

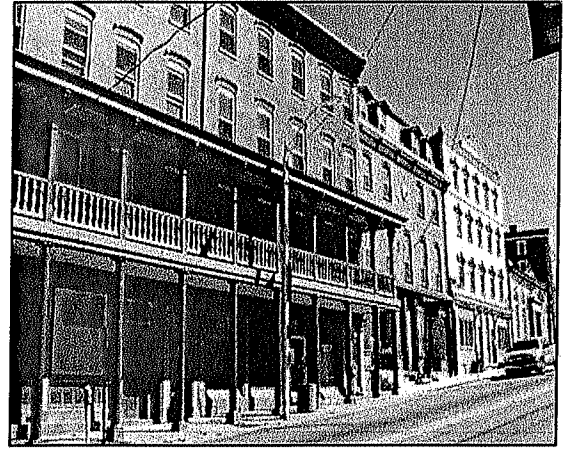
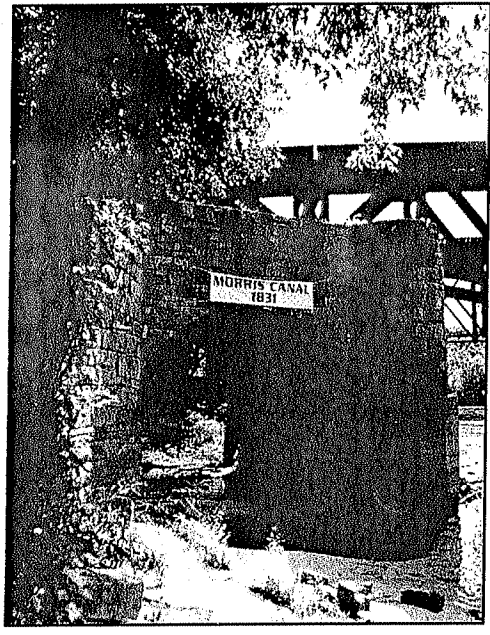
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TOWN OF PHILLIPSBURG
Warren County, NJ

Revised **Riverfront Redevelopment Plan**

Adopted by Town Council
November 4, 2013



Prepared for:
Phillipsburg Town Council



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SECTION 1. INTRODUCTION

1.1 Statutory Basis for the Redevelopment Plan

The Riverfront Redevelopment Area was designated an “area in need of redevelopment” pursuant to the Local Redevelopment and Housing Law by the Phillipsburg Town Council in August 2005. As illustrated in Map 1, the redevelopment area covers the length of the Delaware River waterfront from approximately Fifth Street at the northern end to Pursel Street at the southern end.

The current Riverfront Redevelopment Plan was adopted in August 2005, and was preceded by the 1998 *Vision Plan for South Main Street*, 1999 *Redevelopment Plan for the Delaware River Area*, 2001 *Union Square Redevelopment Plan*, and 2002 *Gateway Plan*. The 2005 redevelopment plan was an attempt to coordinate and consolidate the earlier plans; expanding their boundaries and incorporating portions of those plans while proposing new standards and initiatives.

As part of the Highlands Center planning process, Phillipsburg prepared an analysis of the 2005 redevelopment plan to determine its continued feasibility in light of evolving conditions and trends. The *Riverfront Redevelopment Study – Final Report & Recommendations*, which was prepared in November 2012, concluded that the 2005 redevelopment plan was still basically sound but that certain provisions of the plan should be revisited and revised. To that end, the study outlined 10 recommendations for supporting the continued redevelopment of the riverfront, including five recommendations for amending the 2005 redevelopment plan, which are incorporated into this revised version of the redevelopment plan.

In addition to making the policy changes recommend in the 2012 analysis, this revised plan also reformats the 2005 plan to provide more clarity, to update and add provisions required by the redevelopment statute, and to add procedural requirements related to the local approval process.

1.2 Description of the Redevelopment Area

This revised plan does not change the boundaries of the previously designated redevelopment area. Map 1 illustrates the current boundaries of the redevelopment area and the six redevelopment districts contained therein, as well as the specific tax parcels contained within the redevelopment area.

SECTION 2. THE PUBLIC PURPOSE

2.1 Redevelopment Goal and Objectives

The goal of the redevelopment plan is to capitalize on the recreational and cultural assets of the riverfront district to support the revitalization of the historic downtown through the creation of new business, residential, and eco-tourism opportunities.

The redevelopment plan objectives are as follows:

1. To encourage redevelopment in a manner that is compatible with the character of adjacent neighborhoods and land uses; and to minimize negative impacts on new and existing residential neighborhoods.
2. To provide for an increase in the economic base by redeveloping underutilized and non-productive properties.
3. To create new residential neighborhoods and support facilities, which will provide an economic stimulus for existing businesses and create new opportunities for growth.
4. To enhance riverfront areas and river views, improve accessibility to the water, and promote recreational use and water-related activities to attract and increase the use of riverfront lands.
7. To utilize the existing railroad properties and riverfront to create a system of footpaths and bikeways that will link the entire waterfront to local attractions and neighborhoods along the river, including routes extending inland to Walters Park and north and south to the regional trail system.
8. To enhance accessibility to, and use of, Delaware River Park.
9. To promote tourism opportunities based on the transportation history of the town and region, through the use of such facilities as the original rail station, Black Bridge signal tower, excursion railway, miniature railroad, and the Morris Canal arch, and creating new facilities to showcase the Town's rail and canal heritage.
10. To provide adequate infrastructure to support redevelopment, including roadway accessibility and safe, convenient and accessible parking to adequately serve the existing and future commercial and residential needs of the redevelopment area.
11. To attract educational and cultural amenities and provide for linkages to a variety of tourist, recreational and cultural facilities in Phillipsburg and the region.

2.2 Relationship to Local Objectives

The 2005 redevelopment plan cited various goals and objectives from Phillipsburg's 2004 Reexamination Report and Master Plan update that supported the redevelopment activities proposed for the Riverfront Redevelopment Area. In particular, it cited the fact that the planning board identified the Delaware River as one of the Town's primary and currently under-utilized assets; and that the master plan proposed a Waterfront Overlay District encompassing essentially the same area as the redevelopment area.

Specific objectives contained in the 2004 Master Plan Update that are supportive of the redevelopment plan include the following:

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

1. Prepare individual neighborhood plans to address the multitude of planning, land use, development, redevelopment, traffic, and social issues related to that particular neighborhood.
2. 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.
3. Maintain and support neighborhood businesses in moderate and high density residential areas in a manner that enhances both the business and residential uses.
4. Provide distinctive design standards for streetscape improvements, landscaping, signage, and lighting for each of the Town's commercial areas.
5. Encourage and aid incompatible non-residential uses to find alternate, more appropriate locations within the Town.

Housing

1. Review areas along the river to determine appropriate locations for new market rate housing.
2. Continue to provide a variety and mix of housing options for all ages and incomes.

Circulation

1. Reduce congestion on downtown streets to improve traffic flow and accessibility to local businesses.
2. 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.
3. 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.

Recreation and Open Space

1. Develop a recreation and open space plan to provide a broad range of easily accessible neighborhood recreation opportunities as well as larger scale recreation facilities strategically located throughout the Town.
2. Preserve natural areas for passive and active recreational uses.
3. Enhance access to and use and enjoyment of the Morris Canal and the Delaware River and Lopatcong Creek.

Historic Preservation

1. Capitalize on the Town's past role as a major transportation center to promote local business and tourism.
2. Incorporate historic preservation/planning in future redevelopment plans.
3. Continue the façade improvement program as a means of preserving the historic appearance of downtown area.

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.

SECTION 3. REDEVELOPMENT PLAN

3.1 Plan Overview

The redevelopment plan will foster the revitalization of the riverfront district, in particular the historic downtown, by encouraging good design, accommodating quality business enterprises, and creating new housing opportunities; and by utilizing the Delaware River and the Town's railroad/canal heritage as a major attraction and focal point to build a thriving eco/heritage tourism industry.

The redevelopment area contains six distinct districts, which are delineated on Map 1 and further defined in the sections below. The districts are as follows:

- District 1 – Industrial
- District 2 – Union Square
- District 3 – Recreational/Heritage
- District 4 – Mixed-Use
- District 5 – Riverside Residential
- District 6 – Riverside Commercial

All permitted uses are subject to the requirements of the redevelopment plan bulk and design standards or as otherwise stated in this plan. Uses permitted by specific provision of the Municipal Land Use Law are also permitted in the redevelopment area.

3.2 Definitions

All terms used herein shall have the same meaning as defined in the Phillipsburg Zoning Ordinance unless otherwise specified in this redevelopment plan.

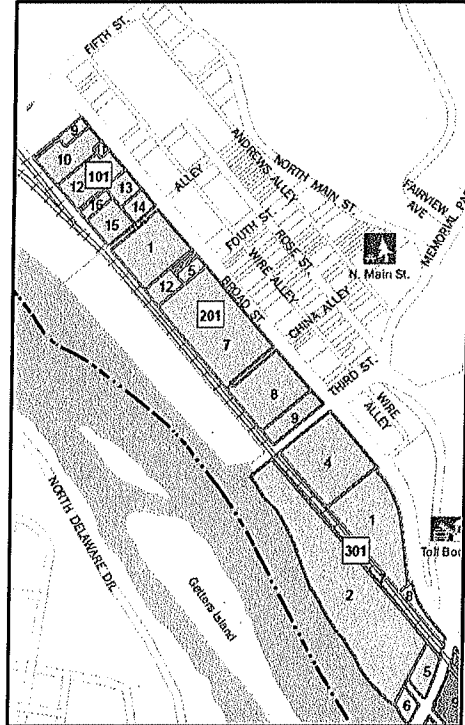
3.3 Waivers

Variation from the requirements set forth in this redevelopment plan may be necessary in certain unusual circumstances or to meet state or federal permit requirements. In such an instance, the Phillipsburg Planning Board may waive certain bulk, parking or design requirements if the designated redeveloper demonstrates that such waiver will not substantially impair the intent of the redevelopment plan, and will not present a substantial detriment to the public health, safety and welfare. Any changes considered substantive or involving a use that is not permitted by this plan will require an amendment of this redevelopment plan in accordance with Section 5.1.

3.4 District 1 – Industrial

The intent of this district is to relocate businesses that have operational needs that can't be properly met at their current location and redeveloping/rehabilitating older industrial sites in the area to more modern standards; and to introduce a new residential component with associated structured or surface parking.

Access to and through the waterfront portion of this district needs to be addressed. Third Street dead-ends at the railroad. Riverside Way dead-ends at the toll bridge at the entrance to the Gulbranson property (Lot 2 in Block 301). Since additional access to the north side of the Union Square district is an important component of the area's redevelopment, Riverside Way should be extended through to Third Street, requiring an additional rail crossing to connect the two roads behind Lot 4 in Block 301.



3.4.1 Permitted Uses

A. Principal

- (1) Industrial uses per the I-1 Zone, e.g. manufacturing, fabrication, and packaging, research laboratories, office buildings, and wholesale businesses on 15,000 square foot lots.
- (2) Multi-family and attached residential dwellings on properties with direct waterfront access.
- (3) Attached residential dwellings (townhouse) on properties fronting on Broad Street.
- (4) Parks and recreation facilities.

B. Accessory

- (1) Surface and structural parking that serve a principal use.
- (2) Retail establishments that are related to and serve users of a principal use.
- (3) Offices that service a principal use.

3.4.2 Bulk Standards

A. Industrial

Same as the I-1 Light Industrial standards in the Phillipsburg Zoning Code.

B. Residential

Multi-Family & Attached - Riverfront	
Minimum Tract Area	5 acres
Maximum Density	20 units/acre
Maximum Height	3 stories plus 1 ground level parking or 50 ft
Maximum Coverage	65%
Minimum Setbacks	Given the unique location, environmental constraints, and access issues associated with the riverfront tract, there are no pre-determined setback requirements. The final layout of all structures will be subject to a concept plan approved by the Town Council and a site plan approved by the planning board in accordance with Section 5.3. In all cases structures will be arranged to provide adequate light and air, a safe and efficient pedestrian and vehicular circulation system, the maximum amount of open space, access to the river, appropriate access for the maintenance of all structures, and a visually pleasing environment.

Townhouse – Broad Street	
Minimum Tract Area	3 acres
Individual Lots	
Minimum Lot Area	3,000 sf
Minimum Lot Width	30 ft; 35 feet on corner lots
Minimum Front Yard	15 ft
Minimum Side Yard	0 ft interior; 5 ft on corners
Minimum Rear Yard	45 ft
Maximum Density	20 units/acre
Maximum Height	3 stories or 35 ft
Maximum Impervious Coverage	65%

3.4.3 Design Standards

A. Industrial

Industrial uses shall comply with the design standards in the Phillipsburg Zoning Code and the following:

- (1) New or renovated buildings shall be designed to retain the prevailing façade setback adjacent to the sidewalk.
- (2) No loading areas shall face or exit directly onto the street.
- (3) Parking and outdoor storage should be located to the rear or side of the building, and be screened by walls, fences or landscaping.

- (4) The streetscape standards of the 2002 Gateway Plan should be used on both sides of North Broad Street, including sidewalks, street trees, and pedestrian crossings.

B. Residential

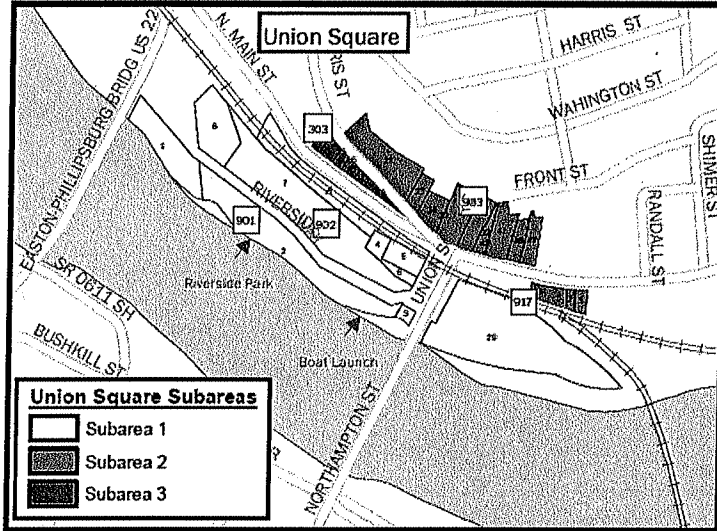
- (1) Noise attenuating construction methods shall be used adjacent to the railroad tracks.
- (2) Parking for riverfront multi-family units should be provided on the ground floor to reduce lot coverage and stormwater runoff.
- (3) All townhouse units fronting Broad Street will adhere to the following standards:
 - a. All units will be arranged to face Broad Street.
 - b. Roofs should be either gable or hip; dormers are encouraged. Flat roofs are prohibited.
 - c. Garages and parking areas will be accessed from a rear alley. Parking is prohibited in the front yard.
 - d. Townhouse developments will include a rear alley to provide access to garages and additional parking as well as for deliveries and garbage pickup. The alley is to be designed to discourage through traffic, accommodate safe pedestrian circulation and minimize paved areas.

3.4.4 Riverside Way Extension

In order to accommodate the traffic generated by any riverfront residential development, Riverside Way will need to be extended from its existing northern terminus near the Route 22 toll bridge to the proposed extension of Third Street from Broad Street.

3.5 District 2 – Union Square

This district incorporates the original Union Square Redevelopment Plan as well as several modifications to the original redevelopment area and zoning standards. There are also detailed design and architectural standards for this district. The intent for this district is to strengthen the core of the historic downtown by providing a well-designed commercial base with opportunities for mixed-use commercial-residential buildings to provide for an “after-hours” presence. This district is also strongly aligned with and anchors the eco-tourism opportunities associated with the river, canal, and railroads.



This revised version of the redevelopment plan reconfigures the five subareas found in the 2005 version of the Union Square District into three subareas as illustrated on Map 1. In some instances the distinctions among the original subareas were minimal and difficult to parse out. In order to clarify the requirements in this district and to account for the improvements that have taken place in Union Square since 2005, Subareas 1 and 4 have been combined; and Subarea 5 was shifted to a new “Recreational/Heritage District” (see Section 3.6). The basic intent and standards of the original district remain the same.

3.5.1 Permitted Uses

The following table outlines the uses permitted within the Union Square District by subarea.

**TABLE 3.5 – 1
DISTRICT 2 PERMITTED USES**

Use	SA #1	SA #2	SA #3
Principal – Non-Residential			
Retail and specialty shops	✓	✓	
Retail & personal services	✓	✓	
Hotels and B&Bs	✓	✓	
Restaurants (excluding drive-through)	✓	✓	
Retail sales of prepared food for consumption outside of a building	✓	✓	
Taverns and brewpubs	✓	✓	
Craft distilleries	✓	✓	
Offices above ground floor	✓	✓	
Offices on ground floor but only with open shop/display windows	✓	✓	
Cultural facilities such as museums, nature/science center, aquarium, theater, art galleries, libraries	✓	✓	
Instructional facilities such as dance, music, fine art, martial arts, and fitness schools and studios including recital and concert halls	✓	✓	
Banquet facilities	✓		
Outdoor recreation-oriented retail sales, services and rentals such as but not limited to bicycles, hiking, fishing, canoes and kayaks	✓		
Visitor center for the dissemination of information and retail sale of gifts, souvenirs, and other sundry convenience items in support of a local or regional tourist, cultural or educational facility	✓		
Public recreational facilities	✓		
Multi-level parking structures	✓		
Principal – Residential (see additional standards below)			
Multi-family residential only above the ground floor		✓	
Multi-family residential only above the ground floor if the building fronts Union Square	✓		
Multi-family residential	✓		✓
Accessory			
Use customarily associated with a permitted principal use	✓	✓	✓
Outdoor dining in conjunction with a restaurant	✓		
Outdoor storage of rental recreational equipment such as canoes, kayaks or bicycles	✓		
Mobile vendors, farmers markets, fairs	✓		

TABLE 3.5 – 2
DISTRICT 2 - ADDITIONAL RESIDENTIAL STANDARDS
MINIMUM DWELLING SIZE

Type	Min. Floor Area	Add'l Storage Space
Efficiency	500 sf	250 cubic ft
1 – Bedroom	750 sf	400 cubic ft
2 – Bedroom	1,000 sf	400 cubic ft
3 - Bedroom	1,250 sf	400 cubic ft
For buildings or portions of buildings that are currently vacant, are being converted to residential, or are in need of complete rehabilitation prior to occupancy, the minimum size of the new units shall be 750 square feet.		

3.5.2 Bulk Standards

A. Subarea 1

(1) Setbacks

Buildings facing the Square shall present a continuous façade to the roadway with zero side yard setbacks. Front yard setback shall be a minimum of 12' and a maximum of 20' from the curbline. Once established, the front yard setback shall be the same for all buildings on the same side of the street. The setback area shall encompass allowed outdoor uses, sidewalks, landscaping, street furniture and pedestrian amenities.

Interior buildings shall be located a distance from any property line equal to at least one-half the height of the building. Where a building adjoins a railroad property and the building is to be used in conjunction with a railroad activity, the required setback may be waived. Where a building abuts the river, the setback shall be measured from top of bank. The river setback requirements may be waived based on specific architectural plans and engineering data addressing the preservation of the integrity of the river embankment and flood plain.

Parking shall be set back a minimum of five feet from property lines or the top of bank to provide for a landscaped area. This setback may be waived where it is determined that landscaping would interfere with river views or impede pedestrian flow.

(2) Height

Buildings fronting on the Square shall have a minimum height of two stories and a maximum height of three stories and shall not provide under-building parking.

Interior buildings shall vary from one to three stories, with a maximum height of 35 feet, exclusive of under-building parking, except for a hotel which shall not exceed five stories and 60 feet, height to be measured to the eaves of the roof.

(3) Coverage

Building coverage shall not exceed 25% excluding such tourist and public amenities as gazebos, band shells, covered walkways and transit stops. Building coverage may be increased to the extent that parking is provided under the building. Total impervious coverage shall not exceed 85% of the total tract area, excluding the land between the river and the top of bank.

(4) Parking

On-site parking shall be provided for all permanent uses in accordance with the requirements below. In Subarea 1, for every parking space required below, an additional one-half space shall be provided for seasonal, temporary and off-site uses.

Use	Required Parking
Retail and specialty shops, personal services offices	3 per 1,000 sf of Gross Floor Area (GFA)
Hotels, B & B's	1 per room plus appropriate number for other uses in the building
Restaurant and banquet facilities	0.3 per seat
Drinking establishments, lounges	10 per 1,000 sf GFA
Cultural and educations uses	4 per 1,000 sf GFA
Studios for arts and instruction	4 per 1,000 sf GRA
Residential	Per RSIS

(5) Parking Structures

For garages located within a developed area, the fascia of the parking garage shall be designed with a "false front" having the appearance of a retail business when viewed from the street, including windows which may be used to display goods and services provided by downtown businesses, announcements of local activities and events, or other items of local interest. The architecture of the garage façade shall be comparable and compatible with the general architectural style of the surrounding buildings or area.

Parking Structure Requirements	
Minimum front yard	Equal to or greater than the abutting buildings
Minimum side yard	Zero if attached fully to an abutting building or 5 feet
Maximum height	Equal to or less than the abutting buildings; 35ft where no buildings immediately about the site
Maximum coverage	85%

B. Subarea 2

(1) Buildings

Buildings within Subarea 2 shall not be expanded in size, area, square footage or height, with the following exceptions:

- (a) Where there is historic evidence of architectural features, such as second floor porches, these features may be reconstructed to the original extent, as close as can be determined. Where these features overhang the public sidewalk, any support structures shall be

located so as not to interfere with the operation and maintenance of the sidewalk or with vehicular or pedestrian movements.

In addition, no construction permit or certificate of occupancy for any structure overhanging a public sidewalk or other public property shall be issued until the property owner shall file with the Construction Code Official:

- (i) A statement agreeing to indemnify and hold harmless the Town of Phillipsburg, its agents, servants, representatives or employees from any and all damage or liability sustained by any person, including injury or death arising from or in any way related to the operation or maintenance of any portion of the building overhanging public property; and
 - (ii) A comprehensive general liability policy issued to the property/business owner by a public liability insurance company authorized to do business in the State of New Jersey and naming the Town of Phillipsburg, its agents, servants, representatives and employees as additional insurers with respect to the operation and maintenance of that portion of the building overhanging public property, in the amounts of \$300,000 bodily injury/property damage, each person and \$1,000,000 each accident.
- (b) Fire escapes and similar emergency accesses, as required by State or local code, at the side or rear of the building only.
- (c) Decks, balconies, porches, patios, covered entrances, at the rear of the building only and located within the property lines.

(2) Parking

Parking shall be provided in accordance with the requirements below. Where some or all of the required parking cannot be provided on-site, parking permits shall be purchased annually from the Phillipsburg Parking Authority equivalent to the parking deficit.

Use	Required Parking
Retail and specialty shops, personal services	2 per 1,000 sf of Gross Floor Area (GFA)
Offices	3 per 1,000 sf GFA
Hotels, B & B's	1 per room plus appropriate number for other uses in the building
Restaurant and banquet facilities	0.3 per seat
Drinking establishments, lounges	5 per 1,000 sf GFA
Cultural and educational uses	2 per 1,000 sf GFA
Studios for arts and instruction	2 per 1,000 sf GRA
Residential	Per RSIS

C. Subarea 3

(1) Buildings

Buildings within Subarea 3 shall not be expanded in size, area, square footage or height, with the following exceptions:

- (a) Fire escapes and similar emergency accesses, as required by State or local code, at the side of the building or abutting Morris Street only.
- (b) Decks, porches, covered entrances located on the Morris Street side of the building only and located within the property lines.

(2) Parking

Parking shall be provided in accordance with the RSIS. Where some or all of the required parking cannot be provided on-site, parking permits shall be purchased annually from the Phillipsburg Parking Authority equivalent to the parking deficit.

3.5.3 Union Square Design Standards & Guidelines

These District 2 design standards extend and/or replace current design standards in the Land Use Ordinance. They are intended to establish and reinforce the physical, visual and spatial characteristics of the District through the consistent use of compatible urban design and architectural design elements. Such elements relate the design characteristics of an individual structure or development to other existing and planned structures or developments in a harmonious manner, resulting in a coherent overall development pattern and streetscape.

Development plans in District 2 shall address the urban design and architectural design elements below as part of the approval process for construction or reconstruction within the District.

A. Context and Continuity

- (1) Individual development or redevelopment plans shall always be considered in relation to the surrounding physical and historical context, including the remaining vintage buildings and evidence of past development through pictures, photographs and such.
- (2) Individual development or redevelopment plans shall inspire a sense of continuity with the dominant design features of their physical and historical context. Continuity can be achieved through scale, through careful use of the elements of the façade composition (such as fenestration, cornice or soffit line, floor to floor elevation, or others), through the use of related materials, by maintaining a roof pitch, by use of approved street furniture or by other means.
- (3) In those cases where the streetscape or buildings abutting a development or redevelopment application have been adulterated, these streetscapes or buildings shall be excluded from consideration as to context and continuity.

B. Street Definition

- (1) Buildings shall define streets and help structure space, forming a continuous wall with uniform setbacks and coherent openings at designated locations.
- (2) On the Square, new structures shall define a continuous street edge fronting onto the Square, to reestablish the sense of enclosure and arrival to this space.
- (3) The streetscape shall be reinforced by lines of street trees, other plantings, street furniture, and other such features, as provided for in the 2002 Gateway Plan.
- (4) Development or redevelopment plans shall recognize and enhance existing focal points or points of visual termination, such as the Union Square Hotel building at the east end of the Square, and provide for new focal points to be occupied by structures made more prominent through the use of enhanced height, distinctive architectural treatment or other distinguishing features or by such other features as plazas, garden areas, and river views.

C. Plazas, Courtyards & Open Space

- (1) Plazas, courtyards, and other open spaces should have recognizable edges defined on at least three sides by buildings, walls, elements of landscaping, and elements of street furniture, in order to create a strong sense of place and enclosure.
- (2) The layout, materials and details used in the treatment of these spaces shall be selected to enhance their immediate surroundings. Public and semi-public exterior spaces shall be functional and provide amenities for their users, in the form of textured paving, landscaping, lighting, street trees, benches, trash receptacles, and other items of street furniture, under the guidelines provided for in the 2002 Gateway Plan.

D. Building Scale, Location, Orientation

- (1) Structures should be considered in terms of their relationship to the height and massing of abutting structures, as well as in relation to the human scale. Structures shall maintain an appropriate scale in relation to neighboring structures and contain external architectural details which maintain a human scale.
- (2) Buildings and other structures shall present ground level facades which motivate pedestrian interest, by using architectural details, openings, arcades, display windows, or other elements of composition.
- (3) Buildings shall be located to front toward and relate to public streets. For a multiple building development, buildings located on the interior of a site shall front toward and relate to one another and to the extent possible should be organized around features, such as the river, courtyards, outside activity areas and quadrangles, which encourage pedestrian activity and incidental social interaction among users.

E. Pedestrian Circulation

- (1) Development and redevelopment plans shall be designed to facilitate pedestrian circulation, providing safe, convenient, barrier-free access to all parts of the District and beyond, and particularly between parking facilities and existing and future uses.

- (2) Walkways shall be designed to promote pedestrian activity throughout the District and to link the with points of interest and attraction throughout the downtown area and Easton; to provide a pleasant route and passive recreation opportunities for users; to create outdoor interest and activity spaces for abutting uses, such as display and outdoor eating areas; to provide links to public and special transportation stations/stops; and to allow incidental social interaction among pedestrians.
- (3) Walkways should be constructed of materials that are compatible with the style, materials, color, and details of the surrounding buildings or proposed use, and as provided for in the 2002 Gateway Plan. The functional, visual and tactile properties of the paving material shall be appropriate to the proposed function and use of the walkway.
- (4) Sidewalk displays, outdoor eating areas, kiosks and other activities permitted within a sidewalk area shall maintain a minimum of five feet of open sidewalk to allow for pedestrian circulation. Store displays and other temporary uses shall be permitted only during business hours and shall be stored inside at the end of the business day.

F. Landscaping

- (1) For new developments, landscaping shall be required in accordance with an approved landscaping plan that is consistent with the standards provided in the 2002 Gateway Plan.
- (2) All areas of a site not occupied by buildings and other improvements shall be planted with trees, shrubs, hedges, groundcover, gardens and/or grass. Landscaping should be integrated with other functional and ornamental site design elements, such as recreational facilities, ground paving materials, paths and walkways, fountains and other water features, trellises, pergolas and gazebos, fences and walls, street furniture, art and sculpture.
- (3) Walls and fences shall be consistent in material and appearance to the style of the surrounding buildings and shall be designed to create visual interest, to define space, to differentiate between public, semi-public and private space, to provide a sense of enclosure and to guide pedestrian circulation.
- (4) Street trees shall be provided along streets in accordance with standards in the 2002 Gateway Plan. Shade trees should be provided at critical points to provide pedestrian shelter, frame views, accent architectural features and buildings.
- (5) Landscaping in conjunction with at-grade parking areas shall be in accordance with the standards in the 2002 Gateway Plan.
- (6) Landscape plans shall consider plant suitability, appropriate plant selection, compatibility with the site and location of placement, and regular maintenance programs.

G. Street and Site Lighting

- (1) Street and site lighting shall be adequate for safety and security, while minimizing glare on adjacent properties and the public right-of-way. House-side shields shall be provided to eliminate light trespass into residential portions of the building or abutting residential uses.
- (2) Lighting shall be provided along all sidewalks, walkways, courtyards, plazas, parking lots and other areas which will be used at any time between dusk and dawn.

- (3) Specifications for lighting and lighting standards shall comply with the requirements of the 2002 Gateway Plan.

H. Street Furniture

- (1) Elements of street furniture, such as benches, waste containers, planters, phone booths, transportation shelters, bicycle racks, and bollards shall be compatible with the character of the area and consistent with the standards provided for in the 2002 Gateway Plan.

3.5.4 Union Square Architectural Standards

A. Local Context

The intent of these standards is to capitalize on Phillipsburg's architectural assets, particularly of the high quality, turn of the twentieth century buildings that line South Main Street and give the Town its unique character.

- (1) Existing building facades shall be restored consistent with their original architectural style, with special attention to color, window treatment, and materials, finishes, and architectural details, visually similar to the originals. Where possible, architectural features should be repaired rather than replaced. In the event that replacement is necessary, the new material should match the material replaced in design, color, texture, and other visual qualities. Special consideration should be given to the use of new products that replicate the appearance of the original materials, using more durable and lower maintenance materials.
- (2) New buildings or buildings of a style inconsistent with the immediate area should mirror the late Victorian and Second Empire styles of South Main Street, as reflected in existing buildings, vintage pictures of the area and other historical sources. Within this architectural period, diversity of styles is acceptable, provided that the style of individual buildings shall be consistent throughout the façade of that building. Selection of building design elements, such as building materials, roofing, fenestration, trim, color, texture and such, shall be similar to and harmonious with existing buildings.
- (3) Infill and new construction shall reflect neighborhood continuity by way of uniform building heights, maintaining base courses, cornice lines and horizontal lines of fenestration, and echoing architectural materials, details, colors or design themes found in surrounding buildings.
- (4) Special use buildings and structures shall reflect the turn of the twentieth century style appropriate for that use.

B. Architectural Standards

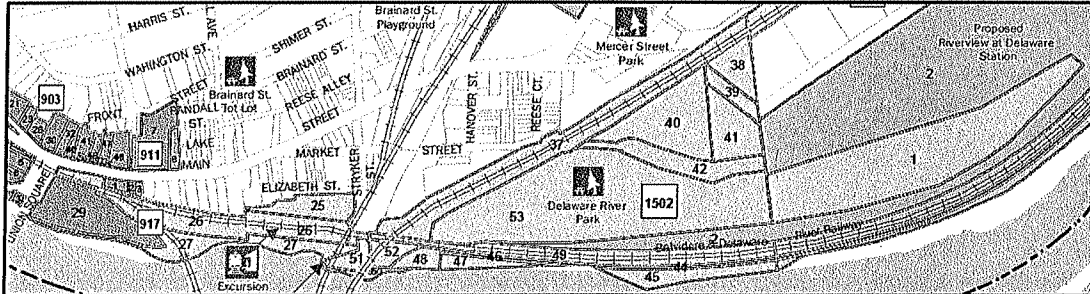
- (1) The architectural treatment of the front façade shall be continued, in all its major features, around all visibly exposed sides of a building. All sides of a building shall be architecturally designed to be consistent with regard to style, materials, colors and details. The main façade of a building shall be architecturally emphasized and display windows shall be required on the ground floor level, regardless of the use. Buildings with more than

one frontage on public or semi-public space should provide "front" faces on all such frontages.

- (2) Front façade first floor building offsets and architectural features, such as arcades and covered walkways, should be provided to add architectural interest and variety and to humanize the street scale of the building.
- (3) All visibly exposed sides of a building shall have an articulated base course and cornice, in order to break the wall surface into smaller components and humanize a building's scale. The base course shall align with either the kickplate or sill level of the first story. Horizontal courses shall be considered an integral part of a building's design and shall be architecturally compatible with the style, materials, colors and details of the building.
- (4) The cornice shall terminate the top of a building wall, may project out horizontally from the vertical building wall plane and may be ornamented with moldings, brackets, and other details appropriate to the building's architectural style.
- (5) The type, shape, pitch, texture and color of a roof shall be considered an integral part of the design of a building and shall be architecturally compatible with the building's style, materials, color and detail. Roof pitch shall be considered as a function of context and building height. Architectural embellishments that add interest to roofs, such as dormers, belvederes, masonry chimneys, cupolas, and other similar elements shall be encouraged, provided they are architecturally compatible with the building. In the rehabilitation of older buildings, the design and pitch of the roof shall be maintained, along with other functional and/or decorative elements such as cornices, dormers, gutters, cupolas, and flashing. Replacements shall match as closely as possible with original element in color, material, size and design.
- (6) Fenestration shall be architecturally compatible with the style, materials, colors, and detail of a building. Large pane display windows shall be required on the ground level, not to exceed seventy-five percent of the total ground level façade area and framed by the surrounding wall. To the extent possible, the location of windows on the upper stories of a building should be vertically aligned with the windows and doors on the ground level. In buildings designed in an architectural style that normally has windows with muntins or divided lights, these shall be required and snap-on types may be permitted.
- (7) In the rehabilitation of older buildings, original windows and doors shall be maintained in number, size, location and expression. In particular, the expression defined by lintel, frame, sill and head shall not be subdued if the original window is replaced by one of modern design. Windows and doors shall not be filled-in or downsized to fit standardized manufactured components.
- (8) When appropriate to the architectural style of a building, shutters should be provided on all windows fronting a street or visible from the public viewshed. Shutters may be paneled or louvered, shall be appropriately fastened to the window frame and shall be proportioned to cover half the window.
- (9) All entrances to a building shall be defined and articulated by architectural elements such as lintels, pediments, pilasters, columns, porticos, overhangs, railings and balustrades, where appropriate and compatible with the style, materials, colors and details of the building as a whole. In the rehabilitation of older buildings, the original entrance features shall be maintained wherever possible. Modern metal or aluminum doors shall not be permitted.

- (10) Storefronts shall be an integral part of all buildings and shall maintain a consistency with the upper floors in terms of composition, materials, style and detailing. The building's façade shall dictate the storefront's composition in terms of spacing and alignment of doors and windows. New storefronts shall be designed to be compatible with the overall character of the façade, to maximize pedestrian interest and to maintain a pedestrian scale. In the rehabilitation of older buildings, the traditional storefront elements such as entrances, transoms, kickplates, corner posts, signs and display windows, shall be unified through the use of architecturally compatible styles, colors, details, awnings, signage and lighting features.
- (11) All air conditioning units, HVAC systems, exhaust pipes or stacks, elevator housings, satellite dishes and such, shall be thoroughly screened from public view by use of walls, roof elements, penthouse screening devices or landscaping, designed to be architecturally compatible with the building's style, materials, color and details.
- (12) Solid metal security gates or solid roll-down metal windows shall not be permitted. Link or grill type security devices may be permitted only if installed from the inside, within the frame of the window or door. Security grilles shall be recessed and concealed during normal business hours.
- (13) Exterior building materials should be selected to convey a sense of dignity, permanence and appropriate age to the building. A building designed of an architectural style that normally includes certain integral materials, colors and/or details shall incorporate them into its design. The preferred materials are stone, cast stone, brick and horizontal clapboard. Modern construction techniques and materials may be used, provided they recreate the style, ornamentation and visual quality of the period.
- (14) In renovations, the original materials should be retained and repaired, where practical, or replaced with materials that retain the same visual quality. Consideration should be given to the use of new, durable, low maintenance materials that replicate the look, style and design of the original materials, where possible, or with other appropriate materials, if not possible.
- (15) Lighting fixtures attached to the exterior of a building shall be architecturally compatible with the style, materials, colors and details of the building and with any requirements of the lighting section of the 2002 Gateway Plan.
- (16) Signage affixed to the exterior of a building shall be architecturally compatible with the style, composition, materials, colors and details of the building, as well as with other signs used on the building or its vicinity, and with any requirements of the lighting section of the 2002 Gateway Plan.

3.6 District 3 – Recreational/Heritage



This is a new district consisting of the original Union Square Subarea 2 (see Section 3.5) and the northern portion of the 2005 Riverside District – primarily the railroad rights-of-way and Delaware River Park (green area above and on Map 1). As indicated by the title, this new district is focused on recreation and railroad/canal heritage uses and is intended primarily for public recreational use such as parks and trails and associated tourism activities. It can also accommodate certain private tourism enterprises that complement the recreation/heritage experience such as the excursion train. This district will also be the hub for the Riverfront Heritage Trail system discussed in Section 3.10.

Note: The original Riverside District has been reconfigured into the following new districts: District 3 – Recreational/Heritage; District 5 – Riverside Residential; and District 6 – Riverside Commercial, to better define the vision for these areas. See Sections 3.8 and 3.9 for details on Districts 5 and 6.

3.6.1 Permitted Uses

The following uses are permitted in this district:

- (1) Railroads and related activities for passenger, freight, and tourist operations.
- (2) Parks and outdoor recreation facilities.
- (3) River, railroad and canal related tourism facilities.
- (4) Interpretive displays for the purposes of enhancing the heritage and recreational experience of the riverfront district.
- (5) Educational facilities related to local and regional heritage and/or river ecology.

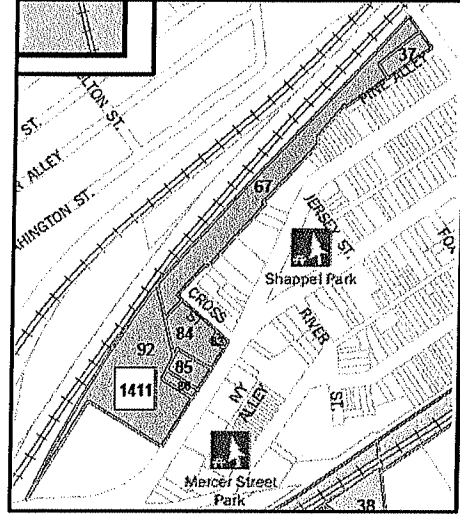
3.6.2 Development Standards

Development and design standards for this district will be determined by the Town Council and Planning Board during the approval process outlined in Section 5.

3.7 District 4 – Mixed-Use

The original plan for District 4 was to develop a transit village centered on a new railroad station. As discussed in the 2012 *Riverfront Redevelopment Study*, the extension of passenger service to Phillipsburg is unlikely at this point. In addition, two of the other proposed anchors - a new municipal complex and a County College satellite - are also unlikely to happen. As a result, the district uses and standards have been revised, although the configuration of the district remains the same.

The district has substantial frontage on South Main Street (see Map 1) and should be redeveloped to enhance the downtown by fostering new residential and commercial uses at a relatively high density. Redevelopment activities will also complement and provide access to the existing miniature railroad & museum and the proposed Railroad Heritage Trail discussed in Section 3.10.



The uses presently permitted in this district are still appropriate with the exception that multi-family residential uses are only permitted as part of a transit village plan; and that retail and office space are only permitted as accessory uses. The list of permitted uses has been revised to remove the transit village references and permit a wider range of uses.

3.7.1 Permitted Uses

A. Principal

- (1) Multi-family residential (minimum of 3 stories).
- (2) Mixed use residential/commercial buildings with a minimum of three floors of residential units above the ground floor.
- (3) Retail sales and services.
- (4) Offices.
- (5) Museums, educational and cultural facilities.
- (6) Heritage tourism related facilities.
- (7) Indoor and outdoor recreation facilities (public or private).

B. Accessory

Permitted accessory uses include any accessory use located on the same lot with and customarily incidental to a principal use permitted in the district.

3.7.2 Bulk Standards

Minimum Lot Area	15,000 sq ft
Minimum Street Frontage	100 ft
Minimum Front Yard	10 ft; 0 ft with retail on ground floor
Minimum Side Yard	0 ft with common walls; 10 ft if detached
Minimum Rear Yard	30 ft
Minimum Setback from an Active Railroad	35 ft
Maximum Density	35 units/acre
Maximum Height	60 ft/5 stories
Maximum Coverage	75%

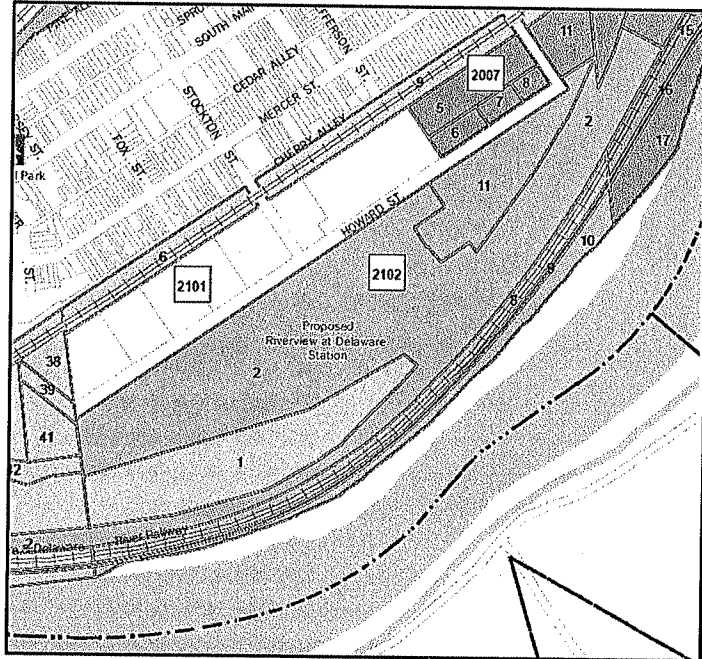
3.7.3 Design Standards

All buildings in this district shall be developed to ensure that an attractive streetwall is created, that public spaces such as plazas are incorporated into the development, that all buildings will provide access to the existing miniature railroad/museum and the proposed Railroad Heritage Trail described in Section 3.10, and that the development is mindful of and complements the adjoining senior citizen apartment building.

3.8 District 5 – Riverside Residential

The 2012 *Riverfront Redevelopment Study* recommended that the central portion of the original Riverside District – the site of the proposed Delaware Station residential development – be split off as a new “District 5 – Riverside Residential” and that the current residential use and design standards be maintained.

The district provides for mid-rise residential buildings to be constructed primarily along the Howard Street frontage and low-rise residential buildings to be constructed between the mid-rise buildings and the Bel-Del right-of-way. The mid-rise buildings will front on Howard Street and may incorporate a first story retail component as well as structured parking for residents. The mid-rise buildings will buffer the existing light industrial uses and provide vistas of the Delaware River. Development in this district should also enhance and provide access to the adjoining park and recreation facilities including the proposed trail system described in Section 3.10.



3.8.1 Permitted Uses

A. Principal

- (1) Mid-rise residential buildings not to exceed 50 feet above the centerline elevation of Howard Street or other street immediately abutting the proposed building. The mid-rise buildings may include first-story retail as well as structured parking for residents.
- (2) Low-rise residential buildings not to exceed 40 feet above the lowest floor elevation of each building.
- (3) Retail establishments and office uses on the first floor of mid-rise buildings only, to serve the immediate needs of the residential component of the district.
- (4) Museums, cultural, and educational facilities on the first floor of mid-rise buildings only, or in free-standing buildings.
- (5) Parks and recreation facilities.
- (6) Railroad rights-of-way and trackage.

B. Accessory

Permitted accessory uses include any accessory use located on the same lot with and customarily incidental to a principal use permitted in the district.

3.8.2 Bulk Standards

Minimum Lot Area	20 acres
Minimum Setback from a Public Road	Half the height of the building
Minimum Setback from a RR ROW	30 ft
Minimum Setback from a Public Park	30 ft
Maximum Gross Density	17 units/acre
Maximum Height Mid-Rise	50 ft above centerline elevation of Howard St. to eaves of roof.
Maximum Height Low-Rise	40 ft above lowest floor elevation to eaves of roof
Maximum Height for other Prin. Uses	35 ft
Maximum Height Accessory Uses	20 ft
Maximum Coverage	65%
Minimum Distance between Buildings:	
a. Principal to Principal	a. Half the height of taller building
b. Principal to Accessory	b. Height of the shorter building
c. Principal to Internal Road	c. 25 ft
d. Principal to Parking Area	d. 10 ft

3.8.3 Design Standards

- (1) There shall be an overall design theme for the residential development including a unifying architectural style, a uniform set of street, streetscape, street furniture, and sign standards similar to but not necessarily the same as those in the 2002 Gateway Plan.
- (2) The site should be designed to provide view corridors to the river and improvements should be located to maximize views of the scenic features of the district.
- (3) Residential units abutting an active rail line shall be built with noise attenuating construction features.
- (4) All required parking shall be provided on site, either at grade or in parking garages. Parking may be provided under buildings or in separate structures.
- (5) There shall be a recreational package designed to serve the needs of the new residents of the district, which should include such facilities as tot lots, playing fields, and passive recreation areas. These facilities may be provided either on-site or as additions to the existing facilities in Delaware River Park or both, and include access to passive recreation facilities at the riverfront.
- (6) A pedestrian/bicycle pathway system shall be designed to connect with the proposed trail system described in Section 3.10.

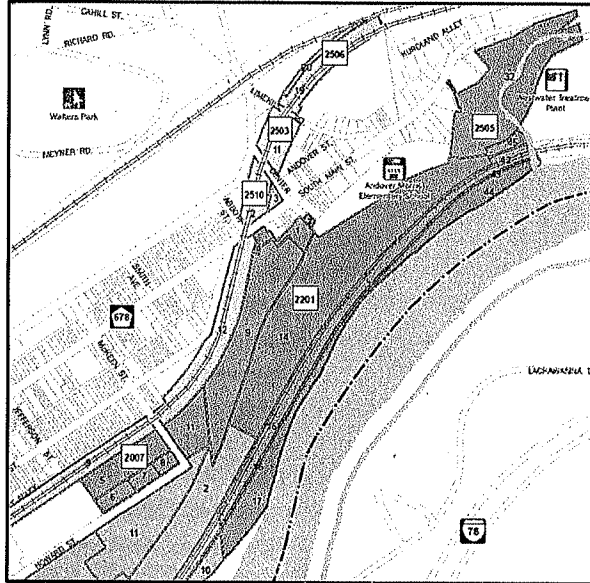
3.8.4 Proposed Road Improvements

The proposed townhouse development in District 5 will require significant roadway improvements to accommodate the projected traffic generated by the development. The development will be located in the area west of Howard Street overlooking the Delaware River. Access to the development will be from Howard Street through several access road intersections. Due to the heavy orientation of site traffic to the east and the dependence on South Main Street to carry this traffic, improvements are proposed to accommodate the site-generated traffic going to and from South Main Street as follows:

- (1) Howard Street should be extended from its existing eastern terminus at McKeen Street to Center Street, intersecting at a point approximately 250 feet south of South Main Street.
- (2) The section of Center Street between the new extension of Howard Street and South Main Street should be widened and improved to create at least a two lane northbound approach to South Main Street. An exclusive right turn lane is needed to accommodate the projected heavy northbound right turn movement from Center Street to South Main Street; and a wide southbound receiving lane is needed to accommodate the heavy westbound, left turn movement from South Main Street to Center Street.
- (3) The entire intersection of Center Street and South Main Street must be improved to increase capacity for the projected condominium/townhouse development site-generated traffic. Traffic Signal improvements are proposed, including signal-phasing modifications that would facilitate the projected heavy northbound right turn and westbound left turn movements.
- (4) The section of McKeen Street between Howard Street and South Main Street should be improved. At the intersection of South Main Street and McKeen Street, traffic signal improvements are also proposed that include phasing that would facilitate the projected heavy northbound right turn and westbound left turn movements.
- (5) The existing section of Howard Street from Stockton Street to McKeen Street should be improved to accommodate the access road intersections with Howard Street. Four-way intersections with site access roads and Howard Street are proposed at Stockton Street and McKeen Street.

3.9 District 6 – Riverside Commercial

District 6 covers the light industrial component of the original Riverside District – the blue area on the map. The 2012 *Riverfront Redevelopment Study* recommended that this area be designated “District 6 – Riverside Commercial” with the intention of shifting the focus away from industrial uses while providing a broader range of commercial and residential options that may be more compatible with the riverside theme and the proximity to the Andover Morris School.



With the exception of the properties fronting on Howard Street and McKeen Street, this district has minimal road frontage. Any large-scale development will need to address circulation including but not limited to providing new roads through the district such as the extension of Howard Street to Center Street.

3.9.1 Permitted Uses

A. Principal

- (1) Retail sales and services.
- (2) Offices for executive, administrative or business purposes.
- (3) Attached residential units.
- (4) Lumber and building materials sales and storage.
- (5) Health & fitness clubs and indoor recreation facilities.
- (6) Museums, cultural and educational facilities.
- (7) Railroad rights-of-way and trackage.

B. Accessory

Permitted accessory uses include any accessory use located on the same lot with and customarily incidental to a principal use permitted in the district.

3.9.2 Bulk Standards

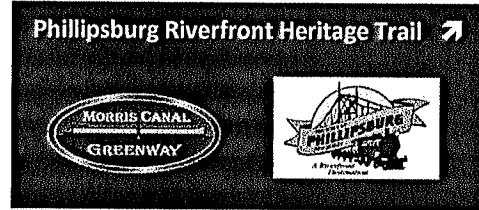
Minimum Tract Area	Residential – 5 acres; Non-residential – 2 acres
Maximum Residential Density	20 units/acre
Maximum Height	Residential – 3 stories or 35 ft; Non-residential – 40 ft
Maximum Impervious Coverage	65%
Minimum Street Frontage	100 ft
Minimum Setbacks	Given the unique location and access issues associated with the majority of this district, there are no pre-determined setback requirements. The final layout of all structures will be subject to a concept plan approved by the Town Council and a site plan approved by the planning board in accordance with Section 5.3. In all cases structures will be arranged to provide adequate light and air, a safe and efficient pedestrian and vehicular circulation system, the maximum amount of open space, appropriate access for the maintenance of all structures, and a visually pleasing environment.

3.9.3 Required Buffers

Where permitted principal and accessory uses abut the boundaries of the Andover Morris elementary school, a 20-foot wide vegetative buffer will be installed consisting of natural materials that will effectively screen the view of the adjoining uses during all four seasons of the year.

3.10 Riverfront Heritage Trail System

Located at the nexus of two rivers, three canals and five railroads, Phillipsburg has a long association with the history of transportation in the region. Recent developments such as the restoration of the Morris Canal arch, the Morris Canal greenway initiative, success of the excursion train, and opportunities for a rail-trail connection to Easton



provide new and exciting opportunities. Phillipsburg's proposed Riverfront Heritage Trail system represents a sustainable economic development initiative that will provide unique eco/heritage tourism opportunities to fuel Phillipsburg's downtown revitalization efforts.

A major element of the 2005 redevelopment plan is a proposed bicycle/pedestrian system connecting the entire riverfront area. Central to the 2005 proposal is "River Walk" or "Riverfront Promenade," a paved trail linking the entire riverfront from Third Street to Lopatcong Creek including Main Street and Walters Park; with connections to regional trails such as the Warren Highlands Trail and the Morris Canal Greenway. The only elements that have been built to date are the boat ramp and the paved path in Delaware River Park.

The trails recommended in the 2005 plan have recently been the subject of a more focused effort to establish a comprehensive trail system (see the 2013 Riverfront Heritage Trail Report). All future development within the Riverfront Redevelopment Area will be required to incorporate or accommodate applicable portions of the proposed Riverfront Heritage Trail. Specific responsibilities for the trail will be outlined in the redevelopment agreement.

SECTION 4. GENERAL PROVISIONS

4.1 Relationship to the Zoning Ordinance

The standards contained within this redevelopment plan supersede any conflicting regulations in the Phillipsburg zoning ordinance. In the case where a particular land use or site standard is not covered in this redevelopment plan, compliance with the Phillipsburg zoning ordinance or other applicable Phillipsburg code or ordinance will be required.

The Phillipsburg zoning map is hereby amended to include the newly reconfigured redevelopment districts as illustrated on Map 1.

4.2 Off-Site Improvements

The designated redeveloper or other such party responsible for the development of a property in the redevelopment area will be responsible for their fair share of any installation or upgrade of infrastructure related to their project whether on-site or off-site. Infrastructure items include but are not limited to gas, electric, water, sanitary and storm sewers, traffic control devices, telecommunications, streets, curbs, sidewalks, street lighting and street trees. The extent of the redeveloper's responsibility will be outlined in the redevelopment agreement with the Town. Off-site responsibility for properties not covered under the redevelopment agreement will be determined during the permit and/or site plan review phases.

All infrastructure improvements will comply with applicable local, state and federal codes including the Americans With Disabilities Act. All utilities will be placed underground.

Streetscape improvements such as street furniture, trees, and signs will be installed in accordance with Section III – Streetscape and Landscape Plan for South Main Street of the 2002 Gateway Development plan or as otherwise directed by the Town Council during the project review process outlined in Section 5 of this redevelopment plan.

4.3 Affordable Housing

The redeveloper is responsible for providing any affordable housing obligation generated by the redevelopment activities in compliance with the most current rules and regulations of the Council on Affordable Housing or its successors and the most current Phillipsburg housing element and fair share plan. The exact number and method of providing the units will be specified in the redevelopment agreement.

N.J.S.A. 40A:12A-7 requires an inventory of all housing units affordable to low and moderate income households, as defined pursuant to section 4 of P.L.1985, c.222 (C.52:27D-304), that are to be removed as a result of implementation of the redevelopment plan. The properties in the

redevelopment area are primarily commercial and industrial sites, parks or vacant land. The redevelopment plan does not contemplate the removal of any housing units affordable to low and moderate income households.

4.4 Acquisition and Relocation

4.4.1 Acquisition Proposal

To implement the redevelopment plan, public or private acquisition of part or all of certain properties may be required. Such acquisition may be required to provide for additional road rights-of-way, pedestrian circulation and river access, pedestrian paths and bikeways, environmental clean-up, and redevelopment in accordance with this redevelopment plan. Specifically, these properties may include the following:

Block 301	Lot 1 (Raub - Lumber) Lot 2 (Gulbranson) Lot 4 (rear corner for extension of Riverside Way) Lots 5 & 6 (DRJTBC)
Block 901	Lot 1 (DRJTBC)
Block 902	Lot 4 (Kleedorfer - Auto repair shop) Lot 8 (Walker - Residence) Lot 9 (DRJTBC)
Block 911	Lots 7 & 8 (ME Realty - Elks)
Block 917	Lot 25 (Bel-Del)
Block 1502	Lot 37 (Norfolk Southern) Lot 38 (Pistol Club)
Block 2102	Lot 2 (Peron Construction) Lot 11 (Peron Construction)
Block 2201	Lot 1 (Warren Lumber) Lot 9 (White Rox Chemical) Lot 11 (Ellerin - Scrap Yard) Lot 12 (Norfolk Southern)
Block 2101	Lot 6 (Norfolk Southern)
Block 2007	Lot 9 (Norfolk Southern)
Block 1411	Lot 83 (Wright) Lot 84 (SMB Development - Carty & Son Supply) Lots 85 & 86 (Wynkoop) Lot 92 (NJ Transit)

4.4.2 Relocation Proposal

The Town of Phillipsburg, its agencies and/or the designated redeveloper will be responsible for providing relocation assistance as required by law. All costs associated with said acquisition and relocation will be borne by the designated redeveloper. Details related thereto will be determined within the context of the redevelopment agreement negotiated between the Town and the redeveloper.

The Town, its agencies and/or the designated redeveloper will be responsible for preparing a Workable Relocation Assistance Plan (WRAP), which must be filed with and approved by the

New Jersey Department of Community Affairs prior to the physical relocation of any households or businesses. Relocation compensation and assistance would be provided in accordance with the approved WRAP.

4.5 Environmental Impact Statement

The redeveloper will prepare a comprehensive environmental impact statement (EIS) for review by the planning board as part of the site plan review process. The redeveloper will retain one or more qualified professionals to perform the necessary work. The EIS will be presented in a detailed descriptive report which will include written, graphic or other explanatory material. Certain requirements may be waived by the planning board if the redeveloper can prove conclusively that specific requirements are unwarranted. The EIS will discuss both the positive and negative on-tract and off-tract impacts of the development; and identify any negative impacts that are unavoidable and how those impacts will be mitigated.

The specific concerns to be considered include, but are not limited to, the following:

- (a) Soil erosion and sedimentation resulting from surface runoff.
- (b) Flooding and floodplain disruption.
- (c) Degradation of surface water quality.
- (d) Groundwater pollution.
- (e) Water supply and water conservation.
- (f) Site-specific Karst concerns, e.g. the potential for sinkholes.
- (g) Sewage disposal.
- (h) Solid waste disposal.
- (i) Vegetation destruction.
- (j) Disruption of wildlife habitats.
- (k) Destruction of scenic and historic features.
- (l) Air quality degradation.
- (m) Noise levels.
- (n) Energy utilization and conservation.
- (o) Traffic congestion.

4.6 State and Federal Regulations

Certain redevelopment activities proposed in this plan may be subject to state and federal standards, regulations and permit requirements. The redeveloper is responsible for ensuring compliance with all applicable standards and obtaining necessary state and federal permits prior to the issuance of any construction permits.

4.7 Relationship to Other Plans

4.7.1 Plans of Adjacent Municipalities

Phillipsburg's riverfront is shared by Lopatcong Township to the north and Pohatcong Township to the south. The riverfront redevelopment area does not, however, abut any municipal boundaries in New Jersey. The Delaware River forms the boundary between Phillipsburg and the Pennsylvania communities of Easton and Williams. The activities planned for the redevelopment area will benefit surrounding communities with enhanced goods and services, and recreational and cultural opportunities.

4.7.2 Warren County Strategic Growth Plan

The Warren County Strategic Growth Plan was adopted in 2005. The Riverfront Redevelopment Plan is consistent with the following county goals:

- Preserve and enhance natural, environmental, historic and open space resources.
- Focus growth in existing centers and provide financial incentives to local government, school districts and developers to achieve this goal.
- Provide safe and efficient alternative modes of transportation to reduce auto dependence.
- Encourage desirable development that provides local employment opportunities in existing centers.
- Increase educational and cultural opportunities.

4.7.3 State Plans

The State Development and Redevelopment Plan is scheduled to be replaced by a new *State Strategic Plan*. The strategic plan will eliminate planning areas and focus on "priority growth investment areas" that will include designated redevelopment areas such as the Riverfront Redevelopment Area.

The redevelopment area is located in a designated Highlands Center and as such is targeted for sustainable economic development and redevelopment activities.

SECTION 5. PROCEDURAL REQUIREMENTS

5.1 Amending the Redevelopment Plan

This plan may be amended from time to time by the Town Council in accordance with the procedures of the Local Redevelopment and Housing Law. To the extent that any such amendment materially affects the terms and conditions of a duly executed redevelopment agreement between a redeveloper and the Town of Phillipsburg, the provisions of the redevelopment plan amendment will be contingent upon the amendment of the redevelopment agreement to provide for the plan amendment.

5.2 Certificate of Completion and Compliance

Upon the inspection and verification by Phillipsburg's redevelopment entity that the redevelopment of a parcel subject to a redevelopment agreement has been completed, a Certificate of Completion and Compliance will be issued to the redeveloper and such parcel will be deemed no longer in need of redevelopment.

This redevelopment plan will remain effective until the redevelopment area has been redeveloped and deemed no longer in need of redevelopment by the Town Council.

5.3 Approval Process

In order to ensure maximum compliance with the redevelopment plan, the following procedures will be followed for all properties in the redevelopment area.

5.3.1 General

Projects that consist solely of repair, renovation, or façade improvements of existing buildings, and do not alter the footprint of the building or otherwise intensify the use of the site, may proceed directly to the planning board in accordance with standard application procedures and other applicable provisions of this redevelopment plan. All other projects must first proceed to the Town Council acting as the redevelopment entity pursuant to Section 5.3.2 below.

5.3.2 Town Council

The Phillipsburg Town Council acting as the redevelopment entity will review all proposed redevelopment projects within the redevelopment area brought before it pursuant to Section 5.3.1 to ensure that each project is consistent with the redevelopment plan and any applicable redevelopment agreement. The Town Council's review will occur prior to the submission of a redevelopment project to the planning board.

In addition to determining whether the proposal is consistent with this redevelopment plan and any applicable redevelopment agreement, the Town Council may address the site and building design elements of the project to ensure that the project adequately addresses the goals and objectives of the redevelopment plan and make recommendations for improvements to the proposed development.

5.3.3 Planning Board

All development applications will be submitted to the Phillipsburg Planning Board, either directly or through the Town Council as provided for in Sections 5.3.1 and 5.3.2. The application process will follow the usual site plan and subdivision procedures outlined in the Municipal Land Use Law and applicable Town ordinances.

The planning board will deem any application for redevelopment and/or rehabilitation for any property subject to this redevelopment plan incomplete if the applicant has not received approval from the Town Council in accordance with Section 5.3.2 indicating that the application is consistent with the redevelopment plan and redevelopment agreement.

The planning board may grant certain waivers from the requirements of this redevelopment plan in accordance with Section 3.3. All other proposed deviations from the plan would require a request to the Town Council for an amendment to the redevelopment plan. The Town Council is under no obligation to grant an amendment but may do so in its sole discretion.