITY PLANNER - SURVEYOR - CIVIL ENGINEER
PERTH AMBOY NATIONAL BANK BUILDING

LEGEND
1 & 2 FAMILY RESIDENTIAL
MULTIFAMILY RESIDENTIAL
BUSINESS
LIGHT INDUS. & HEAVY COMMERCIAL
HEAVY INDUSTRIAL
PUBLIC & SEMI-PUBLIC
ADMINISTRATIVE
RECREATIONAL
PROPOSED STREET
The Preparation of the Plan for the Development of the Proposed Waterfront Area as Amended, pursuant to Section 701 of the Housing Act of 1954.

The remainder has been financed by local funds and by an appropriation from the State of New Jersey as part of the Expanded State and Regional Planning Program.
Street west to Main Street. This would have to be widened and the cost of this could be accounted to the benefit of the City in the Urban Renewal Program. This marine drive would be scenic but more functional in that it would permit the traffic, as a result of the natural traffic generators of the commercial and industrial expansions planned, to flow through and not around the City.

The present single access to the sand fill area via the bridge at the foot of Broadway is insufficient and hence another access road and bridge is shown in Sayreville connecting to the marine drive. This feature has already been agreeably coordinated with the planning consultants in Sayreville.

The Selover School could also be connected to this artery by the plan shown.

Light industrial development is shown for the Louisa Street Basin, so called, for the topography creates a vertical separation which acts as a buffer to the residential areas of Pine Avenue and Portia Street.

DEVELOPMENT OF THE SAND FILL AREA

The sand fill area is designed for residences of two densities, i.e., single family and garden apartments (including additional public housing) which is ringed with a buffer of active and passive recreational areas. The garden apartments aside from their natural scenic location would be also attractive to commuters being located close to the Railroad. In the south, this park area abuts the Central Railroad and new ball field thus protecting the homes from the noise of the Railroad and on the north, the park is the beginning of a natural setting of park and bathing area fronting on Raritan Bay and extending the full length of the sand fill.

In the west end of the sand fill, there is recommended a long range site for the civic-cultural-municipal center that would serve the City better once the sand fill development takes place.

In view of the tremendous boom in private boating, the plan embraces and furthers the boat basin on the edge of the sand fill, and this basin also acts as a buffer against the beginning of the industrial area to the west.
CIRCULATION PROPOSALS

The proposed street plan shows part of the public housing project eliminated to improve alignment of the access road to the fill area, but shows also additional public housing of the westerly terminus of the fill and against the beginning of the Rosewell Industrial Park.

The whole industrial strip from George Street west must have better access without coming through the residential areas south of the Railroad, and this improved access can be had via an existing poorly improved roadway looping through the Pennsylvania Railroad yards and coming out onto Main Street west of the overpasses.

INDUSTRIAL EXPANSION

At the west end of Main Street at the City line is shown an industrial park that could only be fully attained by a concentrated land reclamation program. This also implies eventual elimination of the dump and need for an incinerator. Eventually, with full development of land as pictured, there would be no room for the incinerator and South Amboy would have to work out an agreement with a neighboring community having space to dump its ashes and debris. The most logical position for the incinerator at present would be in the vicinity of the existing dump with the ash for the incinerator being used as fill in the tidal marshes. The incinerator ash is excellent for this purpose.

The entire industrial program was obviously predicated on the easy availability of Railroad sidings. The emphasis is also on dry industries due to limited water supply at present and industries whose products are small in bulk and high in value because of the juxtaposition of South Amboy to all types of major transportation routes including sea lanes. Soil conditions also deter the installation of high concentrated load structures but tend to dictate uses and structures with large uniformly spread loadings.

BUSINESS DEVELOPMENTS

A suggested shopping center is shown at Raritan Street and Main Street with the space of the Railroad yards acting as a buffer to the residences of the Stevensdale area. It should be pointed out that this site is easily visible from the Edison Bridge so that intelligent identification would
make it an obvious target for the mass traffic volumes crossing the River. This particular site need not be a shopping area specifically for it could easily be an immediate industrial area with the same advantages.

The two redevelopment areas would result in a downtown business area much larger than today but with a greatly improved access system that does not exist today. Provision of off street parking for shoppers is also schematically shown on Broadway in an alternate parking-store block pattern. Commuter parking is emphasized as the natural position of South Amboy as a commuter Railroad stop could be exploited in view of the tremendous increase in commuters settling in nearby developments in adjoining communities.

SUMMARY

1. South Amboy has possibilities and attributes for becoming economically sound and diverse.

2. The City must start an active pursuit of scheduling and accomplishing the capital improvements needed for achievement of this plan.

3. South Amboy should immediately initiate a plan of Urban Renewal in connection with its Master Plan.

4. The entire government and agencies should concentrate on a commercial and industrial development program aimed at making the potential of South Amboy known to pertinent business circles.

5. The present industrial development council should be given every opportunity to pursue their function.
The proposed land use plan and waterfront development plan outline vast improvements that will result in a totally different city than today. The major elements of these plans have been selected and listed in an eight point list of capital improvements totalling slightly over a million dollars.

Not all of the proposals of this plan are cited in this list since it is felt that accomplishment of this eight point list will result in the basic achievement of the concept of this master plan and that all the other improvements might possibly be accomplished on a joint participation basis of the new private enterprise and the municipality since both will share in the benefit of the improvement.

However, at present South Amboy itself must initiate the financing to promote its facilities or develop its raw assets to the point that private enterprise will become at least interested in considering joint ventures. Land with all utilities is much easier to sell than a raw swamp. The list of capital improvements is prepared on a priority basis but no overall time schedule is established.

It is obvious that the city government through its accountants and officials can juggle the pure mechanics of bond issue timing or capital improvement fund appropriations to accomplish these projects if they are convinced of their value. Timing of these projects is also superfluous in view of unpredictable tax revenues resulting from this master plan effectuation.

CAPITAL IMPROVEMENT PROGRAM

1. Repiping filtration equipment at water plant
   
   Cost: $80,000 by budget appropriation
   
   Need: To improve operating efficiency of plant and quality of processed water.

2. Sewerage Plant Improvements
   
   Cost: $42,500 budget appropriation
   
   Need: To improve characteristics of processed sewage, eliminate odors and increase operating efficiency.
3. **Water Mains on Raritan and Main Streets**

Cost: $44,000 by Bond issue

Need: To make development of industrial and commercial areas on outer Main Street feasible. Installation of water mains in Raritan Street north to Main Street and east along Main Street to the Broadway mains.

4. **Sewer Mains on Raritan and Main Streets**

Cost: $80,000 by Bond issue

Need: To make development of industrial and commercial areas on outer Main Street feasible. Installation of sewer mains in Raritan Street to eliminate the Raritan Street pumping station running north to Main Street then east along Main Street to the bend of Main Street with a pumping station to discharge up to Broadway sewer mains.

5. **Improve Raritan Street to Main Street**

Cost: $45,000 by budget appropriation

Need: To link Ridgeway and Main Street and take the load off the "hole in the wall" and make development of commercial and industrial areas along Main Street and Raritan Street more feasible. Partial improvement of Raritan Street from Ridgeway north and then full improvement north to Main Street includes cost of curb, sidewalk and 40' pavement.

6. **Improve Broadway**

   a. **Widening**

Cost: $46,000 by budget appropriation

Need: To ease traffic flow on Broadway which will be further increased by the Marine Drive planned to connect to Route 35. Includes cost of property involved in widening roadway from Main Street to the bend near Church Street and includes pavement, sidewalks and curbs.

This can be done in connection with the Urban Renewal Project at this bend such that the additional property needed for the widening can be contributed by the city from the lands it will acquire in connection with the re-
development project. The cost of this property and other municipal contribution to the program can be used to account towards the one-third share of the municipality required in the program.

b. Extension

Cost: $180,000 by budget appropriation

Need: To provide connection to Route 35 at Morgan and develop better access to downtown and the redeveloped business areas. Includes cost of constructing 60' roadway and curb from the present end at Louisa Street east to Old Spye Road and Route 35.

7. Construction and Incinerator

Cost: $450,000 by Bond issue

Need: Forced by elimination of open dumping and open burning regulation in addition to need for inert sanitary fill. (State Dept. of Health-July 1, 1960) This will provide a complete incinerator capable of destroying refuse from approximately 120,000 people and would provide a revenue source for the city.

8. Improve Louisa Street to Stevens

Cost: $36,000 by budget appropriation

Need: To provide access to new industrial basin off Stevens Avenue. To construct a 40' pavement with curbs from the extension of Broadway to Bordentown Avenue.

In addition to the previous listing there are projects or programs that should be considered in the same urgency as the Capital Improvement Program but they do not have a specific dollar value or definition such that they could have been listed as a definite improvement. It is important to make it clear that this supplementary list of programs should be started immediately and complimentary to the Capital Improvement Program.
LIST OF SUPPLEMENTARY PROGRAMS RELATED TO THE
CAPITAL IMPROVEMENT PROGRAM

1. **Storm Drainage Analysis**

Although South Amboy does not face the problems of large runoffs of storm water from new housing projects chiefly because there is not that much vacant land left, this city does have many problems associated with storm water that should be coordinated by a comprehensive storm drainage study. It will be necessary to locate all major storm water paths, the size and capacity of devices already installed, the watershed areas, and proposals for solution of the problems. It is recommended that an engineering study of this type be initiated.

2. **Potable Water Supply**

The anticipated residential increase of full development of South Amboy is such that there will be consumed a total of 1.5 million gallons per day leaving a surplus of only one half mgd available for expansion. This is a small amount of water in view of the anticipated industrial expansion planned. This means that South Amboy must take steps to develop a larger water supply or else be faced with offering limited industrial facilities in a market that is becoming more highly competitive each day due to the desire of other communities to attract industries.

It is recommended that an engineering study be made to determine how additional water supplies can be developed.

3. **Initiate Urban Renewal Program**

Two areas have been defined as potential redevelopment projects and they are known as:

1. Rosewell Street Area
2. Broadway Area

The Rosewell Street area is separated from the main residential area by the railroad tracks and is an area of older houses and mixed uses. Due to its proximity to the railroad and existing heavy industrial area it is opined that this area could be readily developed as light industrial park providing the needed economic diversity and acting as a buffer for the residential area of the sand fill as well.

The Broadway area is again a mixed use area and contains older housing which also bore the brunt of the 1950 explosion.
Because of the need for a revitalization of the downtown district, it is felt that this area could be developed in a commercial manner and sustain itself without being in the class of the regional shopping centers nearby.

The major reason for use of the Urban Renewal Program is that it is the only available tool whereby major portions of the Lane Use Plan can be achieved through use of the eminent domain powers of the Housing Act. It is recommended that South Amboy act immediately to apply for qualification-participation in the Urban Renewal Act Program.

4. Development of the Sand Fill Area

This large area, although always associated with only recreational planning and layout, represents the only available large tract that can be comprehensively planned because of the absence of any conflicting use. South Amboy needs housing, parks and an economic attraction but not an attraction of a totally tax exempt type.

Plans for this Sand Fill Development can be prepared by the municipality and then solicitations made of private enterprise to bid upon the purchase and development of the tract along the lines of the plans made.

This tract will provide the additional space needed for the expanding population, space for additional recreational facilities, space for the Marina and buffer strips, space for the new Civic Center-City Hall and will provide a core for South Amboy itself as well as a regional-recreational attraction.

5. Start New Low Income Housing

As part of the plan of providing better access to the sand fill area, part of the present housing project might have to be removed. This loss together with the increase in population and already existing needs will dictate that additional new low income housing be provided, and this demand can only be fulfilled by building upon the sand fill area.

6. Construct Community Center on Sand Fill Area

The development of the Community Center on the Sand Fill Area is slated last in this priority list since this construction will be more feasible once the industrialization-reconstruction phase of this plan has been accomplished.

This need in South Amboy for a civic-community center was shown previously and construction of this would result in a center unequalled in the Raritan Bay Area for site location and design. The center would include a new City Hall,
Police Headquarters, Library and Community Center proportion as follows:

<table>
<thead>
<tr>
<th>Cost</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>City Hall and Police Headquarters</td>
<td>$150,000</td>
</tr>
<tr>
<td>2.</td>
<td>Library (15,000) volumes</td>
<td>75,000</td>
</tr>
<tr>
<td>3.</td>
<td>Community Center</td>
<td>159,000</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL</strong></td>
<td><strong>$375,000</strong></td>
</tr>
</tbody>
</table>

It is logical to assume that achievement of the phases of this plan outlined previously will mean higher tax revenues through more ratables of business and industry. These two in preference to residential ratables because they incur less municipal service expenditures as a result of their operation.

A further reason for scheduling this last is that the location of the Community Center on the Sand Fill Area will only be more logical once the population is distributed as planned.
XIV. REGULATORY

SUBDIVISION ORDINANCE

The first step in the Planning Program was to prepare a subdivision ordinance to control the construction and approval of subdivisions in South Amboy. This ordinance was prepared, presented to the Board and is now in effect. It is suggested, based on the results of the Land Use Study, that the minimum lot sizes be changed to 60 by 100 or 6,000 square feet. It will also be necessary for the zoning ordinance to be changed so that the minimum lot size called for in the area regulations will also be 60 by 100.

OFFICIAL MAP

The Official Map is an important document in that it enables the City Administration to achieve certain elements of the Master Plan specifically those such as (1) Parks and Playground sites, (2) Proposed Street, (3) Drainage rights-of-way. The statutes behind this particular act entitled the Official Map Act, in detail, spell out the means whereby each of these three elements can be achieved legally. The Planning Board should move to have an Official Map prepared and adopted within the scope of coverage desired by the Board and relative to the elements of the Master Plan that they wish to initiate.

ZONING ORDINANCE

The very new zoning ordinance was reviewed in March, 1959 and a report prepared on it. It was submitted to the Board under separate cover. In general, the existing zoning ordinance is a good beginning, however, in the separate analysis, it was shown that there are several shortcomings, and notable among these are the following:

- The ambiguities in the definition.
- Severe restrictions in the permitted uses such that there would be an endless chain of Board of Adjustment Cases for variances.
- Not enough emphasis on one family units and detached dwellings so as to keep the densities of residential areas in South Amboy within desirable limits.
• List of permitted uses not inclusive enough to protect uses presently condoned and accepted.

• Lack of standards for evaluation of proposed uses other than listed.

• Need for elaboration on requirements of sign to permit diversity and uniform regulation.

• Need for criteria for parking spaces for all forms of uses.

• Yard requirements did not provide for encroachments that are not destructive to the yard itself.

• Need for a means of upgrading nonconforming uses.

OTHER CODES

The building code is based upon the New Jersey Code of Minimum Construction Requirements for one and two family dwellings of the Department of Conservation and Economic Development. This building code and other codes such as the plumbing code, electrical code and fire prevention code appear to be and may be adequate, but it is vitally important to effect a periodic review of these codes. The governing body should establish a code review committee to perform this task at least every four years.

South Amboy has no housing code, and it is strongly recommended that one be considered. This code aims to promote cleaner, safer and adequate living space in relation to the number of people occupying the space. This problem of overcrowding is usually first observed in older cities where former large families now married and scattered in neighboring towns leave homesteads that are too expensive to maintain or occupy such that owners frequently subdivide and rent out several apartments within a former one family home. If this is not regulated or even put through official control, the results in overcrowding and neighborhood deterioration can be overwhelming with a resultant drop in property values and assessable values.

SUMMARY

1. A "Code Review Committee" should be created to periodically review the existing codes and their relation to changing technology and local trends.

2. A housing code should be created in the near future to properly control housing quality.
3. The zoning code should be revised in the near future to incorporate the points of the review prepared in connection with this Master Plan.

XV. EFFECTUATION OF THE MASTER PLAN

Although last, this is by no means the least part of this Plan. The City now has a Plan but it is worthless if it is not followed and useless if it is abused and violated by decisions made without reference to it.

First, the Planning Board should take steps to adopt the Plan, in whole or in part, in accordance with the Provisions of N. J. S. A. 40:55-1.13 which provides for adoption only following a public hearing. Once adopted, all decisions by the governing body or others must be referred to the Board. The Plan can also be amended by the same process. It was never intended that this Master Plan be an iron bound blueprint without any possibility of deviation or revision.

The City does not have to adopt the Master Plan in order to make it "official", however, any part of the Plan can be adopted by the governing body at any time by the same process. The only disadvantage to City adoption is the double trouble of modifying some portion already adopted.

Second, the Planning Board should make every effort to propound the proposals of the Master Plan and to orientate all local agencies to its meaning and scope. Decisions of such bodies as the Housing Authority, the Board of Education, or the Board of Adjustment too often have a bearing on the Master Plan and it is vitally important that the decisions reflect knowledge of the Master Plan. Changes in Board composition makes this an endless task and some cities have adopted a Coordinator to accomplish this watch dog policy.

Third, the Board must keep the public informed in order to obtain support and in order to further its planning. This can be done by distribution of the Master Plan to all school libraries, introduction into civic courses in schools, lectures to social and civic groups, displays and use of the Press.

A most effective way is through the use of a Citizen's Advisory Committee, again authorized by planning statute, which assists the Board in the Planning process by being an opinion group, study group or work group with the Board members. This has worked successfully in many cities, but it is still a relatively unused tool of Planning.
Fourth, the Board itself must be diligent and critical. This Plan may be partially obsolete in five years if a drastic local change occurs through a new highway development, or through a ramification of this very Plan which was never anticipated in its origin.

Planning is a continual process, steps are always being taken, stages always achieved, but the end is never reached.
The preparation of this (report, maps, document etc.) was financed in part through an urban planning grant from the Housing and Home Finance Agency, under the provisions of Section 701 of the Housing Act of 1954, as amended.

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