COPY

A Riverfront Destination

Town of Phillipsburg

Warren County, New Jersey

2013 MASTER PLAN REEXAMINATION REPORT

Adopted by the Phillipsburg Planning Board on December 23, 2013

Phillipsburg Planning Board

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The original of this report was signed and sealed in accordance with N.J.S.A. 45:14A-12.

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Introduction

The Municipal Land Use Law (MLUL) requires every municipality in New Jersey to provide for a general reexamination of its master plan and development regulations at last every 10 years (N.J.S.A. 40:55D-89). The most recent reexamination of Phillipsburg's master plan was prepared in April 2004 in concert with a master plan update that was adopted in November 2004. The purpose of this report is to present a comprehensive overview of relevant demographic, land use, and policy changes that have taken place since the 2004 reexamination report was prepared.

The Phillipsburg Planning Board must adopt the findings of the reexamination report by resolution, and submit a copy of the adopted report and resolution to the Warren County Planning Board. Additionally, a notice that the report and resolution have been adopted must be sent to the municipal clerk of each adjoining municipality.

The MLUL requires a reexamination report to address the five topics outlined below. The remaining sections of this report are organized to coincide with each topic.

a. *The major problems and objectives relating to land development in the municipality at the time of such adoption, last revision or re-examination, if any;*

b. *The extent to which such problems and objectives have been reduced or have increased subsequent to such date;*

c. *The extent to which there have been significant changes in the assumptions, policies and objectives forming the basis for such plan or regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, and changes in State, county and municipal policies and objectives;*

d. *The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared; and*

e. *The recommendations of the Planning Board concerning the incorporation of redevelopment plans adopted pursuant to the Local Redevelopment and Housing Law, P.L. 1992, c. 79 (C.40A:12 A-1 et al.) into the land use plan element of the municipal master plan, and recommended changes if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.*

I. Problems & Objectives: 2004 Reexamination Report & Master Plan Update

A reexamination report shall address the major problems and objectives relating to land development in the municipality at the time of such adoption, last revision or re-examination, if any.

IDENTIFIED PROBLEMS

The 2004 Reexamination Report summarized the issues addressed in the 1996 Reexamination Report under three categories:

1. Land Use – including overcrowding, deterioration of the South Main Street business areas, nuisances created by heavy manufacturing plants adjacent to residential areas, lack of available land for future development, encroachment onto undevelopable property, zone boundaries no longer reflecting existing uses, need to update land development ordinances.
2. Housing – including affordability, decline of owner-occupancy, and deterioration of housing stock.
3. Transportation/Circulation – including substandard intersections, substandard streets, poor local circulation, poor regional circulation, traffic congestion, through truck traffic on local streets.

The 2004 reexamination stated that Phillipsburg had made significant positive changes since 1996 in that "Phillipsburg has made a substantial concerted effort to redevelop and revitalize its infrastructure, its stock of housing, commercial and industrial buildings and lands, and its economy to provide new opportunities for the community." The 2004 reexamination went on to say that in spite of that progress the following problems still needed to be addressed.

- ***Nuisances created by heavy manufacturing plants adjacent to residential areas.***

"As heavy manufacturing has declined both in Phillipsburg and generally, these issues have largely been eliminated. However, the decline of manufacturing has left the Town with a number of vacant and/or obsolete buildings and sites and a new issue, that of the appropriate re-use of these areas. Some of these areas have been the subject of redevelopment studies; however a more comprehensive plan is needed to deal with issues that will arise from siting new uses on these properties, particularly related to traffic generation."

- ***Lack of land available for future development.***

"New development in Phillipsburg, of necessity, has largely been and will continue to be by way of re-use and redevelopment. Additional plans are needed for...industrial sites and buildings, to

provide viable, attractive, compatible and fiscally balanced uses to replace the obsolete and incompatible former uses."

- ***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 erosion, structural stability, and the obstruction of scenic views. New and increased regulation of critical areas ... by outside agencies... has helped to alleviate these concerns. However, little action has been taken by the Town to address these concerns."

- ***Zone boundaries of the Zoning Ordinance no longer reflect existing uses.***

"Although the Zoning Ordinance was revised after the last reexamination (1996) to help correct this problem, there are still deviations and need for variances. This is typical of fully-developed communities, where land uses may be intermixed. Flexibility is the key to achieving a viable and livable Town."

- ***Substandard intersections.***

"The Town has recognized the need for improvements to a number of intersections; however many of the problem areas are complicated because multiple jurisdictions are involved, including the State Department of Transportation, County, abutting municipalities, the Delaware River Bridge Commission and/or a railroad. Some of the problem areas have been or are being addressed; others require action by other jurisdictions. "

- ***Substandard streets.***

"A regular road maintenance and improvement program has been instituted to address the issues related to the poor conditions of some of the roadways; however, there is often little that can be done about a road's width or alignment, because of existing development. Phillipsburg's streets, including its major local collectors, are typical of older, downtown areas and their constraints need to be considered when reviewing potential zone and use changes within the Town."

- ***Poor local circulation.***

"Of continuing concern is the severe and worsening congestion on South Main Street. This ... is a regional circulation problem, caused primarily by Pennsylvania drivers seeking an alternative to the...Route 22 Bridge. Efforts to improve traffic flow through the Union Square traffic light discourage through traffic from "short-cutting" through Town, and providing reasonable alternatives are on-going."

- ***Poor regional circulation.***

"There is still a very heavy and growing volume of traffic using Route 22, since much of the daily commuter traffic flow is eastward oriented, resulting in a substantial impact on Phillipsburg during peak hour problem periods."

"Development in New Jersey Townships surrounding Phillipsburg has also increased local traffic volumes. While some road improvements have followed...to blunt the impact of the new traffic, their regional impact on the major road system has not been mitigated by capacity or system improvements. Lack of an additional New Jersey exit on I-78, west of Exit 3 in Greenwich, forces residents of new developments located in that area to travel unnecessarily long distances on already congested roadways, some of which are in the Town, to reach the Interstate."

- ***Thru truck traffic on local streets.***

"The decline of manufacturing and warehousing has reduced this concern somewhat; however, this issue continues to need attention and action, along with the other issues raised by the location of non-residential uses within the Town relative to access and residential neighbors."

IDENTIFIED OBJECTIVES

In addition to discussing the major problems that were still extant in the Town, the 2004 reexamination report reviewed the 1988 master plan objectives as supplemented by the 1996 reexamination process and offered the following assessments.

Land Use

"The Town has made substantial progress with many of the land use objectives. Ordinances were amended to reduce multifamily conversions. Conflicts between incompatible uses have abated somewhat, primarily (due to) non-residential uses being vacated. Town, UEZ and private efforts are revitalizing the downtown area and expanding the re-use or redevelopment of existing buildings...through a variety of State and local programs. A new emphasis is being made to capitalize both on the Town's historical and cultural heritage and its location on the Delaware River. And new State regulations are helping to protect environmentally sensitive areas."

"However, there are still areas of concern that have not made significant progress or that still present problems to the resurgence of the community, including:

- appropriate use of the few remaining vacant tracts,
- appropriate re-use of existing incompatible non-residential buildings,
- need to expand the use of the Redevelopment process to encourage and expedite the appropriate use of land,
- consideration of the economic and employment impacts of proposed uses,

- protection of environmentally sensitive areas,
- greater use of existing assets, such as the Delaware River, Lopatcong Creek and Morris Canal, to enhance redevelopment,
- continued revision and updating of the Town's planning documents to reflect the community's vision for the future."

Housing

"The only objective that has not been actively pursued is specific housing options for the Town's senior citizen population. This use needs to be more carefully considered, perhaps as a redevelopment/re-use option for a currently non-residential building. In addition to the rehabilitation program, the Town may (also) want to consider ways to assist lower income families in purchasing a home in the community, including the use of a portion of future RCA monies for a write-down/buy-down program."

Transportation

"While the objectives of the Plan are being addressed, more emphasis and concentration needs to be put on improving the major links through and within the Town, keeping regional traffic on the regional highway system and improving the capacity of local links to carry local traffic. New land uses need to be carefully reviewed to determine their traffic generation and assess their impact on the local and regional transportation network. Where possible, new road connections should be provided from major new generators to the regional highway system. On-site parking should be required for new development, wherever possible, and off-street parking areas provided in congested areas to reduce or eliminate on-street parking on collector streets."

Economic Development

"While the Town has not formulated a specific, written economic development plan, it has, through its various agencies and activities, put major emphasis on the revitalization of the local economy. All three of the areas cited in the reexamination report (Ingersoll, Downtown, and Riverfront) have been declared areas in need of redevelopment; and redevelopment plans have been adopted for each area."

Environmental

"Both the sanitary and the storm sewers have been and continue to be upgraded as part of road improvements, new construction and direct funded improvements. The Town has specific environmental performance standards, which along with State regulations are applied to new development and redevelopment. Unfortunately many of the Town's businesses and industries pre-date these regulations (and) these uses are gradually being brought into conformance with current State requirements for upgrades, clean-up and remediation."

"While there have been a number of changes related to the conservation of natural resource at the State level, the Town has done little in the way of legislation to control development of the few

remaining natural areas or to preserve certain natural feature. While this is and has been one of the Master Plan's major concerns, this objective has not been implemented."

2004 MASTER PLAN UPDATE

Following the adoption of the reexamination report in April 2004, the planning board adopted a master plan update in November 2004 to address the recommendations in the reexamination report. The update contains the following elements: conservation, land use, housing, circulation, community facilities/recreation and open space, historic preservation, economic, and recycling. Each element includes a set of objectives and recommendations, which are summarized below.

Conservation

1. Protect critical environment features and areas. Identify environmental features such as steep slopes, rock outcrops and stream, canal and river corridors and develop design standards and regulations for the protection and preservation of these areas.
2. Increase public access and use of the Delaware River and preserve the Lopatcong Creek as a natural greenway. Create a Riverfront Development Plan for the entire length of river frontage, providing for river related activities, businesses, housing, and access plans for trails and view areas.
3. Preserve and develop the Morris Canal as an historical transportation corridor and trail link to an expanding County-wide trail system.
4. Identify, remediate and reuse brownfield sites.

Land Use

General:

Prepare individual neighborhood plans to address the multitude of planning, land use, development, redevelopment, traffic, and social issues related to that particular neighborhood.

Residential:

1. Control the density and intensity of residential development to address multi-family conversions, additions and expansion of single family-homes, and in-fill development.
2. Reduce conflicts between residential and non-residential uses.
3. Actively pursue rehabilitation and maintenance of homes to enhance the quality of residential neighborhoods.
4. Continue to provide a variety and mix of housing options for all ages and incomes.
5. Add senior housing options to residential districts to allow both new construction and adaptive reuse of existing structures.

Commercial:

1. Maintain South Main Street from Union Square to Hudson Street and from Mercer Street to McKeen Street as a mixed use Central Business District, retaining each section's unique attributes.
2. Maintain and support neighborhood businesses in moderate and high density residential areas in a manner that enhances both the business and residential uses.
3. Review the design standards for development on the Route 22 commercial corridor and develop streetscape standards to enhance both the appearance and vehicular and pedestrian accessibility of the corridor.
4. Provide distinctive design standards for streetscape improvements, landscaping, signage, and lighting for each of the Town's commercial areas.
5. Review and revise standards for buffering, screening, lighting, and parking for non-residential uses adjacent to residences.

Industrial:

1. Encourage the development and expansion of businesses and industries that will generate jobs and provide services for local residents and provide functional, accessible, and cost effective locations within the Town for industrial uses.
2. Encourage and aid incompatible non-residential uses to find alternate, more appropriate locations within the Town.
3. Provide for adaptive reuse of obsolete industrial buildings and properties located in residential areas to enhance their compatibility with surrounding uses.
4. Review design standards for industrial uses, giving proper consideration to off-site impacts such as traffic, noise, lights, screening, landscaping, and location of loading areas.

🗁 Housing

1. Identify neighborhoods and units in need of additional rehabilitation, prioritize them by neighborhood and need and allocate funding accordingly.
2. Identify existing obsolete buildings and uses and provide for their adaptive reuse, for affordable and market-rate age-restricted active adult/senior housing, specialty housing, or new non-residential uses that are compatible with the surrounding neighborhood.
3. Review areas along the river to determine appropriate locations for new market rate housing.
4. Explore programs to increase affordable homeownership, such as the Section 8 Homeownership Program, low interest loans to first time homebuyers, and use of COAH RCA funds for programs such as mortgage write-down/buy-down.

Circulation

1. Encourage through traffic to use the State and Federal highway system and create disincentives for "short-cutting" through the community. Work with Bridge Commission and State and County agencies to improve access to the major highway systems, including such measures as: a more efficient toll collection system on the Route 22 bridge; new local connections from major developments throughout the region to the highway system; an additional access onto I-78 west of Exit 3; truck weight limits on congested, limited capacity local roadways.
2. Provide designated connections between neighborhoods and the major roadway system and increase volume capacity on local connector roads by way of road, intersection and signalization improvements, on-street parking limitations and creation of new off-street parking areas.
3. Eliminate or improve "pinch" points in the circulation system.
4. Reduce truck traffic on neighborhood residential streets. Revise the zoning code to eliminate truck-dependent uses from areas with no or limited access to the major highway network. Identify and/or create specific truck routes through Town to local industrial zones/tracts.
5. Reduce congestion on downtown streets to improve traffic flow and accessibility to local businesses.
6. Provide off-street parking in critical locations for both non-residential and residential uses. Develop an off-street parking plan as part of all development/redevelopment plans, neighborhood development plans, and any private development proposal.
7. Develop and implement a pedestrian/bicycle circulation plan to provide access to major community attractions such as shopping, services, schools, community facilities, parks and greenways.
8. Promote commuter bus and rail options. Provide local bus stops including information kiosks and shelters, commuter parking arrangements for bus users, and future extension of the Raritan Valley line to Phillipsburg.

Community Facilities, Recreation and Open Space

1. Inventory existing community facilities and programs, incorporating the Community School Plan as part of the inventory, and prepare a neighborhood needs assessment as part of each neighborhood development plan. Design programs and re-design facilities to maximize the use of existing facilities and buildings.
2. Develop a recreation and open space plan (OSRP) to provide a broad range of easily accessible neighborhood recreation opportunities as well as larger scale recreation facilities strategically located throughout the Town.
3. Update the Town's recreation and open space inventory and file a ROSI with Green Acres so the Town is eligible for continuous Green Acres funding.
4. Preserve natural areas for passive and active recreational uses.
5. Enhance access to and use and enjoyment of the Morris Canal and the Delaware River and Lopatcong Creek.

Historic Preservation

1. Inventory the Town's historic buildings and structures and develop a plan for their preservation and rehabilitation, and where necessary, for their re-use for economically viable purposes.
2. Capitalize on the Town's past role as a major transportation center to promote local business and tourism.
3. Incorporate historic preservation/planning in future redevelopment plans.
4. Continue the façade improvement program as a means of preserving the historic appearance of downtown area.
5. Develop an architectural style manual to provide guidelines for restoration and new construction.

Economic

1. Continue to build and improve local infrastructure to promote economic growth.
2. Use the redevelopment process to identify and redevelop vacant, underutilized or blighted properties, to expand the Town's economic base, enhance employment opportunities for its residents and improve its fiscal balance.
3. Develop public-private partnerships and use outside funding sources to leverage local tax dollars to plan and implement projects to promote business and industrial development in the Town.
4. Encourage the type and location of non-residential development that will minimize negative impacts on local residential neighborhoods, with special emphasis on traffic generation and accessibility to the regional highway network. Assist poorly located industries to relocate to appropriate locations within the Town.
5. Develop a regional marketing plan, including Easton, to promote Phillipsburg as a regional business and tourism center.

Recycling

1. Continue to provide recycling services in compliance with State and County recycling plans.
2. Add language to the zoning code to require appropriate facilities for recycling activities in larger residential and commercial projects.

II. The Extent of Increase or Reduction of Problems & Objectives

A reexamination report shall describe the extent to which such problems and objectives existing at the time of the last master plan have been reduced or have increased subsequent to such date.

This chapter analyzes the degree to which the issues that were identified in 2004 have been successfully addressed in the intervening years. The issues are discussed within the context of the major objectives and recommendations found in each of the 2004 master plan elements outlined in the previous chapter.

Conservation

▶ Identify and preserve environmental features.

Status: The Highlands Environmental Resource Inventory that was adopted in April 2012 provides a comprehensive inventory of all environmental and cultural features within Phillipsburg. The follow up step of preparing design standards and regulations for the protection and preservation of those resources, however, remains to be done.

▶ Create a Riverfront Development Plan for the entire length of river frontage providing for river related activities, businesses, housing and access plans for trails and view areas.

Status: The 2005 Riverfront Redevelopment Plan was an attempt to coordinate and consolidate previous riverfront plans and propose new standards and initiatives. A 2012 analysis of the riverfront redevelopment plan made additional recommendations for upgrading the plan and addressing ongoing economic, circulation, and land use issues. (See additional discussion of the redevelopment plan in Chapter V.)

▶ Create a continuous greenway/trail system along the Lopatcong Creek and the Morris Canal.

Status: The Phillipsburg Riverfront Heritage Trail Plan was prepared in 2013. The trail plan will coordinate with the County's 2012 Morris Canal Greenway 25-year Action Plan.

▶ Identify, remediate and reuse brownfield sites.

Status: The successful remediation and subsequent redevelopment of the Ingersoll Rand site will address a major portion of this 2004 recommendation. A comprehensive inventory of other brownfield sites in Phillipsburg, and strategies to remediate and redevelop them have yet to be prepared.

Land Use

▶ Prepare individual neighborhood plans to address the multitude of planning, land use, development, redevelopment, traffic, and social issues related to that particular neighborhood.

Status: To date, special district or neighborhood planning efforts have been limited to the two redevelopment areas – Ingersoll Rand and the Riverfront/ Main Street. The redevelopment plans are addressed in Chapter V.

The 2004 update also made the following land use-related recommendations that have yet to be addressed:

- Establish zoning standards for multifamily conversion, expansion of single-family homes, and in-fill development, particularly related to intensity of use and provision of on-site parking.
- Add senior housing options to residential zone districts to allow both new construction and adaptive reuse of existing structures.
- Review and revise standards for buffering, screening, lighting, and parking for non-residential uses adjacent to residences.
- Review the allowed uses and design standards for neighborhood businesses with an eye to mitigating potential adverse impacts on residential uses.
- Review the design standards for development on the Route 22 commercial corridor and develop streetscape standards to enhance both the appearance and accessibility of the corridor uses.
- Review the location and permitted uses in the Town's industrial zones and review design standards related to off-site impacts, such as traffic, noise, lights, screening, landscaping, and loading areas.
- Identify obsolete buildings and uses and provide for adaptive reuse for housing or new non-residential uses that are compatible with the surrounding neighborhood.

Housing

▶ Identify neighborhoods and units in need of additional rehabilitation, prioritize them and allocate funding accordingly. Explore programs to increase affordable homeownership, such as the Section 8 Homeownership Program, low interest loans to first time homebuyers, and use of COAH RCA funds for programs such as mortgage write-down/buy-down.

Status: Affordable housing issues have been addressed to some degree in the Town's 2010 draft housing plan. However, the uncertainty surrounding COAH has placed the housing plan on hold for the foreseeable future. Further impacting the Town's ability to address these issues was the demise of the RCA program.

▶ Identify obsolete buildings and uses and provide for their adaptive reuse for affordable and market-rate age-restricted active adult/senior housing, or specialty housing.

Status: This recommendation has not been acted on.

Circulation

▶ Encourage through traffic to use the State and Federal highway system and create disincentives for "short-cutting" through the community.

▶ Revise the zoning code to eliminate truck-dependent uses from areas with limited access to the major highway network. Identify specific truck routes through Town to local industrial zones/tracts.

▶ Develop and implement a pedestrian/bicycle circulation plan, to provide both neighborhood circulation and access to major community attractions.

▶ Promote public transportation options, including signed bus stops and shelters, and commuter parking arrangements.

Status: These recommendations have not been addressed in a coordinated fashion although a Complete Streets Policy has been adopted by the Town that promotes road designs to accommodate all vehicular (including bicycle) and pedestrian users. Several regional transportation studies have been completed that address some of these issues. They are discussed in Chapter III.

Community Facilities, Recreation and Open Space

▶ Inventory existing community facilities and programs, incorporating the Community School Plan as part of the inventory and prepare a neighborhood needs assessments.

▶ Develop a recreation and open space plan to provide parks and recreational opportunities throughout the Town and file a ROSI with the Green Acres program to ensure funding eligibility.

Status: Neither a comprehensive community facilities element and/or open space and recreation element have been prepared.

Historic Preservation

▶ Inventory the Town's historic buildings and structures and develop an architectural style manual to provide guidelines for restoration and new construction.

Status: The Phillipsburg Area Historic Sites Survey was published in 2012 by the Philipsburg Area Historical Society. Restoration guidelines have yet to be prepared.

Economic

▶ Use the redevelopment process to identify and redevelop vacant, underutilized or blighted properties. Inventory vacant, underutilized or blighted properties and create a priority list for new redevelopment sites.

▶ Develop a regional marketing plan, including Easton, to promote business and tourism.

Status: The Ingersoll Rand and Riverfront redevelopment plans are still active and were recently analyzed for needed updating and revisions (see Chapter V). No new redevelopment areas have been designated. A formal regional marketing plan has not been prepared.

SUMMARY

Communities are rarely static and continue to evolve over time. Changing technological, economic, and environmental factors impact not only regional and global policies, but local policies as well. Within that context, a community's long-term objectives may be readily achieved, adversely affected by outside influences, put on hold, or recast to meet current-day realities. With that said, although Phillipsburg has taken steps to address several of the major issues identified in 2004, work remains to be done.

Phillipsburg's industrial past created a mixed-use environment that positioned incompatible uses in close proximity to each other. This situation will require continued attention through zoning and land use controls that create the optimal mix of uses and require appropriate mitigation measures to lessen negative impacts.

Natural and cultural resources require ongoing protection and open space remains a critical amenity in a densely populated community. Recreation and tourism assets such as the Delaware River, the Morris Canal, and historic sites and districts need to be fully utilized.

A comprehensive approach to circulation needs to be put in place that will address local and regional circulation and support all modes of transportation including transit, bicycle and pedestrian. Providing housing opportunities for all segments of the population remains a challenge especially in light of diminished resources.

Economic development remains a priority. While the Ingersoll Rand site and the Riverfront have taken center stage in recent years, other opportunities need to be identified such as the Route 22 business corridor, neighborhood commercial areas and eco-heritage tourism.

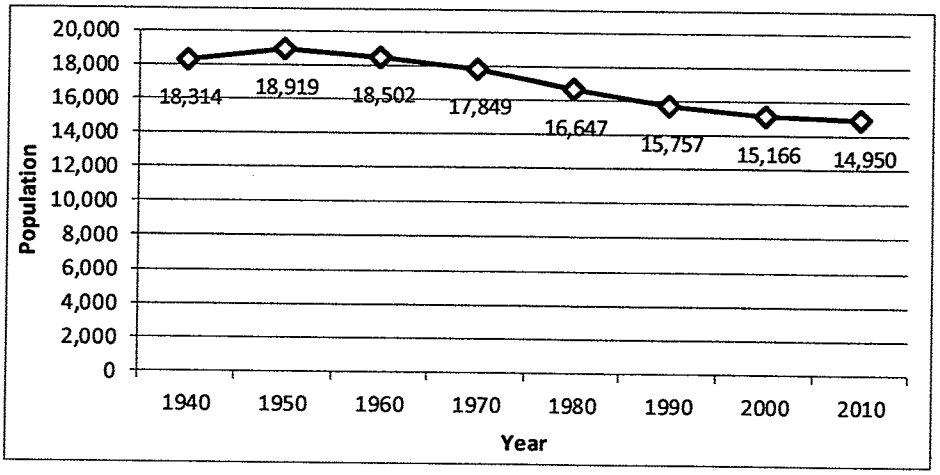
III. The Extent of Significant Changes in Assumptions, Policies & Objectives

A reexamination report shall describe the extent to which there have been significant changes in the assumptions, policies and objectives forming the basis for such plan or regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, and changes in State, county and municipal policies and objectives.

DEMOGRAPHIC OVERVIEW

Population Change

Phillipsburg's 2010 population was 14,950. As illustrated in the graph below, this represented a minimal change from 2000 but continued a steady decline from the 1950 population of 18,919.



The North Jersey Transportation Planning Authority (NJTPA) issued population and employment projections on August 24, 2009 (pre-2010 Census). As reported by NJTPA, the number of residents in Phillipsburg was expected to increase to 15,920 by the year 2035, which would be on par with the 1990 population.

Population Density

Phillipsburg was the most densely populated municipality in Warren County in 2010 with 4,672 persons per square mile (PPSM) (see Table III-1). Hardwick was the least densely populated in the county with only 45 PPSM. The overall density in Warren County was 298 PPSM, which is representative of the county's largely rural nature. The statewide density of 1,007 PPSM was much lower than Phillipsburg's.

Phillipsburg covers 3.2 square miles. It is the fourth smallest municipality in Warren County. Hardwick is the largest at 37.8 square miles.

Table III-1
Population Density Rank - 2010

Municipality	Persons Per Square Mile
1. **Phillipsburg**	**4,672**
2. Washington Borough	3,313
3. Hackettstown	2,778
4. Belvidere	1,986
5. Alpha	1,316
6. Lopatcong	1,076
7. Greenwich	512
8. Oxford	405
9. Washington Township	372
10. Independence	277
11. Pohatcong	257
12. Mansfield	253
13. Liberty	245
14. Allamuchy	213
15. Blairstown	193
16. White	171
17. Franklin	131
18. Knowlton	120
19. Harmony	111
20. Hope	102
21. Frelinghuysen	94
22. Hardwick	45
Warren County	**298**
New Jersey	**1,007**

Source: US Census, Warren County

Age of Residents

As illustrated in Tale III-2, the median age in Phillipsburg increased between 2000 and 2010 consistent with county and statewide trends. The median age in Phillipsburg is still slightly lower than the county and state.

Table III-2
Median Age – 2000 & 2010

	Median Age	
	2000	2010
Phillipsburg	36.0	37.1
Warren County	37.6	41.5
New Jersey	36.7	39.0

Source: US Census, 2000 & 2010 Demographic Profile, DP-1

In 2010, Phillipsburg had a higher percentage of residents under age 20 than the county and the state; a lower percentage of residents 45 to 64 years of age; and about the same percentage of residents 65 and older (see Table III-3). Phillipsburg ranked slightly higher than the county and state in terms of school-aged children. As seen in Table III-4, the 45 to 64 age group was the only cohort to post a gain in Phillipsburg between 2000 and 2010.

Table III-3
Age Cohorts by Percent - 2010

	Age Cohort				School Age
	0-19	20-44	45-64	65+	5-19
Phillipsburg	28.7	32.2	25.9	13.2	21.1
Warren County	26.2	29.4	30.3	14.1	20.6
New Jersey	26.1	32.9	27.6	13.5	19.9

Source: US Census, 2010 Demographic Profile, DP-1

Table III-4
Phillipsburg Age Cohorts by Percent – 2000 & 2010

Age Cohort	2000	2010	Change
0-19	29.3	28.7	-0.6
20-44	35.3	32.2	-3.1
45-64	20.2	25.9	+5.7
65+	15.2	13.2	-2.0
5-19 *(school age)*	22.1	21.1	-1.0

Source: US Census, 2010 Demographic Profile, DP-1

Resident Income

Based on two standard measurements of income – per capita and median household – Phillipsburg ranked lower than the county and the state in both 2000 and 2010 (see Table III-5).

Table III-5
Income 2000 – 2010*

	Per Capita Income		Median Household Income	
	2000	2010*	2000	2010*
Phillipsburg	$18,452	$21,752	$37,368	$44,113
Warren County	$25,728	$32,985	$56,100	$71,364
New Jersey	$27,006	$34,858	$55,146	$69,811

Source: US Census 2000 DP-3; 2006 – 2010; 2007-2011 ACS, DP-03
**Phillipsburg figures are 2011 estimates*

Resident Occupations

Based on 2011 census estimates, the percentage of Phillipsburg residents working in the *service, sales and office,* and *production/transportation* categories exceeded the county and statewide percentages. The percentage working in the *management, business, science and arts* category was much lower than the county or state (see Table III-6).

Table III-6
Resident Occupation*
(Expressed as % of Employed Civilian Population 16+)

	Management, business, science, & arts	Service	Sales and office	Natural resources, construction, & maintenance	Production, transportation, & material moving
Phillipsburg	20.1	23.1	30.2	8.2	18.4
Warren County	37.2	15.7	25.8	10.0	11.4
New Jersey	39.4	15.8	26.5	7.8	10.4

Source: US Census 2006-2010; 2007-2011 ACS, DP03
*"Occupation" is the kind of work a person does to earn a living.

Table III-7 provides an overview of the industries where Phillipsburg residents work. The three leading industry types employing Phillipsburg residents are (1) *educational services, health care and social assistance,* (2) *retail trade, and* (3) *manufacturing* The highest ranked industry group in both the county and state is *educational services, health care and social assistance.*

Table III-7
Employment by Industry Group
(Expressed as % of all resident workers)

Industry Group	Phillipsburg	Warren County	New Jersey
Agriculture, forestry, fishing and hunting, and mining	0.8	1.7	0.3
Construction	3.8	7.4	6.1
Manufacturing	13.1	13.3	9.4
Wholesale trade	3.2	2.6	3.8
Retail trade	16.0	12.3	11.1
Transportation and warehousing, and utilities	5.1	5.5	5.7
Information	2.2	2.7	3.2
Finance and insurance, and real estate, and rental and leasing	3.8	7.0	9.1
Professional, scientific, mgt; administrative and waste mgt services	7.5	10.4	12.2
Educational services, and health care and social assistance	24.5	21.7	22.3
Arts, entertainment, recreation; accommodation and food services	10.7	5.9	7.7
Other services except public administration	3.6	4.0	4.4
Public administration	5.6	5.6	4.6
TOTAL	100	100	100

Source: US Census, 2006-2010; 2007-2011 ACS, DP03

Journey to Work

As illustrated in Table-III-8, approximately 22% of Phillipsburg's employed residents work in Phillipsburg. Approximately one-half of Phillipsburg's workforce is employed in Warren County. More Phillipsburg residents work outside of New Jersey than county residents as a whole, perhaps reflecting Phillipsburg's close proximity to Pennsylvania.

Just over three percent of Phillipsburg workers used public transportation to commute to work – higher than the county but much lower than the state as a whole (see Table III-9). More Phillipsburg residents either carpooled to work, or walked to work, than either the county or statewide workforce.

Table III-8
Job Locations of Phillipsburg Residents
(Expressed as % of workers 16+)

Place of Residence	Worked in:				
	Phillipsburg	Warren County	Other NJ County	New Jersey	Outside NJ
Phillipsburg	22.0	50.3	33.4	85.0	15.0
Warren County		41.7	50.9	92.7	7.3

Source: US Census, 2006-2010; ACS B08130, B08008; ACS 2007-2011 08007

Table III-9
Commute to Work, Mode of Travel, 2010
(Expressed as % of workers 16+)

	Drove Alone	Carpooled	Public Transportation	Walked	Other	Worked at Home
Phillipsburg	72.5	15.1	3.2	4.4	1.0	3.8
Warren County	80.4	9.9	1.9	2.0	1.0	4.8
New Jersey	71.6	9.0	10.6	3.3	2.0	3.5

Source: US Census, 2006-2010; 2007-2011 ACS, DP03

LAND USE

The existing land use pattern in Phillipsburg is illustrated on Map 1. The land use inventory is based on MOD IV tax data and field adjustments. Phillipsburg's 3.2 square miles includes residential, commercial, industrial, and institutional land uses as described below. Table III-10 outlines the distribution of each category by parcel acreage (generally excludes public streets and rights-of-way) and as a percentage of the total Town.

Residential

Residential properties of all types cover 635.94 acres or 37% of the total parcel acreage. Of that total, 78.79 acres are classified as apartments consisting of five or more units.

Housing Tenure
Just over one-half of the housing units in Phillipsburg are owner-occupied.

	Housing Units	%
Total Occupied	*5,925*	*100.0*
Owner-occupied	3,396	55.6
Renter-occupied	2,629	44.4
Source: US Census, 2010 DP-1		

Commercial

Commercial properties (retail, service and office) account for 107.81 acres or 6% of the total. They are, for the most part, concentrated along Route 22 and South Main Street.

Industrial/Utilities/Railroad

Industrial, utility and railroad properties comprise 349.18 acres or 20% of the Town. Railroad property alone accounts for 148.78 acres or 9% of the Town.

Public/Quasi-Public

Public and quasi-public land uses (e.g., churches and charitable institutions) cover 333.07 acres or 19% of the Town. This category includes municipal buildings, schools, hospital, churches, cemeteries, civic organizations, Bridge Commission property, and parkland.

Vacant

Approximately 17% of the Town – 289.25 acres – remains vacant. The largest parcels are located in the Ingersoll Rand and Riverfront redevelopment areas. The remaining parcels are primarily small, scattered infill lots.

Table III-10
2012 Existing Land Use

Land Use Category	Parcel Acres*	% of Total
Residential	557.15	32.48
Multi-Family Residential (5+ units)	78.79	4.59
Commercial	107.81	6.28
Industrial & Utility	200.40	11.68
Railroad	148.78	8.67
Public School	68.44	3.99
Public Buildings/Facilities/Land	62.37	3.64
Public Parks & Open Space	115.12	6.71
Institutional, Church & Charitable Property	75.43	4.40
Vacant Land	289.25	16.86
Bridge Commission	11.71	0.68
TOTAL	1,715.25	100.00

Source: Phillipsburg tax records and field adjustments
* Streets and public rights-of-way are not included in parcel acreage figures.

ZONING

As illustrated on Map 2, there are 15 distinct zoning districts in Phillipsburg – two residential, four business, two industrial, and seven redevelopment; and one overlay zone for a planned adult community. As outlined in Table III-1, approximately one half of the Town is zoned for residential use, 12% is zoned for business use, and 12% is zoned industrial. The remaining 26% is covered by redevelopment zones. The two largest zones are the R-50 and R-75, with the R-50 covering one third of the Town.

Map 3 illustrates the relationship between the current zoning scheme and the existing land use pattern in Phillipsburg. Overall there are few inconsistencies between the general zoning categories (e.g., residential, business, industrial) and the underlying land use. The most notable inconsistencies are as follows:

- The apartment complex bounded by Marshall and Heckman Streets is in the B-2 zone, which does not permit residential uses.
- The B-2 zone, which is geared towards highway business, covers a mostly residential neighborhood at the intersection of Roseberry and Center Streets.
- There is a small I-2 zone on Lock Street adjoining the southern boundary of the Phillipsburg Commerce Park that is occupied by residential uses.
- There is a string of very deep residential lots fronting on Center Street between Warren Street and Columbus Avenue that extend into the I-1 zone.
- The Middle School and Early Childhood Learning Center are located in the I-1 zone.
- The southernmost segment of South Main Street is in the B-2 zone, which is geared towards highway business.

Table III-11
Existing Zoning Districts – Phillipsburg

Zone	Overview	Acres	% of Total
Residential			
R-75	Medium density single-family (7,500sf lots)	343.23	15.97
R-50	Higher density single-family (5,000sf lots)	716.27	33.32
	Sub Total	***1,059.50***	***49.29***
Business			
B-1	Office - General (10,000sf lots); also med/dental clinics & labs	61.16	2.84
B-2	Business - General (10,000sf lots); labeled on map as "Highway Business" (*Includes PAC Overlay 5.54 acres*)	165.27	7.69
B-3	Office - Central Business District	23.68	1.10
B-4	Business - Central Business District; retail, office, hospitality	39.51	1.84
	Sub Total	***289.62***	***13.47***
Industrial			
I-1	Light industry (15,000sf lots) Manufacturing, research, offices, wholesale & retail sales.	192.68	8.96
I-2	Heavy industry (40,000sf lots) Same as I-1 + trucking terminals & bulk storage/retail sales of construction materials.	55.46	2.58
	Sub Total	***248.14***	***11.54***
Redevelopment			
RRA-1	Riverside – industrial	27.94	1.30
RRA-2	Riverside – Union Square	33.69	1.57
RRA-3	Riverside – residential & light industrial	199.18	9.27
RRA-4	Riverside – civic/transit	6.59	0.31
RA-7	Ingersoll Rand South	126.14	5.87
RA-7A	Ingersoll Rand North	158.46	7.37
SMRA	South Main pocket park	0.21	.01
	Sub Total	***552.21***	***25.70***
	TOTAL	**2,149.47**	**100%**

REGIONAL PLANS

Highlands Regional Master Plan

The Highlands Regional Master Plan (RMP) was adopted by the Highlands Council in 2008. The RMP emphasizes the protection and preservation of sensitive natural resources and recommends an extensive slate of policies for achieving that goal. Phillipsburg chose to voluntarily participate in the Highlands "plan conformance" process with the intention of adopting relevant RMP policies. As a designated "Highlands Center," the focus of RMP conformance will be sustainable, well-managed economic development and redevelopment activities.

- ***Highlands TDR Program***

The Highlands Council adopted a Transfer of Development Rights (TDR) program as part of the Highlands Region Master Plan and established the Highlands Development Credit Bank in support of the TDR Program. This program serves as one mechanism to address some of the equity concerns of property owners in the Highlands Preservation Area that have been affected by implementation of the Highlands Act.

TDR is a land use tool that utilizes market forces to encourage the transfer of development potential from areas identified for preservation (sending zones) to areas that are more appropriate to accommodate increased growth (receiving zones). In the Highlands program, the Highlands Preservation Area serves as the sending zone. Receiving zones are established on a voluntary basis by municipalities located outside of the Preservation Area such as Phillipsburg. Receiving zones may also be established outside of the Highlands region.

The Highlands TDR program allocates Highlands Development Credits (HDCs) to sending zone property owners. HDCs may be sold to a developer for use in a receiving zone, which may permit the developer to increase the development potential of a property above and beyond the established base zoning in accordance with local ordinances.

The Highlands Act provides a number of benefits to encourage municipalities to designate receiving zones. Municipalities that designate a receiving zone can charge up to $15,000 per residential unit (or comparable commercial unit) impact fee for all new development within the receiving zone; and receive up to $250,000 in an enhanced planning grant to offset the planning and other related costs of designating and accommodating a voluntary receiving zone.

TDR impact fees can be used for infrastructure improvements such as:

- Schools,
- Roadways and transit,
- Sewer and water infrastructure,
- Streetscape,
- Recreational amenities,

- Brownfield and contaminated site cleanup,
- Energy improvements, and
- Economic development activities.

Enhanced planning grants can be used for:

- Streetscape and façade improvement,
- Sustainable economic development,
- Marketing/branding,
- Historical preservation, and
- Infrastructure planning and design.

As noted, TDR programs are essentially market-driven and as with any real estate transaction, market forces will determine the value of the credits. In order for the program to be successful, receiving zones need to be located in fairly strong and attractive development markets to offset the additional costs associated with the purchase of development credits from the sending zone and any impact fees imposed by the receiving municipality. This can be done by attaching an increased density/intensity bonus to the HDCs over and above the density/intensity permitted by the base zoning in the receiving area. A municipality where market demand is low and permitted development intensities are already relatively high would be an unlikely candidate for a receiving area designation.

The ability of the current market to support a receiving zone in Phillipsburg is questionable. Using the Ingersoll Rand tract as an example, the prior owner was unable to successfully market the property and eventually transferred the property to the Town. Future redevelopment of the site must account for costs associated with environmental contamination and necessary infrastructure improvements. The redevelopment plan already anticipates a high level of development – over 2.7 million square feet of office/industrial buildings – which negates the possibility of adding any bonus credits to the site. Successful redevelopment of the site will require other types of incentives including but not limited to discounted land prices and State tax credits that will lower rather than increase the cost of development. This finding is supported by a 2010 report prepared for the Highlands Council by PlanSmart NJ, which states in part:

> *"In the state's urban areas, where there is a great need for the revitalizing investment that being designated as a Highlands Receiving Area could bring, there are a number of expensive obstacles."*
>
> *"Developers may find it difficult to pay for TDR credits* ***and*** *cleanup brownfields...* ***and*** *contribute to the improvement of infrastructure. Although the market has allowed that much profitability to pay for these things in the past and it may again in the future, today no such market exists."*

The PlanSmart report goes on to say that the $15,000 one-time impact fee "is **insufficient incentive** for many municipalities to volunteer to host a receiving area and is a **significant disincentive** for developers."(emphasis added)

Prior to establishing a receiving area a municipality would need to complete a formal Real Estate Market Analysis (REMA) to assess the viability of the program. The REMA can be funded by a Highlands TDR Feasibility Grant. Although it is unlikely that there is enough market demand at this time to support a TDR receiving zone, the Town may want to consider applying for a TDR Feasibility Grant to explore the possibility of designating a receiving zone sometime in the future as market conditions change.

Corridor Studies

Several studies have been completed since the last reexamination report that address regional transportation issues impacting Phillipsburg. One of the primary findings resulting from those studies is that the extension of passenger rail service to Phillipsburg is unlikely in the near future.

- ***Route 22***

In 2009, the Warren County Planning Department released the *US Route 22 Corridor Improvement Plan*. The plan is a comprehensive assessment of the existing and future transportation conditions in the corridor from the Delaware River to the I-78 interchange through Phillipsburg, Pohatcong, Lopatcong, Alpha and Greenwich. The Corridor Improvement Plan was developed to alleviate the expected increase in traffic congestion, as corridor traffic volumes increase over time.

A series of short, mid and long-term improvements were recommended to mitigate congestion in the corridor. The short-term improvements are typically minor and include traffic signal operation modifications and revised signage/striping. Mid-term improvements involve geometric modifications at the intersections or changes in existing traffic controls. Long-term improvements are more regional in scope and encompass a variety of roadway improvements.

The plan also considered multi-modal strategies including pedestrian, bicycle and transit. The plan found that pedestrian and bicycle movement in the corridor is hampered by a lack of suitable infrastructure such as missing sidewalks. Bicycle facilities are also limited and/or non-existent. The plan calls for additional efforts to develop a comprehensive bicycle plan for the region with appropriate linkages to key activity generators such as the new High School, shopping areas and employment centers. Local transit services in the corridor were found to be limited.

- *I-78*

In 2008, the North Jersey Transportation Planning Authority (NJTPA) released the *I-78 Corridor Transit Study* followed in 2011 by the *Central New Jersey/Raritan Valley Transit Study* (CNJ/RV), which in turn was supplemented by the *Pennsylvania Component*. The studies analyzed a broad range of bus and commuter rail alternatives with the goal of improving existing and planned transit services along the Route 22 and I-78 corridors.

The three studies identified transit improvement strategies such as improved bus and rail service, preferential bus treatments on highways and arterials, and new and expanded park-and-ride

facilities. The final shortlist of alternatives focused on a phased approach of providing added bus park-and-ride capacity along I-78 in the short or medium-term, followed by the possibility of extending Raritan Valley Line (RVL) commuter rail service in the long-term. The studies favor the development of a Bus Rapid Transit System (BRT) over new rail service as a more cost-effective means for servicing the region.

Morris Canal Greenway: 25-Year Action Plan

In 2012, Warren County released a 25-Year Action Plan for the Morris Canal Greenway. The Action Plan examines ways to provide safe pedestrian and bicycle access along the canal greenway while promoting historic awareness. The plan utilizes the historic route of the Morris Canal whenever possible, with alternative routes to bypass inaccessible sections or provide linkages to other trail systems, historic sites and other attractions. The final plan describes specific strategies, recommendations and projects intended to guide the next 25 years of development for the Morris Canal Greenway. It prioritizes specific items based on feasibility, costs and public support.

The plan divides the 33-mile long greenway into 12 manageable segments. The segments are based on their ability to provide a destination; create linkages; possess a unified character; ability to function on its own; and require similar strategies along its length. Phillipsburg hosts two segments: Segment 1 – Downtown to Lock Street; and Segment 2 – Lock Street to Route 22. The recommendations for these segments basically mirror and support Phillipsburg's strategies for developing a comprehensive trail system along the riverfront.

OTHER POLICY CHANGES

A number of other notable policy changes have taken place since the last reexamination report was prepared.

- Although Phillipsburg was designated by the State as the home of the NJ Transportation Heritage Center, the program was never funded and never materialized as the major tourist attraction the Town had hoped for.

- State-level changes to the UEZ program have greatly reduced the funds available to all UEZs and with it the capacity to continue UEZ-funded programs at previous levels such as the façade renovation program.

- Regional transportation studies have concluded that reactivating passenger rail service to Phillipsburg would not be cost-effective; and that a Bus Rapid Transit (BRT) system would be a more efficient way to address regional commuting needs.

- The State Housing Act was amended to eliminate Regional Contribution Agreements, which had been a substantial source of funding for residential rehabilitation programs.

IV. Recommended Master Plan & Ordinance Changes

The reexamination shall describe the specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.

RECOMMENDED MASTER PLAN CHANGES

The 2013 reexamination report affirms the objectives found in the 2004 Master Plan Update outlined in Chapter I of this report. The 2004 Master Plan Update was, however, primarily a cursory review of each master plan topic that laid the groundwork for a more comprehensive treatment of the identified issues. The underlying "plan" in each case was still the 1988 master plan. The current recommendation, therefore, is to prioritize the preparation of the following comprehensive master plan elements in order to provide targeted policies and strategies for achieving the 2004/2013 objectives:

- Land Use
- Circulation (addressing all modes of transportation and supporting the Town's complete streets policy)
- Open Space and Recreation (including the proposed Riverfront Heritage Trail)
- Historic Preservation
- Conservation (including a sustainability and green buildings component)

The Ingersoll Rand Redevelopment Plan and the Riverfront Redevelopment Plan are major components of the Town's overall planning process. Recommendations for updating both plans are discussed in the next Chapter.

RECOMMENDED LAND DEVELOPMENT ORDINANCE CHANGES

The zoning ordinance should be reviewed and updated as noted below consistent with the master plan objectives. Additional revisions may be necessary upon the completion of the new master plan elements listed above. (*Recommendations 1 – 4 are from the 2004 land use element. Items 5 – 9 were recommended by the Ingersoll Rand and Riverfront Redevelopment Studies.*)

1. Create a multifamily zone to reflect the existing multifamily housing in the R-50 zone west of Roseberry Street including portions of the surrounding B-2 zone as well as other non-conforming multi-family developments throughout the Town.

2. Include a portion of the I-1 zone located east of Warren Street and south of the extension of Anderson Street (middle school and residential properties) in the R-50 zone.

3. Convert a portion of the I-1 zone bounded by Wilson Street, Anderson Street, Warren Street and the railroad (vacant land) to the R-50 zone.

4. Review the B-2 zone along Route 22 and make appropriate boundary adjustments to reflect actual development; and prepare design standards to enhance the appearance and accessibility of the corridor. Incorporate appropriate recommendations from the 2009 Route 22 Corridor Improvement Plan.

5. The B-2 Highway Business zone at Center and Roseberry Streets should be rezoned for neighborhood commercial uses such as retail and service businesses to complement the Phillipsburg Commerce Park redevelopment area and the surrounding residential neighborhoods.

6. The small I-2 Heavy Industrial zone on Lock Street north of Ridge Street appears to be a remnant of the original industrial zone that covered the Ingersoll Rand site prior to the redevelopment designation. The zone consists of residential properties and should be merged into the adjoining R-75 zone.

7. Merge the B-3 zone south of Union Square into the B-4 zone and make adjustments to the list of permitted uses as outlined in Table IV-1.

8. Convert the B-2 zone at the southern end of South Main Street into a new "B-5" zone to differentiate it from the highway-oriented B-2 zone along Route 22 and adjust the list of permitted uses as outlined in Table IV-1.

9. Permit residential infill as a conditional use in the B-4 and B-5 zones in accordance with R-50 standards where more than 50% of the block front is currently occupied by residential uses.

Table IV-1
Proposed Schedule of Permitted Uses
B-4 and B-5 Zones

Principal Use	B-4	B-5
Retail shops & personal services	✓	✓
Hotels	✓	✓
Restaurants	✓	✓
Taverns	✓	✓
Brewpubs	✓	✓
Offices	✓	✓
Cultural & educational facilities	✓	✓
Studios	✓	✓
Churches	✓	✓
Public buildings	✓	✓
Medical and dental clinics/labs	✓	✓
Small business	✓	✓
Residential above business	✓	✓
Office above business	✓	✓
Business services	✓	✓
Theater	✓	✓
Planned Adult Community Overlay		✓
Conditional Use		
Clubs, fraternal, & nonprofits	✓	✓
Residential infill	✓	✓
Bowling alley		✓
Skating rink		✓
Light manufacturing		✓
Wholesale trades		✓
Construction/contracting business		✓

Critical Area Ordinances

The Town ought to prepare and adopt critical area ordinances governing stream corridors, steep slopes, carbonate rock/karst formations, and wellhead protection areas.

Howard Street

The north side of Howard Street is currently occupied by small to medium-size light industrial buildings. The block in question is bounded by the abandoned Norfolk Southern ROW to the north, McKeen Street to the east, Phillipsburg Pistol Club to the west, and Howard Street itself to the south. Recent trends within the block coupled with plans for surrounding properties call for a review of the current zoning to see if it is still viable and compatible with the evolving neighborhood. Specifically, vacancies within the block have been increasing; construction is scheduled to start on the Riverside at Delaware Station residential project; and the Norfolk Southern right-of-way has been identified as a potential rail-trail in the Riverfront Heritage Trail Plan. In addition, Howard Street serves as the main entrance to Delaware River Park, which

should experience an increase in users upon the completion of the residential development and the proposed Heritage Trail system.

Existing Zoning

Approximately three fourths of the block in question is zoned I-1 Light Industrial. The McKeen Street end of the block is in the Riverfront Redevelopment Area, which surrounds the block on all four sides. Proposed amendments to the redevelopment plan would break the surrounding redevelopment area into three districts, *Recreational/Heritage, Riverside Residential,* and *Riverside Commercial.* To the north of the railroad ROW is an R-50 zone running the length of Mercer Street. A B-4 zone covers South Main Street.

Proposed Zoning

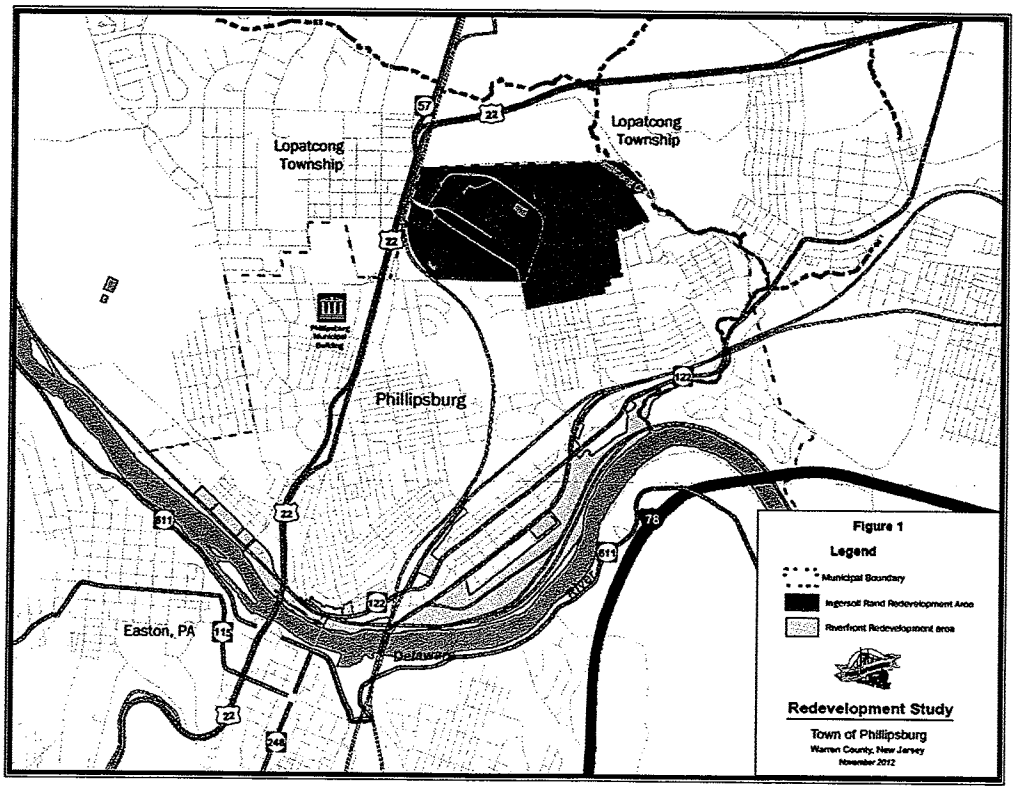
The block should be rezoned to encourage or accommodate uses that would complement the surrounding residential neighborhoods (new and old), the Riverfront Heritage trail system, and the overall riverfront revitalization effort. It should provide a transition from the high-density multi-family development along the river to the single-family neighborhood along Mercer Street and enhance the entrance to Delaware River Park. To that end a townhouse option – perhaps as a conditional use – ought to be explored for the block with appropriate bulk and design requirements.

V. Redevelopment Plans

The Reexamination Report shall include the recommendations of the Planning Board concerning the incorporation of redevelopment plans adopted pursuant to the Local Redevelopment and Housing Law, P.L. 1992, c. 79 (C.40A:12-A-1 et al.) into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

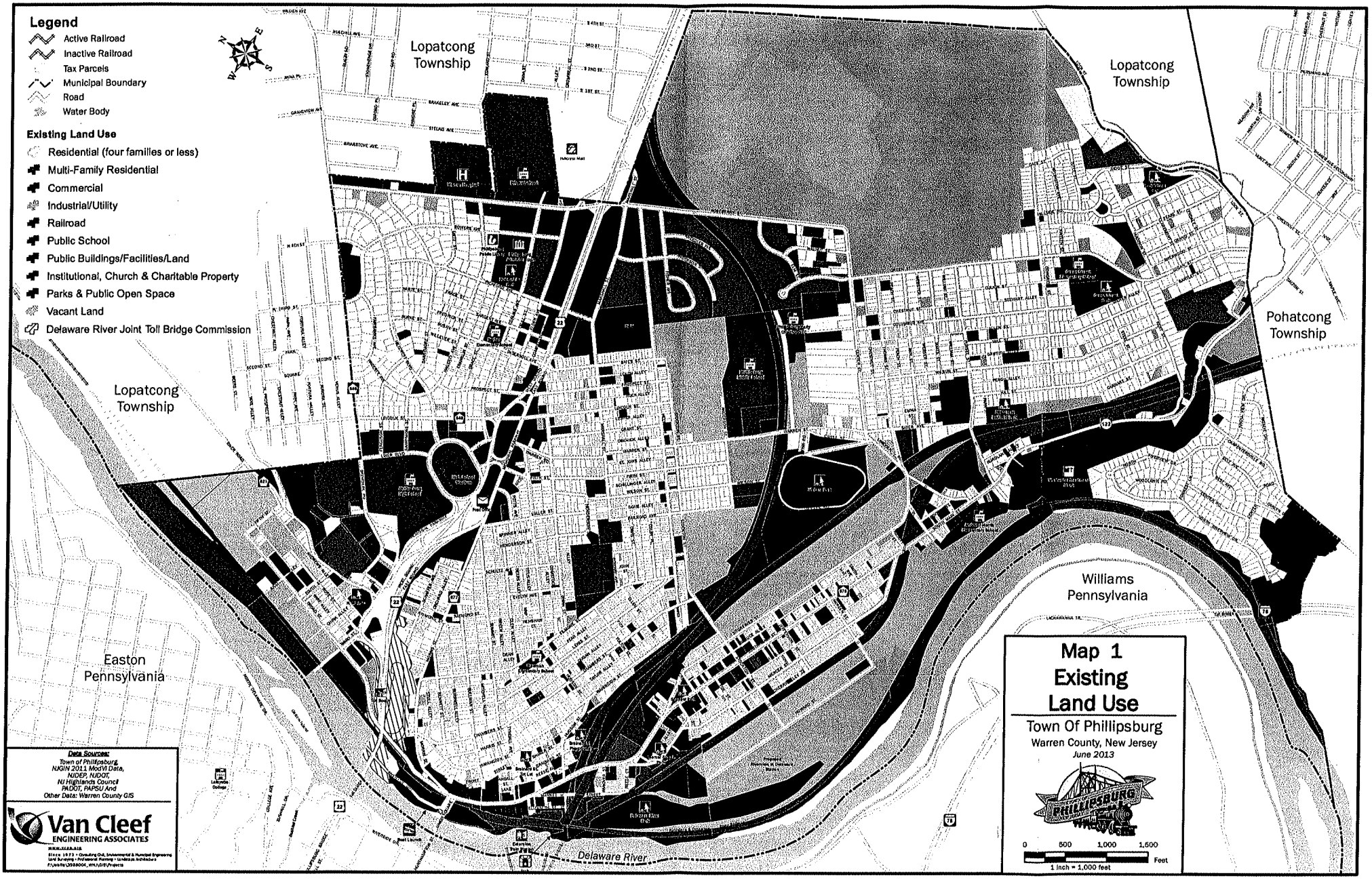
In 2012 Phillipsburg undertook an analysis of the redevelopment plans for both the Delaware River waterfront and the former Ingersoll Rand complex (see Figure 1 below) to determine their continued feasibility in light of evolving conditions and trends. These two redevelopment plans are key components of the Town's overall revitalization strategy and will drive much of the land use, economic and capital policy decisions going forward.

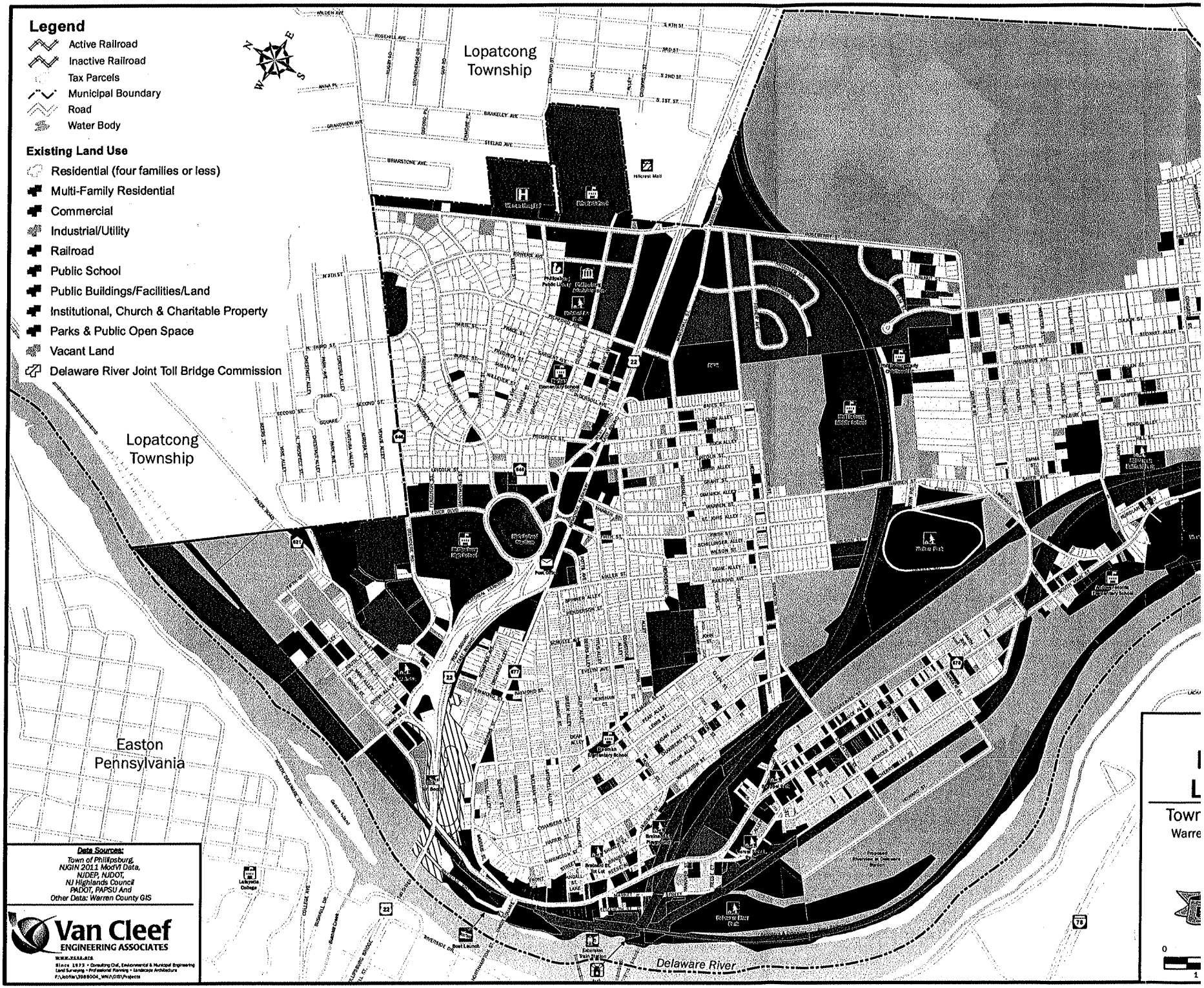
The *Ingersoll Rand Redevelopment Study – Final Report & Recommendations,* and the *Riverfront Redevelopment Study – Final Report & Recommendations,* each provide an assessment of their associated redevelopment plans, environmental constraints, and regional transportation plans; and provide recommendations for plan amendments and strategies for the continued revitalization of the redevelopment districts. The studies were approved by the Planning Board and sent to the Town Council for consideration and possible action. The zoning ordinance will need to be revised to reflect any changes in the redevelopment plans.



Maps

1. Existing Land Use
2. Existing Zoning
3. Existing Land Use and Zoning


Legend
Active Railroad
Inactive Railroad
Tax Parcels
Municipal Boundary
Road
Water Body
Existing Land Use
Residential (four families or less)
Multi-Family Residential
Commercial
Industrial/Utility
Railroad
Public School
Public Buildings/Facilities/Land
Institutional, Church & Charitable Property
Parks & Public Open Space
Vacant Land
Delaware River Joint Toll Bridge Commission
Lopatcong Township
Lopatcong Township
Pohatcong Township
Lopatcong Township
Williams Pennsylvania
Easton Pennsylvania
Delaware River
Data Sources:
Town of Phillipsburg,
NJGIN 2011 ModVI Data,
NJDEP, NJDOT,
NJ Highlands Council
PADOT, PAPSU And
Other Data: Warren County GIS
Van Cleef
ENGINEERING ASSOCIATES
Map 1
Existing
Land Use
Town Of Phillipsburg
Warren County, New Jersey
June 2013
0 500 1,000 1,500 Feet
1 inch = 1,000 feet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Delaware River Joint Toll Bridge Commission
Lopatcong Township
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Data Sources:
Town of Phillipsburg,
NJGIN 2011 ModVI Data,
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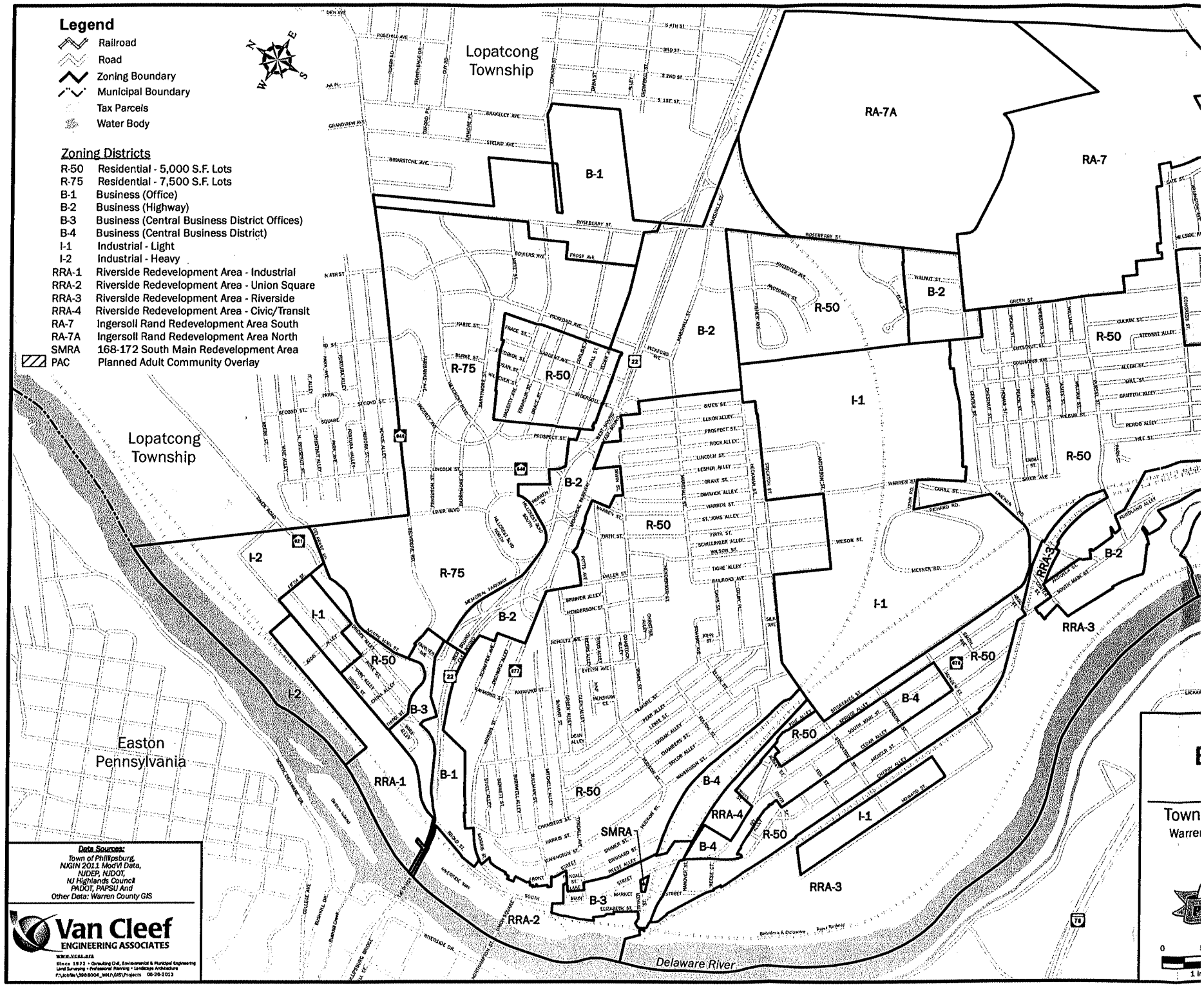
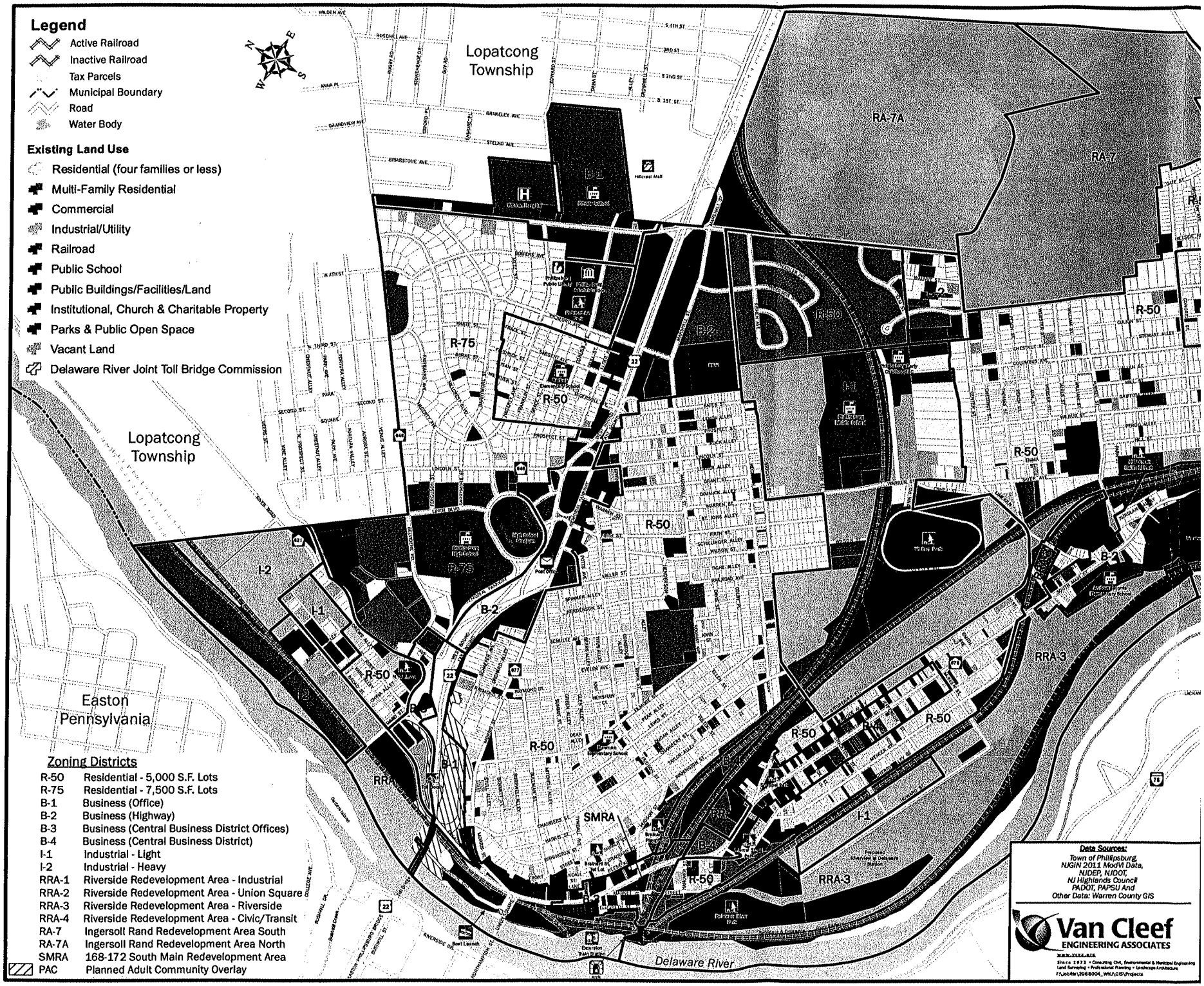

Legend
Railroad
Road
Zoning Boundary
Municipal Boundary
Tax Parcels
Water Body
Zoning Districts
R-50 Residential - 5,000 S.F. Lots
R-75 Residential - 7,500 S.F. Lots
B-1 Business (Office)
B-2 Business (Highway)
B-3 Business (Central Business District Offices)
B-4 Business (Central Business District)
I-1 Industrial - Light
I-2 Industrial - Heavy
RRA-1 Riverside Redevelopment Area - Industrial
RRA-2 Riverside Redevelopment Area - Union Square
RRA-3 Riverside Redevelopment Area - Riverside
RRA-4 Riverside Redevelopment Area - Civic/Transit
RA-7 Ingersoll Rand Redevelopment Area South
RA-7A Ingersoll Rand Redevelopment Area North
SMRA 168-172 South Main Redevelopment Area
PAC Planned Adult Community Overlay
Lopatcong Township
Lopatcong Township
Easton Pennsylvania
Delaware River
RA-7A
RA-7
SMRA
Data Sources:
Town of Phillipsburg,
NJGIN 2011 ModVI Data,
NJDEP, NJDOT,
NJ Highlands Council
PADOT, PAPSU And
Other Data: Warren County GIS
Van Cleef
ENGINEERING ASSOCIATES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Municipal Boundary
Road
Water Body
Existing Land Use
Residential (four families or less)
Multi-Family Residential
Commercial
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Public School
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Institutional, Church & Charitable Property
Parks & Public Open Space
Vacant Land
Delaware River Joint Toll Bridge Commission
Lopatcong Township
Lopatcong Township
Easton Pennsylvania
Delaware River
RA-7A
RA-7
R-50
R-75
B-1
B-2
I-1
I-2
RRA-3
SMRA
Zoning Districts
R-50 Residential - 5,000 S.F. Lots
R-75 Residential - 7,500 S.F. Lots
B-1 Business (Office)
B-2 Business (Highway)
B-3 Business (Central Business District Offices)
B-4 Business (Central Business District)
I-1 Industrial - Light
I-2 Industrial - Heavy
RRA-1 Riverside Redevelopment Area - Industrial
RRA-2 Riverside Redevelopment Area - Union Square
RRA-3 Riverside Redevelopment Area - Riverside
RRA-4 Riverside Redevelopment Area - Civic/Transit
RA-7 Ingersoll Rand Redevelopment Area South
RA-7A Ingersoll Rand Redevelopment Area North
SMRA 168-172 South Main Redevelopment Area
PAC Planned Adult Community Overlay
Data Sources:
Town of Phillipsburg,
NJGIN 2011 ModVI Data,
NJDEP, NJDOT,
NJ Highlands Council
PADOT, PAPSU And
Other Data: Warren County GIS
Van Cleef
ENGINEERING ASSOCIATES