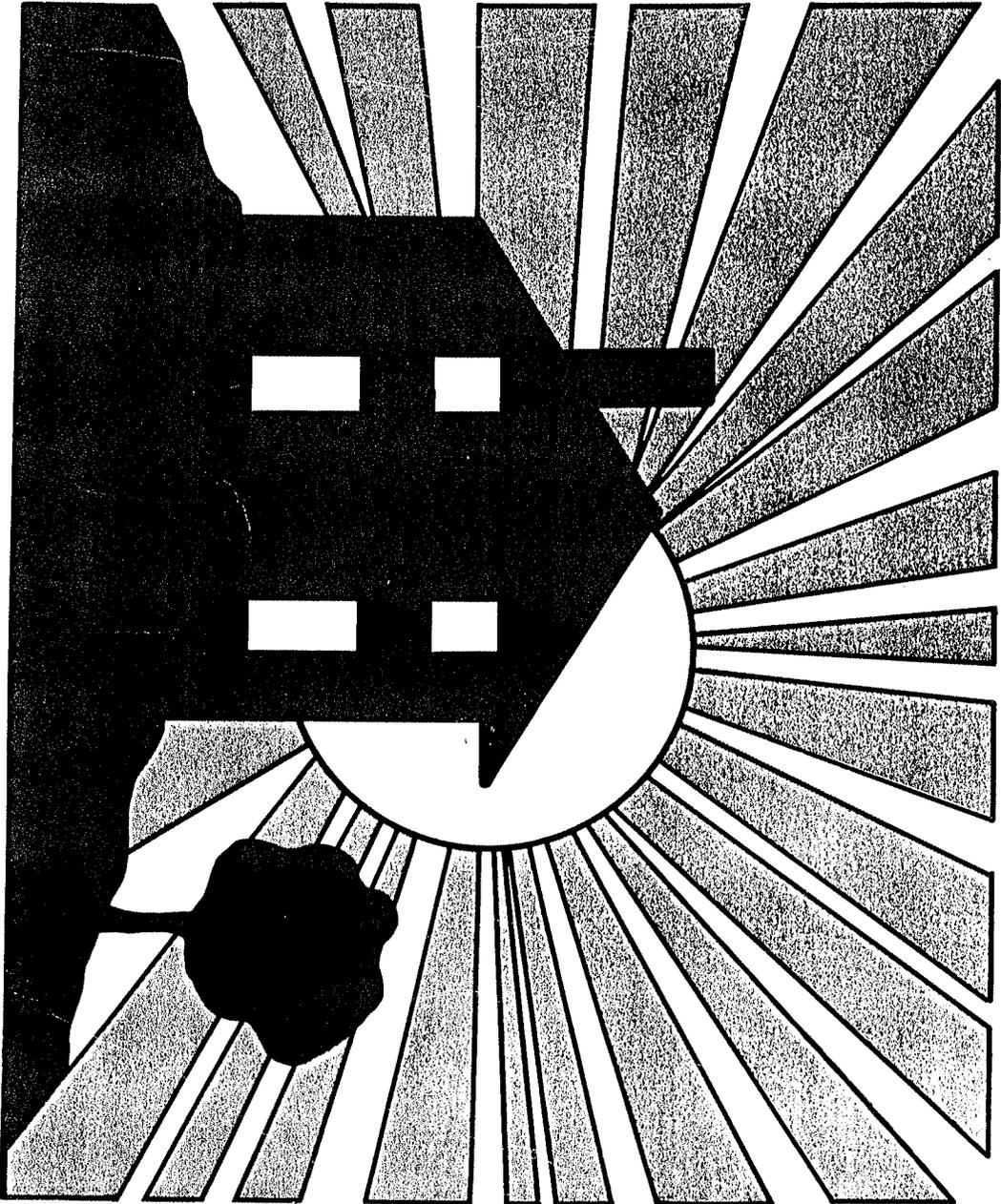


MASTER PLAN



SEPTEMBER 1988

Town of Phillipsburg
Warren County, New Jersey

Adopted by:

Phillipsburg Planning Board

September 15, 1988

Prepared by:

Department of Planning & Development

Anthony J. DePrima, P.P., Director

- Master Plan Goal and Supporting Objectives.....06-09
 - a. Goals.....06-07
 - b. Land Use Objectives.....07-08
 - c. Housing Objectives.....08
 - d. Transportation Objectives.....09
- Chapter II.....10-25
 - Background Information.....11-25
 - a. History.....11-12
 - b. Neighborhoods.....12-17
 - c. Demographics.....17-25
- Chapter III.....26-46
 - Land Use Element.....26-46
 - a. Existing Land Use.....27-35
 - b. Land Use Issues.....36-39
 - c. Land Use Objectives and Recommendations.....40-46
- Chapter IV.....47-73
 - Housing Element.....48-73
 - a. Housing Inventory, Projection, Fair Share Analysis::...48-68
 - b. Housing Issues.....69-70
 - c. Housing Objectives and Recommendations.....71-73
- Chapter V.....74-96
 - Transportation Element.....75-96
 - a. Existing Circulation.....75-79
 - b. Transportation Circulation Issues.....80-91
 - c. Transportation Objectives, Policies and Programs.....92-96

Master Plans.....98-101

- a. N.J. State Development and Redevelopment Plan.....98-99
- b. Warren County General Development Plan.....100
- c. Lopatcong Master Plan.....100
- d. Pohatcong Master Plan.....100-101

The 1988 Town of Phillipsburg Master Plan has been prepared pursuant to Article 3 of the New Jersey Municipal Land Use Law, Chapter 291, Laws of New Jersey 1975 (C:40:55D). Included in the Master Plan are the required statement of principles and objectives (C:40:55D - 78B1), the Land Use Element (C:40:55D - 28B2), the Housing Element (C:40:55D - 28B3), and a statement of the Plan's relationship to state, county, and neighboring municipal plans (C:40:55D - 28d). Also included is the optional Circulation Plan. It is the intention of the Planning Board to amend this Master Plan to include utility services, community facilities, recreation, conservation, and economic and historic preservation elements. These optional elements will be prepared and adopted in late 1988 and early 1989.

The 1988 Master Plan was developed over a six-month period in the first half of 1988. To develop the Plan, a Master Plan Sub-Committee of the Phillipsburg Planning Board was formed. From the outset, the Planning Board decided to issue a completely new Master Plan. It wanted to use a strategic planning method that clearly considers the resources of the community to carry out the goals and objectives through realistic work programs and strategies. It also wanted to open Master Planning processes to the participation of the community.

Phillipsburg. Over 70 residents attended. The results are presented in Appendix I.

The time horizon for the plan is six-years. Some of the major capital improvements recommended may not occur for ten or more years. However, because this is a strategic plan that recommends specific strategies and programs, the plan should be monitored and updated yearly.

This Master Plan is divided into Five Chapters. Chapter I states the Plan's principal goal along with the Land Use, Housing, and Traffic Circulation Objectives, which have been adopted to meet the goal.

Chapter II provides some brief background information about Phillipsburg to familiarize the reader. Chapter III is the Land Use Element, it presents a description of the existing land use, a narrative of land use issues, and a listing of the Land Use objectives and recommendations, strategies, and programs. Chapter IV is the Housing Element and describes existing housing conditions, housing issues, housing objectives, and recommended programs and strategies. Chapter V is the Traffic Circulation Element and its description of existing circulation conditions, issues, and circulation objectives along with recommended strategies and programs.

- A. Goals
- B. Land Use Objectives
- C. Housing Objectives
- D. Transportation Objectives

the principle goal of the Master Plan.

TO MAINTAIN THE TOWN OF PHILLIPSBURG AS A PROUD COMMUNITY WHERE PEOPLE AND FAMILIES OF ALL AGES AND INCOMES CAN LIVE AND TRAVEL SAFELY, HAVE CLEAN AND WELL KEPT NEIGHBORHOODS, HAVE A VARIETY OF ABOVE STANDARD HOUSING OPPORTUNITIES, HAVE A RANGE OF EMPLOYMENT OPPORTUNITIES AND HAVE ACCESSIBILITY TO NEEDED BUSINESSES AND PROFESSIONAL SERVICES. THE COMMUNITY SHOULD PRESERVE ITS HISTORY, PROTECT ITS NATURAL RESOURCES, PROVIDE RECREATION FOR ALL AGES, AND MAINTAIN A MIXTURE OF LAND USES THAT WILL OFFER A STABLE TAX BASE.

The above goal is an ultimate end toward which the Municipal government and the people of Phillipsburg must continuously work toward.

To guide Phillipsburg toward its goal, specific objectives relating to Land Use, Housing, & Transportation have been developed. These objectives are ends which are more definitive and relate to existing issues that are contrary to the goal. When the collective objectives have been met, it is hoped that some measured progress toward the Master Plan Goal will have occurred. The objectives are listed together below and listed again in their respective chapters.

put most can be done within the six year time horizon of this plan. The recommendations are listed in the Land Use, Housing, and Transportation Chapters.

LAND USE OBJECTIVES

Land Use Objective #1

Reduce the intensity of residential development in areas of Phillipsburg that exceed 15 units per acre and are not associated with planned multi-family developments.

Land Use Objective #2

Maintain South Main Street from Union Square to Hudson Street and from Mercer Street to McKeen Street as a mixed used Central Business District. Maintaining each section's unique attributes.

Land Use Objective #3

Reduce conflicts between residential and industrial uses.

Land Use Objective #4

Maintain and support neighborhood businesses in moderate and high density residential zones.

Protect vacant, undevelopable land (steep slopes, wetlands, and flood plains) from environmentally damaging development.

Land Use Objective #7

Encourage major vacant developable lands to develop their highest and best use in ways that most benefit the Town of Phillipsburg.

Land Use Objective #8

Update Land Development Ordinances to improve their efficiency, usefulness, and effectiveness.

HOUSING OBJECTIVES

Housing Objective #1

Maintain the Town of Phillipsburg as a good place to own a home and raise a family, and where there is a diversity of housing options.

Housing Objective #2

Encourage the preservation of the Town's housing stock (no less than 20 percent) for both low and moderate income persons, including senior citizens, low and moderate income home owners, and young families.

Housing Objective #3

Encourage the rehabilitation of those structures that have below standard major systems (electric, plumbing, heating, etc.) and exist in a dilapidated state.

improvements should be prioritized with consideration given to safety, traffic flow, and cost.

Transportation Objective #2

Improve substandard streets so that they are safe and do not impede traffic flow. A priority should be placed on the major collectors that link the neighborhoods.

Transportation Objective #3

New inter-municipal connectors and improved existing intra-municipal connectors should be advocated in County and State Regional Transportation Plans and Programs or included in major land development plans.

Transportation Objective #4

Traffic congestion, including congestion created by trucks on local residential roads, should be relieved to improve safety, air standards, and accessibility.

- A. History
- B. Neighborhoods
- C. Demographics

as "the Forks of the Delaware" and now known as Easton, Pennsylvania. These acres were referred to as the intended Town of Phillipsburg. Cox's Plan to build a community on the east bank of the river alarmed the Penn family, owners of most of Pennsylvania, who feared for the future prosperity of Easton which they had just recently established. Apparently, the Penns attempted to delay the development of Phillipsburg by securing all the land on the New Jersey side of the Delaware. It was not until 1851 that Phillipsburg was first organized as a township. Ten years later through a special act of the New Jersey State Legislature, the Town of Phillipsburg was chartered on March 8, 1861.

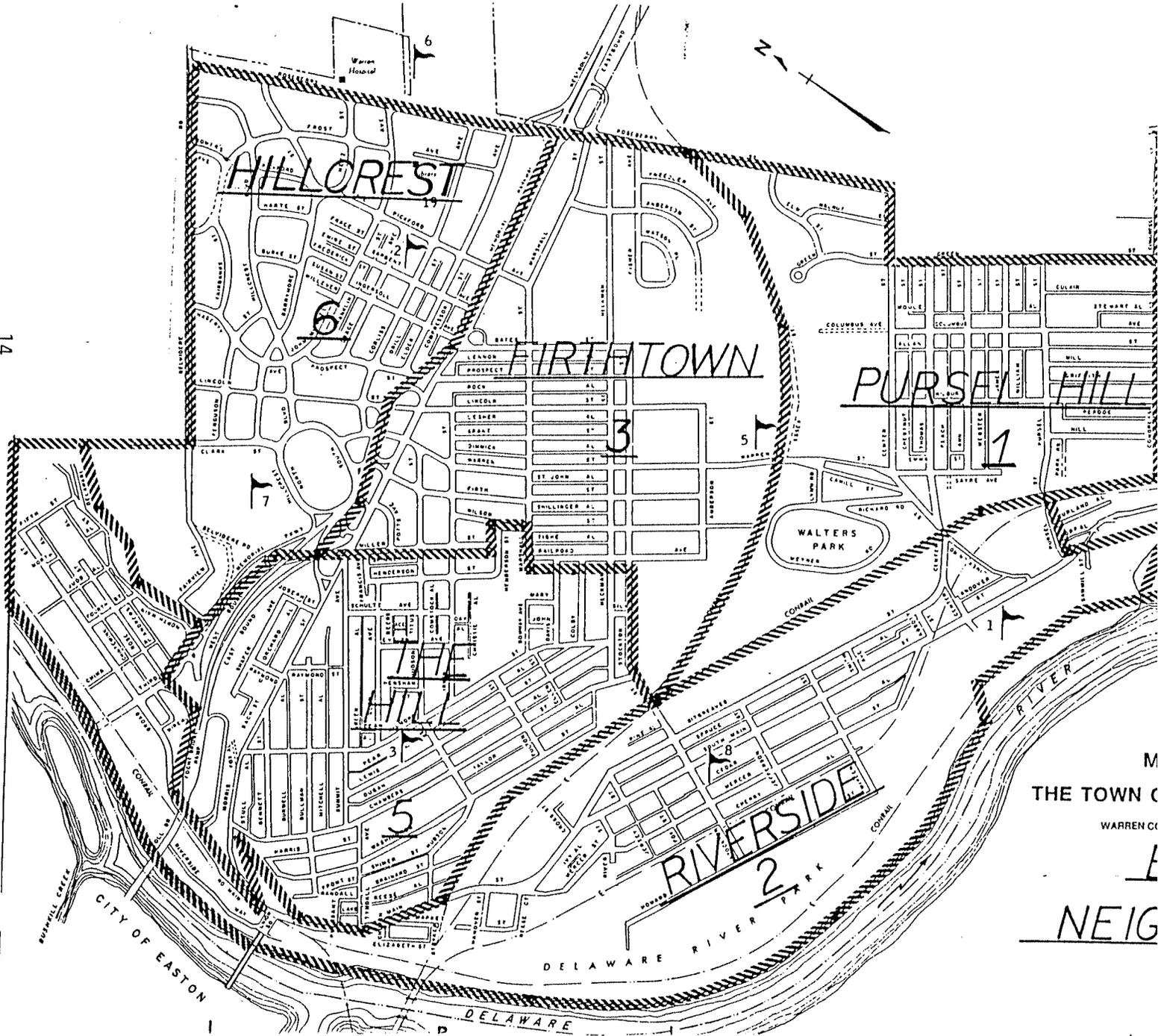
Phillipsburg's first important period of growth began with the building of railroads and canals. Because Phillipsburg was within easy reach of anthracite coal mines, the pig-iron furnaces of eastern Pennsylvania, and markets in New York and Philadelphia, the town was well located for manufacturing enterprises. Phillipsburg offered convenience, good labor conditions, access to raw materials and expeditious means of transporting finished products to market. The Industrial Revolution had come to Phillipsburg, and it responded.

Its

River at its West Easton factory. J. T. Baker, another industrial landmark, moved here from College Hill, Easton. In 1941 it became a division of the Vick Chemical Company and it is now the Richardson-Merrell Corporation. These industries, among others, remain a vital part of the town today. They present residents with the same convenience and good employment opportunities that were sought during the beginning of the Industrial Revolution and helped to develop the Town into the thriving community that it is today.

B. Neighborhoods

There are several neighborhoods that, when combined together, constitute the Town of Phillipsburg. The neighborhoods are vastly distinct entities because of factors such as age, income status and topography. Because of their uniqueness, they will be discussed separately throughout this plan. A few smaller neighborhoods have been grouped together for the convenience of this plan. These neighborhoods are 1-Pursell Hill, 2-Riverside, 3-Firthtown, 4-Heights, 5-Phillipsburg Hill and 6-Hillcrest. These neighborhoods will be further examined and are shown on the map of neighborhoods (Map B-1). For



M
 THE TOWN C
 WARREN CC
 NEIG

There are no apartment complexes in this neighborhood. On the whole there is no pattern of inadequacies with the housing stock on Pursell Hill. Besides satisfactory housing stock, the neighborhood has an attractive 23 acres park with a public Olympic size pool. A practically new elementary school with much open space available for athletic activity is directly adjacent to the Pursell Hill area.

2. Riverside

The Riverside neighborhood is the oldest of the six neighborhoods and is comprised of an area once known as "the flats" and an area known as the Northend. Most of the homes in this neighborhood have been built before 1940. Many of these structures are experiencing some type of deterioration. Riverside hosts Phillipsburg's traditional central business districts. At one time it boasted a large retail section, but due to competition from surrounding shopping malls, many have closed. A core of 25 to 30 stores remain open. In addition, there is a vibrant professional community along South Main from Union Square to Hudson Street.

It includes two senior citizen apartment complexes, the Phillipsburg Housing Authority, and the Village Apartments. Firthtown hosts the public middle school, major stores and restaurants along Memorial Parkway, the Armory, and some business firms such as McGinley Mills and New Jersey Central Power & Light.

4. The Heights

The Heights neighborhood includes the areas known as Valley View, Camaron-Heights, Steel Hill, and Delaware Heights. It is an area where the majority of the homes were built after 1940. These units are in good condition. The greater percentage of the homes within this neighborhood are owner-occupied. This area is equipped with a new elementary school which has grounds available for different types of sports activity. The South Gate and Ridge Apartments are located in the Heights.

5. The Hill

The Hill neighborhood is the second

there is little to no room available for new development. This area has one elementary school, several convenience stores and provides residents with easy access to Route 22.

6. Hillcrest

The Hillcrest neighborhood is considered by the residents of the Town to be the most exclusive of all the six neighborhoods. It is the area where the greatest percentage of housing units are owner-occupied, and this area has the highest housing values. This area is the home of the Town's public high school, an elementary school and also the Town's public library and Municipal Building. The Fairview Apartments and the Corliss Apartments are located in this neighborhood. There is a convenient shopping center areas walking distance from Hillcrest.

C. Demographics

1. Population

It is apparent from studying the Census

1980

<u>Age</u>	<u>Number</u>	<u>Percent</u>
Under 5	1109	7
5 to 14	2434	15
15 to 24	2928	18
25 to 34	2348	14
35 to 44	1628	10
45 to 54	1734	10
55 to 64	2043	12
65 to older	2423	14
total persons	16647	100
median	32.7	

Source: 1980 Census of Population

Inversely related the State increased in population in 1960 from the amount of 6,066,782 to 7,168,164 in 1970 and in 1980 the figure rose to 7,365,011. Thus, although the State is marked as a growing entity, Philllipsburg's population has been steadily dwindling with each passing decade since 1960.

Phillipsburg, however, was 32.7 years. (Look to Table D-1 for further examination) It should be noted that when compared to the 1970 Census data, the elderly population and the 5 to 14 age group for 1980 have both declined in size although not significantly.

Reviewing the total residents of the town, roughly 54 percent were female. The largest percentage of total female residents fell between the 45 to 54 age range. This pattern held true for all neighborhoods except for the Riverside and the Hillcrest neighborhoods where the largest percentage of females concentrated between 35 to 44 years old and 65 to 74 years old, respectively.

3. Racial Composition

According to the 1980 Census, the population contains approximately 3.5 percent non-white persons. This figure had increased by nearly 2.5 points since 1970. In 1970, the State of New Jersey had over 11 percent of total non-white persons in their population. In 1980, New Jersey's non-white population increased to roughly 17 percent.

increase from 1970 when 49.4 percent of the families were one or two persons. This is consistent with the trend toward multi-family housing in the last decade. These tendencies are also reflected in the fact that as of 1980, 73.3 percent of all the dwelling units had less than 4 people in them; 25.3 percent had one person and 31.2 percent had only two people. Only 11.8 percent of the housing units had 5 or more people living in them.

Overcrowding is usually related to those situations where the occupancy is greater than one person per room. There were 53 dwelling units that had a level considered to be overcrowded in 1980, as shown on Table D-2. That represented roughly 1.4 percent of the occupied housing stock.

5. Household Income

Table D-3 shows the household incomes for the Town. It indicates that the median income in 1980 was \$15,396. The regional median income was \$24,299. Using the regional median for purposes of low and moderate income calculations within the Town, approximately 1527 households fell in the moderate income category (80 percent of median) of

Table D-2

Household Size Characteristics

1980

Persons/Unit

	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>
#Units	1576	1945	1051	931
% of units	25.3	31.2	16.8	14.9

1980

Persons/Room

	<u>1.00 or less</u>	<u>1.01 to 1.50</u>
#Units	3723	49
%People/Room	98.6	1.3

Source: 1980 Census

	<u>Number</u>	<u>Percent</u>
Total Households	6221	100.0
Less than \$5000	850	13.7
\$5000 to \$7499	498	8.0
\$7500 to \$9999	610	9.8
\$10000 to \$14999	1064	17.1
\$15000 to \$19999	1083	16.7
\$20000 to \$24000	924	14.9
\$25000 to \$34999	821	13.2
\$35000 to \$49999	321	5.1
\$50000 to more	98	1.5

Income in 1979 below Specified Poverty Level

Percent of persons for whom poverty status is determined

Below 75 percent of poverty level.....	5.8
Below 125 percent of poverty level.....	13.6
Below 150 percent of poverty level.....	18.5
Below 200 percent of poverty level.....	31.8

of low and moderate income households was 63.8 percent.

6. Employment

In 1980, 80.7 percent of residents were wage and salaried employees of private industry, another 3.7 percent were either self-employed or unpaid family workers, and 15.6 percent were government employees.

As to the type of industry in which people were employed, over three-fourths were employed in manufacturing (43.6 percent), professional services (15.2 percent), retail trade (13.2), and public administration (5.6 percent). The rest of the fields ranged from agriculture (0.4 percent) to transportation (4.7 percent) and accounted for the final quarter of the jobs represented. These breakdowns are illustrated in greater detail on Table D-4.

Industry	Number	Percent
AGRICULTURE		
Construction	290	4.3
Manufacturing	2939	43.6
Transportation	319	4.7
Communications	178	2.6
Wholesale Trade	198	2.9
Retail Trade	888	13.2
Finance / Insurance / Real Estate	179	2.6
Business / Repair Services	153	2.3
Personal / Entertainment / Recreation	169	2.5
Professional Services	1032	15.2
Health	476	(46.1)
Education	379	(36.7)
Other	177	(17.2)
Public Administration	375	5.6
Total	6752	100.0

Employed Persons by Class

Class	Number	Percent
Private Wage & Salary	5447	80.7
Government	1050	15.6
Self-Employed	245	3.6
Unpaid Workers	10	0.1
Total	6752	100.0

Source: 1980 Census

LAND USE ELEMENT

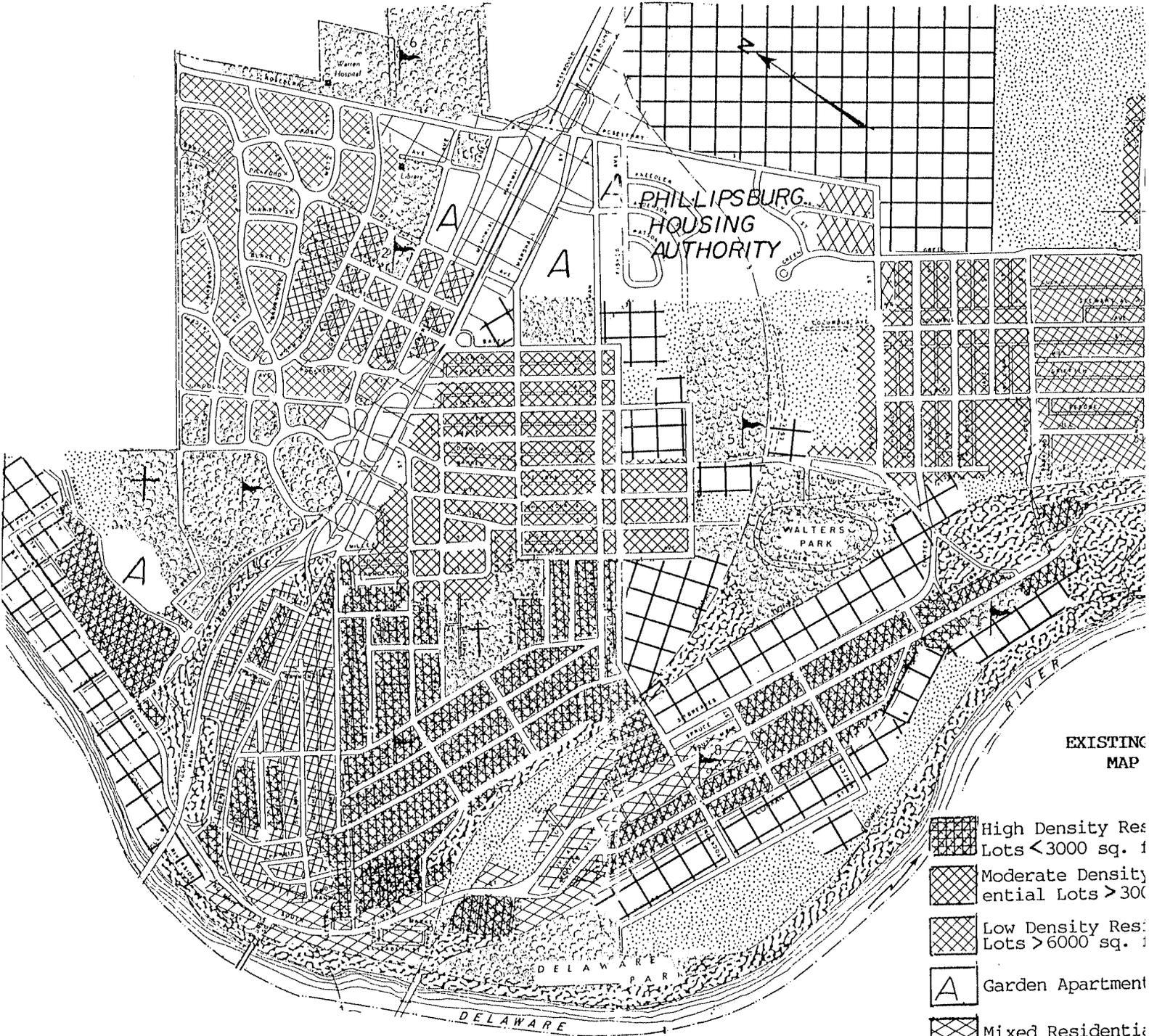
- A. Existing Land Use
- B. Land Use Issues
- C. Land Use Objectives and Recommendations.

comprising 45 percent of the Town's 3.2 square miles. The neighborhoods vary greatly in terms of age, density, and demographics.

As can be seen on the Existing Land Use Map (Map L-1), residential neighborhoods are found throughout the Town.

The most densely populated areas are those that include Phillippburg's various apartment complexes, including the residences operated by the Phillippburg Housing Authority. In these complexes, densities are greater than twenty units per acre, however, most of the complexes are less than 50 years old and were design to accommodate high density. As a result, there are few land use problems associated.

The next most intensively developed residential areas are Phillippburg's oldest. The Riverside neighborhood and the Hill neighborhood developed during a time when lots were laid out in 25 X 100 ft. parcels and attached homes were constructed. Parcels fronted on public streets and generally had access to a rear alley. Side yard set-backs ranged from 0 to 5 ft., and front yards from 0 to 15 feet. Public parks and driveways were not included in subdivision design. Many accessory



EXISTING MAP

-  High Density Res:
Lots < 3000 sq. ft.
-  Moderate Density Res:
Lots > 3000 sq. ft.
-  Low Density Res:
Lots > 6000 sq. ft.
-  Garden Apartment
-  Mixed Residential:
Business

Neighborhoods with a more moderate density, between 7 and 14 dwelling units where parcels were typically laid out in 50 ft X 100 ft lots, developed in the areas now known as Firthtown (eastern portion), Pursel Hill, Delaware Heights, Valley View, and Ingersoll Heights. These areas were generally developed in the early and mid 20th century.

Areas considered low density neighborhoods are in Hillcrest, where lots were typically laid out in 75 X 100 ft. parcels, and the southern portion of Pursel Hill. Densities here are less than eight dwelling units per acre. These neighborhoods were designed to accommodate the automobile. They have front yards typically larger than 20 feet and setback greater than 10 feet.

2. Commercial Areas

Commercial (including retail, services, and small wholesale businesses) establishments have developed in two areas and in older residential neighborhoods.

The neighborhood businesses are primarily scattered throughout the Riverside neighborhoods, the Hill, and to a lesser degree in Firthtown and

typically found with the establishment.

The largest and only exclusive commercial area has developed along US Rt. 22 (Memorial Parkway) and the collector streets which intersect it. These businesses were primarily developed in the past few decades. The businesses include a large food store, bowling alley, several auto service and part stores, mixed retail and service businesses, and several fast food restaurants. Along Roseberry Street near Warren Hospital, several medical offices have developed. These businesses are dependent on customers who travel by auto, including thru traffic. Lots include off-street parking lots and are generally set off the highway by twenty-five feet.

Commercial establishments along South Main Street comprise the second concentrated business district however, this district also includes many residential units above the first floor store fronts. This is Phillipsburg's original business district with its origins in the 19th century. Stores typically have 25 ft. of frontage and are 30 ft. to 50 ft. deep. Shops are dependent on on-street parking and publically owned parking lots. There are two concentrated areas along South Main Street. The first stretches from Union

3. Industrial Areas

Phillipsburg itself is a product of the industrial revolution of the late 19th century. It has several industrial areas as well as large single occupant industrial facilities (Ingersoll, J.T. Baker, Atlantic States). The industrial areas and plants occupy approximately 308 acres which is 16 percent of the Town's land area.

There are two areas where smaller industries have clustered. One is located along Broad Street and another along Howard Street. There are also several small plants scattered throughout the Town. Phillipsburg's top industrial employers are: Ingersoll Rand (1000 employees), J.T. Baker Chemical (900 employees), Journal of Commerce (280 employees), Atlantic States (275 employees), and Zappa Plastics (200 employees).

Nearly all of the industrial areas are among residential neighborhoods. The exception are portions of the Ingersoll Facility and the J.T. Baker plant. This pattern is typical of older industrial towns where workers walked to the job.

acres) or 6 percent of the Town's area. These institutions and services are typically oriented toward their particular neighborhood. When they centrally serve the whole town they tend to be located along major collector and arterial roads.

Recreation areas in Phillipsburg range from large multi-purpose parks to small neighborhood playgrounds. Neighborhood facilities are found throughout the Town. There are two principal parks. The older Walters Park, hosts a running track, tennis courts, ball fields, and the Town pool. And the newer, Delaware River Park, which host ball fields, a running track, and tennis courts. In addition to playgrounds and parks, is the Firth Youth Center which is an indoor facility that hosts game rooms, basketball courts, weight rooms, and art and craft programs. Recreation areas comprise approximately 50 acres of property in Phillipsburg. This is 2 percent of the land area.

5. Vacant - Undevelopable Areas

Vacant, undevelopable areas are those vacant lands that would be unlikely and undesirable to develop for environmental reasons, such as flood plains and steep slopes or for physical reasons such as

provide visual diversity and visual pleasure throughout the Town.

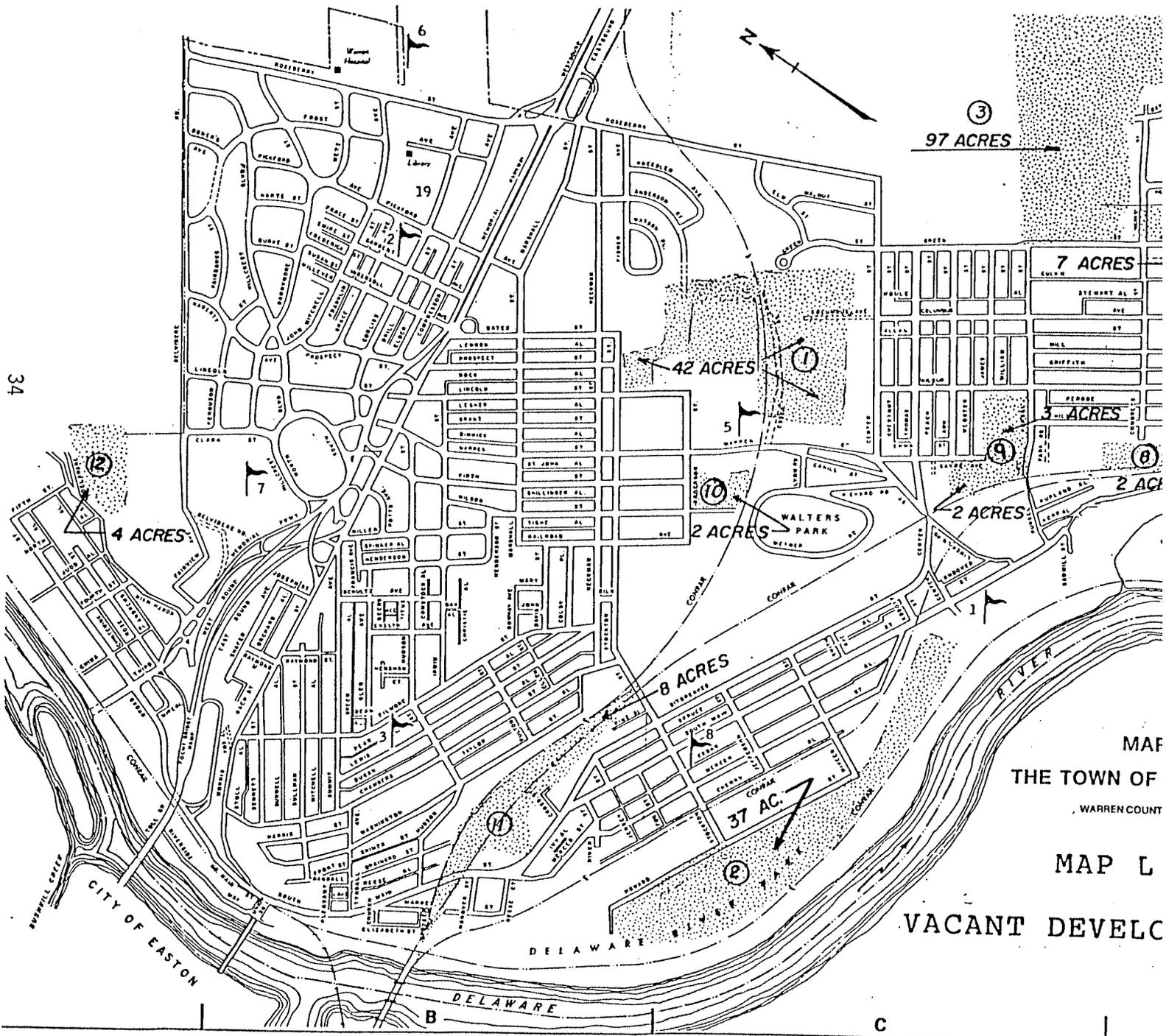
The areas dedicated to railroad right-of-ways and highways have divided the Town and serve to define many of its neighborhoods.

6. Vacant - Developable

Parcels classified as vacant/developable are greater than one acre in size, have slight or moderate slopes, and are not in a flood plain. There are approximately 177 acres of developable property. This is 9 percent of Phillipsburg land area.

Of the 12 vacant developable lots remaining in Phillipsburg only five have not been the subject of recent subdivision or site plan applications. Together the areas without proposals comprise 144 acres of land. In addition, only 5 parcels are greater than 10 acres in area. Map L-2 shows the location of vacant developable property.

The two largest remaining parcels without proposals pending include the 97 acre parcel, owned by Ingersoll-Rand, found along the south



MAP
 THE TOWN OF
 WARREN COUNTY
 MAP L
 VACANT DEVELOPABLE

The high density of housing units in some areas of town, specifically the Riverside neighborhoods and the Hill, have become a problem with respect to traffic, parking, and accelerated deterioration of structures.

These areas have always had high density, but the trend of allowing single family to multi-family conversions coupled with modern lifestyles (such as multiple auto ownership) has amplified the problem. In addition, there has been a shift from owner-occupied units to renter-occupied units causing the population to be more transient. This condition has diminished the "pride in ownership" appearance that has been the hallmark of the neighborhoods where residents consider themselves to be permanent residents.

2. Deterioration of the South Main Street Business Areas

Like many older communities, Phillipsburg's traditional "downtown" has diminished over time due to competition from shopping centers and the changing shopping patterns of the people. At the same time and partially due to the changing shopping patterns, owners of former commercial buildings have found it advantageous to convert

3. Nuisances Created by Heavy Manufacturing Plants
Adjacent to Residential Areas

Odors, smoke, truck traffic and other pollutants from older manufacturing plants have caused problems for residents living near the plants.

4. Lack of Land Available for Future Development

Only 9 percent of the Town of Phillipsburg's land area is developable. See vacant property map (Map L-2). This restricts the Town's ability to meet its goals through new development and puts a heavy burden on re-development for the future. Remaining vacant developable land should be zoned so that its development is its highest and best use and should discourage uses which burden the public.

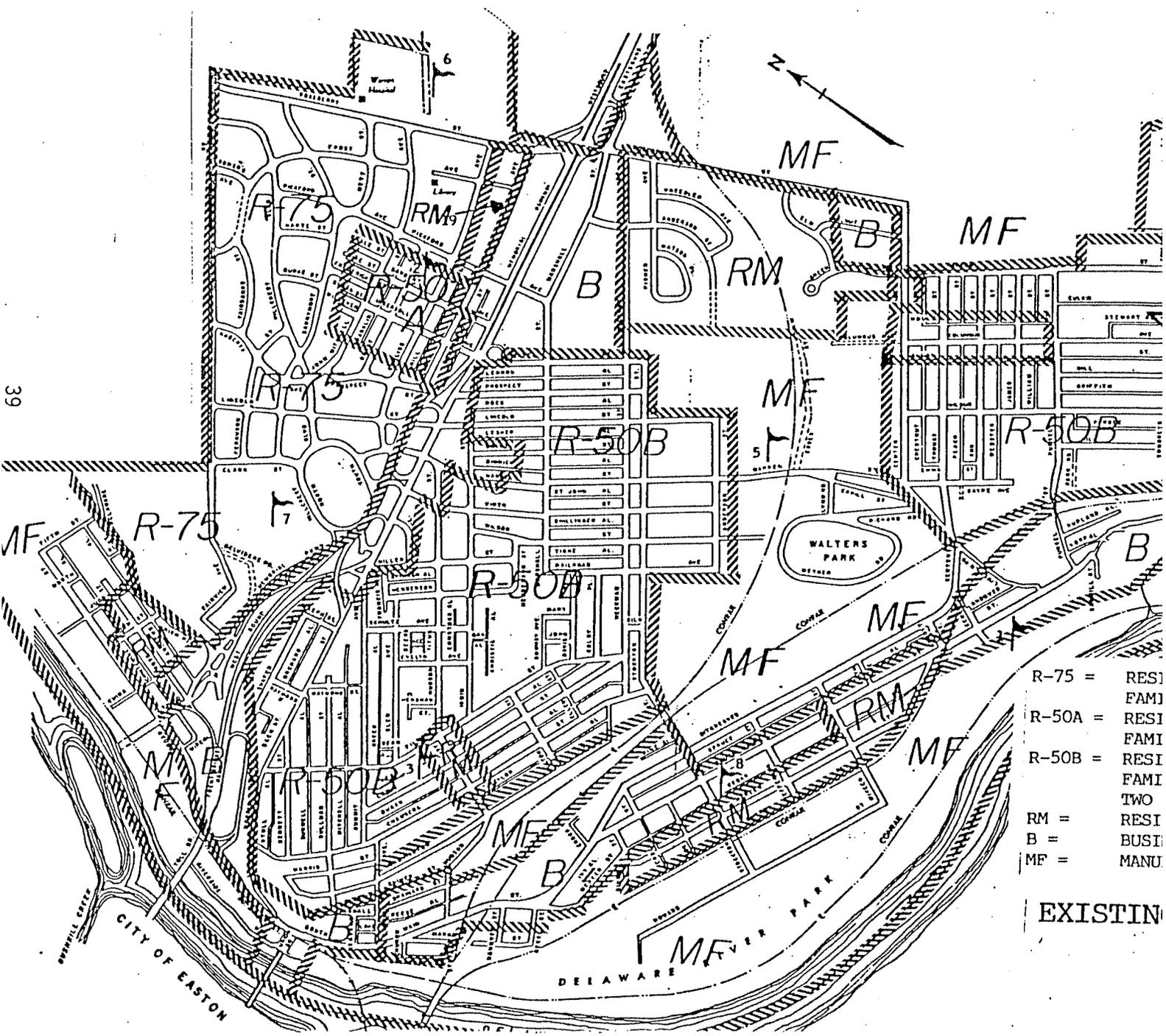
5. Encroachment onto Undevelopable Property

Because of the lack of available developable property and because there is such a demand for development, many of Phillipsburg's steep slopes and ridges will be considered for construction. If not done properly, problems may occur with

Because the Zoning Ordinance has not been significantly revised in 30 years and because many exceptions have been granted, the Ordinance no longer reflects existing conditions or expected near term development. This situation creates a high number of variance requests.

7. Land Development Ordinances are in need of revisions.

Because ordinances have not been comprehensively revised in over 30 years, the ordinances are often self conflicting, conflicting with the N.J. Municipal Land Use Law, and conflicting with modern planning standards. The situation has created problems in the administration of land use and development of Phillipsburg which subsequently has created land use problems.



- R-75 = RESI
FAMI
- R-50A = RESI
FAMI
- R-50B = RESI
FAMI
TWO
- RM = RESI
- B = BUSI
- MF = MANU

EXISTIN

associated with planned multi-family developments.

Recommendation 1a. - remove the R-50B designation to discourage the conversion of single family homes to multi-family homes. Create one R-50 zone in which new multi-family developments would require a use variance, unless they meet the Planned Unit Development that is proposed.

Recommendation 1b. - remove the RM zone from Columbus Avenue, Hudson Street, and the Riverside neighborhoods to discourage additional multi-family development.

Recommendation 1c. - increase parking requirements for two-family units from 1.5 to 2 per unit, and for multi-family from 1.3 to 1.75 per unit. Allow senior citizen multi-family developments 1.3 per unit.

Recommendation 1d. - develop a program of incentives and restrictions that would encourage the development of off-street parking areas on existing developed property, preferably that front on alleys.

Recommendation 1e. - for single family homes allowed to convert to two family and multi-family

Street to McKeen Street as a mixed use Central Business District, maintaining each section's unique attributes.

Recommendation 2a. - change the "B" Zone between Union Square and Hudson Street to a new "p" zone (professional zone) with restrictions and incentives which maintain the professional office atmosphere of the area. These "p" Zone restrictions should show consideration for the historic nature and unique architecture of the area.

Recommendation 2b. - site and establish a public parking area between Union Square and Pleasant Avenue to serve offices of the area.

Recommendation 2c. - restrict first floor residential apartments from being a permitted use in the proposed "p" Zone and existing "B" Zone so that conversion and erosion of the business base is abated.

Recommendation 2d. - to encourage business activity in the Central Business District. General businesses in residential neighborhoods should be restricted. A more conservative

business location. Business development loan programs should continue.

Land Use Objective #3 - Reduce conflicts between residential and industrial uses.

Recommendation 3a. - a Light Industrial Zone should be created in the industrial areas of Howard, Broad, and Stockton Streets. The area between Stockton Street and the Conrail Line should be zoned for a Light Industry Zone where uses are less likely to conflict with residential use.

Recommendation 3b. - Setbacks, odor, smoke, noise, and other operating criteria listed in the Zoning Ordinances for MF Zones should be revised and updated to modern standards. A separate noise ordinance should be incorporated in the Town Code.

Recommendation 3c. - a Signage Program directing truck traffic to major freight centers should be instituted by the Public Works Department under the direction of the Municipal Engineer.

Recommendation 3d. - a truck route ordinance should be established to restrict truck traffic in

density residential zones.

Recommendation 4a. - allow neighborhood businesses as a permitted use in the proposed R50 Zone.

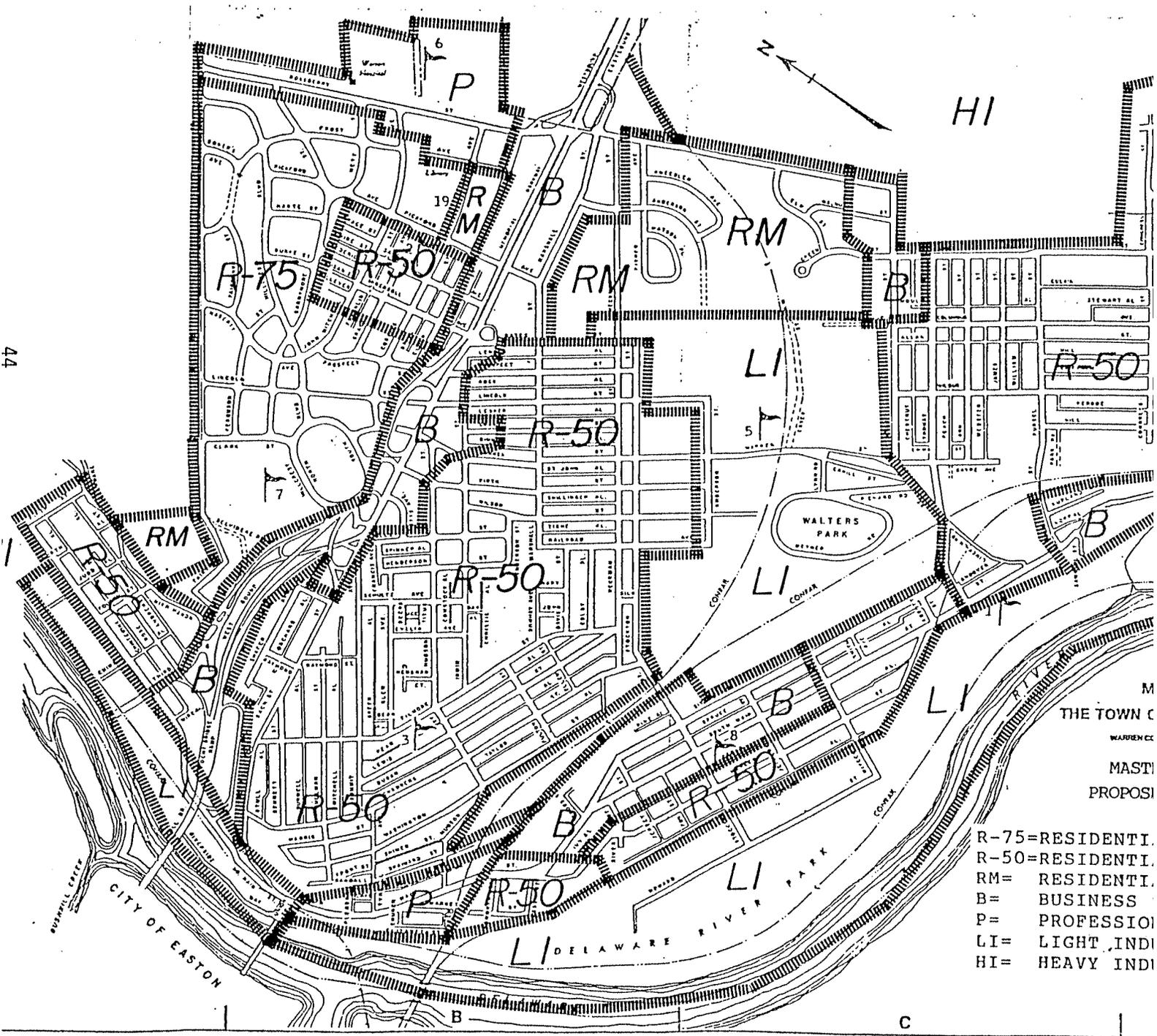
Recommendation 4b. - Neighborhood stores should be allowed to have time limited parking spaces in front of their establishments during operating hours.

Land Use Objective #5. - Amend the Zoning Map to better reflect existing considerations and the highest and best uses as proposed in Map L-4.

Recommendation 5a. - the "B" Zone along Brainard and Randall Streets should be changed to proposed R-50 Zone. The "B" Zone along Carpentersville Road should be change to R-50. The "B" Zone along Sitgreaves Street should be changed to R-50.

Recommendation 5b. - the industrial/commercial uses at the corner of Warren and Anderson Streets should be changed from Residential to the proposed Light Industrial Zone.

Recommendation 5c. - the R-75 Zone should allow as a permitted use of professional offices that front on Roseberry Street.



- R-75=RESIDENTI.
- R-50=RESIDENTI.
- RM= RESIDENTI.
- B= BUSINESS
- P= PROFESSIONI
- LI= LIGHT INDI
- HI= HEAVY INDI

undevelopable land (steep slopes, wetlands, and flood plains) from environmentally damaging development.

Recommendation 6a. - adopt special criteria for development on slopes in the land development ordinance. Criteria should protect erosion, structural stability, and hillsides that are aesthetically pleasing.

Recommendation 6b. - adopt special provisions in the Zoning Ordinance for development in flood plains and wetlands to protect environmental quality and minimize flood damage.

Recommendation 6c. - purchase conservation easements in privately held property designated as undevelopable in Map L-3.

Land Use Objective #7. - encourage major vacant developable lands to develop their highest and best use in ways that most benefit the Town of Phillipsburg.

Recommendation 7a. - the vacant areas shown as #1, 2, and 10 on Map L-2 should be zoned exclusive light industrial.

R-75.

Recommendation 7d. - multiple Family Dwelling Groups should change to a Planned Residential Unit Development provision, which would accommodate condominium proposals. The PRUD should be allowed in any residential zone.

Recommendation 7e. - create a Planned Industrial Unit Development provision to accommodate industrial park proposals, which seek to relax setbacks, density uses, coverage, and nuisance requirements within the park.

Land Use Objective #8 - Update Land Development Ordinance to improve their efficiency, usefulness, and effectiveness.

Recommendation 8a. - a Planning Board sub-committee should be formed to review changes in land development ordinances. Land Development Ordinances should be reviewed and recommendations should be made to Town Council.

HOUSING ELEMENT

- A. Housing Inventory, Projection, Fair Share Analysis
- B. Housing Issues
- C. Housing Objectives and Recommendations

Age - Of the total year-round housing units reflected in the 1980 census, approximately 74 percent of the homes were built prior to 1940. During the following four decades the number of houses that were built steadily declined with no houses being built in the Riverside area since 1950 and only six houses being built on the Hill area since 1960.

Of the six different neighborhoods, 90 percent of the homes located in Riverside and 91 percent of the homes on the Hill were built before 1940. On the other hand, only 40 percent of the homes existing in Hillcrest and 35 percent of the homes existing in the Heights were built before 1940. As expected the Riverside areas and the Hill are experiencing greater problems with their physical structure. Table H-1 shows the census data on the Age of Housing Units.

Conditions - The data on year-round housing units having complete plumbing, kitchen facilities, and central heating reveal a reoccurring pattern within the six neighborhoods. The Riverside, Firhtown, and Hill neighborhoods appear to be the most deficient in all three of the measures surveyed whereas the Hillcrest, Pursel Hill and

Table H-1

Age of Housing Units

<u>Year Structure Built</u>	<u>Total</u>	<u>N1</u>	<u>N2</u>	<u>N3</u>	<u>N4</u>	
Year-round housing units	6,574	719	1,433	1,176	748	1
1970 to March 1980	5.9	5.7%	-0-%	15.0%	16.6%	
1940 to 1969	28.4%	42.1%	19.9%	27.6%	51.9%	10
1939 or earlier	65.7%	52.2%	80.1%	57.3%	31.5%	88

Sources: 1980 Census

Neighborhoods

N1 - Pursell Hill

N2 - Riverside

N3 - Firthtown

N4 - Heights (Delaware, Cameron, Valley View)

N5 - Hill

N6 - Hillcrest

Hillcrest area has 98 percent of the year-round housing units equipped with complete plumbing facilities. The Riverside neighborhood which has the highest percentage of older homes, 90 percent, also has the highest percentage of inadequate facilities in all three categories of plumbing, kitchen, and central heating.

Value - Table H-3 shows the housing values for owner-occupied units as reported in the 1980 census and in recent surveys. The median value of owner-occupied units was \$98,342.

According to a current survey done by the Phillipsburg Department of Planning & Development for the Town of Phillipsburg, 1988 values are significantly higher than 1980. Table H-3 compares the 1980 values with the average value during the survey period. The average percentage increase in sale price from an owner-occupied unit in 1980 compared to present was 265 percent. The highest percentage increase occurred in the Pursel Hill neighborhood where an owner-occupied unit sold for approximately \$26,800 in 1980 and now sells for, on the average, \$115,969 which is 315 percent increase. The lowest percentage increase

Table H-2

Year-round Housing Units Having Complete Plumbing and Kitchen
Facilities, Central Heating and Air Conditioning

<u>Neighborhoods</u>	<u>Plumbing</u>	<u>Kitchen</u>	<u>Centr</u>
1	98%	98.6%	9
2	49%	94.3%	9
3	91%	99.0%	9
4	94%	100%	9
5	70%	97.5%	9
6	98%	100%	9
<u>Total</u>	97%	98%	9

Sources: 1980 Census

Neighborhoods

N1 - Pursell Hill

N2 - Riverside

N3 - Firthtown

N4 - Heights (Delaware, Cameron, Valley View)

N5 - Hill

N6 - Hillcrest

Table H-3

Owner-Occupied Housing Units Average Sales Value

<u>Neighborhood</u>	<u>1980</u>	<u>4/87 - 3/88</u>	<u>Percent Increase</u>
1	\$36,800	\$115,969	315%
2	\$23,500	\$ 56,679	241%
3	\$32,500	\$ 80,100	246%
4	\$39,300	\$114,872	292%
5	\$29,000	\$ 69,762	240%
6	\$62,000	\$152,664	246%
Average	\$37,183	\$ 98,342	265%

Sources: 1980 Census

1988 Department of Planning and Development Survey

Neighborhoods

N1 - Pursell Hill

N2 - Riverside

N3 - Firthtown

N4 - Heights (Delaware, Cameron, Valley Veiw)

N5 - Hill

N6 - Hillcrest

contract gross rent was \$217. Less than 13 percent of rental units were priced above \$300 per month gross rent. More than 40 percent were below \$200 per month. Table H-4 shows rental data for 1980.

In a survey of advertised rental units in the first half of 1988, the average monthly rent for a one bedroom apartment was \$414, a two bedroom was \$457, and two, three, and four bedroom homes were \$584, \$668, and \$638 respectively. Table H-5 shows the results of the survey.

Comparing these numbers with 1980, one can infer that the number of rental units renting for less than \$200 per month dropped from 40 percent in 1980 to 0 percent in 1988, and the number of units renting above \$300 per month rose from 13 percent to 100 percent. The average gross contract rent increased from \$217 to \$484.

Occupancy Characteristics & Type - The greatest percentage of housing units were the Hill, Firthtown and Riverside neighborhoods.

In an independent survey done by the Department of Planning and Development to measure the change in housing ownership from 1978 to 1988, it was found

Less than \$60	162	6.7
\$60 to \$79	149	6.1
\$80 to \$99	85	3.5
\$100 to \$119	42	1.7
\$120 to \$149	140	5.8
\$150 to \$169	124	5.1
\$170 to \$199	310	12.8
\$200 to \$249	473	19.5
\$250 to \$299	546	22.5
\$300 to \$399	291	12.0
\$400 to \$499	15	.6
\$500 or more	6	.2
No cash rent	84	3.5
Total	2,427	100
Median Value	\$217	

Source: 1980 Census

Table H-5

1988 Average Cost of Advertised Rental Units by Number of Bedrooms

Advertised Rent Cost	1 Bedroom Apartment	2 Bedroom Apartment	2 Bedroom Home	3 Bedroom Home
	# Units	# Units	# Units	# Units
\$300 - \$349	2			
\$350 - \$399	12	1		
\$400 - \$449	13	7		
\$450 - \$499	10	20		
\$500 - \$549	1	2	3	
\$550 - \$599			4	
\$600 - \$649			4	
\$650 - \$699			2	4
\$700 or more				
Total	\$ 38	\$ 30	\$ 13	\$ 4
Average	\$414	\$457	\$584	\$668

Average of all apartments 484

Source: 1988 Survey of Apartments Advertised - 1/88 - 6/88

55

had a 2 percent increase in ownership. Overall, there was a 3 percent decrease in owner-occupied housing from 1978 to 1988. (See H-6).

Of all occupied units in 1980, 63 percent were detached, single family dwellings. Considering all of the neighborhoods, Hillcrest, the Heights and Pursel Hill had the highest percentage of detached, single family homes - 94.2, 94.0, and 70 percent, respectively. Over 28 percent of all housing units were single family attached with the highest percentage of these homes in the Riverside, Firthtown and Hill neighborhoods. These numbers have not changed significantly since 1980. Table H-7 shows the 1980 figures for types of units.

More than 1.0 person per room is the overcrowding index. Of all occupied housing units in the 1980 Census, a total of 98.6 percent of the units in Phillipsburg had 1.0 person per room or less. Only 1.3 percent of the housing stock had between 1.01 and 1.50 persons per room, and finally .1 percent (or 4 total housing units) had 1.51 or more persons per room. Table H-7 shows the persons per unit in 1980.

Table H-6
Change in Housing Ownership from 1978 to 1988

<u>Neighborhood</u>	<u>owner-occupied</u>	<u>renter-occupied</u>	<u>owner-occupied</u>	<u>renter-occupied</u>
N1	83%	17%	85%	15%
N2	77%	23%	73%	27%
N3	93%	7%	85%	15%
N4	93%	7%	94%	6%
N5	79%	21%	77%	23%
N6	96%	4%	93%	7%
<hr/>				
Total	84%	16%	81%	19%

Source: 1988 Department of Planning Study on Housing Ownership based on sampled blocks to
 Based on a survey of 679 Parcels distributed even throughout Town.

Neighborhoods

- | | |
|------------------|---|
| N1 - Purse1 Hill | N4 - Heights (Delaware, Cameron, Valley View) |
| N2 - Riverside | N5 - Hill |
| N3 - Firthtown | N6 - Hillcrest |

Table H-7

Types of Units as a percent of Total Units

	<u>Totals</u>	<u>1</u>	<u>2</u>	<u>3</u>
1 family detached	63.3	70.0%	38.2%	63.8%
1 family attached	28.6	28.6%	51.6%	29.2%
1 family	6.5	6.5%	8.0%	5.9%
3 and 4 families	1.1	-----	1.1%	1.1%
5 or more families	.4	-----	1.1%	-----
Mobile Home	.1	-----	-----	-----

Source: 1980 Census

Neighborhoods

- 1 - Purse1 Hill
- 2 - Riverside
- 3 - Firthtown

- 4 - Heights (Delaware, Cameron, Valley
- 5 - Hill
- 6 - Hillcrest

Table H-8

1980 Persons/Unit

<u>Number of Persons/Unit</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>
<u>Number of Units</u>	1,576	1,945	1,051	931
<u>Percent of Units</u>	25.3	31.2	16.8	14.9

1980 Persons/Room

<u>Number of People/Room</u>	<u>1.00 or less</u>	<u>1.01 - 1.50</u>
<u>Number of Units</u>	3,723	49
<u>Percent of People Per Room</u>	98.6	1.3

Source: 1980 Census

In considering the buying power of low and moderate income households, assuming the selling price of a home would be two times the household income to be affordable, homes selling for \$15,396 or less would be affordable to low income households and those homes selling for \$24,634 would be affordable to moderate income households. The data from 1980 shows that roughly 52 units would be available for purchase by low income households if on the market and nearly 810 additional units would be accessible for purchase by moderate income households. Based on these numbers, it could be assumed that 1.6 percent of homes sold in 1980 were affordable to low income people and 24.5 percent were available to moderate income people.

In 1988, affordability of home buying as eroded completely for low and moderate income people.

According to data from the U.S. Department of Housing and Urban Development, the median income for a two person family household was \$13,280 and the moderate income for two person family household was \$21,248. Thus, assuming the sale price of a home would be two times the household income to be affordable, homes selling for \$26,560

neighborhoods. Even the four person family with a moderate income of \$26,560 would not be considered able to purchase any of the homes in the six neighborhoods. Comparing 1980 and 1987-88 selling values and incomes indicated that the percentage of homes sold that are affordable to low income people dropped from 1.6 percent to 0 percent and for moderate income people from 24.5 percent to 0 percent.

In reviewing the prospective rental units, assuming the rent level can be 30 percent of the household income to be affordable, a monthly rental payment of \$192 or less would be accessible to a low income household while those having a moderate income would be able to afford rental payments ranging from \$192 to \$308 per month.

Relating the data from 1980, it may be estimated that 1001 units would be affordable to low income households and an additional 1096 units were within the financial limits of moderate income levels. Based on these figures it could be assumed that 40.6 percent of the units rented during 1980 were affordable to low income people and 44.4 percent were affordable to moderate income people.

Phillipsburg is about \$414. Five percent of the one bedroom apartments in the survey fell on or below the \$332 limit. The average moderate income two person family could afford a monthly rental fee of \$531.20. The survey shows that all one bedroom and two bedroom apartments were affordable to moderate income families.

For larger families, rental units continue to be affordable. The moderate income family of four would be able to afford an estimated \$664 monthly rental payment. The data shows that the average rental cost for a four bedroom homes is \$638. Deducting from these facts, most of the four bedroom homes were accessible to the moderate income family of four. In fact, over 70 percent of the homes in the survey fell within the affordability range for the four person moderate income families. In conclusion, low income affordability in the private market is difficult to find. For moderate income families opportunities exist.

The 1988 Survey did not account for the number of units subsidized for low and moderate income persons, and they must be considered. When reviewing the data, it is seen that there are 912 total units that make up all of the housing

families. The next largest percentage of the housing assistance units is the Phillipsburg Section 8 Program which consists of 210 units and covers 23 percent of the total units. The final two programs, the Warren County Section 8 Program and the Warren County Modern Rehabilitation Program, make up 5 percent and 8 percent of the total units, respectively. These units together compromise approximately 34.7 percent of the rental units in town given the 1980 figures. See Table H-9 for the breakdown of subsidized units in Phillipsburg.

The above information indicates that Phillipsburg like the rest of New Jersey, has seen a housing cost rise beyond what is affordable for low and moderate income people. Since 1980, the opportunity for a low income and moderate income family to purchase a home has changed from being possible to being impossible. For a low income family the chance of renting an apartment has changed from being possible to being impossible without some kind of rental subsidized. The opportunities for renting a home for moderate income families has changed from good to fair,

Table H-9

1988 Subsidized Units in Phillipsburg

<u>Program</u>	<u>Number</u>	<u>Percent</u>
Phillipsburg Housing Authority (Seniors)	584	64
(Families)	(212)	(36)
Phillipsburg Section 8	(372)	(64)
Warren County Section 8	210	23
Warren County Mod. Rehab. Program	42	5
Total	<u>768</u>	<u>8</u>
	912	100

Source: Department of Housing and Urban Development, 1988

non-residential and single family resident units to multi-family.

New housing units are a function of demand, and of the supply of developable property.

On the supply side, there are 320 units proposed in several different projects. The projects range from conceptual site plan applications to approved projects waiting for the lifting of the current sewer moratorium. These proposed developments are on approximately 20 acres of vacant developable land. In addition to vacant land with proposed developments there are an additional 16 acres of vacant land recommended by the Land Use Element for residential development. These acres have not been subject to proposed development. These acres could yield between 697 units (approximately 2500 sq. ft./dwelling unit) to 348 units (5000 sq. ft./dwelling unit) which are the traditional densities for Phillipsburg. The average would be 3750 sq. ft./dwelling units or 465 units on the 40 acres.

The above projects do not account for in-fill new construction that will take place outside of planned developments in the many small vacant building lots that dot Phillipsburg. Since 1980

construction and the average for the remaining portion of the year is expected to drop to 4 d.u./year. Based on this information, in-fill construction in Phillipsburg may range from 3 units per year during a period of recession up to 10 per year during a building boom.

Another factor contributing new units to Phillipsburg's housing stock is conversions of single family and non-residential units to multi-family units. The majority of these conversions occur through variances given by the Zoning Board of Adjustment. From 1980 to 1987 the Zoning Board of Adjustment approved 89 percent of its conversion requests and authorized 64 new units, an average of 9 units per year.

In a period of very high demand for housing, without artificial restrictions (ie. sewer moratorium), the following may occur from 1990 to 2000:

- | | |
|--|-------|
| | Yield |
| 1. 100 percent of the planned developments | 320 |
| 2. 50 percent of the vacant developable property is developed at an average of 1 d.u./ | 93 |

4. Zoning Board approves conversions at 150 %
of 1980-87 rate 135

Total Units 678

During a period of low demand the following may occur:

1. 50 percent of planned development go to
construction 160

2. 10 percent of developable property develops
with a 3750 sq. ft. 19

3. In-fill development at a rate seen in the
early 1980's, 3 per year 30

4. Zoning Board of Adjustment approved
conversions at 50 percent its 1980's rate 45

Total Units 254

Based on the above floor and ceiling projections,
the Phillipsburg Housing Stock will increase
somewhere between 5 and 10 percent.

3. Fair Share Analysis

survey as deficient.

The following surrogates were used. The criteria assumed that a unit built before 1940 and having at least one other deficiency was deteriorated. Units built after 1940 were considered deficient if they had two or more of the characteristics other than age.

Age - Year structure was built, number of dwelling units authorized by building permits.

Conditions - units having complete plumbing, kitchen, central heating and air conditioning facilities.

Housing Value - value of owner-occupied and gross rental units 1980 to present.

Occupancy Characteristics & Type - housing and rental vacancy rates, type of units.

Number of Affordable Units - units affordable to low and moderate income households.

The Town of Phillipsburg's Fair Share obligation has been declared by COAH to be 214 deteriorated units which is made up entirely of indigenous need

214	Indigenous need units
<u>0</u>	Relocated present need units
214	Current present need
- <u>0</u>	Prospective need
214	Total need
214	Total need
+ 10	Demolitions
- 168	Filtering
- 28	Conversion
- <u>4</u>	Spontaneous Rehabilitation
+ 24	Per Credit present need

Based on the above Fair Share number, Phillipsburg must, at a minimum, establish programs that will rehabilitate 24 existing low and moderate income units.

Phillipsburg housing costs have moved way beyond the reach of low and moderate income households to purchase homes. The area most easily accessible to low and moderate income households is the Riverside neighborhood, which as we have also seen through the housing element, is the most deteriorated of the six neighborhoods, yet even the Riverside neighborhood is too expensive. Even the private market rental units are no longer affordable to low and moderate income households. Although the average moderate income household is able to afford rental payments on a two-bedroom apartment, they are not able to afford rental payments on a two bedroom home, and only five percent of the average low income two person households are within the means of affording a one bedroom apartment.

2. Decline of Owner Occupied Housing: It appears that in the past ten years, there has been a trend deviating from owner-occupied housing units. Investors both from within the Town itself and from other areas have purchased owner-occupied units and then converted them from single family dwellings into two or more renter-occupied housing units. It is believed that maintaining a majority of owner-occupied housing units in Phillipsburg is beneficial to the Town. This

additional investments in the home.

3. Deterioration of Housing Stock: Because a large percentage of Phillipsburg was built prior to 1940, problems with deteriorating structures are occurring regularly. Homes in the Riverside, Hill, and Firthtown neighborhoods (where the concentration of older homes is high) have many system failures (heating, plumbing, electric, etc.) and are becoming deteriorated and dilapidated at a rapid rate. Those same three problem neighborhoods are highly populated with low and moderate income families. Such families are not likely to be able to afford the regular upkeep that is necessary, let alone expensive repairs.

choices.

Recommendation 1a. - support events that display Phillipsburg as a family based community which will cause people to become interested in the Town as a place to reside in.

Recommendation 1b. - to support and promote programs that encourage financial institutions to make mortgage loans in Phillipsburg.

Recommendation 1c. - develop an award program that recognizes neighborhood improvements.

Recommendation 1d. - create an advertising program that extolls the many virtues of living in Phillipsburg.

Recommendation 1e. - support the creation and development of Block Associations and Civic Groups.

Housing Objective #2: Encourage the preservation of an adequate base of the Town's housing stock (no less than 20 percent) for low and moderate income persons, including Senior Citizens, low and moderate income homeowners, and young families.

Recommendation 2a. - continue supporting the Section 8 Rental Assistance Program at its current level (210

Phillipsburg Housing Authority. The program currently holds 584 senior citizens and low income families combined and is a vital means of providing affordable housing.

Recommendation 2c. - continue rehabilitating owner-occupied housing units through the Neighborhood Balanced Housing Program and RCA Programs, thus, allowing for low and moderate income families owning homes to afford upkeep that they normally could not be able to afford.

Recommendation 2d. - to advocate state programs which offer low interest mortgages for low and moderate income families so that the affordability of home ownership to that target group increases.

Housing Objective #3e: - Encourage the rehabilitation of those structures that have below standard major systems (electric, plumbing, heating, etc.) and exist in a dilapidated state.

Recommendation 3a. - rejuvenate deteriorated owner-occupied housing units through the Neighborhood Balanced Housing Program and the RCA program which offers aid to low and moderate income households having

standard housing and discourage unkept appearances.

-
- A. Existing Circulation
 - B. Transportation Circulation Issues
 - C. Transportation Objectives,
Policies, and Programs

Phillipsburg is on the very western edge of New Jersey. It is linked with the rest of the state and with Pennsylvania via Interstate 78/Route 22. Route 22 bisects Phillipsburg and connects itself with the I-78 corridor approximately 2 miles east of town. Currently, I-78 is not complete through Warren County, New Jersey and the Lehigh Valley of Pennsylvania. Route 22 serves as its alternate. I-78/Rt. 22 brings with it the burden of traffic and the bounty of access. In 1989, I-78 is scheduled to be completed. Map T-1 shows Phillipsburg's regional location. Route 57, which parallels Warren County's southeast border, intersects Rt. 22 approximately 1 mile east of Phillipsburg. Route 57 is an arterial road that links Phillipsburg with Washington and Hackettstown.

Other than Rt. 22, there are only three roads that link Phillipsburg with neighboring communities and counties. The principal northern link is Belvidere Pike (Route 646). It travels to suburban Lopatcong and then to Northern Warren County via Route 519. South Main Street (Alternate Rt. 22) is the principal southern link. It brings travelers to suburban Pohatcong, Alpha, and to southern points. The third route is the Free

with surrounding communities. The lack of alternate routes does cause congestion.

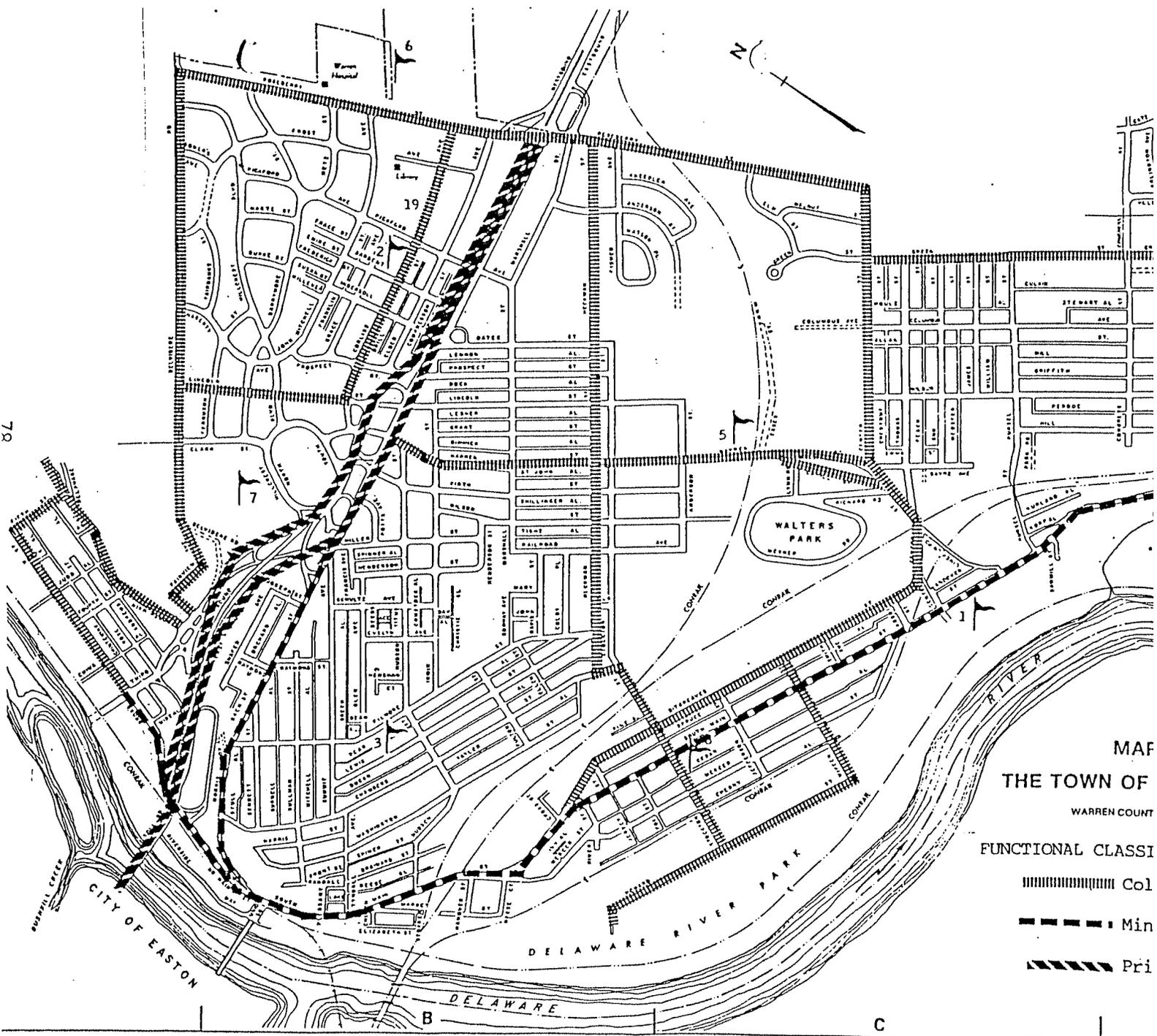
hauled by wagon and loaded onto trains and canal boats.

Modes of transportation have changed significantly from when Phillipsburg developed, but the streets have not changed. In 1980, 87 percent of the workers of Phillipsburg drove their car to work. Today, seventy-seven percent of the Town's families own cars. Nearly all manufacturers depend on trucks for the transporting of goods.

The streets and roads of Phillipsburg have been classified according to the criteria of the Federal Highway Administration Functional Highway Classification System. Map T-2 shows the Classification.

As indicated on Map T-2, Route 22 serves as the Town's only principal arterial road. South Main Street, parts of Memorial Parkway, and Morris Street serve as minor arterials. The minor arterials are 3.8 miles long in total. There are 23 streets that make up the Town's collector streets. These streets together comprise 12.3 miles.

An analysis of existing street conditions and traffic found 23 substandard intersections, six



MAF
 THE TOWN OF
 WARREN COUNT
 FUNCTIONAL CLASSI
 Col
 Min
 Pri

carrying trucks and local buses. Map T-4 shows principal truck shipping and receiving centers and truck routes. Public transit is available through a local subsidized bus line which has routes designed to connect major services and employment centers located throughout Phillipsburg. In 1980, only 148 people in Phillipsburg listed public transit as their principal means of transportation to work. The Map (Map T-4) shows existing bus routes.

At one time, railroads played a major role in Phillipsburg. There were five active companies with lines, passenger service, and two major yards. Today, Conrail operates three lines. The yards and passenger service are gone. For the most part, rail transportation is thru traffic. Only Ingersoll and J.T. Baker are still using rail.

where a road and a railroad intersect. There are substandard intersections throughout Phillipsburg. These intersections cause accidents, back-up traffic, and pose hazards to the community.

Substandard intersections occur where there is poor signalization, poor alignment, short site-distances, conflicting traffic movements, and narrowness. The Existing Traffic Circulation Map (Map T-3) shows substantial intersections. Table T-1 lists their location and describes the intersection's problems.

The seriousness of substandard intersections vary. The worst intersection, measured by accidents, is on Roseberry Street where the Hillcrest Mall exits. Other substandard intersections, such as the one where Delaware Road meets North Main, are less serious due to low traffic flows. Some intersections are very complex. For example, at Union Square there are conflicting traffic movements, congestions, lack of parking and narrowness.

2. Substandard Streets

Substandard streets are those major collector streets which impede traffic and cause safety

EXISTING TRANSPORTATION ISSUE

Table T-1

Substandard Intersections

Number	Location	Problem	Sol
1	Pickford/Metz	Conflicting movements	Traffic Isla
2	Hillcrest Mall Exit/Entrance	1. Conflicting movements 2. Congestion 3. Mall being used as thru road.	1. Support through 2. Make it right ha
3	Roseberry/Rt. 22	Congestion	1. NJ DOT S with #2. 2. Right ha 22.
4	Roseberry/Green	Poor turning traffic	Road realign
5	Route 22/Firth	Traffic weave across Route 22	Right hand t
6	Route 22/Morris	1. Difficult to pull out and merge with traffic.	Improve merg stripping.

EXISTING TRANSPORTATION ISSUE

(cont')

Number	Location	Problem	Solut
7	Joseph/Morris	From Joseph Street site distance is too short to see cars coming from Rt. 22 westbound Morris Street Ramp.	Replace yi sign.
8	Third/Rose	Alignment difficult to manuevre as well as movements.	Realignment
9	Third/Broad	Same as and related to #8	NJ DOT Traf PAUTS to st Memorial Pa
10	North Main/Delaware Road	Poor alignment, poor sight distance.	No solution study.
11	Hudson/Filmore	Poor Alignment	Significant

EXISTING TRANSPORTATION ISSUE

(cont')

Number	Location	Problem	
12	Union Square/South Main	<ol style="list-style-type: none"> 1. Congestion 2. Conflicting turning movements. 3. Narrowness 	<ol style="list-style-type: none"> 1. Right h from N. 2. Right t north b 3. Traffic 4. Off-str
13	South Main/ Hudson	<ol style="list-style-type: none"> 1. Poor site visibility from Hudson. 2. Congestion waiting for right hand turn onto Hudson. 	<ol style="list-style-type: none"> 1. Eliminal parking. 2. Put in r
14	Black Bridge	<ol style="list-style-type: none"> 1. Disrepair 2. Poor Alignment 	Replace brid
15	Warren/Cahill	<ol style="list-style-type: none"> 1. Flooding 2. Poor alignment 	<ol style="list-style-type: none"> 1. Improve per stud 2. Repair
16	Stockton/Railroad	Low ceiling	Realign

EXISTING TRANSPORTATION ISSUE

(cont')

Number	Location	Problem	Solution
17	Center Street/Conrail line	1. Low ceiling 2. Narrowness	1. Widening 2. Lower ro
18	Center/Sitgreaves	Poor alignment	Horizontal a removal of R
19	Pursel/Conrail Line	1. Low ceiling 2. Narrowness	1. Vertical 2. Lower ro
20	South Main/Kent	1. Poor sight distance due to alignment	1. Close Ker to S. Mai toward Hi
21	Kent/Conrail Line	1. Low ceiling 2. Narrowness	1. Drop road 2. Widen
22	South Main/ Carpentersville	1. Site distance 2. Alignment	1. Realignme

EXISTING TRANSPORTATION ISSUE

(cont')

Number	Location	Problem	Solution
23	Warren/Marshall	Alignment	Realignment

EXISTING TRANSPORTATION ISSUE

Table T-2

Substandard Streets

Number	Locations	Problems	Soluti
1	North Main	Narrowness	Widening t Improvemer
2	Fairview Avenue	Excessive vertical drop and sharp curve.	Construct road.
3	Morris Street	Deteriorating curbs, side- walks, wall, and surface	Reconstruc
4	Hudson Street	Deteriorating curbs, side- walks, walls and surface.	Reconstruc
5	Warren Street	Surface deterioration and drainage problems.	Reconstruc
6	Heckman Street	Curbs, walks, surface deterioration	Reconstruc
7	Stockton Street	Curbs, walks, surface deterioration	Reconstruc

xx

EXISTING TRANSPORTATION ISSUE

(cont')

Number	Location	Neighborhood and Inter-Municipal Connectors	
		Problem	Solution
8	Columbus Avenue Extension	Lack of North-South connector puts heavy burden on Roseberry and Warren	Extend Columbus
9	Pursel Street	Lack of future connection to suburban Lopatcong and Pohatcong Township.	Extend Pursel to and widen under South Main Street
10	Lock and Carpentersville Road	Lack of connector between southwest Pohatcong and Rt. 22 will cause congestion on South Main Street	Improve Carpenter Street as regional through the corridor
11	Howard Street Industrial Area -South Main St. connector	Trucks from Industrial conflict with residential Neighborhood and congest South Main Street.	<ol style="list-style-type: none">1. Use Lehigh Valley as new road.2. Build new road South Main area

02

The physical division of Phillipsburg, caused by railroad lines and topography, impedes traffic flow between higher eastern neighborhoods and lower Riverside neighborhoods. There are only four connectors between them and all are substandard. There is also limited access between the neighborhoods east and west of Center Street. Only Warren Street, Roseberry Street, Green Street and South Main Street are connectors. Limited local circulation places a burden on those few connectors. The effect is traffic congestion and accidents.

4.

Poor Regional Circulation

Only Route 22, South Main Street, Belvidere Road (Route 646), Carpentersville Road, and Union Square link Phillipsburg with surrounding towns and counties. A lack of alternate routes puts a heavy burden on their primary connectors. Currently, demand is high on Route 22, Union Square and South Main Street. As surrounding areas grow, demands on Belvidere Road (Rt. 646 and Carpentersville Road will also rise.

two major areas of congestion, Union Square/South Main Street and Route 22. Two areas of lesser congestion are Roseberry Street at Belvidere Road and Roseberry Street at Route 22. Map T-3 depicts the areas and Table T-2 lists the cause of congestion.

6. Thru Truck Traffic on Local Streets

Trucks traveling to and from Phillipsburg's manufacturing and warehousing centers are often misdirected onto local roads. This impedes traffic flow and creates excessive pollution.

traffic flow. Intersection improvements should be prioritized with consideration given to safety, traffic flow, and cost.

Recommendation 1a. - The intersections listed on Table T-1 as numbers 5, 6, 7, 13, and 20 are a high and moderate priority and can be solved without high capital costs. The recommendations should be implemented within two years.

Recommendation 1b. - The intersections listed on Table T-1 as numbers 2, 3, 12, and 15 are a high priority causing significant safety and traffic congestion problems. All of these intersections have complex problems which need to be studied in detail before determining comprehensive solutions.

Intersections #2 and 3 (Roseberry/Route 22) are related and should be studied together. Intersection #12 (Union Square) is related to traffic congestion associated with Route 22 and South Main Street and should be included in a comprehensive traffic study. Both studies should be carried out through the Phillipsburg Urban Area Transportation Study Committee.

21, and 23 are of a lesser safety priority and would require a high capital investment. Therefore, they should be improved only if unexpected resources become available, however, they should remain recognized as substandard and be periodically reviewed for feasibility. Intersection #22 should be included in Carpentersville Improvements recommended in 3b.

Recommendation 1d. - Intersections listed on Table 1 as #14 and 16 are a high priority. They have been scheduled for completion on the capital improvement plan and should remain scheduled.

Transportation Objective #2 - Improve substandard streets so that they are safe and do not impede traffic flow. A priority should be placed on the major collectors that link the neighborhoods.

Recommendation 2a. - Substandard streets listed on Table T-1 as numbers 3, 4, 6, and 7, are heavily traveled and have a major role in local circulation. These roads and their associated substandard intersections should be placed on the six year capital improvement program.

Recommendation 2b. - Substandard streets listed on Table T-1 as #1 and 2 are of a low priority due to

Recommendation 2c. - Columbus Avenue should be extended to Bates Street to improve it as a major collector (#8 on Map T-2, Table T-3). The extension should be required as part of the future development of the property.

Transportation Objective #3 - New inter-municipal connectors and improved existing connectors should be advocated in County and State Regional Transportation Plans and Programs or included in major land development plans.

Recommendation 3a. - Pursel Street (#9 on Map T-3, Table T-2) should be extended easterly to Route 22 as the 97 acre vacant-developable land, currently owned by Ingersoll Rand, is developed. Subsequently, Pursel Street, westerly from Hill Street to South Main Street, should be improved and widened. The extension to Rt. 22 should be required for future development of the property.

Recommendation 3b. - An improved Lock Street and Carpentersville Road (#10 on Map T-3 and Table T-3) should be completed as part of a State or County regional transportation improvement project. Together they would create a perimeter road carrying traffic to Route 22 around the Town.

study of the Route 22/Roseberry intersection, should be undertaken (See Recommendation 1b).

Recommendation 4b. - A comprehensive PUATS, funded study of the Memorial Parkway traffic and Union Square should be advocated. The study should focus on the relationship of the two bridges and the opening of the third bridge. In the interim, the following actions should be taken:

1. Parking on the east side of South Main Street at Union Square should be eliminated to create a right hand lane.
2. Acquire and develop an off-street parking lot in the area.
3. Consider some form of temporary traffic island in Union Square to eliminate conflicting turning movement from Riverside Drive and the service station.

Recommendation 4c. - Adopt a comprehensive Truck Route Ordinance based on routes recommended on Map T-4.

Recommendation 4d. - Establish a directional signage program for trucks traveling to and from

and cost of extending Howard Street to Sawmill Street should be commissioned to relieve South Main Street, from McKeen to Sawmill, as a truck route. Using the Lehigh Valley right-of-way should be considered as an alternate (See #11 on Map T-2).

CHAPTER VI

RELATIONSHIP TO STATE, COUNTY, AND NEIGHBORING MUNICIPAL

MASTER PLANS

- A. N.J. State Development and
Redevelopment Plan
- B. Warren County General Development
Plan
- C. Lopatcong Master Plan
- D. Pohatcong Master Plan

ISSUED ITS DRAFT PRELIMINARY PLAN. EVEN THOUGH THIS PLAN HAS NOT BEEN ADOPTED IN FINAL FORM, IT WILL BE TREATED AS SUCH FOR THE REVIEW REQUIREMENT OF THE NJ MUNICIPAL LAND USE LAW.

THE PHILLIPSBURG MASTER PLAN AND STATE MASTER PLAN ARE COMPATIBLE AND COMPLIMENTARY. THE NEW JERSEY STATE PLAN CLASSIFIES ALL OF PHILLIPSBURG AS A TIER 1 "REDEVELOPING CITY". THE PRIMARY GOAL OF THIS IS REVITALIZATION. IT SPECIFICALLY CALLS FOR "SELECTIVE REVITALIZATION". SELECTIVE REVITALIZATION REQUIRES THE DELINEATION AND CONCENTRATING ON THE AREAS OF GREATEST OPPORTUNITY.

PHILLIPSBURG'S CLASSIFICATION IS APPROPRIATE. PHILLIPSBURG HAS HAD MANY OF THE PROBLEMS LISTED AS ISSUES IN THE STATE PLAN, SPECIFICALLY, AN ERODED ECONOMY, MIDDLE CLASS EXODUS, FISCAL DISTRESS, DETERIORATING PHYSICAL ENVIRONMENT, A NEGATIVE IMAGE, AND A LACK OF PLANNING CAPABILITY.

THE STATE PLAN SPECIFIES POLICIES FOR TIER 1 COMMUNITIES. AFTER A REVIEW, THE FOLLOWING POLICIES WERE ENDORSED BY THE PHILLIPSBURG PLANNING BOARD.

POLICY B 1.1.2. - Prepare a redevelopment element as part of the Master Plan.

appropriate professional capacity to formulate and implement redevelopment.

Policy B 1.1.6. - Assist with the development of on-tract facilities as a redevelopment incentive.

Policy B 1.1.7. - Target tax incentives and urban enterprise zones.

Policy B 1.3.2. - Encourage cultural facilities.

Policy B 1.3.3. - Encourage mixed use development.

Policy B 1.3.4. - Tailor ordinances to accommodate the conversion of older single occupant industrial complexes for multi-tenant operations.

Policy B 1.4.2. - Devise programs to support the expansion of housing choices.

Policy B 1.5.2. - Adopt a six-year capital improvement program.

Policy B 1.6.4. - Devise comprehensive parking management strategies.

The County Plan also delineates areas of the county that have slight, moderate, or severe limitations to development. Nearly all of Phillipsburg is classified as having slight limitations on development. Only two small areas, the slopes along Delaware Heights, and the slopes along Fairview Heights are unsuitable. Both of these areas are recommended as conservation areas in the Phillipsburg Land Use Element.

Given this classification, the Town's Master Plan conforms and complements the County Plan.

C.

Lopatcong Master Plan

Lopatcong Township is situated along Phillipsburg's northern and eastern boundaries. All of the adjoining areas are similarly zoned for residential use. In addition, the areas where J.T. Baker Chemical and Ingersoll-Rand straddle Lopatcong and Phillipsburg are similarly zoned as industrial. The only condition which may be considered a conflict would be the use of the floating Multiple Dwelling Group Zone in areas adjacent to Lopatcong.

D.

Pohatcong Master Plan

Pohatcong Township has almost completely bordered Phillipsburg with business zones. The business zones

addition, there would be a conflict with residential uses found on the west side of Carpentersville Road. In addition, the intersection of Carpentersville Road and South Main Street is substandard for frequent business related traffic.

COMMUNICATION 4e. - A study of the feasibility and cost of extending Howard Street to Sawmill Street should be commissioned to relieve South Main Street, from McKeen to Sawmill, as a truck route. Using the Lehigh Valley right-of-way should be considered as an alternate (See #11 on Map T-2).

CHAPTER VI

RELATIONSHIP TO STATE, COUNTY, AND NEIGHBORING MUNICIPAL

MASTER PLANS

- A. N.J. State Development and
Redevelopment Plan
- B. Warren County General Development
Plan
- C. Lopatcong Master Plan
- D. Pohatcong Master Plan

January of 1988, the State Planning Commission issued its Draft Preliminary Plan. Even though this Plan has not been adopted in final form, it will be treated as such for the review requirement of the NJ Municipal Land Use Law.

The Phillipsburg Master Plan and State Master Plan are compatible and complimentary. The New Jersey State Plan classifies all of Phillipsburg as a Tier 1 "Redeveloping City". The primary goal of this is revitalization. It specifically calls for "selective revitalization". Selective revitalization requires the delineation and concentrating on the areas of greatest opportunity.

Phillipsburg's classification is appropriate. Phillipsburg has had many of the problems listed as issues in the State Plan, specifically, an eroded economy, middle class exodus, fiscal distress, deteriorating physical environment, a negative image, and a lack of planning capability.

The State Plan specifies policies for Tier 1 communities. After a review, the following policies were endorsed by the Phillipsburg Planning Board.

Policy B 1.1.2. - Prepare a redevelopment element as part of the Master Plan.

Policy B 1.1.4. - Establish and maintain appropriate professional capacity to formulate and implement redevelopment.

Policy B 1.1.6. - Assist with the development of on-tract facilities as a redevelopment incentive.

Policy B 1.1.7. - Target tax incentives and urban enterprise zones.

Policy B 1.3.2. - Encourage cultural facilities.

Policy B 1.3.3. - Encourage mixed use development.

Policy B 1.3.4. - Tailor ordinances to accommodate the conversion of older single occupant industrial complexes for multi-tenant operations.

Policy B 1.4.2. - Devise programs to support the expansion of housing choices.

Policy B 1.5.2. - Adopt a six-year capital improvement program.

Policy B 1.6.4. - Devise comprehensive parking management strategies.

most development intensive class in the County Plan. The County Plan also delineates areas of the county that have slight, moderate, or severe limitations to development. Nearly all of Phillipsburg is classified as having slight limitations on development. Only two small areas, the slopes along Delaware Heights, and the slopes along Fairview Heights are unsuitable. Both of these areas are recommended as conservation areas in the Phillipsburg Land Use Element.

Given this classification, the Town's Master Plan conforms and compliments the County Plan.

C.

Lopatcong Master Plan

Lopatcong Township is situated along Phillipsburg's northern and eastern boundaries. All of the adjoining areas are similarly zoned for residential use. In addition, the areas where J.T. Baker Chemical and Ingersoll-Rand straddle Lopatcong and Phillipsburg are similarly zoned as industrial. The only condition which may be considered a conflict would be the use of the floating Multiple Dwelling Group Zone in areas adjacent to Lopatcong.

D.

Pohatcong Master Plan

Pohatcong Township has almost completely bordered Phillipsburg with business zones. The business zones

addition, there would be a conflict with residential uses found on the west side of Carpentersville Road. In addition, the intersection of Carpentersville Road and South Main Street is substandard for frequent business related traffic.