

# MASTER PLAN

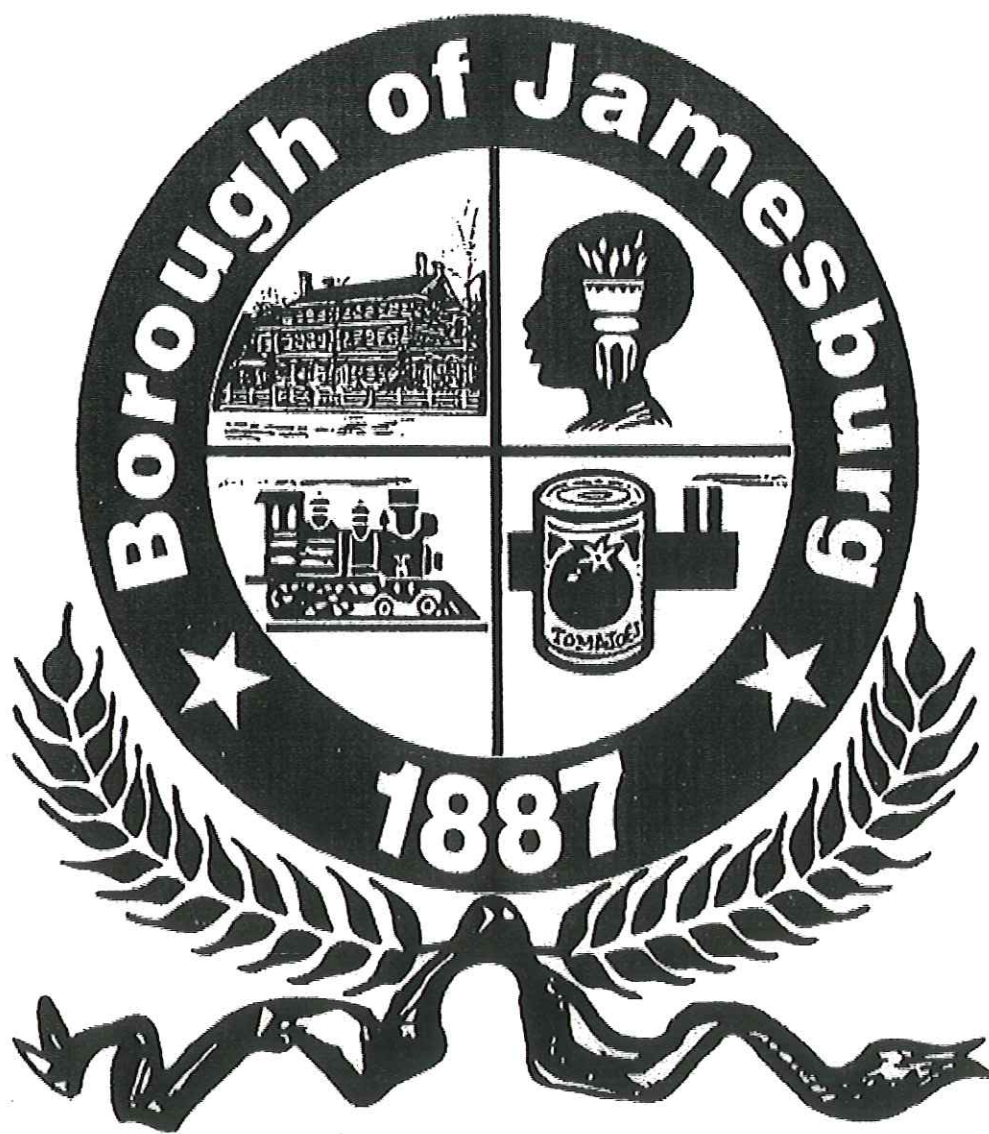


Prepared by:

**Borough of Jamesburg Combined Land Use Board**

*With the technical assistance of:*

**Lenaz, Mueller & Associates  
Planning Consultants  
Princeton, New Jersey**



**Adopted October 24, 2002**



**BOROUGH OF JAMESBURG  
COMBINED LAND USE BOARD  
RESOLUTION #18-12-12-02**

**ADOPTING A MASTER PLAN FOR THE BOROUGH OF JAMESBURG DATED  
OCTOBER 24, 2002**

WHEREAS, the Combined Land Use Board of the Borough of Jamesburg has undertaken a comprehensive review of the existing land use development of the Borough of Jamesburg and formulated a policy for the future development of the lands located within the Borough; and

WHEREAS, the review process has taken over one year to complete and consisted of subcommittee review of various elements of the Borough's existing Master Plan as well as discussions of proposed amendments and changes to said elements by the entire Land Use Board; and

WHEREAS, the Land Use Board previously authorized Borough Planning Consultant Michael K. Mueller of Lenaz, Mueller & Associates to draft a new Master Plan reflecting the comments and direction provided by the Land Use Board and its subcommittee; and

WHEREAS, as a result of said authorization Michael K. Mueller has prepared and submitted draft documents that were subject to review and comment by the Land Use Board; and

WHEREAS, a new Master Plan for the Borough of Jamesburg has been completed bearing the date of October 24, 2002; and

WHEREAS, copies of said Master Plan were submitted to the Middlesex County Planning Board and surrounding municipalities and were available for public inspection at Borough Hall; and

WHEREAS, a public hearing on the contents of said Master Plan was duly noticed and a public hearing regarding same was held on October 10, 2002 at which time interested members of the public were given an opportunity to be heard; and

WHEREAS, the Combined Land Use Board of the Borough of Jamesburg has determined that the Master Plan document dated October 24, 2002 reflects the intent of the Board regarding the plan for the future development of the Borough of Jamesburg based upon existing and anticipated conditions;

NOW, THEREFORE, BE IT RESOLVED by the Combined Land Use Board of the Borough of Jamesburg that the Master Plan dated October 24, 2002 is hereby adopted by the Board as the Master Plan for the Borough of Jamesburg; and

BE IT FURTHER RESOLVED, that copies of the within resolution shall be provided to the Planning Board of the County of Middlesex; the State Planning Commission; and the surrounding municipalities



This is a resolution of memorialization of an action taken by the Combined Land Use Board of Jamesburg at a regular meeting held on October 10, 2002.

Motion: Zehe

Second: Sosnick

In Favor: Zehe, Sosnick, Jawidzik, Thomas-Himes

I hereby certify that this is a true copy of a resolution duly adopted at a regular meeting of the Combined Land Use Board of the Borough of Jamesburg held on and Memorialized on December 12, 2002.

A handwritten signature in cursive script, appearing to read "Kelly Taylor", is written over a horizontal line.

KELLY TAYLOR, Secretary

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Appendix A Year 2000 Census

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## ACKNOWLEDGMENTS

Borough of Jamesburg  
Middlesex County, New Jersey

### Land Use Board Members:

Frank Jawidzik, Chairman  
Mark Wyzykowski, Vice Chairman  
Anthony LaMantia, Mayor  
Patrick Connelly  
John Longo  
Jeffrey Sosnick  
John Walker, Jr.  
Brian Wright  
Wolfgang Zehe  
Sharon Simon, Alt. 1  
Gale Thomas-Himes, Alt. 2

### Borough Staff:

Michael Balint, Board Attorney  
Allen Dittenhofer, Borough Engineer  
Bernie Long, Zoning Officer  
Kelly Taylor, Board Secretary

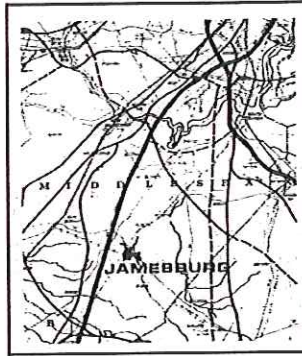
In addition, without listing the many Borough staff individuals, outside agencies, other consultants and Borough residents, their assistance and input is acknowledged and appreciated.

Reference has been made to the 1969 Master Plan, prepared by E. Eugene Oross Associates and the 1985 Master Plan prepared by Thomas A. Vigna, Professional Planner, which were both utilized, where relevant, as a basis for this work effort.

A special "thank you" is extended to John Longo, former Chairman of the Combined Land Use Board in 2001, to John Bee, former Councilman for Jamesburg and Chairman of the Jamesburg Civic Association for use of the Small Business District Revitalization Study dated December 7, 1997, and to recent Board Members – Mayor DiPierro, Sam Cline, Henry Dobenski, and Michael Ruopoli, and to Bernie Long for the use of his many photos in this document.

## I. INTRODUCTION

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### A. General

The Borough of Jamesburg was originally settled in the late 17th century by a group of Scottish immigrants fleeing religious persecution. In the late 1800's, Jamesburg's residents enjoyed great prosperity as they had two railroad lines and three depots constructed within its borders. This elevated the Borough to a regional center for commercial and social activity. Although Jamesburg is one of Middlesex County's most densely populated areas, it abuts a regional County park (Thompson Park) that is almost as large as itself. The Borough is irregular in shape and completely surrounded by the Township of Monroe. The population of Jamesburg, according to the 1990 census was 5,294 people. Representing a 28.7% increase since 1980, the Borough has grown at a rate twice the County average and five times the State level. Of the total population, 4,041 people are over the age of 18 compared to 1,086 in 1980. This represents a 36.8% increase since 1980. The per capita income was \$17,155 in 1989, a 133.9% increase from the 1979 estimate of \$7,757.

Significant population growth in southern Middlesex County continues to take place in suburban and rural areas. However, it is believed that demand for housing in an established mixed-use environment like Jamesburg will increase over time. Very little large-scale development is taking place in the Borough. The emphasis is now mostly on redevelopment and encouraging sensitive infill, compatible with adjacent land uses. The Borough continues to encourage a compatible mix of land uses providing for a full range of family and employment development essential to a full service community.

In preparing the following Master Plan proposals, the Combined Land Use Board has been guided by a desire to preserve those aspects of the Borough that constitute its physical and environmental amenities and, at the same time, provide for the proper guidance of those changes that are necessitated by new demands. The Borough is almost completely developed



insofar as privately held land is concerned. Thus, the challenges facing Jamesburg relate to preservation and redevelopment. Before articulating specific goals and policies upon which the various Master Plan proposals for the physical, economic and social development of the Borough are advanced, it is necessary to articulate an overall development strategy for Jamesburg.

The overall development strategy for Jamesburg can be stated as follows:

*Jamesburg is a residential community and should remain dedicated to that primary purpose. Housing is the Borough's most critical resource and, as such, should be protected. Every effort should be made to preserve and enhance the existing residential amenity, while promoting commercial revitalization in the downtown; allowing new senior housing near the County park; subjecting all new development to a comprehensive design review while upgrading the existing housing stock through property maintenance standards and zoning enforcement; and seeking to advance the Borough through sensitive redevelopment and community infrastructure improvements.*

Augmenting this overall development strategy for Jamesburg, more specific goals and policies are advanced below.

#### B. Goals and Policies for the Future

Jamesburg has formulated goals and policies to guide future decision making in the Borough. The goals and policies which are described in this section form the basis for the recommendations of the Master Plan. Like other parts of this plan, the goals and policies should be periodically reviewed and altered as conditions warrant.

The following goals and policies are suggested:

**Housing Goal: Provide a wide range of housing types to meet the needs of a variety of income and age levels as well as to protect and preserve the character of established residential areas.**

- Preserve residential areas in sound condition.
- Support opportunities for households to obtain satisfactory housing at affordable prices by participating in the New Jersey Council on Affordable Housing (COAH) Mount Laurel housing program.

- Re-evaluate development controls and ordinances to ensure the stabilization of existing and established residential areas.
- Any new residential development should provide adequate space for off-street parking, recreational facilities, and open space.
- Locate housing within the downtown area to help reinforce and stimulate business activity by encouraging second floor units.
- Encourage owner occupancy of all single-family homes.
- Adequately maintain the existing Borough infrastructure (streets, community facilities, utilities) which are part of and support a good housing and business environment.
- Stabilize the existing housing stock in the Borough.
- Upgrade any deteriorating housing areas through code enforcement and/or rehabilitation programs.
- Prevent the deterioration and inadequate maintenance of housing from creating a deleterious effect on surrounding properties by adopting reasonable rules and regulations concerning property maintenance standards.
- Protect residential areas against the negative impacts of activities on adjoining non-residential properties by strengthening and strictly enforcing screening, lighting, outdoor storage, landscaping and parking requirements.
- Prohibit the construction of new two (2) family and multi-family units and prohibit the conversion of existing single-family units to additional two (2) family units.
- Promote the construction of age-restricted housing.

**Local Economy Goal: Encourage development and improvement of selected commercial, office and service uses which are geared towards realistic future growth needs. A strong business community is vital to the social and fiscal health of the Borough.**

- Provide for an adequate amount of convenient and quality shopping and service experiences for local residents.

- Promote the economic vitality of the downtown area by improving its physical appearance, introducing new compatible land uses and maintaining a government presence, e.g. U.S. Post Office.
- Non-residential uses should be controlled through the adoption and enforcement of a comprehensive site plan review ordinance whenever redevelopment is contemplated.
- The Borough and the local merchants should undertake a vigorous program aimed at strengthening the downtown area in order to address the competition from surrounding suburban shopping centers.
- Reinforce the existing pattern of retail sales and services within the downtown area.
- Stabilize the tax ratable base which is the primary source of municipal funding for the foreseeable future.
- Foster re-use of existing older structures and new construction in scale with existing buildings.
- Encourage activities that will utilize the Borough's existing work force (those living in Jamesburg) to minimize travel.
- Discourage absentee ownership by encouraging owner occupancy of mixed residential and offices or of other business uses.
- Improve existing business areas to create better pedestrian and bicycle circulation and adequate parking.
- Enforce a property maintenance code for all non-residential areas.
- Provide for new opportunities for aggressive business growth expansion of the Borough's tax base.
- Provide for a greater concentration of business uses in the downtown area and for some stabilization and non-residential growth in surrounding neighborhoods.
- Provide for the expansion of businesses and services to attract the population of retirement communities and other residents of Monroe Township to the Borough for shopping and leisure activities.



- Review and amend home occupation and professional office zoning standards.

**Open Space Goal: Maintain the Borough's image as a green-treed community with adequate open space and provide recreational opportunities equally to all members of the community.**

- Conserve treed rights-of-way and institute a tree planting program.
- Conserve and protect as many environmentally sensitive areas in the Borough as possible, requiring new development to be subject to environmental performance standards.
- Encourage the development of a Borough-wide “green belt” or linear conservation area system, incorporating various natural areas to connect various parts of the Borough.
- Utilize modern water runoff control techniques to improve local drainage patterns from development and to enhance the environment.
- Improve Borough-owned land where possible and as necessary for recreational and open space conservation purposes.
- Provide recreation areas which are easily and readily accessible to all segments of the population.
- Improve the character of residential neighborhoods through open space development and protection.
- Provide adequate amounts and kinds of park land if needed.
- Provide ample outdoor recreation opportunities for all citizens in order to promote physical fitness.
- Maintain, improve, and expand Borough park and recreation opportunities in a comprehensive manner.
- Promote safety and security at all park facilities.

- Development of park facilities should keep in mind reasonable flexibility of use, ease of maintenance, preservation of environmentally sensitive areas, and should minimize adverse impacts on neighbors.
- Discourage further development in flood prone areas and direct public recreational efforts for recreation away from such areas.

**Circulation Goal: Develop a coordinated road and transportation system which will enable the safe and efficient movement of people and goods.**

- Emphasize short term road improvements which provide for operational adjustments (channelization, signalization, and one-way systems, where practical), limited road widening and key intersection improvements to increase the capacity of the existing roadway network.
- Encourage alternate circulation modes and networks, such as bicycle, pedestrian and bus transportation.
- Generally discourage through-traffic within existing residential neighborhoods.
- Seek to make improvements designed to prevent excess traffic congestion within the downtown area.
- Seek improved access to the downtown area, including development of off-street parking facilities.
- Evaluate the use of alleys for transportation and/or other uses.
- Establish roadway classifications to develop a secondary road system insuring more even traffic collection and distribution from and to local streets.
- Eliminate all traffic hazards.
- Alleviate vehicular congestion wherever it now occurs and prevent further development which would worsen conditions on already congested roadways.
- Give full recognition to the aesthetics of all elements of the transportation network and all related facilities and minimize any adverse impact on surrounding properties.

- Minimize conflicts among local, through and pedestrian traffic on within the downtown area, giving priority to the needs of shoppers and pedestrians.
- Provide for good pedestrian circulation in and through residential areas with sidewalk and/or pathway interconnections to parks and schools and other public facilities.
- Seek and obtain capital improvement monies to upgrade the existing transportation systems in the Borough.

**Community Facilities Goal: Ensure the provision of an adequate range of facilities and services to accommodate existing and future Borough needs in a convenient and cost-effective manner.**

- Encourage the location of new public facilities such as parks and community centers so that they are within effective service areas and promote the full use of school facilities for recreational and community activities.
- Provide adequate public safety services (police, fire, rescue) with appropriate facilities, manpower and equipment distributed according to need.
- Encourage the continued use of the U.S. Post Office as a positive benefit for the community and downtown area.
- Encourage the preservation of historical buildings and landmarks that are significant to the Borough's past.
- Encourage preservation of environmentally sensitive areas.
- If required, encourage coordinated upgrading of existing utility infrastructure (water, sewer and stormwater drainage lines).
- Provide the highest level of public facilities and services within the Borough's limited resources.
- Encourage private development of useable open spaces to be landscaped and equipped with pedestrian amenities, such as benches, in all centers of intensive activity where people tend to congregate.



**Historical Goal: Investigate the establishment of a local historic district whose boundaries are defined by a group of buildings or site on the State and/or National Register of Historic Places to regulate the reconstruction, alteration, demolition and/or relocation of historic buildings within a district.**

- Safeguard the historic, aesthetic and cultural heritage of Jamesburg.
- Stabilize and improve property values within the Borough.
- Foster civic pride in the built environment.
- Encourage adaptive re-use and proper maintenance and design of historic buildings and their settings.
- Prevent the alteration of existing buildings or new construction not in keeping with the local historic district.
- Foster a positive community attitude between public and private organizations.
- Spur beautification and private reinvestment by keeping out non-conforming uses.
- Enhance the economic value of properties.
- Discourage or prevent demolition of historic resources.
- Develop an appropriate and harmonious setting for historic and architecturally significant buildings, structures and places.

**Design Goal: Improve the visual appearance of business areas while protecting residential neighborhoods from encroachment and ensure that improvements are made which respect the architectural heritage of Jamesburg.**

- Improve the appearance of development along the Borough's major arterials and exert better control over the location and design of parking areas and curb cuts through the adoption of site development and design controls, e.g. prohibit parking and permanent dumpsters in front yards and channelize traffic.
- Exert control over all existing and future public and private signs to minimize visual pollution.

- [illegible]

- Create an integrated full service downtown.
- Unified landscaped parking facilities linked to business activities by attractive walkways should be provided at the perimeter of the downtown area.
- The overall size of the downtown area should be limited to a reasonable walking distance from one end to the other in order to develop a close physical relationship among its many parts.
- Continue to concentrate businesses in the existing downtown area and avoid dispersion of commercial activities.
- Provide adequate support facilities for the downtown area: parking areas, street systems, utilities and public services.

- Promote use of the downtown area by improving its competitive position in the region: advertising, good design and appearance, safe and efficient pedestrian movement system and a wide variety of retail and service establishments with other compatible uses.
- Make the fullest use of downtown area second floor spaces with residential and/or office uses to prevent building deterioration while still protecting retail sales and services on the lower levels.
- The downtown area should serve as the commercial and professional center of Jamesburg and the area.
- Bolster employment and sustain commercial growth by incorporating relevant findings and recommendations of the “Small Business District Revitalization Plan” into the Master Plan.
- The downtown area’s proximity to Manalapan Lake and Thompson Park should be capitalized upon in order to restore the downtown area’s role as a sub-regional business center.

#### C. Master Plan Update

Jamesburg is planning for its future. It must address itself to the task of carefully combining new land uses and existing development within its boundaries. As Jamesburg plans, complex development issues have begun to emerge, e.g. providing opportunities for affordable housing; strengthening its commercial and office land uses; protecting historic and older properties and existing residential neighborhoods from incompatible encroachment; balancing development with environmental, economic, and traffic concerns and maintaining those unique physical attributes which contribute to the Borough’s overall quality of life.

This Master Plan is a response to these and other challenging issues now confronting the Borough. It is a guide that re-establishes and refines planning and development policies first set into motion with the Borough’s 1969 Master Plan. This new Master Plan relates to the distribution and interrelationship of future uses of the land, housing needs, movement of people and goods, and the expansion of community facilities and services. It supersedes both the 1969 and 1985 Master Plan documents.



The function of a Master Plan is to formulate a general and long-range policy statement to guide a municipality's future growth. It is a guide for those necessary decisions which will determine the community's future social and economic growth. It represents an ideal, but it is scaled to resources of the community, for it must be capable of practical achievement. The Plan is oriented to the year 2010 as a logical reference point to which State, County and other public or private agencies could relate their respective planning and development decisions. It sets no precise timetable for the realization of each of its component parts; rather, it is an attempt to give rational forethought to the development of these elements as the Borough continues to grow over the next decade.

A Master Plan is also a statement of citizens goals and ideals. However, civic goals and ideals are not always compatible: different groups have different ambitions; people's community ideals vary. It has been the task of the Land Use Board to balance these differing views and to adopt a plan which is best suited to fulfill the present and probable future needs of the community and its citizens.

There is no standard plan. Each community is unique in its natural geography, its regional location, and its man-made physical elements. In an established urban place, such as Jamesburg, comprehensive sound planning procedure dictates careful balancing of past growth with the necessities of modern community development. It calls for giving very serious consideration to the uses proposed for the remaining vacant land. The Master Plan directs the preservation of sound established neighborhoods, it also calls for an all-out comprehensive effort to reshape and redirect those elements and forces which have fostered localized decay in so many other older established municipalities.

The Plan is not a permanent or unalterable document. According to State law, it must be periodically re-examined at least every six (6) years, depending upon the rate at which changes in the conditions or circumstances of the community affect the basic assumptions upon which the Plan is based. Its strength, however, is predicated upon its comprehensiveness. To accept one part out of context with other parts would reduce the effectiveness of the Plan. Accordingly, any subsequent change in the Plan should be preceded by an investigation of its implications and effect on interrelated elements of the Plan. Only in this manner can modifications be made without destroying the integrity of the Master Plan.

This Master Plan presents a workable outline for attainable, long-term development of the Borough of Jamesburg.

#### D. Nature of the Update Planning Process

The planning process used in developing Jamesburg's Master Plan involved three phases of study.

The first phase dealt with the review of the studies and plans which formed the basis for a comprehensive review and appropriate revision to the State required elements of a Master Plan for the entire Borough. The documents included:

- 1969 Master Plan prepared by E. Eugene Oross Associates
- 1985 Master Plan prepared by Thomas A. Vigna, Professional Planner
- 1993 Master Plan Re-Examination Report prepared by E. Eugene Oross Associates
- 1997 Small Business District Revitalization Study prepared by John Bee, Councilman for Jamesburg & Chairman of the Jamesburg Civic Association
- 1999 Demographic Study of the Jamesburg Public Schools prepared by Dr. Leonard Elovitz and Dr. William Librera
- 1999 Master Plan Re-Examination Report prepared by the Borough of Jamesburg Land Use Board
- 1999 Assessment of Commuter Rail Impacts prepared by NJ Transit
- June 2000 Draft Study of Commuter Jitney Service to Enhance Public Transportation in Middlesex County prepared by the Middlesex County Department of Planning
- May 1999 Middlesex County Transportation Plan prepared by the Middlesex County Department of Planning
- August 1999 Middlesex County Annual Report on Transportation prepared by the Middlesex County Department of Planning
- 2001 Draft Middlesex County Bicycle/Pedestrian Plan prepared by the Middlesex County Department of Planning



- October 1995 Middlesex County Open Space and Recreation Plan prepared by the Middlesex County Department of Planning
- 2000 Housing Element & Fair Share Plan prepared by the Borough of Jamesburg Land Use Board

The second phase dealt with the updating of basic data pertinent to the Master Plan at both the regional and local levels. Such background information has been made part of this Master Plan Document.

The Master Plan, or phase three, is summarized in this report. It contains refinements to the basic goals and policies established in the 1969 and 1985 Master Plans. Together with appropriate maps, proposals relating to the spatial distribution of land uses, circulation and necessary community facilities to support such future uses are advanced.

During the process of updating the Master Plan, open public workshop sessions were held by the Combined Land Use Board to receive input from the Borough Council and the Jamesburg Civic Association and others, to discuss findings of studies undertaken as well as to explore the current validity of various policies, proposals and planning options regarding further development and redevelopment within the Borough.

#### E. Relationship of Borough Planning to Local, County and State Plans and Policies

The adjoining Municipalities' plans and ordinances were examined with regard to land uses abutting Jamesburg. In relation to this Master Plan, generally no inconsistencies in use exist, while there may be differences in density or levels of use. The only area of land use concern for the Borough is an abutting Monroe Township industrial zone district which is adjacent to the Borough's residential area along Dock's Corner Road. Industrial development should be adequately buffered from residential uses.

NJSA 40:55D-28d requires a specific policy statement relating the local land use plan to those of other jurisdictions be made part of the Master Plan. Background information necessary to the writing of this required statement is summarized below.

Jamesburg is surrounded by Monroe Township. Existing land use patterns in Monroe are generally an extension of the configurations found in Jamesburg.



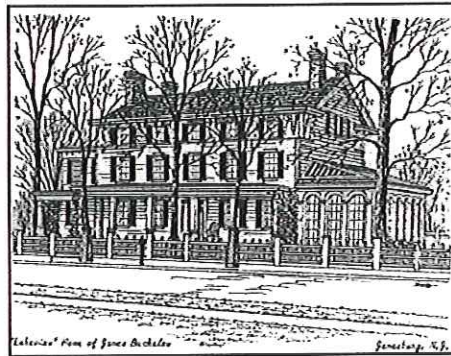
The adjacent Monroe Township Land Use Plan pattern is a combination of low density residential (R-60), medium density residential (R-30 and R-20), high density residential (R-10, R7.5, and R-5), private recreation and flood hazard areas. A small portion of industrial land abuts residential land uses in Jamesburg.

The New Jersey State Development & Redevelopment Plan places Jamesburg within a Planning Area 2 growth area because it is located within or near major existing population and employment centers and is serviced by extensive public sewer and water systems, in addition to being accessible to major highways and rail facilities.

These plans do not preclude the Borough from exercising independent judgments as to land use within its borders. The law requires a statement as to the relationship between plans, but does not require conformity. Under current conditions, there is nothing to suggest that the existing or proposed land use pattern in Jamesburg is in any way incompatible with those of Monroe Township or that it is at variance with the plans of the County or State.

## II. HISTORICAL, REGIONAL AND PHYSICAL CONDITIONS

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### A. Borough History

In the year 2001 Jamesburg celebrated its one hundred and fourth year as a Borough, a separate municipality in Middlesex County, New Jersey.

Well before Jamesburg became a municipality there were woodlands and sandfields, marshes and streams, inhabited by wildlife native to this part of central New Jersey. Most important to both animals and human inhabitants was the flowing brook called the "Manalapan", meaning "Land of Good Bread" or rich soil. Its companion waterway to the east was the "Matchaponix", "Land of Poor Bread" or sandy soil. These two streams joined at what is now Spotswood to form the South River which flowed into Raritan Bay and the Atlantic Ocean.

Water was as important to the early settlers as it had been to the animals and Indians. The earliest farmers along the Manalapan or its branches set up individual crude sawmills and ground grain by hand. It soon became evident that larger neighborhood grist and sawmills were necessary and profitable. The bend in the Manalapan with plenty of water power was a natural choice for the establishment of a mill with a wooden dam and a mill pond. The first known date for a commercial mill in Jamesburg was 1734. As was customary, a small community grew up near the grist including a blacksmith shop, eventually a store and houses of mill workers. Old accounts state that there was also a fueling mill.

Depending on the changing operation of the mills the community was known as Ensley Mills in 1787 (the year the U.S. Constitution was being written in Philadelphia), Role's Mills in 1789, Mount's Mills in 1800, Gordon's Mills in 1818, and finally in 1832, Buckle's Mill.

The Lenape Indians, peaceful late Eastern Woodland Indians, lived in the area using the Manalapan's pure water for drinking, fishing and canoe travel. They were hunters and fisherman, gardeners and food-gatherers (berries, herbs, roots and nuts). Indian artifacts have been found along the banks of the Manalapan as well as in many nearby fields.

The earliest settlers who came to this part of New Jersey usually arrived at the natural harbor at Ambo Point (Perth Amboy) and traveled inland along the streams. They came from New England, Long Island, Staten Island or Europe (mainly England and Scotland).

The Township of South Amboy (the South Ward of Amboy) was created in 1685. Deeds in the Jamesburg area bore the South Amboy identification until Monroe Township was created in 1838.

Two events happened in 1832 which completely changed the pattern of Jamesburg's future. First, the tracks of the Camden and Amboy Railroad crossed the upper part of the town. These tracks were laid on granite slabs used for ties, some of which are still in existence today, and may be seen in the yard at "Lakeview" and in other locations.

The building of the Camden and Amboy Railroad formed an epoch in the history of this section of New Jersey. On December 17, 1832 passengers were conveyed from Bordentown to Amboy by horse-cars, a distance of thirty-four miles in a little less than three hours with three changes of horses. Local people living near the tracks rode the horse cars to church in Spotswood. In 1833, trains were drawn by the "John Bull", English made locomotive. The cars were like the old-fashioned round-body coaches, doors at the side, and calculated to hold six persons.

The second event in 1832 was the purchase of the mill at the bend of the Manalapan by James Buckelew. A map of Jamesburg during that year showed activity at the lake and dam area, a saw mill, grist mill, blacksmith shop, miller's house and three other small dwellings nearby.

Opportunities of employment on the railroad, in the mills and other burgeoning commercial activities provided the incentives for immigrants to settle in Jamesburg thus providing new citizens and leadership in future generations for the town. Modest homes for the workers were erected in various parts of the town. The establishment of the Jamesburg and Freehold Agricultural Railroad in 1853 caused Jamesburg to become a real railroad center. Streets in the older part of town bear the names of railroad pioneers or Civil War leaders.



The railroad's presence was responsible for the establishment of the Downs, Gourlay and Finch shirt factory in 1871. By 1882, this was the largest shirt manufactory in the world. It occupied the whole block on West Railroad Avenue between Willow Street and Forsgate Drive.

In 1887, the square mile prosperous settlement withdrew from Monroe Township and became the Borough of Jamesburg.

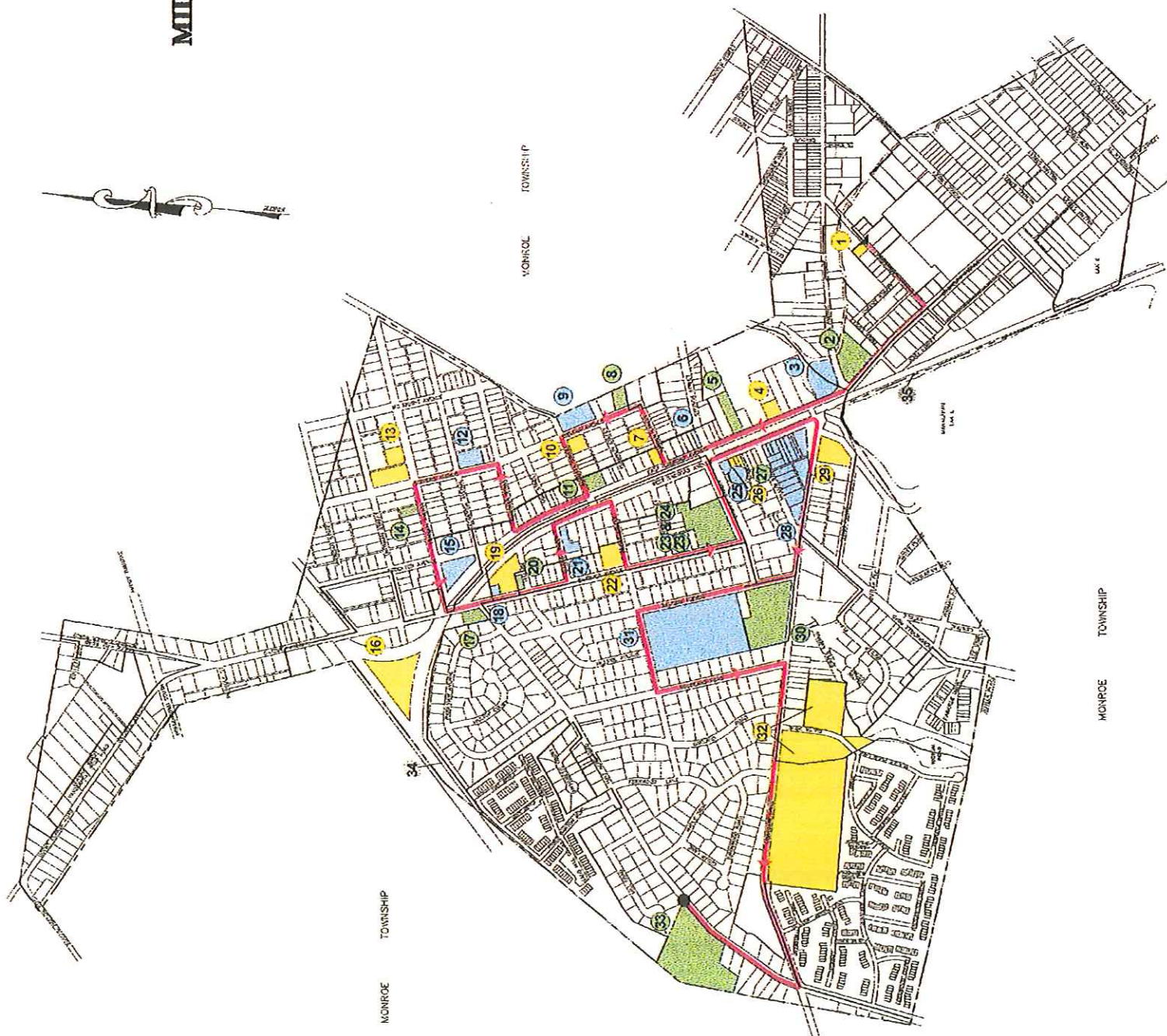
Today it is still possible to walk or ride the streets of Jamesburg and appreciate various historic and cultural sites. On Map #1 (Historic Tour) and listed below is a tour of the community that begins at the St. John's Baptist Church and ends at the First Baptist Church:

1. St. John's Baptist Church.
2. Lakeview. Located on the opposite side of Buckelew Avenue. It was the Lower Jamesburg Station and the original building of the First National Bank, est. 1864.
3. Professional Building. Site of the original grist mill, and later, silk mill, shirt factories and butterscotch factory.
4. Jamesburg Post Office, est. 1962.
5. William Courter House, est. 1860.
6. The original Borough Hall and Police Station. It was the Post Office between 1909-1962.
7. Gothic Revival style house with unusual character given by use of a green-tinged stone. Dormers hung with slate. Slate gables steeply pitched. One of a few high-style houses in Jamesburg. Large stone barn at rear with slate-covered cross gambrels originally used as part of a mortuary business.
8. Assembly of God Church. Adjacent manse moved from Church Street. Gothic Revival style, est. 1850.
9. Grace M. Breckwedel School. Named for a long-time school principal, est. 1969.

# Map #1

## HISTORIC TOUR BOROUGH OF JAMESBURG MIDDLESEX COUNTY, NEW JERSEY

1. St. John's Baptist Church
2. Museum - Bucklew House (Lakeview)
3. Professional Building
4. Jamesburg Post Office
5. William Courter House
6. Original Borough Hall
7. Gothic Revival Style House
8. Assembly of God Church
9. Grace M. Breckwede School
10. Original Jamesburg High School
11. Carpenter's Gothic Style Building
12. Senior Citizen's Headquarters
13. St. James the Less Roman Catholic Church
14. Calvary Wesleyan Chapel
15. Memorial Park
16. Upper Jamesburg Junction
17. Billy West's Tavern
18. Public Library
19. Fire House
20. First Aid Squad
21. Elk's Club
22. Abraham Davison Homestead
23. Presbyterian Church
24. Presbyterian Manse
25. PNC Bank
26. Mendoker's Quality Bakery
27. R&R Convenience Store
28. Down's & Finch Shirt Factory
29. Simon Van Winkle House
30. Former Jamesburg High School
31. John F. Kennedy School
32. Fernwood Cemetery
33. First Baptist Church
34. Camden and Amboy Railroad (1831)
35. Jamesburg and Freehold Agricultural Railroad (1853)





10. Original Jamesburg High School Building. Built in 1912. Now used in conjunction with the adjacent elementary school.
11. Carpenter's Gothic style with gingerbread gable pieces. Built about 1860.
12. Senior Citizens' Headquarters. Originally German Baptist Church, est. 1886.
13. St. James the Less Roman Catholic Church, Hall and Rectory. Original church built in 1878.
14. Calvary Wesleyan Chapel.
15. Memorial Park. Existing monuments honor soldiers of World Wars I & II and Vietnam. Trees and benches dedicated in memory of servicemen who were killed. Plantings by Jamesburg Garden Club. Site of annual Memorial Day services.
16. Upper Jamesburg and Jamesburg Junction. Former very busy railroad complex with passenger and freight stations, engine house, roundhouse and railroad yards. Nearby was a four-story brick hotel built in 1856 by James Buckelew.
17. Site of Billy West's early tavern. Original stop on the C. & A. called "West's Turnout." Later site of Buckelew Cannery and of a Buckelew Mansion called "Inverness." In 1847, tomatoes were first canned in tin cans by Harrison Woodhull Crosby in the Buckelew cannery.
18. The Municipal Library at Jamesburg.
19. Fire House. Jamesburg Volunteer Fire Company organized in 1900.
20. Home of the Jamesburg First Aid Squad.
21. Elks' Club. Originally "Star Theater," a first-run movie house of the early 1900's.
22. Abraham Davison Homestead, est. 1807. Moved from original site.





23. Presbyterian Church. Originally built in 1853 with some later additions. Gothic style. Original stained-glass windows and furnishings.
24. Presbyterian manse. Site of the first brick schoolhouse built by James Buckelew in 1847 at which time the community became known as "Jamesburg." Schoolhouse rebuilt on corner of Gatzmer Avenue and Church Street.
25. PNC Bank. Building built in 1926. The bank still makes use of its 1864 charter.
26. Mendoker's Quality Bakery. Mendoker family business.
27. R&R Convenience Store. Building was originally the C.M. Davison's General Store, est. 1900. Site of Jamesburg's first telephone exchange.
28. Site of Downs-Finch Shirt Factory, est. 1871. Occupied the entire block. Burned down in 1900. At one time, manufactured 1000 dozen shirts weekly, a world record.
29. Simon Van Wickle House. Federal style. Pre-Revolution. It and the earliest part of the Buckelew house only architecturally interesting buildings in town to survive from the 18<sup>th</sup> century. The Van Wickles were a prominent early Dutch family in the area.
30. Site of the former Jamesburg High School. Built in 1932. Educational and cultural center of the area until its closing in 1979.
31. John F. Kennedy Elementary School.
32. Fernwood Cemetery.
33. First Baptist Church.

B. Regional Location

Transportation routes and transportation facilities have historically structured suburban-urban development growth patterns. Prior to World War II the suburbs consisted mostly of small towns located along passenger rail lines. With the advent of the Federal and State Highway network, the mid-twentieth century phenomenon of urban sprawl engulfed great portions of rural landscape around urban centers. Continued highway improvement and development throughout central New Jersey serves to forecast the continued horizontal expansion of metropolitan areas.

Jamesburg is located approximately half-way between the New York and Philadelphia metropolitan regional centers. Jamesburg is also located in the central New Jersey transportation corridor. The Borough's development character reflects both the development of rail facilities and subsequently the introduction of a greatly expanded highway network.

Today, the Borough of Jamesburg is an urban community located in a rapidly suburbanizing environ. The neighboring open environ, because of the before mentioned transportation facilities, is rapidly becoming developed; the impacts of which have been felt by Jamesburg in the form of traffic congestion.

The Borough is located within the approximate geographic center of Monroe Township. As such it can develop and redevelop and assume the stature of being a central place providing a diverse range of goods and services to the growing population of Jamesburg and its immediate environs.

As stated, because of Jamesburg's limited geographic size, the community is likely to remain as the population center of its geographic environ. However, because of its strategic location in the region and because Jamesburg does possess the full complement of public utilities and services, it can once again become a focal point of activity and resurgence in southern Middlesex County.

#### C. Physical Condition

All older communities do possess in varying degrees localized areas of structural deterioration. Jamesburg is not without exception. In Jamesburg the probable causes of deterioration can be attributed to several factors: the physical age of structures, mixed and incompatible land uses, and the occurrence of improper conversion activities prior to the enactment of zoning and building codes in the Borough. There is no one simple cure to correct and eradicate such localized conditions. Deterioration should not be ignored because such conditions can be contagious. The Federal and State governments have recognized that each local municipality simply does not possess the capital resources to effectively repair and reverse such a condition and therefore aid programs are available to each municipality in which such a condition of urban decay exists.

On an overall basis, the housing conditions in the community are sound. However, of all buildings exhibiting serious exterior decay, the greatest proportion of these structures are located generally east of Railroad Avenue between Lake and Vine Streets.

It is recommended that the community investigate and apply for assistance to rehabilitate and redevelop this area or portions thereof. Furthermore, although this portion of Jamesburg exhibits the greatest concentration of structural decay, other areas are not without fault. There is a need for community-wide awareness of the fact that properties must be properly maintained to ensure the long-term vitality and sound physical environment of the Borough.



### III. MAJOR LAND USES AND COMMUNITY FACILITIES

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#### A. Land Uses

Jamesburg's historic role has been that of a commercial center serving an expansive farming area. The commercial district is located along West and East Railroad Avenue. Many of the businesses located along this route are conducted in structures which were originally designed and intended for residential use.

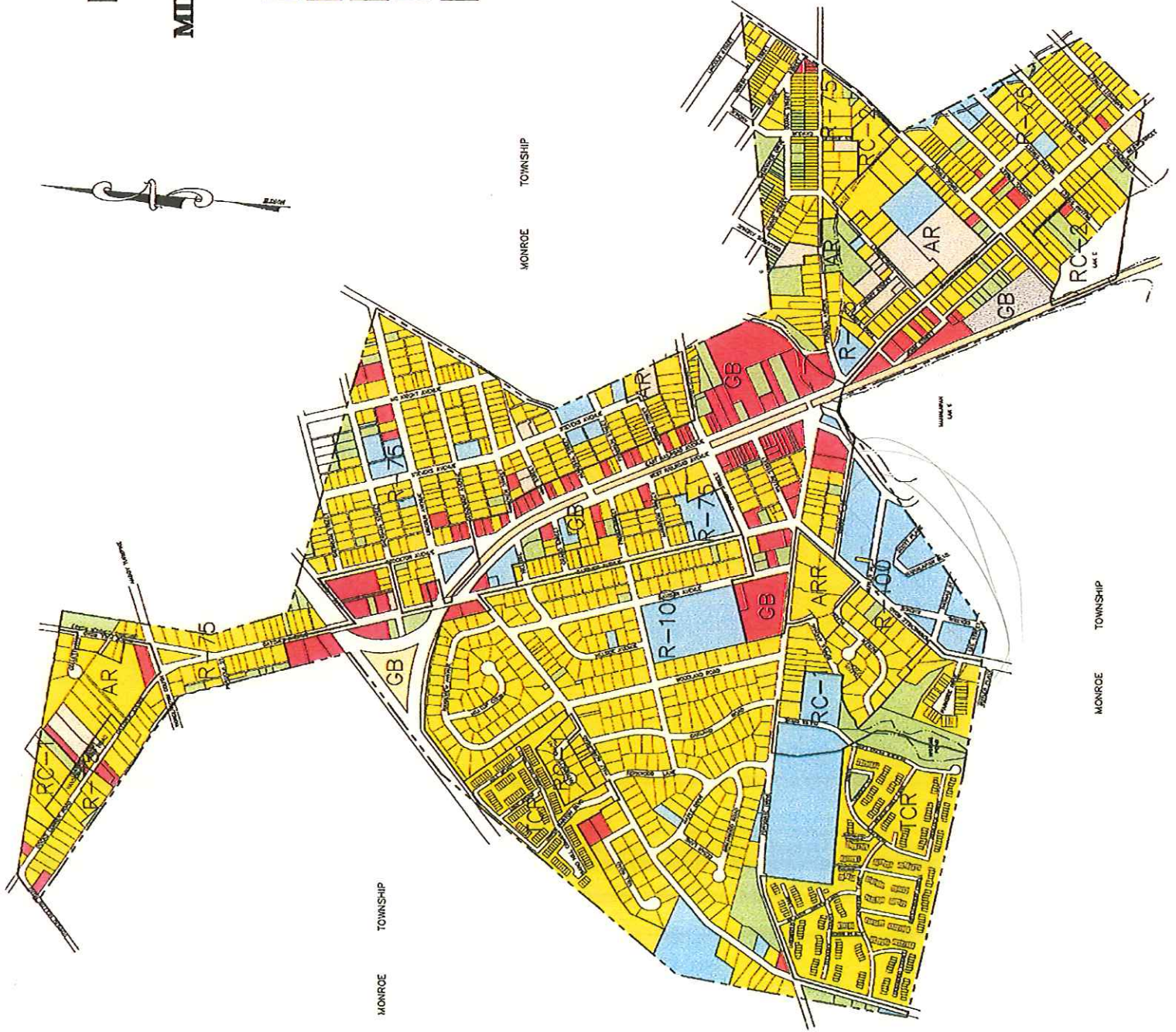
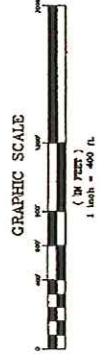
There are two distinct residential development types within Jamesburg. The grid-iron street pattern located east of Railroad Avenue describes that area in the Borough which was developed before World War II. The area west of Railroad Avenue reflects post-World War II residential subdivision development. This area features generally a curvilinear street pattern.

A third phase of residential building has been the development of apartment projects. This residential housing type is characteristic of all older highly developed urban communities. This residential development type requires a full complement of public facilities and services to be economically successful. The Borough of Jamesburg has long offered these facilities and services, therefore, may well expect continued pressure for the development of this housing type in response to the growing demand for yet more housing in southern Middlesex County. The existing land use pattern is shown on Map #2 (Existing Land Uses).

Today, the Borough with 95 percent of its land area developed has arrived at the crucial development stage. Future development and/or redevelopment of major business uses, apartments, and public facilities must respect established sound land uses in Jamesburg and also coordinate with development in the adjoining portions of Monroe Township.

# Map #2

## EXISTING LAND USES BOROUGH OF JAMESBURG MIDDLESEX COUNTY, NEW JERSEY

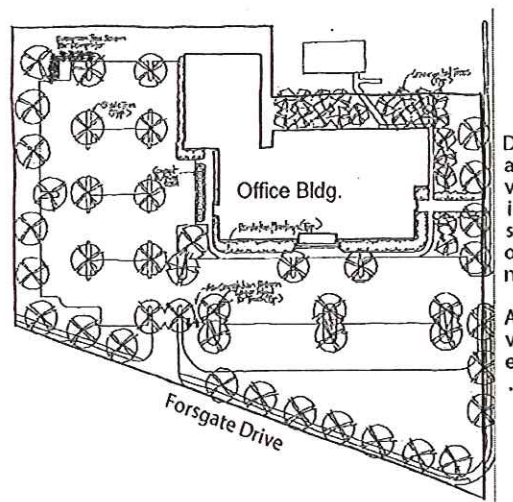




Many of the existing land uses within the Borough have stabilized and have experienced "infill" due to advantageous zoning provided for in the early 1980's. All recommendations bolster existing uses, build upon development conditions already in place, and recognize opportunities for beneficial land use changes.

The community has continued to grow with a major townhouse project at the west intersection of Forsgate Drive and Jamesburg Half Acre Road and a second being completed on the north side of Jamesburg Half Acre Road. With the advent of these two projects, the major vacant parcels within Jamesburg have been utilized. Infill has also occurred with a number of vacant lots being utilized for single family homes in the R-75 zone. Few remaining parcels could serve as additional infill. No land for any major projects remains today except for those which have already received approval from the Land Use Board over the past five years which are numbered and shown on Map #3 (Land Development Activity) and described below:

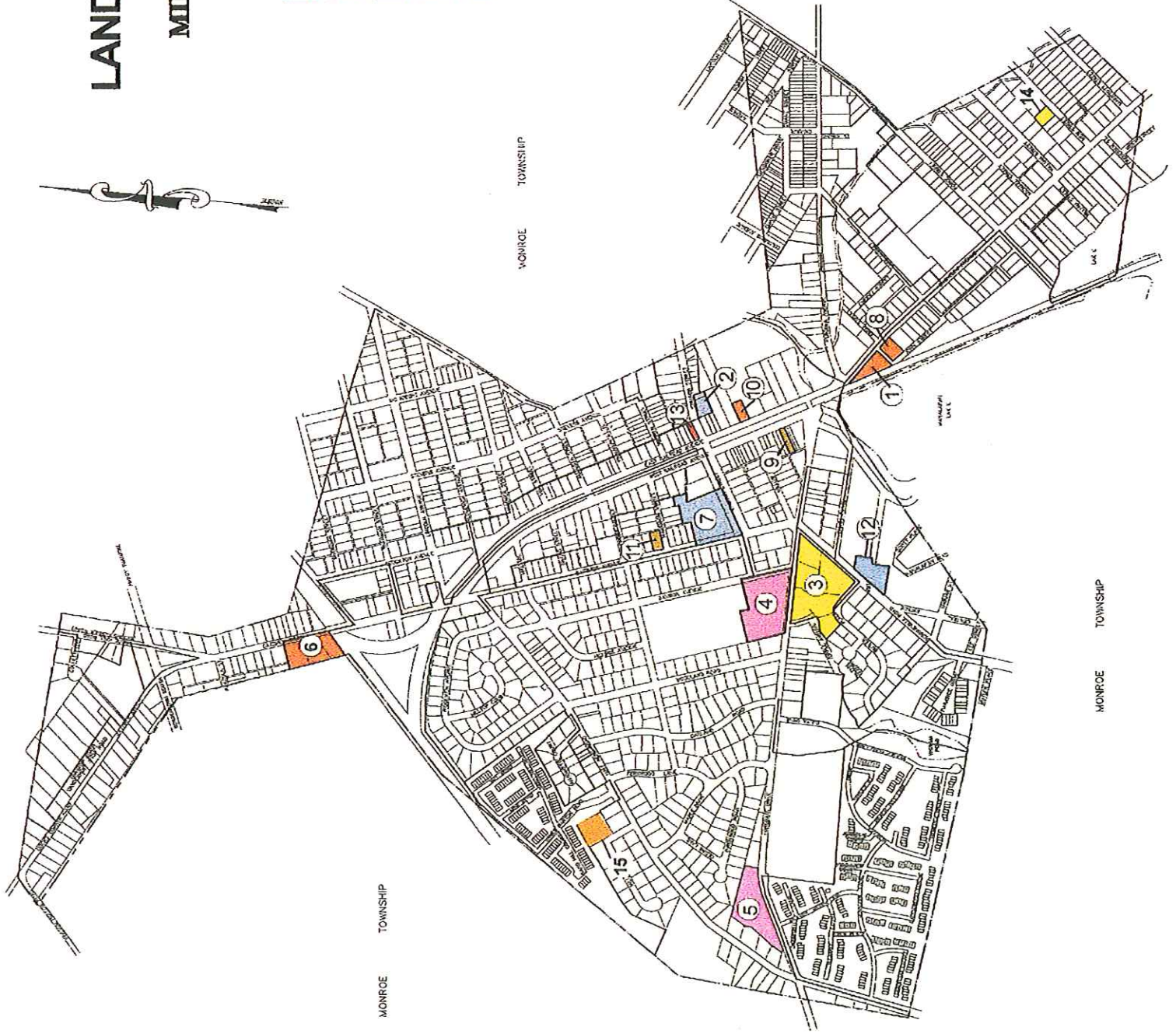
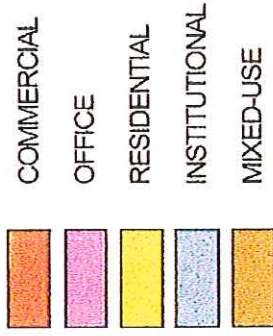
1. Tobia Scotto D'Aniello Shopping Center (approved) – 13,743 SF, one- and two-story.
2. SERV Center (approved) – 20 bed residential health care facility, two-story.
3. Intell "Ashton Woods" (approved) – 120 age-restricted dwelling units in a multi-family structure on 4.83<sup>±</sup> acres or an approved 10,880 SF, one-story CVS Pharmacy on a 2.70 acre portion of the site.
4. Forsgate Commons (approved) – 12,700 SF, two-story office building. See proposed landscape improvements to Forsgate Commons site on the plan shown below.



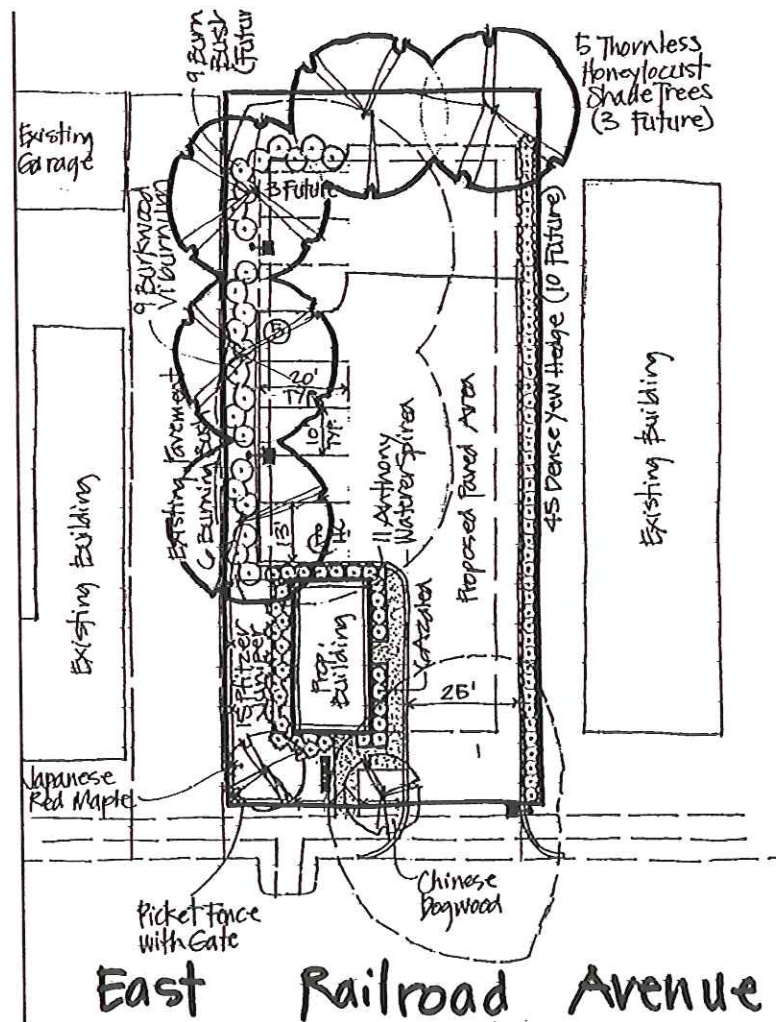


# Map #3

## LAND DEVELOPMENT ACTIVITY BOROUGH OF JAMESBURG MIDDLESEX COUNTY, NEW JERSEY



5. C.J. Kelly Company (approved) – 20,916 SF, two-story office building and 333 Forsgate Associates (subject to use variance and site plan approval at time of consideration) -- 20,480 SF, two-story retail and office building.
6. Lackland Storage (approved) – 1,250 SF mini-storage office and 3,444 SF restaurant.
7. Presbyterian Church (approved) – 4,700 SF building addition.
8. Scamporino Commercial Building (proposed) – 1,881 SF, two-story.
9. Robert Gough (approved) – three 1-bedroom apartments and street level store.
10. Gary George (approved) – 544 SF barber shop.





11. Mario Apuzzo (approved) – single family home with a home professional office.
12. Borough Hall – 9,766 SF, renovated building and proposed 120 foot tall Voice Stream cell tower.
13. Child Care Center (approved) – 2½ story former Borough Hall building.

It should also be noted that a number of new commercial establishments have moved into existing building spaces located along Railroad Avenue and they are all within the proper business zone.

Another notable past land use change was at the intersection at the north of Forsgate Drive and Davison Avenue which resulted in the former High School, which was previously categorized as public land, being converted into an office professional building. Today it is indicated as office use on the Land Use Plan.

Wetlands and floodplains are located on two vacant areas within the Borough and are precluded from development due to wetland regulations and floodplain problems. The vacant area south of Church Street on East Railroad Avenue is zoned Central Business District and the vacant area west of John Street along the railroad along Forge Street is also zoned Central Business District.

In conclusion, a preliminary review of growth and development in Jamesburg indicates that other than infill of some isolated lots, the community is fully developed. The Land Use Plan supports efforts towards redevelopment and the strengthening of the Central Business District, which may occur through the acquisition of properties and the removal or replacement of buildings in accordance with a detailed downtown redevelopment plan.

#### B. Community Facilities and Services

The Borough of Jamesburg has community-wide water and sanitary sewerage facilities. The New Jersey Water Company has over the years modernized its pumping facilities and increased its water storage capacity. Water supply is adequate for present needs and because of improvements made by the Water Company this facility is capable of supplying an adequate water supply to not only the projected population of Jamesburg but also to the population in some of the immediately adjacent land areas of Monroe Township.



A sanitary sewerage treatment facility was constructed in the early 1930's. This entire facility operated at or near capacity for a number of years. Rather than modernize and expand, it was replaced by the Manalapan Brook interceptor which now provides adequate service to the community. With an expanded and improved facility, sanitary sewerage service can continue to adequately service the community.

The Borough's regular police force functions well. However, the County's Thompson Park does attract large numbers of people during the summer season and because of this fact, part-time coverage is sometimes needed in the summer season. The present police headquarters are located in the Borough Hall and area adequate for the present and long-range need requirements of the Borough.

The Borough of Jamesburg offers a complete educational program and there is adequate space to provide for the elementary school needs of the present school age population. However, since Jamesburg is a small community, its total population cannot support a modern high school facility having a wide range of curriculum and course selection.

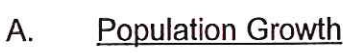
The Borough Hall houses, besides the Police Department and municipal staff and departmental records, provides space for the municipal court. Population growth may eventually require an increased number of public employees. The current building is adequate to provide the necessary space for all activities and functions currently conducted therein and into the future.

The Borough of Jamesburg is responsible for providing public facilities and services to the residents of the community. Community facilities and services include schools, parks, police and fire protection, sanitary sewerage facilities and roads. These items constitute the bulk of municipal capital expenditures for continued maintenance and modernization. The adequacy of these facilities bespeak a community's ability to provide for the proper education, recreation, safety and welfare of its citizens.

The planning for these various public facilities and services involves the coordination of public and semi-autonomous agencies. Master Plan recommendations in this document represent a coordination of long-range policy agreements, thoughts, and plans.

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Jamesburg Master Plan
27
2002



The basic determinate of any community in our society is its people. Planning, although it tends to involve itself with physical land use, is aimed at providing a particular environment for the people who use the land.

Under the circumstances of the 1960's there was reason to believe that natural family growth would lead to population increases even without substantial new construction. Dramatic changes in social behavior have led the United States toward zero population growth but the effects of this have not been evidenced in the Borough.

Jamesburg Master Plan

The Center for Urban Policy Research has estimated that 5,927 people were living in Jamesburg in the year 2000, while the Middlesex County Planning Board targeted 6,000 people for the Borough by the end of the last century. Planning for new residential development in the ARR zone could result in future population levels reaching somewhere between 6,500 and 7,000 people, more or less. The 7,000 person forecast represents a saturation point unless, of course, the present predominantly low density residential areas change substantially.

## B. Population Characteristics

### ► Age Distribution

The population of the Borough declined between 1970 and 1980 by 421 people but increased over the next decade. The characteristics of the population have changed substantially between 1970 and 1990. The most striking characteristic of the Borough's population is the decline of school age children and young adults in the labor force between the ages of 5 and 19. This fact, combined with the reduction in pre-school age toddlers, begins to show that Jamesburg is becoming a more mature community even though the mature labor force has remained fairly stable. It is significant to note that the number and percentage of elderly residents has significantly increased which also accounts for the greater median age.

#### Age Distribution

|                            | <u>1970</u>  | <u>1980</u>  | <u>1990</u>  |
|----------------------------|--------------|--------------|--------------|
| Pre-school age (0-4)       | 557 (12%)    | 204 (5%)     | 473 (9%)     |
| School age (5-19)          | 1,311 (29%)  | 980 (24%)    | 903 (17%)    |
| Young labor force (20-34)  | 1,005 (22%)  | 698 (17%)    | 1,705 (32%)  |
| Mature labor force (35-64) | 1,398 (30%)  | 1,770 (43%)  | 1,696 (32%)  |
| Retirement age (65+)       | 313 (7%)     | 462 (11%)    | 517 (10%)    |
|                            | <hr/>        |              |              |
|                            | 4,584 (100%) | 4,114 (100%) | 5,294 (100%) |
| Median Age                 | 25.2         | 29.6         | 31.8         |



► Sex Distribution

Like most communities in the nation, Jamesburg has more females than males in its 1990 population. The great disproportion of females in the older group may be attributed to the greater longevity of women in today's society.

| Sex Distribution |              |                |                              |
|------------------|--------------|----------------|------------------------------|
| <u>Age Group</u> | <u>Males</u> | <u>Females</u> | <u>Females per 100 Males</u> |
| All Groups       | 2,626        | 2,668          | 102                          |
| 0-19             | 714          | 662            | 93                           |
| 20-64            | 1,717        | 1,684          | 98                           |
| 65 and over      | 195          | 322            | 165                          |

Between 1980 and 1990, all age groups experienced a reduction in the number of males and females except for the under 5, 5-9, 25-49, and 65 and over categories where both the male and the female populations increased about equally.

► Family Relationships

Jamesburg is predominantly a "family" community. Most of the adult population is or has been married and the great majority are cohabiting and have children.

► Race and Nativity

Jamesburg is predominantly a "white" community; only 561 persons or 10.5% of total persons were classified as "non-white" by the 1990 U.S. Census enumerators. Ninety (90) percent of the population was born in America; only 388 persons were foreign born.

► Income

Inflation and other economic disruptions make income figures the least reliable over time. Relative strength in the market probably has not shifted greatly. With a 1979 per capita income of \$7,757, Jamesburg was significantly lower than the County's \$8,357 and ranked number 24 in the County behind Cranbury (\$31,466), Plainsboro (\$27,799), Metuchen (\$23,174), and East Brunswick (\$24,467). With a median household income of \$18,479, the Borough ranked twentieth behind Helmetta, Monroe, Sayreville, and Spotswood out of total 25 municipalities in the County.

In 1989, the per capita income in Jamesburg had increased to \$17,155 which was still lower than the County's at \$18,714. The median household income in 1989 was \$41,935 or \$23,456 greater than it was in 1979.

► Education

In 1980 there were 2,377 persons over twenty-five years of age in Jamesburg and that number increased to 3,572 by 1990. A total of 266 had completed college in 1980 and an additional 264 had received 1-3 years of undergraduate instruction. In 1990, the total number of persons receiving college degrees had increased by 716 to 982 and the number receiving undergraduate instruction (some college, no degree) in 1990 was 621 persons.

► Occupation

The work force in Jamesburg in 1980 and 1990 is shown in the following chart:

| <u>Employed Persons by Occupation</u>   | <u>1980</u> | <u>1990</u> |
|---|-------------|-------------|
| Managerial                              | 109         | 436         |
| Professional specialty                  | 165         | 316         |
| Technicians                             | 32          | 118         |
| Sales                                   | 123         | 264         |
| Administrative support, clerical        | 380         | 566         |
| Private households                      | 4           | 24          |
| Protective Services                     | 50          | 87          |
| Service                                 | 231         | 198         |
| Farming, forestry and fishing           | 20          | 9           |
| Precision, production, craft and repair | 226         | 367         |
| Machine operator and assemblers         | 256         | 189         |
| Transportation                          | 114         | 170         |
| Handlers, helpers, laborers             | 131         | 141         |

All of the figures above give us the view that the typical Jamesburg resident is well-educated, likely to be employed in a white collar job, and earns a good income. Further, this pattern has not altered since 1970 and is unlikely to change in the foreseeable future.

From a planning perspective it can be assumed that this type of individual likes Jamesburg as it is or they would not have chosen either to move here or to stay here. Since population will not significantly change in the future, it is safe to suppose that there is no particular desire for major change in the physical environment of the Borough.

Shifts in social thinking may occur and this would be one circumstance under which a static population would desire some change. Until this occurs, it appears that the existing situation, with slight modifications, meets the goals and aspirations of Jamesburg's residents.

► **Means of Transportation**

Note the dependence of Jamesburg workers on the private automobile and the dependence has steadily increased between 1980 and 1990. Over 97% used drive-alone private autos and carpools as a means to travel to work in that decade. This characteristic is common to all communities in this area and has placed a great strain on the existing highway system, making it necessary to construct new roads and improve intersections. It is hoped that the continued use of rapid transit, carpooling and walking to work or telecommuting will help relieve this situation someday.

| <u>Means of Transportation to Work</u> | <u>1980</u>  | <u>1990</u>  |
|--|--------------|--------------|
| Drive-alone                            | 1,416 (79%)  | 2,398 (84%)  |
| Carpool                                | 292 (16%)    | 358 (13%)    |
| Public transportation                  | 35 (2%)      | 31 (1%)      |
| Walked or worked at home               | 43 (2%)      | 23 (1%)      |
| Other means                            | 5 (1%)       | 36 (1%)      |
|  | <hr/>        |              |
|  | 1,791 (100%) | 2,846 (100%) |



## V. LAND USE PLAN

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### A. General

Based on the overall development strategy for Jamesburg Borough together with goals and policies for future growth, varied land use proposals are advanced. These proposals are interrelated to other elements of this Master Plan and should be considered as part of a comprehensive plan for guiding future development and redevelopment patterns within the Borough.

Major land use proposals are depicted on Map #4 (Land Use Plan) and are summarized below. The map depicts major land use patterns, such as residential, commercial, office, and recreation. Gross residential density standards (e.g. dwelling units per acre - "du/acre") have been discussed below. Further, general policy implications of how the varied land use proposals can be translated into new or revised zoning districts are generally advanced. Refinements to land use policy as a result of this Master Plan are highlighted, where appropriate.

### B. Residential Land Uses

Six (6) residential categories are established. They are differentiated from one another primarily by differences in required minimum lot area and width. The R-100 zone district permits single-family detached dwelling units with accessory uses. The R-75 zone district permits single-family detached dwelling units and pre-existing two-family dwellings. The RC-1 cluster zone district permits detached single-family dwellings with accessory uses. The TCR zone district permits detached single-family dwellings, townhouses and apartment style condominiums with accessory uses. The AR zone district permits detached single-family dwellings, garden apartments and subsidized multi-family housing for senior citizens and handicapped households, and the ARR overlay zone district permits detached single-family

dwelling, age-restricted housing and professional and general office uses. Conversions to two-family and triplex dwelling and new multi-family construction are prohibited in all of the residential land use districts except for the ARR overlay April 10, 2002 zone which permits age-restricted multi-family construction. Future residential development will consist of limited in-fill housing construction on isolated scattered vacant parcels of land throughout the Borough. It is recommended that the Borough's Land Development Ordinance establish home professional offices, home occupations, family day care homes, community residences for the developmentally disabled and community shelters for victims of domestic violence, and bed and breakfast establishments as either conditional permitted uses or accessory uses in all residential zones subject to the promulgation of criteria which will protect existing neighborhood character.

► **Low Density Residential (R-100: up to 4.35 du/acre)**

This area is generally located west of West Railroad Avenue. It is bounded by West Railroad Avenue and the Central Business District to the north; Manalapan Lake, the County Park and Monroe Township to the south; West Railroad Avenue, the Central Business District and the R-75 zone to the east; and Monroe Township and other residential zones to the west. Existing zoning permits single-family residential development on minimum 10,000 square foot lots with a maximum 2-story 30-foot height limit. It is recommended that the minimum lot size remain the same and that the present height limitation be increased to 35 feet.

► **Low Density Residential (R-75: up to 5.81 du/acre)**

This area is found in six (6) different locations in the Borough as follows: (1) on either side of Gatzmer Avenue and Rhode Hall Road north of Mott Avenue; (2) a small area bounded by Gatzmer Avenue, Church Street, Hillside Avenue and the General Business zone; (3) east of East Railroad Avenue bounded by Sheridan Street, Church Street and Monroe Township; (4) a small area on both side so Pergola Avenue just east of Buckelew Avenue; (5) on both sides of Pergola Avenue in the vicinity of Cavour Avenue; and (6) an area generally bounded by Forge Street, Buckelew Avenue and Marryott Street. Existing zoning permits single-family residential development on minimum 7,500 square foot lots with a maximum 35-foot height limit. It is recommended that the minimum lot size remain the same and that the present height limitation be retained.



The proposed pattern of low density residential development has been designed to locate the greatest numbers of people at or near the Central Business District. Medium and high density residential areas are to be protected and rehabilitated where conditions warrant. Low density areas surround most of the medium and high density residential areas which is also in harmony with existing and proposed development in adjacent areas of Monroe Township.

Most of the older residential areas of Jamesburg are located to the east of Gatzmer and Railroad Avenues. Most of the homes in these areas were built on lots of 7,500 square feet or less. Many of the homes have also been converted into duplexes and apartment style residential structures. Because of structural age, limited community facilities and reduced availability of parking, **future conversion activity is prohibited and through enforcement of existing codes and ordinances the residential character will be preserved and enhanced.**

► Low Density Residential (RC-1: up to 4.35 du/acre)

This area is found in three (3) different locations in the Borough as follows: (1) west of Perrineville Road between Forsgate Drive and Monroe Township; (2) north of Half Acre Road between James Barton Boulevard and Ridgeview Avenue; and (3) north of Docks Corner Road generally behind an existing R-75 zone. Existing zoning permits single-family residential development on minimum 10,000 square foot lots with a maximum 2-story 30-foot height limit. **It is recommended that the minimum lot size remain the same and that present height limitation be increased to 35 feet.**

The cluster residential land use category permits single-family residential development with conventional land use controls while providing for an option to cluster the permitted yield. This classification will not result in any increase in density over what is permitted. However, it does provide design flexibility by allowing for the clustering of single-family homes on smaller lots or for the construction of small attached housing structures like a duplex, triplex, and quadraplex.

By clustering the same number of units which would have been permitted under conventional zoning on a smaller portion of the site, the cluster concept allows for the preservation of open space adjacent to environmentally sensitive lands. Without the cluster concept, these lands could only be built upon at great expense and would negatively impact upon desirable site features which are otherwise desirable to maintain and protect. **In addition to the goal of preserving lands which are located adjacent to the Wigwam Brook and Barclay Brook, cluster residential development is also recommended off of Docks**



Corner Road for undeveloped land which has limited roadway frontage. Due to the configuration of this property, development under conventional zoning controls would be difficult.

► Medium Density Residential (TCR: up to 8 du/acre)

This area is divided into two parts. The first part is located at the intersection of Half Acre Road and Forsgate Drive. The second part is located along Half Acre Road. Existing zoning permits single-family residential development, townhouses and apartment style condominiums. Single-family units are permitted on minimum 7,500 SF lots while townhouses and apartments are permitted at a gross density of up to 8 du/acre. It is recommended that the minimum lot size remain the same and that the present height limitation be retained.

The two (2) areas of the Borough that have been designated TCR are both sites of previous gravel mining operations. Construction has been completed on both sites. The 42.5 acre site located at the intersection of Forsgate Drive and Jamesburg Half Acre Road contains 337 townhouses while the other 20.5 acre site located near the water tower on Jamesburg Half Acre Road contains 87 condominiums.

► High Density Residential (AR: up to 43 du/acre)

This area is divided into three parts. The first part is generally located between Pergola Avenue and Buckelew Avenue. The second part is located at the end of Warren Street and the third part is in the vicinity of Gatzmer Avenue and Rhode Hall Road. Existing zoning permits single-family residential development, garden apartments and other multi-family dwelling structures, which were in existence when the first Borough Zoning Ordinance was adopted including "subsidized" multi-family housing for senior citizens and handicapped households. This residential land use category includes fifteen (15) different market rate apartment complexes ranging between 6 to 68 units in size and equaling 295 total rental units. It also includes the existing Cherry Court and Barclay Village projects. It is recommended that the minimum lot size and density remain the same and that the present height limitation be retained.

► High Density Residential (ARR: up to 25 du/acre)

This area is located in one area of the Borough. It is bounded by Forsgate Drive and Perrineville Road. Existing zoning permits single-family residential development, age-restricted housing and professional and general business offices. In the year 1999 the

Combined Land Use Board approved a preliminary and final site plan for the development of a 120-unit age-restricted residential development on 4.83 acres in the ARR zone district. It is recommended that the minimum lot size and density remain the same and that the present height limitation be retained for age-restricted development on this site but that the ARR zone district be changed to become an overlay district which would still allow age-restricted housing as the primary permitted use.

The AR high density residential zone contains most of the existing multi-family and apartment house developments in Jamesburg. No new construction of apartments or apartment buildings is recommended. The ARR overlay zone across from the municipal building is vacant and will permit the construction of senior housing.

Much of the Borough's residentially zoned land has previously been designated to permit both single-family and two-family residential development. In order to deter further encroachment of two-family homes into what are primarily single-family neighborhoods, this Master Plan recommends prohibiting future conversions and new construction of two-family homes in the Borough except for the possibility of new construction in the cluster zone. Furthermore, in recognition of the existence of two-family dwellings throughout the Borough, it is recommended that the Land Development Ordinance incorporate provisions to establish two-family dwellings as permitted uses only if said two-family dwellings were in existence prior to the adoption date of the Land Development Ordinance which implements this Master Plan.

Numerous small apartment buildings have also been constructed under the special exception and conditional use provisions of the Borough's Land Development Ordinance over the years. It is recommended that no more apartment construction of any kind be permitted. However, in recognition of these apartment buildings, which are scattered throughout areas which previously permitted such construction, it is recommended that apartment buildings of six (6) or less units which were in existence as of the date of adoption of this Master Plan continue to be recognized as permitted uses, subject to a requirement that there will be no increase in the number of apartment units.

#### C. Commercial Land Uses

Two (2) commercial land use districts are advanced within this overall category. The Neighborhood Commercial District provides for a limited amount of retail and personal service establishments and office activities sized to reflect what presently exists to meet the Borough's local needs. The Central Business District reflects the heart of the commercial



activity within the Borough. It promotes strong retail usage in a pedestrian atmosphere, with residential activity being permitted on the upper floors of existing and new mixed-use buildings. Building height within the Central Business District should not exceed the established standard of 45 feet or three stories, while the building height in the Neighborhood Commercial District should be limited to only 2 stories.

► Neighborhood Commercial (NC)

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This area is divided into two (2) parts. The first part is located at the intersection of Sherman Street and Stevens Avenue and the second part is located at the intersection of Gatzmer Avenue and Rhode Hall Road. Existing zoning permits office buildings, professional offices, sales offices and many retail uses. Development within this district has essentially been for some residential uses, a restaurant, and commercial uses. No vacant land exists for new infill development. It is recommended that this district continue to permit office, personal service establishments and retail uses within a unified development that would primarily be oriented to pedestrian traffic.

In addition to a revitalized central business area, retail businesses and office professional uses are permitted in the Master Plan along major traffic arteries. However, as shown on the Land Use Plan, the bulk of retail business uses will be encouraged to locate in the downtown area. Retail businesses will be complemented by office and professional service uses. These uses developed in conjunction with various public facilities and governmental uses will provide the necessary transition of use activity from the intensive central business area and neighborhood commercial area to adjacent residential areas.

Commercial development in this district should be sensitively developed to incorporate meaningful landscaping, control signage, and provide a more pleasant shopping experience for Borough residents. Emphasis should be on limiting the quantity of signs and coordinating their color and placement in addition to providing pedestrian amenities, e.g. benches and landscaped courtyards, plus exploring ways to increase the amount of off-street parking.

► Central Business District (CBD)

This area is divided in half by railroad tracks and Railroad Avenue and is generally surrounded by residential zoning patterns. Existing zoning permits office buildings, services and many retail uses. Development within this district has

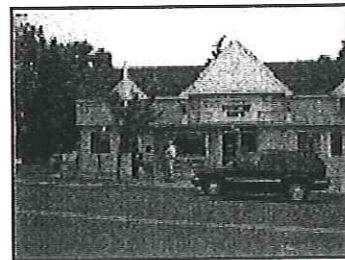




essentially been for retail and office uses. No vacant land exists for infill development. This district is intended to encourage primarily retail and personal service activities to strengthen and improve the Borough's downtown image. As such, several key land use policy directions are recommended:

- a) Ground floor uses should be limited exclusively to retail and service uses in order to encourage a concentrated business core to remain oriented towards pedestrian shopping patterns.
- b) Office use should be discouraged on the ground floor in favor of second floor or upper floor usage and only if enough off-street parking is provided for the exclusive use of office workers.
- c) Residential ~~uses~~ on upper floors should be encouraged in future conversions; current upper floor residences can remain.

The Central Business District should be oriented to pedestrian traffic. Efforts should continue to explore opportunities for more off-street parking, located convenient to stores and shops behind Railroad Avenue. Emphasis should be on the protection and recycling of older buildings, thereby maintaining the existing charm and downtown atmosphere of the Central Business District. Buildings should either be restored, reconstructed or renovated with new compatible storefronts. Any new construction should fit into the existing architectural look. Specific public amenities should be promoted, e.g. landscaped courtyards or plazas, unique building designs, pedestrian amenities, tree planters and upgraded signage. The Master Plan supports proposed streetscape improvements in the downtown area in order to improve pedestrian circulation and the marketability of the downtown businesses.



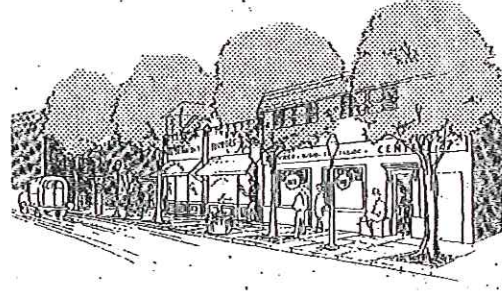
A consolidated, refurbished, revitalized shopping and service center downtown will bring new business, new employment opportunities, and enhance the community's fiscal condition. Commercial businesses will afford the construction of necessary off-street parking facilities. Residential development will be designed to complement and be compatible with existing adjacent sound residential areas. Public facilities will be multi-purpose uses designed to satisfy the recreation and civic needs of all community groups.

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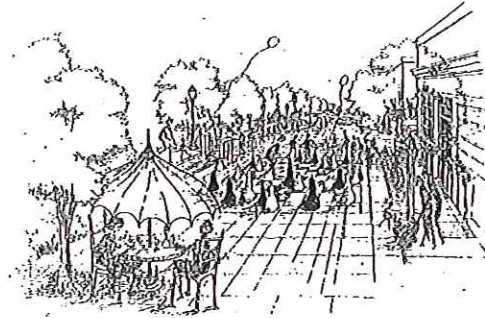
The following major design elements are recommended for the Central Business District:

- a) Develop outdoor café or restaurant.
- b) Generally paint and fix-up structures.
- c) Create informal public seating areas or mini-parks.
- d) Provide for short and safe walking distances from parking lot(s) to stores.
- e) Restore and improve store facades to original design, which recreates physical charm of older buildings and establishes a positive feeling for the shopper.
- f) Use colorful and retractable awnings or canopies for weather protection.
- g) Encourage businesses to be open during evening hours.
- h) Design and implement a community bulletin board system or informational kiosks.
- i) Plant shade and flowering trees next to the curb line and at other locations.
- j) Attractive and functional exterior refuse containers should be provided for shopper convenience to reduce litter.
- k) Locate store entrances to minimize walking distances.
- l) Provide ornamental lighting, architectural sidewalk planters and special paving materials for crosswalks.
- m) Treatment of side and rear walls of any building in terms of materials, color, and roof lines should be similar to the front facade.

**Facades Treatment**



- n) Spotlight type fixtures attached to buildings and visible to the public should not be permitted.
- o) Signs should be of uniform height, color, typeface and material and all signs should be kept in good repair at all times.
- p) Treat sidewalks as linear or strip parks, which includes trees and shrubs and sitting areas.
- q) Provide benches, bike racks, newspaper racks and bus shelters where needed.
- r) Attempt to relocate all overhead wires underground or aboveground toward the rear of existing businesses.
- s) Advertise the Central Business District by using special maps and other promotional materials and events.
- t) Establish a sense of entry or gateway effect into the Central Business District by using special signage, landscaping, and pavers.
- u) Reinforce the compactness of the Central Business District by continuing to encourage diverse activities.
- v) Infill structures should echo the size and scale of existing buildings and harmonize with the streetscape.



Even though community development grant dollars have been sought in the past and spent to implement a streetscape improvement within the Central Business District, e.g. new sidewalks, trees, lights, etc., it might also be wise to establish a special downtown improvement district to enhance the movement, safety, convenience and enjoyment of pedestrians in the district by physically expanding off-street parking opportunities, improving building facades, and undertaking other site improvements.



#### D. Mixed and Special Uses/Community Facilities

Five (5) mixed and special land use districts are advanced within this overall category. The Recreation District is made up of three areas: Borough parks and open space, the County Park, and schools. The Professional Office/Residential District, which is basically located along Railroad Avenue, permits single-family residential development and conversion of existing structures to mixed residential and professional usage. The Office District permits general, corporate, professional offices and sales offices. The Retail Business District permits retail, personal service establishments, office activities and other related and similar uses in specific locations subject to design standards and located on large planned development sites. Lastly, the Conservation District promotes the retention of open space as an attractive natural resource within the Borough.

##### ► Recreation District (R)

This district is located in three areas of the Borough: it includes the Memorial Park at the intersection of Stockton Avenue and Railroad Avenue and other smaller municipal parks as identified on the land use plan map; the County Park which is located next to the municipal building and all school sites. It is recommended that all Borough owned park sites be somewhat more intensely developed (except for the Memorial Park) to include recreational equipment and in some cases overflow off-street parking and that the County Park continue to be well-maintained as an attractive natural resource within the Borough.

##### ► Professional Office/Residential District (PO/R)

This area is generally divided into five parts. The first part is essentially located just east of Perrineville Road between Forsgate Drive and Elliot Place. The second is located along West Railroad Avenue between Grand Street and Church Street. The third area is located around the Memorial Park along Lincoln and Stockton Avenues. The fourth area is located along Buckelew Avenue. The fifth and last area is located along Forsgate Drive. Zoning permits professional and business offices and residential uses mixed with professional offices. Development within this district will essentially be for office uses within converted residential buildings. Some infill construction has taken place. No vacant land exists for more infill development although there is the potential for redevelopment and for the continued re-use of older buildings.

It is recommended that a mix of residential and professional office development be permitted within this district. A recognized professional should include doctor or physician, dentist, optometrist, minister, architect, professional engineer, lawyer or other professional occupation as may be designated by the Combined Land Use Board upon finding by such Board that such occupation is truly professional in character by virtue of the need for training and experience as a condition for the practice thereof.

Older buildings should be permitted to convert to either professional offices, a mix of professional offices and residential, or all residential usage, subject to specific conditions and performance standards to encourage the permanent protection of existing structures, accommodate required off-street parking and screen nearby residences.

A professional office use would be restricted to the first floor in a mixed residential situation and would not be permitted to exceed a fixed percentage of the total floor area of the building. The office would be permitted only for the resident-owner or resident-lessee of the building. Exterior architectural treatment would have to be in character with the surrounding homes.

Site planning within this district is encouraged to reflect creative solutions to the development and/or redevelopment of properties to preserve the home, provide for parking and vehicular access on the site, and provide for buffering from nearby homes.

► **Office District (O)**

This area is divided into three parts. The first part is bounded by Forsgate Drive. The second part is located at the intersection of Davison Avenue and Forsgate Drive. The third is located behind existing single-family homes along Gulya Drive. It is recommended that a healthy mix of general, corporate, professional offices and sales offices be permitted within unified planned developments on large minimum tract sizes.

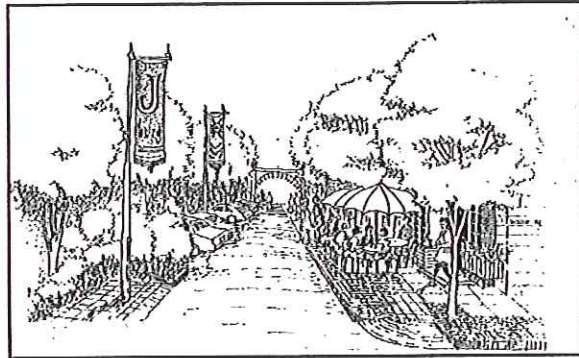
Permitted uses would be allowed to mix within a single structure or group of structures. An overall planned approach should result in controlling the means of vehicular access and limiting curb cuts, promoting architectural compatibility within the immediate neighborhood and coordinating internal pedestrian and vehicular traffic flow. Since all three parts of the Office District help define major entrances to the Borough, it becomes extremely important to make positive land use statement through sensitive site design, including landscaping, signage, and lighting. Site design within this district should also strengthen other surrounding districts by extending the well-



established street tree environment and maintaining similar building setbacks. The present maximum height limitation of 40 feet or 3 stories would remain intact for office uses.

► **Retail Business District (RB)**

This district is divided into five parts. The first part is located at the intersection of Forsgate Drive and Perrineville Road. The second area is located at the intersection of Willow Street and Forsgate Drive. The third part of the district is located at the intersection of Forsgate Drive and Thompson Park near Manalapan Lake. The fourth area is generally located in and around the intersection of Lincoln



Avenue and Gatzmer Avenue, and the fifth and last area is located along Buckelew Avenue. It is recommended that the Retail Business District is intended to permit and promote a full range of commercial, office, institutional, personal services, and residential land uses within a vibrant, pedestrian-friendly, mix-use environment with an emphasis on uses that service local needs. It is intended to encourage pedestrian flow throughout the area by generally permitting stores and shops and personal service establishments on the ground floor of buildings and promoting the use of upper floors for offices in order to enhance the orientation of land uses toward pedestrian shopping and circulation within a village-style mixed-use environment. Individual uses in separate buildings will also be permitted as long as complimentary village design standards are adhered to.

The goals of the district include sharing off-street parking and stormwater detention opportunities; having well-landscaped and adequate building setbacks from surrounding roads; providing off-street parking that is well screened from public view; controlling means of vehicular access and coordinating internal pedestrian and vehicular traffic flows relating to existing and proposed development patterns; and insuring design compatibility with existing development that considers building height, materials, colors, landscaping and signage.



► Conservation District

This is an overlay district, which is located in areas where there are existing floodplains and wetland areas within the Borough. Only land uses that are compatible with such environmentally sensitive areas will be permitted to include such things as limited recreation, pathways, and reforestation. (See Map #9 [Wetlands] and Map #10 [Floodplains] for locations of these sensitive features.)

E. Additional Land Uses

Historic sites should be protected and/or upgraded when they become subjects of a development application and respected when nearby land development may have any direct or indirect impact.

# Map #4

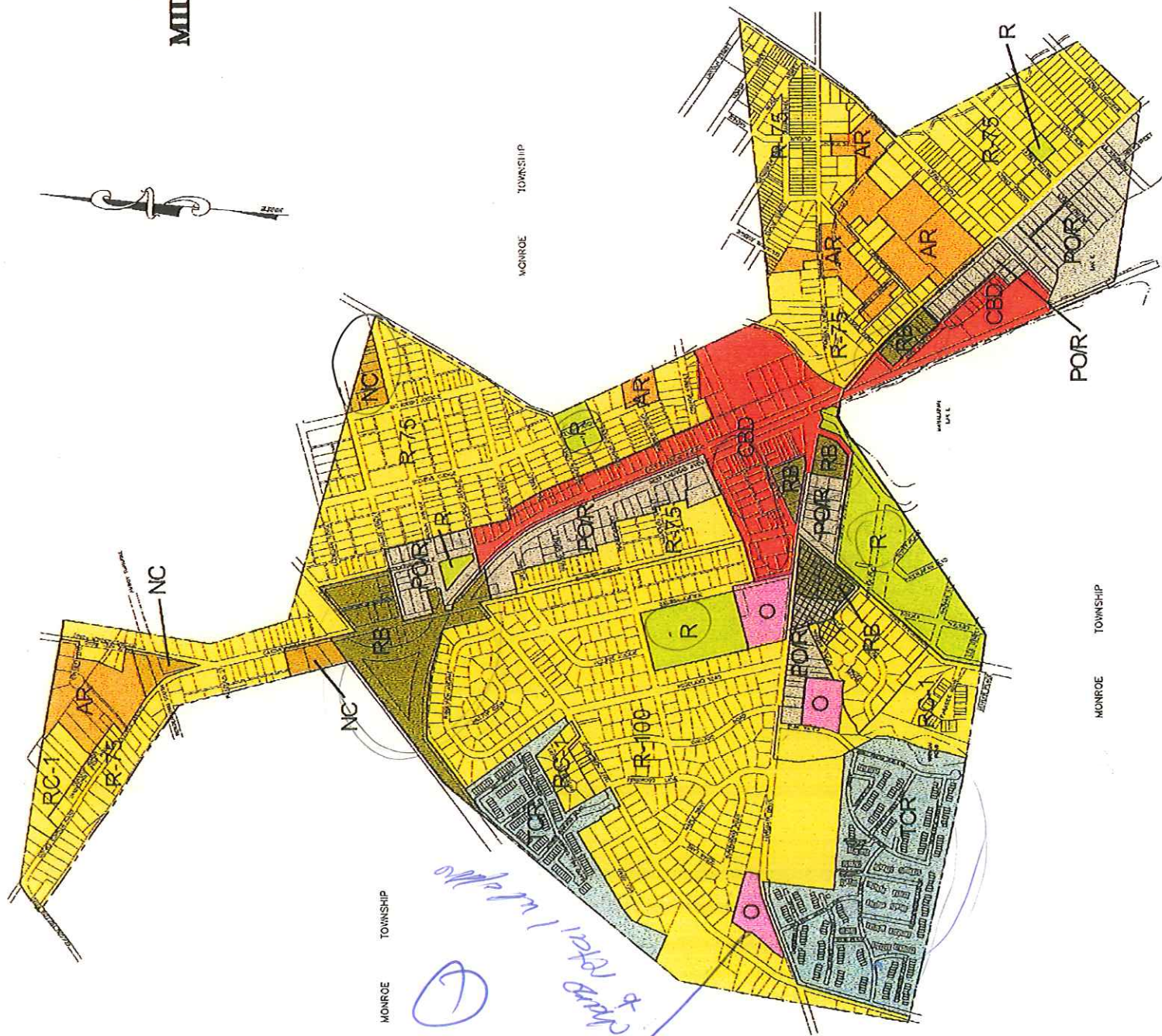
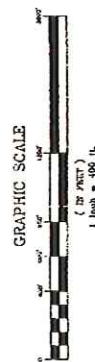
## LAND USE PLAN BOROUGH OF JAMESBURG MIDDLESEX COUNTY, NEW JERSEY

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- NEIGHBORHOOD COMMERCIAL (NC)
- CENTRAL BUSINESS DISTRICT (CBD)
- RECREATION DISTRICT (R)
- PROFESSIONAL OFFICE/RESIDENTIAL (PO/R)
- OFFICE DISTRICT (O)
- RETAIL BUSINESS DISTRICT (RB)
- AGE RESTRICTED OVERLAY (ARR)



RBI

RB.2





## VI. HOUSING POLICIES

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### A. Distribution of Housing Types by Size, Age and Condition

The 1990 Census figures illustrate that most of the older structures in the Borough in 1980 were still in use in 1990. In 1990 there were 388 housing units found in structures built before 1940, while in 1980, only 664 units were in these structures, indicating that some structures were divided into smaller units. In 1990, one-fifth of all housing units were in structures built before the Second World War.

The dominant housing type is an owner-occupied detached house of two stories or less, a profile which comprises 45% of the total housing picture. Of the 751 occupied rental units, some are in semi-detached structures but the majority are in apartment buildings, with gross densities ranging from 11 du/acre to 43 du/acre. The rental units tend to be located in specific areas: along major roadways and near commercial areas.

The remarkable aspect of housing in Jamesburg is that it is in such a good state of repair. The majority of units only require minor improvements, where some fresh paint or minor frame work will solve the problem. According to the 1990 Census, only 9 units lacked complete plumbing and 30 lacked adequate heat.

An additional aspect of the housing situation is the small number of vacant units. There are approximately 86 units that appeared to be vacant, which is a very small number. A policy emphasis should be to maintain the housing stock in its existing good condition and to encourage homeowners and others to maintain their properties.



## B. Delineation of Residential Districts

A major concern of the prior Master Plans was that existing residential areas were not always being accurately delineated and that some zoning districts were not sensitive to the nuances which distinguished each neighborhood. Based upon a field analysis of the housing types and lot sizes, and a review of sales prices, a series of residential zones have been proposed in this new Master Plan.

There now exist seven (7) categories of housing ranging from low density to high density, with minimum lot sizes ranging from 7,500 square feet in the R-75 zone to a maximum gross density of 43 du/acre in the AR zone district. While a majority of the housing within the low density residential categories permit single-family detached dwelling units, small but significant pockets of two-family and apartment units exist throughout the Borough.

Four (4) additional land use categories permit residential development. The Neighborhood Commercial area, the Central Business District, the Professional/Residential District, and the Retail Business District. Within the Neighborhood Commercial area residential uses permitted in the R-75 zone would be allowed while apartments and other forms of residential uses would be permitted in the Central Business District. The Professional/Residential District will permit single-family detached units and residential mixed within a non-residential structure. The Retail Business District will permit housing that is otherwise allowed in the Central Business District.

## C. Housing in the Downtown

One of the major goals of the Master Plan is to protect and reinforce the character of the residential neighborhoods throughout the Borough. It has been noted that this policy mandates attention to those areas bordering residential sections, specifically the Central Business District. Some of the nicest homes in the Borough were constructed along East Railroad Avenue, a section which is under great pressure for office conversions. Recognizing that residential and non-residential uses are not necessarily incompatible and that they can, in fact, reinforce each other, the land use plan allows office use and residential use to mix in a single structure in the Professional Office/Residential District and retail and service use and residential to mix in the Central Business District.

#### D. Housing in Mixed-Use Areas

The Master Plan permits housing outside of purely residential categories to strengthen and reinforce existing neighborhoods and to encourage re-use of older properties. Housing in the Professional Office/Residential District will be allowed to mix with professional office uses in existing structures or to develop independently as single-family dwelling units in order to provide a sensitive transitional treatment between existing low density single-family areas and the Central Business District, and to permanently protect historically and architecturally significant buildings. The Central Business District has been primarily set aside for retail development, but apartments on second floor levels will be permitted to promote life and vitality after dark.

#### E. Factors Affecting Expansion of the Housing Supply

##### 1. Available Land, Schools and Public Services

Both the school system and public services have capacity to absorb additional residential development should the need arise. Only nine (9) of the residential units in Jamesburg lacks complete plumbing and 83 use a septic tank or cesspool.

Presently enrollment projections for the John F. Kennedy School, grades K-5 combined with the Grace Breckwedel School, grades 6-8, total 525 students. The school district shows a slight decline in K-5 grade between the 1998-1999 to 2008-2009 school years from 364 to 354 students and a modest increase during that same time period for grade 6-8 from 131 to 173 students.

##### 2. Height Restrictions

Part of the charm of the Jamesburg area is the uniformity of building size and the scale of the housing in relation to the streets. For this reason, a 35-foot height restriction should be maintained in all residential districts except for a maximum 70-foot restriction in the ARR overlay zone and 45 feet in the Central Business District.

#### F. Housing Maintenance and Preservation

The overall physical condition of housing in Jamesburg is basically sound and structures appear well-maintained. As the Borough housing stock continues to age, it will become increasingly important to observe specific sites and housing areas that are becoming deteriorated or even dilapidated. In an effort to promote continued decent living conditions



and sound neighborhoods, the Borough should explore implementation of a long-range housing improvement plan which is oriented to the following basic approaches:

1. Rehabilitation and conservation of the existing housing stock to include permitting some new infill single-family housing throughout the Borough, with specific emphasis on encouraging home ownership in single-family units, and properly maintaining the existing housing stock of duplexes and multi-family units.
2. Spot clearance of dilapidated structures through use of the Borough code enforcement plus implementation of a relocation plan for placing families in decent and affordable housing.
3. Concentrated code enforcement through the adoption of a housing maintenance code which establishes minimum acceptable standards for the maintenance of existing buildings, structures, premises and facilities.
4. Strengthening of residential neighborhood identity and purpose through the provision of increased public services and improvements, e.g. sidewalks, street trees, lighting, and recreational facilities.
5. Investigation of techniques to give the Borough authority, either through zoning or environmental codes, for the proper maintenance of building exteriors, e.g. yards, parking areas, alleys and fences.
6. Encouraging the conversion of existing older homes within the appropriate zones for office and/or mixed residential use, without adversely impacting adjacent and surrounding residential areas.
7. Allowing single-family detached housing in every residential district.

Borough implementation of these approaches and others, plus regularly scheduled housing inspections and firm ordinance and code enforcement can help to prevent housing deterioration due to financial inability to meet costs, physical disability, poor management practices or even unwillingness to repair and replace necessary items.



G. Low and Moderate Income Housing

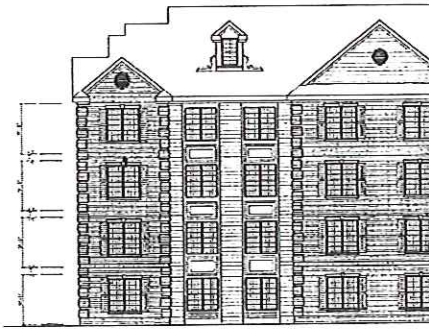
Jamesburg has adopted the position that it will seek to provide its fair share of low and moderate income housing and that, in fact, it will investigate a variety of ways to satisfy its obligation.

This approach has led in part to an identification of existing subsidized housing units for low and moderate income groups and an examination of the availability of private market, unsubsidized rental and sales housing within the reach of low and moderate income groups.

While Jamesburg had not taken an active Mt. Laurel stance prior the year 2000, it had not precluded the provision of low and moderate income housing within its boundaries. That this is so is partly due to economic factors, for many of the houses in Jamesburg have not appreciated in value as fast as those of nearby communities. The ability of the private market to provide rental and sales housing for low and moderate income people has become a reality in the Borough.

## VII. HOUSING ELEMENT AND FAIR SHARE PLAN

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### A. Introduction

Under the Mount Laurel II (92 N.J. 155) decision, each Municipality in the State of New Jersey must "provide a realistic opportunity for "low and moderate income housing in terms of the number of units needed immediately, as well as the number needed for a reasonable period of time in the future." (92 N.J. 215 et seq.) The specific "number of units" which represent this obligation must provide a realistic opportunity for:

1. "...decent housing for at least some part of its resident poor who now occupy dilapidated housing;"
2. its fair share of the amount of housing needed to help reduce the incidence of "indigent poor" who, presumably, also occupy dilapidated housing in those Municipalities in which "they represent a disproportionately large segment of the population as compared with the rest of the region." (92 N.J. 215); and
3. "...a fair share of the region's....prospective low and moderate income housing need" (92 N.J. 214).

This Housing Element and Fair Share Plan has been drafted to comply with the mandatory contents of a housing plan element as specified in the Municipal Land Use Law, Chapter 291, Laws of N.J., C.52:27D-310 (Mandatory Contents of Housing Element) and New Jersey Council on Affordable Housing (COAH) Substantive Rules, N.J.A.C. 5:93-1 et seq., which is designed to achieve the goal of access to local affordable housing, with particular attention to low and moderate income.

On May 11, 2000, the Jamesburg Combined Land Use Board adopted this Housing Element and Fair Share Plan as part of the Borough's Master Plan pursuant to the Municipal Land Use Law which addressed its 12-year cumulative 1987-1999 obligation. The Borough Council petitioned the COAH for substantive certification on June 1, 2000.

This plan is designed to achieve the goal of providing affordable housing to meet present and prospective housing needs for low and moderate income households. The plan sets forth Jamesburg's strategy for addressing its affordable housing needs.

COAH has established a formula that determines each municipality's fair share of affordable housing. Its initial formula covered a six-year period from 1987 through 1993. Subsequently, COAH updated its formula and recomputed fair share requirements for each municipality through the period of 1999.

Substantive certification of the Borough's Housing Element and Fair Share Plan provides a measure of legal protection from potential law suits alleging that a municipality's land use regulations are invalid or unconstitutional because of a failure to provide an opportunity for the construction of affordable housing. It also provides a competitive edge for Jamesburg in various State grant applications it may file with State agencies for community development and infrastructure improvement funds.

The following items are presented in this plan:

1. An inventory of the Borough's housing stock by age, condition, purchase or rental value, occupancy characteristics, and type, including the number of units affordable to low and moderate income households and substandard housing capable of being rehabilitated.
2. A projection of the Borough's housing stock, including the probable future construction of low and moderate income housing for the next six (6) years.
3. An analysis of the Borough's demographic characteristics, including household size, income level, and age.
4. An analysis of the existing and probable future employment characteristics of the Borough.



5. A determination of the Borough's present and prospective fair share for low and moderate income housing and its capacity to accommodate its present and prospective housing needs, including its fair share for low and moderate income housing.

B. Fair Share Obligation

The fair share obligation of Jamesburg is based upon calculations and methodology developed by the New Jersey Council on Affordable Housing. These regulations allocate municipal affordable housing obligations for the 1987-1999 period and provide a framework for developing fair share compliance to this obligation. A third round obligation will be prepared based on the 2000 U.S. Census information. COAH estimates that the third round numbers would not be available until sometime in 2001. Housing plans filed for certification by June 2000 will receive the benefit of a six-year certification irrespective of a future third round allocation to be developed by COAH.

Municipal housing allocations are composed of several components: indigenous need, total need, pre-credited need and calculated need. The calculated need allows for certain credits and reductions related to actual affordable housing units constructed or zoned for as well as units that have been rehabilitated according to COAH criteria.

There is both a rehabilitation component (existing units) and an inclusionary component (new units) which comprise a Housing Element and Fair Share Plan. In Jamesburg's case, using COAH's projections there is a pre-credited need of 43 units. Of this total need, there is a rehabilitation component of 36 units and an inclusionary component of 7 units. (See Table 1.)

By way of brief explanation to the understanding of the COAH affordable allocation to the Borough, the following key components of the fair share are described below:

1. Indigenous Need. This is the number of dwellings that are substandard and inhabited by a low- and moderate-income household. This number is calculated by COAH from U.S. Census indices that substitute for an actual count since data at the local level is not available from the Census. Jamesburg's indigenous need number is 37 units.
2. Total Need. This is comprised of a present need (total of indigenous need and reallocated present need) which equals 60 units.

3. Pre-Credited Need. The total need number is modified by several factors intended to relate to normal housing market adjustments. These factors include demolition, filtering residential conversions spontaneous rehabilitation. The modified number based on COAH methodology resulting in the pre-credited need number is equal to 43 units.

**Table 1**  
**1993-1999 FAIR SHARE OBLIGATION**  
**Jamesburg Borough**

**DETERMINING PRE-CREDITED NEED**

|   |                                   |   |           |
|---|-----------------------------------|---|-----------|
|   | Indigenous Need                   |   | 37        |
| + | <u>Reallocated Present Need</u>   | + | <u>3</u>  |
| = | Present Need                      |   | 40        |
| + | <u>Prospective Need</u>           | + | <u>20</u> |
| = | Total Need                        |   | 60        |
| + | Prior Cycle Prospective Need      | + | 7         |
| + | Demolitions                       | + | <u>1</u>  |
| - | Filtering                         | - | 15        |
| - | Residential Conversion            | - | 8         |
| - | <u>Spontaneous Rehabilitation</u> | - | <u>1</u>  |
| = | Pre-Credited Need                 |   | 43        |

**DETERMINING CALCULATED NEED**

|   |                     |   |          |
|---|---------------------|---|----------|
|   | Pre-Credited Need   |   | 43       |
| - | Reductions          | - | 0        |
| - | Prior Cycle Credits | - | 0        |
| - | <u>20% Cap</u>      | - | <u>0</u> |
| = | Calculated Need     |   | 43       |

**SEPARATING THE OBLIGATION INTO REHABILITATION AND  
INCLUSIONARY COMPONENTS**

Of Calculated Need, Rehabilitation Component is:

|   |                                   |   |          |
|---|-----------------------------------|---|----------|
|   | Indigenous Need                   |   | 37       |
| - | <u>Spontaneous Rehabilitation</u> | - | <u>1</u> |
| = | Rehabilitation Component          |   | 36       |

Remainder is Inclusionary Component:

|   |                                 |   |           |
|---|---------------------------------|---|-----------|
|   | Calculated Need                 |   | 43        |
| - | <u>Rehabilitation Component</u> | - | <u>36</u> |
| = | Inclusionary Component          |   | 7         |



### C. Fair Share Compliance Plan

COAH rules provide for crediting and reductions to the Borough's 43-unit pre-credited need allocation. The Borough sought credits for housing rehabilitation, approved construction of a group home by SERV Centers of NJ, Inc., and the existing Lincoln Rest Center. The Borough also sought reductions for two (2) existing low and moderate income housing projects constructed in the early 1980's. The two (2) reductions are prior cycle credits which satisfy the Borough's entire obligation of 43 units and leave an excess number of units that would be available toward a future housing obligation.

Credits applicable to Jamesburg relate to the following activities:

1. Housing Rehabilitation. The Borough seeks to reduce its rehabilitation component to 28 units (required 36-unit rehab component minus 8 rehabs) by taking credit for 8 units that were completed after April 1, 1990 through the Middlesex County Housing & Community Development Program: "Housing Preservation & Loan Program".

The Borough will continue to support the County program by promoting rehabilitation of at least 28 more units over the next six to ten years. It is realistic to assume the rehabilitation of more local units based upon the previous effort in the 90's. The County will be contacted to ensure that funding is available into the foreseeable future. It is the Borough's understanding that \$500,000 has been earmarked by the County for housing rehabilitation through the Community Development Block Grant program.

Credit was being sought by the Borough for the rehab units identified on Table 2.

2. SERV Center of NJ, Inc. The Borough seeks a 20-unit credit toward a future housing obligation for its recent approval of a court ordered settlement that will result in the construction of a 10-bedroom 20-bed residential health care facility licensed by the NJ Department of Health & Senior Services on a 14,810 S.F. lot known as Block 28 Lots 6.01 and 6.02. The site is located on Church Street approximately 150 feet east of its intersection with East Railroad Avenue. The site is zoned Central Business. The facility will be a two-story residential home for individuals with a history of mental illness not coming out of the criminal justice system. The 20-unit credit request is based upon the fact that all bedrooms will have a 30-year deed restriction.

**Table 2**

**Jamesburg Rehab Projects Performed  
from  
April 1, 1990 through January, 2000**

| Applicant              | Address               | Work Performed  | Completion Date | Project Cost        |
|------------------------|-----------------------|---|-----------------|---------------------|
| Angelo Caprio          | 8 Pergola Avenue      | Windows, porch repair, doors, and exterior painting   | 11-20-90        | \$12,525.00         |
| Mary Piccerello        | 51 Pergola Avenue     | Porch roof, windows, paneling, interior and exterior painting and doors   | 02-23-94        | \$9,950.00          |
| James & Dorothy Farino | 27 West Church Street | Roof, windows, bathroom, kitchen and hallway  | 08-18-94        | \$15,000.00         |
| Anna Moody             | 49 Half Acre Road     | Roof, doors, front steps, windows, drywall and painting   | 09-20-94        | \$15,000.00         |
| Louise Smith           | 74 Half Acre Road     | Foundation, bathroom, kitchen, roof, termite treatment and interior repairs                                     | 03-16-95        | \$21,300.00         |
| Maryann Corbett        | 50 Forge Avenue       | Roof, renovate bathroom, replacement windows, door, cellar railing and electrical repair, siding, window & door | 11-15-99        | \$20,900.00         |
| Pauline Vedral         | 14 Pergola Avenue     | Roof, furnace and renovate bathroom   | 02-17-00        | \$18,400.00         |
| <b>TOTAL</b>           |                       |   |                 | <b>\$113,075.00</b> |

- closed?*
3. Lincoln Rest Center. The Borough seeks a 26-unit credit toward a future housing obligation for this existing health care facility located at 40 Lincoln Avenue on Block 58 Lot 8 (66' x 132' lot size). The facility is a 16-bedroom "alternative living arrangement" that is licensed by the NJ Dept. of Health & Senior Services. Residents of the facility are typically mentally and physically challenged and pay for services through SSI, Medicare, and disability. Residents can stay as long as they want and all use some form of medication according to the owner.

Reductions applicable to Jamesburg relate to the following activities:

1. Cherry Court. The Borough seeks a prior cycle credit for this 12-unit project.

*2 for 1*

Cherry Court is an existing 12-unit family rental residential project located on Block 16 Lots 9 and 9A. The project consists of 8 apartments (one 1-bedroom and seven 2-bedroom) and 4 townhouses (four 3-bedroom). The 8 apartments are located in a 7,650 SF building and the 4 townhouses are located in a 5,084 SF building. The one-bedroom units rent for \$444 a month, two-bedroom for \$555 a month, and three-bedroom for \$792 a month. The units were constructed between 1981 and 1984 under the Farmer's Home Administration "Rural Depressed Housing Plan" now known as USDA Rural Development.

2. Barclay Village. The Borough seeks a prior cycle credit for this 40-unit project.

Barclay Village is an existing 40-unit senior (62 years or older plus handicapped and disabled) rental residential project located on Block 18 Lot 31.

The project consists of 40 apartments (8 efficiency and thirty-two 1-bedroom). All of the units are located in 6 different buildings. The efficiency units rent for \$356 a month and the one-bedroom for \$449 a month. The units were constructed in 1981 under the Farmers Home Administration "Rural Depressed Housing Plan" now known as USDA Rural Development.

The proposed fair share compliance plan of the Borough is summarized in Table 3. Of the total 43 pre-credited unit obligation, 8 units have been rehabilitated since 1990 and group homes offering alternative living arrangements (SERV Center of NJ, Inc. and Lincoln Rest Center) account for 36 additional rehabilitation credits while Cherry Court and Barclay Village count as prior cycle credits.



Given the fairly developed nature of the Borough, the proposed housing plan is consistent with the Borough's goals for the preservation and improvement of its aging housing stock, encouraging diversified housing and the conservation of established neighborhoods. Finally, the housing plan satisfies the Borough's affordable housing obligation within the guidelines and rules of COAH.

On December 16, 2000 the COAH granted substantive certification to Jamesburg for its Fair Share Compliance Plan. The Council approved the following:

|  |                           |
|--|---------------------------|
| 12-Year Cumulative Obligation          | 43 (36 rehab/7 new units) |
| Rehabilitation Credits                 | - 8                       |
| Prior-Cycle Credits                    | - 52                      |
| Alternative Living Arrangement Credits | - 10                      |
|  | <hr/>                     |
|  | - 27 (surplus)            |

The Council concluded that: "Jamesburg has submitted sufficient documentation in compliance with the standards of substantive certification. At this time, COAH staff recommends that the Borough be granted substantive certification." No credit was given for the Lincoln Rest Center. This facility may be credited toward a future affordable housing obligation if and when proper documentation is submitted as related to its being constructed after April 1, 1980.

Based upon further review, the COAH has acknowledged that, by court decision, the SERV Center project is to yield 20 credits towards the Borough's affordable housing obligation. The SERV Center project, with its appropriate 30-year deed restriction, is expected to be applied toward Jamesburg's third round obligation.

The Borough has also requested that COAH place Jamesburg on a list of potential "receiving municipalities" so that the Borough can be eligible to receive funds through Regional Contribution Agreements (RCA's).

Table 3

**AFFORDABLE HOUSING COMPLIANCE PLAN: 1993-1999**  
**Jamesburg Borough**

|  |                               |
|--|-------------------------------|
| Pre-Credited Need                      | 43 units                      |
| Rehabilitation Component               | 36 units                      |
| Inclusionary Component (new units)     | 7 units                       |
| Rehabilitation Component               | 36 units                      |
| Rehabilitation credits since 1990      | - 8 units                     |
| 12-Year Cumulative Obligation          | 43 units                      |
| Rehabilitation Credits                 | - 8 units                     |
| Prior-Cycle Credits                    | - 52 units <sup>(1)</sup>     |
| Alternative Living Arrangement Credits | - 10 units <sup>(2)</sup>     |
|  | - 27 (surplus) <sup>(3)</sup> |

(1) *Cherry Court and Barclay Village*

(2) *One-half of SERV Center of NJ, Inc.*

(3) *Does not include extra 10-unit SERV Center future credit or Lincoln Rest Center*

D. Substandard Housing Capable of Rehabilitation

Using 1990 U.S. Census surrogates related to complete lack of plumbing and adequate heat reveals 39 units that potentially could be suitable candidates for rehabilitation in Jamesburg.

E. Housing Stock Projection

A projection of the Borough's housing stock, including the probable future construction of low and moderate income housing for the next six (6) years, taking into account, but not necessarily limited to construction permits issued, approvals of applications for development and probable residential development of land.

|                                     |             |
|-------------------------------------|-------------|
| ● 1990 Census Housing Stock         | 2,064       |
| ● Building Permits Issued 1990-1999 | <u>+207</u> |
|                                     | 2,271       |
| Less Demolitions                    | = <u>0</u>  |
| 1999 Housing Stock                  | 2,271       |

Based upon past trends, including the last two decades, we believe Jamesburg's total housing stock will increase by 150 units less 4 demolitions over the next six (6) years.

|                              |             |
|------------------------------|-------------|
| ● 1999 Housing Stock         | 2,271       |
| ● 2000-2006 Projected Growth | <u>+150</u> |
|                              | 2,421       |
| Less Demolitions             | = <u>4</u>  |
| 2006 Housing Stock           | 2,417       |

F. Demographic Characteristics

► Population

Jamesburg's population decreased slightly between 1970 and 1980 and then significantly increased by 28.7% during the decade of the 1980's. The local population has been steadily increasing since 1990. The largest percentage decrease was from 1970 to 1980 at 11.42 percent. While the local population has been increasing since 1980, the total County population has also seen increases because of its strategic location between Philadelphia and New York City and generally favorable economic conditions.



Table 4

**POPULATION CHANGE SINCE 1970  
Jamesburg Borough**

| <u>Year</u> | <u>Population</u> | <u>Population Change</u> |                |
|-------------|-------------------|--------------------------|----------------|
|             |                   | <u>Number Changed</u>    | <u>Percent</u> |
| 1970        | 4,584             |                          |                |
| 1980        | 4,114             | -470                     | -11.42         |
| 1990        | 5,294             | +1,180                   | +28.7          |

Source: U.S. Bureau of the Census, 1970-1990

► Population Composition by Age

Jamesburg's population has grown older between 1980 and 1990, as shown in Table 5. In fact, the median age in the Borough has increased from 29.6 years in 1980 to 31.8 years in 1990. The most significant change was in the Young Labor Force age category, which went from 16.9 percent of the population in 1980 to 32.2 percent in 1990. Although not as dramatic, there were increases in the Pre-School age category which increased from 4.9 percent of the population in 1980 to 8.9 percent in 1990. There was a also modest increase in the Retirement Age category between 1980 and 1990.

Table 5

**POPULATION BY AGE, 1980 AND 1990  
Jamesburg Borough**

| <u>1980-90</u>               | <u>1980</u>           |                | <u>1990</u>           |                | <u>Change</u> |
|------------------------------|-----------------------|----------------|-----------------------|----------------|---------------|
|                              | <u>No. of Persons</u> | <u>Percent</u> | <u>No. of Persons</u> | <u>Percent</u> | <u>Number</u> |
| Pre-School (under 5)         | 204                   | 4.9            | 473                   | 8.9            | +269          |
| School Age (5--19)           | 980                   | 23.8           | 903                   | 17.1           | -77           |
| Young Labor Force (20-34)    | 698                   | 16.9           | 1,705                 | 32.2           | +1,007        |
| Mature Labor Force (35-64)   | 1,770                 | 43.0           | 1,696                 | 32.0           | -74           |
| Retirement Age (65 and Over) | 462                   | 11.4           | 517                   | 9.8            | +55           |
| <b>TOTALS</b>                | <b>4,114</b>          | <b>100.0</b>   | <b>5,294</b>          | <b>100.0</b>   | <b>+1,180</b> |

Source: U.S. Bureau of the Census, 1980 and 1990

Jamesburg Borough has a significant concentration of people between the ages of 20 and 65, as shown in Table 6. In 1990, approximately 64 percent of the Borough population fell in this age category. This age category is seen as increasing in proportion to the Borough population. The Borough experienced an increase in the Under 5 and Over 65 age categories, while registering a decrease in the School Age and Mature Labor Force categories.

**Table 6**

**POPULATION DISTRIBUTION, 1980 AND 1990  
Jamesburg and Middlesex County**

|                              | 1980                         |               | 1990                         |               |
|------------------------------|------------------------------|---------------|------------------------------|---------------|
|                              | <u>Percent of Population</u> |               | <u>Percent of Population</u> |               |
|                              | <u>Borough</u>               | <u>County</u> | <u>Borough</u>               | <u>County</u> |
| Pre-School (under 5)         | 4.9                          | 6.0           | 8.9                          | 6.0           |
| School Age (5-19)            | 23.8                         | 24.0          | 17.1                         | 18.0          |
| Young Labor Force (20-34)    | 16.0                         | 27.0          | 32.2                         | 28.0          |
| Mature Labor Force (35-64)   | 43.0                         | 34.0          | 32.0                         | 37.0          |
| Retirement Age (65 and over) | 11.4                         | 9.4           | 9.8                          | 11.0          |
| <b>TOTALS</b>                | <b>100.0</b>                 | <b>100.0</b>  | <b>100.0</b>                 | <b>100.0</b>  |
| <br>Median Age:              | <br>29.6                     | <br>30.6      | <br>31.8                     | <br>33.5      |

Source: U.S. Bureau of the Census, 1980 and 1990

**G. Existing Housing Characteristics**

► **Household Size**

Significant changes in the composition and size of households occurred between 1980 and 1990 in Jamesburg. In 1980, over 30 percent of the households in Jamesburg consisted of two persons, as shown in Table 7. By 1990, the percentage of two-person households increased to 32.4 percent. Overall, the number of households in the Borough increased by 590 from 1980 to 1990.

The mean household size of the Borough has decreased from 2.90 in 1980 to 2.70 in 1990. The County median household size has also decreased by 0.18 to 2.71 from 2.89.

Table 7

**HOUSEHOLD CHARACTERISTICS - 1980 & 1990**  
**OCCUPIED HOUSING UNITS BY TENURE BY PERSONS IN UNIT**  
**Jamesburg and Middlesex County**

**Jamesburg Borough**

| <u>Household Size</u>          | <u>1980</u>   |                | <u>1990</u>   |                | <u>Change, 1980-90</u> |
|--------------------------------|---------------|----------------|---------------|----------------|------------------------|
|                                | <u>Number</u> | <u>Percent</u> | <u>Number</u> | <u>Percent</u> | <u>Number</u>          |
| 1 person                       | 251           | 17.9           | 414           | 20.8           | +163                   |
| 2 persons                      | 424           | 30.3           | 644           | 32.4           | +220                   |
| 3 persons                      | 274           | 19.5           | 419           | 21.0           | +145                   |
| 4 persons                      | 245           | 17.5           | 324           | 16.3           | + 79                   |
| 5 persons                      | 122           | 8.7            | 130           | 6.5            | + 8                    |
| 6 or more persons              | 82            | 6.1            | 57            | 3.0            | - 25                   |
| <b>TOTALS</b>                  | <b>1,398</b>  | <b>100.0</b>   | <b>1,988</b>  | <b>100.0</b>   |                        |
| Mean Persons<br>Per Household: | 2.90          |                | 2.70          |                |                        |

**Middlesex County**

| <u>Household Size</u>          | <u>1980</u>    |                | <u>1990</u>    |                | <u>Change, 1980-90</u> |
|--------------------------------|----------------|----------------|----------------|----------------|------------------------|
|                                | <u>Number</u>  | <u>Percent</u> | <u>Number</u>  | <u>Percent</u> | <u>Number</u>          |
| 1 person                       | 35,606         | 18             | 50,903         | 21             | +15,297                |
| 2 persons                      | 57,449         | 29             | 74,859         | 31             | +17,410                |
| 3 persons                      | 37,069         | 19             | 45,717         | 19             | + 8,648                |
| 4 persons                      | 35,928         | 18             | 40,891         | 17             | + 4,963                |
| 5 persons                      | 19,344         | 10             | 17,315         | 7              | - 2,029                |
| 6 or more persons              | 11,573         | 6              | 9,148          | 5              | - 2,425                |
| <b>TOTALS</b>                  | <b>196,969</b> | <b>100.0</b>   | <b>238,833</b> | <b>100.0</b>   |                        |
| Mean Persons<br>Per Household: | 2.89           |                | 2.71           |                |                        |

Source: U.S. Bureau of the Census, 1980 & 1990



► Income

Jamesburg has a median per capita income that is slightly below the State's and Middlesex County and an above average household income as compared with the State's 1989 income, as shown in Table 8. Jamesburg had a per capita income of \$17,155 in 1989, which was slightly lower than the per capita income of Middlesex County (\$18,714) and the State (\$18,714). The 1989 median household income in Jamesburg was \$41,935, which was lower than the County (\$45,623) and slightly higher than the State (\$40,927).

**Table 8**

**PER CAPITA AND HOUSEHOLD INCOME, 1979 AND 1989  
Jamesburg, Middlesex County and State of New Jersey**

|                                 | 1979<br>(1979 dollars) | 1989<br>(1989 dollars) |
|---------------------------------|------------------------|------------------------|
| <u>Median Household Income</u>  |                        |                        |
| New Jersey                      | \$19,800               | \$40,927               |
| Middlesex County                | 22,826                 | 45,623                 |
| Jamesburg Borough               | 18,479                 | 41,935                 |
|                                 |                        |                        |
|                                 | 1979<br>(1979 dollars) | 1989<br>(1989 dollars) |
| <u>Median Per Capita Income</u> |                        |                        |
| New Jersey                      | \$8,183                | \$18,714               |
| Middlesex County                | 8,337                  | 18,714                 |
| Jamesburg Borough               | 7,757                  | 17,155                 |

Sources: U.S. Bureau of the Census, 1980 & 1990

Overall, Jamesburg is a modestly secure community as relates to median household income and median per capita income. As indicated in Table 9, in 1989 there were 467 households in the Borough with incomes less than \$25,000, or 23.4 percent of the total number of households. In comparison, the County had 53,712 households, or 22.2 percent earning \$25,000 or less. On the other hand, 277 households, or 14.2 percent of the households in Jamesburg had incomes of \$75,000 or more, compared to 19.9 percent County-wide.

Table 9

**1989 HOUSEHOLD INCOME DISTRIBUTION  
Jamesburg and Middlesex County**

| Income                | Jamesburg            |              | Middlesex County     |              |
|-----------------------|----------------------|--------------|----------------------|--------------|
|                       | Number of Households | Percent      | Number of Households | Percent      |
| Less than \$5,000     | 8                    | 0.4          | 6,631                | 2.7          |
| \$5,000 - \$9,999     | 74                   | 3.7          | 10,477               | 4.3          |
| \$10,000 - \$14,999   | 138                  | 6.9          | 11,075               | 4.6          |
| \$15,000 - \$24,999   | 247                  | 12.4         | 25,529               | 10.6         |
| \$25,000 - \$34,999   | 196                  | 9.8          | 30,684               | 12.8         |
| \$35,000 - \$49,999   | 616                  | 30.9         | 48,277               | 20.2         |
| \$50,000 - \$74,999   | 432                  | 21.7         | 59,657               | 24.9         |
| \$75,000 - \$99,999   | 194                  | 9.7          | 27,066               | 11.3         |
| \$100,000 - \$149,999 | 83                   | 4.5          | 15,079               | 6.3          |
| \$150,000 or more     | 0                    | 0            | 4,499                | 2.3          |
| <b>TOTALS</b>         | <b>1,988</b>         | <b>100.0</b> | <b>238,974</b>       | <b>100.0</b> |

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

► **Housing Unit Data**

The housing stock has not changed significantly to match the Borough's changing demographics. The majority of the Borough's 1990 housing stock is single-family detached. As shown in Table 10, over 38 percent of the housing units in Jamesburg are renter-occupied compared to 33 percent in Middlesex County. The number of renter-occupied units creates a low vacancy rate in Jamesburg with only 4 percent of the units being vacant in 1990.

Table 10

**HOUSING UNIT DATA - 1990**  
**Jamesburg and Middlesex County**

| <u>Unit Type</u>               | <u>Jamesburg</u> |                | <u>Middlesex County</u> |                |
|--------------------------------|------------------|----------------|-------------------------|----------------|
|                                | <u>Number</u>    | <u>Percent</u> | <u>Number</u>           | <u>Percent</u> |
| Year Round                     | 1,978            | 96             | 238,833                 | 95             |
| Vacant, Seasonal and Migratory | 86               | 4              | 11,341                  | 5              |
| <b>TOTALS</b>                  | <b>2,064</b>     | <b>100.0</b>   | <b>250,174</b>          | <b>100.0</b>   |

| <u>Tenure of Occupied Units</u> | <u>Jamesburg</u> |                | <u>Middlesex County</u> |                |
|---------------------------------|------------------|----------------|-------------------------|----------------|
|                                 | <u>Number</u>    | <u>Percent</u> | <u>Number</u>           | <u>Percent</u> |
| Owner Occupied                  | 1,227            | 62             | 160,991                 | 67             |
| Renter Occupied                 | 751              | 38             | 77,842                  | 33             |
| <b>TOTALS</b>                   | <b>1,978</b>     | <b>100.0</b>   | <b>238,833</b>          | <b>100.0</b>   |

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

► **Tenure of Households**

The overwhelming number of homeowners in Jamesburg creates a stable housing market with little turnover, as shown in Table 11. Only 19.5 percent of the households in the Borough moved into their current residence after 1985 with less than 2 percent since 1989. Only 12.3 percent of the households in Middlesex County moved into their unit between 1985 and 1990.

Table 11

**OCCUPIED HOUSING UNITS BY TENURE - 1990**  
**Jamesburg and Middlesex County**

| <u>Year Householder<br/>Moved Into Unit</u> | <u>Jamesburg</u> |                | <u>Middlesex County</u> |                |
|---|------------------|----------------|-------------------------|----------------|
|   | <u>Number</u>    | <u>Percent</u> | <u>Number</u>           | <u>Percent</u> |
| 1989-1990                                   | 39               | 1.9            | 4,225                   | 1.9            |
| 1985-1988                                   | 348              | 17.6           | 26,189                  | 10.4           |
| 1980-1984                                   | 238              | 12.0           | 25,014                  | 9.9            |
| 1970-1979                                   | 276              | 13.9           | 34,812                  | 13.9           |
| 1960-1969                                   | 321              | 16.2           | 53,014                  | 21.2           |
| 1959 or earlier                             | 756              | 38.4           | 106,920                 | 42.7           |
| <b>TOTALS</b>                               | <b>1,978</b>     | <b>100.0</b>   | <b>250,174</b>          | <b>100.0</b>   |

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



- Housing Unit Type and Size Characteristics

The majority of the housing stock in Jamesburg Borough is single-family detached and two or more units per building. As shown in Table 12, there were 929 single-family detached units in 1990 which represents approximately 45.0 percent of the total housing stock. Two or more units consisted of 761 units or 36.9 percent, while other kinds of units consisted of only 18.1 percent.

Table 12 also indicates the year the structure was built. As shown, almost 68 percent of the units in the Borough were constructed before 1980. This is somewhat inconsistent with the County where 78 percent of the units were built before 1980 and about 22 percent were built between 1980 and 1990.

Housing units defined by the number of rooms is also detailed. Structures with six (6) rooms was the largest category in the Borough, which was generally the same for the County as a whole. In the Borough, 1,612 of the units or over 78 percent consisted of 6 rooms or less.

The number of bedrooms per structure is also shown in Table 12. The majority of residences in Jamesburg, over 35 percent, consisted of two bedrooms which is consistent with the County as a whole.

Table 12

**HOUSING UNIT DATA - 1990**  
**Jamesburg and Middlesex County**

| CHARACTERISTICS             | Jamesburg  |             | Middlesex County |             |
|-----------------------------|------------|-------------|------------------|-------------|
|                             | Number     | Percent     | Number           | Percent     |
| Total Units                 | 2,064      | 100.0       | 250,174          | 100.0       |
| <u>Year Structure Built</u> |            |             |                  |             |
| 1980-March 1990             | 664        | 32.2        | 55,428           | 22.2        |
| 1970-1979                   | 305        | 14.8        | 34,812           | 13.9        |
| 1960-1969                   | 326        | 15.8        | 53,014           | 21.2        |
| 1950-1959                   | 306        | 14.8        | 51,243           | 20.5        |
| 1940-1949                   | 75         | 3.6         | 18,916           | 7.6         |
| Before 1940                 | <u>388</u> | <u>18.8</u> | <u>37,761</u>    | <u>14.6</u> |
|                             | 2,064      | 100.0       | 250,174          | 100.0       |
| <u>Units at Address</u>     |            |             |                  |             |
| Single-family detached      | 929        | 45.0        | 135,330          | 54.1        |
| Single-family attached      | 345        | 16.7        | 23,652           | 9.5         |
| Two or more units           | 761        | 36.9        | 85,310           | 34.3        |
| Mobile home or trailer      | 0          | 0.0         | 2,604            | 1.0         |
| Other                       | <u>29</u>  | <u>1.4</u>  | <u>2,778</u>     | <u>1.1</u>  |
|                             | 2,064      | 100.0       | 250,174          | 100.0       |
| <u>Number of Rooms</u>      |            |             |                  |             |
| One                         | 28         | 1.4         | 2,478            | 0.8         |
| Two                         | 64         | 3.1         | 5,629            | 2.3         |
| Three                       | 296        | 14.3        | 25,967           | 10.4        |
| Four                        | 286        | 13.9        | 43,023           | 17.2        |
| Five                        | 458        | 22.2        | 47,216           | 18.9        |
| Six                         | 480        | 23.3        | 45,476           | 18.2        |
| Seven                       | 207        | 10.0        | 34,240           | 13.7        |
| Eight                       | 135        | 6.5         | 27,568           | 11.1        |
| Nine or more                | <u>110</u> | <u>5.3</u>  | <u>18,577</u>    | <u>7.4</u>  |
|                             | 2,064      | 100.0       | 250,174          | 100.0       |
| <u>Number of Bedrooms</u>   |            |             |                  |             |
| No bedroom                  | 28         | 1.3         | 2,506            | 0.9         |
| 1 bedroom                   | 361        | 17.5        | 43,430           | 17.4        |
| 2 bedrooms                  | 736        | 35.7        | 69,202           | 27.7        |
| 3 bedrooms                  | 688        | 33.3        | 84,548           | 33.8        |
| 4 bedrooms                  | 193        | 9.4         | 41,835           | 16.7        |
| 5+ bedrooms                 | <u>58</u>  | <u>2.8</u>  | <u>8,653</u>     | <u>3.5</u>  |
|                             | 2,064      | 100.0       | 250,174          | 100.0       |

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

- Housing Conditions

Housing conditions in Jamesburg are good. Only a very small amount of the Borough's housing units are deficient, using the five (5) factors established by the Council on Affordable Housing to determine housing deficiency. As Table 13 indicates, only 9 units lack complete plumbing. Three hundred and eighty-eight housing units were built before 1940, compared to 36,761 County-wide. There are 114 units without public sewer or water service in the Borough. Only 27 units lack telephones, and only 30 units use non-standard heating fuel.

**Table 13**

**INDICATORS OF HOUSING CONDITIONS - 1990**  
**Jamesburg and Middlesex County**

|  | <u>Jamesburg</u><br><u>Number</u> | <u>Middlesex County</u><br><u>Number</u> |
|--|-----------------------------------|--|
| 1. <u>Status of Plumbing Facilities</u>              |                                   |  |
| Lacking complete plumbing:                           | 9                                 | 938                                      |
| 2. <u>Age of Housing</u>                             |                                   |  |
| Built before 1940:                                   | 388                               | 36,761                                   |
| 3. <u>Water or Sewer Problem</u>                     |                                   |  |
| Septic tank or cesspool:                             | 83                                | 5,659                                    |
| Drilled or dug well:                                 | 31                                | 6,035                                    |
| 4. <u>Telephone Availability</u>                     |                                   |  |
| Lack of telephone:                                   | 27                                | 4,048                                    |
| 5. <u>Non-Standard Heating Fuel</u>                  |                                   |  |
| Use of coal, coke, wood or no fuel used for heating: | 30                                | 942                                      |

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

- Housing Values

Housing values in Jamesburg Borough are somewhat average, as shown in Table 14. The median value of owner-occupied housing units in Jamesburg is \$141,200, compared to \$164,100 in Middlesex County. The majority of owner-occupied housing units in the Borough are valued between \$100,000 and \$149,999. In contrast, the majority of the owner-occupied units in Middlesex County are valued between \$150,000 and \$199,999.



Table 14

**HOUSING VALUES - 1990**  
**Jamesburg and Middlesex County**

| Value                 | Jamesburg    |              | Middlesex County |              |
|-----------------------|--------------|--------------|------------------|--------------|
|                       | Number       | Percent      | Number           | Percent      |
| Less than \$74,999    | 62           | 5.7          | 4,545            | 3.3          |
| \$75,000 - \$99,999   | 83           | 7.6          | 7,249            | 5.3          |
| \$100,000 - \$149,999 | 545          | 49.7         | 39,389           | 28.7         |
| \$150,000 - \$199,999 | 316          | 28.8         | 53,206           | 38.8         |
| \$200,000 - \$299,999 | 91           | 8.2          | 26,899           | 19.6         |
| \$300,000 - \$399,999 | 0            | 0.0          | 4,478            | 3.3          |
| \$400,000 or more     | 0            | 0.0          | 1,528            | 1.0          |
| <b>TOTALS</b>         | <b>1,097</b> | <b>100.0</b> | <b>137,294</b>   | <b>100.0</b> |
| Median Value          | \$141,200    | ----         | \$164,100        | ----         |

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

● **Contract Rents<sup>1</sup>**

The Borough's existing multi-family housing stock provides affordable housing to a significant number of low and moderate income households. The Borough's median rent is \$646 per month, which falls well within the rents required for low and moderate income households. The Borough has not received credit for these low and moderate income units.

<sup>1</sup> Contract rent is the monthly rent agreed to, or contracted for, regardless of any furnishings, utilities or services that may be included. For vacant units, it is the rent asked for the unit at the time the Census survey was taken.

Contract rents in Jamesburg are comparable to those in Middlesex County, as shown in Table 15. The 1990 median contract rent in Jamesburg was \$646 per month, compared to \$667 County-wide. The majority of the renter-occupied units had contract rents between \$600 and \$999 per month. The County, however, had a greater percentage of units with contract rents less than \$500 per month. Over 33 percent of the renter-occupied units in Middlesex County had contract rents for less than \$500 per month, compared to 37 percent in Jamesburg.

Table 15

**CONTRACT RENTS - 1990**  
**Jamesburg and Middlesex County**

| <u>Value</u>         | <u>Jamesburg</u> |                | <u>Middlesex County</u> |                |
|----------------------|------------------|----------------|-------------------------|----------------|
|                      | <u>Number</u>    | <u>Percent</u> | <u>Number</u>           | <u>Percent</u> |
| <u>Contract Rent</u> |                  |                |                         |                |
| Less than \$399      | 89               | 11.9           | 7,697                   | 9.9            |
| \$400-\$499          | 65               | 8.6            | 6,544                   | 8.4            |
| \$500-\$599          | 122              | 16.2           | 12,102                  | 15.6           |
| \$600-\$699          | 234              | 31.2           | 17,817                  | 22.9           |
| \$700-\$999          | 173              | 23.0           | 24,831                  | 32.0           |
| \$1,000 or more      | 68               | 9.1            | 7,165                   | 9.2            |
| No Cash Rent         | <u>0</u>         | <u>0.0</u>     | <u>1,366</u>            | <u>2.0</u>     |
| <b>TOTALS</b>        | <b>751</b>       | <b>100.0</b>   | <b>77,522</b>           | <b>100.0</b>   |
| <br>Median Rent      | <br>\$646        | <br>----       | <br>\$667               | <br>----       |

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

- Past Housing Construction

There has been a significant amount of residential development in Jamesburg over the past 18 years, as shown in Table 16. Between 1980 and 1998, there were a total of 687 dwelling units which received building permits, of which 87% were single-family units.

Table 16

**DWELLING UNITS AUTHORIZED BY BUILDING PERMITS 1980-1998**  
**Jamesburg Borough**

| <u>Year</u>   | <u>Total</u> | <u>Single-Family</u> | <u>Multi-Family</u> |
|---------------|--------------|----------------------|---------------------|
| 1998          | 16           | 16                   | 0                   |
| 1997          | 35           | 33                   | 2                   |
| 1996          | 34           | 34                   | 0                   |
| 1995          | 8            | 8                    | 0                   |
| 1994          | 10           | 20                   | 0                   |
| 1993          | 22           | 22                   | 0                   |
| 1992          | 23           | 23                   | 0                   |
| 1991          | 39           | 39                   | 0                   |
| 1990          | 20           | 20                   | 0                   |
| 1989          | 17           | 17                   | 0                   |
| 1988          | 52           | 52                   | 0                   |
| 1987          | 106          | 106                  | 0                   |
| 1986          | 100          | 98                   | 2                   |
| 1985          | 77           | 77                   | 0                   |
| 1984          | 55           | 27                   | 28                  |
| 1983          | 17           | 3                    | 14                  |
| 1982          | 2            | 2                    | 0                   |
| 1981          | 7            | 5                    | 2                   |
| 1980          | <u>47</u>    | <u>7</u>             | <u>40</u>           |
| <b>TOTALS</b> | <b>687</b>   | <b>599</b>           | <b>88</b>           |

*Source: N.J. Department of Labor, Summary of Residential Building Permits, 1980-1998*

#### H. Employment Characteristics

- **Jobs in Jamesburg Borough**

Jamesburg Borough's employment base has increased very little over the past decade. Covered employment in Jamesburg Borough increased by 509 jobs between 1990 and 1996. As indicated in Table 17, there were 1,136 jobs in 1990 and by 1996 this number had increased to 1,645 jobs. The increase in local employment is attributable to limited space for any new development and the development of some new office space.



**Table 17**

**EMPLOYMENT DATA  
Jamesburg and Middlesex County**

| <u>Year</u>                        | <u>Number<br/>of Jobs</u> | <u>Jamesburg</u>  | <u>Middlesex County</u> |                   |
|------------------------------------|---------------------------|-------------------|-------------------------|-------------------|
|                                    |                           | <u>Difference</u> | <u>Number</u>           | <u>Difference</u> |
|                                    |                           | <u>Number</u>     | <u>of Jobs</u>          | <u>Number</u>     |
| 1990                               | 1,136                     | --                | 299,530                 | --                |
| 1991                               | 1,461                     | 325               | 290,467                 | (9,063)           |
| 1992                               | 1,383                     | (78)              | 288,737                 | (1,730)           |
| 1993                               | 1,213                     | (170)             | 293,567                 | 4,830             |
| 1994                               | 1,407                     | 194               | 302,048                 | 8,481             |
| 1995                               | 1,584                     | 133               | 313,810                 | 11,762            |
| 1996                               | 1,645                     | 61                | 321,459                 | 7,649             |
| Employment Change,<br>1990 to 1996 |                           | 509               |                         | 21,949            |

*Source: N.J. Department of Labor, Covered Employment Trends, 1990-1996*

● **Population to Jobs Ratio**

Jamesburg Borough has a stable economic base and is modestly job intensive, as shown in Table 18. In 1990, Jamesburg had a 4.66 to 1 job ratio, which means that there are 4.66 residents for every job in the Borough. In comparison to Middlesex County, Jamesburg is a less employment-based community with a higher population to jobs ratio.

**Table 18**

**POPULATION TO JOBS RATIO  
Jamesburg and Middlesex County**

| <u>Area</u>      | <u>1990<br/>Population</u> | <u>1990<br/>Employment</u> | <u>Population to Jobs Ratio</u> |
|------------------|----------------------------|----------------------------|---------------------------------|
| Jamesburg        | 5,294                      | 1,136                      | 4.66 to 1                       |
| Middlesex County | 671,780                    | 299,530                    | 2.24 to 1                       |

*Source: N.J. Department of Labor, Covered Employment Trends, 1990-1996*

- Comparative Employment Data

Jamesburg residents are largely employed in white-collar jobs located outside of the Borough, as shown in Table 19. The largest occupational category in the Borough is "Administrative, Support, Clerical" which represents 19.6 percent of resident employment, while "Executive and Managerial" comprises 15.1 percent of resident employment. Middlesex County's largest occupational category is "Executive and Managerial" which accounts for 15.6 percent of resident employment. The second largest occupation in the County is "Administrative, Support, Clerical" which represents 20 percent of all occupational categories. The largest sector of workers for both the Borough and County are private wage and salary, representing 80.2 and 82.3 percent, respectively. Local government is the second highest worker class for both the Borough and County.

The majority of Borough residents commute by car to jobs outside of Jamesburg. Over 84 percent of the workers from the Borough drove to work alone in 1990, compared to 75.4 percent in the County as a whole. Of the remaining workers in the Borough, 12.7 percent carpooled and 1.0 percent used public transportation. A higher percentage of workers in the County used public transportation than in the Borough.

Table 19

**EMPLOYMENT DATA - 1990**  
**OCCUPATION CHARACTERISTICS**  
**Jamesburg and Middlesex County**

| Occupation Group                       | Jamesburg    |              | Middlesex County |              |
|--|--------------|--------------|------------------|--------------|
|  | Number       | Percent      | Number           | Percent      |
| Executive and managerial               | 436          | 15.1         | 56,270           | 15.6         |
| Professional specialty                 | 316          | 10.9         | 52,993           | 14.7         |
| Technicians and related support        | 118          | 4.0          | 17,257           | 4.8          |
| Sales                                  | 264          | 9.2          | 41,729           | 11.6         |
| Administrative, support, clerical      | 566          | 19.6         | 72,346           | 20.0         |
| Private households                     | 24           | 0.8          | 770              | 0.2          |
| Protective services                    | 87           | 3.0          | 7,069            | 1.9          |
| Service                                | 198          | 6.9          | 27,391           | 7.6          |
| Farming, forestry and fishing          | 9            | 0.4          | 1,952            | 0.3          |
| Precision production, craft and repair | 367          | 12.7         | 35,472           | 9.8          |
| Machine operators and assemblers       | 189          | 6.6          | 19,971           | 5.5          |
| Transportation                         | 170          | 5.9          | 14,418           | 4.1          |
| Handlers, helpers and laborers         | 141          | 4.9          | 12,871           | 3.9          |
| <b>TOTALS</b>                          | <b>2,885</b> | <b>100.0</b> | <b>360,509</b>   | <b>100.0</b> |
| <br><u>Class of Worker</u>             |              |              |                  |              |
| Private wage and salary                | 2,313        | 80.2         | 296,701          | 82.3         |
| Local government                       | 260          | 9.0          | 27,306           | 7.8          |
| State government                       | 116          | 4.0          | 14,589           | 4.0          |
| Federal government                     | 85           | 2.9          | 6,936            | 1.9          |
| Self-employed                          | 111          | 3.9          | 14,014           | 3.9          |
| Unpaid family                          | 0            | 0            | 963              | 0.1          |
| <b>TOTALS</b>                          | <b>2,885</b> | <b>100.0</b> | <b>360,509</b>   | <b>100.0</b> |
| <br><u>Commuting to Work</u>           |              |              |                  |              |
| Drove alone                            | 2,398        | 84.7         | 265,974          | 75.4         |
| Carpool                                | 358          | 12.7         | 38,988           | 11.1         |
| Public transportation                  | 31           | 1.0          | 28,717           | 8.1          |
| Other means                            | 19           | 0.8          | 1,885            | 0.5          |
| Walked or work at home                 | 23           | 0.8          | 17,098           | 4.9          |
| <b>TOTALS</b>                          | <b>2,829</b> | <b>100.0</b> | <b>352,662</b>   | <b>100.0</b> |

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



## VIII. TRANSPORTATION AND CIRCULATION PLAN

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### A. General

The Transportation and Circulation Plan Element of the Master Plan identifies the existing components of a comprehensive transportation system that includes facilities for pedestrians, bikers, drivers, and commuters. Major emphasis of the Plan is to improve and enhance the movement of vehicles throughout the Borough while maintaining a safe overall environment in which people and goods can move about on a daily basis. The plan recommends improvements to the street system as well as adding new sidewalks while also making suggestions that bus service be provided for residents and workers.

### B. Public Transportation

Local and regional bus service and passenger rail transportation is non-existent in the Borough of Jamesburg at this time even though, according to the Middlesex County Department of Planning, the Borough is one of only two areas in the south county that have a "high-frequency" transit-supporting population density of between 10,500 to 55,300 people and jobs per square mile. The other transit-supporting area in the south county area is the Princeton Meadows mixed-use development in Plainsboro Township which is serviced with a New Jersey Transit bus route and shuttle service to the Princeton Junction Train Station.

The 1999 Middlesex County Transportation Plan notes that "...the tier of municipalities south of the Route 18 corridor completely lacks local bus service (aside from the Park N' Shuttle service between Plainsboro and the Princeton Junction Rail Station), thereby

necessitating an automobile trip to move southward toward (and between) ..." municipalities. The Plan goes on to mention that a local bus study which was conducted in the 1980's cited as 15% a desirable goal for transit commutership. Today, only 8% of Middlesex County residents rely on traditional transit as a means of getting to work (4% each for bus and rail).

Back in 1994 the Suburban Transit Bus Company provided a commuter bus service through the Borough of Jamesburg to New York City called the "Downtown - Wall Street Service" that would pick up passengers in the Borough at Forsgate & Railroad Avenue in front of Irene's Variety store at 45 E. Railroad Avenue. Today there is no regional bus service through the Borough. Regional bus service is provided to Borough residents in other communities by such companies as New Jersey Transit, Suburban Transit, American Coach, Academy Lines, Blue & Grey, and Rightway Tours. Existing service still primarily exists to accommodate the Manhattan bound commuter. The County Transportation Plan notes "that a sizeable portion of this bus service travels along such major highway corridors as the New Jersey Turnpike, the Garden State Parkway, Route 9 south of Interchange 11, and Route 18 through New Brunswick and East Brunswick". The only practical way for a Jamesburg resident to access an existing regional bus service line is to drive to a conveniently located nearby Park & Ride lot in Monroe Township or in South Brunswick Township. A new fixed bus route service is needed in Jamesburg that would only be expected to run along major streets like Half Acre Road, Forsgate Drive, East Railroad Avenue, Gatzmer Avenue and Buckelew Avenue.

There will be a need for bus stops if a new fixed route is ever introduced into the Borough. Establishing bus stops requires approval from NJDOT. Generally, the municipality and bus company identify the most appropriate location for bus stops. If the stop is intended for a County road, the County must also approve of the proposed location. Once the proposed bus location is identified, the Borough and County (if the bus stop is along a County road) are both required to pass a resolution officially designating the bus stop. The NJDOT reviews the proposed bus stop location and approves or denies it. If bus shelters are desired, NJ Transit must be contacted because they are responsible for funding and providing bus shelters.

When it becomes necessary, the Borough should prepare a special and unique bus shelter design to be used throughout the community. The typical shelter should be placed on a concrete pad and have a bench, utilize tempered glass (sides and back), have a cantilever roof, and be constructed of aluminum for durability. Lighting, signage, and a waste receptacle should also be provided at each designated location.



The Monroe Township Park-n-Ride lot is located along Applegarth Road. It has a capacity of 98 cars but usually is only half full at 46 cars according to a survey taken in 1993 and amended in 1998 by the New Jersey Department of Transportation and the County's Transportation Management Group: Keep Middlesex Moving, Inc. These same two organizations found that usage at the Park-n- Ride lot in South Brunswick (located at Exit 8A of the Turnpike along Route 130) was sometimes at 586 cars with a capacity for only 511 vehicle.

The Borough supports the establishment of new park and ride lots in surrounding municipalities and/or the expansion of existing lots as well as implementation of a shuttle bus service that would pick up passengers in the Borough and take them to and from park and ride lots. The County runs a Community Bus Shuttle Program that has been designed to take advantage of or make use of federal funds that were allocated and earmarked for New Jersey thru the U.S. DOT TEA-21 Program. The intent of the funds would be to provide communities like Jamesburg with the ability to operate shuttle service to alleviate congestion, provide better access and reduce the need for additional parking at rail stations and in or along major bus corridors. New Jersey Transit has set up the program whereby it would make available through a no-cost lease, mini-bus vehicles that would be "plain vanilla" in color because this would be a local municipal program and the municipality could decorate the buses in any way they saw fit. Jamesburg may want to explore the use of these programs and others and also the possibility of utilizing some of the existing parking along the Manalapan Lake in Thompson Park for a park and ride lot.

In June 2000 the County Department of Planning prepared a study entitled: "Study of Commuter Jitney Service to Enhance Public Transportation in Middlesex County". The study proposes a South Brunswick Exit 8A Park-n-Ride lot to the Jersey Avenue Train Station bus shuttle. It is recommended that the County give serious consideration to extending this planned bus service to the existing Monroe Township Park-n-Ride lot and into the Borough of Jamesburg.

A couple of freight rail lines run through the Borough. One in a north-south direction and the other in an east-west direction. The one having an east-west alignment (called the Freehold Secondary line) has been the subject of much discussion and some preliminary feasibility analysis by New Jersey Transit to determine the possibility of opening up this line for passenger commuter rail service. The 18.9 mile Freehold Secondary line is a single track, light density freight line that runs from Jamesburg through Freehold to Farmingdale, at which point it intersects with New Jersey Transit's Southern Secondary line. The Freehold Secondary in Jamesburg is owned by Conrail, which operates freight service two days per week (one train in each direction). The Freehold Secondary connects to the Jamesburg



Branch and the Amboy Secondary in Jamesburg and to the Northeast Corridor in Monmouth Junction, approximately 5 miles from Jamesburg. Amtrak's Northeast Corridor, the most heavily traveled passenger rail line in New Jersey, provides service to Newark's and New York's Penn Station as well as intermediate stops.

The New Jersey Transit passenger rail service study has assessed the potential benefits and impacts of establishing commuter rail service to and from Jamesburg on Conrail's Freehold Secondary line as part of the Monmouth-Ocean-Middlesex service area. According to the study, a review of existing conditions indicates that there are several difficult traffic and safety conditions at grade crossings and pedestrian crossings. The four grade crossings in Jamesburg --Gatzmer Avenue, Augusta Street, Church Street, and Forsgate Drive - are associated with difficult turning movements and/or traffic congestion. Of particular concern is the Gatzmer Avenue grade crossing, which is also a five-way intersection. In addition to the grade crossings, there are pedestrian crossings located at Harrison Street, Augusta Street, and Willow Street. The Augusta Street grade crossing, which is located near two schools and is heavily used by school children, presents a significant safety issue. Since the railroad tracks are not protected, the crossing of tracks is uncontrolled at this time.

The study proposes a new train station site to be located off Buckelew and John Streets just behind the existing Tobia Scotto D'Aniello shopping center. The station could provide for up to 180 cars with future expansion of parking for approximately 50 vehicles and incorporate a landscaped drop-off plaza, platform, and internal circulation roads and drive aisles. Based on the assumption of train service every half-hour during peak periods and every hour during off-peak periods, there would be a total of 21 trains per day. Train speeds are not expected to exceed 30 mph in the Borough.

This Master Plan rejects the concept of passenger rail service in the Borough. The Borough believes that all known impacts - traffic, parking, noise, vibration, air quality, and public safety, economic development, and quality of life - cannot be successfully mitigated. In the alternative, the Plan recommends the state, county and borough study the feasibility of a park and ride lot on the proposed train station site.

Taxi service to Jamesburg residents is now being provided by Caddy Cab's of Monroe Township and the Collins Taxi & Limousine Service. If possible, taxi service should be coordinated with any proposed passenger rail service and future bus stop locations.

It is recommended that the following public transportation improvements be considered in order to better service the residents of Jamesburg and those working and shopping in the Borough:

1. Contact bus companies to explore the feasibility of providing local bus service to shopping areas and office locations.
2. Work with the Middlesex County Department of Planning to provide shuttle bus service between Jamesburg and the Monroe Township and South Brunswick Township Bus Park-n-Ride lots with a shuttle route connection to the Jersey Avenue Train Station.
3. Begin to identify acceptable bus stop and/or shelter locations.
4. Identify potential bus park and ride lots in the Borough including the site of the former train station on John Street.

C. Roadway Jurisdiction

Roadway jurisdiction is an important aspect of the Borough's Transportation and Circulation Plan, as the governmental unit having jurisdiction over a roadway sets the improvement standards and speed limits, and is also responsible for maintenance, widening, and reconstruction of the road when and if necessary. Physical improvements to the roads under the jurisdiction of other levels of government cannot be undertaken by the Borough. Therefore, any Master Plan proposals with regard to improvements on roadways which are not under local jurisdiction must reflect the thinking of the appropriate level of government.

There are no federal or state roadways located in the Borough. The County of Middlesex has jurisdiction for many of the roads which traverse the Borough, including Rhode Hall Road (Route 522), Jamesburg Half Acre Road (Route 615), East Railroad Avenue (Route 522), Lincoln Avenue (Route 615), Forsgate Drive (Route 612), Pergola Avenue (Route 612), portions of Gatzmer Avenue (Route 522) and Buckelew Avenue (Route 612), and Hooker Street.

The County has no plans for right-of-way acquisition or pavement widening along any County roadway at this time unless it is associated with an intersection improvement.

D. Street Classifications

All of the Borough's streets have been classified according to the function they perform. Based upon this classification, the design features of a street or roadway can be compared with established standards in order to determine what improvements, if any, are necessary to enable the street to perform its function adequately.



The establishment of a street classification system will point out road improvement priorities. A standard system of classification divides roads into the following categories: regional highway, expressway, arterial, collector street, and local street.

1. Regional Highways are direct links between metropolitan areas. They usually carry large volumes of traffic at relatively high speeds and are often limited access highways. Within the County, the New Jersey Turnpike is classified as a regional highway.
2. Expressways provide for the movement of trips similar to the type using the regional highway, except that it is more oriented to intra-County trips. While the expressway serves large volumes of traffic at moderately high speeds, it does not have full access control nor are all intersections grade separated. Roadways within the County which are classified as expressways are US Route 1, Route 9, Route 18, and Route 130. No expressways exist in the Borough of Jamesburg.
3. Arterials link important population centers with one another or with regional highways and expressways. Arterials have heavy traffic volumes, especially when close to urban areas. They are important roads, carrying commuter traffic. Within the County, Route 33 is classified as an arterial roadway.
4. Collector streets are intra-County streets that link small population centers with regional highways, expressways, and arterials. They usually have only two lanes carrying low volumes of traffic at moderate speeds. Local traffic is spread very evenly throughout the Borough which has resulted in the establishment of a few collector streets. The arterial roadways which traverse or skirt the Borough also act as collectors of local traffic.
5. Local streets are all streets, whether publicly or privately owned, paved or unpaved, whose primary purpose is to provide access to individual properties. All streets not otherwise classified are local streets.

The basic objective of the classification of roads is to establish a recognizable system that permits major traffic movement into and through the Borough, with a series of collectors that provide for traffic movement from local streets and major traffic generating land uses to the arterials. These collectors, along with the local roads, serve to provide access to abutting properties.



The following streets in the Borough of Jamesburg are classified as arterial roadways: Rhode Hall Road (Browns Corner Road), East Railroad Avenue, Buckelew Avenue, Jamesburg Half Acre Road, Forsgate Drive, and the northern portion of Gatzmer Avenue.

Designated collector streets running through the Borough of Jamesburg include Dock's Corner Road, Lincoln Avenue, the Bordentown-South Amboy Turnpike, Pergola Avenue, Perrineville Road, Mott Avenue, and Gatzmer Avenue. According to the Middlesex County Annual Report on Transportation the weekly volume in both directions along Perrineville Road was 16,995 vehicles.

Forge Street is also shown as a proposed collector. This proposal results from the fact that Forge Street has a wider right-of-way than Pergola Avenue (33 feet). While the right-of-way on Forge Street varies from 35 to 43 feet, the 35 foot portion of the roadway could be widened in conjunction with development of vacant land in Monroe Township. The proposed upgrading of function and design features for Forge Street should improve access to the downtown area.

The minimum recommended right-of-way width for arterial roadways and collectors is 60 feet, although right-of-way widths in Jamesburg range from 33 feet to 66 feet. Due to the location of existing land uses, future right-of-way widening is impractical. All streets which are not classified as arterials or collectors are local streets. A right-of-way of 50 to 60 feet is recommended for local streets, although many of the Borough's local roads have right-of-way widths ranging from only 30 feet to 40 feet. Weekly volumes on local roads are expected to average between 200 to 250 vehicles.

Any future widening along a County road should reflect the minimum standards as established by the County Department of Planning.

#### E. Street Conditions

All Borough streets are paved with the exception of a few "paper streets". Streets are well maintained and kept in good repair except for a few minor problems. No hazardous road conditions were found in the Borough. All major intersections have traffic lights or stop signs. A potentially hazardous condition is caused by the 5-way intersection of Gatzmer Avenue, Willow Street, Perrineville Road, and Forsgate Drive which now successfully operates with stop sign control. Another potentially hazardous condition exists at the intersection of Jamesburg Half Acre Road and Gatzmer Avenue and its proximity to the intersection of Lincoln Avenue and East Railroad Avenue.

## F. Parking

Jamesburg has no major on-street parking problems in its residential areas since these areas have garages and driveways and roadway widths are generally adequate. The Central Business District, however, has in recent years experienced a growing problem with respect to available parking spaces on the street. There are a scattered number of parking lots and spaces throughout the Central Business District, but there is still a need for additional parking facilities in the downtown area. One-hour on-street parking (8am to 6 pm) is allowed in business areas primarily along East Railroad Avenue and some of its associated side streets and is controlled by spot enforcement; however, during rush hour peak periods, such as Christmas and New Years, some difficulties exist. A number of parking spaces are provided by parking on either side of the railroad right-of-way and behind some of the businesses.

It is recommended that a municipal parking survey be undertaken for the Central Business District to investigate space in which to expand parking areas and enforcement and management approaches and to make minor adjustments to the present arrangement of on- and off-street parking.

Goals for parking spaces are:

1. Encourage convenient and free or inexpensive parking for shoppers;
2. Discourage long-term use of Central Business District parking for employees or business owners;
3. Foster turnover in parking areas designated for shoppers;
4. Take into account the management and enforcement requirements of parking systems under consideration. Lots with parking fees require an employee, a structure for the employee, equipment for issuing parking receipts and time clocks to measure time in the lot. Meters require enforcement through patrolling.

## G. Vehicular Transportation

While the Master Plan acknowledges that the basic roadway pattern in the Borough is firmly established, this plan element does make a number of recommendations for improvements to the roadway network. Several of the recommendations are for improvements involving



County roadways. In addition, the plan also proposes several road extensions, improvements, and operational policies to enhance the local roadway network.

The purpose of this plan element is to coordinate recommended improvements to roadways with the Middlesex County Capital Improvement Program and to make recommendations for local roadway improvements and operational policies in light of present conditions and needs.

The major routes of transportation in the Borough of Jamesburg are County roads and the "layout" of these routes reflects a pre-automobile day of travel. Railroad Avenue functions as the only north-south arterial route; Forsgate Drive, Half Acre Road and Lincoln Avenue are collector routes. Roadside development prevents widening to complement increasing traffic flow on these routes; however, modernization of hazardous intersection locations will do much to facilitate traffic flow in and through the Borough.

The principle objectives of local road proposals are to effectively link the community's arterial routes to those serving the region and to develop a hierarchy of street functions to efficiently and safely direct traffic flow within or through the various land use concentrations in Jamesburg.

While it is acknowledged that both Forsgate Drive and Pergola Avenue are County roadways, it is recommended that the Borough urge the County to consider realigning Pergola Avenue to intersect with Forsgate Drive in order to alleviate a serious bottle-neck in the circulation system.

It is also recommended that the following local roadway improvements be considered in order to facilitate circulation in the Borough:

1. A number of local streets in the Borough experience congestion as a result of inadequate pavement width, intersection geometry and lateral interference from curbside parking. It is recommended that the Borough give serious consideration to restricting curbside parking on either one side or both sides of local roads where such conflicts result in severe traffic congestion. Such roads to be considered include, but are not limited to, Emma Street, George Street, Cherry Street, and Michael Street.
2. In order to facilitate traffic flow and reduce congestion problems in the Central Business District, it is recommended that the Borough study the feasibility of an alternative one-way traffic circulation system east of the railroad right-of-way between Warren Street and Vine Street.



3. Municipal alleys traverse many blocks in the Borough running along side and rear property lines. It is recommended that these alleys be maintained in those areas where they either provide access to municipal parking lots or provide a necessary means of access to rear yard parking areas in residential neighborhoods. If neither of these situations exist, it is recommended that these alleys be vacated.
4. The 1997 Small Business District Revitalization Study proposes the realignment of Forsgate Drive away from Manalapan Lake in order to provide additional lakefront property. Realization of this proposal appears unlikely, as it would require the acquisition of an existing business and support from Middlesex County to realign a County roadway.
5. The Revitalization Study recommends designation of angled parking along portions of West Railroad Avenue.
6. The expansion of off-street parking facilities throughout the Central Business District is recommended in conjunction with the redevelopment and rehabilitation of this area. In light of the flood hazard designation which severely limits the development potential of land located adjacent to and behind the Post Office, the Borough should attempt to utilize this area for municipal parking in a manner which will not negatively impact flooding characteristics in the area.
7. The Borough should continue to seek County assistance for drainage, curbing, and sidewalk improvements to County roadways throughout the Borough.
8. Work with the county to improve traffic signalization timing.
9. Middlesex County has studied and prepared a design solution for the signalization of the Gatzmer Avenue, Willow Street, Forsgate Drive, and Perrineville Road intersection. Implementation should be forthcoming in the future.
10. The intersection combination of Jamesburg Half Acre Road and Gatzmer Avenue and the intersection of Lincoln Avenue and East Railroad Avenue should be signalized. Conceptual improvement plans have been prepared by the Atlantic Traffic and Design Engineers, Inc. as part of their September 2000 traffic impact analysis for the COSTCO Cold/Dry Depot and by the New Jersey Transit in their passenger rail service study.

11. Study signalization at the lower Church Street/East Railroad Avenue intersection to address safety concerns.
12. The May 1999 Middlesex County Transportation Plan recommends and this Master Plan supports CO-522 (East Railroad Ave./Bucklelew Ave.) - intersection improvement and CO-612 (Forsgate Drive/Pergola Ave.) - safety and traffic flow improvements.
13. Study the need for more pedestrian crosswalks and yield to pedestrian signage including the reduction of posted speed limits to improve overall safety.
14. Study the possibility of vacating a variety of paper streets to include Elliot Place, Butler Place, Scott Place, Manalapan Blvd., Thomas Street, Central Avenue, Lee Street, and Ripple Avenue.



# Map #5

## CIRCULATION PLAN BOROUGH OF JAMESBURG MIDDLESEX COUNTY, NEW JERSEY

**E**

EXISTING TRAFFIC SIGNALIZATION

**P**

PROPOSED TRAFFIC SIGNALIZATION

**A**

APPROVED TRAFFIC SIGNALIZATION

**I**

COUNTY INTERSECTION IMPROVEMENT



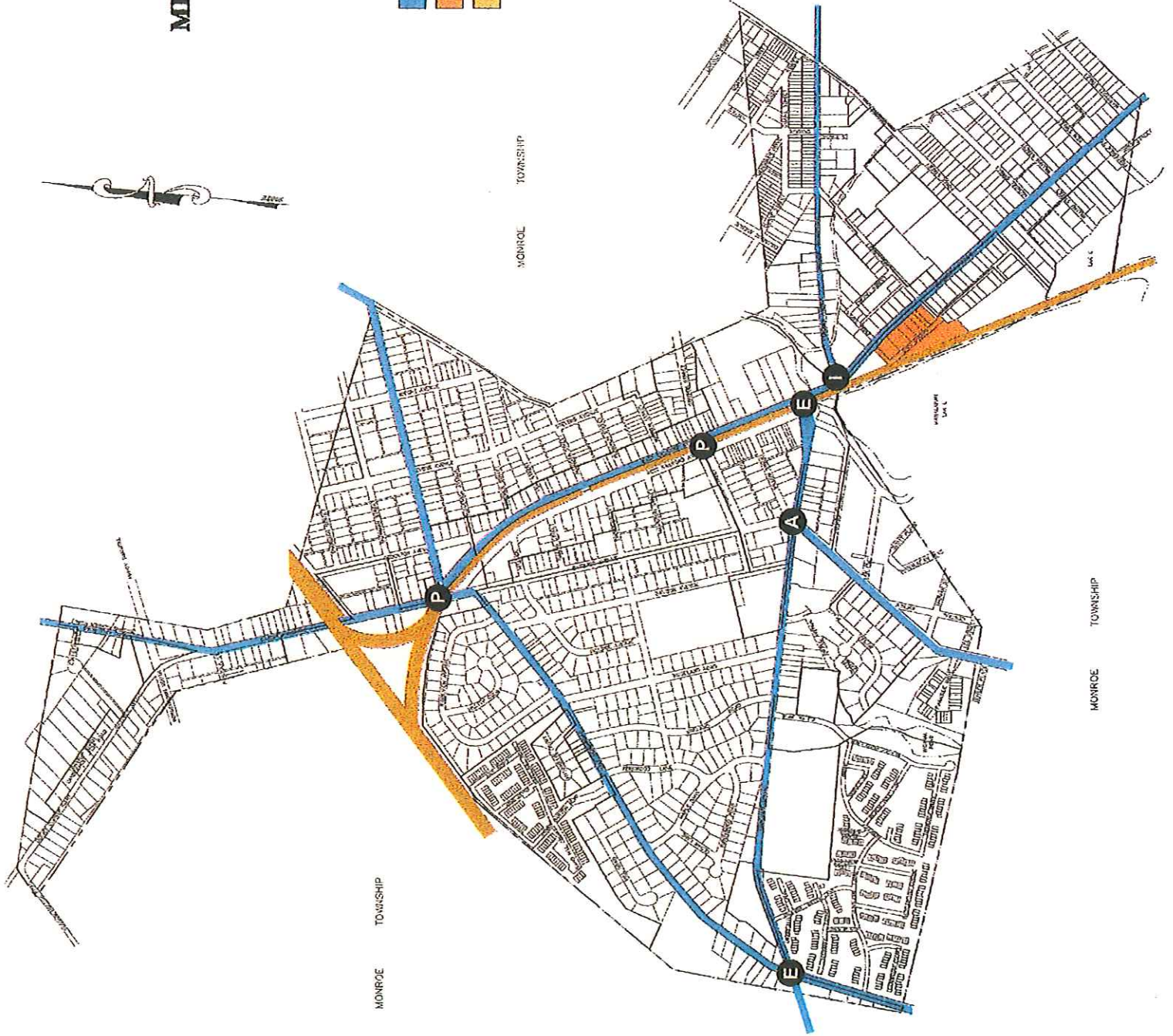
POSSIBLE PUBLIC BUS ROUTES



POTENTIAL BUS PARK & RIDE LOT



EXISTING RAILROAD RIGHT-OF-WAY AND TRACKS





## H. Traffic Calming

The introduction of traffic calming devices in and around the Borough is important and should always be considered before making a traffic improvement because such a device will assist in the slowing down of motor vehicles and therefore creates greater pedestrian and bicycle safety. A sample of traffic calming devices for Jamesburg is presented below:

| Devices                              | Application                                     |
|--------------------------------------|---|
| Textured Crosswalks/Speed Platforms  | ● neighborhood gateways                         |
| Traffic Circles                      | ● secondary corridors and within neighborhood   |
| Corner Bump-Outs                     |   |
| Four-Way Stops                       |   |
| Textured Intersection Platforms      |   |
| Planting Buckets & Other Landscaping | ● neighborhood gateways and within neighborhood |
| Selective Street/Carway Narrowing    | ● where lane width & on-street parking permit   |
| Speed Limit Reductions               | ● along entry corridors & within neighborhoods  |
| Traffic Diverters                    | ● in extreme instances on local streets         |
| Shade Trees                          | ● all locations                                 |
| Streetscape improvements             | ● entry corridors                               |
| Gateway/Boulevard Treatments         | ● intersection decision-points & entry corridor |

The Master Plan envisions the application of traffic calming in the following general areas:

1. Intersection Decision-Points - at intersections outside the Borough boundaries to enhance driver awareness of using by-passes to increase the diversion of traffic around town.

2. Entry Corridors - dramatically increase driver awareness upon entering the Borough along a major street.
3. Secondary Corridors - reduce traffic speed and dramatically increase driver awareness of sharing the street with pedestrians and bicyclists, especially children and the elderly.
4. Intersections - reduce traffic speed and more safely channel vehicular movement.
5. Neighborhoods - enhance driver awareness upon entering a neighborhood, reduce traffic speed, reduce/divert cut-through traffic, and dramatically increase driver awareness of sharing the street with pedestrians and bicyclists, especially children and the elderly.

## I. Pedestrian and Bicycle Access

Adequate bicycle and pedestrian circulation is vital to having a successful comprehensive transportation planning process that links people with places they want to go. Jamesburg has developed this plan component in recognition of the importance of enhancing this type of circulation in the Borough.

This plan was developed to provide Borough residents and workers with safe and convenient linkages between their homes and points of interest and activity, such as the Post Office, shopping areas, local parks, and schools. The implementation of a comprehensive pedestrian and bicycle circulation system will also help to alleviate some of the safety and traffic congestion problems on local roadways. Pedestrian and bicycle pathways can and should be used for commuting purposes, as well as for recreation, which, in turn, may increase the vehicular carrying capacity of local roadways. The Pathways Plan is shown on Map #6.

This plan is intended to guide the Combined Land Use Board in insuring that the areas designated for pedestrian paths and/or bikeways are reserved and used for that purpose. Once this plan is fully implemented, the system can be used by Borough residents to locate a preferred route of unmotorized travel to recreational areas, shopping, places of employment and worship, and other activity centers both within and outside the Borough.

The following types of pathways are identified and described below:

1. Bicycle Paths - The first type of pathway is a bicycle or bike path, which is part of the broader category of pathways known as Bikeways. Bike paths are designed to accommodate both pedestrians and bicyclists. Such pathways can be located



throughout the Borough parallel to existing streets instead of sidewalks, adjacent to or within utility rights-of-way, and through natural areas such as along stream corridors and in parks.

The design and engineering standards for bike paths in the Borough, as much as possible, should be in accordance with the New Jersey Department of Transportation Bicycle Compatible Roadways and Bikeways Planning and Design Guidelines (NJDOT bikeway standards), which are based on the national bicycle facility design standards (AASHTO Guide for the Development of Bicycle Facilities).

Generally, bike paths should at a minimum measure eight (8) feet in width and include a bituminous surface material. However, bike path widths of ten (10) feet or more may be appropriate if: bicycle traffic is generally expected to be high; where pedestrian use of the path is expected to be more than occasional; where good horizontal and vertical alignment will not exist, providing safe and frequent passing opportunities, or where the path will be subjected to maintenance vehicle loading conditions that would cause pavement edge damage. Also, when a bike path is part of a multi-use pathway or trail facility, alternative surface material and pavement structure may be appropriate.

2. **Bicycle Routes** - The second type of pathway, which is also part of the broader category "Bikeway", is the bicycle or bike route. Bike routes are located on existing roadways which are either wide enough to safely accommodate bicyclists without having to provide exclusive bicycle lanes (i.e. shared roadway condition) or roadways with specially designated and appropriately identified bike lanes along both sides of the roadway. Shared roadway bicycle routes should be located on roadways having low to moderate traffic volumes and/or speeds, low number of trucks using the roadway, and having anywhere from 12' - 15' of travel lane width in each direction, including shoulders where on-street parking does not exist.

Generally speaking, the proposed bikeway plan seeks to utilize existing and planned roadways for bike routes (whether shared roadway or with bike lanes) where such roadways are bicycle compatible per NJDOT bikeway standards. However, where a bike route is not the appropriate option due to the considerations listed below, an off-road bike and pedestrian path is recommended.

- Incompatibility of roadway for safe bicycle usage (narrowness of roadway, traffic speeds and/or volumes, or frequent presence of trucks).



- ▶ Heavy usage of pathway by children and/or less experienced cyclists.
- ▶ Need or desire to make connections within the system where roads do not exist.
- ▶ Desire to provide bikeway access to natural/scenic areas.

As with bike paths, the design and engineering standards for designated bike routes, as much as possible, should be in accordance with the NJDOT bikeway standards. For example, designated bike lanes along roadways should have a minimum width of 5 feet where the roadway is curbed or 4 feet where no curbs exist. Important components of safe bicycle routes are bicycle friendly grates and utility covers flush with the pavement surface, a smooth pavement surface free from irregularities (i.e. rumble strips), and adequate signage. Proper signage is essential to alert motorists to the fact that certain roadways will be used by bicyclists and that special care should be taken when traveling these roadways.

The Manual on Uniform Traffic Control Device (MUTCD) should be used for signage design and placement.

All designated bike routes should be regularly inspected or monitored to insure that debris is being picked up and removed from roadway shoulders and bike lanes, and that any necessary maintenance is done in a timely manner. Such monitoring and maintenance is critical to providing a safe and attractive bikeway system.

The Middlesex County Bicycle-Pedestrian Plan adopted by the Middlesex County Planning Board on March 14, 1995 identified six (6) major bicycle touring circuits that are available utilizing the existing roads network of Middlesex County. One of the touring circuits is called "Helmetta-Jamesburg-Monroe" and utilizes Forsgate Drive, Half Acre Road, Lincoln Ave., Pergola Ave., and Perrineville Road in Jamesburg; Perrineville Road, Half Acre Road, Applegarth Road, Forsgate Drive, and Old Forge Road in Monroe Township; and primarily Main Street in Helmetta.

According to the Middlesex County Bicycle Suitability map - prepared by the County Planning Board - all major roadways in Jamesburg are suitable for bicycling, especially Docks Corner Road, Rhode Hall Road, Gatzmer Avenue, Half Acre Road, Forsgate Drive, Lincoln Avenue, East Railroad Avenue, Pergola Avenue, and Buckelew Avenue. These roadways should either have bike route signage and/or have striped shoulders. The draft Middlesex County Bicycle/Pedestrian plan proposes the construction of a Greenway Trail to run from Thompson Park along the Manalapan Brook to Helmetta and from Thompson Park into Monroe Township to Monmouth County. It is recommended that bikepath and sidewalk

construction be coordinated with the County and Monroe Township and in particular along major roadways leading into and through the Borough.

The Borough already has an extensive system of existing sidewalks that link residential and non-residential areas together. New sidewalks should be required to expand the existing system to permit improved pedestrian access throughout the Borough. In many cases, developers will be responsible for sidewalk upgrade, repair and new construction and/or making a cash contribution to improve and expand the existing system.

Sidewalks provide for safe pedestrian movement. In residential areas, sidewalks are used by children for playing and as a way to get to school and to parks. Adults use sidewalks as a way to get to neighbors, activity centers in the community, and for exercise.

Sidewalks should be at least 4 feet wide, which is adequate for 2 pedestrians or 1 pedestrian and 1 bicyclist. A grass strip should be located between the curblin and sidewalk. In areas where the roads are too narrow for bicycles to share use of the roadway with motorists or where an off-road bike path is not feasible, sidewalks will inevitably be used by bicyclists; especially by children and less experienced bicyclists. Even though it is not recommended that sidewalks be used in this manner, the sharing of sidewalks by bicycles can be done when pedestrian or bicycle traffic is very light.

Sidewalks should be 4 inches thick, except at driveway crossings where the thickness should be increased to 6 inches. Handicapped ramps should be provided at intersections and driveways.

To improve the quality of the proposed pathways system, it is important to provide supplemental or accessory facilities. These facilities will make the pathways and destinations along the pathways more enjoyable, thus encouraging their greater use.

Bike parking facilities should be considered at various stopping points along a pathway for security and weather protection. For example, shops and offices should have adequate bicycle parking facilities that are conveniently located near building entrances or other highly visible areas that are self-policing.

For the bike routes proposed within natural areas like parks, accessories such as park benches, trash receptacles, and rest areas with restroom facilities and water fountains should be considered along bicycle and pedestrian trails.



In order for the Borough to have a successful pedestrian and bicycle pathway system, an implementation strategy is important. Initially, the Borough should amend its zoning, subdivision and site plan review ordinances to encourage the development of pedestrian and bicycle pathways by:

- ▶ Adding new definitions for pedestrian and bikeway facilities.
- ▶ Specifying bicycle parking requirements for new development and redevelopment.
- ▶ Providing bicycle parking facility design standards.
- ▶ Identifying the NJDOT Bicycle Compatible Roadways and Bikeways Planning and Design Guidelines as the principal standards for bikeway facilities.

One of the primary means by which the pedestrian circulation and bikeway plans should be implemented will be through the development process, whereby a developer of new development or redevelopment requiring subdivision and/or site plan approvals(s), would be required to construct on-tract and possibly off-tract pathways as a condition of plan approval.

While the development approval process will be the primary means of implementing the pedestrian circulation and bikeway plans, an important secondary means of implementing such plans will be through the Borough itself, as a result of funds obtained through County, State and/or federal programs. For example, funds may be available in the future through the State DOT Transportation Enhancement Program, and funded through the U.S. DOT TEA-21 Program.

Sidewalk and bicycle circulation priorities over the next few years are identified below:

- ▶ Curb and sidewalk construction on both sides of Half Acre Road between Forsgate Drive and Gatzmer Avenue.
- ▶ Curb and sidewalk construction on both sides of Pergola Avenue between Buckelew Avenue and Forge Street.
- ▶ Curb and sidewalk construction on both sides of Gatzmer Avenue between the Bordentown South–Amboy Turnpike Road and Mott Avenue.



- ▶ Curb and sidewalks on both sides on Lincoln Avenue between Stockton Avenue and Augusta Street.
- ▶ Investigating the placement of bike lane and/or route signs.
- ▶ Requiring developers to install bike racks and to construct new sidewalks and/or pathways.
- ▶ The number one priority will be to construct walks to and from the public schools and to upgrade and add more crosswalks.

# Map #6

## PATHWAYS PLAN BOROUGH OF JAMESBURG MIDDLESEX COUNTY, NEW JERSEY



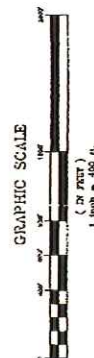
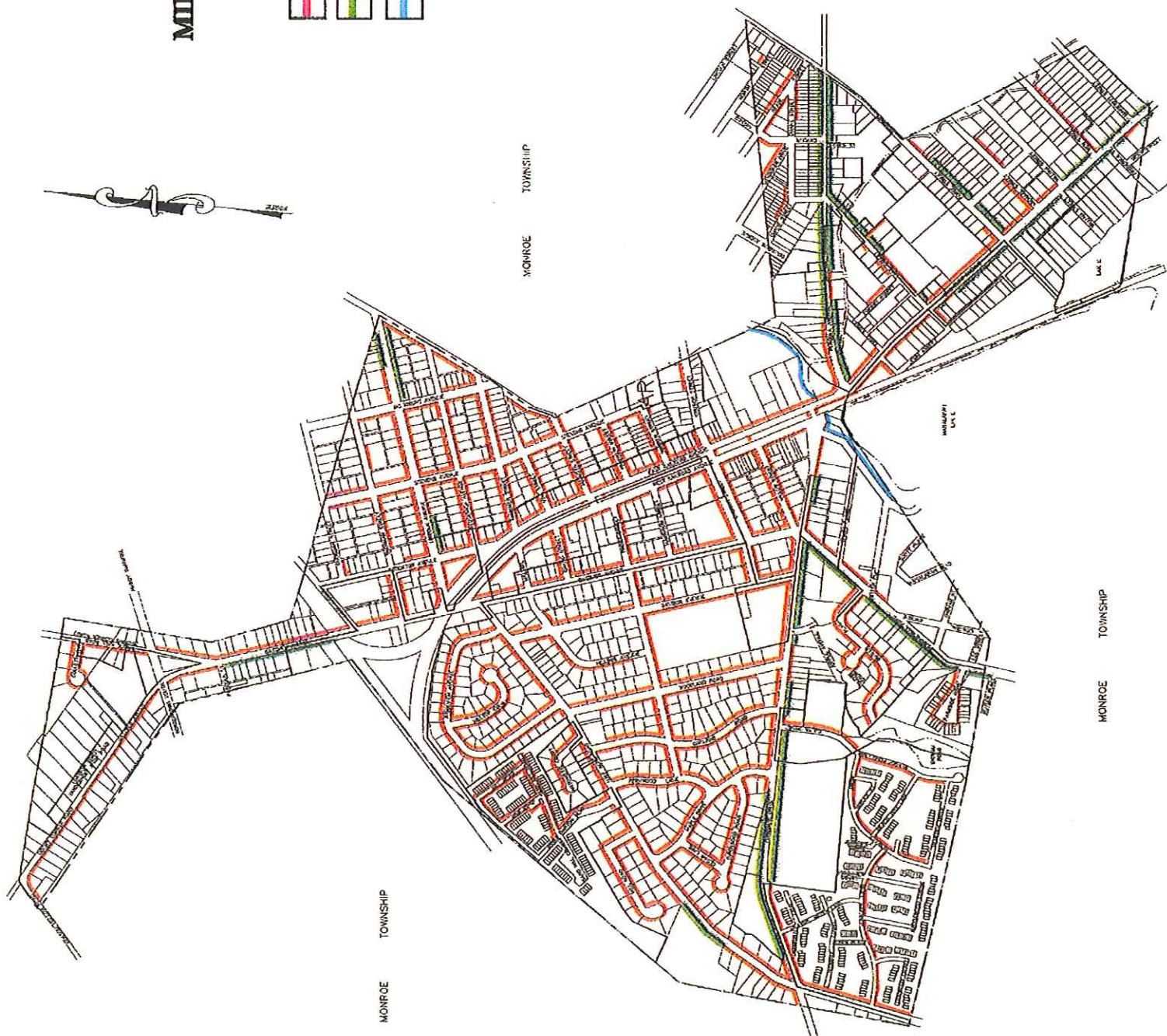
EXISTING SIDEWALKS



PROPOSED SIDEWALK CONNECTIONS



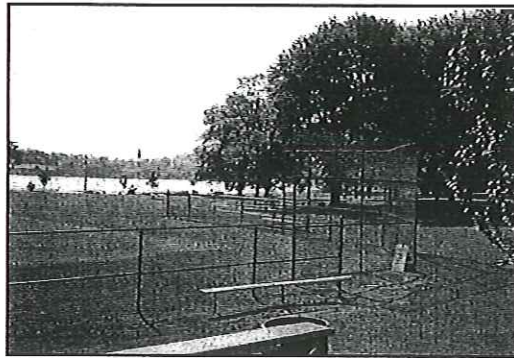
FUTURE PEDESTRIAN AND  
SIDEWALK LINKAGES





## IX. RECREATION AND OPEN SPACE

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### A. General

Jamesburg has undertaken the preparation of this Recreation and Open Space Master Plan Element in recognition of the fact that Borough residential and employment growth must always be adequately serviced with a comprehensive system of recreational opportunities and experiences. The Borough's quality of life is enhanced through the expansion and improvement of its park, open space, and recreation system. Natural features such as streams and wooded areas are protected and enhanced through proper placement, design, and use of parks. Convenient and safe access to all recreational facilities is viewed as a high priority.

As a factual basis for making specific recommendations, the Recreation and Open Space Element has examined and utilized available technical data such as existing population, employment, and housing characteristics, park size and type standards, service rings, and outdoor facility standards. This information was then combined with input received from the Combined Land Use Board, park planning and development criteria, plus recreation and open space goals and objectives to create a plan that addresses existing needs and begins to satisfy demands.

### B. Borough Statistics

The Recreation and Open Space Master Plan Element has utilized 1990 U.S. Census data to frame and define a statistical presentation and analysis of the Borough's population characteristics in relationship to the need for recreational services. It is important to remember that most recreational needs are satisfied around the home either in yards, on driveways and sidewalks, or in local streets for informal play, games, and other sporting activities. Demand for specialized activities and team sports can only be met in local parks, playgrounds, on school grounds and in recreation centers. At the same time as population



increases, the rate of participation in recreational activities can also be seen as increasing.

Participation in outdoor recreation decreases significantly as age increases for most activities. This seems natural as young people have greater amounts of free time and fewer responsibilities than adults and with increasing age comes a reduction of interest and/or physical ability. However, it should be noted that there is now an increased awareness in keeping healthy and fit through exercise. More and more, adults are involved in activities such as jogging, basketball, tennis, and just walking around the block.

Recreational objectives and activities vary by age group. The location, type, and design of parks and programs should reflect their particular behavioral patterns, social needs, and physical capabilities. The Borough's population largely reflects the young adult to retirement age group categories and, therefore, somewhat sports-minded and in need of a comprehensive parks and open space system. This is not to say that each and every age group should not be well represented in the development of parks. It is believed that over time the distribution of population will remain about the same for all age groups. The medium age was 31.8 years in 1990 and that number should continue to increase.

The following age groupings and recreational interests are typically found in communities like Jamesburg:

1. The pre-school age (0-4) requires supervision; needs are normally satisfied around the home. Self play is most common, although children between 3-5 can benefit in terms of basic learning and coordination from pre-school programs.
2. The early grade school years (5-9) are progressively more independent and the range of free movement is generally limited to the immediate neighborhood, however, most recreational activity is still near the home. Play in groups is increasingly evident. Recreation programs can help bring out basic learning, athletic, and creative skills at this age. Most team sports being at about 6 years of age for such sports as soccer and T-ball.
3. The middle school years (10-14) are the focus of most youth recreation programs. Organized team sports and group activities are common, as is unorganized group play. Developing physical and mental capabilities requires testing, challenge, and expression. This age is fertile for a wide variety of experiences and activities.

4. Late teenage years (15-19) retain a need for athletic competition, though there is a transition to individual sports and away from group or team competition. Recreation programs should emphasize social contact, creative expression in the vocational arts, individual sports and hobbies.
5. Adult years (20-64) are occupied by college, military service, a job, a family, and a home. Compared to other age groups, the amount of time available for leisure activities is less. Individual sports and family oriented recreational pursuits predominate. Recreational programs should provide for these as well as social contact, hobbies, and physical exercise.
6. Older years (over 65) are characterized by abundant leisure time which can be used for a variety of passive recreational activities, hobbies, and social gatherings.

Median family income also impacts upon the amount of recreational participation within the Borough. As family income increases, so does participation in outdoor sports. In 1991 the median family income in Jamesburg was \$41,935. A review of this data reveals that a greater emphasis should be placed on parks and recreation in Jamesburg as compared with a less affluent community.

#### C. Inventory of Recreation Facilities and Open Space

Recreational facilities and open space are available to Jamesburg residents in a limited manner. They are exclusively provided by the public sector and are located in a variety of areas seeking to provide diverse recreational opportunities to Borough residents. A complete inventory of all public recreational facilities and open spaces is outlined below:

1. Tillie Davison Park – (municipal) located on William Street. Totals .54 acres. Includes a couple of swing sets in a wooded setting.
2. Veteran's Memorial Park – (municipal) located at the intersection of Stockton Avenue and Lincoln Avenue and also bounded by East Railroad Avenue. Totals 1.31 acres. Includes a memorial monument and trees.
3. Grace M. Breckwedel School – located on Augusta Street. Totals .38 acres of open space next to and behind the school in the Borough. An adjacent 6.65 acre site located in Monroe Township and owned by the Board of Education includes two (2) full court basketball courts, a swing set and pavilion, one (1) softball field and one (1) baseball field both with bleachers, and two (2) shuffleboard courts.



4. John F. Kennedy School - located on Davison Avenue and Front Street, totals 5.31 acres. Includes a soccer field overlapped with one (1) baseball field and bleachers, one (1) full court basketball, playground equipment and a handball wall.
5. Thompson Park - (county) located along Perrineville Road and next to Manalapan Lake, totals 9.91 acres in the Borough. Includes one (1) baseball field, two (2) tennis courts and a large parking lot next to the lake in the Borough and nearby facilities in adjacent Monroe Township - picnic tables and barbecue pits, pavilions, full court basketball, playground areas and equipment, volleyball and tennis courts. The County plans to add lights to the ballfield that backs up to the Borough Hall.

Using the State recreation standard, that is 3% of the total land area, Jamesburg should have at least 13.44 acres of park land. There are a total of 24.1 acres of parks and open space land available to Borough residents which includes land next to the Breckwedel School located in Monroe Township known as the Green Acres "Knights of Columbus" park, but does not include the larger remainder of Thompson Park as extended into the Township.

It is important to note that in addition to Thompson Park, the Borough is surrounded by farmland assessed properties to the west and east and the Forsgate County Club to the southwest.

#### D. Parks and Recreation Facility Definitions

Park and recreation facility criteria have been developed to gauge the size and location of new parks and to determine the amount of additional park acreage and the number of recreation facilities that will be needed to adequately service Jamesburg's existing and projected future population.

Park planning criteria is summarized in the table on the next page. It is important to note that park improvements per "service area" can be achieved only under optimal conditions. Practicality constraints such as roadways and traffic, natural features, and developed areas can dramatically alter the park's actual service area. "Ideal site size" refers to the area needed to develop a full range of park facilities and activities at one location. Under "acres of park land per 1,000 population," it is important to realize that Community Parks are typically designed to also serve Neighborhood Park needs.



| <b>Park Planning Criteria</b> |                     |                        |   |
|-------------------------------|---------------------|------------------------|---|
| <u>Type</u>                   | <u>Service Area</u> | <u>Ideal Site Size</u> | <u>Acres of Parkland<br/>Per 1,000 Population</u> |
| Mini-park                     | 1/8 - 1/4 mile      | 1/4 - 1/2 acre         | 0.25 - 0.50 acres                                 |
| Neighborhood Park             | 1/4 - 1/2 mile      | 1 acre                 | 1 - 2 acres                                       |
| Community Park                | 1 - 2 miles         | 10 - 100 acres         | 4 - 5 acres                                       |

Different levels of recreation activity geared towards varied population ages and interests suggests a variety of park areas. These would range from very small Mini-Parks, which serve a special part of a neighborhood oriented toward younger children or the elderly, to a Community Park which would serve the entire Borough and contain a variety of specialized recreation facilities.

Park facilities in Jamesburg can be classified in three separate categories: The Mini-Park, the Neighborhood Park, and the Community Park. Identifying existing facilities in these categories permits comparison with the above referenced standards and criteria. Other larger types of parks such as metropolitan and regional open space preserves cannot typically be provided at the local level, but do exist in the County.

#### 1. Mini-Park (MP)

These small specialized facilities serve a concentrated or limited population. Activities are usually oriented toward children, but can also provide complete recreational experiences for the elderly. Mini-parks are now found exclusively on existing school playgrounds in the Borough, but can be expanded to include vacant lots. The service area for a mini-park is about 1/8 to 1/4 mile, depending on residential density. They should normally be sited so that users from a 4-block radius can walk to it without crossing a major street. The desirable size is 1/4 to 1/2 acres or less and the recommended total amount is 0.25 to 0.50 acres per 1,000 population. Applying these specifications to Jamesburg reveals that the Borough has two (2) mini-parks: the Tille Davison Park located on William Street and the small vacant open space parcel on the Grace M. Breckwedel School site.

## 2. Neighborhood Park (NP)

The Neighborhood Park is defined as an area for intense recreational activities such as field games, court games, crafts, playground apparatus, skating, picnicking, and wading or spray pools. These parks are to serve an area 1/4 to 1/2 in radius, with a population of up to 5,000 people. The recommended size is 1 acre minimum, with 1 to 2 acres per 1,000 population. Actual park size would be dependent on location and adjacent residential density service areas.

The Veterans Memorial Park, the developed open space located in Monroe Township next to the Grace M. Breckwedel School, and the John F. Kennedy School open space areas clearly fit the description of a Neighborhood Park.

## 3. Community Park (CP)

The Community Park is envisioned as an area of diverse environmental quality which may include areas of intense recreational activity, such as athletic complexes and large swimming pools, together with ballfields and various court games. Also it may be an area of natural beauty for more passive outdoor recreation such as walking, viewing, sitting and picnicking. The recommended standard for community parks is 4-5 acres per 1,000 population. Thompson Park, which is a 9.91-acre facility in the Borough, fits the description of a Community Park.

The Recreation and Open Space Element not only results in defining where and how much park land should be acquired, but also establishes how park land should be developed. Recreation facility planning criteria listed below is useful in identifying park facility needs based upon existing and anticipated Borough population growth. The "activity" column lists all of the known major recreational categories which the Borough might seek to provide. The "persons per facility - general standard" column was used to determine the actual number of activities the Borough should be providing as compared to what exists today.

Facility needs in the Borough are basically adequate. The possibility of providing special facilities like a skate park or a spray pool should be explored, but the emphasis should be on maintenance and replacement of existing equipment as it ages.

| <b>Recreation Facility Planning Criteria</b> |  |
|--|--|
| <i>Activity</i>                              | <i>Persons/Facility General Standard</i> |
| Baseball                                     | 5,000                                    |
| Football                                     | 20,000                                   |
| Soccer                                       | 10,000                                   |
| Softball                                     | 5,000                                    |
| Basketball                                   | 5,000                                    |
| Handball                                     | 5,000                                    |
| Volleyball                                   | 5,000                                    |
| Spray Pool                                   | 10,000                                   |
| Swimming Pool                                | 20,000                                   |
| Picnic Areas                                 | 6,000                                    |
| Tennis Courts                                | 2,000                                    |

**E. Summary of Borough Recreation Needs**

The lack of space for new recreational facilities is an obvious problem for all highly developed communities. The Borough of Jamesburg is indeed fortunate in having ready access to all of Thompson Park. Due to the location of Thompson Park at the southern end of the Borough, the total acreage available for recreational purposes appears adequate to accommodate existing and projected future population as noted on the "Park Land Needs" chart when the entire county park is factored into the municipal needs calculation. However, while the total amount of recreational space available is adequate, the distribution of these facilities could be improved.

In order to improve upon the distribution of recreational space in the Borough, it is recommended that the Borough seek available funding for acquisition and development of neighborhood and mini-parks as lands become available in the Borough of Jamesburg or adjacent portions of Monroe Township. Some of the mini-park development should be focused in non-residential areas.

Neighborhood mini-parks and playgrounds are basically limited to the existing school sites. It is recommended that these be further developed, if possible, to provide attractive outdoor



recreation facilities to all age groups. Based upon an analysis of recreation facility planning criteria there does not appear to be a need for any major facilities.

The 1995 Middlesex County Open Space and Recreation Plan recommends the implementation of a Manalapan Brook Greenway extended from the confluence of the Manalapan Brook, Matchaponix Brook and South River to the Middlesex County-Monmouth County border (Spotswood, Helmetta, Monroe, Jamesburg) with a possible connection to the Monroe Park. The objective of the greenway would be stream corridor, wetlands, floodplain and habitat protection as well as linking the proposed South River Greenway to the Middlesex-Monmouth border and Monroe Park to Middlesex County's Thompson Park.

The Borough should continue to work with the Township of Monroe to increase the size of the Green Acres "Knights of Columbus" park to protect wetlands and other environmentally sensitive features.

#### F. Implementation

The implementing of the Recreation and Open Space plan must involve the efforts of several elements of the community.

1. Citizen Cooperation. The first efforts in this regard will be in the area of citizen involvement in the review of the proposed Recreation and Open Space plan. Citizen involvement will also be needed in the implementation of several aspects of this plan. While it is not expected that residents will be involved in construction, involvement of residents in certain areas of the Borough in helping to clean up brush, debris, and other materials in "Clean-Up" weekends will be encouraged, as well as efforts of beautification of parks. Community involvement will help keep public costs down, and will develop a community pride in public facilities. Extensive community cooperation is also needed in the implementation of a variety of recreation programs.
2. Annual Budgeting. Recreation programs and park maintenance must be provided for in the annual Municipal budget. As the participation in programs grows so will annual budgets. The Borough's philosophy of providing basic services at the lowest possible cost will insure basic maintenance of facilities and programs. It might be appropriate to consider the use of user fees. In addition, it is hoped that the annual Municipal budget can provide for some Municipality-originated improvements that can be undertaken with Municipal work forces.

3. Capital Improvements. The Borough's annual capital improvements program should identify and set aside monies to purchase and install park equipment. The Borough should also use Municipal improvements bond ordinances on an as needed basis to expend money in a priority manner.
4. Grants in Aid. The Borough should make applications to the New Jersey Green Acres Program for grants and/or loans to implement appropriate parts of the plan. Other grants in aid can and should be pursued for completion of key elements of the plan.
5. Local Business and Other Cooperation. The Borough can benefit greatly from cooperation with local businesses and charitable organizations.

Finally, the Borough needs to develop and implement a municipal park capital improvement program that lists projects in priority order and identifies construction timing and funding mechanisms. Open spaces should only be redeveloped and developed after detailed comprehensive park site plans have been reviewed and approved by the Borough.

**Table 20**

**Park Land Needs**

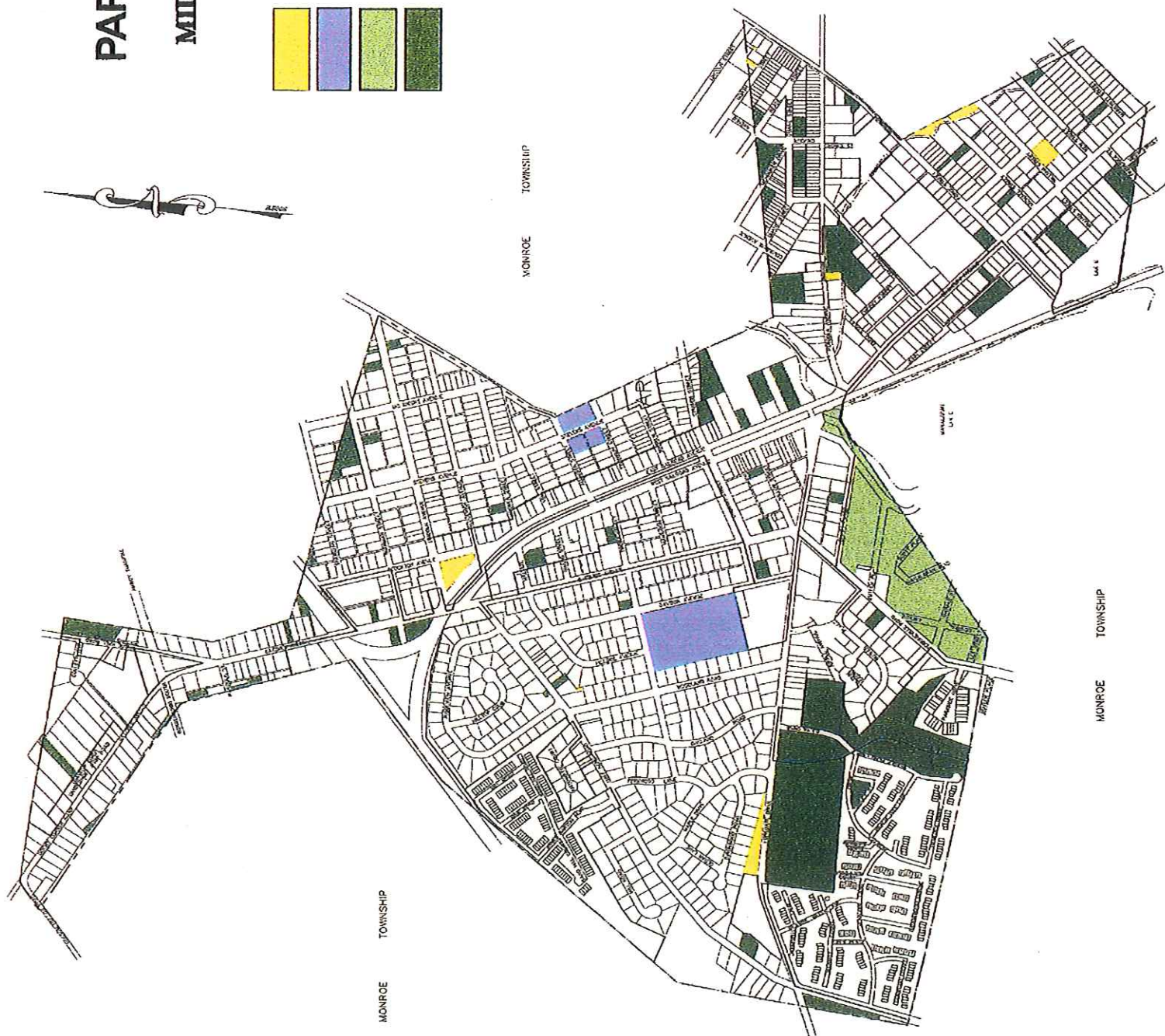
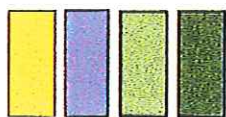
| TYPE OF PARK<br>AND IDEAL<br>SIZE | ACRES/POPULATION<br>STANDARD   | SERVICE AREA | EXISTING<br>PARKS | ADDITIONAL<br>ACREAGE<br>NEEDED<br>(Year 2000) | ADDITIONAL<br>ACREAGE<br>NEEDED<br>(Future population) | TYPICAL<br>FACILITIES   |
|-----------------------------------|--------------------------------|--------------|-------------------|--|--|---|
| Mini-park<br>(1/4 -1/2 acre)      | 0.25-0.5 acres/1,000<br>people | 1/8-1/4 mile | 0.92 acres        | 1 acre   | 1 acre   | Tot lot, pre-<br>school activities,<br>benches, court<br>games and<br>landscape<br>treatment          |
| Neighborhood<br>park              | 1-2 acres/1,000<br>people      | 1/4-1/2 mile | 13.27 acres       | none   | none   | Playground<br>apparatus,<br>picnicking, field<br>sports and<br>informal and<br>court games            |
| Community<br>park                 | 4-5 acres/1,000<br>people      | 1-2 miles    | 9.91 acres        | 16 acres                                       | 16 acres   | Ballfields,<br>walking and<br>sitting areas,<br>swimming pool,<br>tennis and<br>passive<br>recreation |

The standards included in this table were derived from the National Recreation & Parks Association and Delaware Valley Regional Planning Commission. The acreage figures include all public open spaces within the Borough and immediately adjacent to the Breckwedel School in Monroe Township.



**PARKS & RECREATION PLAN**  
**BOROUGH OF JAMESBURG**  
**MIDDLESEX COUNTY, NEW JERSEY**

BOROUGH PARKS AND OPEN SPACE LOTS  
SCHOOLS  
COUNTY PARK  
PRIVATE OPEN SPACE AND VACANT LOTS

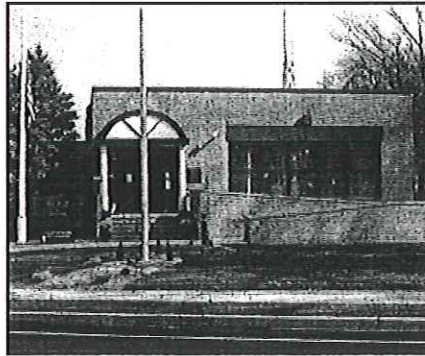


GRAPHIC SCALE

( IN FEET )

## X. UTILITIES AND SERVICES

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### A. General

This utility and services plan element focuses upon the adequacy of public sanitary sewerage storm drainage and flood control systems servicing the Borough of Jamesburg including solid waste disposal.

Although analysis undertaken in this Master Plan attempts to coordinate future land development with existing infrastructure capacities and proposed improvements, the developer should be responsible for proposing solutions to any sanitary sewerage, water and storm drainage problems confronting development of a site.

In the event that the Combined Land Use Board determines that additional review of infrastructure capacity or proposed design solutions is required, all such costs should be borne by the proposed developer of the subject property.

### B. Public Sewerage

Through agreement with the Monroe Utilities Authority, the Manalapan Brook Project now ties Jamesburg, Helmetta and Monroe Township into the Middlesex County Utilities Authority system. Construction of the Manalapan Brook interceptor, which channels waste from the Borough's collection system to the Middlesex County Utilities Authority interceptor and ultimately to the County's treatment facility in Sayreville, is and has been in operation for many years. The Borough was able to abandon its treatment facility as a result of this project.



While treatment capacity is no longer the Borough's concern, the collection system still belongs to the Borough of Jamesburg and therefore the process of metering existing trunk line flows is very important.

According to The Lower Raritan-Middlesex County Wastewater Management Plan the existing 1995 flows (MGD/million gallons per day) in Jamesburg were as follows:

1. .35 MGD Residential
2. .01 MGD Non-residential
3. .08 MGD Infiltration/inflow
- .44 MGD Total

The total .44 MGD flow is projected to increase by .041 MGD between the years 1995 - 2015 and to a .480 MGD level (9.4% increase).

Given questions relating to flow volume and the extent of infiltration in the Borough's collection system, it is recommended that development approvals generally be subject to the applicant documenting that adequate capacity exists in all lines affected by the development.

If off-tract improvements are determined to be required, the developer should be assessed in accordance with the Borough's Land Development Ordinance.

#### C. Public Water

Public water is provided to the Borough of Jamesburg by the New Jersey Water Company. Two (2) wells exist in the Borough on approximately a 1 acre lot. One well pumps 400 gallons per minute and the other pumps 600 gallons per minute for a total capacity of 1.1 million gallons per day. The average demand is for only 450,000 gallons per day. The wells service all of Jamesburg including 300 customers in adjacent Monroe Township. There is also an emergency interconnection between the Borough and the Township.

In addition to the wells the existing system includes an elevated 300,000 gallon storage tank and a variety of distribution lines from 4 to 12 inches in diameter. A few years ago the water company became the first in the state to upgrade treatment to remove radium.

The water company has expanded and modernized its water storage and pumping facilities. The existing plant has the capacity to provide adequate water for projected long-range future needs of the community. No supply or distribution problems are known to exist at this time.



However, as with the sanitary sewerage collection system, it will be the obligation of future developers to document that adequate distribution facilities are available to service proposed developments including adequate fireflow. The New Jersey Water Company works to maintain the quality of water by replacing lines due to age or breakage.

D. Storm Drainage and Flood Control

Lack of curbing and inadequately sized culverts have resulted in drainage and flooding problems plaguing portions of the Borough. The Borough will continue to solicit County support for the upgrading of culverts under County roads.

E. Solid Waste and Recycling

Solid waste is picked up and disposed of by the Interstate Company which provides regular Wednesday service to Borough residents and businesses. Service is expanded to Saturday during the months of July and August. Recycling is provided by the Waste Management Company which picks up in the Borough every other Thursday.

## XI. COMMUNITY FACILITIES

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### A. First Aid Squad

The first aid squad building is located on Gatzmer Avenue next to the fire house. The building was constructed in the 1970's and is \*3,608 square feet in size with a 1,848 square foot basement. Equipment in the first aid squad includes a rescue truck and two (2) first aid rigs. Six (6) EMT's and eight (8) regular employees make up the squad. A night crew is on during the evening hours. Future needs include more manpower and regular daily personnel.

### B. Police Department

The lower level of the Borough Hall is occupied by the Police Department and also includes space for the storage of files. The Police Department has twelve (12) regular officers including the Chief, five (5) dispatchers, three (3) part-time employees, one (1) part-time secretary, and eleven (11) crossing guards which the police are responsible to hire and oversee.

According to the Police Chief, the Borough has one of the lowest crime rates in Middlesex County ranking second from the bottom. The most prevalent forms of crime are domestic disputes, drugs, theft and burglary. Over 8,000 calls for service are placed to the Police Department each year. Other than crime, the Police Department concerns itself on an ongoing basis with the following important traffic related issues: reviewing and reducing roadway speed limits in a few select situations, enforcing bridge height limitations, and upgrading stop, yield and pedestrian crosswalk facilities.

### C. Fire

Fire service is provided to the Borough through a single fire district which was established in 1984. The fire house was built in 1950 and is located on West Railroad Avenue. It totals <sup>+</sup>7,133 square feet excluding a 1,428 square foot basement.

Equipment in the fire house includes one (1) aerial truck, three (3) regular pumpers and one (1) antique pumper, one (1) utility vehicle and the fire chief's vehicle. Forty-five (45) volunteers include firefighters, civilian dispatchers, social members, junior firemen, and line officers. There is an executive board who is responsible for the operation of the fire district. The district receives an average of between 280-325 calls per year. Future needs include more manpower and another pumper to replace an older unit.



### D. Borough Hall

The Borough Hall, located on Perrineville Road, provides administrative space for Borough functions. It was moved to its new location in 1999 from East Railroad Avenue.

The converted building has two (2) levels, each containing <sup>+</sup>4,883 square feet. Nine (9) employees occupy the upper level exclusive of the Mayor's office. Municipal employees include the Administrator, Tax Collector, Joint Land Use Board Secretary, court employees, the Zoning Officer, and state construction officials. Enough off-street parking exists on the site for employees, visitors, and meeting attendance.

### E. School Facilities

The school district operates two elementary schools for grade K-8. Tuition is being paid by the Board of Education to send students to Monroe High School. The John F. Kennedy School currently enrolls 364 students in K-5 with about 10 in special education and the Grace Breckwedel School houses 131 students in grades 6-8 along with about 20 in special education. According to the New Jersey State Report Cards, the student mobility rate in 1997-98 was 13% at Breckwedel and 11.8% at JFK. The district has completed an improvement authorization resulting in added and revitalized instructional space.



School district projections indicate very stable enrollments at the elementary grades and small increases in the middle school. Short-term projections show small decreases at the elementary grades and, for the most part, stability at the middle school. Overall, enrollments appear to be stable into the near future.

#### F. Library

The existing public library in the Borough is located along Gatzmer Avenue in back of the fire house and alongside the first aid squad building. The library building was constructed by volunteers in the 1960's. It is owned by the Library Board and primarily maintained by the Borough of Jamesburg. The land on which it is located belongs to



the fire company. A stipulation of construction by the fire company was that the building be used as either a public library or community center.

The entire library contains 14,000<sup>+</sup> volumes. The upper main floor holds the majority of books and other publications while the lower level is devoted to a children's room and meeting room. It is a 2,304 square foot building with a 1,800 square foot basement. The library has one full-time and three part-time employees which includes the Director. It is open Monday through Saturday from 10 a.m. to either 3, 5, or 8:30 p.m. The library may want to explore expanding Saturday hours, adding Sunday hours and introducing other uses into the building, e.g. food, drink, and music. Future needs include providing handicapped access to the lower level, constructing a larger room for processing books, having a computer room, and providing off-street parking.

#### G. Museum – Buckelew House

The Buckelew House was placed under the auspices of the Jamesburg Historical Association in 1981. Furnishings throughout the house are appropriate to the era of each section of construction. Although the rooms were put to different uses through the years, the floor-plan, marble, slate or wooden mantels and original doors, paneling and moldings remained essentially the same. Furnishings have been donated or purchased by the Jamesburg Historical Association.

On the second floor there is a large appropriately-furnished bedroom and a smaller bedroom. One second-floor room is devoted to memorabilia of the now defunct Jamesburg High School.

On the grounds today are the herb garden, Buckelew flower urns, brick smokehouse (the only remaining Buckelew outbuilding), and a section of the 1831 Camden-Amboy Railroad. Handsome, new fencing has been erected along the Pergola Avenue side of the property. The house is listed on the National and State Registers of Historic Places.

#### H. Public Works

The Borough's Public Works site is located in Monroe Township on Duane Street. The site contains a 4-bay building, a gravel parking area and large dumpsters for trash and recycling. Vehicles available for the public works employees include a leaf vacuum, front end loader, and wood chipper, among others. There are three (3) employees involved with public works. They are engaged in many activities including snow plowing and landscaping, and overseeing solid waste collection. The greatest need is to replace vehicles in a timely manner.

Solid waste is picked up by "Interstate" every Wednesday with expanded Saturday service in July and August. Recyclables are collected by "Waste Management" every other Thursday. The Duane Street location permits citizens to drop off recyclables on every Wednesday and Saturday. The Public Works site may increase in size thus necessitating an increase in fencing for security purposes.



**COMMUNITY FACILITY PLAN**  
**BOROUGH OF JAMESBURG**  
**MIDDLESEX COUNTY, NEW JERSEY**

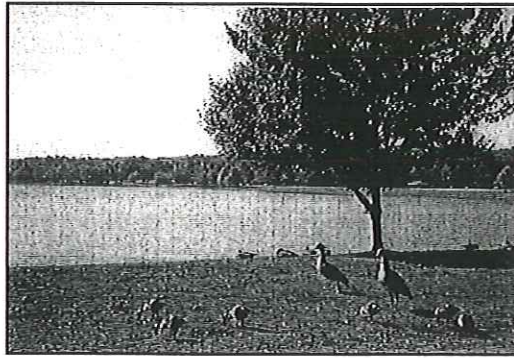
- MONROE TOWNSHIP





## XII. CONSERVATION

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### A. Energy Conservation

The following energy conservation concepts specifically notes how energy efficient land use development patterns are to be encouraged in the Borough of Jamesburg.

In an attempt to encourage energy-efficient siting of future development in the Borough, it is recommended that developers be required to provide an analysis of the site with respect to energy-conserving and solar access features. In the review of these developments, the Combined Land Use Board should require that the development be designed to the maximum extent feasible to provide street and building orientation and landscaping which will further energy conservation.

Heat conservation is the main objective of energy-efficient siting in this area of the country. Therefore, the siting criteria utilized by developers should primarily attempt to maximize the warming effect of the winter sun and protection from winter winds.

Energy-efficient siting features to be utilized in developments include, but are not limited to the following:

1. Orienting streets to guarantee buildings fronting upon them have as broad a southern exposure as possible. In most cases, buildings are built with their longest axis parallel to the street. Streets oriented along an east-west axis are recommended.
2. Utilizing tree stands and land forms to channel or block winds.

3. Preserving and planting deciduous trees to the west and south of buildings to provide shade for cooling in the hot summer months while allowing the sun to warm buildings in the winter.
4. Preserving and planting evergreen trees which maintain their full foliage year-round to the north of buildings in order to provide protection of northern exposures from winter winds.
5. Designing building overhangs to shield living areas from the high summer sun while providing exposure to the low winter sun.
6. Limiting window areas on northern exposures and maximizing window areas on southern exposures.

There are numerous other features in the Master Plan which do much to further the energy conservation effort. Attached housing provides for significant savings in space heating over detached housing units due to the fact that there is less exposed surface area through which heat loss can occur. While the lower surface-to-volume ratio affects heat loss significantly, the common walls in attached units also provide effective insulation.

#### B. Open Space

Designated open space and conservation areas have sensitive environmental features within the Borough either publicly or privately owned, like floodplains, ponds, treed open space corridors, and steep slopes. Limited recreational amenities can be provided in these areas. Other forms of development should be prohibited.

The State DEP regulates wetlands in the Borough. Detailed wetland investigations and mapping of a particular site often results in somewhat smaller areas.

The 100-year and 500-year floodplain, as delineated by the Federal Emergency Management Agency (FEMA), are areas subject to flooding. They not only represent a constraint on some types of development, but also represent an opportunity to enhance recreational activities and maintain open space.

Future development involving floodplain areas will need to recognize established 100-year flood levels for purposes of settling building elevations and roadway grades to ensure the public welfare. Placement of non-residential buildings, location of open space areas and site

grading, placement of fill, and stormwater management systems will need to follow NJDEP and federal design standards for development within fringe areas of designated floodplains.

Every effort should be made to permanently protect the existing treed environment by making portions of these areas available for purchase by abutting landowners to utilize as large extended or oversized yards with the restriction that no changes to the landscape would be tolerated. Also, the Borough should consider the adoption of a reforestation ordinance which would require developer replacement of existing trees impacted by a particular land development project.

C. Street Trees

The Borough should inventory all existing street trees in the community to create a program whereby older trees are replaced, new trees planted, and all trees are adequately maintained in a healthy condition to create and reinforce tree-lined streets throughout the Borough to provide necessary and desirable shade and comfort and a more pleasant visual environment. The Street Tree Plan on Map #11 shows where approximately 1400 more trees could be planted at 40 feet on center.

The following guidelines should be followed when planting street trees:

1. A tree planting permit must be obtained from the Borough.
2. All street trees shall be so situated to form as nearly as possible a straight and uniform line with the other street trees growing along the same street.
3. Trees shall be planted or set 30 to 40 feet apart where practical and shall be sound, straight, and symmetrical.
4. Street trees should not be planted in between the sidewalk and curbing unless otherwise shown on the Street Tree Plan.
5. No tree shall be planted nearer than 25 feet to an intersection or alley.
6. Every tree should be planted in a pit no smaller than three feet square filled with good top soil; the open space outside the trunk permits the entrance of water and air to the roots.



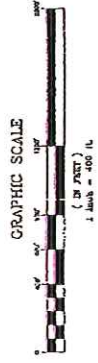
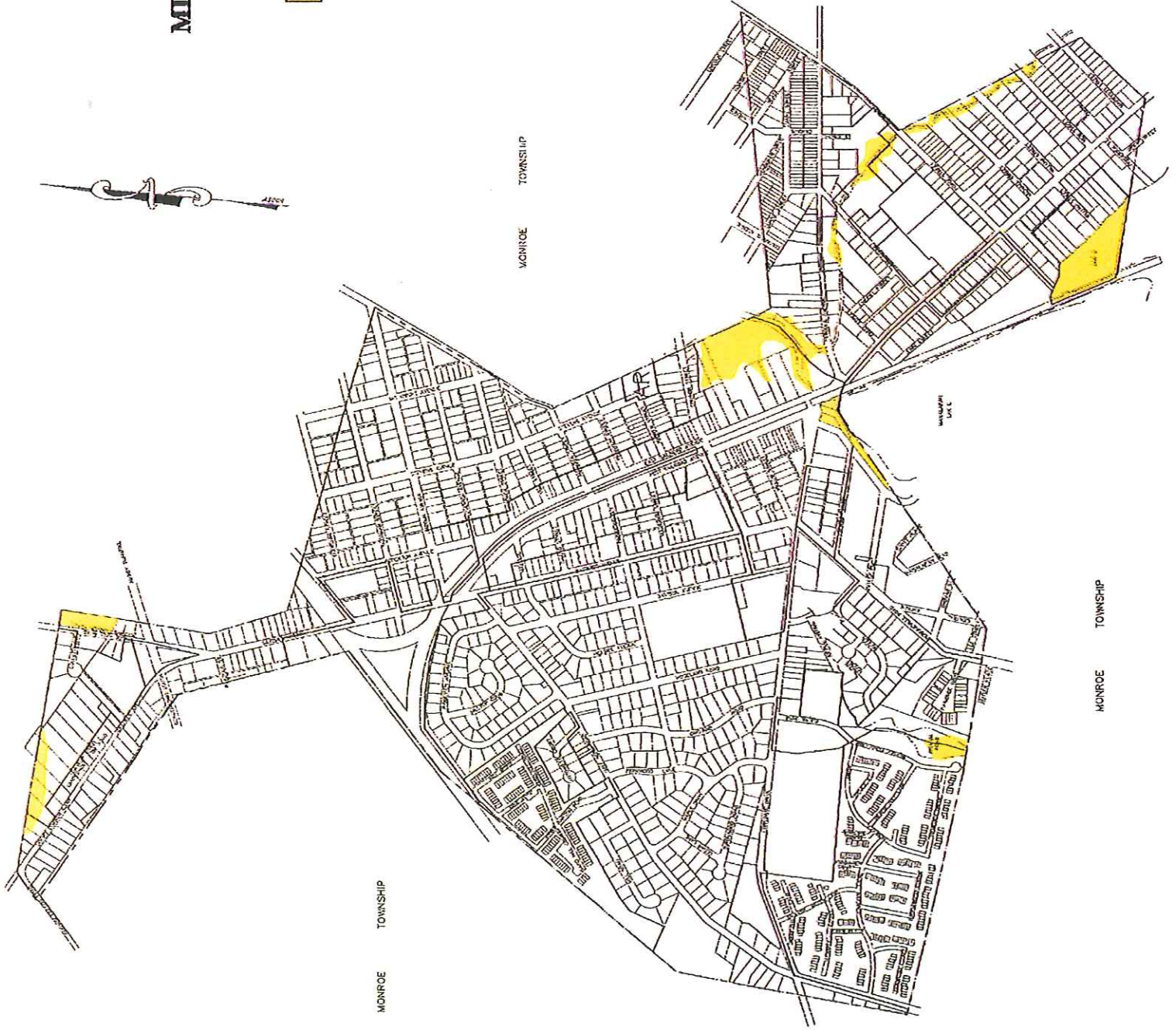
7. New trees should be watered weekly, especially during hot, dry weather to prevent the trees from dying.
8. Trees should not be less than three and one half inches in caliper (diameter).
9. Plant smaller trees under utility wires.
10. Keep street trees at least ten feet from utility poles, and at least six feet from water, sewer, and gas services.
11. When a street tree is removed, please try to have the stump removed at the same time. If this is not possible, have the stump cut as close to the ground as possible for reasons of safety and aesthetics.
12. Street trees must be trimmed around stop signs and other traffic regulatory signs.
13. In areas where trees are close to the curb or where trees are continually struck by parking cars, street tree guards are recommended.

Map #9

WETLANDS

BOROUGH OF JAMESEBURG  
MIDDLESEX COUNTY, NEW JERSEY

WETLAND AREAS

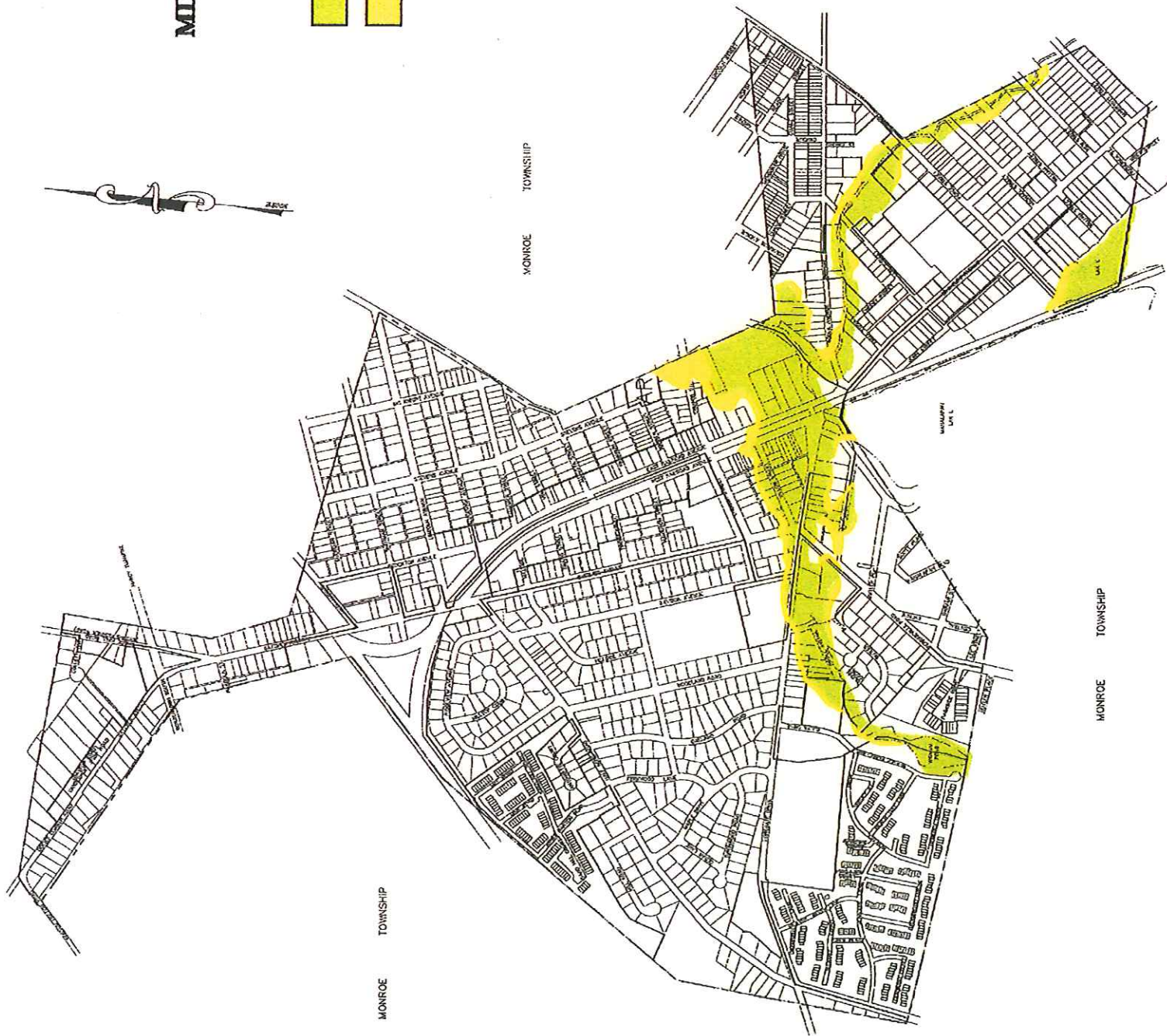




# Map #10

## FLOODPLAINS BOROUGH OF JAMESBURG MIDDLESEX COUNTY, NEW JERSEY

- 100-YEAR FLOOD BOUNDARY
- 500-YEAR FLOOD BOUNDARY

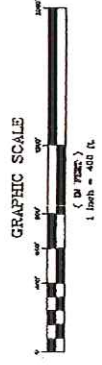
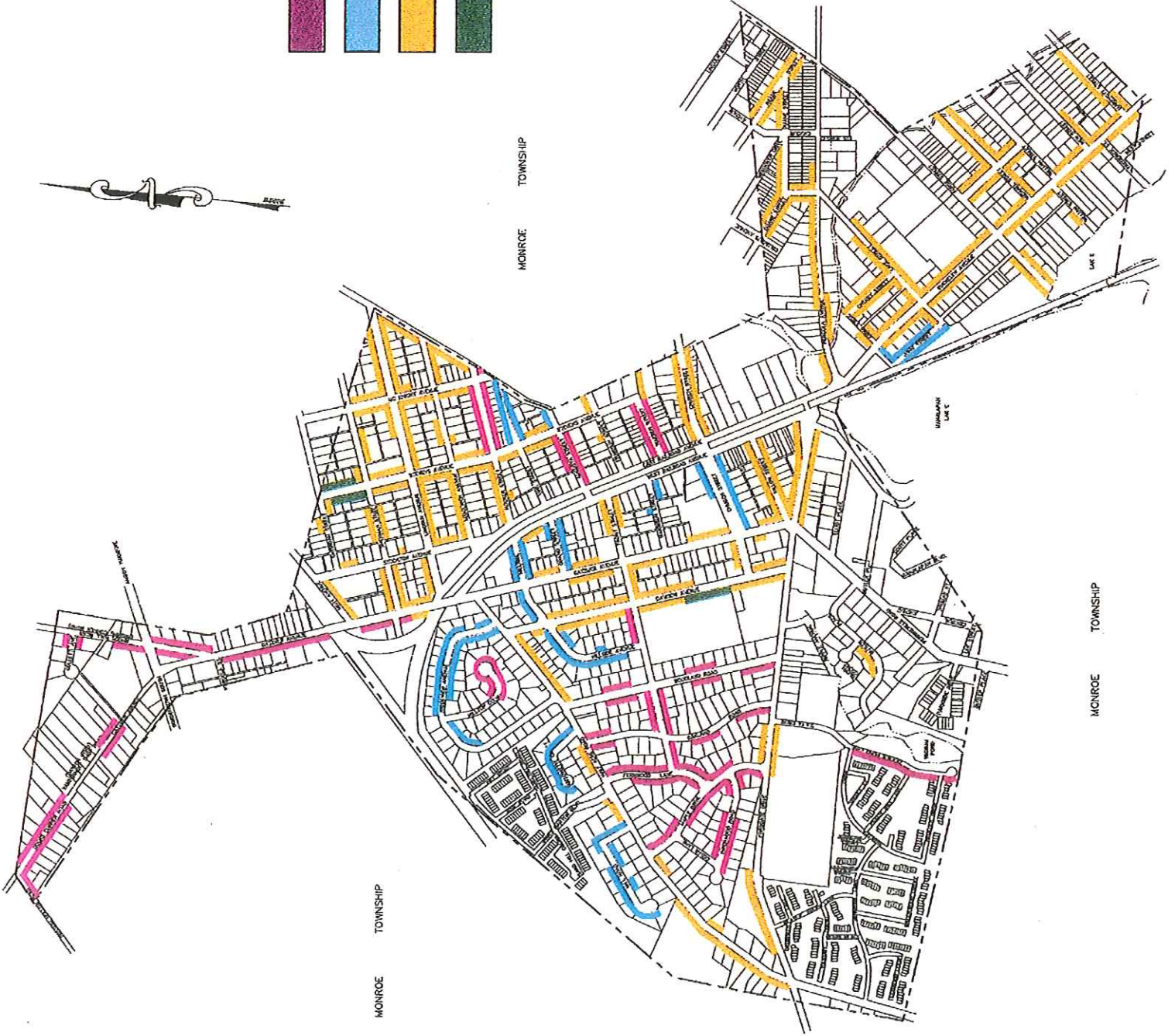




# Map #11

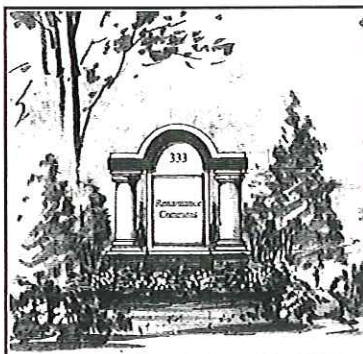
## STREET TREE PLAN BOROUGH OF JAMESBURG MIDDLESEX COUNTY, NEW JERSEY

- AMUR MAPLE  
(between curb and sidewalk)
- ARISTOCRAT PEAR OR SENTRY GINKGO
- OAK OR HONEYLOCUST
- OAK OR MAPLE  
(behind sidewalk)



### XIII. IMPROVEMENT STRATEGIES

---



#### A. The Central Business District

A Small Business District Revitalization study was prepared in December 1997. The study recommended improvements to the Central Business District which this Master Plan generally supports. Specifically, the following design and planning concepts should be promoted:

##### 1. Uses and Activities

- ▶ Infill of business in the CBD.
- ▶ Organize passive and active recreation areas and events.
- ▶ Provide adequate signs and orientation maps.
- ▶ Prepare advertising maps of the CBD to show buildings, uses, parking spaces and lots.

##### 2. Parking & Circulation

- ▶ Provide service roads to parking lots.
- ▶ Encourage store owners and employees to park in long term parking areas.
- ▶ Create boulevard effect on entrance roads.
- ▶ Break parking areas with landscaped islands and screen from residences.
- ▶ Plant trees and shrubs and add signs to accent roadway entrances to the CBD.
- ▶ Create buffers to residential areas and maintain existing vegetation.

### 3. Pedestrian Enhancements

- ▶ Introduce natural paving materials for pedestrians and more street trees.
- ▶ Promote pedestrian rest areas and bus transit stops.
- ▶ Improve pedestrian crossings with pavers, signs and adequate lighting.
- ▶ Landscape pedestrian areas.
- ▶ Landscape the Manalapan Lake waterfront.

### 4. Building Facades

- ▶ Restore to original style where feasible.
- ▶ Highlight trim.
- ▶ Preserve cornice and fascia.
- ▶ Maintain uniform building lines between floors.
- ▶ "Fill In" with pitched traditional roof lines.
- ▶ Avoid fake mansard roofs.
- ▶ Unify awnings in size, location, and color.
- ▶ Use seasonal flower pots for immediate effect - changing with seasons.

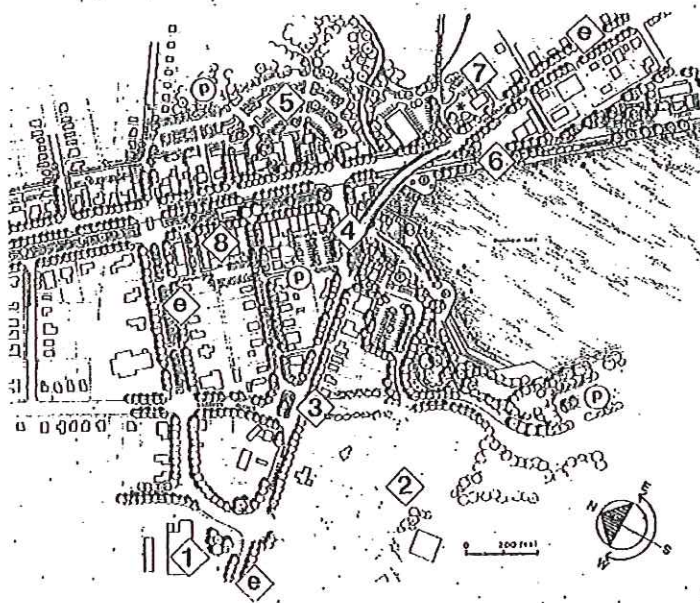
### 5. Signage

- ▶ Improve perpendicular signage look.
- ▶ Avoid excessive duplication of signs.
- ▶ Align signs to establish visual continuity.
- ▶ Signs of adjacent shops must relate to one another.
- ▶ Consistent location of street numbers.

### 6. Streetscape

- ▶ Use large trees to reduce street's scale: sycamore, london plane, red maple and boxwood.
- ▶ Use medium size trees with ornamental quality: black locust, linden, and hybrid pear.
- ▶ Use decorative paving materials and tree grates.
- ▶ Use old style lighting poles.
- ▶ Use celebration lights for holidays.





- |   |   |
|---|---|
| 1. Preserve High School's old pine trees.                                   | 2. Double tree lined park entrance.                                       |
| 3. Plants, shrubs and signs to "accent" West entrance to business district. | 4. Protect small amphitheatre   |
| 5. Landscape front-back and side areas of new specialty business areas.     | 6. Landscaped waterfront and especially the linkages to Lakeview.         |
| 7. Follow historical landscape for landmark property.                       | 8. Use flowering trees and shrubs on W. Railroad Avenue.                  |
| e. Create boulevard effect on entrance roads.                               | p. Break parking areas with landscaped islands and screen from residents. |

The major emphasis of the study is to create a strategic central location in the region -- the Jamesburg CBD -- that takes full advantage of its many assets, e.g. Veteran's Memorial Park, a regional county facility (Thompson Park with more than 500 acres of wooded hills amid a 40 acre lake), borough services, and historical landmarks. Of particular interest is the proposal to create a pedestrian boardwalk along the Manalapan Lake.

## B. Redevelopment Areas

The Borough has identified potential redevelopment areas by undertaking a study pursuant to subsection a. of Section 6 of P.L. 1992 C.79 (C:40A:12A-6) to determine whether or not a given neighborhood is in need of redevelopment. This act, known as the *Local Redevelopment and Housing Law*, exists to promote the physical development and improvement of "...conditions of deterioration in housing, commercial and industrial

installations, public services and facilities and other physical components and supports of community life, ...which...without this public effort are not likely to be corrected or ameliorated by private effort." This act aids local governments in reversing these deteriorating conditions and promoting community interests through the support of redevelopment and incentive programs to improve all neighborhood facilities. To declare an area in need of redevelopment, the governing body of the municipality must conclude, after investigation and public hearing, that within the delineated area at least one of the following conditions set out in this statute must be found to exist:

1. The generality of buildings are substandard, unsafe, unsanitary, dilapidated, obsolescent, or possess any of such characteristics, or are so lacking in light, air, or space, as to be conducive to unwholesome living or working conditions.
2. The discontinuance of the use of buildings previously used for commercial, manufacturing, or industrial purposes; the abandonment of such buildings; or the same being allowed to fall into so great a state of disrepair as to be untenable.
3. Land that is owned by the municipality, the county, a local housing authority, redevelopment agency or redevelopment entity, or unimproved vacant land that has remained so for a period of ten years prior to adoption of the resolution, and that by reason of its location, remoteness, lack of means of access to developed sections of the municipality, or topography, or nature of the soil, it is not likely to be developed through the instrumentality of private capital.
4. Areas with buildings or improvements which, by reason of dilapidation, obsolescence, overcrowding, faulty arrangement, lack of ventilation, light and sanitary facilities, excessive land coverage, deleterious land use or obsolete layout, or any combination of these or other factors, are detrimental to the safety, health, morals, or welfare of the community.
5. A growing lack of total lack of proper utilization of areas caused by the condition of the title, diverse ownership of the real property, therein or other conditions, resulting in a stagnant or not fully productive condition of land potentially useful and valuable for contributing to and serving the public health, safety, and welfare.
6. Areas, in excess of five contiguous acres, whereon buildings or improvements have been destroyed, consumed by fire, demolished or altered by the action of storm, fire, cyclone, tornado, earthquake or other casualty in such a way that the aggregate assessed value of the area has been materially depreciated.



By definition, a redevelopment area may also include lands, buildings, or improvements which of themselves are not detrimental to the public health, safety, or welfare, but the inclusion of which is found necessary, with or without change in their condition, for the effective redevelopment of the area in which they are a part.

Based upon a preliminary investigation it would appear that there are no properties which would clearly qualify as an area in need of redevelopment under the criteria of C:40A:12A-5. The property in Blocks 12 and 13 seem to offer a possible location for an Economic Development Project. At this point in time use of the Redevelopment and Housing Act C:40A:12A-1 et seq. is not recommended.

Once an area in need of redevelopment has been designated, how does the governing body decide what redevelopment should take place within that area? The governing body is authorized to adopt a redevelopment plan, by ordinance, to include "an outline for the planning, development, redevelopment, or rehabilitation of the project area."

1. Appropriate land uses, density of population, and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.
2. Proposed land uses and building requirements in the project area.
3. Adequate provision for the temporary or permanent relocation of residents in the project area.
4. Identification of any property within the redevelopment area which is proposed to be acquired in accordance with the plan.
5. Any significant relationship of the plan to the Borough master plan, master plan of the county, and State Development and Redevelopment Plan.



## XIV. IMPLEMENTING THE MASTER PLAN

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### A. General

Once a Master Plan is adopted, the Borough can implement the Plan by means of several interrelated yet distinct programs. Legislative measures direct and control development use of private property. Public facility planning and improvement programs are the principle Borough capital commitments for plan implementation. An informed and participating public is one other most crucial necessity for the successful evolvement of long-range plan ideals and objectives.

The Master Plan represents a general six-year prediction. The method and programs of implementing Plan proposals are explained in this section. Effectuation of the plan does not simply occur after six years. The first steps must be taken to effectuate Master Plan ideas and objectives. Federal, state and county assistance programs are the catalyst for the revitalization of the central business district. A completely refurbished multifacilitated Borough will develop in subsequent stages and in association with the redeveloped business district area.

Planning for the Municipality, like planning for any other sphere of life, is necessarily an unending process since, as circumstances change, policies and proposals must alter correspondingly. The energies of the Combined Land Use Board of the Borough have up to now been largely absorbed by the preparation of a Master Plan. Now that the Master Plan has been completed, it is time to consider the role which planning can play in the affairs of the Borough.

Implementation of the plan will require effort in many directions: in the establishment of a new Land Development Control Ordinance and procedures necessary to make effective application of the Ordinance and the continuing assembly of records, information and data relative to growth, change, and development with the Borough.

Publication of the Master Plan does not mean completion of planning for the Borough. It signifies only that preparation for future planning activity has attained a certain level. At this point, the planning policies proposed and the codes and ordinances necessary to implementing them will have to be presented to Borough Council for its consideration and for the public hearings which are requisite to the enactment of such ordinances. Public acceptance will enable the Borough to adopt the policies proposed by the Combined Land Use Board, to enact the ordinances and to implement specific planning proposals.

In light of the studies that have been done, the following can be listed as specific problems and challenges demanding attention from the Combined Land Use Board as part of the continuing planning process:

1. Update the Land Development Ordinance to include zoning, site plan and subdivision standards.
2. A Borough-wide capital improvement plan should be created which establishes a short and long range infrastructure improvement program. Through allocations of the Borough's finite budget resources in combination with other sources of revenue, a systematic implementation program should be undertaken.
3. Prepare and adopt an Official Map.
4. Develop a Physical Design Guideline Booklet for the Central Business District.
5. Actively explore possibilities for inter-Municipal and intra-County cooperation so that planning to meet regional problems as they occur can proceed on a more effective basis than that of an unaided local effort.
6. The State Plan suggests a growth management program strategy which affects the Master Plan objectives both in terms of land use and circulation policies. The State Plan will need to be addressed within the context of the Borough's Master Plan and through the State and County cross-acceptance process to insure local plan consistency. Obtain Town Center Designation through the County and State Planning Boards.
7. Implement Central Business District Revitalization Improvements, including new landscaping, benches, light standards, wrought iron railing, sidewalks and planters, and also develop a Building Design Guideline Booklet to assist in the upgrading of facades in the CBD.



8. Improve the physical appearance of existing parks and add new facilities to expand their use for all age groups.
9. Undertake a study to properly maintain sidewalks and to replace street trees on a regular basis.
10. Draft ordinance revisions to control and limit the conversion of existing structures within the Central Business District to limit impacts on impervious coverage, parking and double parking of delivery vehicles.
11. Propose a Community Development Handbook which outlines acceptable design standards to improve the visual qualities of new development and assists in proper assimilation with existing structures and neighborhoods.
12. Focus on ideas to improve West and East Railroad Avenue and its business and retail climate. Issues related to encouraging retail business retention, encouraging new business growth, balancing ground floor professional office and retail space and other techniques to build upon the Business District Revitalization improvement efforts undertaken to date should be examined, with recommendations offered, as appropriate. Develop a CBD sub-plan that addresses the following:
  - ▶ delineation of trade area
  - ▶ characteristics of trade area, i.e. population, tenant mix, disposable income
  - ▶ identify the district's "niche in the market"
  - ▶ development package including conceptual graphic site layouts and redesigns
  - ▶ retail marketing campaign
13. Identify funding mechanisms to implement various projects, e.g. NJDOT Transportation Enhancement dollars.

Continuing review of specific problems and proposals forms an essential part of the planning process. Implementation of the policies contained in the Plan and of related capital improvement programs will demand subsequent and repeated reevaluation, addition and deletion, as circumstances alter within the Borough. Specific plans and details of plans may be expected to change and to improve steadily. It is the responsibility of the Combined Land Use Board to see that they do and that they continue to reflect established policy decisions. If particular problems cannot be solved in the light of such policies, changes or additions will be necessary in policy and these will once again be subject to approval by Borough Council and by the public.



## B. Neighborhood Development Program

In many older communities, Federal and state assistance and aid are the basic means of implementing Master Plan objectives. Under various federal and state programs, the government supplements public capital resources and coordinates public and private investment in the community's future.

The Federal and state governments provide the greatest proportion of funds necessary to redevelop and refurbish obsolete areas, to construct public facilities, and when necessary, to pay for citizen relocation costs.

The preparation and administration of specific project plans is the responsibility of a locally-created public agency. In Jamesburg it is recommended that the governing body act as the locally-created public agency. All renewal projects should be adopted by the governing body as local ordinances.

## C. Legislative Measures

There are three basic documents established by the municipality that can be utilized to guide the development and improvement of private property in the community; these are the zoning ordinance, the subdivision ordinance, and the official map. Other ordinances and codes such as the housing, building, and health codes supplement the scope of these regulations.

## D. Zoning Ordinance

Zoning is the most effective means of controlling the use of private land for the general health and welfare of the community. Through the division of the Borough into zoning districts wherein certain land uses are permitted and others prohibited, the community has a guide aimed at the ultimate development of the community based on comprehensive Master Plan goals and objectives. The zoning ordinance serves the community at large as well as protects the rights of the individual citizen.

This protection of the public interest cannot be employed in an indiscriminate manner. The rights of the individual must always be considered when preparing a zoning ordinance. For this reason, it is imperative that zoning be reasonable and be prepared in accordance with the Master Plan.

Upon the request of the Combined Land Use Board and/or the Governing Body, various zoning amendments will be prepared in order to implement the Master Plan.

E. Subdivision Ordinance

Whereas the zoning ordinance provides the legal means controlling the use of the land; the subdivision ordinance gives legal control over design and layout of land that is to be subdivided and improvements to be made.

Where land is still open for development or private redevelopment, a sound subdivision ordinance is a prerequisite for insuring proper design and control over the proper installation of roads and utilities.

F. Official Map

The Official Map is a legal document, adopted by the Borough Council which shows what land of the Borough is reserved for future streets, drainage rights-of-way, parks and playground. In this capacity it also serves as the official statement of the governing body with regard to what streets, drainage rights-of-way, parks and playgrounds it has accepted for maintenance. It differs from the Master Plan in that the Master Plan is a statement of the Combined Land Use Board's policies and is not legally binding upon the Borough Council.

The Official Map is a legal document. It must be an engineered document with detailed, measurable dimensions, and as such must be produced and certified by a licensed engineer or land surveyor.

The relationship between the Master Plan and the Official Map is different for parks and playgrounds than it is for streets and drainage rights-of-way. For parks and playgrounds the Master Plan represents the policy of the Combined Land Use Board while the Official Map represents the policy of the Borough Council. However, in regard to streets and drainage, the relationship is more complex. The Master Plan only enforces street and drainage rights-of-way when subdivision occurs. The Official Map enables the municipality to prevent building with a proposed right-of-way. Thus, if a street is proposed on the Master Plan, but not on the Official Map, a building could be constructed in the right-of-way. However, if the owner wanted to subdivide his property, the proposed street would have to be indicated on his plat map.

G. Capital Improvement Program

A Capital Improvement may be defined as a new or expanded physical facility which is to be of relatively large size or importance, is of considerable cost and is reasonably permanent. This includes new road construction, schools, playgrounds, sewers, and water systems, municipal buildings and land acquisition for public purposes.



The Capital Improvement Program is a long-range schedule of proposed municipal projects including the most appropriate means of financing those projects. This program is one of the most important tools in effectuating the Master Plan for it provides a direct relationship between Master Plan recommendations and the municipal financial program for the capital improvements.

This Capital Improvements Program has been historically one of the most neglected means through which the Master Plan could have been realized.

The Capital Improvements Program requires a six-year forecast of future capital expenditures which can then be used as a guide in the preparation of the capital expenditure portion of the yearly operating budget. The program should be evaluated each year in order to make adjustments deemed necessary because of changes in priorities of various projects, changes in anticipated cost, and changes in financing potential. This process of constant reevaluation and revision is directed to the encouragement of flexibility in providing physical facilities in changing situations.

#### H. Continuing Planning

Now that the Master Plan has been completed, it should become a living instrument in shaping the future physical development of the Borough of Jamesburg. Too often, however, a plan is filed on a shelf and forgotten – never achieving its intended purpose. Planning is a continuous process and the plan only has value insofar as it is used. It is crucial that the Master Plan become an integral part of the day to day decision-making process.

The Master Plan is an objective, broad forecast of the future. It is the result of extensive time and effort on the parts of both the Combined Land Use Board and their Consultants. It is a working document, one which must necessarily be subject to constant review and updating in light of the changing needs and demands of the people of Jamesburg.

It is easy to see where one has been, to see the mistakes and triumphs along the way, but to know where one wishes to go and how to get there is all too often an unanswered question. The Master Plan is an attempt to create a clearer picture of that future vantage point. It is a starting point. From this, one must continue to move forward, stopping occasionally to reexamine all objectives. Only in this manner can planning accomplish its intended function, that of giving us a long view into the future, within which the day to day problems of community development may be solved in a systematic manner.



Planning is a continuous function of local government. It is a process designed to obtain the greatest efficiency and lasting benefit for each dollar spent in physical development of the community whether from public or private funds.

APPENDIX A  
Year 2000 Census

Table DP-1. Profile of General Demographic Characteristics for Jamesburg borough, Middlesex County: 2000

(For information on confidentiality protection, nonsampling error, and definitions, see <http://www.census.gov/prod/www/abs/decennial.html>)

| Subject  | Number       | Percent      | Subject  | Number       | Percent      |
|--|--------------|--------------|--|--------------|--------------|
| <b>Total population</b> .....  | <b>6,025</b> | <b>100.0</b> | <b>HISPANIC OR LATINO AND RACE</b>                   |              |              |
| <b>SEX AND AGE</b>   |              |              | <b>Total population</b> .....                        | <b>6,025</b> | <b>100.0</b> |
| Male.....  | 2,935        | 48.7         | Hispanic or Latino (of any race).....                | 606          | 10.1         |
| Female.....  | 3,090        | 51.3         | Mexican.....   | 119          | 2.0          |
|  |              |              | Puerto Rican.....                                    | 180          | 3.0          |
| Under 5 years.....   | 457          | 7.6          | Cuban.....   | 26           | 0.4          |
| 5 to 9 years.....  | 429          | 7.1          | Other Hispanic or Latino.....                        | 281          | 4.7          |
| 10 to 14 years.....  | 386          | 6.4          | Not Hispanic or Latino.....                          | 5,419        | 89.9         |
| 15 to 19 years.....  | 338          | 5.6          | White alone.....                                     | 4,664        | 77.4         |
| 20 to 24 years.....  | 327          | 5.4          |  |              |              |
| 25 to 34 years.....  | 1,027        | 17.0         | <b>RELATIONSHIP</b>                                  |              |              |
| 35 to 44 years.....  | 1,117        | 18.5         | <b>Total population</b> .....                        | <b>6,025</b> | <b>100.0</b> |
| 45 to 54 years.....  | 846          | 14.0         | In households.....                                   | 5,867        | 97.4         |
| 55 to 59 years.....  | 277          | 4.6          | Householder.....                                     | 2,176        | 36.1         |
| 60 to 64 years.....  | 175          | 2.9          | Spouse.....  | 1,191        | 19.8         |
| 65 to 74 years.....  | 302          | 5.0          | Child.....   | 1,826        | 30.3         |
| 75 to 84 years.....  | 227          | 3.8          | Own child under 18 years.....                        | 1,346        | 22.3         |
| 85 years and over.....   | 117          | 1.9          | Other relatives.....                                 | 364          | 6.0          |
| <b>Median age (years)</b> .....  | <b>35.4</b>  | <b>(X)</b>   | Under 18 years.....                                  | 117          | 1.9          |
|  |              |              | Nonrelatives.....                                    | 310          | 5.1          |
| 18 years and over.....   | 4,541        | 75.4         | Unmarried partner.....                               | 152          | 2.5          |
| Male.....  | 2,185        | 36.3         | In group quarters.....                               | 158          | 2.6          |
| Female.....  | 2,356        | 39.1         | Institutionalized population.....                    | 132          | 2.2          |
| 21 years and over.....   | 4,364        | 72.4         | Noninstitutionalized population.....                 | 26           | 0.4          |
| 62 years and over.....   | 737          | 12.2         | <b>HOUSEHOLDS BY TYPE</b>                            |              |              |
| 65 years and over.....   | 646          | 10.7         | <b>Total households</b> .....                        | <b>2,176</b> | <b>100.0</b> |
| Male.....  | 236          | 3.9          | Family households (families).....                    | 1,551        | 71.3         |
| Female.....  | 410          | 6.8          | With own children under 18 years.....                | 770          | 35.4         |
| <b>RACE</b>  |              |              | Married-couple family.....                           | 1,191        | 54.7         |
| One race.....  | 5,897        | 97.9         | With own children under 18 years.....                | 583          | 26.8         |
| White.....   | 4,990        | 82.8         | Female householder, no husband present.....          | 263          | 12.1         |
| Black or African American.....   | 532          | 8.8          | With own children under 18 years.....                | 140          | 6.4          |
| American Indian and Alaska Native.....   | 12           | 0.2          | Nonfamily households.....                            | 625          | 28.7         |
| Asian.....   | 134          | 2.2          | Householder living alone.....                        | 487          | 22.4         |
| Asian Indian.....  | 43           | 0.7          | Householder 65 years and over.....                   | 151          | 6.9          |
| Chinese.....   | 38           | 0.6          |  |              |              |
| Filipino.....  | 21           | 0.3          | Households with individuals under 18 years.....      | 843          | 38.7         |
| Japanese.....  | 5            | 0.1          | Households with individuals 65 years and over.....   | 402          | 18.5         |
| Korean.....  | 9            | 0.1          |  |              |              |
| Vietnamese.....  | 0            | 0.0          | Average household size.....                          | 2.70         | (X)          |
| Other Asian <sup>1</sup> .....   | 18           | 0.3          | Average family size.....                             | 3.18         | (X)          |
| Native Hawaiian and Other Pacific Islander.....                                | 0            | 0.0          | <b>HOUSING OCCUPANCY</b>                             |              |              |
| Native Hawaiian.....   | 0            | 0.0          | <b>Total housing units</b> .....                     | <b>2,240</b> | <b>100.0</b> |
| Guamanian or Chamorro.....   | 0            | 0.0          | Occupied housing units.....                          | 2,176        | 97.1         |
| Samoan.....  | 0            | 0.0          | Vacant housing units.....                            | 64           | 2.9          |
| Other Pacific Islander <sup>2</sup> .....                                      | 0            | 0.0          | For seasonal, recreational, or occasional use.....   | 1            | 0.0          |
| Some other race.....   | 229          | 3.8          |  |              |              |
| Two or more races.....   | 128          | 2.1          | Homeowner vacancy rate (percent).....                | 1.2          | (X)          |
| <b>Race alone or in combination with one or more other races: <sup>3</sup></b> |              |              | Rental vacancy rate (percent).....                   | 2.9          | (X)          |
| White.....   | 5,081        | 84.3         | <b>HOUSING TENURE</b>                                |              |              |
| Black or African American.....   | 575          | 9.5          | Occupied housing units.....                          | 2,176        | 100.0        |
| American Indian and Alaska Native.....   | 33           | 0.5          | Owner-occupied housing units.....                    | 1,481        | 68.1         |
| Asian.....   | 162          | 2.7          | Renter-occupied housing units.....                   | 695          | 31.9         |
| Native Hawaiian and Other Pacific Islander.....                                | 4            | 0.1          |  |              |              |
| Some other race.....   | 299          | 5.0          | Average household size of owner-occupied units.....  | 2.82         | (X)          |
|  |              |              | Average household size of renter-occupied units..... | 2.43         | (X)          |

(X) Not applicable.

<sup>1</sup> Other Asian alone, or two or more Asian categories.<sup>2</sup> Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.<sup>3</sup> In combination with one or more of the other races listed. The following six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

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

Prepared by: New Jersey State Data Center, New Jersey Department of Labor, May 2001.



APPENDIX B  
COAH Certification



2(d)

CHRISTINE TODD WHITMAN  
Governor

State of New Jersey  
COUNCIL ON AFFORDABLE HOUSING  
PO Box 813  
TRENTON NJ 08625-0813  
609-292-3000  
FAX: 609-633-6056  
TDD#: (609) 278-0175

JANE M. KENNY  
Chairman  
SHIRLEY M. BISHOP, P.P.  
Executive Director

### COAH SUMMARY FACT SHEET 1987-1999

|                  |                   |                             |          |
|------------------|-------------------|-----------------------------|----------|
| Municipality -   | Jamesburg Borough | Dates of:                   |          |
| County -         | Middlesex         | Petition -                  | 06/01/00 |
| Region -         | 3                 | COAH Compliance Report -    | 11/17/00 |
| Planning Areas - | 2                 | Substantive Certification - | 12/06/00 |
| Staff Reviewer - | Ray Chang, PP     |                             |          |

|  |      |                                   |
|--|------|-----------------------------------|
| 12-Year Cumulative Obligation -          | 43   | (36 rehabilitation / 7 new units) |
| Rehabilitation Credits -                 | - 8  |                                   |
| Prior-Cycle Credits -                    | - 52 |                                   |
| Alternative Living Arrangement Credits - | - 10 |                                   |
|  | - 27 | (surplus)                         |

**RECOMMENDATION - Grant Substantive Certification**



**EXECUTIVE SUMMARY-Substantive Certification  
JAMESBURG BOROUGH, MIDDLESEX COUNTY**

**November 21, 2000**

Jamesburg Borough, Middlesex County, adopted a housing element and fair share plan addressing its 12-year cumulative 1987-1999 obligation on May 11, 2000. The borough petitioned the Council on Affordable Housing (COAH) for substantive certification on June 1, 2000. Legal notice was published in the Home News Tribune on May 27, 2000. COAH did not receive any objections to the borough's petition for substantive certification.

Jamesburg's 1987-1999 precertified need of 43 units is addressed through 52 prior-cycle credits (a 12-unit Cherry Court family rental development and a 40-unit Barclay Village senior rental development), eight rehabilitation credits and 10 alternative living arrangement reductions (a planned 10-bedroom residential health care facility by SERV Center of NJ, Inc.) for a total of 70 units. This results in 27 surplus units which may be credited toward a future affordable housing obligation.

Jamesburg has submitted sufficient documentation in compliance with the standards of substantive certification. At this time, COAH staff recommends that the borough be granted substantive certification.



RESOLUTION GRANTING SUBSTANTIVE CERTIFICATION NO. 173-99

WHEREAS, on May 11, 2000, Jamesburg Borough, Middlesex County, adopted a housing element and fair share plan; and

WHEREAS, on June 1, 2000, the borough petitioned the Council on Affordable Housing (COAH) for substantive certification of its housing element and fair share plan; and

WHEREAS, the borough's notice of petition was published in The Home News Tribune on May 27, 2000; and

WHEREAS, the 45-day objector period ended on July 10, 2000 and no objections were filed with COAH; and

WHEREAS, COAH has established a 1987-1999 precertified need for Jamesburg Borough of 43 units, 36 rehabilitation and seven new construction; and

WHEREAS, COAH staff reviewed Jamesburg Borough's housing element and fair share plan; and

WHEREAS, COAH issued a COAH Compliance Report (attached as Exhibit A) dated November 17, 2000 which was distributed to the Jamesburg Borough service list for a 14-day comment period; and

WHEREAS, no comments were received; and

WHEREAS, the COAH Compliance Report recommends that substantive certification be granted; and


WHEREAS, Jamesburg Borough is eligible to receive 52 prior-cycle credits, eight rehabilitation credits and 10 alternative living arrangement reductions resulting in 27 surplus units which may be credited toward a future affordable housing obligation for the borough; and

WHEREAS, COAH finds that the housing element and fair share plan adopted by Jamesburg Borough are consistent with N.J.A.C. 5:93-1 et seq. and meet its 12-year cumulative obligation.

NOW, THEREFORE, BE IT RESOLVED that COAH grants substantive certification to Jamesburg Borough for a period of six years from the date of this resolution; and

BE IT FURTHER RESOLVED that any changes in the facts upon which this substantive certification is based, or any deviation from the terms and conditions of this substantive certification affecting the ability of Jamesburg Borough to provide for its fair share of low and moderate income housing, and which Jamesburg Borough fails to remedy, may render this certification null and void:

I hereby certify that this resolution  
was duly adopted by the Council on  
Affordable Housing on December 6, 2000.

  
Renee Reiss, Secretary  
Council on Affordable Housing

**COAH COMPLIANCE REPORT – Substantive Certification  
JAMESBURG BOROUGH, MIDDLESEX COUNTY**

November 17, 2000  
Prepared by Ray Chang, Senior Planner

**I. BACKGROUND**

Jamesburg Borough, Middlesex County, adopted a housing element and fair share plan addressing its 12-year cumulative 1987-1999 obligation on May 11, 2000. The borough petitioned the Council on Affordable Housing (COAH) for substantive certification on June 1, 2000. Legal notice was published in the Home News Tribune on May 27, 2000. The 45-day objector period ended on July 10, 2000. COAH did not receive any objections to the borough's petition for substantive certification.

Jamesburg's 12-year cumulative 1987-1999 affordable housing obligation is 43 units, 36 rehabilitation component and seven new construction component.

**II. HOUSING STOCK INVENTORY AND PROJECTION**

In reviewing Jamesburg's housing element, sufficient information was submitted regarding housing stock, demographic characteristics, employment characteristics and population trends.

The borough had a total population of 5,294 persons, according to the 1990 census, with a median household income of \$41,935. There were a total of 2,064 housing units in 1990. The 1990 median value of owner-occupied housing units in Jamesburg was \$141,200 and the 1990 median gross monthly rent was \$646.

**III. CREDITS/REDUCTIONS**

*Prior-Cycle Credits*

Cherry Court

Cherry Court is an existing 12-unit family rental residential project located on Block 16, Lots 9 and 9A. The units were constructed between 1981 and 1984 under the Farmer's Home Administration "Rural Depressed Housing Plan" now known as the United States Department of Agriculture (USDA) Rural Development. The project consists of eight apartments (one, one-bedroom and seven, two-bedroom) and four townhouses (four, three-bedroom). The eight apartments are located in a 7,650 square foot building and the four townhouses are located in a 5,084 square foot building. The one-bedroom units rent for \$444 a month, two bedroom for \$555 a month, and three-bedroom for \$792 a month. The units are eligible for a one for one credit pursuant to N.J.A.C. 5:93-3.2 as prior-cycle credits. [12 prior-cycle credits]



Barclay Village

Barclay Village is an existing 40-unit senior (62 years or older plus handicapped and disabled) rental residential project located on Block 18, Lot 31. The units were constructed in 1981 under the Farmers Home Administration "Rural Depressed Housing Plan" now known as USDA Rural Development. The project consists of 40 apartments (eight efficiency and 32, one-bedroom). All of the units are located in six buildings. The efficiency units rent for \$356 a month and the one-bedroom for \$449 a month. The units are eligible for a one for one credit pursuant to N.J.A.C. 5:93-3.2 as prior-cycle credits. **[40 prior-cycle credits]**

*Rehabilitation Completed*

Jamesburg is seeking credit for eight units of housing rehabilitated since April 1, 1990. The units were rehabilitated through the Housing Preservation Loan Rehabilitation Program administered by the Middlesex County Housing and Community Development. All participants have low or moderate incomes. The eight units were rehabilitated at an average cost of \$14,134. The borough intends to support the county program by promoting rehabilitation of at least 28 more units over the next six to 10 years. **[8 rehabilitation units]**

*Alternative Living Arrangements Completed*

Lincoln Rest Center

Jamesburg is seeking credit for 26 units for this existing facility located at 40 Lincoln Avenue on Block 58, Lot 8. The facility is a residential health care facility licensed by the New Jersey Department of Health and Senior Services (NJDHSS). Residents of the facility are mentally and physically challenged and pay for services through SSI, Medicare and disability. There are 16 bedrooms in the facility.

Documentation is needed to show when the facility was constructed. No credit will be given if the facility was constructed prior to April 1, 1980. This facility may be credited toward a future affordable housing obligation if and when proper documentation is submitted. **[0 alternative living arrangements units]**

*Alternative Living Arrangements Planned*

SERV Center of NJ, Inc.

The borough seeks credit for a planned 10-bedroom, 20-bed residential health care facility to be constructed as a result of a court ordered settlement. The facility, which will be licensed by the NJDHSS, is located on Block 28, Lots 6.01 and 6.02, approximately 150 feet east of Church Street's intersection with East Railroad Avenue. The site is zoned GB-General Business. The facility will be a two-story residential home for individuals with a history of mental illness not coming out of the criminal justice system.

Two bedrooms will have 30-year restrictions (which may receive a future rental bonus) while eight bedrooms will be restricted for at least 10 years (eight credits). [10 alternative living arrangements reductions]

**IV. PLANNING AREA**

Jamesburg is located within Planning Area 2 of the State Development and Redevelopment Plan (SDRP).

**V. NUMBER**

Jamesburg's 1987-1999 precredited need of 43 units consists of 36 rehabilitation and seven new construction. As noted above, the borough may receive 52 prior-cycle credits, eight rehabilitation credits and 10 alternative living arrangements reductions for a total of 70 credits/reductions. This results in 27 surplus units which may be credited toward a future affordable housing obligation of Jamesburg.

**VI. HOUSING ELEMENT**

No fair share plan is required since the borough credits-out its 1987-1999 affordable housing obligation as shown above.

**VII. RENTAL COMPONENT**

Jamesburg does not have a rental obligation, since there is no new construction component as a result of prior-cycle credits.

**VIII. AGE-RESTRICTED UNITS**

The age-restriction limitation (N.J.A.C. 5:92-5.14) does not apply to the Cherry Court and Barclay Village since they are prior-cycle credits.

**IX. DEVELOPMENT FEE ORDINANCE / SPENDING PLAN**

Jamesburg has not proposed a mandatory development fee ordinance at this time.

**X. CONCLUSION AND RECOMMENDATION**

Jamesburg's 1987-1999 precertified need of 43 units is addressed through 52 prior-cycle credits, eight rehabilitation credits and 10 alternative living arrangements reductions for a total of 70 units. This results in 27 surplus units which may be credited toward a future affordable housing obligation of Jamesburg.

Jamesburg has submitted sufficient documentation in compliance with the standards of substantive certification. At this time, COAH staff recommends that the borough be granted substantive certification.



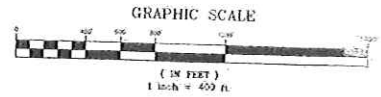
# ZONING MAP

## BOROUGH OF JAMESBURG

### MIDDLESEX COUNTY, NEW JERSEY

- R-100 SINGLE-FAMILY RESIDENTIAL
- R-75 SINGLE-FAMILY RESIDENTIAL
- RC-1 RESIDENTIAL CLUSTER
- RC-2 RESIDENTIAL CLUSTER
- TCR TOWNHOUSE/CONDOMINIUM RESIDENTIAL
- AR APARTMENT RESIDENTIAL
- GB GENERAL BUSINESS
- ARR AGE RESTRICTED RESIDENTIAL

NOTES:  
BASE MAPPING - BOROUGH OF JAMESBURG TAX MAPS  
REVISED BASE MAP OCTOBER 15, 1998



PREPARED BY:  
**REMINGTON, VERNICK & VENA**  
ENGINEERS  
2400a Street • Toms River, New Jersey 08789 • (732) 322-8122  
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