
City of Perth Amboy

Municipal Public Access Plan



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Approval of this plan does not eliminate the need for any Federal, State, County or municipal permits, certifications, authorizations or other approvals that may be required by the Applicant, nor shall the approval of this plan obligate the Department to issue any permits, certifications, authorizations or other approvals required for any project described in this plan.

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Introduction

The intent of this document is to provide a comprehensive public access plan for the City of Perth Amboy, which lays out their vision for providing access to tidal waters and shorelines within the municipal boundary. This Municipal Public Access Plan (MPAP) was developed in accordance with N.J.A.C. 7:7E-8.11 and in collaboration with the New Jersey Department of Environmental Protection (NJDEP), and has been approved by the NJDEP. The development and implementation of this MPAP supports the policy of local determination of public access locations and facilities, while safeguarding regulatory flexibility and potential funding opportunities for Perth Amboy.

Public rights of access to and use of the tidal shorelines and waters, including the ocean, bays, and tidal rivers, in New Jersey are founded in the Public Trust Doctrine. First set by the Roman Emperor Justinian around A.D. 500 as part of Roman civil law, the Public Trust Doctrine establishes the public's right to full use of the seashore as declared in the following quotation from Book II of the Institutes of Justinian:

“By the law of nature these things are common to all mankind – the air, running water, the sea, and consequently the shores of the sea. No one, therefore, is forbidden to approach the seashore, provided that he respects habitations, monuments, and the buildings, which are not, like the sea, subject only to the law of nations.”

Influenced by Roman civil law, the tenets of public trust were maintained through English common Law and adopted by the original 13 colonies. Following the American Revolution, the royal right to tidelands was vested to the 13 new states, then to each subsequent state, and has remained a part of public policy into the present time. Through various judicial decisions, the right of use upheld by the Public Trust Doctrine has been incorporated into many state constitutions and statutes, allowing the public the right to all lands, water and resources held in the public trust by the state, including those in New Jersey.

The NJDEP adopted new rules governing public access on November 5, 2012 that enable municipalities to develop and adopt MPAPs to govern public access within their municipality. This MPAP consists of an inventory of public access locations, plus plans to preserve and enhance access based on community needs and State standards.

The City of Perth Amboy was able to complete this plan with Financial Assistance provided by The Coastal Zone Management Act of 1972, as amended, administered by the Office of Coastal Management, National Oceanic and Atmospheric Administration (NOAA) through the New Jersey Department of Environmental Protection, Coastal Management Program.

On March 17, 2015 representatives from the City of Perth Amboy met with NJDEP staff to begin the public access planning process. This plan was then developed in collaboration with

the NJDEP, *planning board, Green Collaborative, Civic Trust, residents* and was presented to the Planning Board on **{date}** and was approved for submission to the NJDEP on **{date}**. Upon receiving approval from the NJDEP on **{date}**, the MPAP was incorporated into the Conservation Element of the Master Plan by resolution on **{date}**, see **Appendix 1**. All public access decisions made within the City of Perth Amboy will be consistent with this plan.

Authority for Municipal Public Access Plans

The authority for a municipality to develop a MPAP is derived from the Coastal Zone Management Rules, N.J.A.C. 7:7E, adopted by NJDEP on November 5, 2012. The premise of the authorization of Municipal Public Access Plans is that public access to tidal waters is fundamentally linked to local conditions. Municipalities have a better awareness and are more responsive to these conditions than a broader State “one size fits all” mandated public access plan.

The voluntary development of a MPAP by the City of Perth Amboy enables the municipality to better plan, implement, maintain, and improve the provision of public access for its residents and visitors. The MPAP will be incorporated into the Conservation Element of the municipality’s Master Plan, in accordance with the Municipal Land Use Law (N.J.S.A 40:55D). The MPAP, as an official component of the municipal Master Plan, informs and/or identifies public access requirements associated with any proposed development or redevelopment project.

Upon approval of the MPAP by the Department and incorporation into the Master Plan, The City of Perth Amboy will be responsible for ensuring that public access to tidal waterways along the municipality’s shorelines is provided in accordance to this plan. For each new public access project, Perth Amboy will provide NJDEP with a letter confirming its consistency with this MPAP. Any permit issued by the NJDEP will reflect this and ensure that public access requirements are satisfied in accordance to this plan. Per N.J.A.C. 7:7E -8.11(j)4, the City of Perth Amboy is required to submit a progress report on plan implementation to NJDEP within five (5) years from date of plan adoption.

The sections of this plan as indicated below are prescribed by the Coastal Zone Management Rules, N.J.A.C. 7:7E, adopted by NJDEP on November 5, 2012.

State of New Jersey Public Access Goals

Through the New Jersey Coastal Zone Management Rules (see N.J.A.C 7:7E-1.1 (c)), the State of New Jersey establishes a broad set of coastal protection goals, including the following specifically addressing public access.

- Effectively manage ocean and estuarine resources through sustainable recreational and commercial fisheries, as well as through the safe and environmentally sound use of coastal waters and beaches.

- Provide meaningful public access to and use of tidal waterways and their shores.
- Preserve public trust rights to tidal waterways and their shores.
- Preserve and enhance views of the coastal landscape to enrich aesthetic and cultural values and vital communities.
- The enhancement of public access by promoting adequate affordable public facilities and services.
- Create and enhance opportunities for public access to tidal waterways and their shores, on a non-discriminatory basis.
- Maintain all existing public access to, and along tidal waterways and their shores.
- Provide opportunities for public access to tidal waterways and their shores through new development.
- Provide public access that does not create conditions that may be reasonably expected to endanger public health and safety, damage the environment, or create significant homeland security vulnerability.

The City of Perth Amboy's Municipal Public Access Plan embraces and reflects these goals and will help preserve, protect, and enhance the public's ability to access the Public Trust lands which surround the City.

I. Municipal Public Access Vision

A. Overview of Municipality

1. Municipal Description

The City of Perth Amboy is a small but dense city with a population of 50,814 according to the 2010 census. The City is located at the confluence of the Raritan River and the Arthur Kill tidal strait (also known as the Staten Island Sound). The two water bodies come together at the Raritan Bay. The Woodbridge Creek forms the northern border of the city and empties into the Arthur Kill.

Founded in 1683 and chartered in 1718, Perth Amboy has a rich history. Perth Amboy served as the capitol of East Jersey until 1790. City Hall is the oldest continuously in use municipal building in the country still in operation. This is also the site of the first signing of the Bill of Rights in 1790, and the location of the first vote cast by an African American in the United State in 1870 after the passing of the 15th Amendment.

Perth Amboy is conveniently located for easy access to multiple transportation systems and routes. There is easy access to the New Jersey Turnpike, the Garden State Parkway, Interstate Route 440, and Interstate Highway 287. Perth Amboy's train station is on New Jersey Transit's New Jersey Coast Line with a one-seat ride to New York Penn Station. Perth Amboy's waterways are navigable by maritime freight and recreational boating.

The city's land area is just over 4.5 square miles with two-thirds of the municipal border bounded by water. The rest of the City is bordered by the Township of Woodbridge. Perth Amboy has 6.5 miles of waterfront, 3.55 of which are active industrial or brownfield areas. Currently, only 1.6 miles of waterfront are publicly accessible (privately and publicly owned). With planned redevelopment projects, an additional 2 miles will be publicly accessible.

2. Public Access Description

Public Access in Perth Amboy provided by the municipality consists of a variety of access points and facilities including the Municipal Marina, Sadowski Beach, waterfront parks and open space, recreational trails, piers, and boat ramps. Perth Amboy protects and ensures public access to these points largely through the Green Acres program and the Recreation and Open Space Inventory (ROSI). The overall goal of this MPAP is to establish Perth Amboy's plan to maintain and enhance all existing public access locations to and along tidal waterways and their shores.

Maintaining and improving access to the waterfront is a key objective for the city as two-thirds of the city is bordered by water. The waterfront is an important amenity that attracts people to visit, live, work, and invest in Perth Amboy. Through preservation and enhancement of public access to the waterfront, quality of life can be improved for residents and visitors.

3. City of Perth Amboy Tidal Waterways and Lands Map

This map shows all the tidal waterways within the municipality and all lands held by the municipality (see *Appendix 2, Table 1*).

B. Municipal Public Access Goals and Objectives

As part of the planning process, this MPAP has been reviewed and is consistent with the following goals/elements/policies established in the City of Perth Amboy's Master Plan:

1. Goals

- Establishing the Perth Amboy waterfront as one of the premier destination points for dining, entertainment and recreation;
- Perth Amboy parks and open spaces provide a wide range of recreational opportunities for all residents of the city
- City has increased accessibility with new roads, ferry service, pedestrian and bicycle routes

2. Objectives

The Municipal Public Access Plan has been reviewed and is consistent with the Master Plan in regards to objectives of increasing area that is accessible to the public, increasing the types of activities on the waterfront, increasing accessibility through multiple modes of transportation, improving signage that directs the public to waterfront access areas, establishing the city as a popular waterfront and recreation destination, providing a range of recreational opportunities, providing greater access to the waterfront for redevelopment, provide safe and efficient facilities for pedestrians and bicyclists, and pursuing open space acquisition. Additionally, the MPAP is consistent with the following elements of the Master Plan:

- Circulation Element:

This element states an objective to enhance and improve signage for promotion of the waterfront, consistent with the MPAP objective of installing directive signage from the downtown/ transit station area to the waterfront.

- Conservation Element:

This element's objective is to improve public access to the waterfront through redevelopment efforts and promoting waterfront activities. Another objective is to develop a trail along wetland areas for recreational purposes, as well as education and conservation. This is consistent with the MPAP plans to create a continuous recreational trail to replace and expand the cultural exhibits along the promenade.

- Recreation and Open Space Element:

This element's objective is to promote recreational activities, create new green space, and preserve open spaces. It is consistent with the MPAP objective to promote recreational activity and extend the waterfront esplanade. The proposed continuous esplanade should provide uninterrupted public access from Route 35 in the southwest corner of the City to the Outerbridge Crossing in the northeast corner of the City. Current redevelopment projects offer an opportunity to connect existing public waterfront access areas. The MPAP can create a guideline that any redevelopment project on the waterfront include a public access component where feasible.

- Economic Element:

This element states a goal of capitalizing on the City's competitive advantage for economic development, which includes the waterfront, transportation infrastructure, redevelopment areas, stable labor force, and low crime rate. By making the waterfront more attractive, accessible, and recreational, it will attract

more visitors and tourism, which will boost the economy of the city. The MPAP is reliant on this element's objective in order to attract visitors to the waterfront area, which in turn could spur development

3. Policies

It is the city's policy to encourage the conversion of former heavy industrial areas into light industrial, commercial, residential and recreational areas. This is also consistent with the Focus 2000 Redevelopment Plan, suggesting redevelopment of underutilized industrial areas. The redevelopment plan is being updated to increase and encourage waterfront access in a storm-resilient manner. The City continues to explore methods for revitalization of industrial areas in the redevelopment process. It is also the Business Improvement District's desire for Perth Amboy to capitalize on bicycle and pedestrian traffic downtown in order to increase connectivity to the waterfront. It is a principle of the Economic Growth Strategy to achieve regional recognition as an attractive recreational destination, which is what will be achieved through the implementation of these facilities and improvements on the waterfront.

In addition to the goals outlined within the Master Plan and state statutory requirements, Perth Amboy establishes the following additional goals specifically for public access:

1. All existing public access shall be maintained to the maximum extent practicable
2. Maintain safe and adequate access locations
3. Provide clear informative signage for access locations
4. Increase the amount of public access and activities on the waterfront
5. Maintain and improve healthy coastal ecosystems
6. Improve and develop waterfront lands to be more storm resilient

II. Existing Public Access

A. Public Access Locations

Appendix 2, Map 2 City of Perth Amboy Public Access Locations Map, identifies an inventory of all public access locations within Perth Amboy whether they are currently Utilized, Restricted, Un-utilized along with their attributes of improvements, and activities. See **Appendix 2, Table 1 City of Perth Amboy Public Access Location Amenities Table** which provides detailed information needed for each location.

Utilized – These locations are used by the public and provide official or unofficial public access.

1. **Raritan Riverwalk** – The Riverwalk, along the Raritan River, is accessible from Riverview Drive and the pedestrian path that connects Sheridan Street to Riverview

Drive. The recreational trail is about ¼ mile long and connects Raritan Riverfront Park to the Cornucopia Cruise Lines and to Sheridan Street. This area is commonly used for walking, jogging, and bicycle riding.

2. Raritan River Park – There are plans to enhance and expand the park in 2017, which will include a large picnic area with grilling stations, a dog park area, improved fishing amenities, a motorized boat launch, an improved Raritan Riverwalk, and ample parking for visitors as well as vehicles with trailers.
3. Sadowski Beach – There is a half-mile of beach on the Raritan River. The beach is used for sunbathing but swimming is prohibited due to a dangerous current and unknowns related to water quality. It is also commonly used for volleyball, kite-flying, and jogging. There will be installations of wash-down stations, six volleyball courts with bleachers, and a kayak/canoe storage shed in 2017. The beach also includes the High Street and Brighton Avenue fishing piers, which include fish cleaning stations.
4. Sadowski Parkway Waterfront Park – This park has an area of nearly eight acres and includes mostly open green space. The large open space is often used for baseball games and outdoor concerts put on by the Office of Recreation. Current amenities include a large fence for baseball, 4 half-court basketball courts, a gazebo, a Veteran’s Memorial, benches, and six exercise stations. Public restrooms will be added in 2017.
5. Waterfront Esplanade – Connecting the Raritan River through the Raritan Bay to the Arthur Kill, the esplanade extends from Second Street, along the waterfront to Smith Street. It currently runs through Sadowski Beach and Waterfront Park, the Raritan Yacht Club, the Municipal Marina, and residential areas. There is a brief interruption in the esplanade between Smith Street and Fayette St. The esplanade continues from Fayette Street to Commerce Street. It stops north of Commerce Street where there is an area that is slated for redevelopment. This redevelopment area is owned by Kushner Properties. Expansion of the esplanade between Smith and Fayette Streets and from Commerce to Washington Streets should be addressed through redevelopment. Mile markers for running will be added to the esplanade in 2017.
6. Brighton Avenue Park – This park is located across the street from Sadowski Beach. It features 10 regular sized tennis courts, 4 youth sized tennis courts, and a recently installed community garden. The Brighton Avenue Community Center will serve as a satellite office for the Office of Recreation for waterfront programming.
7. Caledonia Roessler International Park – Caledonia and Roessler Parks have a playground, a spray park, and open green areas.

8. Municipal Marina – The Municipal Marina includes the Marina Office building, a free public parking lot (122 spaces), a restroom, two fishing piers, a walkway with benches, and boat slips (61 slips with floating docks, 6 moorings, 85 foot transient dock).
9. Bayview Park – Bayview Park is across Front Street from the Municipal Marina. It features a gazebo, benches, tables, and the summer concert series is held at this location. In 2016, improvements included the installation of bike racks, picnic and game tables and handicap access as well as landscaping and terracing to make the park more storm resilient.
10. Harbortown Walkway - Trail extending from Buckingham Avenue to the Harbortown Pier on Block 353.
11. Harbortown Pier and Park – Located along the waterfront of the residential community known as Harbortown. The pier is connected to Buckingham Avenue to the south via the Harbortown Walkway. The pier is used for sightseeing. Final improvements when the development is complete include bike lanes, tennis courts, seating, and fish cleaning stations.
12. Lewis Street Beach - This park area features an extension of the promenade as well as a beach with handicap access, all including storm resilient features.

Restricted/Proposed Redevelopment – The location poses known or likely public health and safety or environmental damage concerns.

1. Block 10, Lots 1.01, 1.02 & 1-12; Block 11, Lot 1.01; Block 16, Lots 1.01, 1-14, & 15.01
A 6-acre severely contaminated brownfield south of Paterson Street currently owned by the City, along the west side of Second Street, extending to the Raritan Riverfront. This site will be developed as Second Street Park with various amenities. Remediation and construction planned for 2017.
2. Block 13 – A 92-acre brownfield industrial site along Elm Street and the Raritan Waterfront (owned by NCP, LCC), limits the possibility of a continuous walkway. The property is currently under redevelopment with a requirement for waterfront public access.
3. Blocks 137, 138, and 236 - The vacant site (owned by Landings LLC.) is restricted to the public due to contamination but is required to have the esplanade run through Block 137 with redevelopment, connecting Commerce Street to Washington Street and include a new linear park.
4. Block 238 - This site (owned by the County of Middlesex, 500 High St. LLC, Buckingham-High LLC C/o W. Kraemer, and the City of Perth Amboy) is currently

inaccessible due to contamination but is proposed for redevelopment. Middlesex County plans to build a county park with active recreational uses and will include a promenade along the waterfront.

5. Block 239 – A light industrial facility currently operates at this site. The layout and circulation of operations prevent public access along its waterfront. It is proposed that the waterfront esplanade extend around this property (owned by 1 Buckingham Ave. LLC. c/o Thomson) with a boardwalk hugging the extremities of the rear parking lot, which is privately owned. This will connect the Harbortown walkway with the expanded waterfront esplanade.
6. Crossing beneath NJ Transit Railroad – This trestle carries commuters between the Jersey Shore and Northern New Jersey/NYC. Currently, the trestle cuts off access from the western Raritan waterfront to the existing eastern waterfront esplanade. When the trestle is rebuilt, public access underneath will be imperative.

B. Improved Public Access Locations

Appendix 2, Map 3 City of Perth Amboy Preferred Public Access Locations Map provides an inventory of the preferred, existing and proposed, public access locations that provide access to public trust lands and waters. See **Appendix 2, Table 1 City of Perth Amboy Public Access Location Amenities Table** which provides detailed information on each location.

C. Limitations to Public Access

The following limitations to public access in Perth Amboy currently exist:

The water quality and current in the Arthur Kill, Raritan River and Bay prevents the public from using the water to swim. In 2017, the City of Perth Amboy will be expanding their water monitoring to better understand the contaminant concerns and will initiate a breakwater study to establish the opportunity to create a harbor environment surrounding the city's beaches. The inability to swim is a major issue regarding attraction to the waterfront. There are a limited amount of amenities, such as a lack of restrooms, which may discourage people from visiting the waterfront. There is inadequate wayfinding signage that could attract people to the waterfront area from other point of interest like downtown. Awareness of the waterfront activities, attractions, and amenities must be promoted. Perth Amboy continues to strive to provide a myriad of recreational opportunities for both active and passive users throughout the waterfront area.

Recreational expansion and development on the waterfront has been limited due the former use of the waterfront for industrial purposes and resulting contamination. The NJ Transit trestle limits the expansion of the Waterfront Esplanade westward. However, because of industrial decline and subsequent redevelopment, space has become available for the

development of recreational use. Homeland Security prevents northerly access beyond Harbortown and under the Outerbridge Crossing for security reasons.

1. Temporary Restrictions

- a. There are no seasonal restrictions of any of the locations.
- b. Waterfront spaces and recreation areas are closed to the public from 10pm -7am. People, groups, or sports leagues may obtain permission from the Director of the Office of Recreation to use the facilities during the hours they are normally closed.
- c. Block 10, Lots 1.01, 1.02 & 1-12; Block 11, Lot 1.01; Block 16, Lots 1.01, 1-14, & 15.01 The site of the future Second Street Park along Second Street and south of Patterson Street is currently restricted to the public due to brownfield contamination. The park is predicted to open in 2017.
- d. Block 13 - Brownfield industrial site on Elm St. and the Raritan Waterfront, limiting the possibility of a continuous walkway. This area is designated for redevelopment which will require public access.
- e. Blocks 137, 138, and 236 - The vacant Landings LLC. Site is restricted to the public due to contamination but is required to expand the waterfront esplanade through Block 137 with redevelopment.
- f. Block 238 - This site is currently inaccessible due to contamination to the public but is proposed for redevelopment. Middlesex County plans to build a county park with active reaction and a publicly accessible esplanade.
- g. Block 239 - It is proposed that the waterfront esplanade extend through this property with a boardwalk hugging the extremities of the rear parking lot.
- h. Crossing beneath NJ Transit Railroad – This trestle carries commuters between the Jersey Shore and Northern New Jersey/NYC. Currently, the trestle cuts off access from the western Raritan waterfront to the existing eastern waterfront esplanade. When the trestle is rebuilt, public access underneath will be imperative.

2. Permanent Restrictions

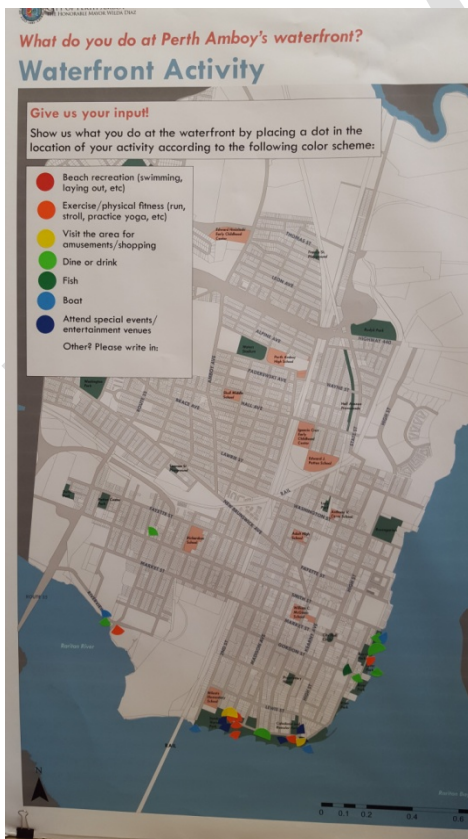
- a. Use of the Arthur Kill, Raritan River, and Raritan Bay waters for the purpose of swimming is prohibited due to a strong current and potential contamination, posing a public safety hazard. Should the city's breakwater study and water quality monitoring provide opportunities to alleviate this restriction, this section will be updated.

III. Community Needs Assessment

The City of Perth Amboy has performed a community needs assessment. The methods and results are described in the following section.

The City held a community outreach meeting and was successful in gaining feedback from residents regarding waterfront activities and locations for new opportunities. The results of this assessment directed the development of this document. The community members placed indicators on maps of the Perth Amboy Waterfront to indicate which sites have the greatest potential for improved public access to the waterfront and for new amenities. These results listed below support the Municipal Public Access Plan.

1. Adequate lighting on the Harbortown walkway and pier
2. Continuous waterfront walkway from the Victory Bridge to the Outerbridge
3. Development of open space for parkland
4. Addition of drinking fountains
5. Addition of wayfinding signage
6. Addition of a multipurpose walkway/bicycling trail



On the map for potential sites for improved access, residents placed several stickers on the Harbortown area, indicating that the public desires to see this area improved. Residents have been complaining that there is inadequate lighting along the trail and the pier, causing them to feel unsafe in the area.

Additionally, there was an expressed desire from residents to create a walkway that will span the entire city waterfront from the Victory Bridge to the Outerbridge Crossing. Issues identified included private/undeveloped properties and the New Jersey Railroad bisecting the city moving north and south and limits the possibility of constructing a continuous esplanade, extending from the Victory Bridge to the Harbortown Complex.

Indicators were placed on Blocks 137, 238, and 239. These properties are mostly privately owned and are proposed redevelopment sites. Middlesex County is currently planning to construct a park on the vacant site of Block 238.

Additional wayfinding was recommended in order to draw attention to the waterfront. Plans for a wayfinding model that will serve pedestrians and bicyclists will need to be developed. A request was made for additional picnic tables at the marina, as many people eat on benches at these locations.

The Lewis Street Beach parcel was highlighted to feature a walkway/bike route that will connect to Front Street. Requests were also made for the inclusion of a pedestrian/bicycle trail on the waterfront esplanade. Trail plans have been designed and will be proposed.

The City also posted a community satisfaction survey to gain additional feedback on residents' waterfront experience, concerns, and suggestions. The Community Satisfaction Survey was successful in gathering useful information pertaining to improvements to the waterfront from the feedback that was provided. The normal waterfront activities identified include walking, jogging, and exercising as voted by 92% of community members. Attending special events and dining were voted as a normal activity for 46% of community members, followed by 18% for fishing as the common activity; motorized boating activities had 6% of the vote, sailing/kayaking/canoeing had 5% and sports and recreation had a total of 14% of the votes. The favorite waterfront activity is walking and jogging, which gained over half of the total votes when asked *What is your favorite waterfront activity?* When asked how often residents visited the waterfront, 22% responded visiting on a daily basis, 30% of the voters claimed to visit 2-3 times per week, and 16% visit once a week, 13% responded with 2-3 times per month, 8% with once per month, and 10% said they visit less than once per month.

Residents responded with their favorite section of the waterfront to visit, in which the marina had 62% of votes, Sadowski Park had 60% of votes, Sadowski Beach had 49%, the Raritan River 23%, and Landings and Harborside with 15% votes respectively. When asked, *What activities do you enjoy but have difficulty doing at the waterfront?* The most popular response was that they had difficulty bicycling. Some expressed that many people play their radios at a high volume, disturbing the tranquility of the waterfront. Others also expressed

that they would like to have a dog park to take their dogs to play in and to have a baseball field implemented. New amenities and improvements that would like to be seen on the waterfront, as expressed by residents include: increased police presence (5 requests), a restroom (5 requests), picnic tables and grilling stations (5 requests), water fountains (3 requests), a dog park (3 requests), concession stands or meal trucks (2 requests).

When asked *How do you usually get to the waterfront?* 38% of residents said they walked, 52% said that they drive and 7.59% said that they ride a bicycle. Perhaps the most important question on the survey included: *What factors limit public Access to the waterfront?* Lack of public restrooms received 23% of the vote, lack of transportation received 23% of the vote, and lack of directional signage received 11%. Overall, the waterfront has been rated: Very good (23%), Good (42%), Average (28%), Poor (3%), Very Poor (3%) out of 78 total responses.

IV. Implementation Plan

Perth Amboy has created an Implementation Plan composed of Priorities, Preservation of Public Access Locations, Signage, Proposed Access Improvements and Facilities, and Municipal Tools for Implementation as described in the following section:

A. Priorities

The City of Perth Amboy has developed the following priorities:

1. Maintain Existing Public Access :

Maintenance of new recreation facilities will be conducted by Perth Amboy Public Works, which is funded through the City's capital budget.

2. Planned Enhancement to Public Access Locations and/or Facilities:

- Adequate lighting in accordance with lighting on existing esplanade and planned extensions.
- Implementation of mile markers along waterfront esplanade.
- Additional wayfinding and cultural signage throughout waterfront walkways and open space.
- Creation of a continuous waterfront multipurpose trail (Walking/bicycling/exercise) from the Victory Bridge to the Outerbridge Crossing.
- Expand and enhance existing green space.
- More active recreational opportunities at Sadowski Waterfront Park and Beach, including but not limited to: beach volleyball courts, kayak and canoe storage container, new tennis courts, public restrooms, and beach showers/wash down stations.

- Renovations to make Bayview Park more resilient include new amenities such as handicap access, game tables and picnic tables.
- Implementation of picnic areas, motorized boat launch, ecological trail, and dog park at Raritan River Park.
- Implementation of plaza, community garden, open green space, playground, basketball court, skate park, and walkways at Second Street Park.
- Creation of additional playgrounds, picnicking facilities, and recreational opportunities in redevelopment areas.
- New active, multi-use county park with public access along the Arthur Kill
- New opportunities for arts, cultural and historical signage through public parks and waterfront walkways
-

B. Preservation of Public Access Locations

The City of Perth Amboy has developed the following preservation and conservation measures:

1. Preservation Measures

Many of the public access locations are currently preserved through the Recreation and Open Space Inventory (ROSI), which protects land from non-recreational development (shown in **Appendix 3**). The ROSI is a database maintained by the New Jersey Department of Environmental Protection's (NJDEP). The NJDEP Green Acres funded parks preserve open recreation spaces, including the Raritan Riverfront Park and Second Street Park. The waterfront areas included in the ROSI that are owned by the City include: Sadowski Park, Sadowski Beach, Sadowski Parkway Tennis Courts, Caledonia/Roessler Park/International Park, Bayview Park, Lewis Street Beach, and the existing waterfront walkway.

The scenic preservation of Perth Amboy's waterfront is vital to the city's character and economy. The waterfront is one feature that makes the city unique, attracting visitors and residents. The waterfront features beautiful vistas of the Raritan Bay, Raritan River, Arthur Kill, and bay shore communities. A key strategy of the Municipal Public Access Plan is to preserve and create new waterfront views. Many streets in the city offer visual access to the waterfront from several blocks away. These views are what draw people to the waterfront. It psychologically puts a person at peace when they see shoreline; it is reassuring to know that they are not landlocked.

C. Signage

One objective of the MPAP is to increase signage that will direct and attract visitors to the waterfront area. There is currently wayfinding directing people to the waterfront but the style of the signage targets motorists and there is a need for signage that targets

pedestrians/ bicyclists. Residents and visitors must become more aware of the activities available to them through wayfinding, marketing, and community outreach. This attraction to the waterfront can also generate commercial interest, which would stimulate the city's economy and establish the waterfront as a popular New Jersey destination.

Current signage, directing residents and visitors to waterfront locations are located near the city limits at Convery Boulevard and New Brunswick Avenue, the Riverview District, on the Route 440 Connector at Fayette Street, near Raritan Bay Medical Center, in the State Street shopping area, the Harbortown Complex, the Amboy Avenue shopping area, Downtown, and on Lewis Street.

It is recommended that Perth Amboy adheres to a wayfinding model that will accommodate all modes of transportation. Vehicular signs accommodate motorists and should be placed strategically near the city limits, drawing motorists toward the downtown and waterfront areas. Pedestrian signage will direct pedestrians from the train station and downtown area to the waterfront and vice versa.

Wayfinding maps should be placed at strategic locations. Directive maps can be placed on the opposite sides of the existing kiosks that contain bulletin boards throughout the city. The kiosks should include racks that contain individual brochures and printed maps or a quick response code that can be scanned to access a website containing a digital map. Below are preliminary recommendations for new locations, however, a pedestrian wayfinding strategy should be developed separately from this document that reflects the priorities established in this plan. See **Appendix 2, Map 5 Proposed and Existing Wayfinding Signage Locations**.

EXISTING KIOSKS:

- New Brunswick Avenue (near YMCA)
- Smith Street and Maple Street (near Train Station – northbound)
- New Brunswick Avenue and Jefferson Street (near Parking Utility)
- Smith Street (near pathway to Supremo's Supermarket)
- Front Street (near Ferry Slip)
- Front Street (near Seabra's Armory)
- Sadowski Parkways & Brighton Ave (near Brighton Ave Community Center)
- City Hall Circle

PROPOSED LOCATIONS FOR NEW SIGNAGE:

Proposed Kiosks:

- Smith Street and Herbert Street
- Raritan Riverfront Park
- Second Street Park

- Arnesen Square
- NJ Transit Station Entrance
- Francis Street Park (Funding will be provided by Jewish Renaissance Foundation)
- Waters Stadium (Funding will be provided by Jewish Renaissance Foundation)

Vehicular Signage:

- Convery Boulevard near city limits:
 - This road is an important artery, not only in Perth Amboy, but also in the State (Route 35). The road intersects with New Brunswick Avenue and with Smith Street, which has signage directing motorists to the downtown and waterfront areas.
- State Street near city limits :
 - This road runs from Woodbridge straight into the downtown district, which has directional signage directing motorists and pedestrians to the waterfront.
- State Street near Rudyk Park:
 - A sign placed on the traffic island directly below the Route 440 Bridge would serve motorists coming off of the last exit before Staten Island as well as motorists arriving from Woodbridge. There is additional signage on this road a few blocks down.
- Amboy Avenue near city limits:
 - Amboy Avenue draws motorists in from Woodbridge to New Brunswick Avenue, which has directive signage to the downtown and waterfront districts.
- Amboy Avenue and Lawrence Street:
 - This location is at the base of the Route 440- Amboy Avenue exit and serves to direct motorists to make a left, which directs them into signage that will then direct them to the downtown and waterfront districts.
- Convery Boulevard and Fayette Street:
 - This location will serve to notify motorists to turn left down Fayette Street before approaching Smith Street and Convery Boulevard. Fayette Street extends directly to the downtown and waterfront districts.
- Market Street and Second Street:

- Notifies travelers headed eastbound on Market Street and will direct people to turn right for Second Street Park and Sadowski Beach.
- Florida Grove Road and New Brunswick Avenue:
 - This intersection lies at the city limits with Woodbridge. New Brunswick Avenue is an artery into the downtown district and draws motorists in from Route 9, the Garden State Parkway and Route 440. Signage will direct motorists to turn left on to New Brunswick Avenue when they exit Frontage Street or Route 440 in Woodbridge, which will lead them into additional signage leading them to the downtown and waterfront districts.
- State Street and Washington Street:
 - This location can direct southbound travelers on State Street to turn left to access the waterfront district or to go straight to access the downtown district.
- Florida Grove Road and Pfeiffer Boulevard:
 - This location lies on the city's border with Woodbridge, which has travelers exiting Route 9 just a few blocks west. The signage will direct eastbound motorists to travel left toward New Brunswick Avenue where they will meet additional directive signage leading them to the downtown and waterfront districts.
- City Hall Circle (eastbound):
 - Signage should be placed at the western edge of City Hall circle, visible to motorists travelling eastbound on Market Street to direct them to southbound signage, which will direct them to City Hall, the Marina, and the Sadowski Waterfront.
- City Hall Circle (northbound):
 - Additional signage should be placed on the corner of the block where City Hall is located, directing motorists to turn right for Bayview Park and the Marina or straight to enter the downtown district.
- City Hall Circle (southbound):
 - Signage visible to southbound travelers on High Street at the corner of the block in which the First Presbyterian church is located, directing visitors to Sadowski Park and Beach or left to City Hall, Bayview Park, and the marina.

- City Hall Circle (westbound):
 - Signage on corner of block in which City Hall is located, directing motorists to turn right for downtown district.

- Second Street and Lewis Street:
 - Signage should direct southbound travelers on Second Street to make a left on Lewis Street for the Marina.

- Harding Avenue near Convery Boulevard:
 - Signage visible to eastbound travelers on Harding Avenue will direct motorists to turn right onto Convery Boulevard, which will direct them to additional signage for the downtown district.

- County Route 655 and Route 440 Connector:
 - Signage should be visible to motorists driving southbound on County Route 655 to turn left on the 440 Connector for Perth Amboy.

Pedestrian Signage

- State Street and Smith Street:
 - 3 blocks east to marina
 - 5 blocks north to Sadowski Park

- City Hall Circle:
 - 2 blocks east to marina
 - 5 blocks north to Sadowski Park

- State Street and Fayette Street:
 - 4 blocks east to marina
 - 7 blocks north to Sadowski Park

- Smith Street and Madison Street:
 - 7 blocks east to marina
 - 5 blocks north to Sadowski Park

- Elm Street and New Brunswick Avenue:
 - 7 blocks east to marina

- 7 blocks north to Sadowski Park
- Smith Street and Elm Street:
 - 6 blocks east to marina
 - 5 blocks north to Sadowski Beach
- Market Street and Elm Street:
 - 9 blocks east to waterfront.
 - 5 blocks north to Sadowski Beach
- Market Street and Second Street:
 - 8 blocks east to marina.
 - 4 blocks north to Sadowski Beach
- Second Street and Lewis Street:
 - 1 block east to Sadowski Beach
 - 8 blocks north to waterfront.
- Market Street and State Street:
 - 4 blocks east to marina
 - 4 blocks north to Sadowski Park
- Smith Street and High Street:
 - 3 blocks east to marina
 - 5 blocks north to Sadowski Park
- Sadowski Parkway and State Street:
 - 6 blocks to marina
- Lewis Street and High Street
 - 1 block east to Sadowski Park
 - 3 blocks north to marina
- Front Street and Gordon Street:
 - 1 block east to Sadowski Park
- Front Street and Smith Street:
 - 3 blocks east to Sadowski Park

- Water Street and Smith Street:
 - 1 block east to marina
 - 3 blocks north to Sadowski Park

- Market Street and Water Street:
 - 1 block east to marina
 - 2 blocks north to Sadowski Park

- Sadowski Parkway and High Street:
 - 3 blocks east to marina

- Sadowski Parkway and Madison Avenue:
 - 8 blocks east to marina

- Lewis Street and Madison Avenue:
 - 1 block east to Sadowski Park
 - 9 blocks north to marina

- Second Street and Sadowski Parkway:
 - Entrance to Second Street Park
 - 10 blocks east to marina
 - 5 blocks north to train station and downtown district

- Maple Street and Smith Street:
 - 5 blocks to south to Sadowski waterfront
 - 9 blocks east to marina

Examples of Pedestrian Signage that could be utilized in Perth Amboy:



Figure 1.1 Pedestrian Directional as seen in Charlotte, North Carolina. Features an interactive wayfinding map and multiple wayfinding directional.



Figure 1.2 Wayfinding map featured in Lanesboro, Minnesota. Maps will be placed on the aforementioned existing and proposed kiosks throughout the City.



Figure 1.3 Wayfinding inlaid plaque marker as featured on San Francisco's Bay Trail. Wayfinding plaques can be placed on the waterfront esplanade, indicating the trail.



Figure 1.4 Pedestrian and bicycling directional retrofitted to street sign as featured in Nampa, Idaho. Retrofitting directionals to existing street signs is potentially a more efficient alternative for wayfinding, especially for bicycling direction.

D. Proposed Access Improvements and Facilities

The City of Perth Amboy has proposed the following access improvements and facilities:

- 1. Waterfront Esplanade:** Private brownfield properties obstruct the expansion of the waterfront promenade, preventing a connection between the Harbortown Walkway at Buckingham Avenue and the end of waterfront walkway at Commerce Street. The walkway is again obstructed by the NJ Transit railroad and the former Gerday Ameristeel site (Block 13), which extends from Second Street to Grant Street. The active industrial sites from just above Harbortown to Woodbridge Creek entirely restrict public access. It is recommended that the trails connect to establish a continuous walkway, forming a belt along the waterfront. It is recommended that we maintain the restricted access along active industrial uses due to homeland security in the industrial areas and public safety issues.

To make this possible, the brownfield site on Elm Street (Block 13) must be remediated and redeveloped. The City's Redevelopment Plan requires public access to be included in future redevelopment projects. Redevelopment of this site must make it possible for the Raritan Riverfront walkway to connect to Sadowski Park with improved open space along the waterfront. It is necessary that public access be created underneath the train trestle of the NJ Transit Railroad to connect the city's existing waterfront walkways. On Blocks 137, 138, and 236, the site must be redeveloped with improved open space, dilapidated

piers improved, and the existing esplanade continued from Smith Street to Washington Street. On Block 238, the land must be cleared, open space provided and the waterfront esplanade continued from Washington St to 1 Buckingham Ave LLC (this is the site of the proposed County Park). It is proposed that the property owned by 1 Buckingham Ave LLC (Block 239) have this trail extend around their property using a boardwalk that would span the extremities of the waterfront.

2. **Bicycle and Pedestrian Plan:** The County is expected to construct a walkway in compliance with the existing promenade. It is proposed that that city construct bicycling infrastructure in compliance with the Master Plan's Circulation Element, which would merge with the proposed continuous waterfront promenade to serve as a multipurpose trail. Bicycling paths would interconnect throughout the city and connect with County bicycling paths and connect the downtown area to the waterfront.
3. **Raritan River Park:** Implementation of this park in 2017, adjacent to the Victory Bridge, will include a large picnic area with grilling stations, a dog park, a motorized- boat launch, the Raritan Ecological Trail, and ample parking for visitors as well as vehicles with trailers. Currently this area is mostly utilized for fishing.
4. **Second Street Park:** Plans include amenities such as: picnic and seating areas, community green hills, playground, community gardens, open green space, an eco-skate park, handball courts, and a public restroom. This park will be adjacent to the railroad along Second Street and south of Paterson Street. NJDEP has engaged in the remediation of this site which has been classified as a brownfield site due to former industrial use and storm water runoff. The remediation and construction of this park will take place in 2017.
5. **Directive Signage:** Plans for additional wayfinding signage that serves motorists and pedestrians are currently being made. These signs will attract visitors to the waterfront and improve accessibility.
6. **Amenities:** It is proposed that restrooms and drinking fountains be installed in Sadowski Park and picnic tables at Bayview Park. Public showers will be installed on Sadowski Beach. A comfort station is proposed at Second Street Park. The Brighton Avenue Community Center has public restrooms and a concession facility will open in 2016.
7. **Harbortown:** It is proposed that Harbortown trail have additional seating, lighting, and bicycling amenities installed and that the open-space area is developed for park/recreational purposes.

E. Municipal Tools for Implementation

Perth Amboy has the following tools for the maintenance, enhancement and development of public access locations:

1. Maintenance Tools

Public access sites and amenities mentioned in this Plan are to be maintained by the City of Perth Amboy's Public Works Department. Funding for Public Works is provided through the City's capital budget as well as occasional grant sources. For example, FEMA provided funding for the reparations of damage caused by Hurricane Sandy in 2012 and DEP's Green Acres funding has been incredibly important for the creation of new open space throughout the city.

2. Development Tools

The Perth Amboy Redevelopment Agency (PARA) oversees areas that are publicly or privately owned for redevelopment. In these areas, PARA will require planned public access. The New Jersey Department of Environmental Protection (NJDEP) facilitates the Green Acres program, which preserves open spaces that are municipally owned. The New Jersey Economic Development Authority (NJEDA) has funded recreation facilities and amenities as well as improvements to current facilities that will be implemented. The City also receives funding from foundational and private investors that are used to enhance or create amenities.

Development Sites

- a. Block 11: Expanding Public Access by providing access under the NJ Transit North Jersey Coastline train trestle.
- b. Block 13: Future remediation of brownfield site and expansion waterfront esplanade.
- c. Blocks 137, 138, 236: Completing esplanade between Smith Street and Washington Street and adding additional green space between Smith and Fayette Streets.
- d. Block 238: Adding active recreational amenities and completing esplanade between Washington Street and Buckingham Avenue.
- e. Block 353 (Harbortown Complex): Expanding recreation amenities and the esplanade from Buckingham Avenue north to the Kinder Morgan Liquid Terminals LLC. Site on Block 354.

F. Implementation

The City of Perth Amboy has created an Implementation Schedule as follows:

1. Existing Maintenance

The City of Perth Amboy Public Works Department is continuously inspecting and repairing public access facilities.

2. Enhancements to Existing Locations

NJEDA has provided funding for the kayak/canoe storage container, the six beach volleyball courts and nets, portable aluminum bleachers, tennis courts, a public restroom, and two beach showers on Sadowski Beach. All implementations are scheduled to begin in early 2016. Another funding mechanism is the NJDEP Green Acres Program, which creates municipally-owned open recreation spaces in the city. NJDEP has contributed funding for the acquisition of Second Street Park and construction of the Raritan Riverfront Park. The City will seek additional Green Acres funding for the development of Second Street Park. Construction for Phase I of Second Street Park is expected to begin in 2017. Raritan Riverfront Park: includes a picnic area with grilling stations, a dog park, a motorized boat launch, and an ecological trail which will be included as part of the continuous multipurpose walkway. This park will be located adjacent to the Route 35 Bridge and extend to the site of Cornucopia Cruise Line, below Riverview Drive. Construction of this park will begin in Spring 2016 and will be funded the City of Perth Amboy and the NJDEP Green Acres Program. The City of Perth Amboy Department of Public Works provides maintenance of current and future municipally-owned waterfront sites.

3. Proposed Locations and Facilities

- Second Street Park: includes amenities such as picnic and seating area, community green hills, playground, community gardens, open green space, an eco-skate park, handball courts, basketball court, and a public restroom. This park will be adjacent to the railroad along Second Street and below Paterson Street. NJDEP has engaged in the remediation of this site which has been classified as a brownfield site due to former industrial use and stormwater runoff. Construction of this park is predicted to begin in early 2017. The City will provide funding for the first phase of the park and will seek grant funding for the remaining phases
- Block 11: It is proposed that public access be provided under the NJ Transit train trestle in order to construct a continuous esplanade with the replacement of the bridge between 2018 and 2020.
- Block 13: In the event of this company's closure, it is necessary that the site be remediated and redeveloped to create publicly accessible land and to contribute to the construction of a continuous esplanade when the trestle is raised. Redevelopment should create new open space and improve pedestrian access throughout the site.

- Blocks 137, 138, and 236: It is proposed that Kushner Companies or the designated developer contribute to public access by constructing the continuous esplanade on the extremities of their waterfront properties and adding additional waterfront green space to be dedicated to the City.
- Block 353: It is proposed that the Harbortown development contribute to public access by creating parkland, expanding the waterfront esplanade, and installing amenities on their waterfront property to be dedicated to the City.
- Block 238: Middlesex County will create a park on the site of these Rosengarten/Silverman/Duane Marine tracts between Washington Street and Buckingham Avenue on the waterfront. The county will add a continuous esplanade on this site.
- Block 239: It is proposed that this property have an extension of the waterfront esplanade run through its outer extremities in the form of a boardwalk, when the property.
- Bicycle Trails: A plan is currently developed to implement a bicycling trail in the City, which would merge with the Middlesex County Greenway.

See **Appendix 2, Map 4 Bicycling and Pedestrian Network Plan**, created by Urban Engineers for recommended pathways.

Note: The connections over the railroad tracks are proposed pedestrian bridges, not currently pedestrian crossings.

V. Relationship to the Other Regional and State Plans

The City of Perth Amboy's MPAP has been reviewed for consistency and has the following relationship to other Regional and State Plans:

- Bay City Transit District Strategy Compliance

The Perth Amboy Waterfront is the City's greatest recreational asset. Over \$18 million in repairs and enhancements are in progress, including securing the recreational access points and protecting the shoreline from natural damage. The lack of awareness of downtown and waterfront areas is highlighted in this report. The MPAP seeks to add more signage in these areas to direct residents and visitors from the train station/downtown district to the waterfront (along Second Street). The proposed addition of bicycle lanes is consistent with the MPAP plans and compliments the Middlesex County Greenway. These waterfront lanes will connect with other bicycling lanes throughout the city and span the waterfront from Route 35 Bridge to Sheridan

Street, eventually extending to Second Street and then from there to the Harbortown Complex Pier. Another objective of this plan is to capitalize on the ethnic culture by promoting more festivals, especially on the waterfront, which are already in existence but have the potential to increase in frequency after MPAP implementations. Brownfield improvement grants are being used accordingly. The development of Second Street Park is currently being environmentally assessed and designed. It is a key piece to both the MPAP and this strategy.

- Sustainable Raritan River Initiative Compliance

The Sustainable Raritan River Initiative aims to increase recreational public access to the river. Sadowski Beach will feature a canoe/kayak container in order to promote river recreation activity. There are also fishing piers being maintained, located on the Raritan shoreline. The Initiative also emphasizes the ecological conservation of the river. MPAP aims to clean-up brownfield sites and create more parkland to reduce contamination of the river. The construction of Raritan Riverfront Park will feature a motorized-boat ramp, increasing public access to the river.

- Middlesex County Open Space and Recreation Plan Compliance

The Middlesex County Open Space and Recreation Plan (MCOSRP) has a focus of preserving locations for recreation and public enjoyment. The MPAP proposes creating new park land and implementing various recreational opportunities and enhancements. MCOSRP is also dedicated to the promotion of environmental, agricultural, scenic, historic, cultural and social opportunities. The MPAP plans include the reparations and protection of public land along the waterfront. It aims to increase visibility in and around the waterfront as well as provide maritime exhibits. Cultural and social opportunities will increase with festivals, firework displays, open recreation events, and other sporting events taking place. The County Plan states that there should be a variety of programs and facilities to meet the recreational needs and educational interests of the people of Middlesex County. The MPAP facilitates various activities including, but not limited to: basketball, fishing, tennis, canoeing, kayaking, volleyball, sailing, bicycling, and jogging. The bicycling/pedestrian infrastructure will complement the Middlesex County Greenway, which will increase the promotion of public health.

- Statewide Comprehensive Outdoor Recreation Plan Compliance

The Statewide Comprehensive Outdoor Recreation Plan (SCORP) has an emphasis on preserving open space for current and future public recreational use, particularly 'close-to-home' park and recreation opportunities for residents. The MPAP creates opportunities by installing new parks, picnic areas, dog parks, tennis courts, basketball courts, volleyball courts, bike/pedestrian trails, exercise stations, and a canoe/kayak container. There is a good amount of land on the waterfront, sufficient for current and

future recreational endeavors. There is also a statewide emphasis to adhere to recreation planning and Department of Environmental Protection (D.E.P) standards. The MPAP has received funding from D.E.P and is having the proposed Second Street Park and Raritan Riverfront Park environmentally assessed and remediated.

- New Jersey's State Development and Redevelopment Plan Compliance

The primary focus of New Jersey's State Development and Redevelopment Plan (NJSDRP) is to guide future growth by balancing the development and conservation objectives that are best-suited to meet the needs of the state. The plan is to enhance economic opportunities, which the MPAP implementations will satisfy after increased attraction to the waterfront. There is also an emphasis on the preservation, protection, and enhancement of natural, agricultural, scenic, recreation, and historic resources, recognizing their role in economic growth and the quality of life for New Jersey residents. The MPAP meets these standards by making improvements to the waterfront promenade, parks, shoreline, and beaches as well as adding a myriad of recreational facilities.

- Strategic Recovery Planning Report Compliance

The Municipal Public Access Plan (MPAP) is compliant with the Strategic Recovery Planning Report (SRPR), which was created in the aftermath of Superstorm Sandy in order to establish requirements for the recovery of the waterfront and the rest of the city. There is an emphasis on repairing seawalls, promenades, and railings, all of which have already been repaired. There is also an emphasis on re-zoning future residencies off the waterfront's Marina area to reduce residential liability and to make way for more commercial development, as the waterfront is a key component to the city's economic vitality. Bayview Park has sustained quite a bit of damage to its hillside from the storm. There is planning to repair this damage. Temporary riprap has been installed on the hillside but a plan to create a permanent façade is being carried out. Included in this report was recommendation from the Community Planning Assistance Program (CPAP) that the city should connect the waterfront bikeway with the other bikeways throughout the city and with the Edison/Woodbridge/Metuchen Trail and East Coast Greenway. Planning for this bikeway connection is developed and will be implemented. Other enhancement plans included in this report are compliant with MPAP objectives, all of which are also currently under development. These plans include the refurbishment of the Second Street boat launch, the construction of a canoe/kayak storage container at the Second Street launch site, the construction of beach volleyball courts with portable bleachers, the construction of outdoor beach showers, and the installation of public restrooms.

- Waterfront Recovery and Redevelopment Compliance

The MPAP is compliant with this plan in that it seeks to protect public access points from natural disaster damage. The City received funding from FEMA to repair damages to the waterfront sustained during Superstorm Sandy. The plan is to repair the City's groin system in order to prevent erosion of the shore and flooding of the parks and roads.

- Sustainable Jersey Green Team

The MPAP is consistent with the Green Team initiatives of promoting environmental sustainability in the City.

VI. Resolution of Incorporation

The City of Perth Amboy has approved a resolution for the incorporation of the MPAP. See ***Appendix 1 Model Resolution for Incorporating MPAP into Master Plan.***

DRAFT

APPENDIX 1
Model Resolution for Incorporating MPAP into Master Plan

Resolution # _____

Title: **A RESOLUTION APPROVING THE MUNICIPAL PUBLIC ACCESS PLAN**

WHEREAS, the City of Perth Amboy Municipal Public Access Plan was submitted to the Township Council and reviewed at the regular meeting of *{date}*, and

WHEREAS, the governing body has approved the plan as submitted,

NOW, THEREFORE, BE IT RESOLVED by the City Council of Perth Amboy, the "Perth Amboy Municipal Public Access Plan," a copy of which is attached, is hereby approved.

FURTHER RESOLVED a copy of the plan shall be sent to the New Jersey Department of Environmental Protection for review and approval in accordance with N.J.A.C.7.7 and 7.7E.

I hereby certify the foregoing to be a resolution adopted by the City Council of Perth Amboy at a meeting held on *{date}*.

LISA NANTON
Council President

ELAINE M. JASKO
City Clerk

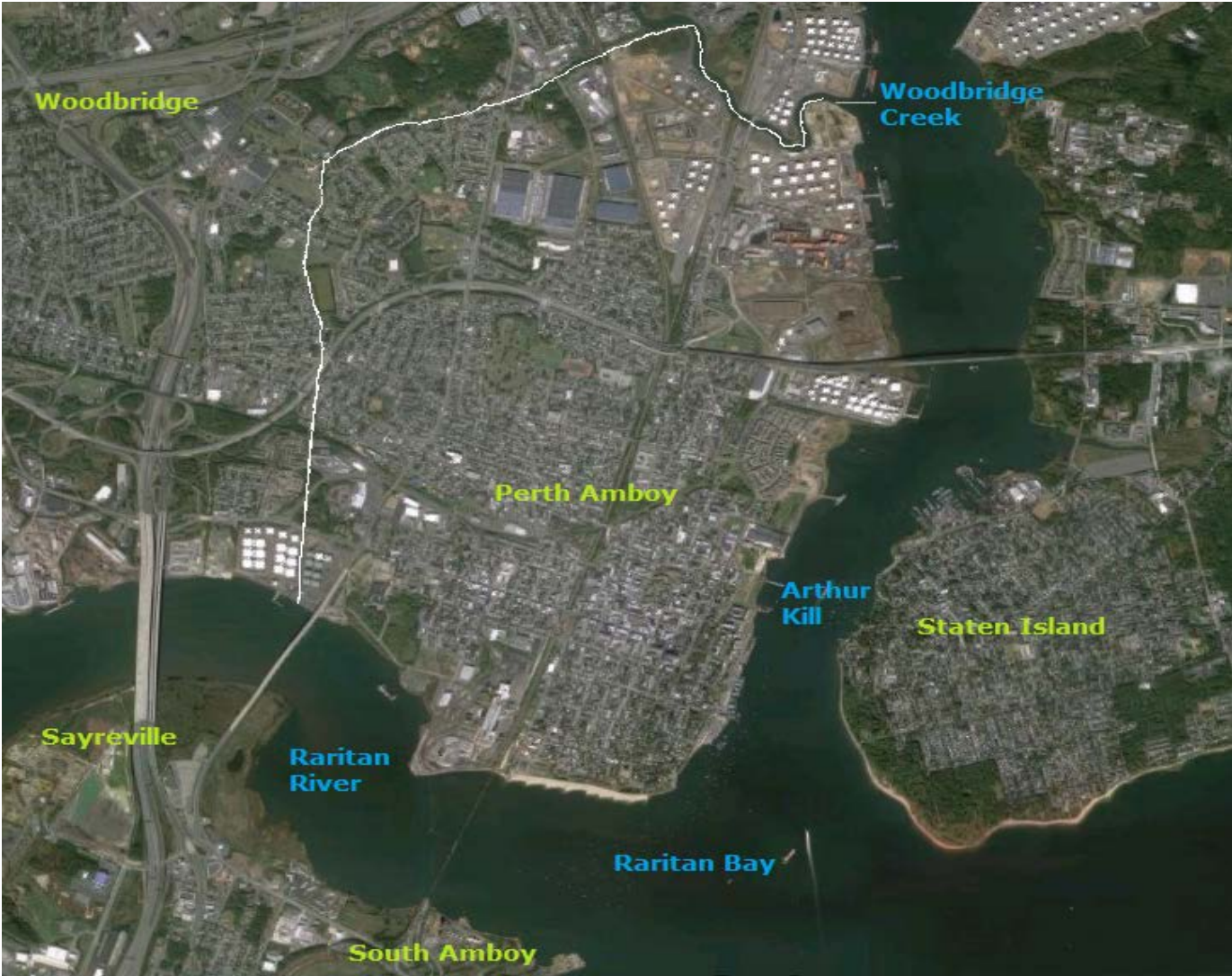
Dated: *month day, year*

APPROVED AS TO FORM:

MARK J. BLUNDA
Director of Law

APPENDIX 2
Maps and Table

Map 1 City of Perth Amboy Tidal Waterways and Lands



Map 2 City of Perth Amboy Public Access Locations

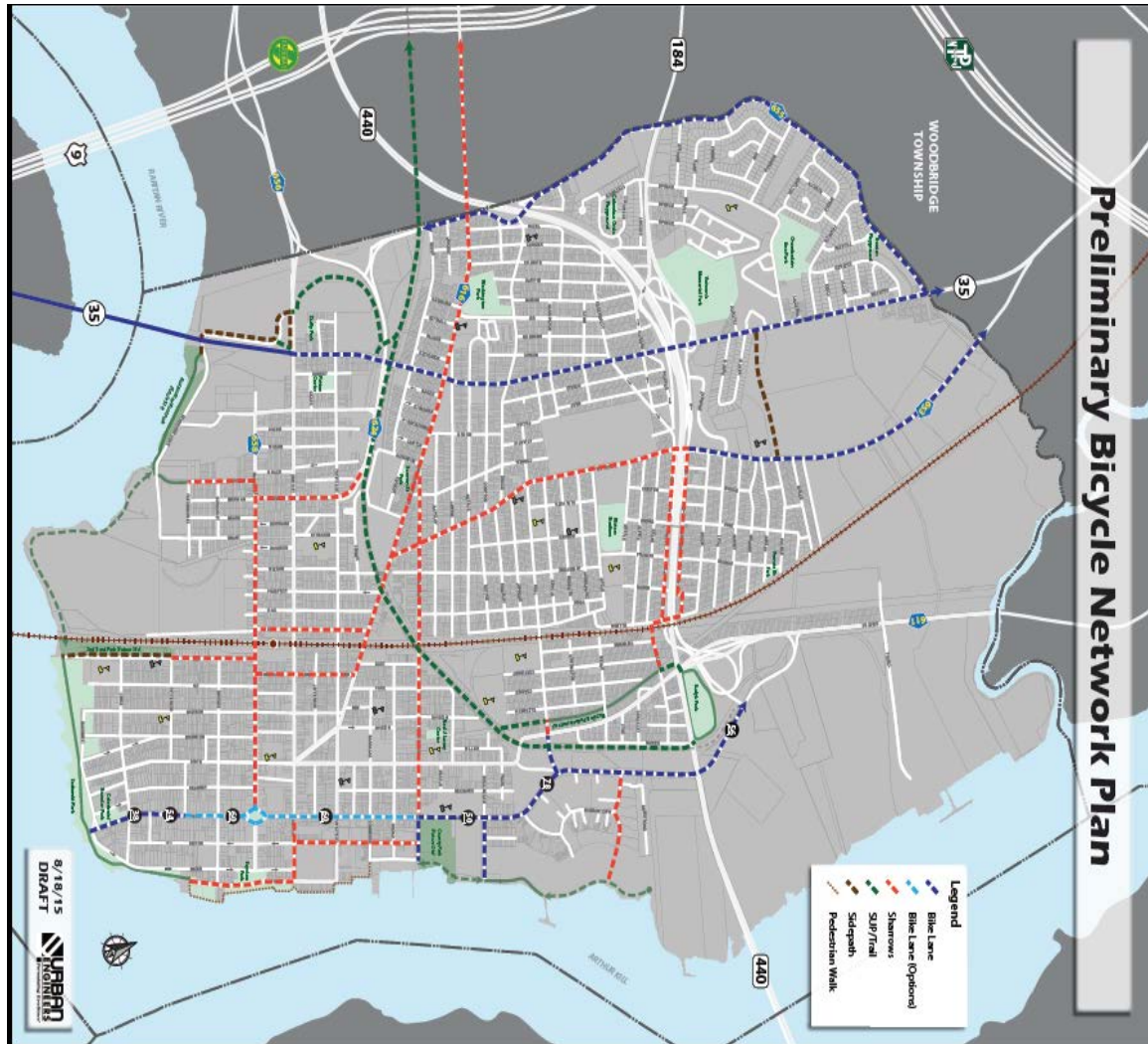


Map 3 City of Perth Amboy Preferred Public Access Locations



Map 3: Perth Amboy City
Public Amenities Locations
September 9, 2015

Map 4 City of Perth Amboy Preliminary Bicycling and Pedestrian Network Plan



Map 5 City of Perth Amboy Wayfinding Signage Locations

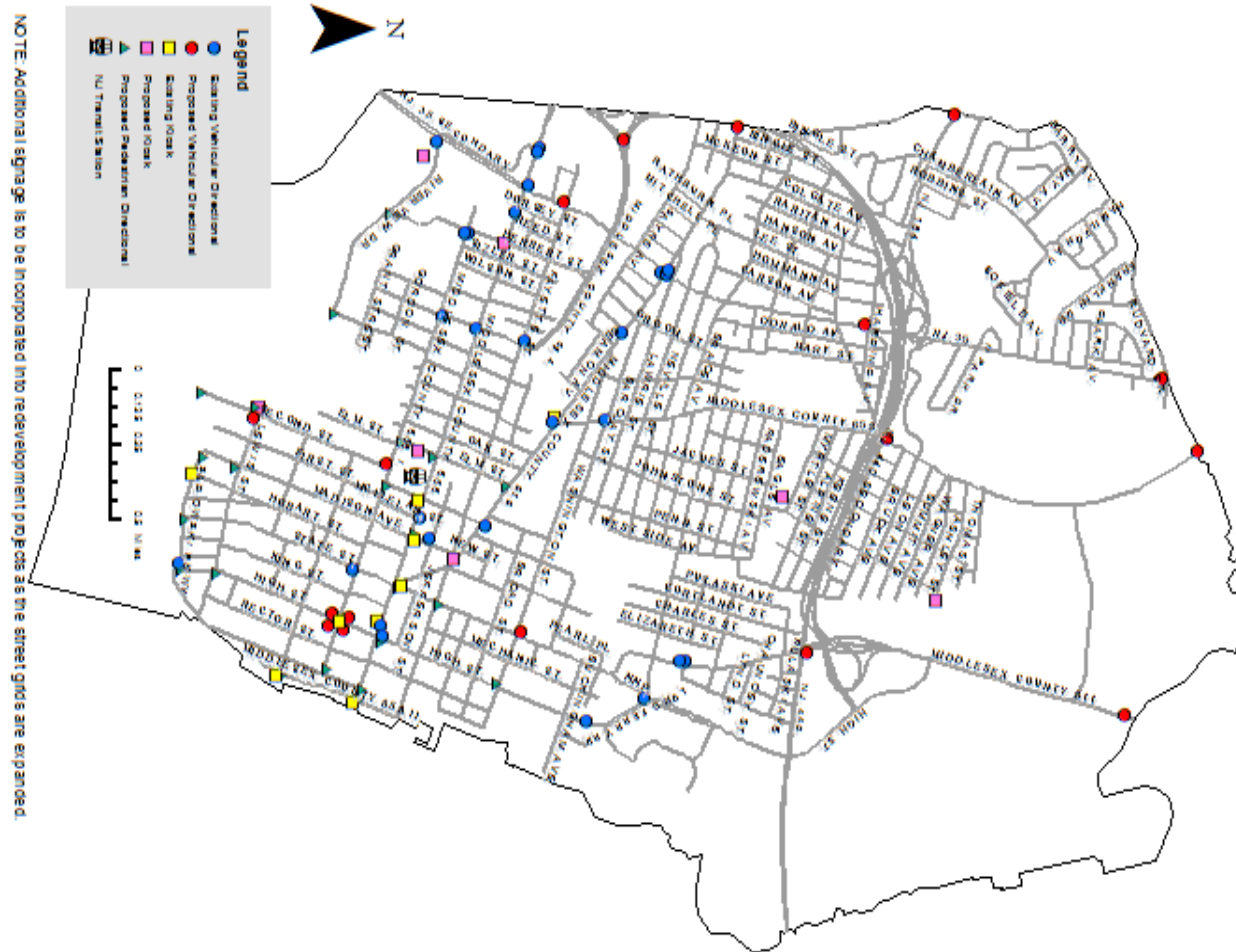


Table 1 City of Perth Amboy Public Access Location Amenities

See following page for **Table 1**.



NJDEP: MPAP Template Final 010 22 2012

Location on Map #2	Signs	Parking	Num_Parking	Street	Badge	Swim-ming	Fishing	Surfing	Play-Grd	Park	Pier	Boat-Lnch	Marina	Food_Drink	Rest-Room	Seats	H_C	Shore-Line	Access_Type
1	Yes	No charge	57	Riverview Dr.	No	No	No	No	No	Yes	No	No	No	No	No	No	Yes	None	Visual
2	No	No charge	24	Riverview Dr.	No	No	Yes	No	No	Yes	No	Yes	No	No	No	Yes	Yes	River	Physical
3	Yes	No charge	217	Sadowski Pkwy.	No	No	Yes	No	No	No	Yes (2)	Yes	No	No	Yes	Yes	Yes	Bay Beach	Physical
4	Yes	No charge	307	Sadowski Pkwy.	No	No	Yes	No	Yes	Yes	No	No	No	No	Yes	Yes	Yes	Bay	Visual
5	Yes	No charge	307	Sadowski Pkwy.	No	No	Yes	No	No	Yes	No	No	No	No	No	Yes	Yes	River	Visual
6	Yes	No charge	215	Sadowski Pkwy, Brighton Ave	No	No	No	No	No	Yes	No	No	No	No	No	Yes	No	None	Visual
7	Yes	No charge	47	Sadowski Pkwy	No	No	No	No	Yes	Yes	No	No	No	No	No	Yes	Yes	None	Visual
8	Yes	No charge	150	Front St.	No	No	Yes	No	No	No	Yes	No	Yes	Yes (2)	Yes	Yes	Yes	River	Physical
9	Yes	No charge	86	Water St.	No	No	No	No	No	Yes	No	No	No	No	No	Yes	Yes	None	Visual
10	No	No charge	28	Buckingham Ave.	No	No	No	No	No	Yes	No	No	No	No	No	Yes	Yes	River	Visual
11	No	No charge	28	Buckingham Ave.	No	No	Yes	No	Yes	Yes	Yes	No	No	No	No	Yes	Yes	River	Physical
12	No	No charge	93	Water St.	No	No	Yes	No	No	Yes	No	No	No	No	No	Yes	Yes	River	Physical
13	No	No charge	100	Second St.	No	No	No	No	Yes	Yes	No	No	No	No	Yes	Yes	Yes	None	Visual
14	No	n/a	n/a	High St.	n/a	No	n/a	No	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	River	Physical
15	No	n/a	n/a	Elm St.	n/a	No	n/a	No	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	River	Physical
16	No	n/a	n/a	Front St.	n/a	No	n/a	No	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	River	Physical
17	No	n/a	n/a	Rector St.	n/a	No	n/a	No	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	River	Physical
18	No	n/a	n/a	NJ Central R.R.	n/a	No	n/a	No	No	n/a	No	No	No	No	No	No	No	River	Physical

This imbedded Excel spread sheet should be used for the table described in Section II (Existing Public Access). The title of each column should not be changed. The information about each public access location should be filled in using one of the options listed. This table will also be used to populate the information for each public access location in GIS. Additional information about each public access location can be included in the narrative portion of Section II. Please contact DEP with any questions or concerns about these options.

SIGNS: Does the location provide signage identifying the location as a point of public access? Yes/No

PARKING: Is there parking, and if so, is there a charge? Charge = there is a charge for public parking; No Charge = there is no charge for public parking; No = no public parking provided

AMT: How many parking spots are available? Provide a number

STREET: At what street end is the public access located? For parallel access, cross streets can be provided. Examples: 1st St; Ocean Ave/3rd; 45th St

BADGE: Are there times when a badge is required to use this location? Yes/No

SWIMMING: Can you swim at this location? Guard= a guard is provided at times; At Own Risk= No guard is provided; No= Swimming is not allowed

FISHING and SURFING: Is fishing/surfing allowed at this location? Unrestricted= Fishing/surfing is allowed at all times with no restrictions; Restricted= There exists a form of restriction of fishing/surfing, examples include time of day, seasonally, etc. These restrictions should be discussed in the Section II, C. (Limitations to Public Access).

PLAYGRD, PARK, PIER, BOATLNCH, MARINA, FOOD_DRINK, RESTRMS, SEATS: Does this location include these amenities? Yes/No

H_C: Is this location handicap accessible? (Not necessarily ADA Compliant) Yes/No. The type of accessibility should be expanded upon in Section II, B (Improved Public Access Locations).

SHORELINE: What shoreline does this location inhabit? The Beach, Bay, or River?

TYPE: Describe the type of access-physical, visual only, water

APPENDIX 3
Recreation and Open Space Inventory

Name	Block	Lot	Acres	Funded/ Unfunded
Sadowski Waterfront Park & Beach Area	9.01	1	3.4	Funded
	9.01	1.01	7.0	
	1.01	1-5	1.2	Funded
		1.01-5.01	1.0	
	9.02	1	1.7	Funded
		1.01	3.5	
	9.03	1	2.4	Funded
	9.03	1.01	5.5	
	9.01	2	1.0	Unfunded
Brighton Avenue Park	6	1	1.03	Funded
	7	1	.91	Funded
	8	1	1.68	Funded
Caledonia/ Roessler Park	2	1.01 & 2	1.43	Funded
Bayview Park	50	10	1.0	Unfunded
	53	1	.42	Unfunded
Buckingham Ave Site (Harbortown)	240	1	2.2972	Unfunded

Marina Waterfront Park	51	1.01, 2.01, 3, 4, 4.01,5,5.01	10.62	Funded
	52	1, 2-7, 2.01, 3.01, 4.01, 5.01, 6.01 & 7.01	2.23	Funded
Lewis Street Beach, Waterfront Walkway & Parking Lots	27	1-4, 6-8, 1.01, 1.02, 1.03, 1.04, 2.01, 5.01, 5.02, & 6.01, 11.01 & 11.02	3.745	Funded
	28	1, 1.01, 2, 2.03, 2.01&2.02	.5897	Unfunded

APPENDIX 4
Sign Ordinance

FIRST READING:

ORD. NO. _____

2ND AND FINAL READING:

**AN ORDINANCE DESIGNATING THE PERTH AMBOY TRANSPORTATION AND PARKING DIVISION TO
INSTALL AND MAINTAIN ALL SIGNS ASSOCIATED WITH THE MUNICIPAL PUBLIC ACCESS PLAN**

WHEREAS, the New Jersey Department of Environmental Protection requires all communities that contain tidal waters to provide for public access; and

WHEREAS, existing and future signage for public access is required; and

WHEREAS, installation and maintenance of signage is a requirement of N.J.A.C. 7:7E-8.11(t).

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF

PERTH AMBOY IN THE COUNTY OF MIDDLESEX, NEW JERSEY, as follows:

1. The Division of Transportation and Parking, of the Department of Public Property and Community Services, is named as the entity for all signage in the City of Perth Amboy.
2. This Ordinance shall take effect in accordance with applicable law.

PASSED:

President of Council

APPROVED:

Mayor

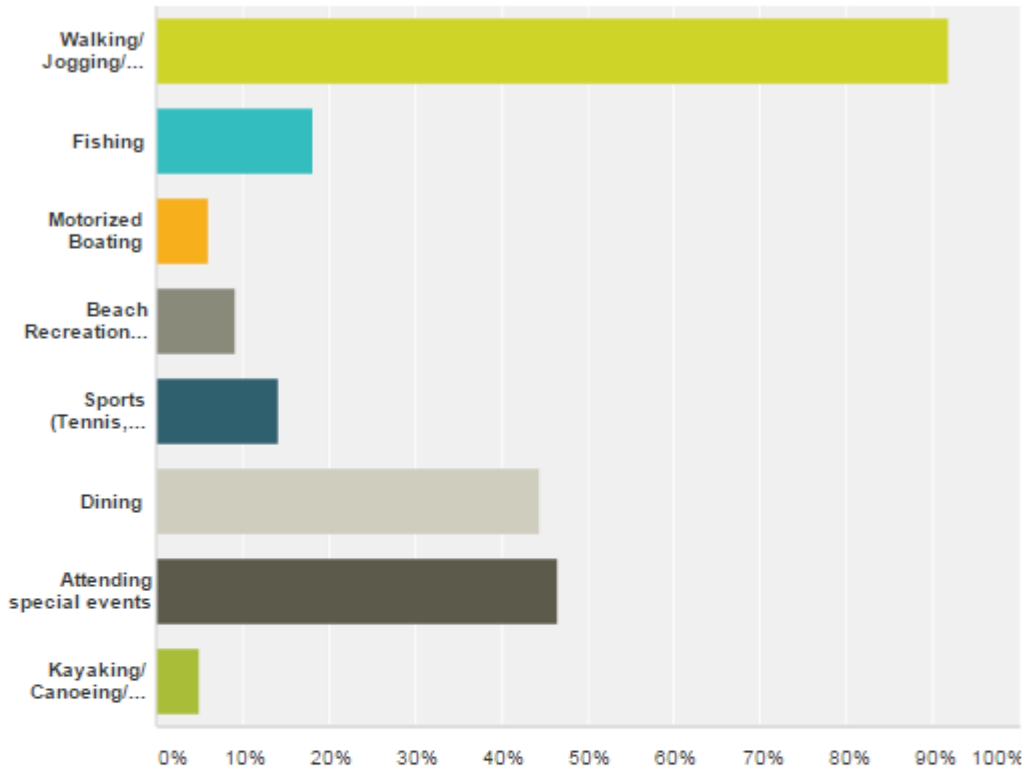
ATTEST:

City Clerk

APPENDIX 5
Community Satisfaction Survey Results

**What are your normal waterfront activities?
(check all that apply)**

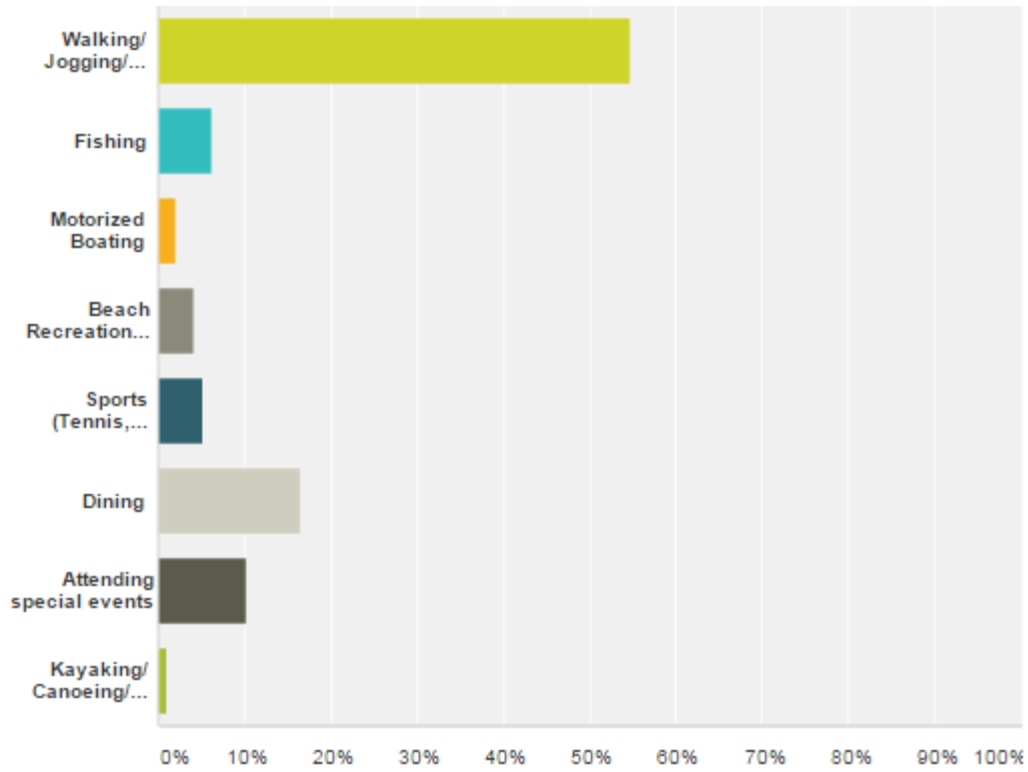
Answered: 99 Skipped: 1



Answer Choices	Responses
Walking/ Jogging/ Exercise	91.92% 91
Fishing	18.18% 18
Motorized Boating	6.06% 6
Beach Recreation (Volleyball, etc.)	9.09% 9
Sports (Tennis, Basketball, etc.)	14.14% 14
Dining	44.44% 44
Attending special events	46.46% 46
Kayaking/ Canoeing/ Sailing	5.05% 5
Total Respondents: 99	

What is your favorite waterfront activity?

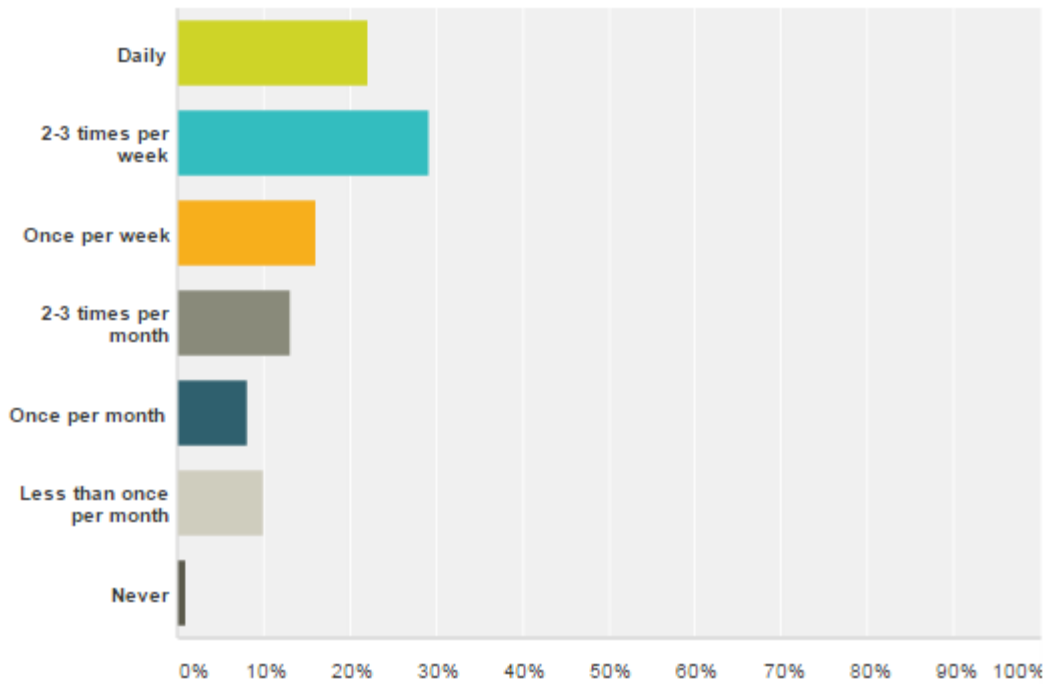
Answered: 97 Skipped: 3



Answer Choices	Responses
Walking/ Jogging/ Exercising	54.64% 53
Fishing	6.19% 6
Motorized Boating	2.06% 2
Beach Recreation (Volleyball, etc.)	4.12% 4
Sports (Tennis, Basketball, etc.)	5.15% 5
Dining	16.49% 16
Attending special events	10.31% 10
Kayaking/ Canoeing/ Sailing	1.03% 1
Total	97

How often do you visit the waterfront?

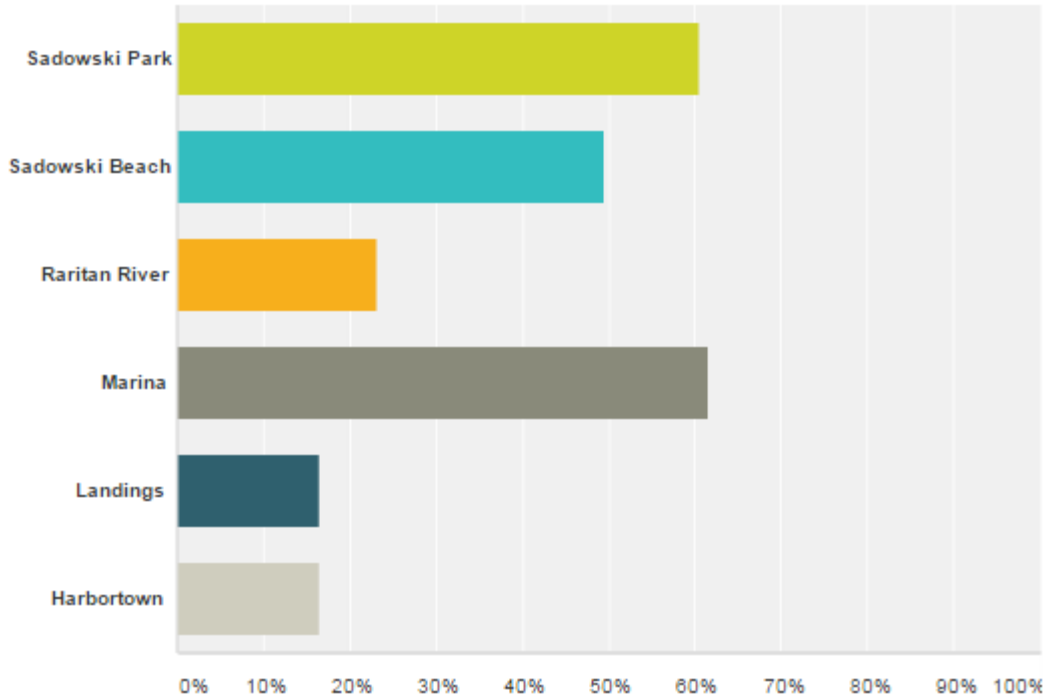
Answered: 99 Skipped: 1



Answer Choices	Responses
▼ Daily	22.22% 22
▼ 2-3 times per week	29.29% 29
▼ Once per week	16.16% 16
▼ 2-3 times per month	13.13% 13
▼ Once per month	8.08% 8
▼ Less than once per month	10.10% 10
▼ Never	1.01% 1
Total	99

What part of the waterfront do you like to visit? (Check all that apply)

Answered: 91 Skipped: 9



Answer Choices	Responses
▼ Sadowski Park	60.44% 55
▼ Sadowski Beach	49.45% 45
▼ Raritan River	23.08% 21
▼ Marina	61.54% 58
▼ Landings	16.48% 15
▼ Harbortown	16.48% 15
Total Respondents: 91	
Comments (8)	

What activities do you enjoy but have difficulty doing at the waterfront?

Answered: 40 Skipped: 60

None
8/7/2015 11:01 PM View respondent's answers
None
8/7/2015 10:23 PM View respondent's answers
Letting my dogs loose to play
8/7/2015 10:09 PM View respondent's answers
Going in the water,
8/7/2015 6:00 PM View respondent's answers
none
8/7/2015 5:39 PM View respondent's answers
None
8/7/2015 5:32 PM View respondent's answers
Swimming
8/7/2015 5:02 PM View respondent's answers
N/a
8/7/2015 4:27 PM View respondent's answers
Riding bikes
8/7/2015 3:51 PM View respondent's answers
Parking
8/7/2015 3:38 PM View respondent's answers
Meditating, praying, peaceful gathering. I am unable ti do these things due to the excessively loud cars and music from obnoxious people.
8/7/2015 3:32 PM View respondent's answers
Nothing to do in that place.
8/7/2015 3:25 PM View respondent's answers
bbqing having some cold beer ya know it's all part of living the dream
8/7/2015 3:13 PM View respondent's answers
I like walking on the sand.. wish we could actually swim in the water though. It'd be great if we could.
8/7/2015 3:10 PM View respondent's answers

Biking, playing football/baseball
8/7/2015 2:58 PM View respondent's answers
Enjoying tranquility because car radios are too loud
8/7/2015 2:45 PM View respondent's answers
n/a
8/7/2015 2:40 PM View respondent's answers
Swimming
8/7/2015 2:37 PM View respondent's answers
N/A
8/7/2015 2:14 PM View respondent's answers
Walking at night on Water and Sadowski but not enough lighting so I do it early.
8/7/2015 2:10 PM View respondent's answers
picnic....no tables and not enough benches
8/7/2015 2:07 PM View respondent's answers
Swimming,
8/7/2015 1:38 PM View respondent's answers
Biking
8/7/2015 1:28 PM View respondent's answers
Walking and jogging because there has been a lot of construction. I'm sure once it's done it will be better. I would like to have a area to play with my dog in like a small dog park for smaller dogs.
8/7/2015 1:25 PM View respondent's answers
swimming
8/7/2015 1:24 PM View respondent's answers
Bicycle riding
8/7/2015 1:23 PM View respondent's answers
N/A
8/7/2015 1:21 PM View respondent's answers
Swiming
8/7/2015 1:21 PM View respondent's answers
Baseball
8/7/2015 1:18 PM View respondent's answers
Swimming
8/7/2015 1:18 PM View respondent's answers
None
8/7/2015 1:16 PM View respondent's answers
I love running/jogging, but there are time having no motivation at all.
8/7/2015 1:15 PM View respondent's answers
No difficulties at all ..i enjoy walking the waterfront
8/7/2015 1:13 PM View respondent's answers
Bike riding
8/7/2015 1:13 PM View respondent's answers
Me gustaría Q tengan maquinas.para ejercicio sería más.saludable Q ir al gim y entrar.al.agua en verano.y baños públicos fijos.
8/7/2015 1:03 PM View respondent's answers

Swimming, boating, fishing

8/7/2015 1:00 PM [View respondent's answers](#)

Utilizing th beach as a bathing area

8/7/2015 12:54 PM [View respondent's answers](#)

Running and biking. A bike lane should be implemented

8/7/2015 12:45 PM [View respondent's answers](#)

for the most part I walk.

8/7/2015 12:36 PM [View respondent's answers](#)

swimming

7/14/2015 9:57 AM [View respondent's answers](#)

What new amenities and improvements would you like to see at the waterfront?

Answered: 47 Skipped: 53

A better basketball court

8/7/2015 11:02 PM [View respondent's answers](#)

Dog park, boat rentals

8/7/2015 10:09 PM [View respondent's answers](#)

Better kids water park

8/7/2015 10:03 PM [View respondent's answers](#)

Bathrooms

8/7/2015 8:02 PM [View respondent's answers](#)

Meal trucks

8/7/2015 7:50 PM [View respondent's answers](#)

Clean water, more bathroom, and restroom, FAM. Room.

8/7/2015 6:01 PM [View respondent's answers](#)

Safety because i sometimes see patrol police on street instead of checking if people are in the water because they are

8/7/2015 5:40 PM [View respondent's answers](#)

None

8/7/2015 5:32 PM [View respondent's answers](#)

Professional sports arena would be great

8/7/2015 5:02 PM [View respondent's answers](#)

Boat launch

8/7/2015 4:42 PM [View respondent's answers](#)

N/a

8/7/2015 4:28 PM [View respondent's answers](#)

More benches

8/7/2015 4:20 PM [View respondent's answers](#)

More police patrol to many teenage kids destroying the area

8/7/2015 3:51 PM [View respondent's answers](#)

Grilling pits

8/7/2015 3:45 PM [View respondent's answers](#)

An area where blaring music is unacceptable. Some people would like peace and quiet and when I need that I have to go to another town like Sewaren.

8/7/2015 3:33 PM [View respondent's answers](#)

Softball/Baseball Field

8/7/2015 3:26 PM [View respondent's answers](#)

Picnic Tables! Restroom ! Food / ice cream vendors ! Maybe a little shop somewhere .. with beach stuff and snacks...

8/7/2015 3:14 PM [View respondent's answers](#)

showers for your legs and feet,bbq pits and the hot dog vendor

8/7/2015 3:14 PM [View respondent's answers](#)

More open areas/fields similar to the ones near the Richardson school next to the new basketball courts.

8/7/2015 2:59 PM [View respondent's answers](#)

Bed and Breakfast inns

8/7/2015 2:45 PM [View respondent's answers](#)

n/a

8/7/2015 2:40 PM [View respondent's answers](#)

Beach soccer field

8/7/2015 2:39 PM [View respondent's answers](#)

Making sure it's kept clean. More of a police presence.

8/7/2015 2:15 PM [View respondent's answers](#)

More Lighting

8/7/2015 2:11 PM [View respondent's answers](#)

picnic area

8/7/2015 2:07 PM [View respondent's answers](#)

Handball court!

8/7/2015 1:59 PM [View respondent's answers](#)

Concession stands.

8/7/2015 1:45 PM [View respondent's answers](#)

More police presence

8/7/2015 1:39 PM [View respondent's answers](#)

Pool , Bike Lanes, restrooms, more benches, more trees and flowers, an Italian flag at Durante Park monument and boat launch

8/7/2015 1:37 PM [View respondent's answers](#)

Dog park, snack stand, more improved seating areas, basketball court and repaired path to walk/jog down.

8/7/2015 1:28 PM [View respondent's answers](#)

I would love to see a few picnic tables installed with bench seating. Not covering so much ground but just a few for picnicing in the park. We currently setup a blanket but if it rains the day before that's not an option.

8/7/2015 1:26 PM [View respondent's answers](#)

Bicycle lanes

8/7/2015 1:23 PM [View respondent's answers](#)

A swimmable beach

8/7/2015 1:19 PM [View respondent's answers](#)

That we can play baseball there

8/7/2015 1:18 PM [View respondent's answers](#)

More picnic table for the family to better enjoy, and those students to have a relax environment where they can read or do homework peacefully.

8/7/2015 1:17 PM [View respondent's answers](#)

Amusement rides would be cool

8/7/2015 1:17 PM [View respondent's answers](#)

Bike path

8/7/2015 1:13 PM [View respondent's answers](#)

Dejar entrar al agua y un puesto de jugos naturales y sería buena idea para el verano,y rentar bicicletas

8/7/2015 1:03 PM [View respondent's answers](#)

Bike , walk safe path.

8/7/2015 1:00 PM [View respondent's answers](#)

That it could be utilize as a beach.

8/7/2015 12:54 PM [View respondent's answers](#)

Tennis

8/7/2015 12:50 PM [View respondent's answers](#)

bike lane, water fountains, outdoor restroom NOT port a potties

8/7/2015 12:46 PM [View respondent's answers](#)

All the roads fixed and more parking

8/7/2015 12:43 PM [View respondent's answers](#)

More restaurants and entertainment

8/7/2015 12:40 PM [View respondent's answers](#)

More restrooms and water fountains.

8/7/2015 12:36 PM [View respondent's answers](#)

More retail spots

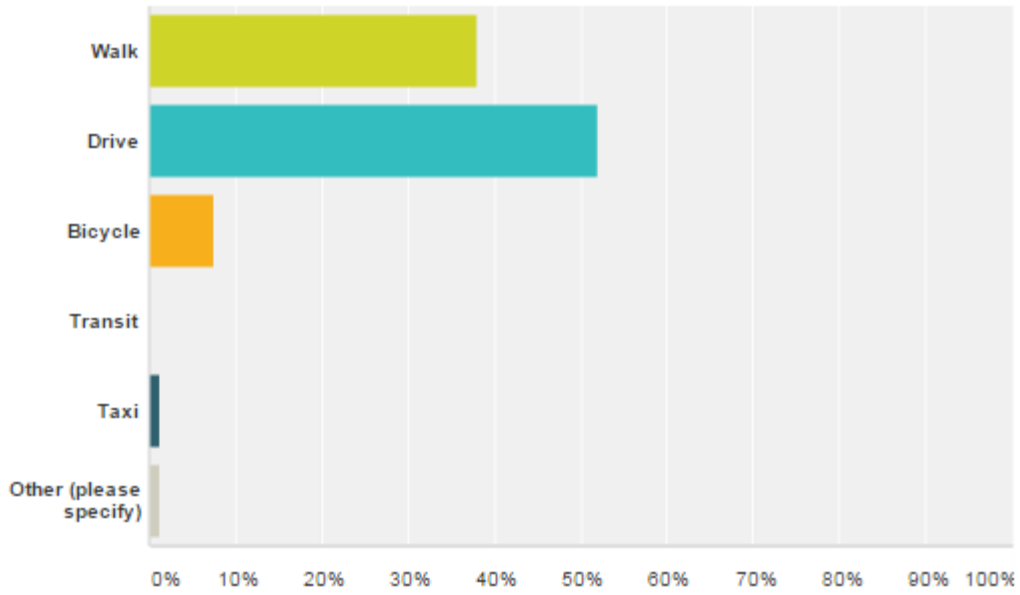
8/7/2015 12:35 PM [View respondent's answers](#)

new park space

7/14/2015 9:57 AM [View respondent's answers](#)

How do you usually get to the waterfront?

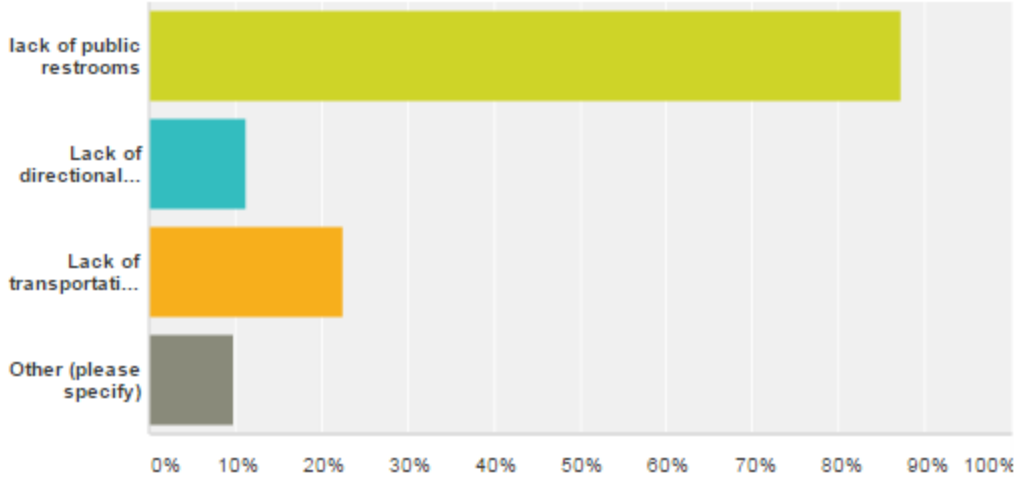
Answered: 79 Skipped: 21



Answer Choices	Responses
Walk	37.97% 30
Drive	51.90% 41
Bicycle	7.59% 6
Transit	0.00% 0
Taxi	1.27% 1
Other (please specify)	1.27% 1
Total	79

What factors limit public access to the waterfront? (Check all that apply)

Answered: 71 Skipped: 29



Answer Choices	Responses
lack of public restrooms	87.32% 62
Lack of directional signs to the waterfront	11.27% 8
Lack of transportation to the waterfront	22.54% 16
Other (please specify) Responses	9.86% 7
Total Respondents: 71	

How would you rate the waterfront?

Answered: 78 Skipped: 22

	Very Good	Good	Average	Poor	Very Poor	Total	Weighted Average
How would you rate the waterfront?	23.08% 18	42.31% 33	28.21% 22	3.85% 3	2.56% 2	78	2.21