TABLE OF CONTENTS

EXECUTIVE SUMMARY

SECTION I - OVERVIEW
SECTION II - CONDITIONS AND ISSUES
SECTION III - VISIONS AND GOALS
SECTION IV - RIVERFRONT PLAN CONCEPT
SECTION V - RIVERFRONT STRATEGIES

APPENDIX A - REFERENCES
APPENDIX B - KNOWN CONTAMINATED SITES
APPENDIX C - PROGRAM FUNDING OPTIONS
APPENDIX D - ACKNOWLEDGEMENTS
EXECUTIVE SUMMARY
INTRODUCTION
The Middlesex County Improvement Authority (MCIA) initiated the Raritan River Project to evaluate the potential of improving the navigability of the Raritan River (River) and to provide an opportunity for increased recreational and boating traffic. The Raritan Riverfront Strategy Plan (Plan) is a part of that effort.

The intent of the Riverfront Strategy Plan is to:
- Define a vision of the Raritan as a recognized regional destination for recreational boaters.
- Develop a catalytic project in the New Brunswick area as the first, high visibility Up River venue to attract boaters.
- Stimulate economic development and promote environmental restoration and education.
- Prepare a coordinated Riverfront Strategy with complementary destinations that can be implemented locally.

THE ISSUES
The critical issues come from an understanding of the River’s historical role, its channel marking limitations, analysis of existing conditions and interviews with key stakeholders. From these sources, the following issues were developed.
- Reverse the Raritan’s history of Down River movement.
- Create a series of complementary venues to attract to the region’s recreational boaters Up River.
- Identify and “Trademark” the Raritan as a single destination, including a marketing slogan.
- Evaluate the potential for a water taxi system connecting the municipalities and a dining vessel along the Raritan.
- Select or develop an entity to undertake a cohesive “Raritan” marketing campaign.
- Provide water and landside access to existing and potential Riverfront attractions.
- Recognize that the River should accommodate both its historic urban places and maintain its natural edges whenever possible.
- Take advantage of the River’s environmental resources as destination opportunities.
- Overcome visibility and accessibility limitations imposed by the New Jersey Transit Bridge at the River’s mouth.
- Create, organize and implement a cohesive, credible and sustained Raritan River public education program and targeted marketing campaign.

VISION STATEMENT
To recognize the Raritan as an Up River destination and to market it to regional boaters, by offering a variety of attractions and venues based on its maritime, commercial, recreation, entertainment, historic, environmental and cultural assets.

GOAL: PROMOTE THE UP RIVER CONCEPT
Develop a coordinated marketing program to provide broad visibility of the Raritan as a “Destination”.

GOAL: EXPAND BOATING OPPORTUNITIES
Expand and promote recreational boating facilities and venues.

GOAL: DEVELOP IDENTIFY AND IMAGE
Create a sense of identity and strong visual image along the River.

GOAL: MAXIMIZE THE NATURAL RESOURCES
Maintain and enhance the River’s environmental resources and promote appropriate restoration.

GOAL: DELIVER SUPPORTIVE SERVICES
Provide supportive park, recreation and transportation services and facilities.

THE RIVER DISTRICTS
From the analysis of Existing Conditions, four geographic Districts were identified, based on common land use, development, environmental, and economic characteristics. The Districts group municipalities with unique assets, yet compatible relationships. Specific initiatives for each District and the municipalities are discussed below. The Districts are:
- The Gateway District: Perth Amboy and South Amboy are found here and these two municipalities serve as the entry portals for the River.
- The River Bend District: The three municipalities are Woodbridge, Edison and Sayreville and they have the potential of attracting boaters with specialized facilities. This furthers the idea of attracting boaters up the River.
- The South River District: East Brunswick and the Borough of South River are River towns on this unique side trip on the South River.
- The Up River District: Highland Park, New Brunswick and Rutgers University campuses define this District. Improving access to the downtowns with restaurants and entertainment venues will bring new patronage and attract activity up the River.

The River Districts are shown in Figure ES-1.
EXECUTIVE SUMMARY

THE RIVERFRONT PLAN CONCEPT

Using the premise of River Districts, a set of coordinated proposals is made that addresses the entire River corridor and individual communities. Figure ES-2 illustrates the Riverfront Plan Concept, and it includes a hierarchy of destinations, with larger, more complex venues located closer to the Raritan Bay, and smaller, but still complex projects as the River winds to the west. The Concept also shows associated public and private investments, many existing and others based on municipality plans.

There are water-dependent proposals for marinas, docks and boat ramps, facilities that are basic to encouraging Up River travel by boaters. Water taxis can use these locations, if a system is developed. There are a number of components to the Plan Concept, as illustrated in Figure ES-2.

Destinations - A set of major urban development or new mixed-use projects that serve as primary activity centers along the Raritan.

- Gateway Destinations – Perth Amboy and South Amboy.
- River Bend Destinations – Raritan River Seaport.
- South River Destination – the historic South River Borough.
- Up River Destinations – New Brunswick and Highland Park.

Long-Term Development Sites - Well located sites with significant environmental or topographic constraints that must be monitored and evaluated further prior to any long-term development occurring.

Public Marinas, Docks and Boat Ramps - A series of existing or proposed facilities to complement the River destinations and provide additional access to the River.

Private Boat Clubs - Existing private boat clubs on the Bay, the Raritan and South River.

Ferries - Existing and proposed high-speed ferry locations.

Environmental Education Centers - Existing and proposed centers that can serve as attractions, while also depicting and describing the natural environmental systems along the Raritan.

Open Space Linkage and Acquisition Areas - A County Greenway/Riverwalk system linking the River from the Raritan Bay to Rutgers University in Piscataway.

Figure ES-1: River Districts

Figure ES-2: Riverfront Plan Concept

Figure ES-1: River Districts

Figure ES-2: Riverfront Plan Concept
THE UP-RIVER FOCUS PROJECT

To activate the Strategy Plan, a series of focus projects was defined. Since the Plan’s intent is to attract boaters Up River, a project was needed to provide this focus. New Brunswick Landing is such a project. Downtown New Brunswick is a commercial, entertainment, cultural, and educational focal point of the Up River District. Its renaissance as an urban center is strengthened by new infill housing along Route 18. As the home of noted restaurants, entertainment and live theater, downtown has the potential to become a popular destination to attract recreational boaters.

However, what is missing is clear, direct access to the River. Route 18, Boyd Park and the D&R Canal separate the downtown from the Raritan. Proposed improvements to Route 18, including a new pedestrian overpass connecting the former police station site to downtown via Richmond Street, offers new and exciting prospects.

The intent of New Brunswick Landing is to establish an occasional docking area for boaters along the D&R Canal towpath and provide direct pedestrian access to downtown. A floating dock was selected due to the tidal changes in the River. The dock is modular in design, with 24 slips initially, providing space for boats up to 35 feet in length. End berths may accommodate boats up to 55 feet long. The modular design also gives flexibility if slip demand increases. The linear configuration does not interfere with other boat traffic in the channel and it would be connected to the towpath only by existing footbridges in two locations, minimizing effects to the towpath’s integrity. The accompanying illustrations depict features of this type of docking facility.

A five- to seven-minute walk brings boaters from the dock to George Street, the downtown’s principal commercial center. In Figure ES-3, the restaurant, entertainment and theater concentration is highlighted. A number of interesting routes connect New Brunswick Landing to the downtown’s center.

The benefits of the floating dock’s location are that it:

- Creates an Up River destination to activate the overall Raritan Waterfront Strategy.
- Represents a visible indicator to boaters of the Up River area’s navigability.
- Provides modular docking capabilities at the River’s edge.
- Connects to the towpath where the existing footbridge crosses the canal.
- Is adjacent to the former police station site, serving as a catalyst to sensitive redevelopment.
- Links directly with the new Route 18 pedestrian overpass at Richmond Street.
- Offers a comfortable five- to seven-minute walk into the heart of the downtown’s restaurant and theater district.
- Provides a new source of patrons for downtown New Brunswick.

Floating Dock Illustration
EXECUTIVE SUMMARY

Figure ES-3: New Brunswick Landing and Routes to Downtown Attractions
SECTION I

OVERVIEW
INTRODUCTION

The Middlesex County Improvement Authority (MCIA) initiated the Raritan River Project to evaluate the potential of improving the navigability of the Raritan River (River) and to provide an opportunity for increased recreational and boating traffic. The Raritan Riverfront Strategy Plan (Plan) is a part of that effort.

The intent of the Riverfront Strategy Plan is to:

- Define a vision of the Raritan as a recognized regional destination for recreational boaters.
- Develop a catalytic project in the New Brunswick area as the first, high visibility Up River venue to attract boaters.
- Stimulate economic development and promote environmental restoration and education.
- Prepare a coordinated Riverfront Strategy with complementary destinations that can be implemented locally.

PURPOSE OF THE STRATEGY PLAN

The Riverfront Strategy Plan is a dynamic document that can serve multiple purposes for Middlesex County, the MCIA and constituent municipalities. As structured, the Strategy Plan:

- Provides a comprehensive description and rationale for existing and proposed waterside and landside improvements along the River corridor from New Brunswick to the Amboys.
- Utilizes available waterside and landside environmental information.
- Summarizes County and Municipal Plans and studies that affect the River.
- Identifies municipal issues through adopted plans and a series of local meetings.
- Establishes a Riverfront Vision, Goals and a Concept for public and private water-dependent opportunities.
- Locates key project types with supporting illustrations.
- Presents coordinated strategies for a marketing program in concert with local project implementation.

STRATEGY PLAN PROCESS

To accomplish a coordinated long-term Riverfront Strategy, a three-step process (Figure 1) was applied. The process included:

- Inventory, Analysis and Opportunities. An analysis of Master Plans and Redevelopment Plans, and other plans and studies of park and recreation, boating facilities, and related subjects. A Boating Market Study and interviews with the U.S. Coast Guard helped determine future opportunities for boaters. An “Opportunities and Issues” section identifies upland development potential at existing and proposed sites, along with marina and water-dependent sites, and environment enhancements.

  To better understand the future opportunities, meetings were held with the municipalities and other interest groups along the River.

- Riverfront Strategy. An overall coordinated strategy for water dependent and supportive landside uses for the River. Individual projects and opportunities are offered for each municipality. The Plan includes a Strategy for public investments in docks, marinas, water-dependent facilities, recreation/open space improvements and private water-dependent and water-related development opportunities.

OVERVIEW

THE STUDY AREA

The Raritan Riverfront Strategy Plan area spans the reach of the River from New Brunswick/Highland Park on the upper end, down the South River, and to the Amboys where the River meets the Raritan Bay. The study area is approximately 16 nautical miles long and includes Middlesex County and nine municipalities along both sides of the River -- Perth Amboy, Woodbridge, Edison, Highland Park, New Brunswick, East Brunswick, South River, Sayreville, and South Amboy. Figure 2 illustrates the study area in its entirety.

POSITIONING THE RARITAN

A bold, coordinated strategy is needed to position the River as a regional attraction. The strategy balances regional and local requirements. The opportunity must be clear, the overall issues must be framed, the current planning and development environment must be reviewed, and new ideas must be considered.

THE OPPORTUNITY

To identify the critical factors that will establish the Raritan as a boating destination for the New Jersey/New York region. The opportunity is to take advantage of the River’s assets, increasing regional boating traffic, and the boaters’ desire for new, easily accessible destinations.

THE ISSUES

The critical issues come from an understanding of the River’s historical role, its channel marking limitations, analysis of existing conditions, and interviews with key stakeholders. From these sources, the following issues were developed.

- Reverse the Raritan’s history of Down River movement.
- Create a series of complementary venues to attract the region’s recreational boaters Up River.
- Identify and “Trademark” the Raritan as a single destination, including a marketing slogan.
- Evaluate the potential for a water taxi system and dining vessel the municipalities and dining vessel along the Raritan.
- Select or develop an entity to undertake a cohesive “Raritan” marketing campaign.
- Provide water and landside access to existing and potential Riverfront attractions.
- Recognize that the River should accommodate both its historic urban places and maintain its natural edges whenever possible.
- Take advantage of the River’s environmental resources as destination opportunities.
- Overcome visibility and accessibility limitations imposed by the New Jersey Transit (NJT) Bridge at the River’s mouth.
- Create, organize and implement a cohesive, credible and sustained Raritan River public education program and targeted marketing campaign.
OVERVIEW

THE CURRENT PLANNING AND DEVELOPMENT ENVIRONMENT

With its significant history, the Raritan River can be seen as a logical Up River extension of the boating and other visitor activities on the Raritan Bay and in the larger New Jersey/New York region. The Riverfront communities are beginning to appreciate and realize the benefits of their River access. These communities have:

- Master Plans addressing their specific River location qualities.
- Redevelopment Plans providing a variety of maritime, recreation, commercial, employment, waterborne transportation and residential opportunities.
- Recognized their locational attributes with respect to regional access.
- Initiated new ferry service from South Amboy to New York City.
- Began aggressive, mixed-use projects taking advantage of their Riverfront location and access.
- Discovered that enhanced waterside access can boost recreational, tourist and commercial opportunities.
- Reinforced the environmental assets as important elements of their futures.

EMERGING IDEAS

Based on the analysis of information, field tours, and meetings with the municipalities, a series of opportunities and new ideas emerged, such as:

- The Raritan’s regional location is not fully maximized.
- The Raritan’s Down River history should be reversed to an Up River destination.
- Environmental education, historical and cultural assets should be promoted as tourism assets.
- The communities should offer complementary attractions.
- The River should feature both natural and urban edges.
- A Greenway/Riverwalk system would be a component of regional linkage.
- Larger projects will occur near the River’s confluence with the Raritan Bay. Smaller projects are more likely to occur Up River.
- Non-motorized boating adds a new boating dimension, and “No-Wake” zones would assist in minimizing shoreline erosion.
- Landfill closures offer long-term open space/pedestrian opportunities.
- The Borough of South River, not located on the Raritan, expressed interest in being considered a potential destination; Highland Park is considering Riverfront emphasis near the proposed Environmental Center and downtown and away from the former Red’s Marina facility; and Rutgers University wants to re-establish its recreational boating program, and relocate the boathouse elsewhere in New Brunswick or to another community.
- The County and municipalities must be partners in marketing the Raritan as a single destination.
SECTION II

CONDITIONS AND ISSUES
INTRODUCTION

The Riverfront Strategy Plan begins with an analysis of existing conditions that are summarized as conditions and issues. These factors provide a direction to and substance for the Plan. The River has a variety of constraints and opportunities, and the manner in which they are addressed is critical.

Conditions and issues result from an examination of existing land use, environmental resources, municipal planning, and transportation factors. The analysis is at two levels—Regional and Local. The Regional analysis is concerned with conditions that affect the entire River. The Local perspective deals with factors that are specific to a particular municipality. A composite evaluation of these factors:

- Reveals overall strengths and weaknesses,
- Identifies key development issues,
- Points to potential opportunities, and

REGIONAL FACTORS

The Regional approach considers the factors that relate to the entire stretch of the River - Land Use, Environmental, and Transportation. The market factors from the Boaters’ Survey also falls into this level of evaluation.

LAND USE/SPATIAL STRUCTURE

The first critical factor deals with the extent and distribution of land uses along the River. Land uses and the structure of River corridor are highlighted. One of the most notable features of the Raritan is its linear nature, but the land uses do not uniformly correspond to the form. Nine separate jurisdictions, with variable land uses and an expansive system of wetlands, give the River corridor a discontinuous land pattern.

Such a pattern does not give a sense of unity or visual coherence to the corridor from the River. Likewise, there is no central focus along the River, but this diversity in form and pattern can create more interest if properly planned. This condition is addressed in the Strategy Plan.

- Of the 38,554 acres of land in the Raritan study area, 6,687 acres (17%) are vacant. Some 5,839 acres (15%) are in wetlands (fresh and saltwater) and 8,201 acres (21%) are in water. There are 8,023 acres (21%) in residential uses, while 2,240 acres (6%) are commercial. Industrial uses total approximately 3,318 acres (9%), utilities include 2,764 acres (7%), and open space occupies 3% or 1,327 acres.

Figure 3 depicts the study area’s land use mix and distribution.

- One unique feature of the River corridor is that over half of the study area is a combination of water, wetlands, open space or vacant lands. As the Strategy is perfected, a combination of development and environmental preservation and restoration is possible.

The middle reach of the River has the largest concentration of wetlands, landfills and public recreation, giving this area an open and non-urban character. The primary industrial and employment centers are found in the Woodbridge and Edison areas. Sayreville is the site of the closed National Lead facility.

- High intensity development has taken place in the downtowns with concentrations of housing, shopping and entertainment uses. Further similar development is confined to these areas.

- Waterfront access in each community is varied, and the River is usually not visible from major roadways.

Perth Amboy, Highland Park, New Brunswick, South River and South Amboy have the most well defined River orientation. Other waterfront locations are largely underdeveloped or in wetlands.

- Within the context of the River, each City, Township or Borough has its own characteristics and dynamics to be maximized.

- From an analysis of the River’s resulting spatial structure, areas of common interest began to emerge. These use areas or patterns reflect the following characteristics:
  - Location or position on the River,
  - Variable width and meander of the River,
  - Land use mix and distribution,
  - Developed versus open or natural areas, and
  - Orientation to the River.
These areas became defined as districts and they are shown with annotations on Figure 3.

**GENERAL ENVIRONMENTAL CONDITIONS**

Natural systems typically are dominant features of a riverine environment, and the Raritan is no exception. These factors extend beyond individual jurisdictions and are critical to the long range Strategy. As noted in the existing land use analysis, some 15% of the area is in wetlands, both saltwater and freshwater.

Additionally there are other environmental features and factors such as parks, recreation and open space areas, flood prone areas, contaminated properties and landfills. These become determinants on waterside and landside development potential, and they also provide opportunities for restoration and environmental education.

Figure 4 depicts the geographic extent of the environmental factors and conditions in the study area.

**Wetlands**

While the wetland systems extend the full length of the study area, the 5,290 acres are divided between freshwater and saltwater wetlands. Freshwater wetlands account for 2,423 acres (6.29%), and there are 2,867 acres of saltwater wetlands, accounting for approximately 7.44% of the total. By far, the largest wetland concentration is in the middle reach of the River. Over time, some wetland areas have been disturbed, and they account for 13.73% of the 5,290 acres. Older industrial uses, utility systems, and the Raritan Arsenal occupy former wetland sites. The wetlands in the vicinity of the Raritan Center are being restored as part of a public/private environmental cleanup. Future water-dependent uses in these areas will require sensitive treatment.

Woodbridge, Edison, East Brunswick, South River and Sayreville have the predominant share of the existing wetlands.

Educational centers are proposed that will showcase and portray the value and functions of the freshwater and saltwater systems. The Rutgers University Ecological Preserve and the Highland Park Native Plant Preserve adds specialized facilities that reflect native ecosystems. Such centers can become integral to the overall Strategy by broadening the appeal of the area as a destination.
Park, Recreation and Open Space

Another component of the environmental setting consists of publicly owned park, recreation and open space facilities. These areas, accounting for 2,004 acres, are often adjacent to the larger natural systems, effectively extending the open space character. In the upper reaches of the River, especially in the Highland Park/New Brunswick vicinity, large facilities, such as Donaldson, Johnson and Boyd Parks, provide a public edge to the River. Park, recreation and open space features also appear along the River in South River, Sayreville and South Amboy, while Perth Amboy has a park and jogging trail along most of its downtown Riverfront.

Middlesex County has proposed a comprehensive Open Space/Greenway as a regional linkage element, along both sides of the Raritan. The proposed system can be carefully constructed through the wetlands, as well as upland areas, linking the communities along the River. The Middlesex County Utilities Authority (MCUA) maintains easements along the River and these easements could be used for the Greenway.

Brownfields and Known Contaminated Sites

According to the American Heritage Rivers Initiative, “…Middlesex County ranks second of all counties in New Jersey in the number of known contaminated properties, with the greatest concentration of these properties in the industrialized northeast section of the County throughout the Raritan River Valley. Effective implementation of the plan to reuse these properties for more appropriate activities will require cooperation from all levels of government as well as the private sector, including developers and owners of contaminated properties.”

The Brownfields and Known Contaminated Sites information is from the New Jersey Department of Environmental Protection (NJDEP). The Brownfields data are extracted from the NJDEP’s Site Remediation Program (SRP) Comprehensive Site List. Brownfields are identified as former or current commercial or industrial use sites that are presently vacant or underutilized, on which there has been or there is suspected to have been a discharge of a contamination to the soil or ground water at concentrations greater than applicable cleanup criteria.

There are approximately 27 sites within the study area and they are shown for reference since much of the study area is available for redevelopment (see Figure 4). All sites are subject to state and federal property transfer and cleanup regulations. The sites also are subject to the regulations of the various jurisdictions during development permit processing.
The Known Contaminated Sites report (2001) from NJDEP has a geographical listing of sites where contamination of soil and/or ground water is confirmed at levels greater than the applicable cleanup criteria or standards. The contaminated conditions range from small commercial properties to larger industrial sites to landfills.

According to the report, remedial activities are underway or required at the sites with an on-site source(s) of contamination and at locations where the source(s) of contamination is unknown. Sites with completed remedial work that require engineering and/or institutional controls have reporting measures in place to ensure the effectiveness of past actions and some include maintenance and/or monitoring.

Sites identified in the Known Contaminated Sites report can undergo a variety of activities, ranging from relatively simple "cut and scrape" removals to highly complex remedial activities. There are approximately 162 sites located in the jurisdictions along the Raritan. (See Appendix B for a listing of sites by jurisdiction.) The consistent array of sites reinforces the County’s Brownfields Program managed by the MCIA since 1988.

Flood Prone Areas
The Federal Emergency Management Agency (FEMA) has identified flood prone areas as a means of minimizing flood losses by quickly identifying the areas of potential flood hazards. For flood prone areas, there is approximately 1 chance in 100 the areas will be inundated in any given year. The flood prone areas generally are coterminous with the wetland areas. Building construction must comply with applicable federal and local regulations. See Figure 4 for the Flood Prone areas.

Landfills
The MCUA operates the Edgeboro landfill and it is the only active Middlesex County landfill. Edgeboro has a permitted life of 15 additional years, but additional space could allow landfill to operate another 30 to 40 years. Only municipal solid waste (no ash) is disposed at this landfill. The landfill has a current footprint of 315 acres, but the MCUA owns another 100 acres. MCUA indicates there are no definite closure plans since there is capacity at the site. The Edgeboro landfill is also surrounded by wetlands adjacent to the Raritan River. The only access to the landfill is via Edgeboro Road.

The other landfills are on the north side of the River in Edison and all are closed. Waste Management operates Kin Buc I and II and the Industrial Land Reclamation (ILR). Edison owns and manages the Edison landfill. The sites are among the contaminated sites previously referenced. All are subject to various stages of closure. Long-term interest in the landfills is for open space and recreation opportunities once remediation is complete. Landfill locations are shown in Figure 4.

Transportation
Long-term development potential for the Raritan communities is a function of accessibility. Expressways, highways, public transit and waterborne transportation form the basic network of accessibility. Over the past several years, there have been substantial improvements to the major expressway and highway networks and work is ongoing. The resulting network provides reasonably sound regional access to the municipalities. In the eastern portion of the study area there have been major upgrades and replacements for US 9 and SR 35, including the Victory Bridge. These regional highway improvements are coordinated with local highway, roadway and intersection improvements.

The proposed reclamation and revitalization of South Amboy will foster the City’s waterfront development potential.

Farther to the west, planned improvements are in the final design phases for Route 18 through New Brunswick. This facility parallels the Raritan River and includes several enhancements that affect the River. The plan features improvements to Boyd Park, such as a relocated boat ramp, an amphitheater and a new pedestrian access ramp into the heart of downtown.

In Middlesex County’s recently released “Strategic Plan”, there is a proposal for a Trans-Raritan Bridge that connects Edison to Sayreville. The possible alignment is between Old Dock Road in Edison and Chevalier Road in Sayreville. The intent is to promote cross-River access and connect the Raritan Center with industrial development areas in Sayreville and South Amboy. The alignment also facilitates easier truck traffic and movements. The report cites the need to undertake a feasibility study, coordinated with the New Jersey Department of Transportation (NJDOT), Middlesex County and affected municipalities.

Regional transit is also available in New Brunswick, Highland Park, Edison/Woodbridge, Perth Amboy and South Amboy. Upgrades and improvements are programmed for the Perth and South Amboy stations.

The City of South Amboy has planned a regional intermodal transportation center that has received over
$20 million in federal, state, and local funding. This project includes rail, bus, ferry and auto transportation in a single point of transfer. These transit connections give another important form of regional accessibility to the area. In addition, the NJDOT designated South Amboy as a “Transit Village” creating the redevelopment potential around the multi-modal hub. Finally, waterborne transportation has emerged as an alternative transportation mode. SeaStreak, a high-speed ferry service, connects the growing Middlesex/Monmouth market to Manhattan.

Perth Amboy and Edison are also interested in starting ferry service and a coordinated effort between the various interested parties could further enhance connectivity and accessibility. Figure 5 illustrates the General Transportation Network.

**RIVER CHANNEL CONDITIONS**

The Raritan River is the largest stream lying entirely within New Jersey. It flows approximately 75 miles southeast past Somerville, Bound Brook, and New Brunswick into the Raritan Bay off the Atlantic Ocean. An existing past authorized Federal channel lies 13.8 miles from the Raritan Bay up to New Brunswick. This channel is regulated and maintained by the U.S. Army Corps of Engineers. The depth and width of the channel varies. Please see Figure 6 for the channel dimensions. Dredging of the Raritan River Federal Navigation Project was authorized by the Rivers and Harbors Act of 1919 and subsequently modified by the Rivers and Harbors Acts of 1930, 1937, 1940 and 1962. Additional sections of the River were dredged for maintenance purposes, more recently in 1991 and 1992.

The Federal project includes:

- **A Main Channel**, 25 feet deep by 300 feet wide from the turn in the New York and New Jersey Channels (near Great Beds Light) to the Raritan Arsenal Wharf; thence 15 feet deep by 200 feet wide to the Washington Canal; thence 10 feet deep in soft material and 11 feet deep in rock by generally 100 feet wide (with widening at the bends) to the Delaware and Raritan Canal entrance at New Brunswick. This channel is approximately 13.8 miles long.

- **A turning basin opposite Raritan Arsenal Wharf**, 25 feet deep by 300 feet wide and 1,000 feet in length.

- **A South Channel** 25 feet deep by 300 feet wide from its junction with the Main Channel opposite the upper limit of the National Lead site property; thence 15 feet deep by 150 feet wide to the Middlesex County Sewerage Authority Dock; thence 10 feet deep by 150 feet wide to the junction with the Main Channel at Crab Island.

See Figure 6 illustrates the channel dimensions.
Figure 6: Raritan River Channel Limits
BOATING MARKET STUDY

The purpose of the Boating Market Study was to evaluate the potential boating market. The study gathered information on existing boater habits, demographics, and demands in and close to the Raritan River study area. The intent of the study was to provide useful information to enhance the Raritan Riverfront Strategy Plan with input from local boaters, whom the Plan ultimately affects. A questionnaire was developed for conducting telephone surveys with up to 20 boating clubs, associations and marinas in close proximity to the Raritan.

Twelve persons in charge of facilities or organizations were contacted and interviewed by phone. Questions ranged from boater habits, to facility sizes, and to boater demographics. The remaining eight locations were either unavailable or unwilling to participate in the survey. Table 1 provides detail of the survey information, and Figure 7 illustrates the location of marinas surveyed.

Once the telephone surveys were completed, eight sites were selected for site visits for conducting the boater surveys. Locations were selected based on proximity to the study area and the size/number of boaters at the facility. A revised questionnaire was used for the telephone surveys. The focus of the survey was on the habits of individual boaters and obtaining feedback on the types of projects along the River that they felt would be most beneficial. Selected sites were visited on Saturday, August 16, 2003. Twenty-one (21) boaters were surveyed, and approximately one half of the boaters were located along the Raritan River. The other half of the boaters were at locations close to the Raritan River.

The local Coast Guard station was also contacted to discuss regulation issues along the Raritan and obtain feedback from a local enforcement authority on issues that could potentially affect projects on the Raritan. The information collected in the interviews and responses were reviewed to determine trends and common themes.

Once the survey information was collected, the conclusions drawn from the information were summarized in anticipation of recommendations for the Strategy Plan.

Boaters’ Summary

- All boaters were highly interested in restaurants as places to stop for lunch when out on the water. Sufficient boat parking is a must. Most mentioned that the restaurants should have bars. Respondents were more interested in a friendly, local restaurant rather than an upscale restaurant. The facility should not be too far Up River otherwise people from the Raritan Bay will not visit the facility. Sufficient parking is critical.

- Respondents want fresh bait and tackle shops. There are very few in the area, and all indicated that a facility of this type would do extremely well if located on the water. The shop should be open very early to accommodate people who usually go out on the water early.

- Boaters see New Brunswick as a destination. Boaters in general would go there if there were easy access to restaurants and other recreational attractions. Boaters also indicated the need for proper security measures at docking facilities before leaving their boats behind.

- The success of any project will be related to advertising. Basically all respondents said they would go to a destination if they knew about it. “If you build it, they will come.” A sailor suggested advertising in Waterway Guide books and magazines. The Waterway Guide is a Zagat-type publication that boaters use to find out about facilities along the coast when traveling.

- Boaters in general would like to see more slip capacity in the area. Demand is high for the available slips and thus costs are high for the slips. Several area marinas have closed for various reasons. Many people noted more strict regulations for marinas. Some boaters also indicated that the South Amboy Boat Club is likely to close soon due to its owners retiring.

- Boaters would like a new fueling station on the Raritan. This location would keep boaters from having to go to the marinas in the Raritan Bay, such as Viking, Morgan, or Lockwood.

Raritan Bay Marina Summaries

- Boaters interviewed at marinas located in the Cheesequake Creek area indicated that the current drawbridge operations are a nuisance. The drawbridges currently open “on demand” for all boats, which causes major traffic problems in the area. Boaters are highly in favor of opening the drawbridges once per hour. Many motorboats can clear the drawbridges on Cheesequake Creek without them being opened. This may not be true on the Raritan, except during low tide.

- Drawbridge operations are something to consider along the Raritan, as well. Increased traffic may cause greater problems than already exist. Boats are difficult to maneuver in the channel while waiting for the drawbridges to open. Currents and channel width play a big factor in boat maneuverability.
One way to attract sailboats Up River would be to provide transient slips where boats could dock overnight thereby attracting boaters traveling up or down the coast to stop in for a night or two and patronize local businesses.

There is a general misconception among boaters at marinas that Up River, the Raritan is too shallow to navigate. A marked channel is very important for boaters unfamiliar with the area, and the channel is currently not well marked. This is a perceived impediment to navigation up the River.

It takes approximately one hour to get to the mouth of the Raritan from the New Brunswick area. Up River is a desirable place to go when weather conditions are bad in the bay. The water on the Raritan River is more protected and easier to navigate in bad weather. Boaters are very weather conscious.

The Robert E. Lee restaurant burned down at the mouth of Cheesequake Creek. It was the only local place that had a restaurant on the water with easy access for boaters. The site would be a good place for a marina or another restaurant.
COAST GUARD REQUIREMENTS

The Coast Guard is in charge of maintaining federal navigation and buoys. Currently in the Raritan, the Coast Guard maintains buoys up to approximately the New Jersey Turnpike Bridge. As previously mentioned, the dimensions and depths of the Federal channel from Raritan Bay to New Brunswick vary significantly. However, if these guaranteed dimensions are not present, it is up to the local municipalities to notify the U.S. Army Corps of Engineers. The U.S. Army Corps of Engineers may then help restore the channel to its guaranteed dimensions.

Private navigational aids may be placed along the Raritan, Up River of the existing federal navigational aids to help boaters navigate beyond US Route 1. The District 1 Coast Guard office in Boston approves private navigational aids in the Raritan through a permitting process. Additional permits for the navigational aids may need to be obtained from the U.S. Army Corps of Engineers and New Jersey Department of Environmental Protection (NJDEP), including the office of Coastal Management. Private navigational aids are funded and maintained by the local governments. However, the local Coast Guard or Auxiliary Coast Guard inspects private navigational aids periodically to ensure they are being properly maintained. Any deficiencies in the private navigational aids are reported to the owner so that proper repairs can be made.

Local authorities maintain “No Wake” zones (Class 3 markers according to the Coast Guard). Harbor Masters and local enforcement officials are in charge of maintaining and enforcing the zones. A typical “No Wake” zone would prohibit wakes within 200 feet of a marina. “No Wake” zones are to protect docked boats, people on docks and riverbanks from erosion.

Bridge clearances and water depths along the Raritan are documented on the most recent National Oceanic and Atmospheric Administration (NOAA) maps. (NOAA map #12332 depicts the area of the Raritan along which this project is located.)

LOCAL FACTORS

Middlesex County and the municipalities within the Riverfront Strategy Plan area have Master Plans that guide future development. These Master Plans contain elements for land use, transportation, infrastructure and services, environmental conservation, parks and recreation, and marinas, and boat ramps. Several communities have been aggressive with regard to taking advantage of their Riverfront settings, especially in their downtowns.

Many have prepared Redevelopment Plans to revitalize their center city areas. To gain an understanding of the potential for new or enhanced Riverfront activities, the available plans and studies for the various municipalities were reviewed. Specifically, the intent is to identify any vision, goals, objectives, plans, recommendations or proposals for Riverfront development that could be incorporated into the Strategy Plan.

The document highlights begin with the County, followed by the municipalities starting with Perth Amboy, up the River to Highland Park, across and back down the River to South Amboy. Each Plan or study is identified by title. At the end of the highlights, specific Riverfront projects are listed for possible inclusion into the overall Strategy.

NOTE: Following are summaries that are excerpts from reports provided by the County and the municipalities. The excerpts are from specific sections or portions of County and municipal Master Plans, Redevelopment Plans and other studies that relate to the Raritan River and Riverfront opportunities.

The summaries are found on pages 13 through 65, and the intent of the excerpts is to highlight River oriented goals, policies and plans. Unless otherwise noted in the summary, the referenced citations are “direct quotes.”

All of the documents cited in this report and listed in Appendix A are on file at the MCIA’s office in Cranbury, New Jersey.
Provide a public system of major parks and open spaces that forever preserves sufficient land to accommodate a variety of recreational activities, and conserve scenic, historic, cultural, and environmental features to enhance the quality of life for residents of Middlesex County.

INTRODUCTION
Middlesex County has long been concerned with the need to provide high quality open space and recreational facilities. The earliest known County open space Plan was The Park Report for Middlesex County, New Jersey, prepared by Russell Van Nest Black and dated September 1930. At that time Middlesex County had one County Park-Roosevelt Park in Raritan Township (now Edison). The 1930 Plan recommended that the County implement a five-year program to acquire 10 major open-space areas totaling 2,700 acres:

- Bound Brook and Cedar Brook Corridor Park in Piscataway and South Plainfield;
- Jamesburg Lake Park in Monroe;
- Lawrence Brook Park in New Brunswick;
- Old Bridge Lake Park in East Brunswick and Madison (now Old Bridge);
- Plainsboro Pond Park in Plainsboro;
- Raritan River Park in Sayreville;
- Raritan River Park in Highland Park and Piscataway;
- South Branch of the Rahway River Park in Woodbridge;
- Upper Lawrence Brook Park in South Brunswick; and
- Woodbridge Creek Park in Woodbridge.

Over the intervening 72 years, the County has substantially expanded its park system and six of the ten original major open-space areas. Proposed parks have been acquired and developed for recreation (Davidson’s Mill Pond Park, Johnson Park, Merrill Park, Raritan Bay Waterfront Park, Spring Lake Park, and Thompson Park).

Middlesex County completed and adopted its most recent Open Space and Recreation Master Plan in October 1995. That plan set forth an ambitious program to acquire an additional 7,000 acres of open-space land suitable for recreational facilities. At that time, the County owned a total of 5,101 acres of open space. As of December 2002, Middlesex County owns a total of 9,091 acres of open space, which is about 4,000 acres more than in 1995. See Figure 8 for the Middlesex County Open Space Master Plan Map 2003.

The Trust Fund program will continue to be used to acquire open-space land and may also be used to support the continuing Middlesex County Farmland Preservation Program as may be deemed appropriate by the Freeholders. The Trust Fund will also be used to support municipal acquisition of open-space land. As open-space acquisition opportunities become more scarce, and to continue to meet the needs of a growing and ever more diverse population in Middlesex County, the County will utilize the Trust Fund to develop needed recreational facilities and programs in partnership with its constituent municipalities. Wherever possible, Middlesex County should acquire additional properties.

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

OBJECTIVES
- The Middlesex County Open Space, Recreation, and Farmland and Historic Preservation Trust Fund should be used consistent with this Plan to implement County open space acquisition, open space development, farmland preservation and historic preservation projects authorized by the Middlesex County Board of Chosen Freeholders.
- Establish a partnership between Middlesex County and its municipalities. Provide funding through the Middlesex County Open Space, Farmland and Historic Preservation Trust Fund to the municipalities to acquire open space areas and develop needed recreational facilities.
- Use County open-space revenues to leverage grants, loans or matches from other sources.
- Continue support of the farmland preservation program as expressed in the County’s Comprehensive Farmland Preservation Plan of 2001 in recognition that maintaining the County’s agricultural industry and a rural landscape are important and irreplaceable components of a County’s economy and aesthetic character.
- Provide public access, recreation, and resource protection in waterfront areas.

IMPLEMENTATION
The implementation of the Middlesex County Open Space and Recreation Plan 2003 shall be in accordance with procedures, criteria and guidelines (as the same may be revised or amended from time to time) established by resolution and adopted by the Middlesex County Board of Chosen Freeholders.
Provide a public system of major parks and open spaces that forever preserves sufficient land to accommodate a variety of recreational activities, and conserve scenic, historic, cultural, and environmental features to enhance the quality of life for residents of Middlesex County.

Figure 8: Middlesex County Open Space Master Plan Map 2003
**Middlesex County**

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

**EXISTING FACILITIES**

The existing Middlesex County system consists of 36 parks, including three golf courses operated by the MCIA. Of those 36 parks, only two have boat ramps, Davidson’s Mill Pond Park and Donaldson Park.

**OBJECTIVES FOR LAND**

- Use County open-space revenues to leverage grants, loans or matches from other sources.

  Middlesex County voters approved a 1995 referendum for a $.01 levy on each $100 of equalized assessed value to be dedicated to open space. This levy produced approximately $4 million annually for open space and provides a stable funding source that permits Middlesex County to establish a proactive program of acquisition. Following the strong voter endorsement of the 1995 referendum, a second successful referendum for an additional $.02 levy on each $100 of equalized value was passed by the voters in November 2001. The updated levy produces an estimated $16.5 million annually. County open-space revenues can be used to leverage additional grants, loans, or matches from state, federal, municipal government, or the private sector and thereby maximize the value of each County dollar that is spent on open space.

- Provide public access, recreation, and resource protection in waterfront areas.

  Water related recreation is one of the most popular public pastimes. Fishing, swimming, and boating or the passive enjoyment of views, scenery and wildlife draw people to the water. The environment at the water’s edge is ecologically one of the most productive and important. Both state and federal open-space policies place a high priority on preserving waterfront areas and opening them to public access. The rivers, streams, and bay frontage of Middlesex County are vital resources, and the County Open-Space and Recreation Master Plan will preserve significant segments and locations to provide public access.
EXECUTIVE SUMMARY

MIDDLESEX COUNTY GROWTH MANAGEMENT STRATEGY PHASE III REPORT – 1995

CONCLUSIONS AND RECOMMENDATIONS

Traffic congestion continues to be a major problem impacting the economic viability and quality of life of the County. One hundred eighty miles (180) or 75 percent of the County and State road system within Middlesex County are at or below Level D service. (Significant peak hour congestion.)

There is a significant shortage of open space land available for recreation facility development, especially for active recreation, such as field sports and newer forms of recreation (biking, hiking, in-line skating, jogging) that are growing in popularity.

Increasing use of land for residential development and economic activity, coupled with diminishing land availability, has created increasing conflicts between land uses and infrastructure capacity problems especially related to transportation and stormwater control systems. Impacts that cross municipal boundaries are especially acute since there are no effective inter-municipal mechanisms to coordinate and address problems created by development in adjacent municipalities.

The Growth Management Strategy reports identified areas of the County that are most likely to experience continued economic and population growth over the next 20 years. This growth will occur through new land development or redevelopment. Some of these areas are:

- The Arthur Kill and Raritan Bay Shore (Carteret, Woodbridge, Perth Amboy, Sayreville, South Amboy, Old Bridge);
- The Metropark Center (Edison and Woodbridge);
- The Raritan Center (Edison and Woodbridge); and
- The Route 18 Corridor (East Brunswick and Old Bridge).

The major conclusions and recommendations for each of these areas are briefly summarized below:

**Arthur Kill/Raritan Bay**

- The Arthur Kill shoreline would benefit from the redevelopment of underutilized and abandoned heavy industrial sites as business, residential, and recreational sites. Redevelopment planning also needs to address environmental concerns regarding past contamination of land, water, and air quality along the shoreline.
- Because several areas along the Raritan estuary, Raritan Bay, and Arthur Kill are subject to tidal flooding, a shore protection master plan should be extended for this area.

**Metropark**

- Traffic congestion inhibits growth in this area. Access to Metropark is limited by the narrow rail underpass, and NJT’s parking expansion will place an even greater burden on local roads. Transportation management measures should be implemented intensively for this area.

**Raritan Center**

- Raritan Center should include residential development to allow employees to live closer to work. A riverfront park along the Raritan River would provide needed recreational opportunities and improve public access to the waterfront.

- Development of the southern area of Raritan Center is dependent on the completion of Industrial Highway, which has been stalled by the presence of wetlands.
- The presence of three closed landfills along the Raritan River will constrain extension of the proposed riverfront park to the west, until the sites are remediaded and/or properly closed. Efforts should be made to expedite landfill closure.

**Route 18 Corridor**

- In East Brunswick, development opportunities are primarily limited to redevelopment of underutilized commercial facilities that should be considered for consolidation.
- Along county and local roads behind Route 18, commercial development should be restricted to professional office space to prevent encroachment of high intensity commercial uses into the principally residential neighborhoods.

Middlesex County should communicate the recommendations of this Growth Management Strategy Report to the public and municipal officials of the County. To further assist local governments, Middlesex County officials should initiate a dialogue to select specific County and local actions that will achieve growth management goals and promote a higher level of intermunicipal coordination. Finally, County officials should consider steps to begin preparing an updated Master Plan for Middlesex County.
Redevelopment planning also needs to address environmental concerns regarding past contamination of land, water, and air quality along the shoreline to enhance the quality of life for residents of Middlesex County.

**Next Steps – Prepare an Updated County Master Plan**

The Growth Management Task Force recommends that Middlesex County initiate activities to prepare a new Master Plan. This plan will provide the basis for establishing mechanisms to:

- Maintain the good competitive position of Middlesex County within the region and the state.
- Involve the County in the provision of infrastructure improvements that will support desired, sound and appropriate growth.
- Ensure sufficient funding will be available at the appropriate time for infrastructure improvements.
- Define the nature of regional impacts from land development that will occur in the future.
- Specify a role for the County in assisting municipal land use decision-making.
- Create a data resource base and data access system that will assist the County and its municipalities.
Middlesex County

In order to be effective, planning must be focused on the areas, and the issues in those areas, that if addressed will achieve the greatest benefit in terms of resources conserved and public needs met.

INTRODUCTION

Middlesex County has identified seven regions of the County as Strategic Planning Areas (SPAs). In order to be effective, planning must be focused on the areas, and the issues in those areas, that if addressed will achieve the greatest benefit in terms of resources conserved and public needs met. These areas have been and are expected to continue to be the major growth areas of the County. The County, with the participation of the municipalities and the public, is developing plans for these areas. They also conform to the major transportation corridors in Middlesex County.

Two of those strategic areas, Arthur Kill, Raritan River and Raritan Bay Area, and the Metropark Area, are summarized here.

Key planning issues affecting two of the seven SPAs (Arthur Kill, Raritan River and Raritan Bay Area, and the Metropark Area), according to this plan are as follows:

**KEY PLANNING ISSUES**

Traffic Congestion

The Arthur Kill/Raritan Strategic Planning Area (SPA) offers the potential of ferry transportation to link areas of future development along the shoreline. The ferry alternative to land route systems (automobile, bus, and light rail) now available from South Amboy and coming to Perth Amboy, may become popular in the future as the ability to expand land routes becomes exhausted.

**Flooding/Stormwater Management**

Both SPAs have stormwater-related issues that need addressing. The Metropark area has flooding impacts related to the South Branch of the Rahway River. The handling of future stormwater requires a drainage basin planning effort. Similar problems exist in the Woodbridge Creek areas of the Arthur Kill/Raritan SPA. The Arthur Kill/Raritan SPA also is subject to tidal flooding and to potential wave action from the Raritan Bay. Needed are continued efforts to stabilize the waterfront in urban areas of the SPA and to assure the protection and restoration of beaches and coastal wetlands that absorb the impact of coastal storms.

Tourism

The Arthur Kill/Raritan Bay SPA has potential for tourism development in relation to recreational boating on the Bay. The feasibility of the development of lodging should be assessed in relation to marina expansion in Perth Amboy (consider bed and breakfast use of large older homes in the Marina area, for example). In addition, new lodging capacity should be developed in Sayreville, South Amboy, and Old Bridge to serve marinas in those areas. The development of the Waterfront Trail will also increase public access to the waterfront and bring tourists who will support new or expanded commercial retail and entertainment facilities. Expanded cultural facilities in the Perth Amboy and South Amboy areas would also attract tourism.

IMPLEMENTATION COMMENTS AND RECOMMENDATIONS

Middlesex County recommends that municipalities identify environmentally sensitive areas and historic sites as part of the municipal master planning process. This is a critical part of the local planning process.

Middlesex County advocates the creation and coordination of strategic plans at regional, county, municipal and neighborhood levels. New Jersey planning enabling legislation should be amended to strengthen the role of all levels of government in participating in and coordinating the development of strategic plans.

In the absence of stronger State enabling legislation, inter-local agreements are the most effective means for coordinating planning and implementation. Counties or other regional entities should join with municipalities in inter-local agreements to provide coordination of planning issues of regional concern such as water quality, water supply, air quality and transportation.

The implementation of this objective requires strengthening of land use control and planning enabling legislation to provide tools for implementation.

All planning should encourage the redesign of existing development affected by traffic congestion, inadequate bicycle/pedestrian circulation, inadequate open space, insufficient/inadequate public services, water or air pollution, or identified conflicts between land uses.
PLANNING AND IMPLEMENTATION AGENDA

Major strategic planning goals that address the problems of these growing areas can be summarized as follows:

- Provide for adequate infrastructure capacity (roads and transit, water, sewer, open space and recreation), timed and equitably financed to support continued growth, without stimulating inefficient growth and capital investment patterns.
- Provide for management and protection of important environmental resources within and outside the County and upon which the County depends for public health and quality of life.
- Provide greater coordination of local, county, and state planners and officials, thereby securing a broader perspective in solving regional problems, preserving/improving the character of existing communities and conserving important natural and other resources (fiscal, cultural, historic, and human).

To achieve a reasonable infrastructure investment level and live within our means in the future, Middlesex County must direct its resources to specific areas of the County where growth can take advantage of existing infrastructure and resources in the most cost effective manner. This has been accomplished by identifying seven strategic planning areas.

The major objective of such a strategic planning effort are to:

- Focus attention on implementable economic development strategies that foster public-private partnerships.
- Equitably balance the long-term costs of infrastructure needed to support economic development between the government and the private sector.
- Reduce and/or prevent traffic congestion and facilitate the efficient movement of people and goods within and between planning areas and regions.
- Protect natural resources, preserve open space and provide recreational opportunities both within the strategic planning area and in the land areas around and between them that compose their environments.
- Assure that water quality objectives established by the State and Federal governments are met.
- Identify centers and downtown and suburban development and redevelopment areas within the strategic planning area framework that can be recognized as appropriate pursuant to State Development and Redevelopment Plan criteria and the endorsed plan process.

Major Land Development Areas/Projects

The Arthur Kill/Raritan Bay area offers a unique opportunity for growth along its waterfront. There, reclamation of the waters of the Arthur Kill and the Raritan Estuary, as a result of the closure of the former sewage treatment plants that once dotted the waterfront, and the major decline in industrial point source wastewater discharges has greatly improved the water’s recreation potential. Issues of combined sewer overflows and nonpoint pollution still need addressing, but significant progress has been made in that regard. The control of drift materials from deteriorating piers and derelict vessels is a remaining priority but attention has been focused on this in recent years. Middlesex County has made a major investment in developing recreation in the County’s new Raritan Bay Waterfront Park in South Amboy and Sayreville.

Major redevelopment projects and proposals in the area include the Focus 2000 Redevelopment Areas identified by Perth Amboy, the north, central, and south mixed use redevelopment zones in South Amboy, and the NL Industries Area in Sayreville.

Major recreation improvements are also planned in the area, including new waterfront parks in Carteret and Woodbridge along the Arthur Kill and the expansion of the marina facilities in Perth Amboy. The Borough of Sayreville is considering extending Main Street to open additional waterfront areas to commercial and recreation use.

The Raritan Center industrial and office park is located in southern Edison and Woodbridge Townships along the Raritan River. Plans for Raritan Center include increased office, warehousing and industrial capacity. Redevelopment of former industrial sites and transportation infrastructure expansion is hindered by the presence of hazardous waste areas and significant wetland areas. Transportation improvements are under way to improve access to Raritan Center. Edison Township is proposing a recreational corridor along the Raritan River that will provide important waterfront access to the public. The presence of extensive terminated landfills may, however, make this a long-term goal.

Arthur Kill/Raritan Bay Strategic Planning Issues

- Shoreline areas offer the opportunity for the redevelopment of under-utilized and abandoned heavy industrial sites as business, residential, and...
Middlesex County

In order to be effective, planning must be focused on the areas, and the issues in those areas, that if addressed will achieve the greatest benefit in terms of resources conserved and public needs met.

Recreational sites. Redevelopment planning also needs to address environmental concerns regarding past contamination of land, water, and air quality along the shoreline. Remediation of such sites should be programmed. Efforts such as the Brownfields Initiative of the Middlesex County Improvement Authority, the Perth Amboy Focus 2000 Redevelopment Plan, Carteret’s Special Improvement Districts, and Sayreville’s Industrial Redevelopment Zone should be continued.

- Improved road access is needed between (re)development parcels and major highways to avoid burdening local roads and provide needed accessibility. Separation of truck traffic from residential areas is a major planning concern.
- Because several areas along the Raritan Estuary, Raritan Bay, and Arthur Kill are subject to tidal flooding, a shore protection master plan should be extended to this area. Consideration should be given to requesting Federal and State beach replenishment efforts for the Bayshore.
- Regional transportation improvements to be considered include:
  - Route 35;
  - Route 9;
  - Garden State Parkway access;
  - Consideration of a new Raritan River crossing;
  - Rail station improvements in Perth Amboy and South Amboy to include expanded access to the stations; and
  - Ferry service to Manhattan.
- Economic development is heavily dependent on dredging of waterways for shipping and water transportation and for access by recreational boating. Planning for environmentally safe dredging and dredge spoil disposal should be complete.

Waterfront parks along the Arthur Kill, Raritan River, and Raritan Bay provide needed recreational opportunities and improve public access to the waterfront.

- Expanded marina and boat launching facilities should be provided.
- The presence of three closed landfills along the Raritan River will constrain extension of a proposed Riverfront park to the west, until the sites are remediated and/or properly closed.

Metropark Strategic Planning Issues

- Traffic congestion inhibits growth in the SPA. Access to Metropark is limited by the narrow rail underpasses and New Jersey Transit’s parking expansion places an even greater burden on local roads. The new direct access provided from and to the Garden State Parkway has provided some improvement. Transportation management measures should be implemented intensively for this area. Van pooling, ride sharing, and alternatives to the single occupancy vehicle are needed. Local road capacity improvements have been programmed. Improvements to the Route One and Route Nine interchange are underway and will improve traffic movement near Woodbridge Center Mall on both highways. Future improvements to Route One will support redevelopment in the highway corridor. Improvements for pedestrian and bicycle movement and safer bus transit stops are needed in the Route One and Route 35 corridors.

- The New Jersey Transit parking deck project includes the construction of space for retail facilities to better serve commuter needs. Additional retail development to serve nearby office workers should also be planned. Pedestrian and local transit access to retail and other commercial activities in the SPA should be subject to feasibility study and programming.

- Growth in this SPA is limited by increasingly scarce buildable land and the need for increased sewerage capacity. A stormwater management plan should be developed for the entire South Branch of the Rahway River drainage area in order to determine the most effective stormwater control measures. A sanitary sewer expansion project has been planned by Woodbridge for implementation in the near future.

- Consideration should be given to mechanisms for stream corridor protection and prevention of stormwater borne pollution. Existing implementation of the County’s 319 funded nonpoint pollution control planning effort should be continued.

- Special area design plans should be prepared to incorporate recreation and open space, traffic reduction, pedestrian and bicycle movement enhancement and mixed-use development. Candidate areas are the Metropark Station area, the Woodbridge Center Mall-Route One area, the Menlo Park Mall area, the Route 33 Corridor and the northern Route One Corridor.

- The existing Roosevelt and Merrill County Parks should be connected by an open space corridor that provides trails, and stream corridor and wetlands protection.
There is a definite need for marina slips and boat ramps, which are accessible to Middlesex County.

### Needs Assessment

As the data in this report illustrates, the demand for marina facilities is growing. Demand for this type of recreational activity is created by a number of factors such as income, accessibility, population growth and increase in leisure time.

The results of this analysis show a definite need for marina and boat ramp facilities in Middlesex County. This need was in existence in 1980, is present today (1991), and will continue to grow into the future. There is a current need for about 1,400 marina slips in Middlesex County and by the year 2000 there will be a need for almost 1,900 new marina slips. The demand for boat ramps and launching facilities is also growing, although it is more difficult to quantify since the accessibility, parking and distance from Raritan Bay will affect their popularity. Nevertheless, this analysis shows that there is a definite need for marina slips and boat ramps, which are accessible to Middlesex County residents through the year 2000. It can also be concluded that the projected increase in boating activity will also affect a demand for related facilities such as boat repair and fueling services. Most of the proposed private marinas will be part of new residential developments and will serve their newly created demand. Therefore, a public need for marina and boat ramp facilities will remain.

### Existing Conditions

The numbers of marinas and boat launching facilities have been inventoried from three different sources. They include a 1988 International Marina Institute Facilities Listing, a 1980 New Jersey Department of Environmental Protection (NJDEP) study, and NJDEP’s 1984 The Outdoor Recreation Plan of New Jersey.

The general pattern of information obtained was that the marinas were at 100 percent of capacity. Many facilities have waiting lists, and the number of people on the lists ranged from 20 to 100.

The study identified 24 marinas within the County.

1. Cliffside Marina
2. Chucks Marina
3. Richie Stacy Marina
4. Idle Breeze Marina
5. Jimmy’s Boat Landing
6. Sewaren Marine Basin
7. Walters Marina
8. Riley’s Boatyard
9. Perth Amboy Marina
10. Raritan Yacht Club
11. New Brunswick Boat Club
12. Red’s Marina
13. South River Boat Club
14. River’s End Marina
15. South Amboy Boat Club
16. Robert E. Lee Inn
17. Brown’s Boat Yard
18. Morgan Marina, Inc.
19. Lockwood Boat Works
20. Zuback’s Boat & Motor Works
21. Red Witch
22. Viking’s Marina
23. Cheesequake I
24. Cheesequake II

### Proposed Facilities

There are also a number of marinas and boat ramps, currently being proposed for the County as seen in Table 2.

<table>
<thead>
<tr>
<th>Location</th>
<th>Public/Private</th>
<th># Of Slips/Ramps</th>
</tr>
</thead>
<tbody>
<tr>
<td>Smith Creek, Woodbridge</td>
<td>Private</td>
<td>400-500</td>
</tr>
<tr>
<td>Smith Creek, Woodbridge</td>
<td>Private</td>
<td>140</td>
</tr>
<tr>
<td>Perth Amboy</td>
<td>Private</td>
<td>160</td>
</tr>
<tr>
<td>Perth Amboy</td>
<td>Private</td>
<td>800</td>
</tr>
<tr>
<td>Perth Amboy</td>
<td>Private</td>
<td>80 Additional</td>
</tr>
<tr>
<td>South Amboy</td>
<td>Public/Private</td>
<td>Unavailable</td>
</tr>
</tbody>
</table>

### Existing Conditions

- **Marina Slips**: 1,136
- **Boat Ramps**: 24
- **Moorings**: 159

A total of 8 boat ramps were identified as well.

- Smith Creek, Woodbridge
- Ferry Street, Sewaren
- Front Street, Perth Amboy
- Second Street, Perth Amboy
- Keasbey Outbound Boating Club
- Raritan River, Sayreville
- John Street, South Amboy
- Donaldson Park Ramp, Highland Park

---

**Table 2: Proposed Marinas and Boat Ramps**
As listed in this table, approximately 1,600 of the slips are projected as part of private marina projects. These proposed projects include residential development and marina slips which will be primarily used by the new residents. Those slips not used by residents and made available to the public will satisfy some of the demand. The proposed public facilities (240 slips) will also help satisfy part of the existing needs.

Even if the proposed marinas provide an additional 500 slips, the existing current demand of 1,400 slips will not be satisfied. It should also be noted that some of the proposed projects will displace existing marina facilities, thereby adding to the demand.

**FACILITY DEMAND**

There are certain factors that have impacted demand on waterfront access in Middlesex County. The high volume of boating activity in Monmouth and Ocean Counties in the recent past has been the result of a number of variables. One factor was the relative ease of access to the Monmouth and Ocean County shore and bay communities via the Garden State Parkway from the north. This access enabled many boaters from northern New Jersey to bypass the Middlesex County waterfront in favor of waterfronts of those counties. Additionally, those counties have traditionally catered to tourism and had less industrial conflict on their waterfronts.

These factors have changed recently, which has enhanced Raritan Bay as a recreation area, and has increased the demand for boating facilities with access to the sea. The pollution in the bay is significantly decreasing. This has been affected by the opening of the Middlesex County Sanitary Sewerage Plant in Sayreville. There also has been resurgence, nationally, in the State and region in waterfront areas for recreation. This has also increased the popularity of Middlesex County’s waterfront.

**PUBLIC AND PRIVATE INVESTMENT**

The needs identified can be satisfied through a coordination of public and private investment. The level and type of investment will obviously be guided by the individual circumstances of the chosen site. Whether the site is to be utilized for a marina or a ramp, or both, will affect the source of the investment.

**IMPLEMENTATION STRATEGIES AND REQUIREMENTS**

By the nature of these projects, the process of development is long and complex. It involves the government at all levels, local, County, state and federal. It requires the expertise of a number of professionals both within the Middlesex County Parks Department (and other County agencies) and from outside professionals.

In addition to the development effort, there is an additional factor to be addressed, that is, the acquisition of the properties upon which the development depends. Since the proposals also include the use of other publicly owned lands in order to maximize the effectiveness of the projects, coordination with the local municipalities will be required.
A vision of a City transformed where the Perth Amboy waterfront has become one of the state’s premier destination points for dining, entertainment, recreation and new waterfront living.

**MASTER PLAN 2003**

**VISION**
Perth Amboy Master Plan 2003 establishes a clearly defined vision of the future of the City of Perth Amboy. It is a vision of a City transformed:

- Where the Perth Amboy waterfront has become one of the state’s premier destination points for dining, entertainment and recreation.
- Where Perth Amboy’s parks and open space provide a wide range of recreational opportunities for all City residents.
- Where access to the City has increased with new roads, ferry service, pedestrian and bicycle routes, and improvements to its mass transit system.

**GOALS**
- Provide greater public access to the waterfront through the redevelopment process, road network improvements and public transportation.
- Establish Perth Amboy as a waterfront destination.
- Protect and enhance the water quality of the Raritan River, Raritan Bay and Arthur Kill.
- Promote the history of Perth Amboy, especially its maritime history, as part of the City’s redevelopment efforts.

**OBJECTIVES**

**Historic Plan**
- Explore acquisition or renovation of a facility to house a museum dedicated to maritime history.
- Prepare new historic and cultural resources inventory to identify eligible sites for nomination to the State and National Register of Historic Places.

**Recreation and Open Space**
- Continue to develop and promote recreational activities along the waterfront, including the extension of the waterfront esplanade.
- Continue to expand recreational facilities and pursue open-space acquisition.

**Circulation Plan**
- Expand and promote the trolley loop service that currently runs from the train station to the waterfront.
- Explore the option of creating a water taxi that could connect Perth Amboy to Staten Island, Keansburg, Belford, Atlantic Highlands and/or Sandy Hook.
- Establish other ferry service pick-up and drop-off destinations along the City’s waterfront.
- Provide additional bicycle/pedestrian routes to promote and improve pedestrian circulation within the City including the Middlesex Greenway Rails to Trails initiative.
- Establish direct ferry service for commuters to New York City.

**Conservation Plan**
- Improve public access to the waterfront through the City’s redevelopment planning efforts and the promotion of public waterfront activities.
- Consider the development of a wetland trail surrounding a coastal wetland area.

**Existing Riverfront Recreational Resources**
- (1) Marina/park
- (2) Fishing Piers
- (3) - Boat Launch

**RECOMMENDATIONS/IMPLEMENTATION**

**Land Use Plan Element**

**Special Use Redevelopment Area (SU)**
The Focus 2000 Redevelopment Plan designated approximately 700 redevelopment acres within the City. The Special Use/Redevelopment Area land use category is designed to recognize the designated redevelopment areas included in the City’s Focus 2000 Redevelopment Plan, which continues to transform the City of Perth Amboy into a vital and vibrant center of growth and commerce.

Projects under contract include:
- Landings at Harborside – a mixed-use residential/retail/hotel development along the Arthur Kill shown in Area 2 on Figure 9.
- Fast Ferry shown in – Area 1 on Figure 9.
- Perth Amboy Business Park shown in Area 3 of Figure 9.
- Harbortown – a mixed-use residential and retail development.

Other partnerships under negotiation include:
- The Arenum by the Bay – a development shown in Area 3 of Figure 9 north of the Outerbridge Crossing.
- The Riverview Center – a commercial/retail project shown in Area 1 of Figure 9.

**Circulation Plan Element**

**Regional Road Network**
The City of Perth Amboy’s road network provides access to and from major transportation corridors in the region. The City maintains jurisdiction of the road system within the City limits unless the roadway is identified as being under the jurisdiction of the NJDOT or the County of Middlesex.
RARITAN RIVERFRONT STRATEGY PLAN

A vision of a City transformed where the Perth Amboy waterfront has become one of the state’s premier destination points for dining, entertainment, recreation and new waterfront living.

NJDOT
Route 440 - Route 440 does not have sufficient capacity to efficiently handle the amount of traffic that it experiences during peak hours and, therefore, traffic tends to back up on the roads that access it.

Route 35 - Route 35 experiences peak hour overcrowding because it crosses the Raritan River by means of the Victory Bridge and provides access to Route 440.

Middlesex County
Route 611 - Route 611, also known as State Street, provides direct access to Route 440.

Route 624 - Route 624, also known as the Smith Street Connector, provides a bypass of the Smith Street intersection with Convery Boulevard, which can get congested during peak hours. This road has the potential of providing major east-west arterial service to the waterfront district assuming its extension along the alignment of the existing railroad is made available.

Local Road Network
Perth Amboy’s geography, surrounded on two sides by water (Arthur Kill to the east and Raritan Bay/River to the south), has helped shape the local road network. The road network was designed in a grid configuration with the main vehicular circulation routes running in an east-west direction.

Smith Street and Riverview Drive – Signalization of this intersection is recommended. This will provide controlled access from Riverview Drive to make a left turn onto Smith Street, to access regional highways.

Figure 9: City of Perth Amboy Redevelopment Areas Map
A vision of a City transformed where the Perth Amboy waterfront has become one of the state’s premier destination points for dining, entertainment, recreation and new waterfront living.

Mass Transit
New Jersey Transit (NJT) operates train service along the North Jersey Coast Line route that provides daily commuter rail service from the Perth Amboy train station to New York City. The North Jersey Coast Line runs north to New York City and south to Bay Head, New Jersey, serving all of the shore communities in its path to the south, and local communities to the north. Perth Amboy train station and parking facility improvements have made the use of passenger trains more appealing.

Ferry Service
Ferry service has experienced a renaissance in the metropolitan region during the past decade. New routes linking New Jersey to New York City have been initiated, attracting significant ridership. Perth Amboy is a good candidate for ferry service by virtue of its waterfront access, proximity to lower Manhattan employment destinations, and the amount of commuters in and near Perth Amboy who work in New York City.

Freight and Goods Movement

Highway
Perth Amboy’s freight rail system, operated by CSX or its affiliates, has been in a state of decline for decades. Perth Amboy is moving away from heavy industrial uses in its land use plan, making the need for freight rail service less important.

Port
Perth Amboy has two active commercial dock areas, the Kinder Morgan Terminal, and the Chevron Facility, both located within the northeast section of the City along the Arthur Kill. Other docks include the Landings at Harborside.

Bicycle and Pedestrian Circulation
- A long-term goal will be to extend the waterfront pathways from Route 35 along the Raritan River completely around the City waterfront perimeter to the Woodbridge border.
- Establish a bicycle route alongside the existing esplanade.
- Extend the planned Middlesex County Greenway “Rails to Trails” through Perth Amboy with the conversion of the “old Lehigh Valley Rail Line.” The extension of the Rails to Trails project through Perth Amboy will provide an excellent opportunity for bicycle access to the waterfront.
- The City has planned a bicycle route from Second Street at the end of the current waterfront esplanade, past the train station, and terminating at Rudyk Park.
- Access to the new Victory Bridge from the trail end should be provided on the eastern side of the bridge.
- The New Jersey Coastal Heritage Trail originates from Perth Amboy. The trail winds from Perth Amboy south along New Jersey’s coastline around Cape May and north again towards Philadelphia.

PLANNED CIRCULATION IMPROVEMENTS
- The extension of High Street through Harborside with a proposed interchange with High Street and Route 440, consisting of a modification of the existing access ramps from State Street. This improvement will benefit all the eastern waterfront developments by providing a four lane of north-south access from Market Street to State Street north of the Outerbridge Crossing.

Recommendations
- Reinforce gateway locations to provide visually attractive entrances to the City.
- Prepare for and capitalize on the commencement of service of the Fast Ferry.
- High Street Waterfront Access Extension.
- Maurer Road Extension.
- Riverview Drive/Sadowski Parkway Connector.
- Expand and promote the trolley loop service that currently runs from the train station to the waterfront.
- Explore the option of creating a water taxi that could connect Perth Amboy to Staten Island, Keansburg, Belford, Atlantic Highlands, and/or Sandy Hook.
- Establish other ferry service pick-up and drop-off destinations along the City’s waterfront and fast ferry service to New York City.

Recreation and Open Space Plan Element

Planned Waterfront Facilities
- Landings at Harborside – waterfront walkway.
- Boat Launch Facility – boat launch, marina, boat storage, parking.
- Harborside Waterfront Park (Marina) – boatslips, charter boat pier.

Recommendations
- Continue to develop and promote recreational activities along the waterfront, including the extension of the waterfront esplanade.
- Coordinate and provide additional bicycle routes within the City, particularly with the Middlesex County Greenway, East Coast Greenway and access to the waterfront and esplanade areas.
PERTH AMBOY'S MOST RECENT ACCOMPLISHMENTS INCLUDE: PARTIAL REDEVELOPMENT OF THE WATERFRONT AREA, REDEDICATION OF THE TOTTENVILLE FERRY, A GREENWAY ALONG THE WATERFRONT...

INTRODUCTION
The City, at one time a focal point of the State of New Jersey, is rich in cultural history, has more than a century-old maritime and industrial legacy, and is an interconnection point for major highways, railroad and waterways. Unfortunately, it has also been plagued by problems not uncommon to cities in the state. The industries that once prospered in this setting have abandoned the City for “greener pastures,” leaving Perth Amboy with a diminishing tax base and decaying and possibly contaminated properties and buildings.

The City has been working to counteract the tribulations it has been faced with. Perth Amboy’s most recent accomplishments include: partial redevelopment of the waterfront area, rededication of the Tottenville Ferry, a greenway along the waterfront, the implementation of the Special Improvement District (SID), obtaining an urban enterprise zone (UEZ) status and the groundwork for a Redevelopment Agency. These recent changes coupled with the planned redevelopment will rejuvenate Perth Amboy, restoring it to prominence.

This plan has been divided into three areas: Area 1 – Industrial expansion district; Area 2 – Historic and cultural renaissance district; Area 3 – Industrial, recreational and shopping district. These three areas are illustrated in Figure 9.

AREA 1
REDEVELOPMENT PLAN – VOLUME 2
OBJECTIVES
- Convert abandoned, fallow industrial sites along the Raritan River into retail/office and recreational areas.
- Expand public access to waterfront areas, recreation opportunities, and marine-oriented activities.
- Create a link to the existing train station and promote new ferry service.

Riverview Center Project – The Redevelopment Plan designates approximately 88 acres at the gateway of the City, between the Victory Bridge and the CoSteel facility, to be transformed from underutilized and vacant industrial properties to a new retail/office/commercial complex. As part of the project, the developer will provide a public recreational component, capitalizing on the waterfront and pedestrian path, by constructing a fishing pier.

Infrastructure Component
Infrastructure improvements will be at the expense of the designated developer and will be completed prior to or concurrent with the construction.

Recreational Component
Pedestrian Path – A pedestrian path has already been initiated along a portion of the riverfront area. The designated developer will be responsible for constructing any pedestrian walkway improvements.

Fishing Pier – Future development of the area will include a fishing pad along the riverfront pedestrian path.

- Restaurants – At least one restaurant shall be planned to be located along the waterfront side of Redevelopment Area 1.

High Speed Ferry Service
The Perth Amboy Redevelopment Agency has designated Lighthouse Landings, Inc. to provide alternative commuter transportation between the City and Staten Island, Manhattan and Keyport. The service and adequate parking facilities will be constructed on a tract of land, which is a portion of southwest Area 1.

AREA 2
REDEVELOPMENT PLAN – VOLUME 3
The properties included in Area 2 are located along the waterfront on the eastern boundary of the City.

OBJECTIVES
- Convert abandoned, fallow industrial sites along Arthur Kill into residential, retail/commercial and recreational areas.
- Expand public access to waterfront areas, waterfront recreation opportunities, and marine-oriented activities.
- Create a link to the existing train station and promote new ferry and tram services.
- Create new parking facilities for the project residents and visitors to the area and to ease the present parking shortage on the waterfront.

Area 2 of the Redevelopment Plan is divided into three sub-areas (Area 2-1, Area 2-2, and Area 2-3). Of these, the first two relate most directly with the river.
Perth Amboy’s most recent accomplishments include: partial redevelopment of the waterfront area, rededication of the Tottenville Ferry, a greenway along the waterfront...

Area 2-1
Circulation System Improvements
A planned project is the Hall Avenue Extension. This project will provide easier access to the waterfront area.

Area 2-2
The Redevelopment Plan designates Area 2-2 to be comprised of residential, commercial, retail and recreational components. This will include the extension of the waterfront promenade along the entire length of the area, improvements to the City’s infrastructure, the addition of mass transportation, construction of various residential components, new recreational facilities that will facilitate resident meeting areas and visually enhance the area, restaurants and retail outlets, and a hotel.

Residential Component
The following items are part of a planned redevelopment project called “The Landings at Harborside”:
• Approximately 200 Georgetown Brownstone Townhome.
• Approximately 1,595 Low Rise Residential Units.
• Approximately 302 Mid-Rise Residential and Terrace Homes with mix of commercial/retail use.

Commercial Component
Commercial components within Area 2-2 will include the following:
Hotel – A 300-room hotel with catering, business and conference facilities will be constructed and include marina facilities. Final siting for the facility is planned along the waterfront.

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

Restaurants – A restaurant row of five restaurants is planned to be located along the waterfront side of Area 2-2.

Recreational Component
Parks – Three large parks are planned for Area 2-2, including Waterfront Park, which is part of the redevelopment project described above.

Marina and Fishing Piers – Additional marina and fishing piers will be constructed along the waterfront promenade.

Infrastructure Component
Infrastructure improvements will be at the expense of the designated developer.

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

Waterfront Improvements – Plans for the area will include continuation of the waterfront promenade for public use.

Area 3
REDEVELOPMENT PLAN – VOLUME 4

Objectives
• Convert abandoned, fallow industrial sites along Arthur Kill into retail/office and recreational areas.

Area 3 of the Redevelopment Plan is divided into three sub-areas.

Area 3-1
A component of the future plans for the area includes the construction of a minor league baseball stadium and arena, referred to as “Arenum by the Bay.”

Infrastructure Component
Infrastructure improvements will be at the expense of the designated developer and will be completed prior to or concurrent with the construction.

Waterfront Development
Waterfront Improvements – The eastern boundary of the area is adjacent to the Arthur Kill. Plans for the area will include development of the waterfront into a promenade for public use. The Promenade will be constructed utilizing materials of equal or higher quality to those specified in the Perth Amboy Marina and Waterfront Development Plan, dated June 5, 1995.

Marina and Fishing Piers – Additional marina and public access fishing piers will be constructed along the waterfront promenade.

Restaurants – At least one restaurant shall be planned to be located along the waterfront side of Redevelopment Area 3-1.

Ferry Service – A ferry service will be solicited to provide an alternative means of transportation.
Woodbridge Township

To redevelop the industrial areas along the Raritan River for mixed use development.

MASTER PLAN 1990

GENERAL DESCRIPTION
Woodbridge is the oldest original township in the State of New Jersey. By 1667, Woodbridge was already developing as mention of highways in the Township was recorded at this time. The Presbyterian Church and the first grist mill in the Township had been erected.

Today, Woodbridge is a mature suburb of the New York metropolitan region. Sayreville Borough, Linden City, Carteret Borough, Rahway City, Perth Amboy City, Clark Township, and Edison Township surround it. Woodbridge is one of the most accessible municipalities in the state with the Garden State Parkway, New Jersey Turnpike, Route 287, Routes 1 and 9, Route 27 and Route 35 traversing its 23.1 square miles.

GOALS
- To promote the preservation of natural systems and environmentally sensitive areas, particularly wetlands and flood hazard areas.

OBJECTIVES
Residential
- To create new industrial development by redeveloping the waterfront area in Keasbey.

Industrial
- To redevelop the industrial areas along the Raritan River for mixed use development.
- To encourage the development of the Port Reading waterfront as a planned industrial park.

Housing Plan Element
- To minimize environmental disturbance and to achieve contiguous open space as part of the Township’s open space plan.

Circulation Plan Element (see Figure 10)
- To provide access to the Sewaren marina area.
- To provide access to the Port Reading area proposed for light industrial rezoning, minimizing the use of Port Reading Avenue.

Utility Service Plan Element
- To regulate storm drainage effectively and alleviate flooding damage in the Township and in downstream areas by preserving natural stream corridors and restricting development in flood hazard areas.

Recreation, Park and Open Space Plan Element
- To acquire passive open space corridors as development occurs, particularly along stream corridors by encouraging dedication from developers.
- To protect environmentally sensitive land through conservation easements.

Figure 10: Circulation Plan for Hopelawn/Keasbey Area
Woodbridge Township

To redevelop the industrial areas along the Raritan River for mixed use development.

Conservation Plan Element

- To identify and preserve environmentally sensitive areas within the Township, including wetlands, floodplains, water bodies, and areas of significant vegetation by limiting or prohibiting development in critical environmental areas subject to environmental constraints.
- To protect streams, waterways, wetlands, through careful stormwater and wastewater management practices.
- To preserve and enhance existing stream corridors and tributaries by providing linkages among parks where possible.

The Land Use Plan can be seen in Figure 11.

Figure 11: Woodbridge Land Use Plan
PORT READING/KEASBEY
ADOPTED REDEVELOPMENT PLAN

GENERAL DESCRIPTION
The project area is located in the Keasbey section of Woodbridge Township, south of Industrial Avenue, and in the Port Reading section of the Township, south of Port Reading Avenue.

The Port Reading Redevelopment Area is located on the south side of Port Reading Avenue. This area is bounded by Port Reading Avenue to the north, the Carteret boundary line to the east, the Arthur Kill to the south and the Amerada Hess property to the west.

OBJECTIVES
• The primary objective of this Redevelopment Plan is to eliminate those conditions that cause the area to be considered an “area in need of redevelopment,” where practically possible.
• To enhance the existing industrial area of Port Reading and Keasbey, and to promote the health, safety and general welfare of the area through redevelopment of the included parcels.
• The Township seeks to generate new ratables within the industrial waterfront.
• To separate residential uses from industrial areas.

This Redevelopment Plan is consistent with the Master Plan of the Township of Woodbridge in a number of ways. First, the plan achieves or contributes to the following objectives contained in the Township Master Plan:

• To encourage the development of the Port Reading waterfront as a planned industrial park.

Additionally, the proposed redevelopment plan contributes to and forwards the achievement of the following goal as identified in the Master Plan:

• To promote the preservation of natural systems and environmentally sensitive areas, particularly wetlands and flood hazard areas.
MASTER PLAN 1995

GENERAL DESCRIPTION
Large portions of undeveloped land exist east of the New Jersey Turnpike, southeast of Route 1 and along the northern banks of the Raritan River.

Goals
- Maximize and enhance the utilization of existing parks and open space.
- Protect, preserve and conserve environmentally sensitive areas, particularly the City’s waterfront, wetlands, floodplains, streams, steep slopes and ravines, and forested areas.

Conservation Plan Element
- The purpose of the Conservation Plan Element is to provide for the preservation, conservation and utilization of natural resources, including, to the extent appropriate, energy, open space, water supply, soil, marshes, wetlands, rivers and other waters, fisheries, endangered or threatened species, wildlife and other resources.
- The Raritan River forms the northern boundary of New Brunswick. The Delaware and Raritan Canal extends along the northwestern half of the Raritan River.
- In general, slopes of 10 percent or greater impose severe development limitations. These slopes have been classified as “steep slopes.” The majority of the steep slopes in New Brunswick are found along the banks of the Raritan River, Lawrence Brook and Westons Mill Pond. Some of the steep slopes associated with the Raritan River extend southward in the form of ravines and gulleys in the vicinity of Route 18 and the Cook/Douglass campus of Rutgers University.

Recreation/Open Space/Preservation/Conservation (ROPC)
The amount of City land recommended for ROPC purposes totals 490.55 acres or 41.74 percent of the City’s land mass. The largest area contributing to ROPC lands is the 100-acre Raritan River conservation area located in the northeastern portion of the City. The City is in the process of acquiring this land for passive recreational purposes. Other significant areas include Buccleuch Park, which covers 78 acres; the approximate 20-acre expansion of Boyd Park; and Memorial Stadium, which contains 13.9 acres.

GENERAL RECOMMENDATIONS
- The City of New Brunswick should continue to expand and improve its conservation lands.
- The City of New Brunswick should continue its efforts in pursuing the Raritan River Conservation Area acquisition.
- Efforts should be made to preserve, conserve and protect the City’s natural resources, such as wetlands, floodplains, steep slopes and forested areas.
- The City of New Brunswick should establish conservation zones, which permit development while protecting and preserving environmentally sensitive lands, for the balance of the Raritan River.
- A goal of the City should be to create a continuous conservation/park environment along all of its waterfront resource areas.
- The Land Use Plan recommends limited development on environmentally sensitive lands designated for conservation purposes. When possible, conservation easements should be established restricting any form of development of these lands.
The plan seeks to revitalize the commercial areas of the George Street corridor through acquisition and redevelopment in these retail and mixed-use areas.

LOWER GEORGE STREET REDEVELOPMENT PLAN

LAND USE/REHABILITATION AREAS

Residential Development Area – Areas designated for residential development in the plan shall conform to the requirements of the R-6 zone of the City of New Brunswick Zoning Ordinance adopted December 31, 1996, and as subsequently amended. The areas designated on Figure 12, shown at right, as on RDA-2, RDA-3 and RDA-4 shall be developed with single-family, two-family, townhouse or garden apartment uses. Multi-family mid-rise or high-rise apartments are not permitted in these areas. The areas designated as RDA-5 shall permit multi-family mid-rise apartments of no more than four stories in height in addition to single-family, two-family, townhouse or garden apartment uses.

Mixed Commercial/Residential Use and Commercial Use Areas - Areas designated in Figure 12, as MCR (mixed commercial/residential) shall permit ground floor commercial uses with apartments on the second floor.

Public Education Use – Areas designated as PE (public education) as seen in Figure 12, shall be developed for public education purposes.

Institutional/Retail Use – The area designated as IR (institutional/retail) as seen in Figure 12, shall be developed as a mix of institutional uses and retail uses.

The primary objectives of the plan are to improve the quality of residential development in the area through the deconcentration of density on the site of the New Brunswick Homes public housing project. This will be accomplished through the demolition of the existing high-rise housing and the development of new low-rise housing on this site and on scattered in-fill sites throughout the area. Additionally, the plan seeks to revitalize the commercial areas of the George Street corridor through acquisition and redevelopment in these retail and mixed-use areas. The plan also seeks to develop the area designated as PE.
The Plan envisions the combined development of major office uses in the Water Street and Commercial Plaza areas, the Railroad Plaza area and the development of a hotel conference center in the Albany Street/Memorial Parkway area, as a major impetus to establishment of a sound and expanded economic base for the City of New Brunswick in terms of additional jobs and an increased tax base.

The Plan envisions the combined development of major office uses in the Water Street and Commercial Plaza areas, the Railroad Plaza area and the development of a hotel conference center in the Albany Street/Memorial Parkway area, as a major impetus to establishment of a sound and expanded economic base for the City of New Brunswick in terms of additional jobs and an increased tax base.

**INTRODUCTION**

This is an update of a previously prepared renewal Plan, and it focuses on six sub areas, as shown Figure 13. This area is critical to New Brunswick’s commercial and entertainment success.

The primary objective of this Plan is to revitalize the Downtown Development District (see Figure 13) by removing all blighting conditions and influences therefrom, including, but not limited to those conditions and influences which have led to the stagnation and/or unproductive use of lands, providing for the productive utilization of cleared land areas through the redevelopment of same for their highest and best use and with uses which are compatible with a viable center city downtown area, which redevelopment may require removing all structures in a single area in order to provide for an integrated and compatible development and by rehabilitating properties that are structurally sound, economically feasible for rehabilitation, compatible with and conducive to center city downtown development, and not a blighting influence on the area.

The Plan envisions the combined development of major office uses in the Water Street and Commercial Plaza areas, the Railroad Plaza area and the development of a hotel conference center in the Albany Street/Memorial Parkway area, as a major impetus to establishment of a sound and expanded economic base for the City of New Brunswick in terms of additional jobs and an increased tax base.

**SUB AREA OBJECTIVES**

**Area #4**

Area #4, also known as the Hiram/Richmond area, will be designed as a planned residential development to encourage the creation of a medium to high-density residential community. A residential development in this area will serve to complement the nonresidential components of the redevelopment plan and reinforce the central business district. In recognition of the existence of two existing commercial service establishments along Dennis Street, limited commercial service uses may be permitted along a portion of Dennis Street within the planned residential district.

**Area #5**

Area #5 designated as “Rehabilitation” as located and shown in Figure 13, generally known as the George Street corridor, would provide a revitalized retail activity area and would be concentrated on a fifteen hundred foot stretch between Albany Street and New Street (exclusive of the areas designated as Areas #6 and #7) to maintain an intimate pedestrian environment.

**Area #6**

Area #6 will be developed as a retail pedestrian mall area, including new retail and office space; which will be integrated with the existing retail buildings located along Neilson Street and Church Street. It is contemplated that some existing buildings located along George Street, Neilson Street and Church Street will be substantially rehabilitated.

**Area #7**

Area #7 is to be redeveloped through new construction which will reconfigure the retail space along George Street and which will create new office space to provide additional jobs and tax ratables to the City of New Brunswick. The retail and office uses will complement existing retail and office uses in this area and provide the city with additional modern retail and offices facilities which
The Plan envisions the combined development of major office uses in the Water Street and Commercial Plaza areas, the Railroad Plaza area and the development of a hotel conference center in the Albany Street/Memorial Parkway area, as a major impetus to establishment of a sound and expanded economic base for the City of New Brunswick in terms of additional jobs and an increased tax base. will assist New Brunswick in being competitive with competing areas for retail and office tenants.

**Area #9**
Area #9 will be developed with a mix of uses on each block within the area including office, hotel, retail and housing. The redevelopment of this area is intended to provide a mix of land uses which will complement each other and attract new jobs, residents and visitors to the City.

**Area #11**
This area will be developed with a mix of uses within the area including office, hotel, retail and housing. The development of this area is intended to provide a mix of land uses in proximity to the New Brunswick train station and bus hub that will encourage mass transit usage which will be complementary to each other and attract new jobs, residents and visitors to the City.
1998 MASTER PLAN

GOALS AND OBJECTIVES

Community Vision
- Encourage the continued development of existing and potential business corridors and centers including, but not limited to, Amboy Avenue, the Revlon property, the Ford property, the Jackson Avenue redevelopment area, and a seaport village.

Land Use
- Develop a mixed-use center central to Edison.
- Efforts should be made to preserve mature specimen trees and significant vegetation through ordinance amendments targeted at tree preservation as new development occurs.

Circulation
- Improve on Edison’s existing transit system to develop an enhanced multi-modal system capitalizing on intra-municipal transit, including Edison Light Transit, passenger and freight ferry service, the ongoing Transit Study, and Bicycle Master Plan.
- Expand the “rails to trails” program on the abandoned Conrail Railroad right-of-ways.
- Develop pedestrian corridors and bikeways linking municipal and county recreational and community facilities.
- Seek NJDOT grants and maximum use of state and federal programs under TEA-21 to fund transportation improvements.

Historic Preservation
- Consider development of a new museum at Edison State Park.
- Encourage local events celebrating the history and culture of Edison (e.g., Edison as the birthplace of recorded sound).

Community Facilities
- Provide additional recreational facilities and open space to meet a growing and changing population.

Utilities
- Ensure that all developers of all sites including, but not limited to, the Ford property, the Revlon property and the seaport village demonstrate adequate capacity of all utility systems.

Economic Development
- Pursue Smart Growth grant funding opportunities to support and enhance Edison’s proactive revitalization initiatives.
- Create a seaport village along the Raritan Riverfront balancing economic development and environmental preservation.

Conservation and Open Space
- Integrate and continually update the 1999 Open Space and Recreation Plan in the Conservation Element of the Master Plan and develop an aggressive schedule to acquire open space parcels that do not conflict with sites recommended for development in the Future Land Use Plan.
- Expand the “rails to trails” program linking public open spaces with community facilities.
- Limit permitted disturbance of natural features, including tree clearance and the vistas along the waterfront.
- Encourage participation in state Brownfield redevelopment programs.

FUTURE LAND USE PLAN

There are five planning districts that are described in this report, and Planning District 5 borders the Raritan River. This district will have the most influence on the development along the Raritan River. Planning District 5 can be seen in Figure 14.

- Planning District 5 presents a unique opportunity for development and land preservation, particularly along the riverfront. This district hosts the Raritan Center, one of the largest industrial parks in the state of New Jersey. The Raritan Center brings approximately 20,000 employees into Edison daily. This mass, coupled with Edison’s residents and regional populations, will support the development of a seaport village along the Raritan River waterfront.
- Future plans must ensure significant public access to the waterfront. A three-mile loop from the Thomas Edison County Park to the riverfront is being developed by Edison Township to open area up for residents, employees of Raritan Center and students at Middlesex County College.
- Open space preservation must be a strong component of future plans. The Open Space Acquisition Plan identified a sizable portion of the riverfront as potential open space parcels.
- The River’s waterfront has potential to become a seaport comprised of commuter ferry service, a boardwalk, marina, science center, restaurants, entertainment, limited residential, as well as significant acres of active and passive open space.
Create a seaport village along the Raritan Riverfront balancing economic development and environmental preservation.
INTRODUCTION
In October 1999, the Edison Township Open Space Advisory Committee submitted a report to the Edison Township Council, which identified parcels of land that should be acquired to preserve open-space and to enhance the quality of life in the Township. The Advisory Committee was established in December 1998 following voter approval of the one-cent tax to fund the Open Space Trust Fund. The report identified 45 parcels totaling more than 2,200 acres for acquisition over a five-year period (see Figure 15 and Table 3) and also identified 19 sources of funding from local, county, state, federal and private sources. Consultants were hired to review the report, and develop strategies to implement the report proposed by the Open Space Advisory Committee.

FUNDING
The Open Space report identified a number of funding sources for the different sites within the Township. Upon review of the sources, the consultants met with the New Jersey Conservation Foundation, The Arthur Kill Coalition, and NJDEP’s Green Acres Program. Based on this meeting, it was determined that NJDEP’s Green Acres Program would be the best source of funding for acquisition of most of the sites. This is due to the fact that Edison Township has an Open Space Trust Fund, thereby putting the Township in a “preferred status” with respect to obtaining Green Acres Funding. Of the properties identified for acquisition, approximately nine are located along the Raritan River. The following table represents those nine parcels along with ownership type and acreage. The numbers correspond with the map provided.

<table>
<thead>
<tr>
<th>Parcel</th>
<th>Acres</th>
<th>Ownership*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boat Club West</td>
<td>3.6</td>
<td>T, P</td>
</tr>
<tr>
<td>Heller Parcel – Mill Road</td>
<td>10.7</td>
<td>T</td>
</tr>
<tr>
<td>Kent’s Neck</td>
<td>192.5</td>
<td>T, P</td>
</tr>
<tr>
<td>Meadow Road South</td>
<td>197.6</td>
<td>T, P</td>
</tr>
<tr>
<td>South Meadows</td>
<td>130</td>
<td>T, P</td>
</tr>
<tr>
<td>Raritan Branch Railroad</td>
<td>9.53</td>
<td>U</td>
</tr>
<tr>
<td>Raritan River/Raritan River West</td>
<td>69</td>
<td>P</td>
</tr>
<tr>
<td>Rivertown</td>
<td>792</td>
<td>P</td>
</tr>
<tr>
<td>Glendale Avenue-Martin’s Dock</td>
<td>11</td>
<td>P</td>
</tr>
</tbody>
</table>

* Ownership – Ownership of parcels may be shared by several entities. T-Township, P-Private, U-Utility/Railroad
RARITAN RIVER SEAPORT

VISION
Through this ambitious endeavor, the Raritan River Seaport project will represent a substantial contribution to the Mayor’s and the Township’s aggressive efforts to acquire and preserve its remaining open space parcels, and open a significant portion of the riverfront to the public for both passive and active recreational uses.

INTRODUCTION
Eight logical phases for the redevelopment and restoration have been created for the site. The phases can be modified as the project develops and the Township sets its financial priorities.

PHASE 1 – WETLANDS RESTORATION/PUBLIC PARKING LOT
- Ongoing – tidal and freshwater wetlands restoration project (Federal Business Properties).
- Future wetlands – restoration efforts would restore nearly 1,000 acres of tidal and freshwater wetlands.
- This phase of the project will be possible by removal of the tidal gate.

PHASE 2 – PUBLIC ACCESS AND RECREATIONAL USE
- This phase would include public access for kayak/canoe use, public boardwalk, crabbing/fishing, a nature trail and bird watching.
- Construction of a five- to six-mile nature/fitness trail.
- One mile of boardwalk with observation decks connected to Thomas Edison Park.
- A proposed historical restoration of a portion of the Raritan Arsenal including bunker/magazine storage buildings with interactive displays showing the arsenal history, films and demonstrations.

PHASE 3 – BOARDWALK AND ROADWAY IMPROVEMENTS
- Waterfront redevelopment (within the first 250± feet) would include 40,000 square feet of restaurants and retail stores as the first anchors and 144 parking spaces.
- Restoration of an existing pier (boardwalk) and bulkhead (1,000 feet).
- Construction of a public boat launch, trailer-parking area, transient slips, gas dock and ferry slip to New York City (Port Authority of NY and NJ). 
- Development of a garden area and gazebo, ferry terminal, waterway bus (to public parking/Expo Center).
- The planned restoration/landscaping of Olympic Drive and Pershing Avenue and construction of March Road would provide the public with pleasant entries to the Raritan River Seaport area.

PHASE 4 – DEVELOPMENT OF COMMERCIAL / RESIDENTIAL AREAS
- Once Phase 3 is completed, this phase would complete the Raritan River Seaport (405,000 square feet of commercial space (400 retail stores and restaurants) and 130 residential units).

PHASE 5 – PUBLIC PARKING
- The initial parking potential is for 450 spaces in this area, plus the 450 spaces within the area of the fully developed retail stores (Phases 3 and 4), for a total of 900 spaces.
- As demands increase with the full build out of the Raritan River Seaport, upgrading the parking lot to a parking garage will satisfy full build-out potential – 2,500 spaces/five floors.

PHASE 6 – MARINE SCIENCE EDUCATION CENTER
- Construction of a Marine Science Education Center for the study of saltwater marine environments – the initial plan would utilize the existing structure. The facility would provide educational opportunities for the public and would include resources and facilities for public access.

PHASE 7 – ENVIRONMENTAL EDUCATION CENTER
- The Environmental Education Center facility is proposed to provide public environmental education with emphasis on freshwater/saltwater species – flora/fauna/wetlands.

PHASE 8 – PUBLIC MARINA
- The last phase would include the construction of a public marina encompassing floating docks and associated amenities – 234 slips.

Figure 16 illustrates the Completed Raritan River Seaport Concept.
A proposed historical restoration of a portion of the Raritan Arsenal including bunker / magazine storage buildings with interactive displays showing the arsenal history, films and demonstrations.

Figure 16: Raritan River Seaport
Recognize the Raritan River as an important natural, recreational and educational resource within the Borough.

### General Description

The Borough of Highland Park, 1.9 square miles in area, is situated in western Middlesex County. The borough is adjacent to the City of New Brunswick, Edison and Piscataway Townships and within commuting distance of Manhattan. Highland Park is distinguished by a strong traditional town character, attractive neighborhoods, a mixed use downtown and extensive parks, recreation and open space. The top three community development issues facing the Borough are:

- Promoting a vital central business district.
- Protecting the small town feel of the Borough.
- Preserving the Borough’s remaining environmentally sensitive areas.

### Goals

- To preserve and enhance the character and small town feel of the community.
- To ensure a vibrant downtown and commercial corridors.
- To protect the Borough’s environmentally sensitive areas.
- To promote a high quality of life for all residents.

### Objectives

**Land Use**

- Incorporate the existing natural and historic features in the Borough’s future development and revitalization.
- Improve coordination with surrounding communities and Rutgers University to achieve regional recreation transportation, economic development, and land use goals.

### Conservation, Open Space and Recreation

- Preserve and protect important natural features such as the Raritan River, Mill Brook and Buel Brook.
- Develop linkages and expand passive recreational areas along the Raritan River Greenway.
- Develop the Environmental Education Center/Waterfront Park as the focal point of the Raritan River Greenway.
- Identify and plan to acquire open space through a variety of techniques, including acquisition with NJDEP Green Acres funds and the Middlesex County open space funds, conservation easements and cluster development.

### Land Use Element Recommendations

**Riverfront Residential District**

- Rezone the YM-YWHA Property, 4-acre parcel located at the intersection of Raritan Avenue and Adelaide Avenue to a new Riverfront Residential District. The new zoning designation should respect the site’s scenic and environmental character and allow for compatibility with the planned riverfront greenway extending along the Raritan River.

- Recognize the Raritan River as an important natural, recreational and educational resource within the Borough.

### Circulation

- Coordinate with NJDOT and the County to ensure that any roadway improvements will be context-sensitive and consider all modes of transportation, especially pedestrian mobility.
- Designate bikeways and bike routes.

### Downtown Gateway

- Promote future Raritan Gateway Park at the junction of River Road and Lincoln/Raritan Avenues as a primary gateway link of the Borough.

### Public/Quasi-Public Land Uses

The Raritan River serves as a defining feature along the Borough’s southern border and provides opportunity for recreation and educational activities. The Borough and the County are currently working to implement a continuous greenway along the riverfront:

- Recognize the Raritan River and greenway as an important natural, recreational and educational resource within the Borough and integrate this asset into revitalization and historic preservation efforts.
Recognize the Raritan River as an important natural, recreational and educational resource within the Borough.

Borough of Highland Park

Circulation Element Recommendations

NJ Route 27, known locally as Raritan Avenue, is Highland Park’s “Main Street.” Highland Park is a multi-modal community served by NJ Transit and the Rutgers University bus system. The Borough was developed on a grid system thus producing a walkable community. Bicycle ridership is high due to a university community. The primary focus of this element is on safety and the function of the existing transportation system.

- Promote Highland Park’s inclusion in the East Coast Greenway (ECG) as a major asset. This greenway effort will link trails from Florida to Maine into one coordinated system. Within Highland Park it will include the Johnson Park bike path and the Rutgers bike path.
- Explore the feasibility of extending Rutgers’ University’s bus system into the Borough’s Central Business District.

Conservation, Open Space and Recreation Element Recommendations

- The Borough continues to work with state, county and local agencies to achieve a Raritan River Greenway which includes the following existing environmental, education and recreation facilities:
  - River Road/Native Plant Reserve and Environmental Education Center/Waterfront Park
  - Donaldson and Johnson Parks
  - The 16-acre Lower Meadows
  - Red’s Marina
  - Barwood/Gutman Property
  - Valley Place Ravine
- Continue to identify areas for potential open space/park acquisition or park development for submission to NJDEP and Middlesex County open space funds.
- Coordinate with adjacent communities, including Edison and Piscataway, to extend the Raritan River Greenway into these communities.
- Connect the Southside Bikeway to Donaldson Park through future trail development within the Meadows Complex.
- Coordinate Cedar Lane Bike Path improvements with Rutgers University and Middlesex County.
- Seek funds to develop non-motorized (or quiet electric motor only) boat access at Red’s Marina, as well as a community boathouse or boat facility.

Existing Riverfront Resources

There are many existing resources within in Highland Park, and the following list represents those resources that are directly affected by the Raritan River:

- (1)-Native Plant Reserve
- (2)-Riverfront Park
- (1)-Boat Ramp

The following Figures 17 through 19 represent the Highland Park Master Plan’s proposed land use, bicycle/pedestrian paths, and parks, recreation, and open space.
Recognize the Raritan River as an important natural, recreational and educational resource within the Borough.
Recognize the Raritan River as an important natural, recreational and educational resource within the Borough.
Recognize the Raritan River as an important natural, recreational and educational resource within the Borough.
1990 MASTER PLAN

GOALS AND OBJECTIVES

- To protect and preserve established residential areas, including single family, townhouses and multi-family areas.
- To conserve as many environmentally sensitive areas in the Township of East Brunswick as feasible, with particular attention given to wetlands, areas with steep slopes, and those areas which are served by septic systems but which have seasonally high water tables.
- To encourage preservation of historical landmarks.
- To encourage development of a unified town center around the existing Civic Center as the major source of community identity.
- To locate higher density housing near public transit.
- To locate public transit facilities near higher density housing.
- To continue to recognize the role of Route 18 as a major regional commercial retail area, but to continue to tightly define the extent of commercially-zoned land along Route 18 to minimize adverse impacts on nearby residential areas and to improve the quality of existing commercial development along the highway.
- To promote adequacy, variety, convenience and pleasantness of shopping for local residents.

MARINE COMMERCIAL

- An area along Lawrence Brook was studied by the township and determined to be an appropriate location for a marina. Improved access to the site is desirable in order to have it function effectively in that use. A proposal for the extension of a realigned Edgeboro Road has been included in the Traffic Circulation Plan, which, if developed, would provide adequate access to the site without the need to travel through the adjoining single-family residential neighborhood.
To conserve as many environmentally sensitive areas in the township as feasible...

NATURAL RESOURCES INVENTORY – 1996

This Report Served to Define and Map the Following Data Items:

- Land Use
- Agricultural Areas
- Open Space
- Parks
- Historic Areas
- Freshwater Wetlands
- Flood Prone Areas
- Surficial Geology
- Soils
- Topography and Slopes
- Erodibility
- Hydrologic Soils Groups
- Aquifer Recharge
- Depth of Bedrock
- Depth of Seasonal High Water
- Septic Suitability
- Environmentally Sensitive Areas

Land Use
East Brunswick's land use is predominantly (62 percent) developed and altered, 31 percent is undeveloped (forested, wetlands, or other natural conditions), and slightly less than 7 percent is used for agricultural purposes. Land use was classified using the U.S. Geological Survey’s Land Use/Land Cover classification system.

Open Space
Open spaces are areas that provide existing or potential recreational opportunities, or ecological benefits, to the community. Open spaces include undeveloped areas, such as wetlands or wooded areas, and include moderately developed or altered areas, such as parks and agricultural lands. These can be seen in Figure 20.

Parks
The Township of East Brunswick maintains several parks and conservation areas. These facilities provide the community with numerous opportunities for recreation, education and athletic activities.

Historic Places
This report does not go into great detail with regard to defining historic places. The report shows the locations of properties and districts of historical interest, listed and mapped by block and lot number.

Freshwater Wetlands
Wetlands are areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support a prevalence of hydrophytic vegetation. The Freshwater Wetlands (FWW) map is derived from the NJDEP FWW data.

Flood Prone Areas
Floodplains are areas of usually flat terrain bordering surface water bodies, which are periodically inundated by flood water. Floodplains are areas of high ecological value. The Township of East Brunswick contains 1,260 acres of land that has been documented by the US Geological Survey as being flood prone. Another 500 acres of undocumented flood prone areas have also been identified.

Erodibility
Natural erosion is often accelerated by human activity. Development often leads to topsoil destabilization through destruction of vegetative cover, or changes in slope caused by grading.

Aquifer Recharge
An aquifer is a geological structure that yields groundwater in usable quantities to wells or springs. Because groundwater provides the vast majority of fresh water, much of which is stored in aquifers, it is desirable that areas of high aquifer recharge potential have minimal development.

Depth of Seasonal High Water
Because groundwater is a major source of drinking water, land use management in areas with shallow depths to seasonal high water should mitigate against possible contamination of groundwater.
To conserve as many environmentally sensitive areas in the township as feasible...
To develop coordinated open space and recreational programs, both for improving utilization of existing areas as well as newly acquired park areas.

**STATEMENT OF GOALS AND POLICIES**

- Conserve environmentally sensitive areas in the township, with particular attention given to wetlands, steep slopes, and areas, which are served by septic systems.
- To develop coordinated open space and recreational programs, both for improving utilization of existing areas as well as newly acquired park areas.
- To provide the construction of bikeways and pedestrian ways.
- To provide improved access to Farrington Lake in order to enhance its usefulness as a recreation area, with recreation activities limited to those which would be compatible with nearby residences and with the role of Farrington Lake as a potable water source.
- To provide land use management strategies, which promote the conservation of sensitive, natural resources and which limit the impact of future development in this area.

**RELEVANT PARKS, RECREATION FACILITIES AND OPEN SPACE**

*Keystone Park/Chagnon Wildlife Area –* on Emerson Street is 14.7 acres in size. Portions of the park are along the banks of the South River and buffer the floodplain. Access into the park is on foot only although parking is provided. A natural area for hiking is provided while boating/fishing activities are available on the South River. Figure 21 illustrates East Brunswick’s Proposed Open Space and Recreation System.
REEXAMINATION REPORT AND LAND USE PLAN AMENDMENT FOR THE RP, R-1, AND MMHC ZONING DISTRICTS – 1999

ADDITIONAL GOALS AND OBJECTIVES
- To retain the largely undeveloped and rural character which pervades western and southwestern East Brunswick, in part by limiting the introduction of growth-inducing infrastructure.
- To provide land use management strategies, which promote the conservation of sensitive natural resources and which limit the impact of future development in this area.
- To promote the conservation of open space through public acquisition.
- To provide for development that respects the carrying capacity of land and water resources while also preserving unique and sensitive natural areas.

RECOMMENDATIONS FOR LAND USE STRATEGIES AND SPECIFIC CHANGES TO THE MASTER PLAN
- Promote acquisition strategies that conserve farmland and open space.
- Promote continued agricultural use of agricultural lands and encourage agricultural use of non-farm assessed vacant lands.
- Provide residential densities and intensities of use that promote the retention of agriculture and open space through a variety of development options.
To maximize the utilization of the South River waterfront, focusing on a comprehensive planning approach to capitalize upon the environmental and economic assets of presently fallow land along the river to generate new recreational, commercial, and residential vitality within the Borough.

### 1997 MASTER PLAN UPDATE

#### GENERAL DESCRIPTION

The Borough of South River is approximately 2.75 square miles, or 1,812 acres in land area. In addition, the Borough consists of claims to approximately 64 acres in water rights pertaining to the South River and approximately 0.21 acres of Riparian Grants contained therein.

#### REVIEW OF PAST CONDITIONS

**Land Use Pattern**
- South River is a mature suburban community, which had developed approximately 75 percent of its total land area. Developed lands primarily consist of older residential areas, quasi-public space and public right-of-ways. The vacant and underdeveloped lands primarily consist of two large areas; one located at the north end of town and the other located at the south end of town.

**Parkland**
- It was suggested that the riverfront area within the Borough be utilized for recreational purposes to a much greater extent and that marine facilities should be developed in conjunction with other active and passive recreational facilities.

#### GENERAL CONCLUSIONS

**Goals and Objectives**
- Maximize the utilization of the South River waterfront, focusing upon a comprehensive planning approach to capitalize upon the presently fallow environmental and economic assets in order to generate new recreational, residential and commercial vitality for the Borough.

**Existing Traffic and Circulation**

**Roadway and Transit Improvements**
- The Middlesex County Bicycle – Pedestrian Plan prepared in March 1995 proposes a “Riverfront Walk” to be developed in South River Borough. This project involves construction of a parking area and a series of sidewalks adjacent to the Sayreville – South River Bridge. The sidewalks would improve the recreational use of the area for fishing and bird watching as well as providing walkways for pedestrian use.

**Alternative Modes of Transportation**
- The Borough of South River offers four alternative modes of transportation to automotive travel relevant to bus transit, freight rail transportation, bicycle and marine transportation.

**Marine Transportation**
- There is a private marina located in the eastern portion of the Borough along the Raritan River that services small pleasure craft. This facility has numerous boat slips and a boat storage yard. Since the depth of the water is relatively shallow along this stretch of the river, boats requiring a deeper draft cannot be served by this marina.

**Existing Recreation and Open Space**
- Pacer’s Field – Potential roadway access to the riverbank.

### ASSUMPTIONS, POLICIES, GOALS AND OBJECTIVES

**Policies**
- To continue to use practical and flexible development controls on a comprehensive basis in an effort to acquire open space, preserve the natural landscape and conserve and protect the sensitive ecological and environmental areas of the Borough.

**Goals and Objectives**
- To establish a Waterfront Redevelopment area along the Causeway, which will focus on the development and redevelopment of the existing commercial/business uses as marine-oriented uses incorporating interrelated residential, commercial and recreational activities.

- To promote the conservation of open space through the protection of the Borough’s natural resources and to prevent the degradation of the environment through the prohibition of inappropriate land uses and development densities.

- To establish corridor links between major open spaces to the greatest extent possible and incorporate required buffers where practically feasible.

- To protect and conserve the Borough’s environmentally sensitive areas inclusive of wetlands, floodplains and aquifers recharge areas.

- To acknowledge the potential need to provide for a future land use planning alternative for the development and/or redevelopment of land along the South River floodplain and shoreline in the event that a proposed federal government flood control project is implemented resulting in the significant disruption and alteration of existing properties, structures and the municipal landscape.

#### Community and Recreational Facilities

- To develop and provide waterfront recreational activities to the residents of the Borough in appropriate locations.
1998 MASTER PLAN

GOALS
- To promote a balanced variety of residential, commercial, industrial, recreational, public and conservation land uses.
- To provide for the utilization of the waterfront for appropriate uses.
- To promote the preservation of natural systems and environmentally sensitive areas, particularly wetlands, flood hazard and aquifer recharge areas.
- To provide for additional open space and maintain and enhance existing parkland.

OBJECTIVES
- To provide for the completion of the Main Street Bypass.
- To create linkages among existing recreation, public open-space/recreation areas and greenway connections along natural corridors and pathways, including major stream corridors and abandoned railroad rights-of-way.
- To identify and preserve environmentally sensitive areas within the Borough of Sayreville.

LAND USE PLAN ELEMENTS

Existing Land Use
- A significant amount of vacant land remains in Sayreville Borough. Many of the major vacant parcels have either been used as sand or clay mines or are waterfront parcels. These parcels contain development constraints, which should be factored into any land use recommendations.

Future Development Potential
Vacant Land
A vacant land inventory was conducted, which identified over 2,300 acres of vacant land. At least half of those vacant lands have been defined as lands within the 100-year floodplain and lands containing wetlands based on the Freshwater and Coastal Wetlands Maps.

Land Use Plan
Commercial
Planned Commercial Development - This land use category would balance office and commercial development with the environmental characteristics of the area and maximize the proximity of the site adjacent to the water and major transportation routes.

Industrial
Special Economic Development - The following areas have been given this designation, they are as follows:
- The Main Street Extension Corridor
- The Garden State Parkway
- Horseshoe Road
- The County Fire Academy

Marine Waterfront
This designation generally includes environmentally constrained waterfront lands along the periphery of the Borough adjacent to the Raritan River and Cheesequake Creek. The Marine Waterfront category has been expanded to include those lands, which are constrained by freshwater and coastal wetlands.

Land Use Study Areas and Recommendations
Industrial
A Redevelopment Plan should be prepared for the Main Street Extension Corridor.

Waterfront Development
Robert E. Lee Site – This site was determined to be the best location for a ferry and marina, according to a study conducted by the Middlesex County Planning Board.

Circulation Plan Element
Programmed State Roadway Improvements
- Raritan River Crossing – long range study.
- Victory Bridge Replacement or Rehabilitation – Planned.
- Edison Bridge Widening – Planned.
- Driscoll Bridge Widening – Planned.

Pedestrian and Bicycle Circulation
The proposed bikeway/walkway system would provide access between Kennedy Park, Burke’s Park, Deerfield Road Park, Fielek Park, a Senior Citizens Center, River Road Park, Winding River Waterfront area and War Memorial Park.

Circulation Plan Recommendations:
Two locations for potential ferry service to Lower Manhattan should continue to be evaluated, these are:
- Abe Korb Property
- Robert E. Lee Site
Community Facilities Plan Element
The Borough owns 1,474 acres of which approximately half is undeveloped and is used for passive recreation, conservation, and stormwater management as well as reserved for possible future municipal purposes.

Parks, Open Space and Recreation Plan
Existing Waterfront Facilities include:
- (2) Parks and Open Space

Potential Waterfront Facilities
- (2) Parks and Open Space
- (3) Greenways

Recommendations:
- River Road Boat Ramp and Bulkhead Area – Rehabilitation and upgrading are needed.

Figure 22 represents the proposed Parks and Open Space for Sayreville, respectively.
To acknowledge the significance of the Raritan River waterfront to the area and to incorporate public access to the Raritan River in the Waterfront Redevelopment Plan.

INTRODUCTION
During the past few years, the Borough of Sayreville has focused its efforts on the redevelopment of underutilized properties in the Borough, prompted by the decline of industry in the region. Such decline has occurred in the northeastern waterfront portion of the Borough, along with others. To revitalize this area, the Mayor and Council have determined that one of the most effective planning and implementation strategies is the use of the redevelopment process in accordance with state statute, the Local Redevelopment and Housing Law. The first step in the process was the designation of the area as “an area in need of redevelopment,” which occurred on June 5, 1996.

The Redevelopment Area has been divided into Redevelopment Parcels for purposes of the Waterfront Redevelopment Plan. This division occurred due to the large size of the Redevelopment Area and the likelihood that different portions of the Redevelopment Area would be planned for different uses.

REDEVELOPMENT OPPORTUNITIES
The Waterfront Redevelopment Area is located at the northernmost tip of the Borough, adjacent to the Garden State Parkways and Routes 9 and 35, just south of Raritan Center. Based upon such assets as its regional location, visibility from adjacent roadways, size and the desire of the Borough leaders and private property owners to effectuate change, the development opportunities for the Redevelopment Area are significant.

The plan calls for the following elements:
- A public waterfront walkway, green area and open space along the Raritan River.
- Remediation of contaminated properties.
- Opportunity for a regional mall, large-scale signature corporate office and/or hotel conference center, and large-scale retail and entertainment/indoor recreation uses.
- Opportunity for a marina or other water-related uses on the Raritan River.
- Infill of existing industrial areas.

PLAN GOALS
The specific goals of the Plan are as follows:
- To acknowledge the significance of the Raritan River waterfront to the area and to incorporate public access to the Raritan River in the Waterfront Redevelopment Plan.
- To remediate contaminated sites as part of the redevelopment process.
- To create a new mixed-use area.

Programmed Roadway Improvements
- The Garden State Parkway and Driscoll Bridge Project.
- Route 9/Edison Bridge/Victory Circle Project.

REDEVELOPMENT INCENTIVES AND POTENTIAL FUNDING SOURCES
The following entities have been identified as sources that can potentially provide technical expertise and/or financial incentives. This list highlights the key resources that can be coordinated to maximize the leveraging of private investment.
- New Jersey Economic Development Authority
- US Economic Development Authority
- US Small Business Administration
- New Jersey Office of Sustainability
- MCIA
- Transportation Improvement Funds
- Sustainable Communities program
- Bicycle and Pedestrian Paths program
- NJDEP Green Acres Program
- HUD
- Payments in Lieu of Taxes (PILOTs)
- NJDEP Brownfields Program
- US EPA Brownfields Program
- NJDEP Environmental Opportunity Zones
- PSE&G Programs
- PSE&G Employment Development Service Credits
- PSE&G Building Utilization Credits
- PSE&G Off-Peak Employment Credits

Redevelopment Parcels
Parcels A through K, illustrated in Figure 23, have redevelopment potential that can enhance and strengthen Sayreville’s waterfront.

Parcel A:
Redevelopment Objective: To capitalize on the site’s waterfront location by providing primary uses which are water-related or water-dependent. The site is somewhat constrained by the presence of wetlands and flood plains and has limited access opportunities on to Route 35 northbound.
To acknowledge the significance of the Raritan River waterfront to the area and to incorporate public access to the Raritan River in the Waterfront Redevelopment Plan.

Principal Permitted Uses:
- Water-related and water-dependent uses such as marinas, boat repair, bait and tackle shops and dry docking.
- Golf course, including clubhouse, pro shop and restaurants. Golf courses shall only be permitted in conjunction with a course proposed for Parcel B.
- Retail including restaurant (non-drive thru), entertainment and commercial recreation.
- Office.
- Public Use.
- Park and Ride Facility.

Parcels A, B and C:

Parcel B: Redevelopment Objective: To provide for a variety of development opportunities. The parcel is located between Route 35 and the GSP/Route 9. The site could be devoted to a large-scale retail entertainment or commercial recreation development. Large-scale retail uses could be accommodated on the parcel. Additionally, a portion of this tract could be devoted to open space recreation uses such as a golf course. Given the topography of Parcel B relative to Routes 9 and 35, design consideration for rooftops and parking areas is recommended given the high visibility of the site.

Principal Permitted Uses:
- Retail including restaurant (non-drive thru), entertainment and commercial recreation.
- Full-service hotel or suite hotel.
- Office.
- Golf course and related facilities in conjunction with proposed golf course development on Parcel A.
- Conference Center.

Parcel C1: Redevelopment Objective: To provide for a variety of large-scale regional uses principally oriented to the waterfront, including corporate offices, financial institutions, hotel and conference facilities and a regional mall. This district is envisioned to include larger scale corporate centers and full-service or suite hotels. This parcel is particularly visible from the GSP and calls for the creation of signature buildings, which identify the Borough as a modern attractive place to do business. The first floors of major buildings are anticipated to be dedicated to restaurants, bookshops, cafes and other service-related enterprises, which provide amenities to the users of the redevelopment area. The upper floors could contain hotel space, offices, health clubs and similar uses. A regional mall is also sought for the area which will be anchored by a minimum of three national department store chains and contain other retail, restaurant and entertainment options.

Principal Permitted Uses:
- Office.
- Full-service or suite hotel.
- Conference center.
- Regional mall.
- Retail including entertainment center.
- Public Use.
- Health facility including health club and spa.
- Restaurant (non-drive thru).
- Park and Ride Facility.

Parcel C2: Redevelopment Objective: To create an entertainment, cultural, educational and retail destination. The proposal for this area includes a somewhat new use – an entertainment center that is appropriate for this zone, which offers a combination of entertainment, food and beverage and retail options. Under this proposal, the entertainment center would take the form of a cohesively owned and operated complex with tenants. A mix of entertainment and retail uses are created to enliven the area, which may contain office uses.

Principal Permitted Uses:
- Office.
- Full-service or suite hotel.
- Conference center.
- Retail including entertainment center.
- Public use.
- Health facility including health club and spa.
- Restaurant (non-drive thru).
- Park and Ride Facility.

Parcel C3: Redevelopment Objective: To create an area for larger scale retail buildings, entertainment uses, light industrial, manufacturing and/or warehousing and distribution. Large-scale retail uses on Parcel C3 can be “power centers” - one or more large anchors and several smaller retail tenants. The foregoing use is ideally suited for the site because of its proximity to the planned adjacent retail and office uses and the regional roadway network. The parcel is also well suited for light industrial, manufacturing or warehousing and distribution uses due to its proximity to the GSP and Routes 9 and 35.
To acknowledge the significance of the Raritan River waterfront to the area and to incorporate public access to the Raritan River in the Waterfront Redevelopment Plan.

Borough of Sayreville

and regional proximity to the NJ Turnpike and Interstate Route 287.

Principal Permitted Uses:
- Retail including entertainment, retail power centers and indoor commercial recreation.
- Light industrial and manufacturing use subject to compliance with performance standards.
- Warehousing and distribution.
- Public Use.
- Park and Ride Facility.

Parcels D through K: Redevelopment Objective: To create an area for employment generating uses to provide for a comprehensive mix of uses in the most appropriate location. These parcels are planned to accommodate uses which can capitalize on the existing transportation systems in the Borough but that can do so in a scale that is appropriate for circulation limitations for large vehicles. These parcels are envisioned to contain light industrial and moderate scale warehousing uses in modern facilities in an industrial park-like setting. The facilities are required to provide an on-site circulation that is adequate to serve the operation. The facilities must also consider off-site circulation and the impacts of the proposed facilities on circulation and their design. In order to least impact the area’s circulation, points of ingress and egress on public roadways will be limited and interior service roads will be encouraged. Building design should be flexible enough to accommodate present and potential future users. Unfinished, plain boxlike structures are discouraged. Creative use of architectural details and façade treatments is encouraged.

Principal Permitted Uses:
- Office.
- Warehousing and distribution.
- Light industrial and manufacturing use subject to compliance with performance standards.
- Public Use.
- Park and Ride Facility.

Figure 23 represents the Sayreville Waterfront Redevelopment Plan area.
To acknowledge the significance of the Raritan River waterfront to the area and to incorporate public access to the Raritan River in the Waterfront Redevelopment Plan.

Figure 23: Sayreville Waterfront Redevelopment Area
**RIVER ROAD REDEVELOPMENT PLAN - MARCH 2003**

**INTRODUCTION**
The 87-acre River Road Redevelopment Area is located east of River Road Waterfront Park and the Sayreville Senior Citizen Center, which was formerly the Washington School. The area is surrounded by a mix of residences and commercial uses to the south and east. Directly to the north is the Reliant Energy Power Plant.

**GOALS AND OBJECTIVES**
- Improve the relationship between River Road, proposed Sayreville Boulevard and adjacent existing residential neighborhoods as well as improve pedestrian linkages.
- Improve the appearance of the River Road Corridor through streetscape improvements.
- Expand and improve the existing recreational marina and park.
- Create areas for new recreational activities and passive facilities.
- Establish linkages between the existing Senior Citizen Center and new open-space areas.
- Preserve environmentally sensitive wetlands within the study area.
- Remediate any existing or adjacent environmentally damaged properties in the area.

**INFRASTRUCTURE**
**Circulation**
- Sayreville Boulevard, also known as the Main Street extension bypass road, will serve as the access for the Redevelopment Area. This road is minor arterial, which will provide more direct access to Main Street from the Raritan River Crossing when completely constructed.

**LAND USE PLAN**
**River Road Waterfront Park**
- Given the existence and expansion plans for the River Road Waterfront Park, it is desirable for park visitors to have access to an establishment such as a food court/restaurant. An ancillary use that would be convenient to Borough residents is shared parking near and around the food establishment. The parking area might be used by sports teams and residents using open space facilities in the Redevelopment Area.

Figure 24 represents Sayreville’s Land Use Plan.
CITY OF SOUTH AMBOY
MASTER PLAN - 1974

INTRODUCTION
The Master Plan is aimed at what has happened in the City, what exists at present, and where the City is headed without the implementation of a corrective strategy, and finally, outlines a strategy designed to attain beneficial long-range community goals.

South Amboy is located at the eastern end of the Raritan Bay and was once a leading rail terminus between the surrounding metropolitan areas. The 1950s, 1960s and early 1970s saw the emergence of the areas west of South Amboy as one of the most active commercial/industrial corridors in the nation, brought on by the decline in importance of railroads in favor of automobiles, trucks, and suburban living.

LAND USE PLAN
There are three large vacant areas in South Amboy, the lands flanking lower Main Street; the landfill area; and the vacant lands south of Route 35 to the Sayreville border.

- The area south of lower Main Street and east of Raritan Street also reflects proposals made in the 1960 Master Plan calling for a large Commercial Shopping Center type development. Re-analysis of these past recommendations has confirmed their continuing viability and soundness.
- Multi-purpose development is recommended for the City-owned landfill area; the entire bay front shoreline for a depth of approximately 300 feet should be reserved and developed by the City as a recreation/conservation area (11+ acres).
- The City should similarly reserve an area of at least 17 to 20 acres along the extension of George Street on the landfill as a potential location for a public high school site or other municipal purpose.
- The 1960 Master Plan recommended a multi-purpose proposal of varying density residential development coordinated with provision of recreational and municipal needs. This concept remains valid with the following priorities imposed to express the most recent planning objectives of the municipality:
  1. The future land use of the landfill is premised upon the extensive analysis of the soils, drainage, and bearing strength capabilities of the landfill.
  2. Municipal necessities must be given ultimate priority on the landfill, including: bay frontage preservation for recreation and conservation; potential high school site; or transitional buffering between all proposed uses.
  3. There can be no viable development on the landfill until an additional access route to the landfill is created between the landfill and route 35 via a route paralleling the existing railroad right-of-way.
  4. Moderate density (maximum, 20 dwelling units per acre) condominium residential development with all necessary amenities is the most advisable future land use on the landfill.
  5. Light industrial development, together with municipal preparation of rigid regulatory techniques, is a second acceptable alternative future land use on the landfill.
  6. Single-family residential development on the landfill, subsequent to the construction of an adequately sized municipal high school, is a future usage compatible to the nature and characteristics of the City of South Amboy.

CIRCULATION PLAN
If and when development is introduced onto the landfill site, sound planning dictates that the tract have an access design predetermined for this area to ensure proper access to all areas within the tract.

Similarly, if and when development occurs in the vicinity of the present landfill site and the former railroad properties south of Main Street, it is necessary to have preset an access scheme to ensure proper access to all sections within the area.

RECREATION PLAN
The City must exert a strenuous effort to implement the Land Use Proposal recommending the improvement and maintenance of the entire water frontage of the landfill area for a depth of at least 300-feet back from the water’s edge for recreation activities.

CAPITAL IMPROVEMENT PROGRAM
The following represents items to be considered for long-range capital improvement programming:

- Landfill Access Road Development.
- Recreational Development of Landfill Bayfront.
CITY OF SOUTH AMBOY MASTER PLAN REEXAMINATION REPORT - 1994

Prior to this report, a similar reexamination report was conducted. That report (The 1984 Master Plan Reexamination Report) determined that the objectives and goals of the 1974 Master Plan were still valid. This report re-emphasized the objectives of the 1974 Master Plan as listed below:

OBJECTIVES

Land Use Plan
- To preserve environmentally critical areas but reduce the existence of tax producing lands now vacant.
- To encourage high quality design and promote residential, commercial and industrial development of the City, especially the landfill.
- To increase recreational land facilities.

Community Facilities Plan
- To provide for the location of recreation facilities which will serve all areas of the City.
- To preserve the environmental critical lands in the vicinity of the landfill.

Conservation Plan
- To provide for the proper utilization and conservation of open space and waterfrontage as it relates to the landfill areas and other beach sections of South Amboy.
- To provide for the conservation of wooded areas, marshes and wetlands as it relates to wildlife and other natural resources as they may occur in undeveloped portions of the City.
- To preserve the waterfront shoreline from erosion or other types of destruction by the Raritan River during flood periods.

REEXAMINATION OF OBJECTIVES

Land Use Plan
Southern Waterfront Redevelopment Area - A majority of the recreational uses proposed as part of the Southern Waterfront Redevelopment Area are passive in nature. A Green Acres Loan application has been approved for the entire waterfront of the Southern Waterfront Redevelopment Area. The major work includes construction of a walkway from the Borough of Sayreville boundary, along the entire length of waterfront within the Southern Waterfront Redevelopment Area, to its northern limit.

The Southern Waterfront Redevelopment plan will further enhance the passive recreational uses along the waterfront by the construction of a fishing pier, cleanup of the beach area and dunes, and preservation of the wetlands.

Circulation Plan
Heavy traffic volumes and congestion along Routes 9 and 35 have become a major concern for the state and the City of South Amboy. Widening of both highways from four travel lanes to six travel lanes has been proposed. Also, evaluate major congestion problem at the intersection of Routes 9 and 35.

Another major circulation concern is the poor access to the City from the north due to railroad barrier reductions. The resolution of this problem has become a major planning tool in the Southern Waterfront Development Plan. It was recognized from the initial planning stages that a northern access would be critical to the project’s success. A preliminary study has been completed by the Port Authority of New York and New Jersey to review the best manner to provide the northern access. The March 1992 study proposed the following conceptual roadway system main features:
- Two lanes in each direction to accommodate traffic generated by the proposed residential development.
- Complex interchange with Main Street to serve the industrial and residential sites.
- New Jersey transit at-grade or grade separation to serve the residential sites.
- Fire emergency access to the industrial site.
- Auto only access to the industrial site from local streets.
- The extension of Broadway and Stevens Avenue.
- Relocation of certain Conrail tracks and New Jersey Transit high-tension lines.
- The widening of Main Street north of the Conrail overpass. Funding has been obtained to widen Main Street from two to four lanes. The project is currently in the design stage. Construction is slated for Spring 2004. Joint-venture – NJDOT; NJT; City of South Amboy. The project is in the design phase, a new at-grade crossing and connector road will be constructed prior to May 2004.
- Elimination of an existing at-grade crossing (Augusta Street) and construction of a new at-grade crossing.
- Broadway (southern) will be extended in conjunction with the above item.
SOUTHERN WATERFRONT REDEVELOPMENT PLAN

PROJECT AREA DESCRIPTION
The project area consists of approximately 121 acres along the Raritan Bay. The site is bounded by the New Jersey Transit right-of-way and residential development to the west, McCormack Sand Company to the north, Raritan Bay to the east, and a county park in the Borough of Sayreville to the south. This site is approximately ¼-mile from the South Amboy train station and the central business district of the City. Land uses surrounding the tract include industrial, residential and quasi-public uses.

GOALS
- To maximize public use of the waterfront through unobstructed public access and dedication of open space areas.
- To develop the waterfront area in a manner which respects the environmental features of the site.
- To maximize site-generated vehicular traffic through existing residential neighborhoods. By ultimately constructing a new southern roadway utilizing the Conrail ROW to provide access to the waterfront site.
- To maximize the scenic vistas of the Raritan Bay.
- To provide an appropriate location for a restaurant, marina/boat club and associated uses.
- To develop the waterfront area in a manner, which will assist in revitalizing the City’s Central Business District.
- To coordinate the development of the waterfront site with the adjacent County park located in Sayreville.
- To attempt to integrate this project as part of an overall Bayshore development effort extending south to the Highlands in Monmouth County in a manner consistent with regional planning objectives.
- To ensure that site design adequately protects against coastal flooding and provides for adequate storm drainage controls.

LAND USE PLAN
Plan Overview
The Southern Waterfront Redevelopment Area is planned as a mixed-use development that promotes water related uses. The project provides for a variety of residential housing types, including senior housing and senior recreation/business support facilities, while preserving substantial areas for open space. A marina associated with a South Amboy boat club, restaurant, public walkway, fishing pier, and public boat launch are integral parts of the plan. In addition, a substantial amount of area is reserved for community facilities, including a school, library, firehouse, recreational fields and facilities and passive open space. Refer to Table 4 for the Land Use Plan breakdown.

The Southern Waterfront Redevelopment Plan has been developed to complement the anticipated future industrial development of underutilized lands to the north. The promotion of industrial development to the north and the implementation of the waterfront redevelopment will result in an appropriate balance among industrial, residential, commercial and public uses within the context of existing development in the City.

Table 4: Land Use Plan Summary

<table>
<thead>
<tr>
<th>Category</th>
<th>ACREAGE</th>
<th>PROPOSED DEVELOPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. PUBLIC USES</td>
<td>45.2</td>
<td>Open space, recreational facilities and community facilities.</td>
</tr>
<tr>
<td>Public Open Space</td>
<td>24.2</td>
<td>Preservation of environmentally sensitive areas and beach area; construction of a fishing pier and public boat launch.</td>
</tr>
<tr>
<td>Community Facilities</td>
<td>13.5</td>
<td>Community middle and high school, library, public meeting facilities, recreation facilities, firehouse, D.A.V.</td>
</tr>
<tr>
<td>Recreational Facilities</td>
<td>7.5</td>
<td>Five ballfields for Little League, T-ball, girls softball and Babe Ruth.</td>
</tr>
<tr>
<td>2. RESIDENTIAL</td>
<td>63.4</td>
<td>494 dwelling units</td>
</tr>
<tr>
<td>Senior Housing/Recreational Facilities</td>
<td>7.8</td>
<td>117 d.u. @ 15 units per acre</td>
</tr>
<tr>
<td>Single Family Detached</td>
<td>16.0</td>
<td>70 d.u. @ 4.5 units per acre</td>
</tr>
<tr>
<td>Single Family Detached/Attached</td>
<td>23.6</td>
<td>133 d.u. @ 7.75 units per acre</td>
</tr>
<tr>
<td>Townhouses</td>
<td>16.0</td>
<td>124 d.u. @ 7.75 units per acre</td>
</tr>
<tr>
<td>3. COMMERCIAL</td>
<td>2.5</td>
<td>Marina/Boat Club and Associated Uses 1.8 Marina/boat club</td>
</tr>
<tr>
<td>Restaurant</td>
<td>0.7</td>
<td>Approx. 5,000 sq. ft.</td>
</tr>
<tr>
<td>4. ROADWAYS</td>
<td>9.8</td>
<td>TOTAL 120.9</td>
</tr>
</tbody>
</table>

Table 4: Land Use Plan Summary
CENTRAL WATERFRONT REDEVELOPMENT PLAN - 1995

PROJECT AREA DESCRIPTION
The project area consists of 54.29 acres and is situated along the Raritan River. The project area includes a number of vacant buildings, commuter parking, and railroad lines. Land uses surrounding the project area are primarily industrial uses.

PROJECT GOALS
- To develop the site in a manner which respects the environmental features of the site.
- To ensure that site design adequately protects against coastal flooding and provides proper storm drainage controls.
- To maximize the scenic vistas of the Raritan Bay.
- To provide an appropriate location for a restaurant, ferry service, marina/boat club and associated uses.
- To develop the waterfront area in a manner that will assist in revitalizing the City’s Central Business District.
- To coordinate the development of the waterfront site with any future recreational uses of the adjacent County park located in Sayreville.

LAND USE PROVISIONS AND STANDARDS
- Permitted Uses: Restaurants, ferry service, marina and associated uses, and rail station.
- Accessory Uses: Waterfront walkway, open space, marina storage facilities, utilities and marina related uses such as piers, docks, catwalks, floating docks, breakwater and jetties, boat launches.
- Parking: Parking for the boat club and associated marina facility shall be provided at a ratio of 0.7 spaces per berth.

GENERAL DESIGN OBJECTIVES
- All buildings should be located to create a pattern of buildings and open space that direct views toward the water.
- A relatively low building height should be maintained at the waterfront to maximize water views. Building height should be allowed to increase with distance from the water.
- A waterfront pedestrian walkway is encouraged and shall be designed to avoid the dunes and wetlands on site.
- Continuous public access should be provided to and along the water. The walkway shall be parallel to the water and should be oriented towards the waterfront.
- The pattern of buildings and open space should direct pedestrian movement toward the water.
REDEVELOPMENT AREA REPORT FOR EXPANSION TO THE CENTRAL WATERFRONT AREA – CONRAIL, 1998

AREA DESCRIPTION
The project area, approximately 26.03 acres, is comprised of portions of two tracts of land and one bridge structure. The study area is located along the Central Waterfront Redevelopment Area and contains railroad related uses. It is bordered by commercial and residential uses to the west, and the Central Waterfront Redevelopment Area to the north, east, and south.

ACCESSIBILITY
- There is a strong potential for boat access due to the extensive waterfrontage of the entire Waterfront Redevelopment Area.
- The area is vital to the development of the Central and Southern Redevelopment Areas since it provides direct access to the public road network at Lower Main Street.
- The envisioned transportation hub, combining a ferry service to Lower Manhattan and an upgraded New Jersey Transit train station, cannot be developed without the direct access to Lower Main Street the parcel can provide.

CONCLUSIONS AND RECOMMENDATIONS
The study area is potentially useful and valuable for contributing to the public health, safety and welfare due to its location, which cannot be duplicated by any other lands.

The Redevelopment Area has the potential to become a major regional transportation center supporting a variety of industrial, commercial, residential, and public uses.

Much of the Conrail property pre-dating 1998 was stagnant and underutilized. Only a portion of said property, including a bridge, which has a structural rating of zero, has been utilized for their Conrail’s interstate rail system. The Central and Northern Waterfront Redevelopment Areas were merged to form the Northern Waterfront Redevelopment Area. All properties along the waterfront (from Amboy aggregates north to the Sayreville border) have been designated as areas in need of development.

- By the end of November 2003, the City will acquire all Conrail property and will grant certain easements to Conrail to continue rail freight operations.
- On November 5, 2003, the City is to initiate a Public Purpose Taking of approximately one-third of the adjacent Modern Transportation property.
- A contract has been awarded for the demolition of the existing Main Street/Conrail Bridge. Two new bridges will be constructed; one specific to rail operations and the second for passenger vehicles.
- In the late Fall of 2003, the City will advertise for bids for construction of a roadway, new ferry terminal, parking and breakwater. Construction should begin in the Spring/Summer of 2004.
### The Waterfront Redevelopment Plan

The Waterfront Redevelopment Plan identifies multiple properties along the waterfront that have the potential for redevelopment. The following list summarizes some of those properties.

<table>
<thead>
<tr>
<th>PROPERTY 1</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Owner: DEVCOR</td>
<td></td>
</tr>
<tr>
<td>Acreage: 23 Upland</td>
<td></td>
</tr>
<tr>
<td>Next Steps: DEVCOR has acquired the property.</td>
<td></td>
</tr>
<tr>
<td>Potential Uses: 500 mg. Watt Power Plant, balance of site. Utilization to be determined during master plan phase.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROPERTY 2</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Same as above, except for acreage, which is 25 Upland.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROPERTY 3</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Owner: Reliant</td>
<td></td>
</tr>
<tr>
<td>Acreage: 28.7 Upland</td>
<td></td>
</tr>
<tr>
<td>Next Steps: SeaStreak America will run a high-speed ferry service to Lower Manhattan. This will be a temporary site.</td>
<td></td>
</tr>
<tr>
<td>Potential Uses: The ultimate use of the Reliant parcel might be to utilize the existing structure (the old power plant) for retail – entertainment complex (this will be contingent upon cleanup cost.) As for now it will be the location for the temporary ferry operation.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROPERTY 4</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Owner: Conrail</td>
<td></td>
</tr>
<tr>
<td>Acreage: 10.5 Upland; 3 Riparian</td>
<td></td>
</tr>
<tr>
<td>Next Steps: The City of South Amboy will “close” on the Conrail property by the end of November 2003.</td>
<td></td>
</tr>
<tr>
<td>Potential Uses: This parcel is to be used as the permanent home for SeaStreak America in conjunction with a large surface parking lot, including a possible 500 slip marina and yacht club and a 900-foot breakwater.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROPERTY 5</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Owner: Great Lakes, Dock and Dredging</td>
<td></td>
</tr>
<tr>
<td>Acreage: 5.69, Upland</td>
<td></td>
</tr>
<tr>
<td>Next Steps: Master plan will determine highest and best possible use for the parcel. The plan of action will be determined by the master plan outcome.</td>
<td></td>
</tr>
<tr>
<td>Potential Uses: Ultimately this parcel will be used for a variety of things, such as a 2,000-space parking garage, approximately 2 million square feet of office space, strip mall, and retail/entertainment. Within the office complex will be open space to enjoy the beauty of the</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROPERTY 6</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Owner: Amboy Aggregates</td>
<td></td>
</tr>
<tr>
<td>Acreage: 24.7, Upland</td>
<td></td>
</tr>
<tr>
<td>Next Steps: Master plan will determine highest and best possible use for the parcel. The plan of action will be determined by the master plan outcome.</td>
<td></td>
</tr>
<tr>
<td>Potential Uses: See last bulleted item in Property 5, above.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROPERTY 7</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Owner: Modern Transportation</td>
<td></td>
</tr>
<tr>
<td>Acreage: 33.26, Upland</td>
<td></td>
</tr>
<tr>
<td>Next Steps: The City will initiate a Public Purpose Taking of approximately one-third of the Modern Transportation tract.</td>
<td></td>
</tr>
<tr>
<td>Potential Uses: See last bulleted item in Property 5, above.</td>
<td></td>
</tr>
</tbody>
</table>

### FUNDING

Funding for the waterfront redevelopment project will come from many different sources. Currently, DEVCOR is working with several lenders, and will continue to explore any possible funding available. Some major sources of funding are:

- TEA-21
- Brownfields
- CRDA (Casino Reinvestment Development Authority)
- MCIA

redeveloped waterfront, picnic tables, gazebos, botanical gardens, and accommodations for lounging.
The Waterfront Redevelopment Plan identifies multiple properties along the waterfront that have the potential for redevelopment.

**SOUTH AMBOY STATION AREA PLAN – TRANSIT VILLAGE PLAN, 2000**

**INTRODUCTION**
Over the past half century, South Amboy has experienced significant industrial decline, proliferation of personal automobiles, and a reduced dependence on geographic proximity between natural resources, markets, and neighborhoods.

South Amboy’s industrial land area reduced from 100 square miles to one square mile in 1999. The majority of its formerly industrial areas are now either vacant or underutilized, its port is no longer active, and its population is dependent on its neighboring communities for employment, retail, and recreational needs.

The exception in this trend of decline and changing economies is South Amboy’s position as a post-industrial transportation center. The City has evolved from being a rest stop to being a regional transfer point for commuters.

**CITY-WIDE DEVELOPMENT GOALS**
- To transform the City’s underutilized waterfront area into a significant open space resource and economic development opportunity.
- To change the City’s deteriorated transportation infrastructure into a multi-modal complex for ferries, trains, buses, and cars.

The Transit Village Plan (Figure 25) Proposes Three Major Initiatives:
- Multi-modal Transportation Center.
- Direct Waterfront Access.
- Private Development in the Underutilized Area.

**MULTI-MODAL TRANSPORTATION CENTER**
The Transit Village Plan recommends a significant enhancement of the City’s existing transportation facilities to include:
- A new ferry terminal.
- A new high-level platform at the rail station.
- A bus terminal area.
- Strong improvements to pedestrian connections between the proposed transportation facilities and the surrounding community.

**WATERFRONT ACCESS**
The Transit Village Plan recommends a more direct roadway connection between the existing regional highway system and the waterfront area. This roadway connection will spur private investment in the waterfront area.

**FERRY TERMINAL**
- Ferry terminal building with ticket office, restrooms, and newsstand.
- Sites for a marina with boat maintenance and storage.
- Surface parking lot.
- Site for a boat club (5,000 square feet to 10,000 square feet).

**PUBLIC OPEN SPACE**
- Waterfront Walkway
- Waterfront Plaza
- Gateway Park

**LAND USE PLAN**
- Reinforce the connection between Broadway, the transportation center, and the waterfront development site by providing a mixed-use pedestrian-oriented connecting roadway.
- Maximize the value of waterfront property to the community with recreational, medium and high-density residential development, and water-related uses.
- Reserve sites along the water’s edge for higher density development, maximizing the development advantage of waterfront proximity.
The Waterfront Redevelopment Plan identifies multiple properties along the waterfront that have the potential for redevelopment.

**Waterfront Drive Design Guidelines**
A scenic roadway that provides direct vehicular, public access to the waterfront. Its curvilinear alignment has been selected to slow vehicular traffic and encourage a more pedestrian/bicycle emphasis along the roadway.

**Waterfront Walkway Design Guidelines**
A continuous public promenade is proposed to be built by adjacent property developers along the water’s edge. Guidelines are provided for distinct segments of the walk, encouraging a specific response to the varying water’s edge conditions along the route. A civic plaza is proposed at the point where the Intermodal Accessway meets the walkway. The plaza is designed to accommodate outdoor concerts and other community events on the waterfront.
Specific Community Interests

In addition to reviewing the plans, some of which are several years old, a companion effort was undertaken to develop current trends and opportunities. Meetings were held with the Middlesex County staff and representatives from each municipality to better understand specific needs and interests. Other interests, such as Rutgers University and environmental interest groups, were also interviewed. The meeting summaries follow the same sequence as the Plan highlights, with other interests at the end.

Middlesex County

- Create a walkway/bike path along both sides of the River for the entire length within County.
- Extend the project up to Fieldville Dam (287) to connect to the D&R Canal Path, while capturing Raritan Landing, East Jersey Olde Towne and Rutgers University Busch Campus.
- Upgrade Donaldson Park, including new boat ramps.

Perth Amboy

- Become a premier riverfront destination, including marina, commercial, residential, office, and entertainment venues.
- Provide commuter service to connect the proposed Raritan River Seaport in Edison, Staten Island, and New York destinations.
- Expand tourist attractions, such as dining vessels and bay tours, a Statue of Liberty Tour and a New York Harbor Tour.

Woodbridge

- Expand the existing marinas located along Smith Creek/Arthur Kill.
- Perform required dredging to make them more usable.

New Brunswick

- Evaluate the former police station site west of Boyd Park for a mixed-use project, including a relocated Rutgers Boathouse.
- Evaluate the Route 18 expansion plans to facilitate pedestrian movement between downtown and the River.
- Consider a boat ramp at the south end of Boyd Park.

Edison

- Implement the Raritan River Seaport plans as a riverfront destination to draw regional boat traffic Up River.
- Restore the freshwater and saltwater marshes north of the Raritan River Seaport.
- Develop a Marine Education Center and a Freshwater Education Center, each located in their respective habitats.
- Continue evaluating ferry service between Edison, Perth Amboy and New York City.
- Confirm the closure plans for landfills and alternative uses.

Highland Park

- Open the River only to non-motorized boats.
- Establish and enforce a “No Wake Zone.”
- Provide non-motorized boat access at the former Red’s Marina site and consider having a small restaurant/café and canoe/bike rental shop.
- Consider locating a non-motorized boat landing in concert with the proposed educational center (Native Plant Reserve).
- Incorporate uses that complement downtown Highland Park’s amenities.
- Increase recreational access with low environmental impact.

East Brunswick

- Determine whether or not the historic downtown can be linked to the River, along with the Keystone Park/Chagnon Park, which is a 14.7-acre park created by Green Acres funding.
- Evaluate the area where the River meets the Lawrence Brook, where the old Staten Island Ferry is abandoned.

South River

- Improve water access to Vargas Park and Warkowski Park.
- Capitalize on the downtown waterfront district.
- Continue acquisition of parcels along the west bank of the River to give the Borough ownership of a large percentage of the waterfront, radically changing the face of South River.
- Reinforce the South River Boat Club as a waterfront attraction.

Sayreville

- Monitor the National Lead site acquisition process. All private development proposals for the site are considered proprietary at this time.
- Evaluate the potential for a marina along the Washington Canal.
- Provide a linear park and walkway along the River.
- Connect the entire waterfront to South Amboy.
- Implement improvements planned for the River Road Waterfront Park.
South Amboy
- Implement the entire waterfront Master Plan as a premier Riverfront destination, including an intermodal center, permanent ferry terminal, and private marina.
- Introduce office and commercial uses to enhance the mix and attractiveness of the waterfront setting.
- Complete the residential development, giving public access to both the River and the Bay.

OTHER INTERESTS
In addition to the County and municipalities, interviews were also held with other interests. The following is a summary of those meetings.

Rutgers University
- Evaluate alternative sites for the Rutgers Boathouse located in Boyd Park. The Athletics Department would likely make the new Boathouse a top funding priority.
- More effectively link Rutgers activities to downtown New Brunswick and Johnson Park.
- Re-institute the Rutgers Sailing Club, which consisted of a fleet of sailing vessels; link to other University activities and academic pursuits.
- Improve “The Trench”, controlled by New Jersey Department of Transportation (NJDOT). It was a replacement for loss of the Delaware and Raritan Canal towpath.
- Investigate benefits of linking the campuses on both sides of the River via water taxi.

Other key stakeholders include several environmental groups. Specifically, the Edison Wetlands Association, NY/NJ Baykeeper and the Raritan Riverkeeper are organizations that champion environmental restoration and preservation. Subsequently, input from these organizations has been included into the strategic planning process in helping to develop a meaningful vision for the Raritan River.

Environmental Interests

Edison Wetlands Association
The Edison Wetlands Association is a grassroots organization that is dedicated to protecting environmentally sensitive areas of central New Jersey through education, action and public awareness.

NY/NJ Baykeeper
NY/NJ Baykeeper is an affiliate of the American Littoral Society whose mission is to protect, preserve and restore the ecological integrity and productivity of the Hudson/Raritan Estuary, its tributaries and watershed.

Raritan Riverkeeper
The Raritan Riverkeeper is also a program of the NY/NJ Baykeeper. Their mission is to protect, preserve, and restore the ecological integrity and productivity of the Raritan River, its tributaries and watershed.

A meeting was held with the Edison Wetlands Association, NY/NJ Baykeeper and Raritan Riverkeeper. The ultimate vision of all three organizations is to eliminate all toxic sites within the region. Ideally, they would like to keep the River safe from pollution. Some common goals expressed relative to the Raritan River are:

- Preserve as many natural resources as possible.
- Create more open space/green space as part of new development or redevelopment.
- Identify and help facilitate Brownfields to Greenfields redevelopment.
- Limit public exposure to sites that are too toxic for redevelopment.
- Create a soft, environmentally friendly edge to the River.

All of the organizations strongly support ecotourism once environmental concerns have been addressed. For example, some of the closure plans for landfills in the area include bicycle paths and walkways. Other ecotourism opportunities may include kayaking and canoeing.
IDEAS, ISSUES AND OPPORTUNITIES

From the various components of the analysis of existing conditions, a series of ideas, issues and opportunities emerged. Meetings with the nine local communities have revealed unique information and ideas. From the meetings, new ideas were added to the information gained from review of the various plans and studies. Likewise, a set of issues was articulated. Finally, a graphic reveals a series of opportunities to be maximized and constraints to be minimized.

EMERGING IDEAS

Based on the analysis of information, field tours, and meetings with the municipalities, a series of opportunities and new ideas emerged, such as:

- The River’s regional location is not fully maximized.
- The Raritan’s Down River history should be reversed to an Up River destination.
- Environmental education, historical and cultural assets can be promoted as tourism assets.
- The communities should offer complementary attractions.
- The River should feature both natural and urban edges.
- A Greenway/Riverwalk system can be a component of regional linkage.
- Larger projects will occur near the River’s confluence with the Raritan Bay. Smaller projects are more likely to occur Up River.
- Non-motorized boating adds a new boating dimension and “No-Wake” zones would assist in minimizing shoreline erosion.
- Landfill closures offer long-term open space/pedestrian opportunities.
- The Borough of South River, not located on the Raritan, expressed interest in being considered a potential destination; Highland Park is considering Riverfront emphasis near the proposed Environmental Center and downtown and away from the former Red’s Marina facility; and Rutgers University wants to re-establish its recreational boating program and relocate the boathouse elsewhere in New Brunswick or to another community.
- The County and municipalities must be partners in marketing the River as a single destination.
- Support the concept of a recreational boating dock in New Brunswick as a catalyst for Up River destinations.

CRITICAL ISSUES

The critical issues come from an understanding of the River’s historical role, its channel marking limitations, analysis of existing conditions, and interviews with key stakeholders. From these sources, the following issues were developed:

- Reverse the Raritan’s history of Down River movement.
- Create a series of complementary venues to attract the region’s recreational boaters Up River.
- Identify and “Trademark” the Raritan as a single destination, including a marketing slogan.
- Evaluate the potential for a water taxi system connecting the municipalities and a dining vessel along the River.
- Select or develop an entity to undertake a cohesive “Raritan” marketing campaign.
- Provide water and landside access to existing and potential Riverfront attractions.
- Recognize that the River should accommodate both its historic urban places and maintain its natural edges whenever possible.
- Take advantage of the River’s environmental resources as destination opportunities.
- Overcome visibility and accessibility limitations imposed by the NJT Bridge at the River’s mouth.
- Create, organize and implement a cohesive, credible and sustained Raritan River public education program and targeted marketing campaign.

OPPORTUNITIES AND CONSTRAINTS

As previously noted, the County and municipalities have Master Plans, and many of them have Redevelopment Plans, Strategic Plans, and special studies. These documents provide the basic information to drive the Riverfront Strategy Plan. Figure 26 indicates some of the factors and conditions. The map depicts a series of conditions and factors to be addressed in the Strategy Plan, such as:

- The potential to create four districts that can provide a setting for the Riverfront Strategy.
- Identifies Redevelopment Areas within various municipalities.
- The locations of proposed Riverfront recreational, commercial and educational activity centers as defined in existing plans.
- The need to improve visibility from the Raritan Bay to the mouth of the River.
- The identification of long-term development and redevelopment sites to be monitored and evaluated over time.
- The consensus on major open space, recreational, environmental education centers and Greenway/Riverwalk linkages along the River.
- The locations of existing boat clubs, boat ramps and marinas.
- The identification of environmental contamination and landfill closure conditions to be addressed.
- The need to provide more physical and visual access to the River from major roadways.
- The ability to access and enhance visibility to South River.
- The lack of channel marking in the River beyond US Route 1.
- The absence of any significant Up-River destination, existing or proposed, beyond Edison.
CONDITIONS AND ISSUES

Figure 26: Opportunities and Constraints

Sources: Middlesex County, NJDOT, NJDEP and HDR
SECTION III

VISION AND GOALS
INTRODUCTION

A River Vision is the first step in the preparation of the Strategy Plan. The Vision is fundamental to realizing the Raritan’s full potential as a recreational boating destination. Goals and supporting objectives serve as operational guides to the County, the MCIA and the municipalities.

VISION AND GOALS

VISION STATEMENT
To recognize the Raritan as an Up River destination and to market it to regional boaters by offering a variety of attractions and venues based on its maritime, commercial, recreation, entertainment, historic, environmental and cultural assets.

GOAL: PROMOTE THE UP-RIVER CONCEPT
Develop a coordinated marketing program to provide broad visibility of the Raritan as a “Destination”.
- Identify the reasons the Raritan is a premier boating destination.
- Select a theme and slogan that “trademarks” the Raritan.
- Prepare a coordinated multi-media public education and targeted marketing program to promote the theme regionally.
- Initiate a regional marketing campaign of - Print media;
  - Web site;
  - Radio and television; and
  - Maritime/boating publications.
- Coordinate the public education and marketing program through a single entity.
- Facilitate boating activity Up River.

GOAL: EXPAND BOATING OPPORTUNITIES
Expand and promote recreational boating facilities and venues.
- Maximize use of existing parks and recreation facilities, boat ramps and waterfront access areas.
- Offer a variety of marinas, docks and boat ramps to promote new boating destinations.
- Mark the River channel and install and maintain buoys all the way to New Brunswick.
- Have mixed-use activities at or near marinas and dock areas.
- Link the Raritan corridor with a multi-purpose Greenway/Riverwalk system.
- Develop a coordinated approach to bridge openings to facilitate Up River boat traffic.

GOAL: DEVELOP IDENTITY AND IMAGE
Create a sense of identity and strong visual image along the River.
- Develop identifiable districts and activity centers along the Raritan.
- Capitalize on existing historic and architectural character.
- Create full service urban, residential and tourist centers.
- Develop a uniform graphics identification system.

GOAL: MAXIMIZE THE NATURAL RESOURCES
Maintain and enhance the River’s environmental resources and promote appropriate restoration.
- Recognize the value of the environment’s intrinsic value and its attractiveness to boaters and tourists.
- Maintain the River’s natural edge as a primary linking feature.

- Incorporate environmental restoration of the River, Brownfields and Known Contaminated Sites.
- Support development of environmental education centers.
- Continue to upgrade water quality.

GOAL: DELIVER SUPPORTIVE SERVICES
Provide supportive park, recreation and transportation services and facilities.
- Offer a diverse park and recreation system
- Develop coordinated leisure services for cultural and recreational needs.
- Develop a transportation system that gives access to Riverfront destinations.
- Establish a coordinated ferry system for commuter/visitor trips to New York City.
- Consider water taxi service between communities.
- Evaluate all opportunities for associating rail, shuttle or tour bus, and bicycle use with waterborne transportation.
SECTION IV

RIVERFRONT PLAN
CONCEPT
INTRODUCTION
The Strategy Plan gives direction to future actions by the County, the MCIA and participating municipalities. The Riverfront Plan Concept builds upon existing character and uses, introduces new centers of activity and provides a definition of major use districts.

The Raritan’s linear character can be either positive or negative. The Raritan Concept accepts linearity and creates a structure for the River Corridor. Benefits of a Concept built around linearity are:

- **Natural Pattern** – The River’s configuration establishes the fundamental form.
- **Sequential Development** – Potential for development of unit/centers.
- **Continuing Growth** – Destinations are possible and permitted along the River Corridor.

PLAN REQUIREMENTS
The Strategy Plan sets forth several requirements. The Plan must:

- Give structure to the River corridor so that activities are complementary in nature.
- Provide a theme that can be used for aggressive marketing.
- Allow for existing community development while providing new economic development opportunities.
- Have critical activity nodes to focus activity and spin-off supportive uses.
- Recognize the strong environmental edge of the River and maximize that exposure.
- Create districts and centers that can be developed within various communities.
- Establish a means for implementing the plan on the widest diversity of fronts, utilizing the broadest array of marketing and funding options.
- Recognize traditional patterns and suggest proposals consistent with the Raritan’s heritage.

RIVER DISTRICTS DEFINED
From the general land use analysis, four River Districts were identified (Figure 27), based on common land use, development, environmental, and economic characteristics. The Districts are:

- **Gateway District**: Perth Amboy and South Amboy are found here, and these two serve as the entry portals for the River.
- **River Bend District**: The three municipalities are Woodbridge, Edison and Sayreville, and they have the potential of attracting boaters with specialized facilities. This furthers the idea of attracting boaters up the River.
- **South River District**: The Borough of South River and East Brunswick are municipalities on this unique “side trip” on the South River.
- **The Up River District**: Highland Park, New Brunswick and Rutgers University campuses define this District. Improving access to the downtowns with restaurants and entertainment venues will bring new patronage and attract activity up the River.

**River Bend District**: The three municipalities are Woodbridge, Edison and Sayreville, and they have the potential of attracting boaters with specialized facilities. This furthers the idea of attracting boaters up the River.

**South River District**: The Borough of South River and East Brunswick are municipalities on this unique “side trip” on the South River.

**The Up River District**: Highland Park, New Brunswick and Rutgers University campuses define this District. Improving access to the downtowns with restaurants and entertainment venues will bring new patronage and attract activity up the River.

RIVER DISTRICTS DESCRIBED
The River District approach builds upon the land use analysis that identified zones along the Raritan that expressed commonality of conditions and characteristics. The Districts are not solely drawn to reflect municipal boundaries, but rather existing or potential use congruity. Each District is defined by specific characteristics, role and potential opportunities. Within this context, proposals and
improvements are made that help implement the District’s defined role. To a large extent, these Districts reflect historical patterns and functions, but they also are candidates for new opportunities. The four River Districts are: Gateway, River Bend, South River, and Up River.

**THE GATEWAY DISTRICT**

The Gateway District is where the River meets the Raritan Bay. It is the “Entry” to the Raritan. This District has the unique challenge and opportunity of opening the Raritan to Up River boat traffic. The Gateway communities now have a variety of waterside and landside activities, as well as planned activities. While promoting their own venues, these communities also can provide tourist, restaurant and activity information to boaters for the Up River areas.

Perth Amboy, South Amboy and a portion of Sayreville (southeast of South Amboy) constitute this District. The area essentially lies east of the major highway and rail bridges that hide the mouth of the River from recreational boaters.

The opportunities in this District are larger scale and more complex. Being located where the River meets the Bay, there are more opportunities for developing a wide variety of Riverfront activities and attractions. Access to open water is a great asset in this regard.

In addition to enhancing ongoing downtown redevelopment programs in Perth Amboy and South Amboy, regional transportation linkages are evident. Both Amboys have NJT transit stops, and South Amboy has been designated a “Transit Village”. With its new high-speed ferry service to Manhattan and aggressive waterfront development, South Amboy is becoming a major destination. Coordination of long-term ferry service with Edison and Perth Amboy should be undertaken to provide comprehensive access to and from these centers, as well as the region.

Perth Amboy and South Amboy have historic downtowns, making the Gateway District ripe for expanded waterfront activities attractive to boaters, residents and commuters. Through broadened activity, such as art/craft colonies, festivals, museums, restaurants and entertainment, and commercial docking, the Gateway destinations are naturals for success. These represent the first opportunities to recreate “seaports”, including working waterfronts in some cases. Access to the Bay and Arthur Kill gives stronger regional emphasis to this District, since dinner cruises and visitor tours can go either direction.

Each community has its own history and can create unique destinations and attractions. Themes and designs should be complementary and not competitive.

South Amboy and Sayreville (below South Amboy) have the Bayshore in Monmouth County as an additional market for goods, services and transportation. Visitors bound for Sandy Hook and resorts farther east are candidates for a stop in these communities. Likewise, boaters at destinations along the Bayshore are also candidates for Up River destinations.

**THE RIVER BEND DISTRICT**

In the River Bend District, the River is at its widest and makes the biggest turn. River Bend contains large wetland areas, landfills and industrial lands (current and past). Woodbridge, Edison and Sayreville are the municipalities in this District.

Within this District, emphasis will be toward new, larger-scale special attractions, marinas, parks and recreation with a boating emphasis, and environmental preservation and education.

Currently this District lacks structure and focus, and there is no coherent pattern. New mixed-use proposals and landside improvements help to establish a meaningful pattern.

Master Plans and Redevelopment Plans for the communities have a variety of proposals that will serve to attract boaters Up River. Large employment areas, such as the Raritan Center, are candidates for ferry services, and a coordinated effort is required between Edison, Perth Amboy and South Amboy. The proposed Raritan River Seaport represents a special project that will have a regional draw, and it will attract boaters Up River. The mix of uses provides multiple opportunities for landside interaction.

Future development potential in Sayreville, on the south shore of the River, is dependent upon resolving ownership and contamination problems at the National Lead site.

A marina on the Washington Canal, especially with gas and transient facilities, would promote Up River movement. Once boaters reach this portion of the River, it will be easy to direct traffic down the South River and on towards New Brunswick and Highland Park.

**THE SOUTH RIVER DISTRICT**

The South River District is actually off the Raritan and literally down the South River. The Borough of South River is the “River Town”. The Washington Canal
connects the Raritan with the South River, giving a more direct route north and south. The South River is the window to the Raritan.

Two primary features characterize this District – historic downtowns and environmental resources. The Borough of South River has adopted a Master Plan that includes a downtown waterfront activity district. Additionally, Borough representatives identified a potential acquisition program to secure properties lying along the western side of the South River, linking downtown to Edward A. Grekowski Park. This would give the Borough an extensive Riverfront setting. Such expansion, in association with the South River Boat Club and other proposed public and private improvements, can help restore the Borough as a destination.

The majority of the western portion of the District is wetlands and MCUA landfill. Boat ramps are also found in Borough parks. These resources add to the environmental/recreation potential to the South River District.

THE UP RIVER DISTRICT

Just by its name, the intent is to clearly identify that this District, some 16 miles from the River’s mouth, has Up River destinations. The River is at its narrowest, and many assets are already in place – they are just not oriented to the River.

The District provides access to the downtowns of New Brunswick and Highland Park. A coordinated effort to link these activities is recommended through marketing and transportation. Unique relationships can be fostered with Rutgers University, since there is movement of students between the municipalities and across the River. Rutgers University has suggested a renewed emphasis of its former sailing program, as well as the potential for relocating its boathouse from Boyd Park to another New Brunswick site, or to Highland Park.

Opportunities in the Up River District are focused on providing River access to take advantage of existing restaurants, entertainment and cultural and recreational activities rather than promoting new, large-scale projects. The focus is on using boating opportunities to unlock the potential of existing landside resources.

Docking opportunities are possible at Boyd Park in New Brunswick and at either the Native Plant Reserve or Johnson Park in Highland Park. Donaldson Park has a development plan to modify its existing boat ramp. The former Red’s Marina has the potential as a canoe and kayak outpost. These opportunities represent new ways to take advantage of the River.

THE RIVERFRONT PLAN CONCEPT

Using the premise of River Districts, a set of coordinated proposals is made that addresses the entire River corridor and individual communities.

The Riverfront Plan Concept includes a hierarchy of destinations with larger, more complex venues located closer to the Bay, and small, but still complex, projects as the River winds to the west. The Concept also shows associated public and private investments, many existing and others based on municipality plans. There are water-dependent proposals for marinas, docks and boat ramps, facilities that are basic to encouraging Up River travel by boaters. Water taxis and dining vessels can use these locations if a system is developed.

PLAN COMPONENTS

There are a number of components to the Plan Concept, as illustrated in Figure 28.

Destinations - A set of major urban development or new mixed-use projects that serve as primary activity centers along the Raritan.

- Gateway Destinations – Perth Amboy and South Amboy.
- River Bend Destinations – Raritan River Seaport.
- South River Destination – the historic South River Borough.
- Up River Destinations – New Brunswick and Highland Park.

Long-Term Development Sites - Well located sites with significant environmental or topographic constraints that must be monitored and evaluated further prior to any long-term development occurring.

Public Marinas, Docks and Boat Ramps - A series of existing or proposed facilities to complement destinations and provide additional access to the River.

Private Boat Clubs - Existing private boat clubs on the Bay, the Raritan and South River.

Ferries - Existing and proposed high-speed ferry locations.

Environmental Education Centers - Existing and proposed centers that can serve as attractions, while also depicting and describing the natural environmental systems along the Raritan.

Open Space Linkage and Acquisition Areas - A County Greenway/Riverwalk system linking the River from the Raritan Bay to Rutgers University in Piscataway.
Figure 28: Riverfront Plan Concept
SECTION V

RIVERFRONT STRATEGIES
INTRODUCTION
The Overview section of the report describes the Raritan Riverfront Strategy Plan as a coordinated program of complementary destinations that was to be implemented locally. There are several layers of strategies to achieve Plan implementation. This section describes these layers:

Regional Strategies – These are unifying strategies that affect the various governments, and the strategies must be undertaken in a coordinated fashion.

District and Local Strategies – District and Local Strategies are discussed in the context of the four Districts. District Strategies define the common interest among the municipalities within a specific district. These strategies link to the Regional Strategies and also must be undertaken in a coordinated fashion.

Local Strategies define the next level, and they are the responsibility of the individual communities. These strategies may be subsets of the District or may be unique to the municipality.

Focus Projects – To illustrate the strategies, three focus projects are featured, demonstrating complementary, supportive destinations.

Funding Alternatives – A general discussion of funding sources is presented to assist the County and the communities in implementing the Regional, District and Local Strategies.

REGIONAL STRATEGIES
The Regional Strategies cover a broad spectrum of initiatives to be coordinated among the member municipalities. Initiatives range from marketing and promotion, to NJT negotiations related to bridge openings, to navigation aids to physical improvements.

Table 5 provides a list of regional and local strategies, a timeframe to address them and a designation of responsibility.

<table>
<thead>
<tr>
<th>TASK</th>
<th>TIMEFRAME</th>
<th>RESPONSIBILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Officially recognize the Raritan River as a single unified boating destination</td>
<td>1-2 Years</td>
<td>All Jurisdictions</td>
</tr>
<tr>
<td>Adopt the Riverfront Plan Concept</td>
<td>1-2 Years</td>
<td>All Jurisdictions</td>
</tr>
<tr>
<td>Designate or develop an entity to market the Riverfront Plan Concept</td>
<td>1-2 Years</td>
<td>County, MCIA or Other Agency</td>
</tr>
<tr>
<td>Develop a coordinated marketing theme, logo and slogan</td>
<td>1-2 Years</td>
<td>County, MCIA or Other Agency</td>
</tr>
<tr>
<td>Mark the channel with navigation aids</td>
<td>1-2 Years</td>
<td>County</td>
</tr>
<tr>
<td>Negotiate a predictable schedule for bridge openings</td>
<td>1 Year</td>
<td>County, MCIA</td>
</tr>
<tr>
<td>Mark, patrol and enforce &quot;No Wake&quot; zones</td>
<td>1-10 Years</td>
<td>County, Jurisdictions</td>
</tr>
<tr>
<td>Evaluate water taxi service between municipalities and attractions including dining vessel</td>
<td>1-10 Years</td>
<td>County, Jurisdictions</td>
</tr>
<tr>
<td>Implement a linking Greenway/Riverwalk system</td>
<td>1-10 Years</td>
<td>County, Jurisdictions</td>
</tr>
<tr>
<td>Develop unique festivals and events</td>
<td>1-10 Years</td>
<td>Jurisdictions</td>
</tr>
<tr>
<td>Support creative funding approaches</td>
<td>1-10 Years</td>
<td>County, Jurisdictions</td>
</tr>
</tbody>
</table>

Table 5: Regional Strategies
DISTRICT AND LOCAL STRATEGIES

Following is an identification of the District and specific Local Strategies for implementing the recommendations of the Riverfront Plan Concept. The Local Strategies are taken from locally provided plans and discussions with individual governments during the analysis phase of the project.

THE GATEWAY DISTRICT

This district, anchored by Perth Amboy and South Amboy, is the entry to the River. The success of the two Riverfront cities is essential to opening the Raritan to Up River boat traffic. The energy in Perth Amboy and South Amboy is easily felt and seen. Extensive waterfront redevelopment is consistent and ongoing. Those communities with Bay and River frontage have the ability to develop larger, more complex development with a wide array of activities. Such activities give focus to each community, and they are generally complementary. By attracting specific uses, such as dinner and tourist cruises, these boats can schedule trips Up River to new or newly accessible venues. Portions of Sayreville (below South Amboy) are planned for a marina and supporting waterfront uses.

The challenge for this District is to complete its own Riverfront projects, while being the first point of contact for its Up River partners.

Figure 29 depicts the Gateway District of the Raritan River Plan Concept. (See Figure 28 for Legend.)

District Coordination Strategies

Within the Gateway District, Perth Amboy, South Amboy and Sayreville should pursue the following District Strategies:

- Actively participate in the regional marketing program.
- Implement its portions of the regional Greenway/Riverwalk along the Raritan.
- Work with Edison to develop a coordinated, high-speed ferry service to New York City.
- Develop complementary facilities and activities that give prominence to the District.
- Emphasize development consistent with historical patterns and themes.
- Actively participate in developing and promoting a predictable bridge (NJT) opening schedule.

Perth Amboy Strategies

Implement City plans for historic, recreational open space, circulation and conservation that focus on the Riverfront.

- Complete the Focus 2000 Redevelopment Plan for:
  - Redevelopment Area 1 (Riverview Center): Retail, office, and commercial complex with a public recreation component.
  - Redevelopment Area 2 (Landings at Harborside): Residential, commercial, retail and recreational components along the Arthur Kill.
  - Redevelopment Area 3 (The Promenade): Restaurants, ferry service, The Promenade Marina and fishing piers.
- Expand mooring capabilities in the Bay to provide additional slip capacity.
- Develop the boat ramp at Second Avenue.
- Expand waterside festivals and activities.

South Amboy Strategies

Implement the recommendations of the Central and Southern Waterfront Redevelopment Area Plans, including:

- Recreational uses.
- Transportation improvements (highways and transit).
- Residential with a mix of units, demographic and socioeconomic characteristics.
- Marina.
- Public and civic facilities.
• Waterfront walkways (part of the Riverwalk System).
• Employment and business center.
• Multi-modal transportation center (ferry, transit rail and bus).

**THE RIVER BEND DISTRICT**

Where the Raritan is at its widest and makes the biggest turn, is also where the River demonstrates significant development and environmental challenges. Low-lying properties, extensive wetlands, industrial and employment centers, closed landfills and contaminated sites dominate this stretch.

Yet, the River Bend District is critical to the Plan Concept since it is the transitional section. As such, the District has a dual role – to have attractions (natural and built) beyond the gateway and to foster movement further up the Raritan and down the South River. In response to this role, the proposed Raritan River Seaport can provide a central focus that effectively combines a variety of Riverfront activities. The Raritan River Seaport can be a regional draw for boaters, while augmenting the commercial aspects with environmental restoration and education. The River Bend District’s challenge is to develop an anchor project, maximize its natural assets, overcome environmental contamination (including landfills) and direct boaters further up the River.

Figure 30 depicts the River Bend District of the Raritan River Plan Concept. (See Figure 28 for Legend.)

**District Coordination Strategies**

Within the River Bend District, Woodbridge, Edison and Sayreville should pursue the following District Strategies:

- Actively participate in the regional marketing program.
- Implement its portions of the regional Greenway/Riverwalk along the Raritan.
- Promote the Raritan River Seaport as the focus of the District for transient fueling and pump out activities at the Raritan River Seaport and the Washington Canal Marina in Sayreville.
- Take advantage of large employment centers as potential sources of ferry riders.

**Woodbridge Strategies**

- Expand the redevelopment plan for Keasbey as an industrial center.
- Evaluate the long-term potential for a commercial, mixed-use center closer to the Raritan.
- Continue environmental clean up and restoration.
- Coordinate land use approvals with Edison on that portion of the Raritan River Seaport that is in Woodbridge.

**Edison Strategies**

- Pursue acquisition of key areas along the River as identified in the Open Space Acquisition Plan.
- Complete the three-mile pedestrian loop.
- Implement the Raritan River Seaport Master Plan that addresses economic development and environmental preservation/restoration, including:
  - Wetlands restoration.
  - Public access and recreational use.
  - Boardwalk and roadway improvements.
  - Development of commercial/residential areas.
  - Public parking.

** Coordinate a comprehensive ferry strategy with Gateway District municipalities.**
** Assess the feasibility of the County-proposed Trans-Raritan Bridge between Edison and Sayreville.**
** Support landfill closure plans and incorporate into public open spaces linked to the Greenway.**
** Highlight natural resources as tourism assets.**
** Maintain a blend of natural and urban river edges.**
** Coordinate with the South River and Up River Districts**
- Marine seaport education center.
- Environmental education center.
- Public marina.

**Sayreville Strategies**

- Conduct a detailed feasibility study for a marina on the Washington Canal, including transient docking and fueling facilities.
- Implement the recently adopted River Road Redevelopment Plan that mixes commercial and residential uses.
- Complete the docking, boat ramps, park and picnic facilities at River Road Park.
- Continue to facilitate environmental cleanup and long-term redevelopment at the National Lead site.
- Evaluate a combination of employment uses within the National Lead Waterfront Redevelopment area.
- Incorporate the public and institutional facilities to develop a coherent community plan.

**The South River District**

The particular characteristic of this District is that it is a "side trip" from the Raritan, via the Washington Canal and the natural South River. The Borough of South River was a traditional River Town that once sent its products to the world via the Raritan. The District’s visibility is limited, and its potential ability to attract boaters is to “turn” them south, once they have reached the River Bend District. East Brunswick has fewer opportunities due to its low-lying topography, landfill and wetland areas.

This District’s challenge is to position itself as a "unique" destination. That requires advertising and way finding, as well as aggressive redevelopment of waterfront areas.

Figure 31 depicts the South River District of the Raritan Riverfront Plan Concept. (See Figure 28 for Legend.)

**District Coordination Strategies**

Within the South River District, South River and East Brunswick should pursue the following District Strategies:

- Actively participate in the regional marketing program.
- Implement their portions of the regional Greenway/Riverwalk along the Raritan and South River.
- Assess South River and Washington Canal depths to determine if dredging is needed, making it more attractive to the full range of boat users.

**South River Borough Strategies**

- Prepare a detailed downtown waterfront master plan to identify specific attractions; build on the historic assets.
- Develop a more direct landside/waterside access to downtown.
- Include mixed uses to broaden the Borough’s market appeal such as residential and bed and breakfast lodging facilities.
- Incorporate the South River Boat Club and other private Riverfront activities to increase the draw.
- Continue to explore Riverfront acquisition from downtown to Edward A. Grekowski Park to offer more diverse options.
- Develop a local festival or event linked to the Borough’s Riverfront/industrial history.
- Provide boat ramps at all Borough existing and future parks.
- Develop a long-term flood protection strategy in concert with the U.S. Army Corps of Engineers.
East Brunswick Strategies
- Coordinate with the MCUA regarding long-term potential for the closure of the Edgeboro landfill.
- Evaluate the waterfront development and marina potential for the property where the Raritan meets Lawrence Brook (site of the abandoned Staten Island Ferry).

Up River District
The Up River District may have the greatest opportunities of all the Districts on the Raritan River. Both New Brunswick and Highland Park have excellent downtowns with a variety of potential destinations for boaters. Historically, due to physical constraints, such as highways, topographic changes and residential patterns, the downtowns are not very accessible from the River. The NJDOT pedestrian bridge unlocks new opportunities to link the River with downtown New Brunswick. Rutgers University has unique opportunities due to its high population and multiple campuses on both sides of the River. In the past, the university had a more direct, active relationship to the River.

This District’s challenge is to provide waterside access to unlock the potential from existing land uses.

Figure 32 depicts the Up River District of the Raritan Riverfront Plan Concept. (See Figure 28 for Legend.)

District Coordination Strategies
Within the Up River District, Highland Park and New Brunswick should, in conjunction with Rutgers University, pursue the following District Strategies:
- Actively participate in the regional marketing program.
- Implement its portions of the regional Greenway/Riverwalk along the Raritan.
- Discuss a major water-oriented festival event between New Brunswick and Highland Park.
- Facilitate synergies between New Brunswick and Highland Park downtowns.
- Support the concept of New Brunswick Landing as the catalyst for Up River destinations.
- Mark the channel with navigation aids.
- Agree on a “No-Wake” zone.
- Engage Rutgers in a partnership discussion on the boathouse relocation; recreational boating (re-institute Rutgers’ fleet); and water taxi for moving students, visitors and residents for transportation and special events, such as football games.

Highland Park Strategies
- Extend public ownership between Donaldson’s Park and Red’s Marina and east to the former landfill site. Connect public lands as a Bike/Pedestrian Greenway Link.
- Consider a small dock at the former Red’s Marina for canoeing and kayaking, along with limited support commercial uses – rentals (i.e., bicycles, rollerblades, canoes, kayaks), sundries and a grill; improve roadway access to the site and consider environmentally sensitive parking (i.e., pervious surface, pavers).
- Evaluate the potential for a dock (for non-motorized boats) just west of the Albany Street Bridge, either at the Native Plant Reserve or Johnson Park; link to downtown activities.

New Brunswick Strategies
- Work with the County or MCIA to create New Brunswick Landing, by locating a modular floating dock to provide access to the George Street restaurant and entertainment area.
- Support access to downtown by providing streetscape and directional signage from the floating dock to George Street.
- Evaluate the redevelopment potential of the abandoned police station site as a Riverfront mixed-use activity center.
- Coordinate future improvements to Boyd Park and the D&R Canal to support New Brunswick Landing, incorporating historic elements.
- Provide security measures for New Brunswick Landing.
FOCUS PROJECTS

As a means of activating the Plan Concept, a series of focus projects is presented for the Gateway, River Bend and Up River Districts. The first two projects have been previously proposed, and the final project is a completely new proposal for New Brunswick. The intent is to demonstrate how these projects are linked, creating critical mass near the mouth of the River, advancing boaters into the middle stretch of the River to a major regional destination, and finally attracting boaters all the way Up River to the downtowns for Highland Park and New Brunswick. These three focus projects are shown in Figure 33.

SOUTH AMBOY WATERFRONT

The South Amboy waterfront is undergoing a broad scale redevelopment program. When completed, the waterfront, in concert with downtown revitalization, will become a major destination. After boaters and visitors come to South Amboy, they will be directed to the attractions Up River, as part of the regional Raritan marketing program.

Project Goals

The goals of the waterfront plans are:

- To maximize public use of the waterfront through unobstructed public access and dedication of open space areas.
- To develop the waterfront area in a manner which respects the environmental features of the site.
- To maximize the scenic vistas of the Raritan Bay.
- To provide an appropriate location for a restaurant, marina/boat club and associated uses.
- To develop the comprehensive, mixed use waterfront project, which will assist in revitalizing the City’s Central Business District.
- To attempt to integrate this project as part of an overall Bayshore development effort extending south to the Highlands in Monmouth County in a manner consistent with regional planning objectives.

Plan Components

The waterfront is planned as a mixed-use development that promotes water-related uses. The project provides for a variety of residential housing types, including senior housing, recreation and business support facilities, while preserving substantial open space. A marina associated with a South Amboy boat club, restaurant, public walkway, fishing pier, and public boat launch are integral parts of the plan. In addition, areas are reserved for community facilities, including a school, library, firehouse, recreational fields and facilities and passive open space.

Potential uses could include a major parking garage, an office complex, shopping areas, and retail/entertainment uses.

The waterfront plan has been developed to complement the anticipated future industrial development of underutilized lands to the north.
Figure 33: Focus Projects
The envisioned transportation hub, combining a permanent ferry facility to provide continued service to Lower Manhattan, an upgraded NJT train station and bus depot, and long-term commuter parking facilities is being developed. This intermodal facility will provide efficient regional public transportation to New York and points north while affording direct access to Lower Main Street and the City's downtown commercial district.

The following plans and illustrations provide a composite of the plans for the South Amboy waterfront.
RARITAN RIVER SEAPORT

The vision of the Raritan River Seaport is an ambitious endeavor. The Seaport project represents a substantial contribution to the Mayor’s and the Township’s aggressive efforts. These include efforts to acquire and preserve its remaining open space parcels, to open a significant portion of the Riverfront to the public for both passive and active recreational uses, and to incorporate a compatible village concept as a mixed use destination for regional boaters and visitors. The plan is organized to promote environmental preservation, restoration, management and education, and also to provide economic development opportunities. The overall plan can be seen in Figure 34.

Project Components

- Wetlands Restoration – The plan has an ongoing restoration program that includes tidal and freshwater wetlands. A future project would restore nearly 1,000 acres of tidal and freshwater wetlands. This phase of the project would be possible by removal of the ride gate.
- Public Access and Recreational Use – This component of the plan would include public access for kayak/canoe use, public boardwalk, crabbing/fishing, a fitness/nature trail, and bird watching. This component also features a proposed historical restoration of a portion of the Raritan Arsenal, including bunker/magazine storage buildings with interactive displays showing the arsenal history, films and demonstrations.
- Boardwalk and Waterfront Development – This component would include 40,000 square feet of restaurants and retail stores as the first anchor, with an eventual total of 405,000 square feet of commercial space (400 retail stores and restaurants) and 130 residential uses. There would be the restoration of an existing pier and the construction of a public boat launch, trailer parking area, transient slips, gas dock and ferry slip to New York City (Port Authority of New York and New Jersey).
- Environmental Education – Two environmental education centers are proposed for the Raritan River Seaport. The first is a Marine Science Education Center for the study of saltwater marine environments. The facility would provide educational opportunities for the public and would include resources and facilities for public access. The Environmental Education Center facility is proposed to provide public environmental education with emphasis on freshwater/saltwater species – flora/fauna/wetlands.
- Public Parking – The initial parking potential is for 450 spaces, plus the 450 spaces within the area of the fully developed retail stores (Phases 3 and 4), for a total of 900 spaces. As demand increases with the full build-out of the Raritan River Seaport, upgrading to a parking garage will satisfy full build-out potential – 2,500 spaces/five floors.
- Public Marina – The last phase would include the construction of a 234-slip public marina encompassing floating docks and associated amenities.

The following plans and illustrations reveal the potential draw that the Raritan River Seaport could have as a regional attraction for boaters and visitors. It is a critical transitional project to continue the movement of regional boaters Up River.
Figure 34: Raritan River Seaport
NEW BRUNSWICK LANDING

Downtown New Brunswick is a primary commercial, entertainment, cultural, and educational focal point of the Up River District. Its renaissance as an urban center is strengthened by new infill housing and mixed-use developments along Route 18. As the home of many noted restaurants, entertainment and live theater, the downtown, given its clear, direct access to the River, has the potential to become a popular destination for recreational boaters.

However, downtown is separated from the Raritan by Route 18, Boyd Park and the D&R Canal. Proposed improvements to Route 18, including a new pedestrian overpass connecting the former police station site to downtown via Richmond Street, offer new and exciting prospects to link the River and downtown.

The intent of New Brunswick Landing is to establish an occasional docking area for boaters along the D&R Canal towpath and provide direct pedestrian access to downtown. A floating dock was selected due to the tidal changes in the River. The dock is modular in design, with 24 slips initially, providing space for boats up to 35 feet long. End berths may accommodate boats up to 55 feet long. The modular design also gives flexibility if slip demand increases.

The linear configuration does not interfere with other boat traffic in the channel, and it would be connected to the towpath only by existing footbridges in two locations, minimizing effects to the towpath’s integrity. Furthermore, the dock would be designed in a way that preserves and enhances the historical significance of the D&R Canal towpath. The accompanying illustrations depict features of this type of docking facility.

Several other possible dock sites, including locations in Johnson Park, Donaldson Park and the City Dock site adjacent to Rutgers boathouse, were considered as part of an alternatives analysis conducted for site selection.
Figure 35 illustrates the five-minute walk zone. Note that a five-minute walk brings boaters to George Street, downtown’s principal commercial center. In Figure 36, the restaurant, entertainment and theater concentration is highlighted, and a number of interesting routes connect the Landing to the center.

The benefits of the dock’s location are that it:

- Provides modular docking capabilities at the River’s edge.
- Connects to the towpath where the existing footbridge crosses the canal.
- Is adjacent to the potential redevelopment site of the former police station.
- Links directly with the new Route 18 pedestrian overpass at Richmond Street.
- Provides a comfortable five- to seven-minute walk into the heart of downtown’s restaurant and theater district.
- Creates a new source of downtown patrons.
- Creates a new visible indicator to boaters of the Up River area’s navigability.
FUNDING ALTERNATIVES

There are numerous federal, state, county and local funding programs in addition to federal and state tax programs that municipalities, the County, and the MCIA can seek to support waterfront development, redevelopment, brownfields and environmental restoration projects. Federal funding includes programs administered by the U.S. Economic Development Administration (USEDA), the U.S. Environmental Protection Agency (USEPA), the Federal Housing Finance Board, Housing and Urban Development (HUD), and the U.S. Department of Transportation (USDOT). The major sources of state grants/loans for development include the New Jersey Economic Development Authority (NJEDA), the NJDEP, the New Jersey Division of Housing and Community Resources, the New Jersey Redevelopment Authority (NJRA) and the NJDOT.

Other funding mechanisms may include general obligation bonds and project financing.

FUNDING FOR RECREATIONAL NAVIGATION

One particular source of funding that had been identified previously to support recreational navigation of the Raritan River is the NJDEP Green Acres program. The NJDEP Green Acres program offers various funding programs for park development that are available to municipalities and non-profit organizations. Park development is considered anything that supports outdoor recreation including boating. Additional provisions of NJDEP Green Acres funding requires that park facilities must not be exclusive and should allow for public use.

Funding is in the form of a 50% matching grant with typical awards up to $1 million dollars. The NJDEP Green Acres program has two rounds of funding in April and October of each year. Deadlines for the April and October funding rounds are respectively February 15th and August 15th of each year. Also, in-kind services, including preliminary planning and engineering, may be credited towards any matching requirements that are necessary.

FUNDING FOR RESTORATION/COMMERCIAL NAVIGATION

For projects related to improving commercial navigation of the Raritan River, funding may be available through the U.S. Army Corps of Engineers Continuing Authorities Program as part of the River coincides with a past-authorized federal project. Specifically, the U.S. Army Corps of Engineers has indicated that any dredging that is required to improve commercial navigation could fall within Section 1135, Project Modifications for Improvements to the Environment. Work under Section 1135 “provides for ecosystem restoration through modifications to Corps structures or operation of Corps structures or implementation of restoration features when the construction of a Corps project has contributed to degradation of the quality of the environment.”

Section 1135 is usually given a higher funding priority than other sections under the U.S. Army Corps of Engineers Continuing Authority Program. In the event that funding is approved, the U.S. Army Corps of Engineers would provide 100 percent funding for a Reconnaissance Study and 50 percent funding for a Feasibility Study that are both required by the U.S. Army Corps of Engineers. Also, up to 25 percent of in-kind work by the local sponsor, which can be used in these studies, may be applied toward the 50 percent local sponsor share for the Feasibility Study. Finally, Section 1135 would have a 75 percent: 25 percent Federal: Non-Federal Cost Share for implementation costs.

Implementation costs generally include pre-construction engineering and design as well as construction. Operation and maintenance costs would be a local responsibility. Also, costs associated with the value of the lands, easements, right-of-way, relocations, and disposal may be applied toward the 25 percent Non-Federal Cost Share. There is a $5 million Federal Project Limit for Section 1135 and the Annual Program for this section is set at $25 million.

REDEVELOPMENT LAWS

Municipal governments have had to become creative and knowledgeable about the powers and financial incentives that are available to them to aggressively pursue the redevelopment of their communities.

The 1992 Local Redevelopment and Housing Law (N.J.S.A. 40A:12A et seq.) consolidated the previously confusing array of redevelopment legislation into one simple law. The powers of local governments to pursue redevelopment are clear. Redevelopment activities may be undertaken in designated areas that include any or all of the following conditions:

- Substandard, unsafe, unsanitary, dilapidated, obsolescent buildings.
- Discontinued buildings previously used for commercial manufacturing or industrial purposes, which have fallen into disrepair or are otherwise uninhabitable.
Municipality owned land or unimproved vacant land or land otherwise owned by a municipality, county, local housing authority, redevelopment agency, or redevelopment entity which, by reason of its location, remoteness, lack of means of access to developed sections or portions of the municipality or other similar factors, is not likely to be developed through the instrumentality of private capital.

Areas with buildings, which are dilapidated, obsolescent, overcrowded, or other similar factors such as obsolete layout that make the area detrimental to the safety, health, morals or welfare of the community.

Growing or total lack of proper utilization of areas caused by title or ownership problems resulting in stagnant or unproductive conditions to the land.

Areas in excess of 5 contiguous acres whereon the buildings have been destroyed, demolished, or altered by storm, fire, cyclone, tornado, earthquake or other casualty in such a way that the aggregate assessed valuation of the area has been materially depreciated.

Land located in an urban enterprise zone.

Redevelopment Area Bond Financing Law
In March 2002, the Redevelopment Area Bond Financing Law (RABFL) and Revenue Allocation Distribution Financing Act (RADFA) were enacted to further the financial flexibility with which localities could foster redevelopment. The Redevelopment Area Bond Financing Law applies to all redevelopment areas or areas in need of redevelopment under the Local Redevelopment and Housing Law. This law permits municipalities to grant tax exemptions/abatements to developers and to pledge the Payment In Lieu of Taxes (PILOT) to the repayment of the bonds. The municipality may issue the bonds or apply to the NJEDA, the NJRA or other state agencies with the capability of incurring debt and issuing bonds.

Revenue Allocation Act
The Revenue Allocation Act allows a municipality to pledge the increase in taxes resulting from a redevelopment project to the repayment of bonds issued to finance the project, otherwise known as tax incremental financing or “TIF”. The Revenue Allocation Act also permits a municipality to create a revenue allocation district which may consist of all lots and streets in an area, not to exceed 15 percent of the total taxable property assessed in the municipality (which may be increased to 20 percent with board approval) as part of a redevelopment plan approved by the governing body. In essence, this act provides an alternate means to finance redevelopment as it allows the municipality to capture other sources of revenue besides property taxes such as incremental revenue from payroll or wage taxes, lease payments, parking taxes admissions and sales taxes, grants subsidies, and contributions within the District.

Other Sources of Funding
Information regarding these and other funding programs is based on the Guide Book to Federal, State and Local Financing Programs for Brownfields and Economic Development compiled by the MCIA in November 1999. Other agencies were previously contacted during the Raritan River Sediment Characterization Study process (report issued in March 2003). The list of potential funding agencies and programs that are available as they relate to various types of projects is found in Appendix C.
REFERENCES

All of the original documents in this list of references are on file at the Middlesex County Improvement Authority’s office in Cranbury, New Jersey.

Middlesex County:

Woodbridge:
- Department of Planning and Development. “Port Reading/Keasbey Redevelopment Plan”, Woodbridge Township, New Jersey, July 1996.
- One (1) township property at part of Lot 3 in Block 41-C.
- One (1) official zoning map.
- One (1) location survey – Tenneco Chemical.
- One (1) location survey – All Chemical Transport.
- One (1) as-built plan – Ron Paul Equities Corporation, Block 51, Lots 3 & 5 and also Block 75, Lot 1.
- Two (2) topographic/aerial plans.
- One (1) Riparian Lands and conveyances on the Raritan River in Keasbey and Sayreville, Sheet Nos. 134 and 135.
- One (1) Minor Subdivision Plan A, B – New Jersey Distribution Center, Sheet Nos. C-3B and C-3C.
- One (1) topographic map, Sheet Nos. C-15, and D-15.
- Tax map Sheet Nos. 1, 2, 4, 129 and 130.

South Amboy:
- Joseph Jingoli & Sons, Inc. “South Amboy Waterfront Redevelopment Project”.
AJV Engineering, Inc. “Southern Waterfront Redevelopment Plan - City of South Amboy”, Middlesex County, New Jersey April 2000.


East Brunswick:
- Coastal Environmental Services, Inc. “Natural Resource Inventory for Township of East Brunswick”, Middlesex County, New Jersey, April 1996.

South River:
- USACE South River, Raritan River Basin Hurricane & Storm Damage Reduction and Ecosystem Restoration Draft Integrated Feasibility Report & Environmental Impact Statement – April 2002 – Executive Summary; Pertinent Data; Table of Contents.

New Brunswick:

Sayreville:
- CME Associates. “Concept Sketch for Washington’s Canal Marina”.

Perth Amboy:
RARITAN RIVERFRONT STRATEGY PLAN

APPENDIX A-3


Edison:


Highland Park:


Miscellaneous:

- Staten Island & Middlesex County To Manhattan Ferry Service Assessment by the Port Authority of New York and New Jersey – August 1996.
- Outline of Redevelopment Agreement Between Municipality and Redeveloper by McManimon & Scotland, L.L.C. for NJEDA.
- New Jersey League of Municipalities Outline of Redevelopment Provisions by McManimon & Scotland, L.L.C. for NJEDA.
APPENDIX B

KNOWN CONTAMINATED SITES
### KNOWN CONTAMINATED SITES - MIDDLESEX COUNTY

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>CITY</th>
<th>COUNTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>SUNOCO SERVICE STATION EAST BRUNSWICK</td>
<td>238 RTE 18</td>
<td>EAST BRUNSWICK TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>MEINEKE MUFFLER</td>
<td>277 RTE 18</td>
<td>EAST BRUNSWICK TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>EDGEBORO SANITARY LANDFILL</td>
<td>39 EDGEBORO RD</td>
<td>EAST BRUNSWICK TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>MOBIL SERVICE STATION EAST BRUNSWICK</td>
<td>296 RTE 18 E</td>
<td>EAST BRUNSWICK TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>RUTGERS EXPRESS INCORPORATED</td>
<td>6 CONNERTY CT</td>
<td>EAST BRUNSWICK TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>RELIABLE HIGHWAY FURNITURE</td>
<td>260 RTE 18</td>
<td>EAST BRUNSWICK TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>GULF SERVICE STATION EAST BRUNSWICK TWP</td>
<td>229 RTE 18</td>
<td>EAST BRUNSWICK TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>SUNOCO SERVICE STATION EDISON TOWNSHIP</td>
<td>1808 WOODBRIDGE AVE</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>TWIN COUNTY GROCERS INCORPORATED</td>
<td>145 TALMADGE RD</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>OPEN ROAD HONDA</td>
<td>50 RTE 1</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>RIVERVIEW AT EDISON</td>
<td>78 FOX RD</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>BRADLEES DISTRIBUTION CENTER</td>
<td>10 CLEARVIEW ST</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>KRAUZERS FOOD STORE</td>
<td>2279 WOODBRIDGE RD</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>TRANSAMERICA LEASING INCORPORATED</td>
<td>2350 WOODBRIDGE AVE</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>180 FIELDCREST AVENUE</td>
<td>160 FIELDCREST AVE</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>KARITAN CENTER</td>
<td>104 SUNFIELD AVE</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>13 BEECH LANE</td>
<td>18 BEECH LN</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>GRAPHIC EQUIPMENT COMPANY</td>
<td>35 WEBSTER AVE</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>SUNOCO SERVICE STATION HIGHLAND PARK</td>
<td>148 RARITAN AVE</td>
<td>HIGHLAND PARK BOROUGH</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>234 SOUTH 10TH AVENUE</td>
<td>234 SOUTH 10TH AVE</td>
<td>HIGHLAND PARK BOROUGH</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>HIGHLAND PARK BOROUGH LANDFILL</td>
<td>VALENTINE &amp; DONALDSON STS</td>
<td>HIGHLAND PARK BOROUGH</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>21 NORTH 8TH STREET</td>
<td>41 NORTH 8TH ST</td>
<td>HIGHLAND PARK BOROUGH</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>ACME MOTORS INCORPORATED</td>
<td>211 WOODBRIDGE AVE</td>
<td>HIGHLAND PARK BOROUGH</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>ORCHARD GARDENS APARTMENTS</td>
<td>277 SOUTH 11TH ST</td>
<td>HIGHLAND PARK BOROUGH</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>NAME</td>
<td>ADDRESS</td>
<td>CITY</td>
<td>COUNTY</td>
</tr>
<tr>
<td>------</td>
<td>---------</td>
<td>------</td>
<td>--------</td>
</tr>
<tr>
<td>25 132 NORTH 7TH AVENUE</td>
<td>132 NORTH 7TH AVE</td>
<td>HIGHLAND PARK BOROUGH</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>26 102 NORTH 3RD AVENUE</td>
<td>102 N 3RD AVE</td>
<td>HIGHLAND PARK BOROUGH</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>27 MIDLAND ROSS CORPORATION</td>
<td>CLEVELAND AVE</td>
<td>HIGHLAND PARK BOROUGH</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>28 RACEWAY PETROLEUM</td>
<td>60 RTE 27</td>
<td>HIGHLAND PARK BOROUGH</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>29 GRC MANAGEMENT</td>
<td>96 BAYARD AVE</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>30 NJ BELL TELEPHONE NEW BRUNSWICK CITY</td>
<td>18 TO 26 PATERSON ST</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>31 AT&amp;T TECHNOLOGIES INCORPORATED</td>
<td>156 SANDFORD ST</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>32 EXXON SERVICE STATION NEW BRUNSWICK CITY</td>
<td>RTES 1 &amp; 18</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>33 IMPCO DOOR CORPORATION</td>
<td>300 BALDWIN ST</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>34 SAINT ALBANS EPISCOPAL CHURCH</td>
<td>148 LEE AVE</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>35 19 DENNIS STREET</td>
<td>19 DENNIS ST</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>36 MIDDLESEX COUNTY ADMINISTRATION BUILDING</td>
<td>1 JOHN F KENNEDY SQ</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>37 PSE&amp;G NEW BRUNSWICK DIVISION</td>
<td>268 BALDWIN ST</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>38 46 BAYARD STREET</td>
<td>46 BAYARD ST</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>39 GETTY SERVICE STATION NEW BRUNSWICK CITY</td>
<td>282 GEORGE &amp; MORRIS STS</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>40 SUNOCO SERVICE STATION NEW BRUNSWICK</td>
<td>165 GEORGE ST &amp; COMMERCIAL AVE</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>41 HANDY MOTORS</td>
<td>321 HANDY ST</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>42 HAML CORPORATION</td>
<td>333 HANDY ST</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>43 GARDNER SAGE LIBRARY</td>
<td>21 SEMINARY PL</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>44 158 SOMERSET STREET</td>
<td>158 SOMERSET ST</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>45 160 SOMERSET STREET</td>
<td>160 SOMERSET ST</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>46 RUTGERS UNIVERSITY</td>
<td>144 COLLEGE AVE (BLDG 3133)</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>47 CLINICAL ACADEMIC BUILDING</td>
<td>135 PATERSON ST</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>48 NJ BLOOD SERVICE</td>
<td>187 NEW ST</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>49 NEW RIVER WATCH COMMONS</td>
<td>BURNET &amp; RICHMOND STS</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>50 NEW BRUNSWICK CITY POLICE DEPARTMENT</td>
<td>225 MEMORIAL PWY</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>51 EXXON SERVICE STATION NEW BRUNSWICK CITY</td>
<td>80 MEMORIAL PWY</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>52 RARITAN GARDEN APARTMENTS</td>
<td>CHESTER CIR</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>53 RUTGERS UNIVERSITY DEANS HOUSE</td>
<td>23 NICHOL AVE</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>54 NJ TURNPIKE AUTH ADMINISTRATION BUILDING</td>
<td>NJ TPK E MM 83.4</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>NAME</td>
<td>ADDRESS</td>
<td>CITY</td>
<td>COUNTY</td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>----------------------------------------------</td>
<td>------------------------</td>
<td>-----------</td>
</tr>
<tr>
<td>NEW BRUNSWICK COAL GAS (PSE&amp;G)</td>
<td>RARITAN &amp; NEILSON AVES</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>LESLIES USED CARS</td>
<td>SANFORD ST</td>
<td>NEW BRUNSWICK CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>DUANE MARINE</td>
<td>26 WASHINGTON ST</td>
<td>PERTH AMBOY CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>SHELL SERVICE STATION PERTH AMBOY CITY</td>
<td>567 NEW BRUNSWICK AVE &amp; RTE 35</td>
<td>PERTH AMBOY CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>AMOCO SERVICE STATION PERTH AMBOY CITY</td>
<td>640 AMBOY AVE</td>
<td>PERTH AMBOY CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>TEXACO SERVICE STATION PERTH AMBOY CITY</td>
<td>ALBERT AVE &amp; KROCKMOLLY ST</td>
<td>PERTH AMBOY CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>MERIT SERVICE STATION PERTH AMBOY CITY</td>
<td>679 CONVERY BLVD</td>
<td>PERTH AMBOY CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>MENDEZ DAIRY</td>
<td>452 FAYETTE ST</td>
<td>PERTH AMBOY CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>MOBIL SERVICE STATION PERTH AMBOY CITY</td>
<td>550 SMITH ST</td>
<td>PERTH AMBOY CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>MIDDLESEX COUNTY GARAGE</td>
<td>277 BERTRAND AVE</td>
<td>PERTH AMBOY CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>VANTAGE MOTORS</td>
<td>442 SMITH ST</td>
<td>PERTH AMBOY CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>SERVICE STATION PERTH AMBOY CITY</td>
<td>CONVERY &amp; BRACE AVE</td>
<td>PERTH AMBOY CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>143 TO 145 SMITH INCORPORATED</td>
<td>143 TO 145 SMITH ST</td>
<td>PERTH AMBOY CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>JV AUTO REPAIRS</td>
<td>284 MARKET ST</td>
<td>PERTH AMBOY CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>ALPINE SERVICE CENTER</td>
<td>674 AMBOY AVE</td>
<td>PERTH AMBOY CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>RUTGERS UNIVERSITY BUELL BROOK</td>
<td>AVENUE E</td>
<td>PISCATAWAY TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>RUTGERS UNIVERSITY BUSCH CAMPUS GARAGE</td>
<td>DAVIDSON RD</td>
<td>PISCATAWAY TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>RUTGERS UNIVERSITY ENGINEERING DEPT</td>
<td>BRETT RD (C WING ENG BLDG BUSH CAMPUS)</td>
<td>PISCATAWAY TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>SAYREVILLE WATER DEPT WELLFIELD CONTAM</td>
<td>BORDENTOWN AVE</td>
<td>SAYREVILLE BOROUGH</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>SAYREVILLE FIRST AID SQUAD</td>
<td>VETERANS DR</td>
<td>SAYREVILLE BOROUGH</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>SAYREVILLE SENIOR CITIZEN CENTER</td>
<td>423 MAIN ST</td>
<td>SAYREVILLE BOROUGH</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>SAYREVILLE BOROUGH PUBLIC WORKS GARAGE</td>
<td>VETERANS DR</td>
<td>SAYREVILLE BOROUGH</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>AMOCO SERVICE STATION SAYREVILLE BOROUGH</td>
<td>RTE ES 9 &amp; 35 SOUTHBOUND</td>
<td>SAYREVILLE BOROUGH</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>MIDDLESEX COUNTY UTILITIES AUTHORITY</td>
<td>CHEVALIER AVE</td>
<td>SAYREVILLE BOROUGH</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>AL MAR US SUPPLIERS INCORPORATED</td>
<td>1788 RTE 35</td>
<td>SAYREVILLE BOROUGH</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>NJ STEEL CORPORATION</td>
<td>CROSSMAN RD N</td>
<td>SAYREVILLE BOROUGH</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>GARDEN STATE PARKWAY CHEESEQUAKE SA</td>
<td>GS PWY MM 124</td>
<td>SAYREVILLE BOROUGH</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>NJ DEPT OF TRANSPORATION SAYREVILLE BORO</td>
<td>RTE 9</td>
<td>SAYREVILLE BOROUGH</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>SAYREVILLE SEWAGE TREATMENT PLANT</td>
<td>CROSSMAN RD N</td>
<td>SAYREVILLE BOROUGH</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>NJ TRANSIT RAIL OPERATION</td>
<td>MAIN &amp; AUGUSTA STS</td>
<td>SOUTH AMBOY CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>NAME</td>
<td>ADDRESS</td>
<td>CITY</td>
<td>COUNTY</td>
</tr>
<tr>
<td>-------------------------------------------</td>
<td>----------------------------------</td>
<td>--------------------</td>
<td>--------------</td>
</tr>
<tr>
<td>85 SUNOCO SERVICE STATION</td>
<td>RTES 9 &amp; 35</td>
<td>SOUTH AMBOY CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>86 241 RARITAN STREET</td>
<td>241 RARITAN ST</td>
<td>SOUTH AMBOY CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>87 SOUTH AMBOY COAL GAS (PSE&amp;G)</td>
<td>GEORGE &amp; FELTUS STS</td>
<td>SOUTH AMBOY CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>88 NJ TRANSIT SOUTH AMBOY</td>
<td>RTE 9</td>
<td>SOUTH AMBOY CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>89 NJ TRANSIT SOUTH AMBOY</td>
<td>MAIN ST</td>
<td>SOUTH AMBOY CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>90 SOUTH BRUNSWICK BOARD OF EDUCATION</td>
<td>4 EXECUTIVE DR</td>
<td>SOUTH BRUNSWICK TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>91 OCEAN FUEL CORPORATION</td>
<td>HWY 130 / FRESH PONDS AVE</td>
<td>SOUTH BRUNSWICK TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>92 154 ELLIOT PLACE</td>
<td>154 ELLIOT PL</td>
<td>SOUTH PLAINFIELD BOROUGH</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>93 STEVES AUTOMOTIVE</td>
<td>67 WATER ST</td>
<td>SOUTH RIVER BOROUGH</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>94 PROFESSIONAL CHEMICALS INCORPORATED</td>
<td>BROWNS LN</td>
<td>SOUTH RIVER BOROUGH</td>
<td>MIDDLESEX</td>
</tr>
</tbody>
</table>

**KNOWN CONTAMINATED SITES - MIDDLESEX COUNTY**

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>CITY</th>
<th>COUNTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>85 SUNOCO SERVICE STATION</td>
<td>RTES 9 &amp; 35</td>
<td>SOUTH AMBOY CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>86 241 RARITAN STREET</td>
<td>241 RARITAN ST</td>
<td>SOUTH AMBOY CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>87 SOUTH AMBOY COAL GAS (PSE&amp;G)</td>
<td>GEORGE &amp; FELTUS STS</td>
<td>SOUTH AMBOY CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>88 NJ DOT EDISON BRIDGE PROJECT</td>
<td>RTE 9</td>
<td>SOUTH AMBOY CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>89 NJ TRANSIT SOUTH AMBOY</td>
<td>MAIN ST</td>
<td>SOUTH AMBOY CITY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>90 SOUTH BRUNSWICK BOARD OF EDUCATION</td>
<td>4 EXECUTIVE DR</td>
<td>SOUTH BRUNSWICK TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>91 OCEAN FUEL CORPORATION</td>
<td>HWY 130 / FRESH PONDS AVE</td>
<td>SOUTH BRUNSWICK TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>92 154 ELLIOT PLACE</td>
<td>154 ELLIOT PL</td>
<td>SOUTH PLAINFIELD BOROUGH</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>93 STEVES AUTOMOTIVE</td>
<td>67 WATER ST</td>
<td>SOUTH RIVER BOROUGH</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>94 PROFESSIONAL CHEMICALS INCORPORATED</td>
<td>BROWNS LN</td>
<td>SOUTH RIVER BOROUGH</td>
<td>MIDDLESEX</td>
</tr>
</tbody>
</table>

**KNOWN CONTAMINATED SITES - WOODBRIDGE**

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>CITY</th>
<th>COUNTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 ASHLAND CHEMICAL COMPANY</td>
<td>MEADOW RD</td>
<td>WOODBRIDGE TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>2 STANDARD OIL COMPANY</td>
<td>CROWS MILL RD</td>
<td>WOODBRIDGE TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>3 NUODEX INCORPORATED</td>
<td>INDUSTRIAL HWY</td>
<td>WOODBRIDGE TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>4 HATCO CHEMICAL CORPORATION</td>
<td>KING GEORGES POST RD</td>
<td>WOODBRIDGE TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>5 SHERWIN WILLIAMS COMPANY</td>
<td>INDUSTRIAL HWY</td>
<td>WOODBRIDGE TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>6 HATZEL &amp; BUEHLER INCORPORATED</td>
<td>175 WILLIAM ST</td>
<td>WOODBRIDGE TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>7 PRAXAIR INCORPORATED</td>
<td>INDUSTRIAL HWY</td>
<td>WOODBRIDGE TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>8 PSE&amp;G SUBSTATION WOODBRIDGE TOWNSHIP</td>
<td>FLORIDA GROVE RD</td>
<td>WOODBRIDGE TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>9 PMC SPECIALTIES</td>
<td>INDUSTRIAL HWY</td>
<td>WOODBRIDGE TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>10 L J &amp; M LAPLACE CHEMICAL COMPANY</td>
<td>3 PATROL RD</td>
<td>WOODBRIDGE TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
</tbody>
</table>

APPENDIX B-4
### KNOWN CONTAMINATED SITES - SAYREVILLE

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>CITY</th>
<th>COUNTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 ETHYL CORPORATION</td>
<td>880 MAIN ST</td>
<td>SAYREVILLE</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>2 QUIGLEY COMPANY INCORPORATED</td>
<td>BORDENTOWN AVE</td>
<td>SAYREVILLE</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>3 ESSEX CHEMICAL CORPORATION</td>
<td>1 CROSSMAN RD S</td>
<td>SAYREVILLE</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>4 JCP&amp;L SAYREVILLE GENERATING STATION</td>
<td>RIVER RD</td>
<td>SAYREVILLE</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>5 SAYREVILLE LANDFILL</td>
<td>JERNEES MILL RD</td>
<td>SAYREVILLE</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>6 CELOTEX CORPORATION LANDFILL</td>
<td>JERNEES MILL RD</td>
<td>SAYREVILLE</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>7 HORSESHOE ROAD</td>
<td>HORSESHOE RD</td>
<td>SAYREVILLE</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>8 VIKING TERMINAL COMPANY</td>
<td>JERNEES MILL RD</td>
<td>SAYREVILLE</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>9 COASTAL GROUP</td>
<td>309 MAIN ST</td>
<td>SAYREVILLE</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>10 SUPERIOR AIR PRODUCTS CORPORATION</td>
<td>620 JERNEES MILL RD</td>
<td>SAYREVILLE</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>11 RAILROAD DRUM (FIRST CON HLD CORP)</td>
<td>HORSESHOE RD &amp; RAILROAD TRACKS</td>
<td>SAYREVILLE</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>12 NL INDUSTRIES INC.</td>
<td>100 CHEVALIER AVE</td>
<td>SAYREVILLE</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>13 MORGAN ORDNANCE DEPOT</td>
<td>ERNSTON RD (RTE 35 &amp; CHEESQUAKE RD)</td>
<td>SAYREVILLE</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>14 C I L CORPORATION OF AMERICA</td>
<td>CHEVALIER AVE</td>
<td>SAYREVILLE</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>15 PFIZER INCORPORATED</td>
<td>JERNEES MILL RD</td>
<td>SAYREVILLE</td>
<td>MIDDLESEX</td>
</tr>
</tbody>
</table>

### KNOWN CONTAMINATED SITES - PERTH AMBOY

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>CITY</th>
<th>COUNTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 MORTELL COMPANY (3 G CORP)</td>
<td>144 GRANT ST</td>
<td>PERTH AMBOY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>2 DUANE MARINE (LECARREAUX, ED)</td>
<td>26 WASHINGTON ST</td>
<td>PERTH AMBOY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>3 CELOTEX CORP</td>
<td>MARKET &amp; HERBERT STS</td>
<td>PERTH AMBOY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>4 ROSEBOROUGH PONDS INC PETROLEUM SPECIAL</td>
<td>ROSEBOROUGH PLANT ST</td>
<td>PERTH AMBOY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>5 E L BETH LIMITED (LESMA REALTY INC)</td>
<td>500 HIGH ST</td>
<td>PERTH AMBOY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>6 RARITAN RIVER STEEL CO (URBAN RENEWAL)</td>
<td>225 ELM ST</td>
<td>PERTH AMBOY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>7 E I DUPONT DE NEMOURS &amp; CO (LESMA REALTY)</td>
<td>500 HIGH ST</td>
<td>PERTH AMBOY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>8 R &amp; M AUTO REPAIR</td>
<td>175 NEW BRUNSWICK AVE</td>
<td>PERTH AMBOY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>9 PERTH AMBOY SANITARY LANDFILL</td>
<td>599 FAYETTE ST</td>
<td>PERTH AMBOY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>10 FIVE HUNDRED MARKET ASSOCIATES</td>
<td>500 MARKET ST</td>
<td>PERTH AMBOY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>11 HARRY GOLDBERG &amp; SONS SCRAP METAL</td>
<td>SECOND &amp; LEWIS STS</td>
<td>PERTH AMBOY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>12 ALBELEIN COSMETICS (MCGUIRE RLTY CO AUTO)</td>
<td>233 TO 237 NEW BRUNSWICK AVE</td>
<td>PERTH AMBOY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>13 NAKAR YITZHAK &amp; EVET</td>
<td>143 TO 145 SMITH ST</td>
<td>PERTH AMBOY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>14 SYNCRO MACHINE COMPANY</td>
<td>611 SAYRE AVE</td>
<td>PERTH AMBOY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>15 PERTH AMBOY CITY COAL GAS (ETG)</td>
<td>LINDEN ST &amp; SADOWSKI PKWY</td>
<td>PERTH AMBOY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>16 DRY DOCK CO (NUPPADD CORP)</td>
<td>COMMERCE ST</td>
<td>PERTH AMBOY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>17 RECTOR STREET ASSOCIATES</td>
<td>RECTOR ST</td>
<td>PERTH AMBOY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>18 STATE STREET &amp; VIADUCT AVENUE</td>
<td>STATE ST &amp; VIADUCT AVE</td>
<td>PERTH AMBOY</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>NAME</td>
<td>ADDRESS</td>
<td>CITY</td>
<td>COUNTY</td>
</tr>
<tr>
<td>--------------------------------------------------</td>
<td>--------------------------------</td>
<td>-----------------------------</td>
<td>--------</td>
</tr>
<tr>
<td>EDISON TOWNSHIP MUNICIPAL LANDFILL</td>
<td>MEADOW RD</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>CENTRAL GAS WORKS (PSE&amp;G)</td>
<td>410 SILVER LAKE AVE</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>CARY CHEMICALS INCORPORATED</td>
<td>BLDG 443 RARITAN CTR</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>CENTER REALTY</td>
<td>300 RARITAN CENTER PWY</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>KIN BUC LANDFILL (INMAR ASSOC)</td>
<td>383 MEADOW RD</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>STAUFFER CHEMICAL CORP. (AKZO CHEM INC)</td>
<td>MEADOW RD</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>NUODEX INCORPORATED NIXON FACILITY</td>
<td>40 NIXON LN</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>ILR SANITARY LANDFILL</td>
<td>MILL RD</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>E.L. BETH LIMITED (C.M. BENITEZ)</td>
<td>321 MEADOW RD</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>NJ STATE POLICE EDISON TOWNSHIP</td>
<td>2667 WOODBRIDGE AVE</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>RARITAN CENTER</td>
<td>RARITAN CENTER PWY &amp; WOODBRIDGE AVE</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>EDISON 1ST AID SQUAD</td>
<td>33 LAKEVIEW BLVD</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>EDISON MOVING &amp; STOR (U-HAUL REAL EST CO)</td>
<td>110 RTE 1</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>BRADLEES DISTRIBUTION CENTER</td>
<td>10 CLEARVIEW ST</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>SHOTMEYER OIL &amp; CHEM CORP</td>
<td>2279 WOODBRIDGE RD</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>BAXTER HEALTHCARE CORP (ALLEGIANCE)</td>
<td>100 RARITAN CTR</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>ASHLAND OIL INCORP (HELLER, ISAAC)</td>
<td>200 MILL RD</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>FIELDREST, JH ASSOC</td>
<td>160 FIELDREST CREST AVE</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>FEDERAL STORAGE WAREHOUSE LANDFILL</td>
<td>KING GEORGES POST RD</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>MACY'S RARITAN DISTRIBUTION CENTER</td>
<td>10 CLEARVIEW RD (RARITAN CENTER)</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>KTK STEEL DRUM CORP (RIMBI CORP)</td>
<td>MEADOW RD</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>THOMAS A EDISON COUNTY PARK</td>
<td>MILL RD &amp; 1 PATROL RD</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>J.M. HUBER CORP (HERITAGE INKS INTER)</td>
<td>100 PERSHING AVE</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>PETROLEUM CHEMICAL TECHNOLOGY</td>
<td>455 RARITAN CENTER PWY</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
<tr>
<td>BLUE SPRUCE II</td>
<td>653 RARITAN CENTER PWY</td>
<td>EDISON TOWNSHIP</td>
<td>MIDDLESEX</td>
</tr>
</tbody>
</table>
PROGRAM FUNDING OPTIONS

The following tables provide a listing of many of the funding agencies and programs that are available as they relate to various types of projects.

<table>
<thead>
<tr>
<th>Agency</th>
<th>Program</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>US Department of Defense (DOD)</td>
<td>Army Corps of Engineers Program</td>
<td>Federal</td>
</tr>
<tr>
<td>US Economic Development Administration (EDA)</td>
<td>Economic Adjustment Program</td>
<td>Federal</td>
</tr>
<tr>
<td>US Economic Development Administration (EDA)</td>
<td>Local Technical Assistance Program</td>
<td>Federal</td>
</tr>
<tr>
<td>US Economic Development Administration (EDA)</td>
<td>Planning Program for States and Urban Areas</td>
<td>Federal</td>
</tr>
<tr>
<td>US Economic Development Administration (EDA)</td>
<td>Public Works and Development Facilities Program</td>
<td>Federal</td>
</tr>
<tr>
<td>US Environmental Protection Agency (EPA)</td>
<td>Brownfields Assessment Demonstration Pilot</td>
<td>Federal</td>
</tr>
<tr>
<td>US Environmental Protection Agency (EPA)</td>
<td>Brownfields Cleanup Revolving Loan Fund Pilot</td>
<td>Federal</td>
</tr>
<tr>
<td>US Environmental Protection Agency (EPA)</td>
<td>Superfund Technical Assistance Grant</td>
<td>Federal</td>
</tr>
<tr>
<td>US Environmental Protection Agency (EPA)</td>
<td>Sustainable Development Challenge Grant</td>
<td>Federal</td>
</tr>
<tr>
<td>US Environmental Protection Agency (EPA)</td>
<td>Targeted Brownfields Assessment</td>
<td>Federal</td>
</tr>
<tr>
<td>Federal Housing Finance Board (FHFIB)</td>
<td>Community Investment Cash Advance</td>
<td>Federal</td>
</tr>
<tr>
<td>Federal Housing Finance Board (FHFIB)</td>
<td>Community Investment Program</td>
<td>Federal</td>
</tr>
<tr>
<td>Federal Housing Finance Board (FHFIB)</td>
<td>Standby Letters of Credit</td>
<td>Federal</td>
</tr>
<tr>
<td>Federal Housing Finance Board (FHFIB)</td>
<td>Urban Development Advance</td>
<td>Federal</td>
</tr>
<tr>
<td>US Federal Jobs Program</td>
<td>Federal Job Training and Creation Programs</td>
<td>Federal</td>
</tr>
<tr>
<td>US Fish and Wildlife Service</td>
<td>North American Wetlands Conservation Grant</td>
<td>Federal</td>
</tr>
<tr>
<td>US Department of Housing and Urban Development (HUD)</td>
<td>Brownfields Economic Development Initiative</td>
<td>Federal</td>
</tr>
<tr>
<td>US Department of Housing and Urban Development (HUD)</td>
<td>Community Development Block Grant</td>
<td>Federal</td>
</tr>
<tr>
<td>US Department of Housing and Urban Development (HUD)</td>
<td>Community Development Block Grant Float Loan</td>
<td>Federal</td>
</tr>
<tr>
<td>US Department of Housing and Urban Development (HUD)</td>
<td>Economic Development Initiative Grant</td>
<td>Federal</td>
</tr>
<tr>
<td>US Department of Housing and Urban Development (HUD)</td>
<td>Empowerment Zones/ Enterprise Communities Initiative</td>
<td>Federal</td>
</tr>
<tr>
<td>US Department of Housing and Urban Development (HUD)</td>
<td>Section 106 Loan Guarantee Program</td>
<td>Federal</td>
</tr>
<tr>
<td>National Park Service (NPS)</td>
<td>Rivers, Trails and Conservation Assistance Program</td>
<td>Federal</td>
</tr>
<tr>
<td>National Park Service (NPS)</td>
<td>Urban Park and Recreation Recovery Program</td>
<td>Federal</td>
</tr>
<tr>
<td>National Oceanic and Atmospheric Administration (NOAA)</td>
<td>Coastal Zone Enhancement Program</td>
<td>Federal</td>
</tr>
<tr>
<td>US Department of Transportation (DOT)</td>
<td>Bicycle Transportation and Pedestrian Walkways Provision</td>
<td>Federal</td>
</tr>
<tr>
<td>US Department of Transportation (DOT)</td>
<td>Federal Transit Administration Programs</td>
<td>Federal</td>
</tr>
</tbody>
</table>
### Funding Guide

<table>
<thead>
<tr>
<th>Agency</th>
<th>Program</th>
<th>Category</th>
<th>State</th>
<th>Local</th>
<th>Assessment</th>
<th>Brownfields</th>
<th>Coastal Dev</th>
<th>Community Dev</th>
<th>Economic Dev</th>
<th>Grants</th>
<th>Hazardous Mat.</th>
<th>Housing Dev</th>
<th>Incentives</th>
<th>Planning</th>
<th>Public Works</th>
<th>Recreation</th>
<th>Structures</th>
<th>Sustainable Dev</th>
<th>Taxes</th>
<th>Technical Assist</th>
<th>Transportation</th>
<th>Wetlands</th>
</tr>
</thead>
<tbody>
<tr>
<td>US DOT</td>
<td>Ferry Boat Discretionary Program</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>National Recreation Trail Trust</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>US DOT</td>
<td>Transportation and Community System Preservation Pilot Program</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>US DOT</td>
<td>Community Development Financial Institution</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>Smart Growth Planning Grant</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Entitlement Programs</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ DOT</td>
<td>NDEP Brownfields</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
APPENDIX D

ACKNOWLEDGEMENTS
ACKNOWLEDGMENTS

We acknowledge the following with grateful appreciation for making this report possible:

**Middlesex County Board of Chosen Freeholders**

- David B. Crabiel, Freeholder Director
- Stephen J. Dalina, Deputy Director
- Jane Z. Brady
- Camille Fernicola
- H. James Polos
- John Pulomena
- Christopher D. Rafano

**Middlesex County Improvement Authority**

**Board Members**

- Leonard J. Roseman, Chairman
- Ralph Mocci
- Robert J. Mantz
- Raymond J. Geneske
- Jacque Eaker

- Richard Pucci, Executive Director
- G. Nicholas Venezia, Counsel
- Daria Anne Venezia, Counsel

**Middlesex County Planning Department**

**Middlesex County Parks and Recreation Department**

The County of Middlesex

The Municipalities of:

- East Brunswick
- Edison
- Highland Park
- New Brunswick
- Perth Amboy
- Sayreville
- South Amboy
- South River
- Woodbridge

DEVCO (New Brunswick Development Corporation)

Sayreville Economic & Redevelopment Agency

Middlesex County Utilities Authority

Edison Wetlands Association

New Brunswick Environmental Commission

New York/New Jersey Baykeeper

Raritan Riverkeeper

New Jersey Department of Environmental Protection

New Jersey Department of Transportation

New Jersey Economic Development Authority

Rutgers University