

# sayreville, new jersey

urban design  
plan

graphical communication for planners

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spring 2015

final project

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## background

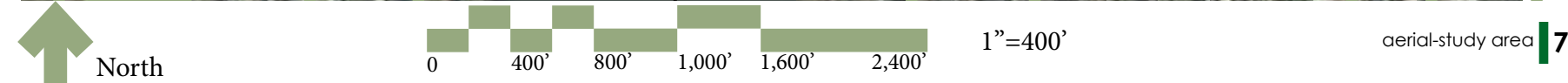
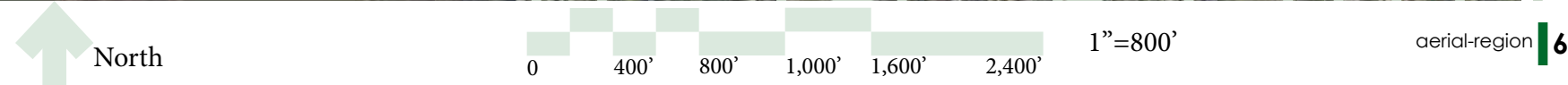
Sayreville, New Jersey is located inland along the Raritan River, southwest of Perth Amboy and east of New Brunswick in Middlesex County. According to the 2010 American Community Survey, the total population of Sayreville is 42,704 people. 68.6% of the population is white, 11.6% black, and 17.1% Asian. The median household income in Sayreville is \$77,918, which is compared to the state median income level of \$71,629. The city has approximately 15,636 households with 95.4% of units occupied. Sayreville boasts a long history of industrial activity, housing the clay, sand & glass, chemicals, munitions, and railroads industries, and continues to have a strong industrial base today. The city experienced severe flood damage from Hurricane Sandy in 2012, and is still trying to redevelop many of its vacant lands.



a)from top left: map of sayreville, 1850 b) trolley at cross-man pit c) aerial photograp of sayreville d) lower main street in sayreville with trolley tracks

photos courtesy of sayreville historical society









## base map existing conditions

As can be seen in this base map, Sayreville's Borough Hall is surrounded by unused parking spaces. Along the outside of the site area, particularly in the north-western area of town, there are large tracts of vacant space. Furthermore, there are some streets around the study area, particularly in the south eastern quadrant of the site that lack proper sidewalks. Despite the large open space, there are no bike lines to access the park.



North



basemap | 8

## trends, issues, goals

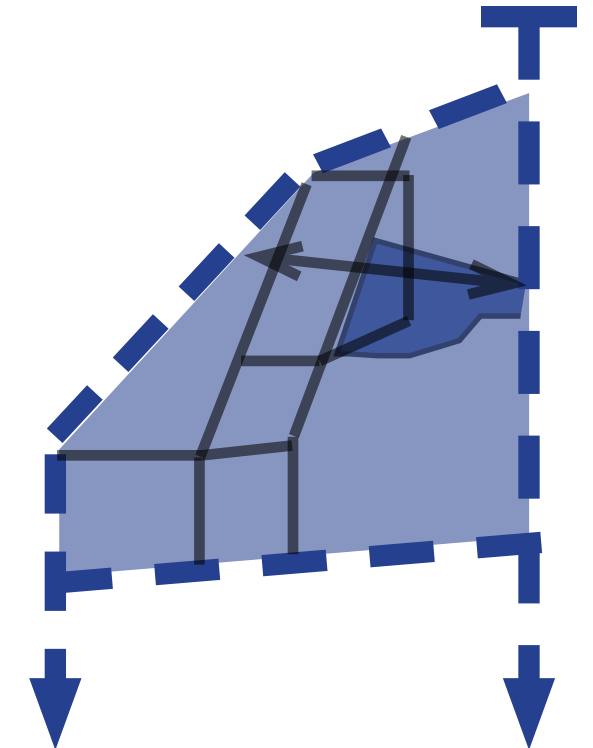


Much of Sayreville was built after World War II, similar to many other New Jersey suburbs. It's Main Street was connected by trolley car, and the city was a mixture between rural, suburban, and industrial neighborhoods. The city has a rich history as an industrial manufacturing base. However, as domestic manufacturing has moved overseas, the

city, like many other United States suburbs have struggled to attract new residents, and maintain a viable local economy. This urban design and redevelopment plan hopes to use current unused open space and vacant lands to encourage multi-use housing and mixed-use around a centralized downtown area.

This particular study area in Sayreville was chosen because of its connectivity to the city's Main Street. Sayreville is located in a prime location, close to New York city, accessible by NJ Transit bus. Sayreville is also near the Garden State Parkway, Interstate 95, and several other regional routes that connect it to the

greater New York metropolitan area. As can be seen to the left, currently, the site area does not provide east-west vehicular access from MacArthur Avenue to Main Street. The proposed redevelopment plan would include several local and arterial roads that would directly connect Main Street to its surrounding streets.

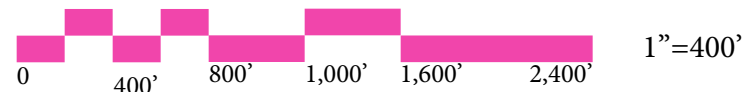
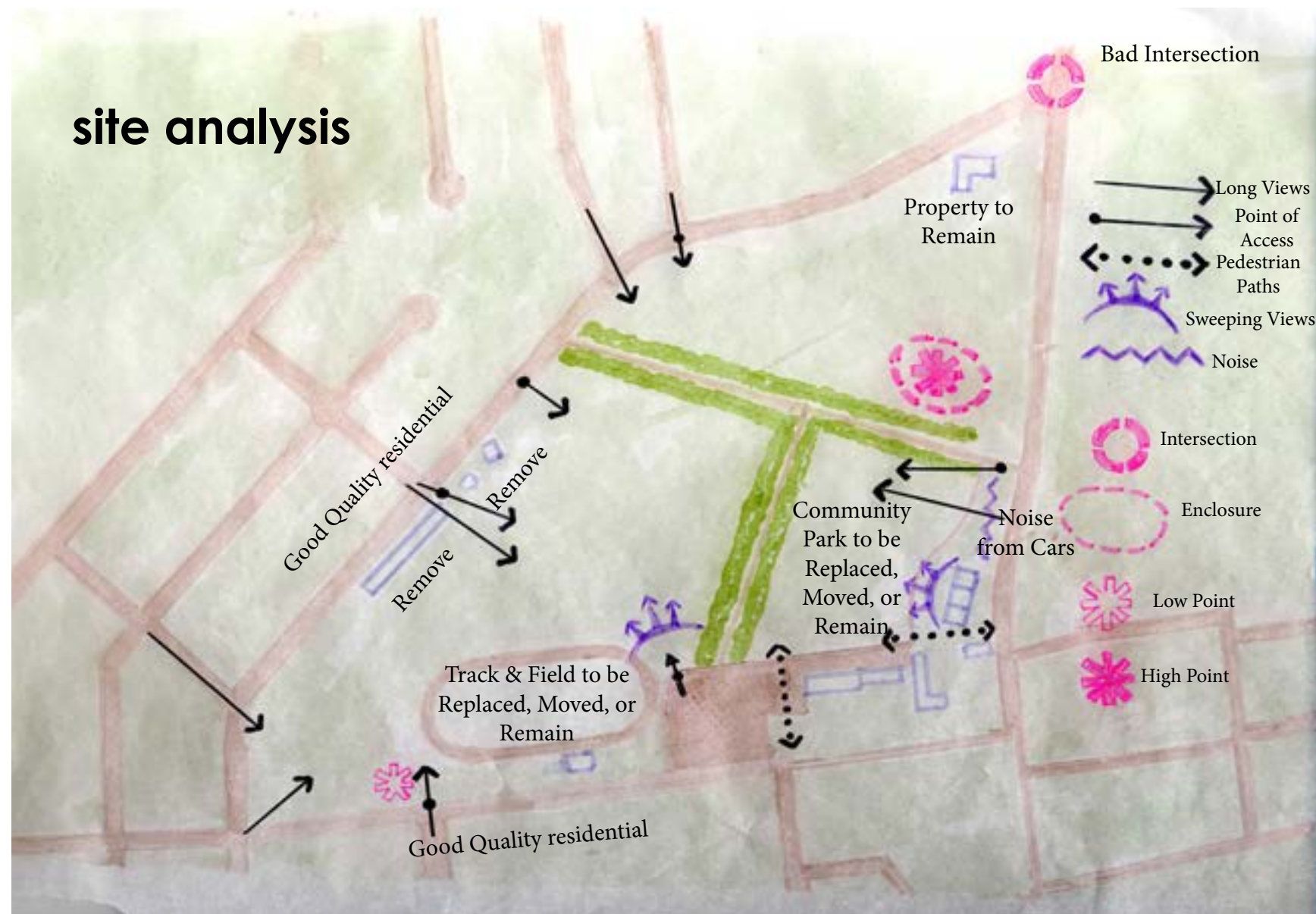


trends, issues, goals | 9





## site analysis



## site analysis



The picture on the top left is of Sayreville's borough hall, and to its immediate right, a large parking lot directly adjacent the study's site area. The site area is surrounded by at least five parking lots, which cut off access to the open space from the Main Street. The parking lots are not in good condition, as can be seen in the bottom right photograph. Many of the parking lots along the site area are unused for large portions of the day. Pavement is cracked or missing, and sometimes lack sidewalks. The study area site

also has three large baseball fields and a large track and field in its southwestern quadrant. The study area's elevation changes from a higher elevation in the eastern middle portion of the site, to lower by the south western portion. The site currently connects MacArthur Street, in the west, to Main Street by a narrow tree-lined pedestrian walkway with no bicycle or vehicle access across the site. Despite the borough hall being located along Main Street, there are not many other notable commercial establishments

along the Main Street. The street is mainly composed of single family residences, and does not have any multi-use or many multi-family homes. Several of the residential homes and old businesses along the site plan, particularly in the northern area need to be removed as they are in a dilapidated state. The proposed site plan hopes to bring a more diverse housing market to the area with potential commercial and retail opportunities along Main Street.



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**master plan**



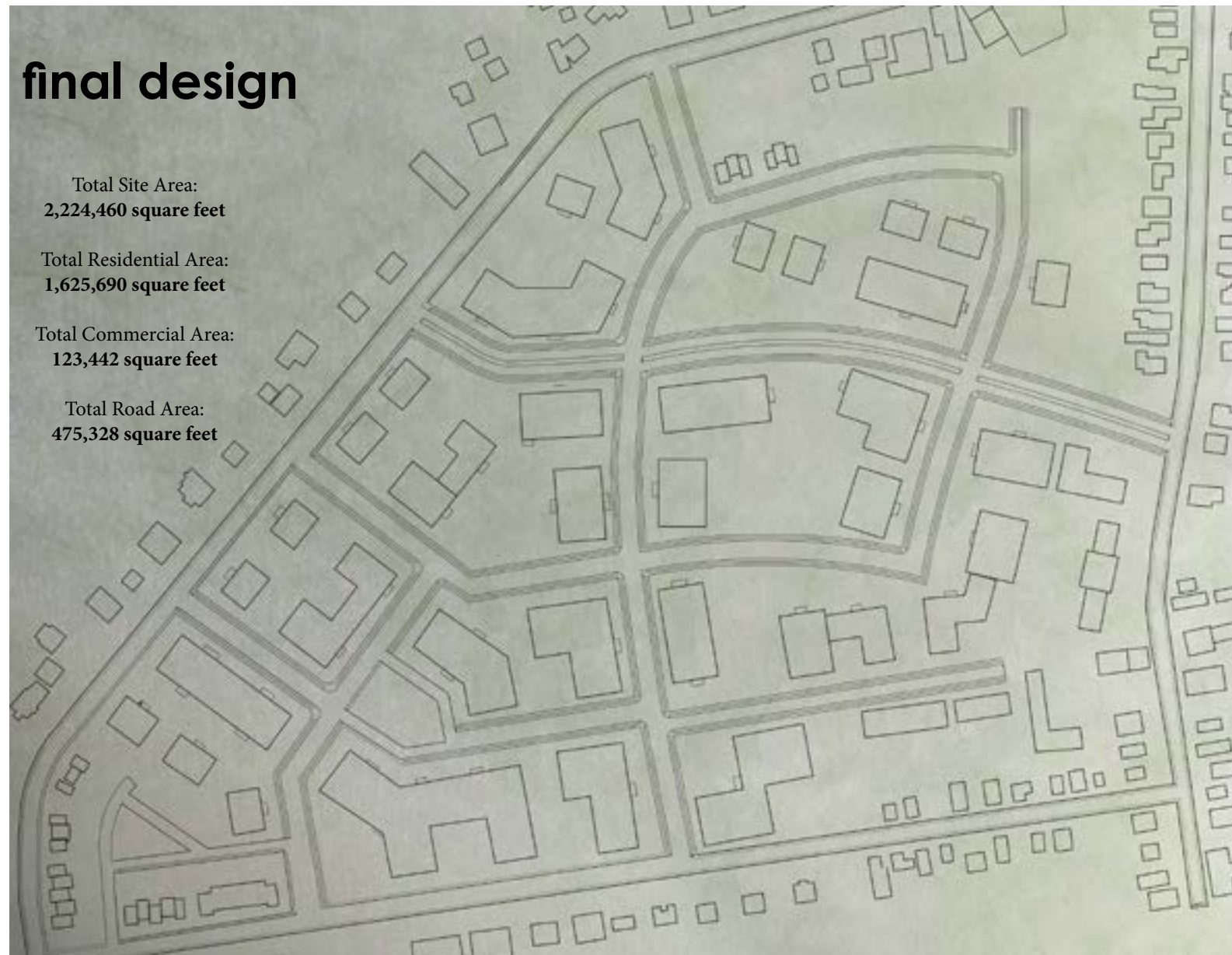




## subdivision plan



## final design

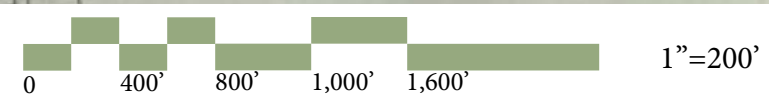


Total Site Area:  
**2,224,460 square feet**

Total Residential Area:  
**1,625,690 square feet**

Total Commercial Area:  
**123,442 square feet**

Total Road Area:  
**475,328 square feet**

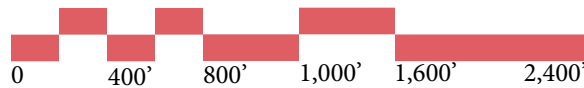
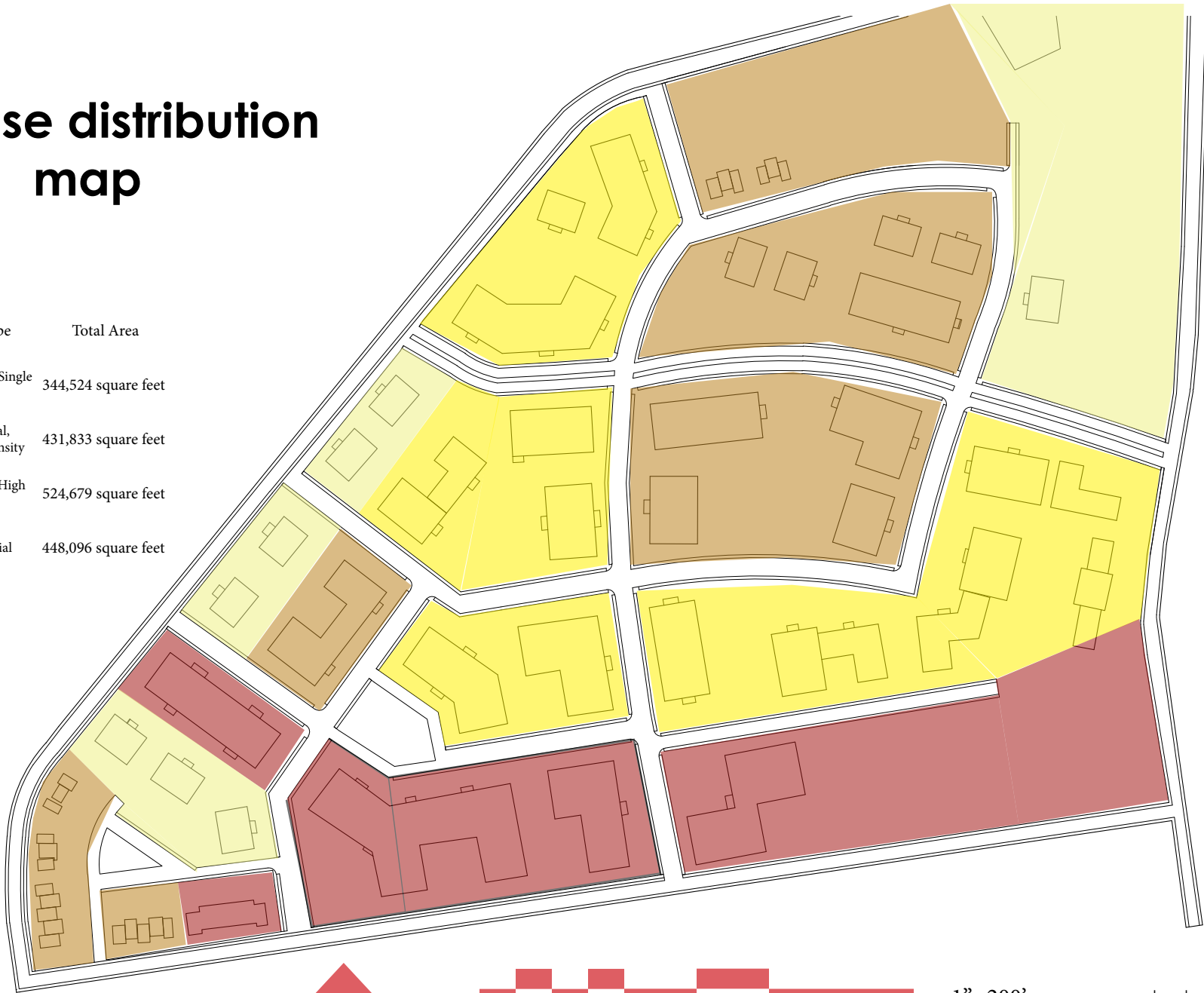






# land use distribution map

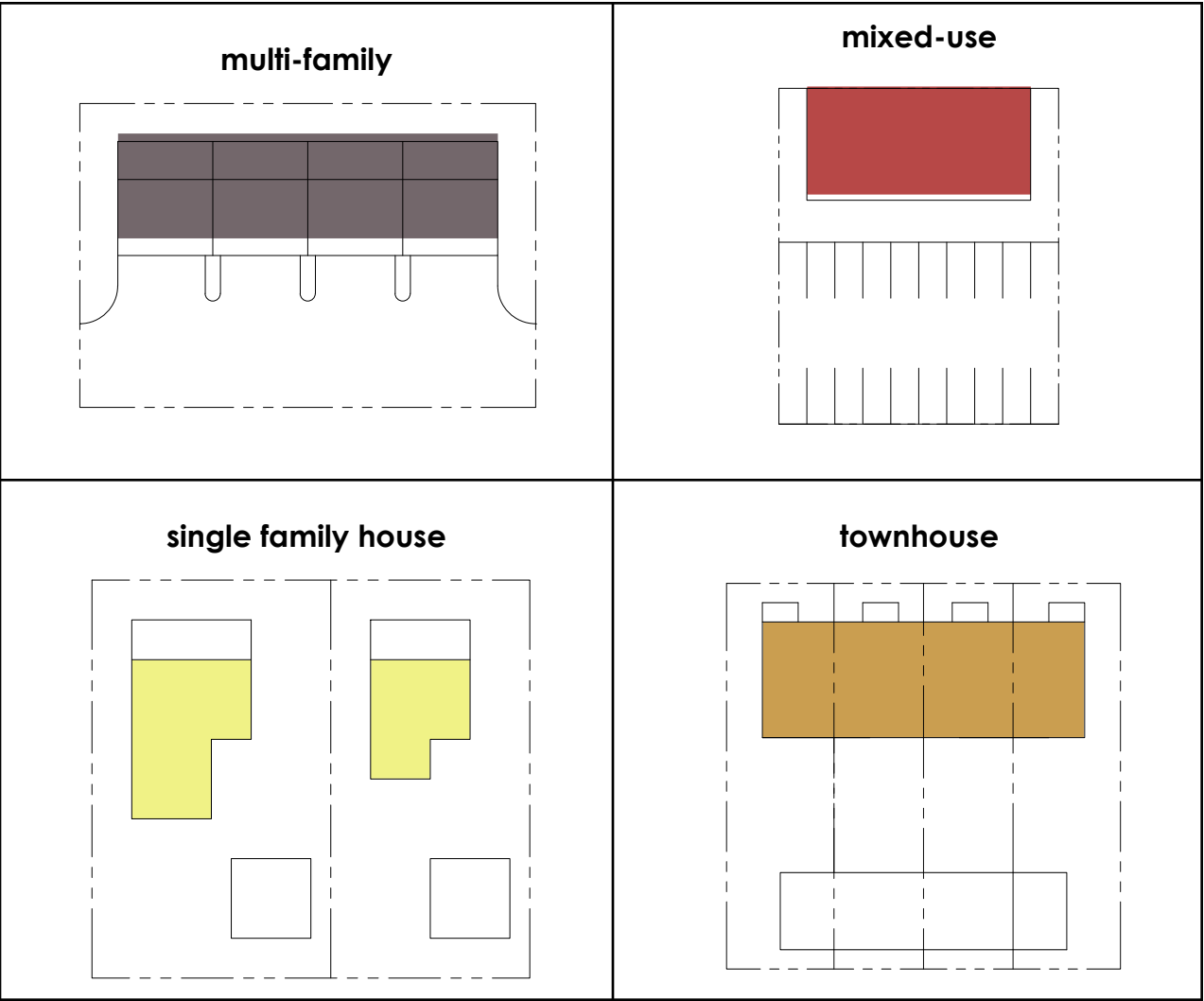
Key	Unit Type	Total Area
	Residential, Single Unit	344,524 square feet
	Residential, Medium Density	431,833 square feet
	Residential, High Density	524,679 square feet
	Commercial	448,096 square feet



1"=200'



# Street Unit Types

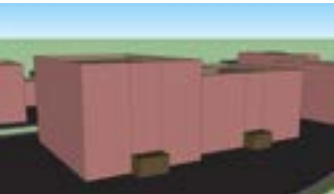


multi-family:  
front yard: 0'  
rear yard: 70'  
side yard: 8'  
number: 12  
percent: 24%



multi-family

mixed-use  
buildings:  
front yard: 0'  
rear yard: 70'  
side yard: 8'  
number: 6  
percent: 12%



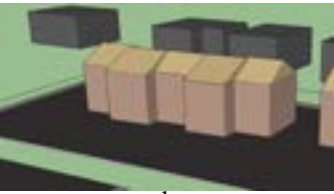
mixed-use

single family house:  
front yard: 20'  
rear yard: 30'  
number:10  
percent: 20%

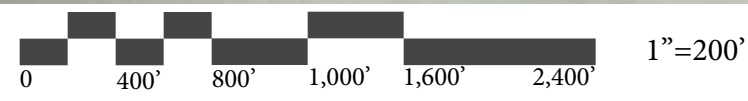
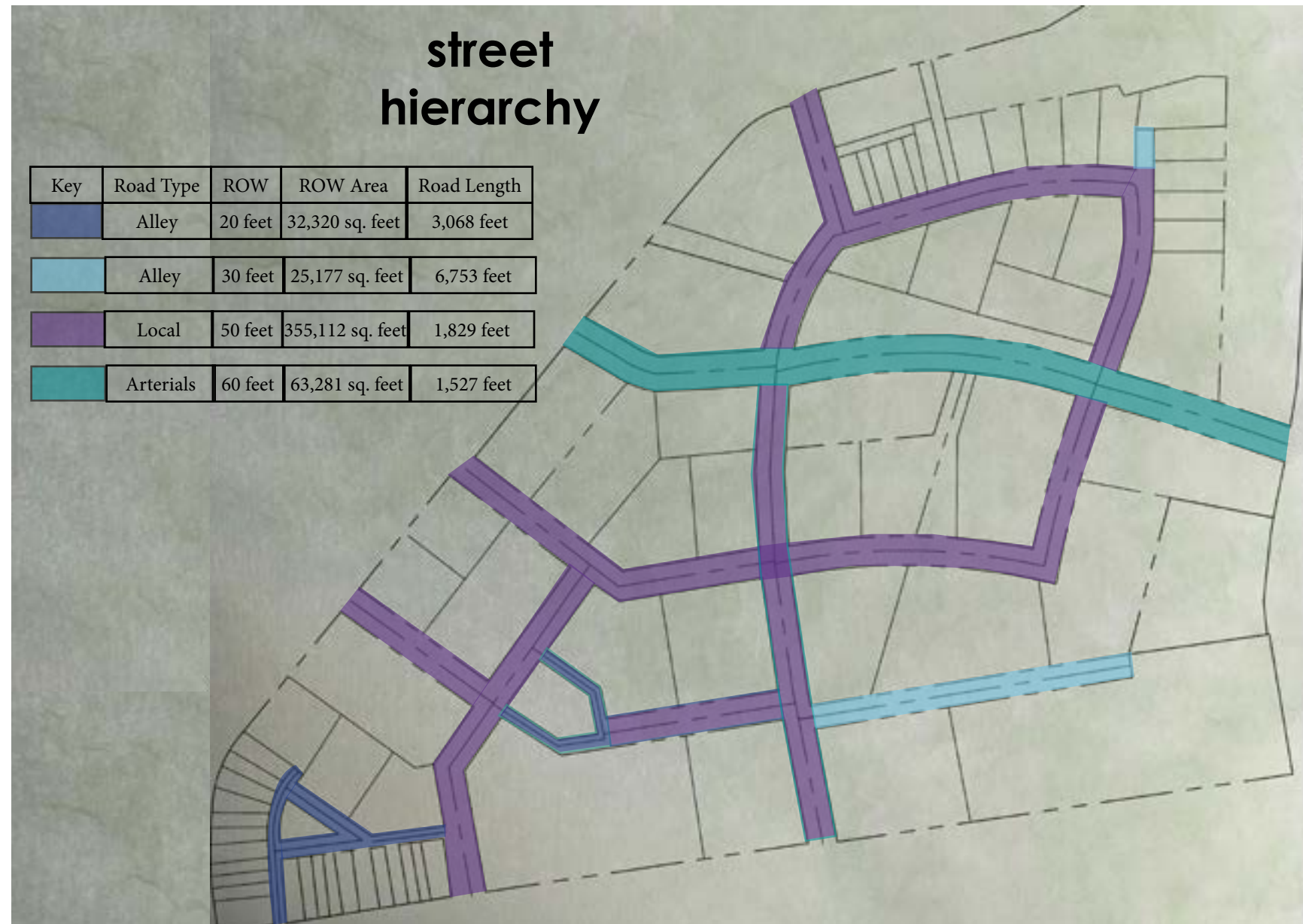


single family

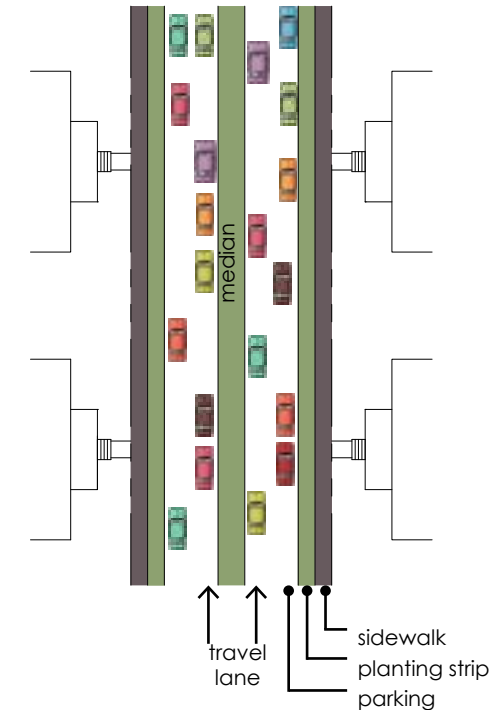
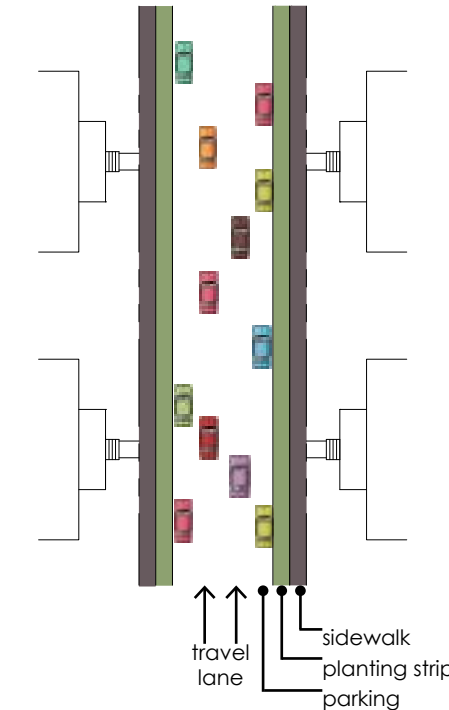
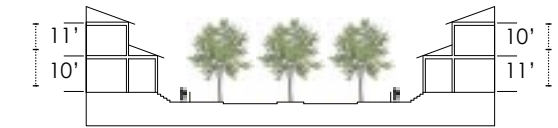
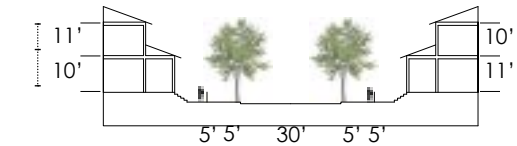
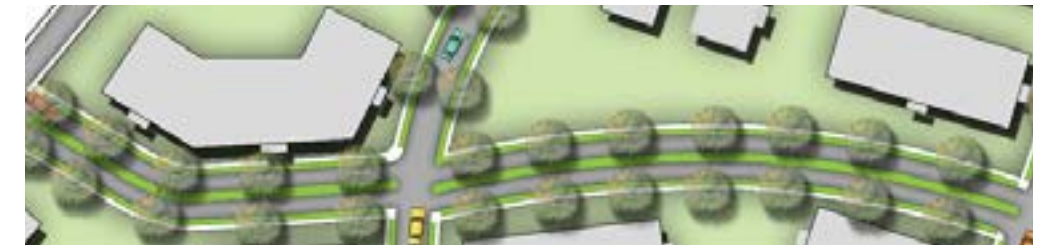
townhouse:  
front yard: 10'  
rear yard: 30'  
side yard: 107'  
number: 22  
percent: 44%



townhouse



## Street Sections







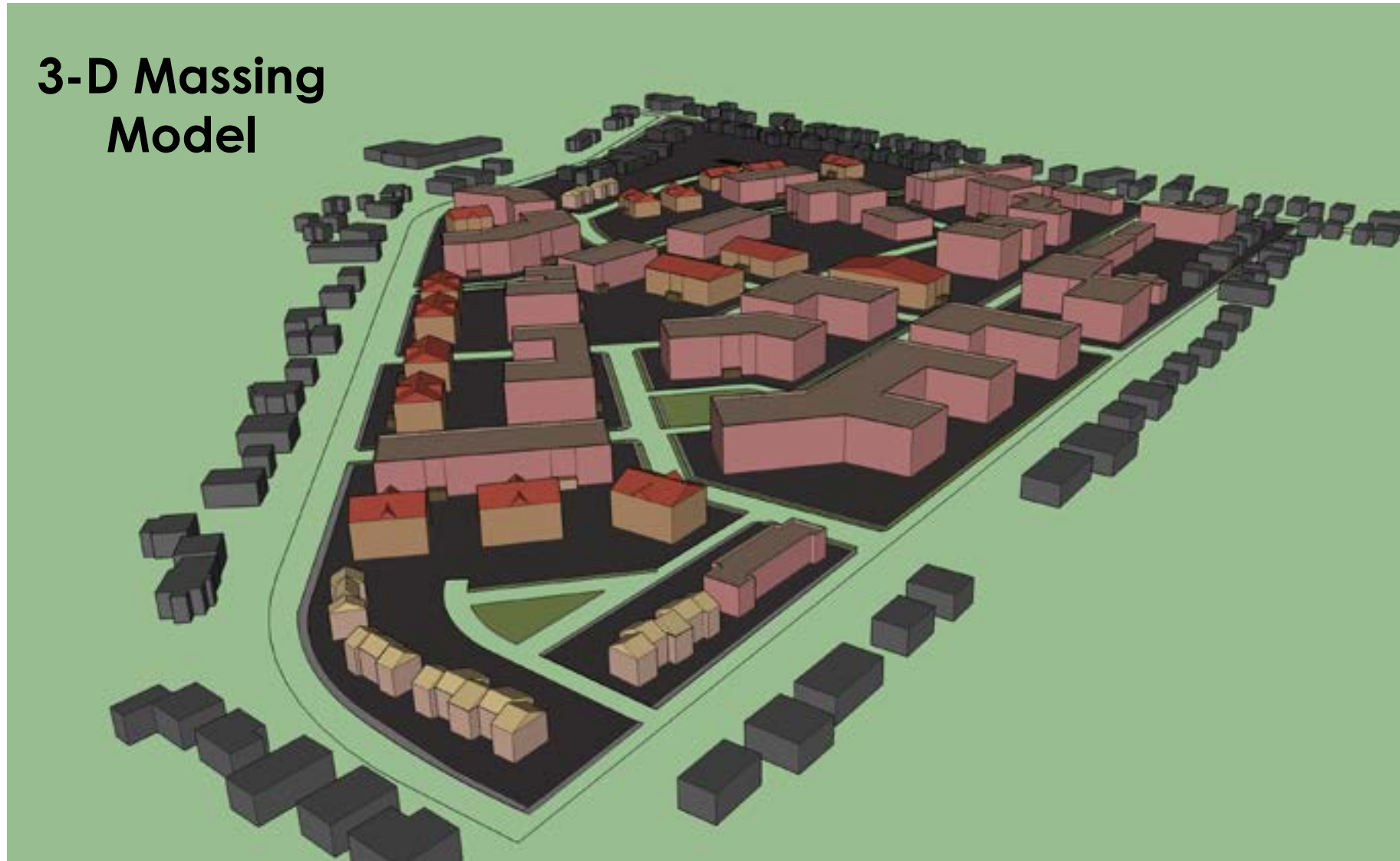
The illustrative site plan shown on the left is the proposed redevelopment urban design plan for the study area. The site contains multi-use and multi-family homes, as well as commercial establishments along its southeastern edge. The roads located inside the site plan connect MacArthur Avenue to Main Street, and are mostly tree-lined. The plan proposes a planting strip in the mid-del of the main arterial road.







## 3-D Massing Model



## sketches

