



PLANNING AND ZONING
(908) 454-5500 Ext. 361

PHILLIPSBURG, NEW JERSEY
"Home of Successful Industries"
675 Corliss Avenue, Phillipsburg, NJ 08865

PHILLIPSBURG MASTER PLAN
REEXAMINATION REPORT

October 1996

Phillipsburg Planning Board Members

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Thomas Corcoran (Mayor 1996 - 1999)

Fred Rufe - Alternate

Bruce Jones, Esq. - Board Attorney

This report to the Phillipsburg Planning Board has been prepared by Mark Munley, Professional Planner License Number 03601. Certification that this document is a true copy of that report prepared by Mark Munley and adopted by Resolution of the Phillipsburg Planning Board on November 25, 1996 is indicated by the following seal:

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SECTION ONE: INTRODUCTION

The New Jersey State Municipal Land Use law governs the content and preparation of Master Plans. At Section 40:55D-28, it states:

Preparation; contents; modifications

- a. The planning board may prepare and, after public hearing, adopt or amend a master plan or component parts thereof, to guide the use of lands within the municipality in a manner which protects public health and safety and promotes the general welfare.
- b. The master plan shall generally comprise a report or statement and land use and development proposals, with maps, diagrams and text, presenting, at least the following elements (1) and (2) and, where appropriate, the following elements (3) through (12);
 - (1) A statement of objectives, principles, assumptions, policies and standards upon which the constituent proposals for the physical, economic and social development of the municipality are based;
 - (2) A land use plan element (a) taking into account and stating its relationship to the statement provided for in paragraph (1) hereof, and other master plan elements provided for in paragraphs (3) through (12) thereof and natural conditions, including, but not necessarily limited to, topography, soil conditions, water supply, drainage, flood plain areas, marshes, and woodlands; (b) showing the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, educational and other public and private purposes or combination of purposes; and stating the relationship thereof to the existing and any proposed zone plan and zoning ordinance; and (c) showing the existing and proposed location of any airports and the boundaries of any airport safety zones delineated pursuant to the "Air Safety and Zoning Act of 1983" P.L. 1983, c.260 (C. 6:1-80 et seq.); and (d) including a statement of the standards of population density and development intensity recommended for the municipality;
 - (3) A housing plan element pursuant to section 10 of P.L. 1985, c. 222 (C. 52:27D-310), including, but not limited to, residential standards and proposals for the construction and improvement of housing;
 - (4) A circulation plan element showing the location and types of facilities for all modes of transportation required for the efficient movement of people and goods into, about, and through the municipality, taking into account the functional

- highway classification system of the Federal Highway Administration and the types, locations, conditions and availability of existing and proposed transportation facilities, including air, water, road and rail;
- (5) A utility service plan element analyzing the need for and showing the future general location of water supply and distribution facilities, drainage and flood control facilities, sewerage and waste treatment, solid waste disposal and provision for other related utilities, and including any storm water management plan required pursuant to the provisions of P.L. 1981, C.32 (C. 40:55D-93 et seq.);
- (6) A community facilities plan element showing the existing and proposed location and type of educational or cultural facilities, historic sites, libraries, hospitals, firehouses, police stations and other related facilities, including their relation to the surrounding areas;
- (7) A recreation plan element showing a comprehensive system of areas and public sites for recreation;
- (8) A conservation plan element providing for the preservation, conservation, and utilization of natural resources, including, to the extent appropriate, energy, open space, water supply, forests, soil, marshes, wetlands, harbors, rivers and other waters, fisheries, endangered or threatened species wildlife and other resources, and which systemically analyzes the impact of each other component and element of the master plan on the present and future preservation, conservation and utilization of those resources;
- (9) An economic plan element considering all aspects of economic development and sustained economic vitality, including (a) a comparison of the types of employment expected to be provided by the economic development to be promoted with the characteristics of the labor pool resident in the municipality and nearby areas and (b) an analysis of the stability and diversity of the economic development to be promoted;
- (10) A historic preservation plan element: (a) including the location and significance of historic sites and historic districts; (b) identifying the standards used to assess worthiness for historic site or district identification; and (c) analyzing the impact of each component and element of the master plan on the preservation of historic sites and districts;
- (11) Appendices or separate reports containing the technical foundation for the master plan and its constituent elements; and

(12) A recycling plan element which incorporates the State Recycling Plan goals, including provisions for the collection, disposition and recycling of recyclable materials designated in the municipal recycling ordinance, and for the collection, disposition and recycling of recyclable material within any development proposal for the construction of 50 or more units of single-family residential housing or 25 or more units of multi-family residential housing and any commercial or industrial development proposal for the utilization of 1,000 square feet or more of land.

c. The master plan and its plan elements may be divided into subplans and subplan elements projected according to periods of time or staging sequences.

d. The master plan shall include a specific policy statement indicating the relationship of the proposed development of the municipality, as developed in the master plan to (1) the master plan of contiguous municipalities, (2) the master plan of the county in which the municipality is located, (3) the State Development and Redevelopment Plan adopted pursuant to the "State Planning Act," sections 1 through 12 of P.L. 1985, c. 398 (C. 52:18A-196 et seq.) and (4) the district solid waste management plan required pursuant to the provisions of the "Solid Waste Management Act" P.L. 1970, c. 39 (C. 13:E-1 et seq.) of the county in which the municipality is located.

The current Phillipsburg Master Plan was adopted by the Planning Board on September 15, 1988. That document contains the following elements:

- a) A statement regarding the goal and objectives for the development of the Town of Phillipsburg.
- b) A land use plan element
- c) A housing plan element
- d) A transportation/circulation plan element

The purpose of this Reexamination Report is to bring the Phillipsburg Planning Board into compliance with Section 40:55D-89 of the Municipal Land Use law:

Periodic reexamination

The governing body shall, at least every six years, provide for a general reexamination of its master plan and development regulations by the planning board, which shall prepare and adopt by resolution a report on the findings of such reexamination, a copy of which report and resolution shall be sent to the county planning board and the municipal clerk of

each adjoining municipality. The first such reexamination shall have been completed by August 1, 1982. The next reexamination shall be completed by August 1, 1988.

Thereafter, a reexamination shall be completed at least once every six years from the previous reexamination. The reexamination report shall state:

- a. The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report.
- 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 the master plan or development 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, collection, disposition, and recycling of designated recyclable materials, 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.

The periodic reexamination should also 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:12A-1 et seq.) 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.

SECTION TWO: HISTORY AND NEIGHBORHOODS

The existing Phillipsburg Master Plan contains a segment devoted to the history and neighborhoods of the town. It is excerpted and updated here with certain stylist modifications for ease of reference:

"In 1715, Daniel Cox of Burlington, New Jersey, received authority to locate 1,250 acres of land across the river from what was then commonly known as "the Forks of the Delaware" and now known as Easton, Pennsylvania. This acreage was 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. The Penn family feared for the future prosperity of Easton which they had recently established. Apparently, the Penns attempted to delay the development of Phillipsburg by securing all of 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 by way of 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, 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. The Town's population jumped from 1,500 people in 1860 to 5,950 people in 1870 and continued to increase over time.

Phillipsburg's largest employer for many years, the Ingersoll Rand Company, built its local plant in 1903 after repeated difficulties with floods in the Lehigh River at its West Easton factory. This enterprise is now called Ingersoll-Dresser. J.T. Baker, another industrial landmark, also moved here from College Hill in Easton, Pennsylvania. In 1995, this enterprise became the Mallinckrodt-Baker Company. Unfortunately, these opportunities were diminished by corporate downsizing. The Town is still recognized as a leading manufacturer of ductile iron pressure pipe. The company that is now Atlantic States which was founded in 1856, employs 250 employees, 1/3 of which are Phillipsburg residents. Further, along with newer companies such as The Journal of Commerce, these industries present residents with the same locational convenience and employment opportunities that were sought during the beginnings of the Industrial Revolution and which helped to develop the Town into the thriving community that it is today.

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 the master plan. These neighborhoods are: 1) Pursel Hill; 2) Riverside; 3) Firthtown; 4) Heights; 5) Phillipsburg Hill; 6) Hillcrest and 7) Ingersoll-Dresser. These neighborhoods are further examined below:

Area 1

The Area consists of the Pursel Hill neighborhood which is one of the three newer neighborhoods in the Town and it possesses a larger percentage of owner-occupied housing units. There are no apartment complexes in this neighborhood. On the whole, there is no pattern of inadequacies with the housing stock on Pursel Hill. Besides satisfactory housing stock, the neighborhood has the attractive 23-acre Walters Park (which serves the entire town) with a public Olympic size pool, band shell, picnic area and athletic facilities. The Green Street elementary school with much open space available for athletic activity is directly adjacent to the Pursel Hill area. Further, the Phillipsburg Care Center is located in this area.

Area 2

Area 2 is the oldest of the six areas in Phillipsburg. This area runs parallel with the Delaware River and contains the areas traditionally known as "the Flats", "the North End" and "Union Square". Most of the homes in this neighborhood were built before 1940. Many of these structures are experiencing some type of deterioration. Riverside hosts Phillipsburg's traditional central business district. At one time, it boasted a large retail section but due to competition from surrounding shopping malls, many stores have closed. In addition, there is a vibrant professional community along South Main from Union Square to Hudson Street as well as the fact that Area 2 is served by the Andover-Morris elementary school.

Area 3

The Firthtown neighborhood and the Memorial Parkway area comprise this area which provides residents with a pleasant and serene atmosphere. One and two family homes predominately occupy the Firthtown neighborhood. This area also includes The Journal of Commerce facility, a senior citizen apartment complex, the Firthtown Youth Center, the Senior Citizens Center, the Phillipsburg Housing Authority and the Village Apartments. This area hosts the public middle school, major stores and restaurants along Memorial Parkway, the Armory and business firms such as McGinley Mills and New Jersey Central Power & Light.

Area 4

The Area 4 neighborhood includes the areas known as Valley View, Cameron-Heights, Steel Hill and Delaware Heights. The majority of the homes were built after 1940. These units are in good condition. Further, in 1996, new home construction appeared in the last remaining vacant areas within this parameter. The greater percentage of the homes within this neighborhood are owner-occupied. This area is equipped with the Green Street elementary school which has grounds available for different types of sports activity. The South Gate and Ridge Apartments are located in the Heights.

Area 5

This area consists of the neighborhoods traditional known as "the Hill". It is the second oldest of the six neighborhoods. The Hill is the most densely built-up area of the Town and there is little to no room available for new development. This area has the Freeman elementary school, several convenience stores and provides residents with easy access to Route 22. It is similar to Area 1 in that it is lacking owner/occupied residents.

Area 6

Known as the Hillcrest neighborhood, this area is considered by the residents of Phillipsburg to be the most exclusive of all of the six neighborhoods. It is the area where the greatest percentage of housing units are owner-occupied. This area also has the highest housing values on average. Hillcrest is the home of the public high school, the Barber elementary school, the public library, the Municipal Building, the Warren Hospital which is Phillipsburg's largest employer and a private elementary school. There are several apartment complexes also contained in this Area. There is also a convenient shopping center area within walking distance of Hillcrest.

Area 7

This area consists of the Ingersoll-Dresser acreage.

SECTION THREE: MAJOR PROBLEMS RELATING TO LAND DEVELOPMENT IN THE MUNICIPALITY AT THE TIME OF THE ADOPTION OF THE MASTER PLAN AND THE EXTENT TO WHICH THESE PROBLEMS HAVE BEEN REDUCED OR HAVE INCREASED SUBSEQUENT TO THAT REPORT

The Phillipsburg Master Plan, adopted in 1988, identifies problems in three broad topical areas: Land Use, Housing and Transportation. The specific problems as contained in that Master Plan are recited below along with the Planning Board's current assessment of the problems as discussed at public meetings held on August 3, 1995 and September 21, 1995.

Land Use Problems

Problem #1: Overcrowding

The high density of housing units in some areas of town - specifically the Riverside neighborhoods and the Hill - has 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.

Assessment

Appropriate changes to the municipal zoning ordinance have been enacted to prevent the conversion of single-family residences to multi-family apartments. However, buildings previously allowed to increase in density still exist to a certain degree.

Problem #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 commercial buildings into residential units.

Unfortunately, this trend then causes the business area to be further diminished, bringing less customers to the area. A downward cycle then begins. In addition, important services and jobs are lost from the community.

Assessment

Appropriate changes to the Municipal Zoning Ordinance have been enacted to prevent these conversions. More importantly, a New Jersey State approved Urban Enterprise Zone Program designation will help to revitalize the "downtown" area.

Problem #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.

Assessment

Essentially, the odor problem has been eliminated due to expensive modifications undertaken by various industries. Additionally, given the decline in the number of manufacturing facilities in New Jersey in general and Phillipsburg in particular; smoke and other pollutants have also become less of a problem.

Problem #4: Lack of land available for future development

Only nine percent of the Town of Phillipsburg's land area is developable. 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 users which burden the public.

Assessment

The availability of vacant land for new residential development continues to exist as a problem. However, there are two sizable tracks for industrial/commercial development. They are the Ingersoll-Dresser track in Area 7 and the Howard Street properties in Area 1.

Problem #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 erosion, structural stability, and the obstruction of scenic views.

Assessment

This continues to exist as a problem.

Problem #6: Zone boundaries of the Zoning Ordinance no longer reflect existing uses

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.

Assessment

The Zoning Ordinance has been revised to address this problem.

Problem #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 New Jersey 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.

Assessment

The ordinances have been revised and the Master Plan Reexamination Report has been conducted as a response to this problem.

Housing Issues

Problem #1: Affordability

One of the major issues that has surfaced throughout this housing element is that of affordability. It appears that in all parts of 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 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. Further, only five percent of the average low income, two person households are within the means of affording a one-bedroom apartment.

Assessment

Phillipsburg's housing is viewed as being the least expensive within Warren County, New Jersey.

Problem #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 belief is based on the presumption that owner-occupied units bring out a more permanent population that is more likely to show their pride in their home. This pride manifests itself in forms such as maintaining the physical structure, taking an active part in the community and making additional investments in the home.

Assessment

As with Land Use Problem #1, appropriate changes to the Municipal Zoning Ordinance have been enacted to prevent the conversion of single family residences to multi-family apartments. It must be recognized that buildings previously allowed to increase in density still exist to a certain degree. However, there has been a change in town policy on this issue so as to stop these conversions. As a result of this change, the decline has stabilized.

Problem #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.

Assessment

The various municipal property maintenance and Council on Affordable Housing efforts supported by federal, state and municipal funds are having a direct and noticeable positive effect upon housing deterioration in Phillipsburg.

Transportation circulation issues

Problem #1: Substandard intersections

Intersections occur where two or more roads, or 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-distance, conflicting traffic movements and narrowness.

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.

Assessment

Substandard intersection improvements will remain a municipal priority. The Roseberry Street and Union Square problems are in the process of having plans being developed to address their conditions.

Problem #2: Substandard streets

Substandard streets are those major collector streets which impede traffic and cause safety hazards due to poor condition, narrowness or poor alignment.

Assessment

Municipal street repaving efforts funded with approximately \$1.5 to \$2.5 million addresses this problem.

Problem #3: Poor local circulation

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.

Assessment

The word "poor" before the term "local circulation" in the title of Problem #3; as well as the last sentence of the paragraph "The effect is traffic congestion and accidents" were objected to by the Planning Board members. Therefore, these two statements do not convey the belief of the Planning Board members at this time.

Problem #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 these primary connectors. Currently, demand is high on Route 22, Union Square and South Main Street. As surrounding areas grow, demands on Belvidere Road, Route 646 and Carpentersville Road will also rise.

Assessment

This is a problem resulting from the long-term development of Phillipsburg over many decades of time. It is still a problem today and will remain so for the near-term future. However, the opening of I-78 has provided some relief and the possible extension of Route 33 should provide additional relief.

Problem #5: Traffic congestion

Traffic congestion is related to poor circulation, substandard roads, and substandard intersections which have a high demand. Currently, there are 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 treeet at Route 22.

Assessment

This is a problem resulting from the decades long development of Phillipsburg. It remains a problem today. However, the opening of I-78 has provided some relief and the possible extension of Route 33 should provide additional relief. The new traffic light at the Hillcrest shopping center should make a dangerous intersection safer.

Problem #6: Thru truck traffic on local street

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.

Assessment

This is a problem resulting from the decades long development of Phillipsburg. It remains a problem today. However, the elimination of the weight limit due to improvements of the streets in the vicinity of the Black Bridge, as well as improvements to the bridge itself, has led to additional truck traffic.

SECTION FOUR: MAJOR OBJECTIVES RELATING TO LAND DEVELOPMENT IN THE MUNICIPALITY AT THE TIME OF ADOPTION OF THE MASTER PLAN AND THE EXTENT TO WHICH THESE OBJECTIVES HAVE BEEN REDUCED OR HAVE INCREASED SUBSEQUENT TO THAT DATE

Currently, there are only three types of objectives defined in the Master Plan: land use, housing, and transportation. For comparative purposes, the Planning Board at its August 31, 1995 meeting reassessed these objectives and re-ranked them in order of primary importance, secondary importance and tertiary importance. These objectives are listed below:

	<i>original</i>	<i>re-rank</i>
<i><u>Land use objectives</u></i>	<i><u>rank</u></i>	
* 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.	1	Primary
* Maintain South Main Street from Union Square to Hudson Street and from Mercer Street to McKean Street as a mixed used Central Business District. Maintaining each section's unique attributes. **	2	Primary
* Reduce conflicts between residential and industrial uses	3	Secondary
* Maintain and support neighborhood businesses in moderate and high density residential zones.	4	Secondary
* Amend the Zoning Map to better reflect existing conditions and the highest and best uses as shown on the Master Plan Map.	5	Tertiary

** Note: The Planning Board wishes to specify that the Central Business District is more appropriately to be thought of as extending from Union Square to Jefferson Street along South Main Street.

	<i><u>original rank</u></i>	<i><u>re-rank</u></i>
* Protect vacant, undevelopable land (steep slopes, wetlands, and flood plains) from environmentally damaging development.	6	Secondary
* Encourage major vacant developable lands to develop their highest and best use in ways that most benefit the Town of Phillipsburg.	7	Primary
* Update land development ordinances to improve their efficiency, usefulness, and effectiveness.	8	Primary

Housing Objectives

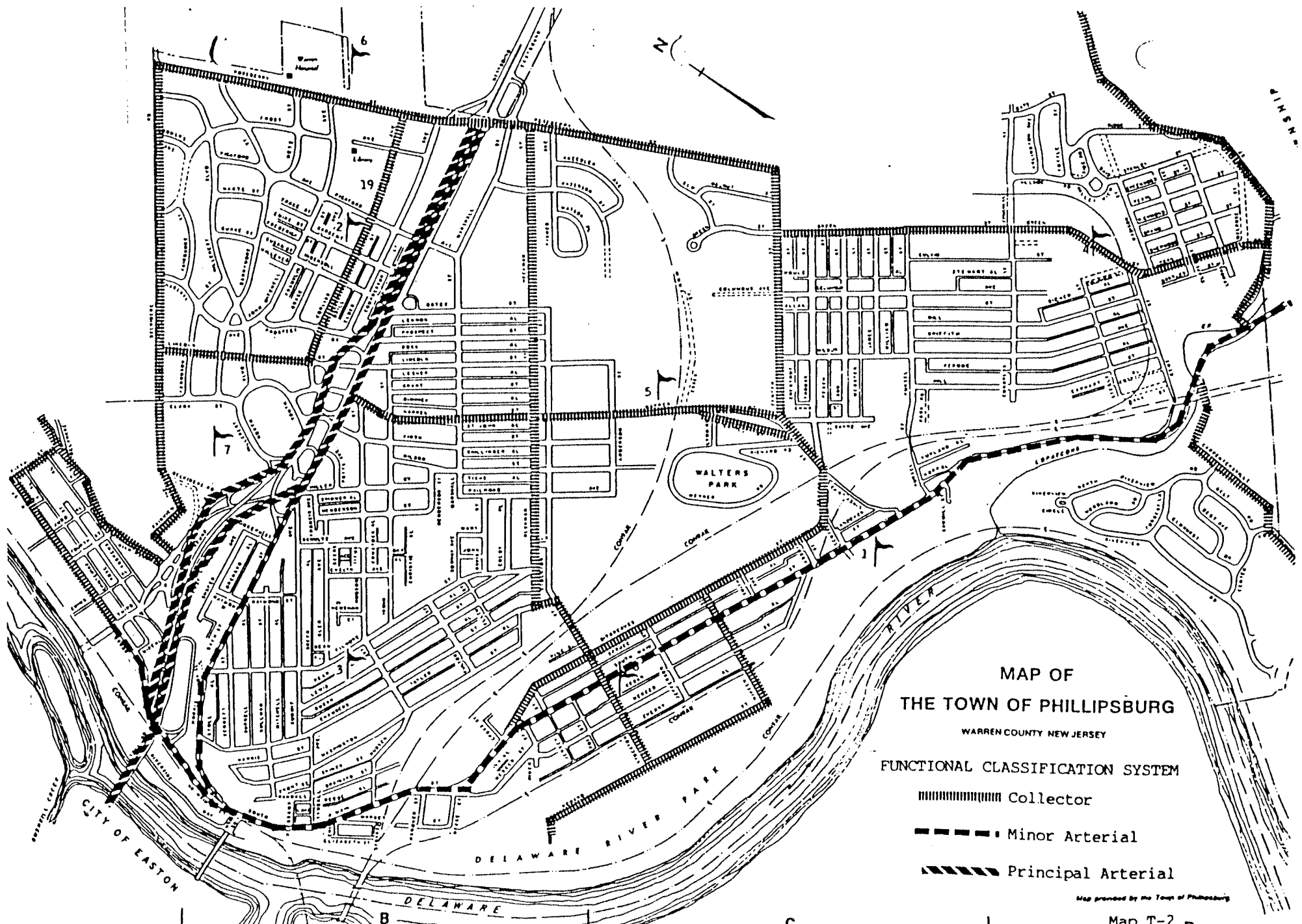
* Maintain the Town of Phillipsburg as a good place to own a home and raise a family, and where there is a diversity of housing options.	1	Primary
* Encourage the preservation of the Town's housing stock (no less than 20 percent) for both low and moderate income persons, including senior citizens, low and moderate income home owners, and young families.	2	Primary
* Encourage the rehabilitation of those structures that have below standard major systems (electric, plumbing, heating, etc.) and exist in a dilapidated state.	3	Primary

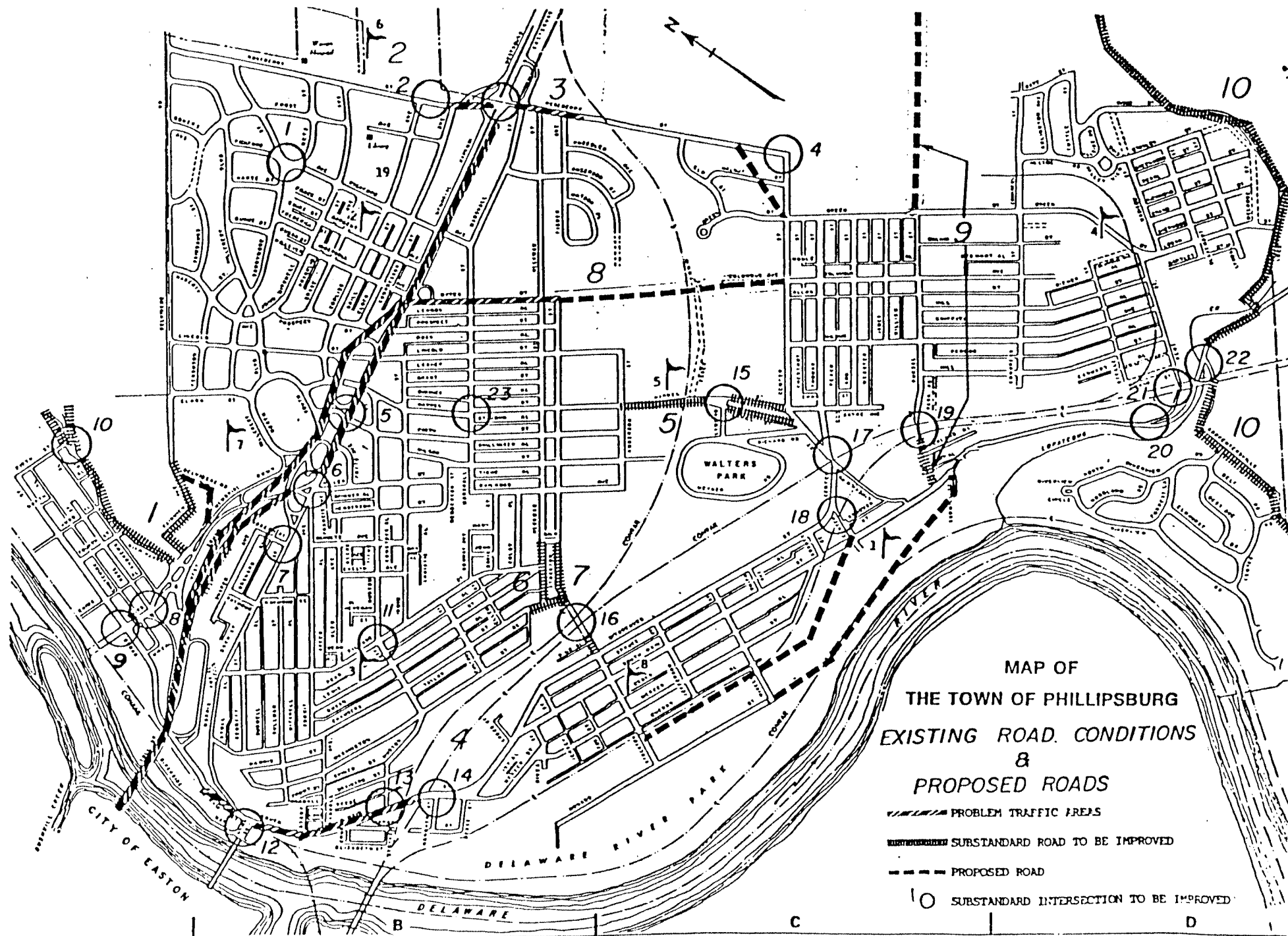
Transportation Objectives

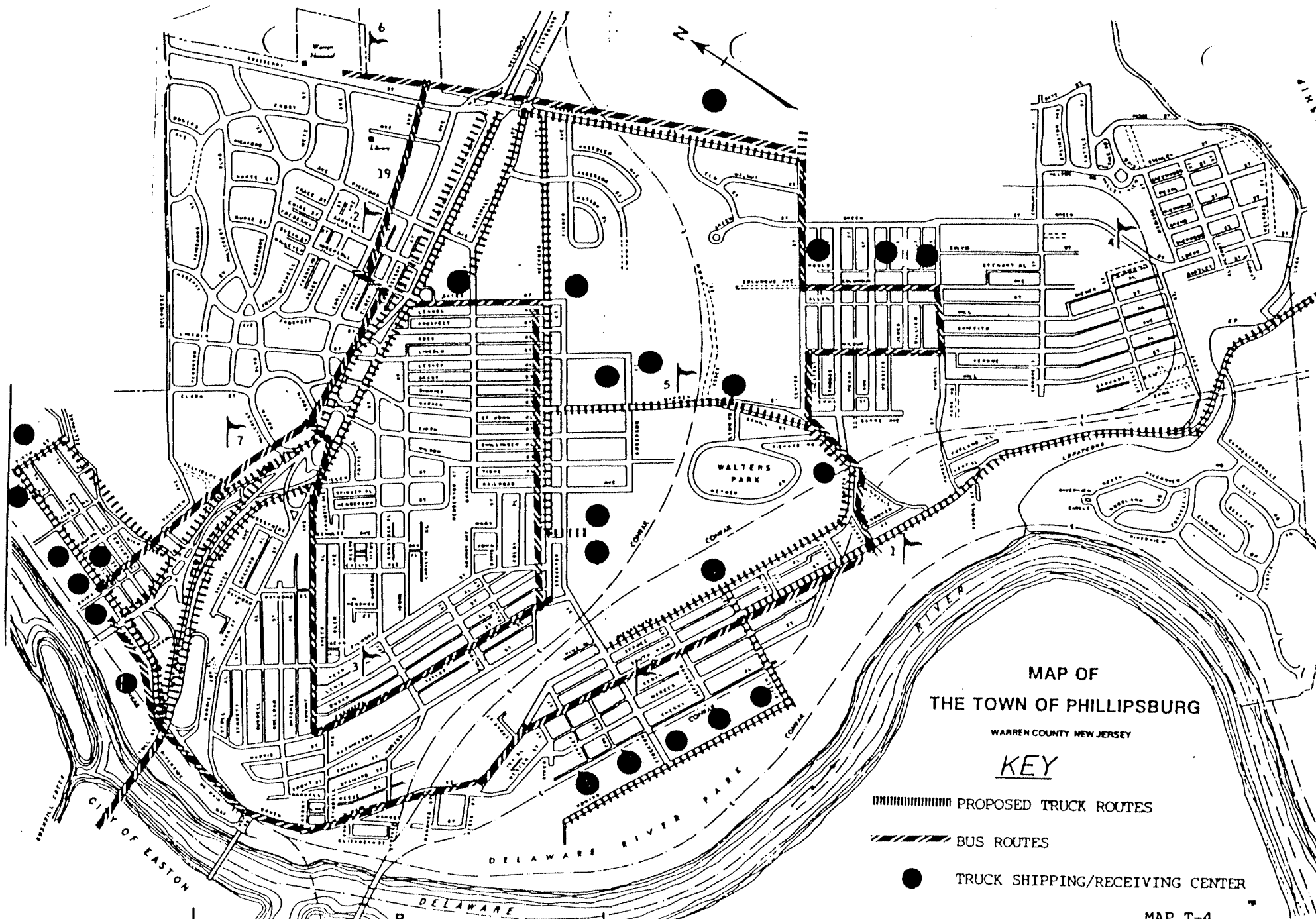
* Improve substandard intersections so they are safe and do not impede traffic flow. Intersection improvements should be prioritized with consideration given to safety, traffic flow, and cost.	1	Primary
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	<i><u>original rank</u></i>	<i><u>re-rank</u></i>
* 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.	2	Primary
* 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.	3	Secondary
* Traffic congestion, including congestions created by trucks on local residential roads should be relieved to improve safety, air standards, and accessibility.	4	Primary

Maps detailing the: 1) functional road classification system, 2) existing road conditions and proposed roads, as well as 3) proposed truck routes and bus routes and truck shipping/receiving centers as contained in the Master Plan can be found on the following pages.







MAP OF
THE TOWN OF PHILLIPSBURG

WARREN COUNTY NEW JERSEY

KEY

--- PROPOSED TRUCK ROUTES

--- BUS ROUTES

● TRUCK SHIPPING/RECEIVING CENTER

Relative change since 1988

* Natural Resource Conversion:	Positive significant change has occurred because of the sewer treatment plant upgrade completion, sewer ban lifting in 1993.
* Energy Conservation:	Positive significant change has occurred with the municipality's switch from oil to natural gas (excepting Town Hall and the Public Library), Town Hall lighting improvements and Jersey Central Power & Light rebates.
* Recyclable Material Collection & Disposition:	Positive significant change has occurred with the adoption of a municipal recycling ordinance.
* Changes in County Land Use/ Planning Policies & Objectives:	No significant change.
* Changes in State Land Use/ Planning Policies & Objectives:	Significant negative change due to the adoption of the Permit Extension Act by the legislature of the State of New Jersey and the potential adoption of the Land Use Regulatory Reform Act.
* Changes in Municipal Land Use/Planning Policies & Objectives:	Significant positive change with creation of the Urban Enterprise Zone program which included the passage of an "Area in Need of Rehabilitation" designation by the Planning Board as part of its process of implementation.

SECTION SIX: NEW GOALS AND OBJECTIVES

The goal of the current Master Plan is as follows:

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.

During a public meeting held on August 3, 1995 and again on August 31, 1995, various changes to this goal statement were discussed. The following stated new goal represents the sum total of those conversions by Planning Board members:

To maintain and improve the Town of Phillipsburg as a proud community tied to both New Jersey and the Lehigh Valley where people and families of all ages and incomes can live, feel secure and economically prosper. To have clean and well kept neighborhoods where home ownership is encouraged and where there is a variety of above standard housing opportunities. To have a range of employment opportunities by encouraging existing businesses to expand and new businesses to relocate in Phillipsburg and thereby provide accessibility to needed goods and services by its residents. The community should not only preserve its historic character but rely upon it to help to revitalize Phillipsburg, protect its natural resources, understand and build upon the importance of the Delaware River's presence in Phillipsburg, provide recreation for individuals of all ages, and maintain a mixture of land uses that provides a stable tax base.

In addition to the previously defined objectives in the Master Plan, the following new objectives were agreed upon at a public hearing held on August 31, 1995 by the Planning Board:

Land Use

- * The key factors which should be considered in planning for larger-scale new development are real estate taxes generated, water and sewer capacity, transportation, landscaping and architectural design.
- * Encourage the re-use or reconstruction of existing commercial and industrial buildings which have been vacated.

- * Encourage the revitalization of the Town's older business areas through the Redevelopment Area planning process proscribed by New Jersey state law so that proper land use controls, historic preservation efforts, provision of off-street parking and the provision of other public improvements can be instituted.
- * Include a fiscal impact study in the review of large-scale development proposals and applications for re-zoning.
- * Preserve the historic and cultural heritage of the Town by sensitively determining whether pending development applications would adversely affect historic or cultural values or property.
- * Promote the certification of Phillipsburg as a Regional Center as designated by the State Development and Redevelopment Plan.
- * Promote the scenic enjoyment of the Delaware River through the utilization of land use controls.

Housing

- * Provide for the preservation of older residential neighborhoods through a systematic code enforcement program, a rehabilitation loan and grant programs and the use of federal and state funds to provide the public improvements necessary to maintain neighborhoods.
- * Encourage the development of nursing homes and/or assisted living developments for Phillipsburg's senior citizen population.

Economic Development

- * Formulate an economic development program which will maintain existing jobs and encourage the relocation of new jobs whenever possible.
- * Further assess the need to undertake an "Area in Need of Redevelopment" plan of the Town's: 1) downtown district; 2) waterfront area; and 3) Ingersoll-Dresser site.

Environmental

- * Continue to provide adequate sanitary and storm sewers, as well as sewerage treatment facilities, to serve the Town's residential and non-residential neighborhoods.
- * Maintain environmental quality by applying strict performance standards for all sites.
- * Promote the maximum practical recovery and recycling of materials from the municipal solid waste flow through the use of planning practices designed to incorporate the State Recycling Plan goals.

SECTION SEVEN: POLICY STATEMENT INDICATING THE RELATIONSHIP OF THE MUNICIPALITY TO THE NEW JERSEY STATE DEVELOPMENT AND REDEVELOPMENT PLAN, THE COUNTY MASTER PLAN AND THE MASTER PLANS OF CONTIGUOUS MUNICIPALITIES

The New Jersey State Development and Redevelopment Plan

The State Planning Act (N.J.S.A. 52:18A-196 et seq) was adopted by the Legislature of the State of New Jersey in 1985. In the Act, the Legislature declared that the State of New Jersey needs sound and integrated statewide planning to:

" . . . conserve its natural resources, revitalize its urban centers, protect the quality of its environment, and provide needed housing and adequate public services at a reasonable cost while promoting beneficial economic growth, development and renewal . . . "

The Act required that a State Development and Redevelopment Plan be created which enumerates specific statewide planning objectives for land use, housing, economic development, transportation, natural resource conservation, agriculture and farmland retention, recreation, urban and suburban redevelopment, historic preservation, public facilities and services and intergovernmental coordination.

The Phillipsburg Master Plan utilized the January 1988 State Planning Commission Draft Preliminary Plan as the basis for inclusion into the municipal Master Plan. Ultimately, this document was not adopted by the State of New Jersey. However, after much discussion, "Communities of Place: The New Jersey State Development and Redevelopment Plan" was adopted on June 12, 1992. Therefore, this segment of the Reexamination Report should be viewed as superseding the relevant Master Plan section.

The foundation of the State Development and Redevelopment Plan rests upon the following principles:

- * The future well-being of the State of New Jersey depends on equal and shared social and economic opportunity among all its citizens;
- * A reasonable balance between public- and private-sector investment in infrastructure is key to the fiscal health, economic prosperity and environmental integrity of the State;
- * Coordinated planning among the State and local governments can ensure that "economies, efficiencies and savings" are achieved regarding public- and private-sector investment in the State;

- * The revitalization of the State's urban centers is necessary if all New Jersey's citizens are to benefit from growth and economic prosperity;
- * The provision of adequate and affordable housing in reasonable proximity to places of employment is necessary to ensure equal social and economic opportunity in the State; achieving this end requires sound planning to ensure an adequate supply of available land that can be developed in an efficient growth pattern; and
- * The conservation of natural resources and the protection of environmental qualities are vital to the quality of life and economic prosperity of New Jersey.

These principles are to be translated into reality by way of eight State Planning Goals and Strategies:

1. *REVITALIZE THE STATE'S URBAN CENTERS AND AREAS* by investing wisely and sufficiently in improvements to their human resources and infrastructure systems to attract private investment;
2. *CONSERVE THE STATE'S NATURAL RESOURCES* by planning the location and intensity of growth to maintain the capacities of natural resource systems and then investing in infrastructure and natural resource protection programs in ways that guide growth according to this planning;
3. *PROMOTE BENEFICIAL ECONOMIC GROWTH, DEVELOPMENT AND RENEWAL* by providing infrastructure in advance of, or concurrent with, the impacts of new development sufficient to maintain adequate facility standards;
4. *PROTECT THE ENVIRONMENT* by planning for growth in compact forms at locations and intensities of use that protect land and water quality, allow expeditious regulatory reviews and make sufficient transportation alternatives feasible to help achieve and maintain air quality standards;
5. *PROVIDE ADEQUATE PUBLIC SERVICES AT A REASONABLE COST* by planning locations and patterns of growth that maintain existing and planned capacities of infrastructure, fiscal, social and natural resource systems;

6. *PROVIDE ADEQUATE HOUSING AT A REASONABLE COST* by planning for the location of a density of housing sufficiently close to both employment opportunities and public transportation so as to reduce both housing and commuting costs for low-, moderate- and middle-income groups;
7. *PRESERVE AND ENHANCE HISTORIC, CULTURAL, OPEN SPACE AND RECREATIONAL LANDS AND STRUCTURES* by identifying these resources and using public investment strategies; preservation, conservation and regulatory programs; and other techniques to guide growth in locations and patterns that protect them; and
8. *ENSURE SOUND AND INTEGRATED PLANNING STATEWIDE* by using the State Plan as a guide to planning and growth-related decisions at all levels of government.

The Plan's General Strategy is to achieve all state planning goals by coordinating public and private actions to guide future growth into "compact forms" of development and redevelopment, located to make the most efficient use of infrastructure systems and to support the maintenance of capacities in infrastructure, environmental, natural resource, fiscal, economic and other system. These "compact forms" are called "centers" and the State Plan identifies five types of centers:

- * *Urban Center* - A city of Statewide importance; a large settlement that has a high intensity of population and mixed land uses, including industrial, commercial, residential and cultural uses; the historical foci for growth in the major urban areas of New Jersey.
- * *Town* - A Center that has an urban density (over 1,000 persons per square mile) and interrelated mixed uses, as described in the State Plan. This term does not necessarily refer to the form of incorporation of a municipality.
- * *Regional centers (Phillipsburg's designation)* - An existing settlement or a location for development within a Corridor Region along or near a transportation corridor. It is the locus of high intensity, mixed-use development, with an urban density (over 1,000 persons per square mile) and an emphasis on employment. It has a compact character and possesses sufficient density and adequate design to support pedestrian mobility and public transportation services. It is an existing or planned (new) Regional Center, possessing substantial market demand to enable it

to function as a magnet to attract development from within the corridor and from surrounding areas, without competing with Urban Centers.

- * *Village* - A small compact Center of predominately residential character but with a core of mixed-use commercial, residential and community services. It often incorporates local-scale economic and social functions which are integrated with housing. A Village typically has a recognizable center, discrete physical boundaries and a pedestrian scale and orientation. This term does not necessarily refer to the form of incorporation of a municipality and is often smaller than a municipality.

- * *Hamlet* - An existing or planned settlement, predominately residential, that accommodates development in a more compact form than might occur otherwise in scattered clusters and single-tract, standard-design subdivisions on nearby individual tracts of lands.

Centers are compact forms of development that, compared to sprawl development, consume less land, deplete fewer natural resources and are more efficient in the delivery of public services. The concept of centers is the key organizing principle for new growth and development in the State.

Further, the State Plan is not a regulation. It is a policy guide for State, regional and local agencies to utilize when they exercise their delegated authority. Given the contents of this Reexamination Report, Phillipsburg will be in conformance with the broad outlines of the State's Development and Redevelopment Plan.

The Warren County General Development Plan

The Warren County Master Plan was adopted on September 24, 1979. The Phillipsburg Master Plan determined that it conformed and complimented the County plan. This conclusion remains true today.

Adjacent municipalities master plans

The Phillipsburg Master Plan conclusions regarding the Lopatcong and Pohotcong Master Plans remains as originally defined.

Solid Waste Management Act of 1970 and The Air Safety and Zoning Act of 1983

The current Master Plan makes no direct reference to these two New Jersey state laws. A brief review of these two laws indicates that the Master Plan is not incompatible with them.

SECTION EIGHT: POPULATION AND EMPLOYMENT TRENDS

Population Trends

The population of the State of New Jersey has increased nearly seven-fold since 1880 while Warren County's population has increased only three-fold (see Table 1). Additionally, while Warren County's population has risen to 91,607 in 1990 from 49,319 in 1930, Phillipsburg's population decreased to 15,757 in 1990 from 19,255 in 1930 (see Table 2 and 3).

The 1990 U.S. Census for Phillipsburg indicates that there has been only slight changes in the characteristics of the town's population. The age and percentage of population in various cohorts is relatively the same in 1990 as in 1980 (see Table 4 and 5). Household size characteristics (see Table 6) and household income (see Table 7) are also relatively similar for 1980 and 1990.

In order to understand the future population environment in which Phillipsburg will find itself, it is important to understand the direction of population growth for the State of New Jersey and Warren County. A recent publication published by the New Jersey Department of Labor entitled "Population and Labor Force Projection for New Jersey: 1995 to 2030; Part A; State-Level Projections" came to the following five conclusions about what will likely occur by the year 2005:

1. New Jersey population is projected to grow slowly from 7,730,188 in 1990 to 8,344,500 in the year 2005 to 9,426,700 by the year 2030.
2. The "other" races populations are projected to grow faster than their white and black counterparts.
3. The "baby boom" and "baby bust" generations are projected to continue to shape the age distribution of the state's population.
4. New Jersey's civilian labor force is projected to continue to grow faster than its population.
5. Females and minorities are projected to account for most of the state's labor force growth between 1990 and 2005.

A companion publication to the above referenced work published by the New Jersey Department of Labor "Population and Labor Force Projection for New Jersey: 1995 to 2030; Part B; County Projections" has five conclusions relevant to Warren County and Phillipsburg:

1. Total population is projected to increase in all counties except Essex County between 1990 and 2005. During this time period, Warren County is expected to increase by 11.7% to 103,300 people.

2. Warren and Sussex counties are projected to be in the top ten of the fastest growing counties in the State. This is especially important because all of the other counties in the northern region of the State are projected to grow much slower than Warren County.
3. The proportion of nonwhite population is projected to increase in each county between 1990 and 2005. It is projected that 3.6% of the Warren County population will be nonwhite by the year 2005 which will be second only to Sussex County in having a low proportion of nonwhite population.
4. Labor force growth is projected for all counties from 1990 to 2005.
5. The share of male and white labor force are projected to shrink in all counties. Warren County's proportion of nonwhite labor force is forecasted to grow from 2.4% in 1990 to 3.9% in 2005.

Employment Trends

Phillipsburg's employment characteristics, unlike its population characteristics, has seen significant changes (see Table 8). The manufacturing sector which represented 43.6% of persons employed in 1980 dropped to 23.4% in 1990. Offsetting this decline, however, was small growth in most other industry sectors. Of particular note is the increase in the health/professional services field.

As with population trends, Phillipsburg finds itself operating in a State and county-wide industry employment environment. A recent publication issued by the New Jersey Department of Labor "Industry and Occupational Employment Projections for New Jersey: 1990 to 2005; Part A; State Projections" identified ten New Jersey State oriented trends which require mentioning:

1. Relative to the 1980's, slower employment growth is projected over the 1990-2005 period.
2. New Jersey employment growth is projected to occur exclusively in the service-producing industries of the state's economy.
3. Employment in New Jersey's goods-producing industries is projected to continue to decline.
4. Employment growth is projected for only two of New Jersey's manufacturing industries: a) printing & publishing; and b) instruments.

5. Fast employment growth is projected for the health services industries and the occupations associated with the delivery of health care services.
6. Occupational employment growth is projected to be dominated by growth in the professional and technical occupations.
7. Growth in computer-related industries and occupations is projected to remain strong over the 1990-2005 period.
8. Factors such as technological change and changing business practices will impact the distribution of occupational employment growth over the 1990-2005 period.
9. Slow growth is projected for most clerical and administrative support occupations.
10. Two out of every three future job openings will result from occupational replacement needs and not employment growth.

A companion publication issued by the New Jersey Department of Labor "Industry and Occupational Employment Projections for New Jersey: 1990 to 2005; Part B; County Level Projections" identifies four trends relevant to Warren County and Phillipsburg:

1. Employment is projected to grow in each New Jersey county between 1990 and 2005. Warren County's projected annual (0.9%) and total (14.1%) percentage increases in employment for these years exactly mirrors the State's percentages.
2. With the exception of Warren, Morris, and Sussex Counties, the percentage of New Jersey's employment in the northern part of the state (Bergen, Essex, Hudson, Passaic and Union Counties) is projected to continue to decline.
3. The seven top major occupational categories for employment in Warren County projected to increase from 1990 to 2005 are:

<u>Occupational Category</u>	<u>1990</u>	<u>2005</u>	<u>change</u>
Professional; paraprofessional; tech	7,150	8,550	1,400
Service occupations	5,150	6,450	1,300
Marketing & sales occupations	5,250	6,400	1,150
Precision production; craft & repair	4,900	5,400	500
Administrative support & clerical	6,250	6,700	450
Executive, admin. and managerial	2,150	2,450	300
Gardening, forestry & animal care	<u>300</u>	<u>400</u>	<u>100</u>
Total: all occupations	37,500	42,650	5,150

4. The five top jobs in Warren County with the largest employment in 1990 and projected growth are:

<u>Occupational Category</u>	<u>1990</u>	<u>2005</u>	<u>change</u>
Salesperson, retail	1,600	1,950	350
Cashiers	1,050	1,250	200
Secretaries, exc. medical & legal	950	1,000	50
First line supervisors; sales	800	950	150
Teachers, secondary school	750	850	100

Phillipsburg's future rests within the growing, albeit slowly growing, population and employment picture for Warren County over the next decade.

SECTION NINE: THE SPECIFIC CHANGES RECOMMENDED FOR THE MASTER PLAN OR MUNICIPAL DEVELOPMENT REGULATIONS INCLUDING WHETHER A NEW PLAN OR REGULATION SHOULD BE PREPARED

Introduction

There are four broad categories of recommendations to which the Planning Board should address itself:

- * Planning studies oriented to accessing federal or state funds;
- * Project-based redevelopment plans;
- * Excess sewer capacity allocation procedures; and
- * Phillipsburg's niche in the market place

Planning Studies

Given a limited budget and staff available to prepare any planning study, it appears that the best course of action is to prioritize those planning studies which will directly result in Phillipsburg's accessing new federal or state funds. Three specific recommendations follow:

Recommendation #1: Prepare a Regional Center Designation Application

The State Development and Redevelopment Plan encompasses a procedure for formal designation of a municipality as a Town Center. This designation is the principal first step in accessing discretionary State funds to be created in virtually every department of the State government.

Recommendation #2: Prepare a Historic Preservation Ordinance/Plan

Seek State and Federal Historic Place designation for the older parts of Phillipsburg so as to allow property owners to become eligible for federal historic preservation tax credits.

Recommendation #3: The Master Plan

The Phillipsburg Master Plan was adopted in September 1988 and was based in part on 1980 U.S. Census information. The Planning Board should decide whether to prepare a

new Master Plan based on the currently available 1990 U.S. Census data or wait until 2002 when the next Master Plan Reexamination is scheduled to occur and when the year 2000 U.S. Census information will be ready.

Redevelopment Plans

The Local Redevelopment and Housing Law, P.L. 1992, c.79 (C:40A:12A-1 et seq) allows Planning Boards to craft redevelopment plans which tailor zoning requirements to project specific developments and allow the municipality to utilize the power of eminent domain to condemn and acquire those properties needed to effectuate the redevelopment plan. The Redevelopment Plan process allows for assemblage of various parcels of land into one coherent developable whole, speeds up the local permitting process by dealing with zoning issues early in the planning process and provides certainty to a private sector development firm that it can acquire all necessary property at fair market value for the full development.

Three specific areas of Phillipsburg lend themselves to this process:

1. Ingersoll-Dresser site in Area 7
2. Downtown area in Area 2
3. Riverfront area in Area 2

Redevelopment plans should be created for each of these areas.

Sewer capacity

The Town of Phillipsburg recently completed a \$21 million upgrade and modernization of the wastewater treatment plant. This state of the art facility provides treatment of high levels of wastewater received from Phillipsburg as well as the surrounding Townships of Greenwich, Lopatcong, Pohatcong and the Borough of Alpha. It is capable of providing 3.5 million gallons of wastewater treatment per day. In 1996, this facility was processing 2.3 million gallons of wastewater a day. With additional upgrades, this plant will be able to accommodate incremental stage increases of 4.7 million and 5.9 million gallons which have been authorized by the State of New Jersey's Department of Environmental Protection. This excess capacity can be used by Phillipsburg to:

1. Generate needed one-time revenue for Phillipsburg's purposes.
2. Generate needed ongoing annual revenue for Phillipsburg's purposes.

With this ability, Phillipsburg will be the major regional provider of wastewater treatment services which will effect the growth of the redevelopment in our surrounding communities.

Phillipsburg's niche

Within the parameters imposed by Phillipsburg's historical physical development, as well as by the population and employment trends projected for the future, is found Phillipsburg's niche in the marketplace. Given the contents of this Master Plan Reexamination, it appears that there are two principal components which define Phillipsburg's niche:

1. Encourage growth industries

- * Publishing and computer-related industries are projected to be high-growth sectors in the future. The presence of The Journal of Commerce and its operations in Phillipsburg provides the municipality with a very large window overlooking the "information super-highway". Phillipsburg should integrate its economic development plans with the corporate plans of The Journal of Commerce. This should be done not just at the paper's headquarters level but also at the level of its vendors and service providers (ie: delivery truck drivers).

- * The health care and senior citizen sectors are major growth industries because of factors such as an aging population, increased demand for long-term health care, increased awareness of the importance of health care and treatments for previously untreatable diseases. The health care and senior citizen sectors can be "captured" by Phillipsburg if the town defines this issue to be important to it; selects an area of the municipality where it wishes these related businesses to be physically located (ie: possibly along the Delaware River because of the available views); adopts a Redevelopment Plan which provides the zoning needed for the health care and senior citizen sector related physical developments; informs the investor and not-for-profit communities of this specialized zone; and seeks federal (ie: HUD Section 202 Housing Construction Funds) and state (ie: Department of Health Certificates of Need) money to fund the first structures within the Redevelopment Area.

- * The service sector is a third growth area for Phillipsburg. The town should look to: 1) non-profit organizations; 2) agriculture, gardening,

forestry and animal care occupations; and 3) tourism and recreation activities such as a multi-screen movie theater complex with a related restaurant/bar component to bring people from the region to Phillipsburg, as well as a transportation and railroad museum.

- * Development of the Ingersoll-Dresser and Riverfront tracks.

2.

Maintain the existing industrial base and allow it to expand where possible.

- * The business plans of the few remaining large industrial facilities should be known to the town and translated into potential physical development by way of Redevelopment Plan re-zoning of land.

- * The arrival of manufacturing-oriented small businesses will unexpectedly occur in Phillipsburg because of inexpensive building rental costs, available labor and (if publicized) Phillipsburg's governmental support for industrial activities shunned by other communities. A long-term approach encouraging goods-producing industries in Phillipsburg will allow these "unplanned for" industries to find Phillipsburg and create jobs in the town.

To summarize, in Phillipsburg's case, the past is indeed prologue. Phillipsburg's niche is as a strong regional/county-wide economic force which exports both "old smokestack industry" products and new "information super-highway" products while providing housing and related health care services to an older population and recreation/fun activity services to a younger population.

Tables

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Table 8:	Employment Characteristics
Source:	U.S. Census of Population and Housing

TABLE I

New Jersey Resident Population by County: 1880 - 1930

COUNTY	1880	1890	1900	1910	1920	1930
Atlantic	18,704	28,836	46,402	71,894	83,914	124,823
Bergen	36,786	47,226	78,441	138,002	210,703	364,977
Burlington	55,402	58,528	58,241	66,565	81,770	93,541
Camden	62,942	87,687	107,643	142,029	190,508	252,312
Cape May	9,765	11,268	13,201	19,745	19,460	29,486
Cumberland	37,687	45,438	51,193	55,153	61,348	69,895
Essex	189,929	256,098	359,053	512,886	652,089	833,513
Gloucester	25,886	28,649	31,905	37,368	48,224	70,802
Hudson	187,944	275,126	386,048	537,231	629,154	690,730
Humboldt	38,570	35,355	34,507	33,569	32,885	34,728
Mercer	58,061	79,978	95,365	125,657	159,881	187,143
Middlesex	52,286	61,754	79,762	114,426	162,334	212,208
Morrmouth	55,538	69,128	82,057	94,734	104,925	147,209
Morris	50,861	54,101	65,156	74,704	82,694	110,445
Ocean	14,455	15,974	19,747	21,318	22,155	33,069
Passaic	68,860	105,046	155,202	215,902	259,174	302,129
Salem	24,579	25,151	25,530	26,999	36,572	36,834
Somerset	27,162	28,311	32,948	38,820	47,991	65,132
Sussex	23,539	22,259	24,134	26,781	24,905	27,830
Union	55,571	72,467	99,353	140,197	200,157	305,209
Warren	36,589	36,553	37,781	43,187	45,057	49,319
Total	1,131,116	1,444,933	1,883,669	2,537,167	3,155,900	4,041,334

New Jersey Resident Population by County: 1940 - 1990

(cont.)

COUNTY	1940	1950	1960	1970	1980	1990
Atlantic	124,066	132,399	160,880	175,043	194,119	224,327
Bergen	409,646	539,139	780,255	897,148	845,385	825,380
Burlington	97,013	135,910	224,499	323,132	362,542	395,066
Camden	255,727	300,743	392,035	456,291	471,650	502,824
Cape May	28,919	37,131	48,555	59,554	82,266	95,089
Cumberland	73,184	88,597	106,850	121,374	132,866	138,053
Essex	837,340	905,949	923,545	932,526	851,304	778,206
Gloucester	72,219	91,727	134,840	172,681	199,917	230,082
Hudson	652,040	647,437	610,734	607,839	556,972	553,099
Hunterdon	36,766	42,736	54,107	69,718	87,361	107,776
Mercer	197,318	229,781	266,392	304,116	307,863	325,824
Middlesex	217,077	264,872	433,856	583,813	595,893	671,740
Monmouth	161,238	225,327	334,401	461,849	503,173	553,124
Morris	125,732	164,371	261,620	383,454	407,630	421,353
Ocean	37,706	56,622	108,241	208,470	346,038	433,203
Passaic	309,353	337,093	406,618	460,782	447,585	453,060
Salem	42,274	49,508	58,711	60,346	64,676	65,294
Somerset	74,390	99,052	143,913	198,372	203,129	240,279
Sussex	29,632	34,423	49,255	77,528	116,119	130,943
Union	328,344	398,138	504,255	543,116	504,094	493,819
Warren	50,181	54,374	63,220	73,960	84,429	91,607
Total	4,160,165	4,835,329	6,066,782	7,171,112	7,365,011	7,730,188

SOURCE: U.S. Censuses of Population and Housing.

TABLE 2

New Jersey Resident Population by Municipality: 1930 - 1990

WARREN County MUNICIPALITY	1930	1940	1950	1960	1970	1980	1990
Allamuchy township	684	686	736	973	1,138	2,560	3,484
Alpha borough	2,374	2,301	2,117	2,406	2,829	2,644	2,530
Belvidere town	2,073	2,060	2,406	2,636	2,722	2,475	2,669
Blairtown township	1,416	1,449	1,571	1,797	2,189	4,360	5,331
Franklin township	1,213	1,540	1,530	1,729	1,973	2,341	2,404
Frelinghuysen township	696	715	779	845	1,118	1,435	1,779
Greenwich township	1,141	1,125	1,217	1,397	1,482	1,738	1,899
Hackettstown town	3,038	3,289	3,894	5,276	9,472	8,850	8,120
Hardwick township	331	367	370	370	548	947	1,235
Harmony township	1,311	1,465	1,763	2,039	2,195	2,592	2,653
Hope township	553	646	681	833	1,140	1,468	1,719
Independence township	964	1,046	1,169	1,509	2,057	2,829	3,940
Knowlton township	1,049	1,084	1,260	1,442	1,738	2,074	2,543
Liberty township	419	441	529	760	1,229	1,730	2,493
Logansong township	1,269	1,450	1,737	2,703	3,144	4,998	5,052
Mansfield township	1,139	1,254	1,497	2,130	3,546	5,780	7,154
Oxford township	1,723	1,548	1,489	1,657	1,742	1,659	1,790
Pahaquarry township	80	72	67	63	71	26	20
Phillipsburg town	19,255	18,314	18,919	18,502	17,849	16,647	15,757
Pohatcong township	1,974	2,029	2,540	3,543	3,924	3,856	3,591
Washington borough	4,410	4,643	4,802	5,723	5,943	6,429	6,474
Washington township	1,007	1,320	1,765	3,055	3,585	4,243	5,367
White township	1,200	1,335	1,536	1,832	2,326	2,748	3,603
WARREN COUNTY	49,319	50,181	54,374	63,220	73,960	84,429	91,607

SOURCE: U.S. Censuses of Population and Housing.

TABLE 3

Population Density, New Jersey Municipalities: 1930 - 1990

Warren County MUNICIPALITY	Area Sq. Mi.	Population Density							
		1930	1940	1950	1960	1970	1980	1990	
Allamuchy township	20.54	33.3	33.4	35.8	47.4	55.4	124.6	169.6	
Alpha borough	1.72	1,380.2	1,337.8	1,230.8	1,398.8	1,644.8	1,537.2	1,470.9	
Belvidere town	1.33	1,558.6	1,548.9	1,809.0	1,982.0	2,046.6	1,860.9	2,006.8	
Blairstown township	31.02	45.6	46.7	50.6	57.9	70.6	140.6	171.9	
Franklin township	23.98	50.6	64.2	63.8	72.1	82.3	97.6	100.3	
Frelinghuysen township	22.95	30.3	31.2	33.9	36.8	48.7	62.5	77.5	
Greenwich township	10.55	108.2	106.6	115.4	132.4	140.5	164.7	180.0	
Hackettstown town	3.70	821.1	888.9	1,052.4	1,425.9	2,560.0	2,391.9	2,194.6	
Hardwick township	17.57	18.8	20.9	21.1	21.1	31.2	53.9	70.3	
Harmony township	23.81	55.1	61.5	74.0	85.6	92.2	108.9	111.4	
Hope township	18.50	29.9	34.9	36.8	45.0	61.6	79.4	92.9	
Independence township	19.84	48.6	52.7	58.9	76.1	103.7	142.6	198.6	
Knowlton township	24.78	42.3	43.7	50.8	58.2	70.1	83.7	102.6	
Liberty township	11.80	35.5	37.4	44.8	64.4	104.2	146.6	211.3	
Lopatcong township	7.08	179.2	204.8	245.3	381.8	444.1	705.9	713.6	
Mansfield township	19.92	57.2	63.0	75.2	106.9	178.0	290.2	359.1	
Oxford township	5.93	290.6	261.0	251.1	279.4	293.8	279.8	301.9	
Pahquarry township	19.39	4.1	3.7	3.5	3.2	3.7	1.3	1.0	
Phillipsburg town	3.22	5,979.8	5,687.6	5,875.5	5,746.0	5,543.2	5,169.9	4,893.5	
Pohatcong township	13.32	148.2	152.3	190.7	266.0	294.6	289.5	269.6	
Washington borough	1.96	2,250.0	2,368.9	2,450.0	2,919.9	3,032.1	3,280.1	3,303.1	
Washington township	17.58	57.3	75.1	100.4	173.8	203.9	241.4	305.3	
White township	27.37	43.8	48.8	56.1	66.9	85.0	100.4	131.6	
WARREN COUNTY	357.82	136.4	138.8	150.4	174.9	204.6	233.5	256.0	

NOTE: Population Density = Resident Population divided by Land Area in Square Miles.

SOURCE: Population are from U.S. Decennial Census 1930 through 1990.

Area Square Miles are based on the 1990 Census of Population and Housing.

TABLE 4

Age of Residents

Age	<u>1980</u>		<u>1990</u>	
	Number	%	Number	%
Under 5	1,109	7	1,353	9
5 - 14	2,434	15	2,017	13
5 - 24	2,928	18	2,128	14
25 - 34	2,348	14	2,849	18
35 - 44	1,628	10	2,093	13
45 - 54	1,734	10	1,314	8
55 - 64	2,063	12	1,446	9
65 +	2,423	14	2,577	17
Total Persons	16,647		15,757	
Median Age	32.7		33.2	

TABLE 5

Household Incomes

	<u>1980</u>		<u>1990</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
Total Households	6,221	100.0	6,119	100.0
Less than \$5,000	850	13.7	307	5.0
\$5,000 to \$9,999	1,108	17.8	741	12.1
\$10,000 to \$14,999	1,064	17.1	682	11.2
\$15,000 to \$19,999	1,083	16.7	526	8.6
\$20,000 to \$24,999	924	14.9	549	8.9
\$25,000 to \$34,999	821	13.2	1,053	17.2
\$35,000 to \$49,999	321	5.1	1,167	19.1
\$50,000 +	98	1.5	1,094	17.9

Income Below Specified Poverty Level

Percent of persons for whom poverty status is determined

	<u>1980 %</u>	<u>1990 %</u>
Below 75 % of poverty level	5.8	7.1
Below 125 % of poverty level	13.6	14.5
Below 150 % of poverty level	18.5	18.4
Below 200 % of poverty level	31.8	27.7

TABLE 6

Household Size Characteristics

1980

Persons/Unit	1	2	3	4	5	6	Total
# Units	1,576	1,945	1,051	931	433	306	6,242
% Units	25.3	31.2	16.8	14.9	6.9	4.9	

1990

Persons/Unit	1	2	3	4	5	6	Total
# Units	1,686	1,846	1,068	874	458	167	6,099
% Units	27.6	30.3	17.5	14.3	7.5	2.7	

TABLE 7

Employment Characteristics
(Persons Age 16 +)

	<u>1980</u>	<u>1990</u>
<u>Employed Persons by Industry</u>	<u>Number</u> <u>Percentage</u>	<u>Number</u> <u>Percentage</u>
Agriculture	32 0.4	84 1.0
Construction	290 4.3	408 4.8
Manufacturing	2,939 43.6	1,963 23.4
Transportation	319 4.7	275 3.3
Communications	178 2.6	178 2.1
Wholesale Trade	198 2.9	282 3.5
Retail Trade	888 13.2	1,240 14.7
Finance/Insurance/Real Estate	179 2.6	348 4.2
Business/Repair Services	153 2.3	239 2.9
Personal/Entertainment/Recreation	169 2.5	66 0.8
Professional Services	1,032 15.2	1,397 16.6
Health	476 (46.1)	609 7.2
Education	379 (36.7)	383 4.6
Other	177 (17.2)	405 4.8
Public Administration	375 5.6	509 6.1
Total	<u>6,752</u> <u>100.0</u>	<u>8,396</u> <u>100.0</u>

Employed Persons by Classification

	<u>1980</u>	<u>1990</u>
	<u>Number</u> <u>Percentage</u>	<u>Number</u> <u>Percentage</u>
Private Wage & Salary	5,447 80.7	5,737 80.8
Government	1,050 15.6	1,190 16.8
Self-Employed	245 3.6	173 2.4
Unpaid Workers	10 0.0	0 0.0
Total	<u>6,752</u> <u>100.0</u>	<u>7,100</u> <u>100.0</u>

TABLE 8

Percentage Age of Residents

	1980	1990
Age	<u>% of Population</u>	<u>% of Population</u>
0 - 14	22	22
15 - 34	32	32
35 - 54	20	21
55 +	26	26