



TOWN OF PHILLIPSBURG

Warren County, NJ

*Amended* Riverfront Redevelopment Plan

April 26, 2018

Draft



Prepared for:  
The Town of Phillipsburg  
Warren County  
New Jersey



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## Executive Summary

Following the adoption of the Revised Riverfront Redevelopment Plan in 2014, the Town of Phillipsburg sought to prioritize redevelopment in District 2 – Union Square, as a catalyst for implementing the recommendations made in this plan. This iteration of the Redevelopment Plan amends (and significantly expands) the section on District 2 – Union Square (the District) and incorporates Design Guidelines which 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 the District shall address the urban design and architectural design elements as part of the approval process for construction or reconstruction within the District.

In an effort to ensure the enforcement of redevelopment activities within the specified Districts, please note that in Section 4, recommendations have been made for the “Acquisition and Relocation” of various properties throughout the redevelopment area. This section states the legal ability of the Town to utilize redevelopment tools such as eminent domain to implement the plan.

Additionally, changes have been made to the permitted uses in District 6 – Riverside Commercial. The remainder of the document remains unchanged.

The Town is grateful for the volunteer effort put forth by the following group of designers from the Edward J. Bloustein School of Planning & Public Policy at Rutgers University:

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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 **Figure 1: Riverfront Redevelopment Area**, 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. **Figure 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. Only District 2 – Union Square boundaries have changed slightly. This can be seen on **Figure 3: District 2 - Union Square & Subareas**.



## 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.
5. 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.
6. To enhance accessibility to, and use of, Delaware River Park.
7. 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.
8. 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.
9. 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 **Figure 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.

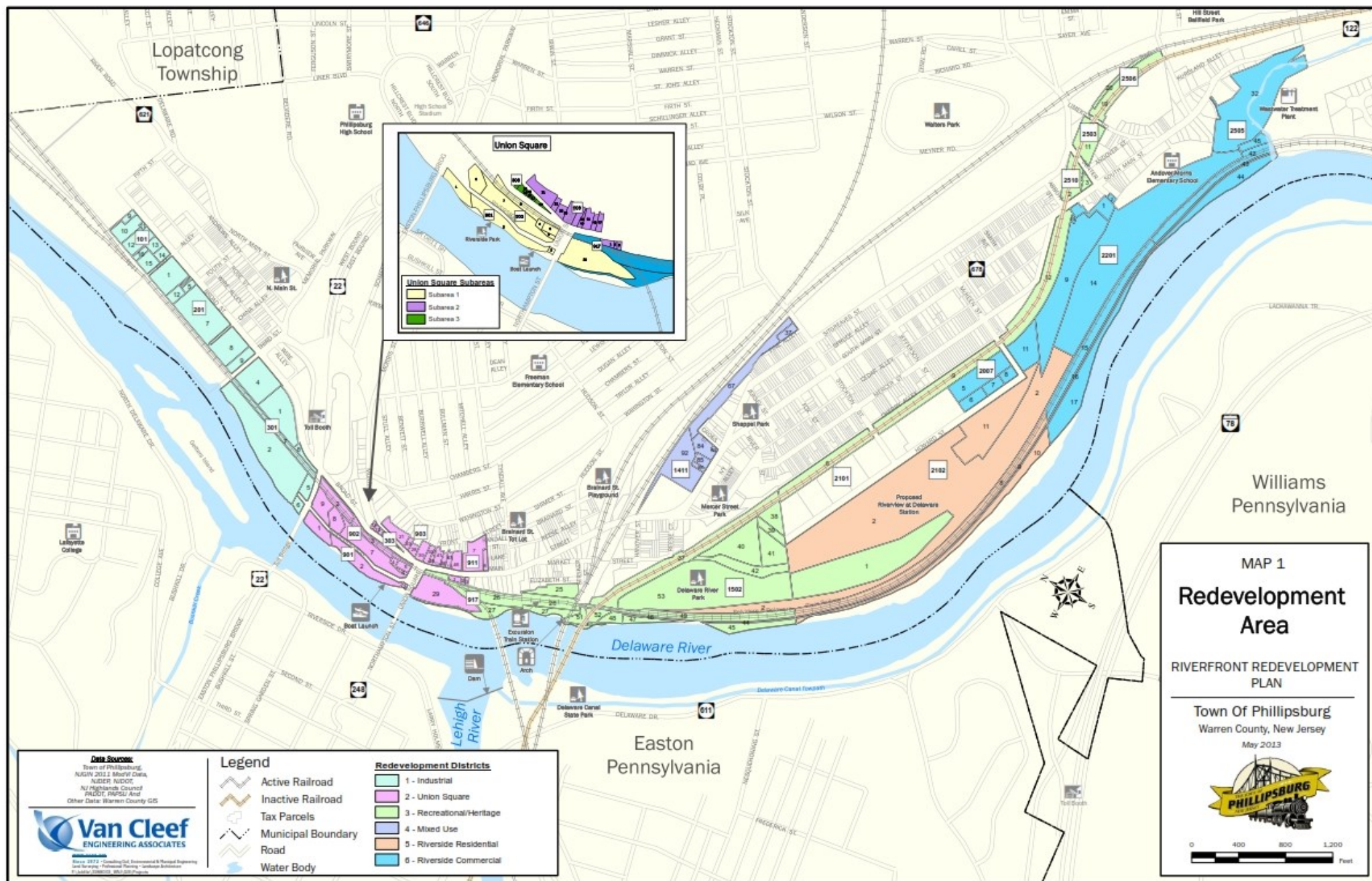


Figure 1: Map of Redevelopment Area from previous version of the Redevelopment Plan.

### 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 (see tables)

### 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.



Figure 2: District 1 - Industrial

Table 1: Multi-Family & Attached - Riverfront		
Minimum Tract Area	Tract	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.

Table 2: Townhouse – Broad Street		
Minimum Tract Area	Tract	3 acres
<i>Individual Lots</i>		
Minimum Lot Area		3,000 sf
Minimum Lot Width		30 ft; 35 feet on corner lots
Minimum Front Yard	Front	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%

## 3.5 District 2 – Union Square

This district incorporates 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 amendment to the Revised Riverfront Redevelopment Plan (2013) restates the Goals & Objectives of that Plan as they relate to the Union Square District and provides updated language as needed.

This amendment to the redevelopment plan was developed under the provisions set forth in the “Revised Riverfront Redevelopment Plan” (“Redevelopment Plan”) adopted by the Phillipsburg Town Council on November 4, 2013, the results of the Union Square Design Charrette, held on May 19 & 20, 2017, and the recommendations made in the Union Square Market Analysis & Recruitment Toolkit, prepared by the JGSC Group in October 2017. For the purposes of the Design Charrette, the Union Square District was reorganized into subareas that differ slightly from their original delineation in the Redevelopment Plan. Due to the presence of environmental constraints in the waterfront subareas, the consultant team and participants of the charrette determined that the permitted uses along the waterfront would likely be different to the north of the Northampton Street Bridge versus to the south of the Northampton Street Bridge. During the planning charrette, subarea planning groups were formed based on this information. While much of the language remains the same as in the Redevelopment Plan, this amendment identifies planning and zoning objectives within these subareas: Subarea 1 - Waterfront North, Subarea 2 - Waterfront South, and Subarea 3 - Main Street (**Figure 3: District 2 - Union Square & Subareas**).

### 3.5.1 Context

The Union Square District consists of a total of 32 lots on five tax blocks consisting of approximately 8.83 acres and is located along the Delaware River

waterfront and South Main Street. The parcels making up the District are known as the lots described in the tables.

The District’s location within the Town is shown on **Figure 1** and its subarea boundaries are shown on **Figure 3**.

Land uses in the Union Square District and vicinity are characterized by a mix of uses, including residential, commercial, and office, although a majority of properties within the District are vacant. An example of this is the largest property in the District in the Waterfront North subarea (Bl 902 Lot 7). It is a 1.6-acre parcel owned by the Town of Phillipsburg. It is currently used as a parking lot for the various businesses in Union Square, but also for special event parking. This parcel (highlighted in **Figure 4**) was the impetus for crafting redevelopment language and design guidelines. It is currently underutilized and has potential for redevelopment into something that will attract new businesses, residents and visitors to the area. Similarly, Block 917 Lot 29 is the largest parcel in the Waterfront South subarea. It is approximately two acres in size and currently consists of a gas station and restaurant / bar. A canoe and kayak rental outfit also occupies the southernmost corner of the property. The District’s setting in the immediate surrounding area and these priority parcels are shown on **Figure 4: Priority Parcels for Redevelopment**.

Not shown in this plan are design guidelines for properties north of the Route 22 Toll Bridge and up to Third Street. This area is currently in commercial and industrial uses and poses additional opportunities for redevelopment. Although not included in this redevelopment study and plan, this area should be considered for multi-story townhomes with parking on-site. This area could also consist of new shops and restaurants to cater to new residents and visitors and would complement the entertainment, green spaces, and commercial areas proposed for the Union Square District. Any changes to this area would require the relocation of the existing industrial businesses to an area north of Third Street where other industrial uses already exist.

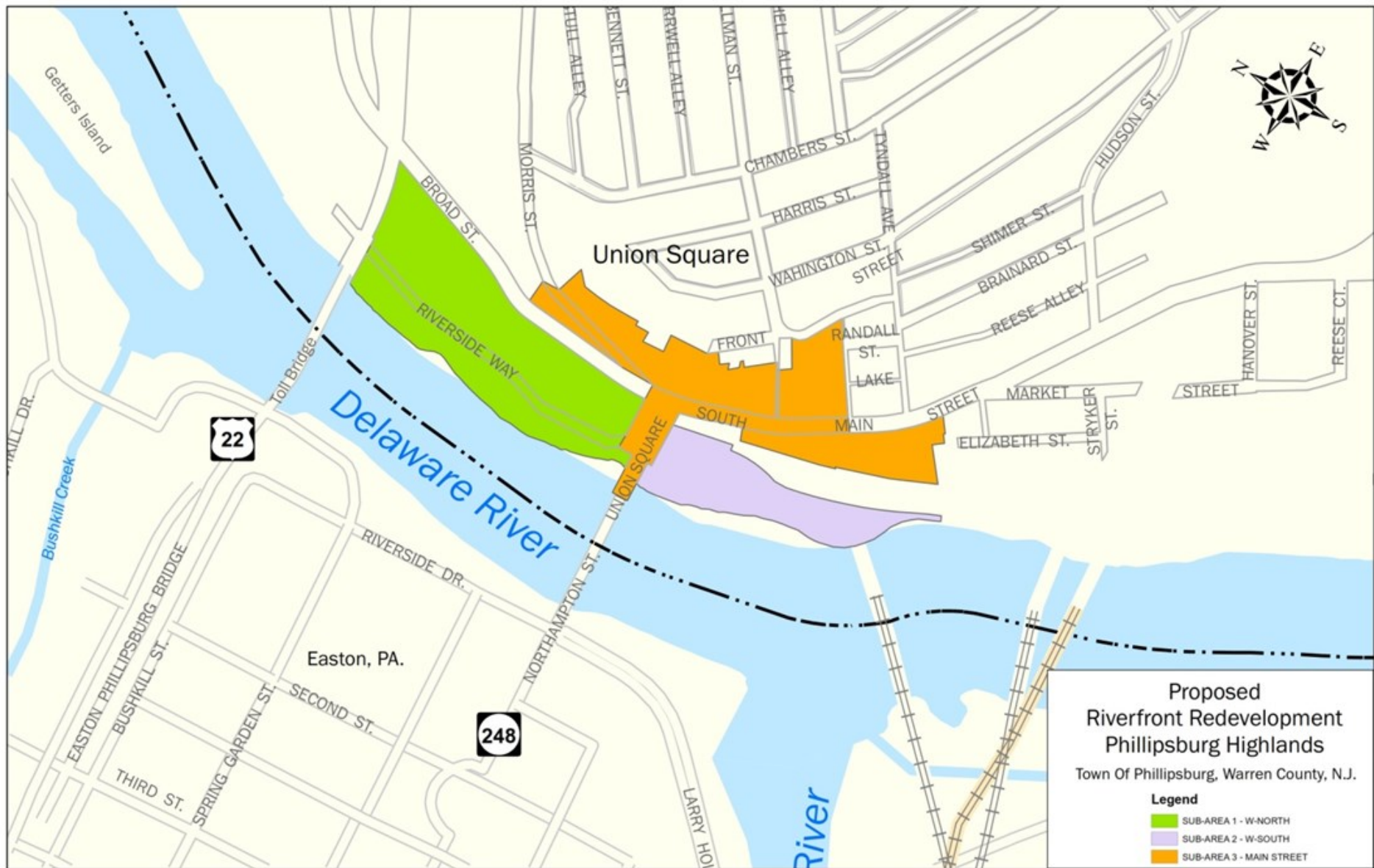


Figure 3: District 2 - Union Square & Subareas



<b>Table 1:</b> <b>Multi-Family &amp; Attached - Riverfront</b>	
<b>Minimum Tract Area</b>	5 acres
<b>Maximum Density</b>	20 units/acre
<b>Maximum Height</b>	3 stories plus 1 ground level parking or 50 ft
<b>Maximum Coverage</b>	65%
<b>Minimum Setbacks</b>	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.

<b>Table 2:</b> <b>Townhouse – Broad Street</b>	
<b>Minimum Tract Area</b>	3 acres
<i>Individual Lots</i>	
<b>Minimum Lot Area</b>	3,000 sf
<b>Minimum Lot Width</b>	30 ft;
<b>Minimum Front Yard</b>	15 ft
<b>Minimum Side Yard</b>	0 ft interior; 5 ft on corners
<b>Minimum Rear Yard</b>	45 ft
<b>Maximum Density</b>	20 units/acre
<b>Maximum Height</b>	3 stories or 35 ft
<b>Maximum Impervious Coverage</b>	65%

Table 3: Sub Area 1 - Waterfront North			
Block	Lot	Owner	Area
901	1	DRJTBC	0.74
901	2	Town of Phillipsburg	1.325
901	3	DRJTBC	0.05
902	3	TBD	
902	4	JDT Collision, LLC	0.095
902	5	Wardell RLTY of NJ VEZ/LLC	0.174
902	6	SMB Development, LLC	0.06
902	7	Town of Phillipsburg	1.6
902	8	Walker, Charlotte	0.519
Total Acreage in the Subarea			4.563

Table 4: Sub Area 2 – Waterfront South			
Block	Lot	Owner	Area
917	25	Bel-Del B.R. c/o Kean Bureanga	0
917	26	TBD	
917	27	TBD	
917	29	Kobble, Edward & Mary Ann	2.066
Total Acreage in the Subarea			2.066

Table 5: Sub Area 3 - Main Street			
Block	Lot	Owner	Area (ac)
303	12	Town of Phillipsburg	0.045
303	13	Town of Phillipsburg	0.074
303	14	CLD Associates, LLC	0.044
303	15	CLD Associates, LLC	0.022
303	16	Seyler, Daniel Z.	0.03
303	17	Ganas, Dino & Migliozi, Paul	0.033
303	18	12-16 N Main Street, LLC	0.034
903	21	Town of Phillipsburg	0.527
903	23	TBD	
903	28	Stable at Union Square, LLC	0.293
903	30	Union Square Hotel, LLC c/o Guerra, J.	0.272
903	32	Square to Square, LLC, c/o J. Guerra	0.159
903	40	TBD	
903	41	The Del-High, LLC c/o J. Guerra	0.208
903	48	Delaware & Lehigh Land & Trans, LLC	0.117
903	47	Vincent M. Tarsi, LLC	0.13
917	1	Pennsylvania Lines LLC c/o Norfolk	0.13
917	2	Diee, James & Carole	0.032
917	3	Diee, James & Carole	0.052
Total Acreage in the Subarea			2.202

Source: NJ Association of County Tax Boards, Records Search [http://tax1.co.monmouth.nj.us/cgi-bin/prc6.cgi?menu=index&ms\\_user=monm&passwd=data&district=1301&mode=11](http://tax1.co.monmouth.nj.us/cgi-bin/prc6.cgi?menu=index&ms_user=monm&passwd=data&district=1301&mode=11)

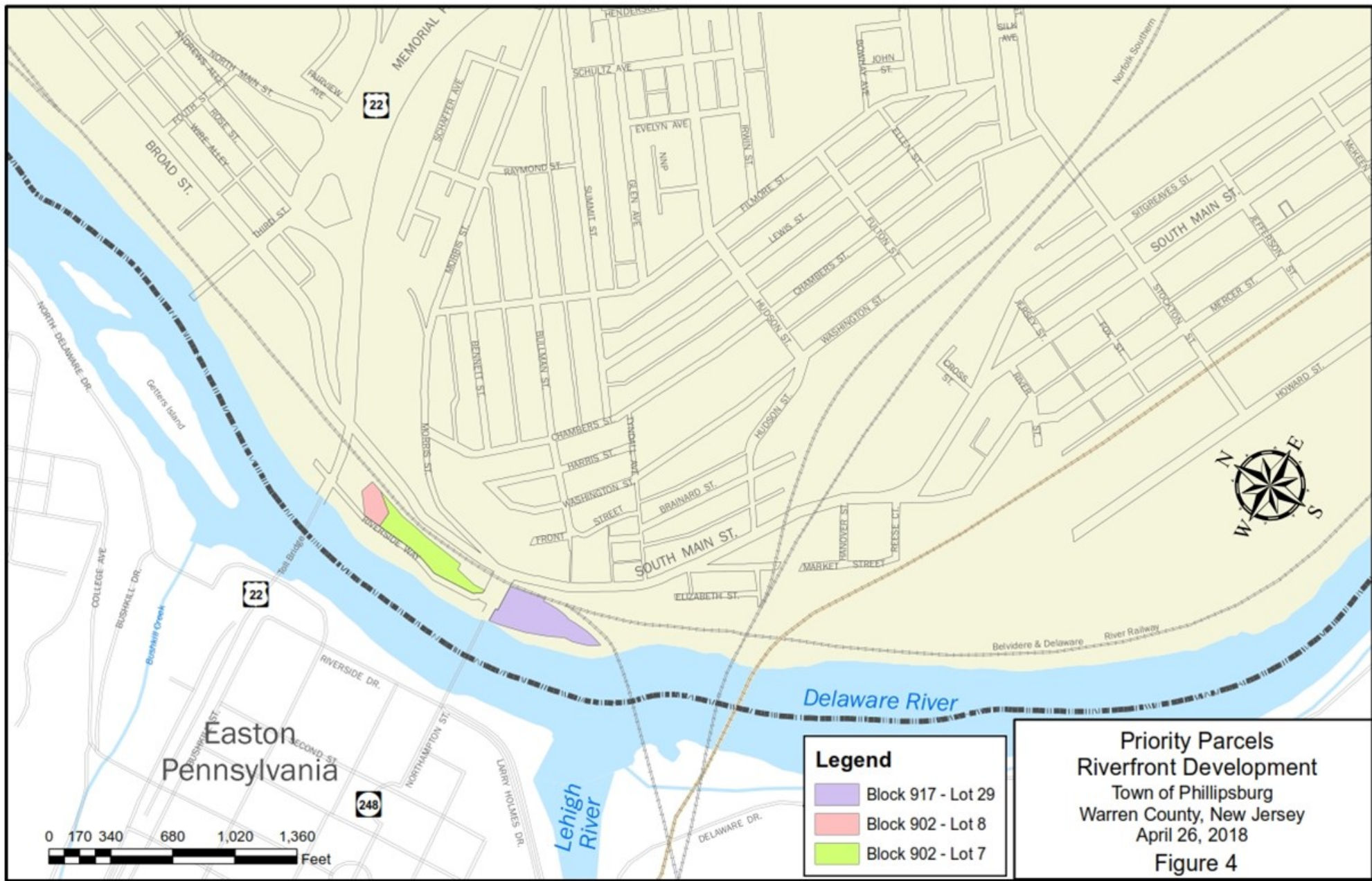


Figure 4: Priority Parcels for Redevelopment



This Plan outlines the Goals & Objectives, Development Regulations, and Architectural Standards that will guide the development of the Union Square District.

### 3.5.2 Goals & Objectives

One of the main reasons for identifying Union Square as its own District was because of the historic character of the buildings and its significance as a destination for commerce. The vision of the 2013 Revised Riverfront Redevelopment Plan was “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.” While this is largely still the case, the vision statement could be revised to include the intention for any added benefits gained from this revitalization to be a catalyst for economic growth throughout the town. A revised statement could read:

*The vision of the Riverfront 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 and to encourage economic growth town-wide.*

**Figure 5** offers a proposed site plan for Union Square that advances the message of this vision statement. Similarly, the Goals and Objectives for the Union Square District should be the guiding principles for any future development in the District:

#### A. District Goals & Objectives

1. 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. Provide for an increase in the economic base by redeveloping underutilized and non-productive properties.
3. Create new residential neighborhoods and support facilities, which will provide an economic stimulus for existing businesses and create new opportunities for growth.
4. 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.
5. 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.
6. Promote tourism opportunities based on the history of transportation in the town and region.
7. 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.
8. Attract educational and cultural amenities and provide for linkages to a variety of tourist, recreational and cultural facilities in Phillipsburg and the region.

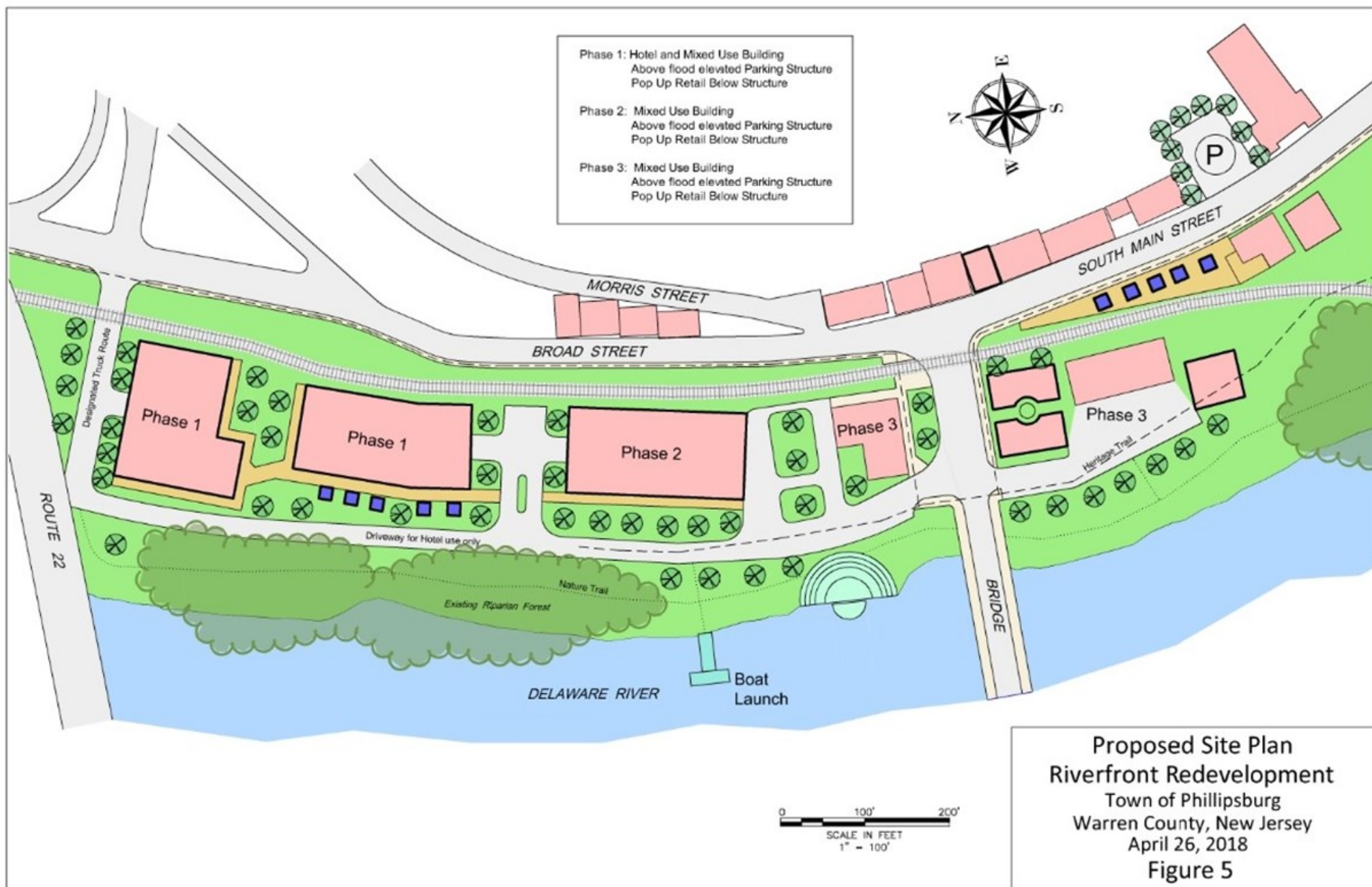


Figure 5: Proposed Site Plan for Union Square

### 3.5.3 Relationship to the Riverfront Redevelopment Plan

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.

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.

### 3.5.4 Zoning & Land Development Regulations

The Union Square District is located in the RRA-2 Union Square Redevelopment zone, as depicted on the Town of Phillipsburg Zoning Map, June 2013 (**Figure 6: District 2 - Zoning**). As stated in this redevelopment plan, the District is divided into three Subareas: A) Waterfront-North; B) Waterfront-South; and C) Main Street. It is approximately 8.8 acres in total with approximately 6.5 acres along the waterfront.

#### A. Subarea 1 - Waterfront North

The areas north of the Northampton Street Bridge, along the waterfront, are best suited for a mix of uses that would attract a variety of users of all ages and would focus on active recreation. Uses should also include public spaces like an indoor event / sports area for multi-seasonal use, or a "special events" area that would accommodate "pop-up" events and other temporary uses, such as Fairs, Farmers Markets and Flea Markets. As an example, at the northern end of the waterfront, an indoor event/sports area and Ferris wheel would provide a unique identifier for Phillipsburg.

To make it easy for visitors to stay in the area, the town should develop the area between the Northampton Street Bridge and the Route 22 Toll Bridge into an active recreation area with a marina, fishing pier, a

restaurant or two, shops, and a hotel with parking. This will require the acquisition of the auto repair shop, the DRJTBC building, and the private residence to assemble the parcels for redevelopment. The goal for this area is to attract visitors to the recreational activities, shops and restaurants and to stay at the nearby hotel.

To make it easy for visitors to access these uses, Riverside Way should be reconfigured to become a One-Way street so that traffic will flow from south to north only with a new entrance located across from the Route 22 ramp at North Main Street/Broad Street. Ultimately, the entrance from Union Square should be closed to vehicular traffic altogether and only available to pedestrians and bicycles. The street should also be re-routed away from the riverfront so that a new boardwalk-type sidewalk can be installed along the waterfront.

Other design elements should include:

- Mixed-use buildings intertwined with green space for either casual gatherings or more formal events;
- Buildings oriented toward the river with parking underneath or behind;
- Parking that does not impede access to the riverfront and access to water sports;
- Pedestrian and Bicycle connections to Union Square, the Riverfront, South Main Street and the Commercial district, as well as to Easton, PA;
- A 4- to 5-story hotel situated next to the Route 22 Bridge with parking and landscaping;
- One new access point from Broad St. to access a hotel across from the Route 22 ramp;
- Temporary uses under the Route 22 Bridge such as a theatre, small concerts, and outdoor exercise classes like yoga;
- Green infrastructure in the form of swales that follow the contour of the topography and the Delaware River;
- Trails along the waterfront for ease of access to the River and linkages to the Heritage Trail system; and
- Connections to the Riverfront and Union Square from under the Route 22 Bridge as well as under the Northampton Street Bridge.



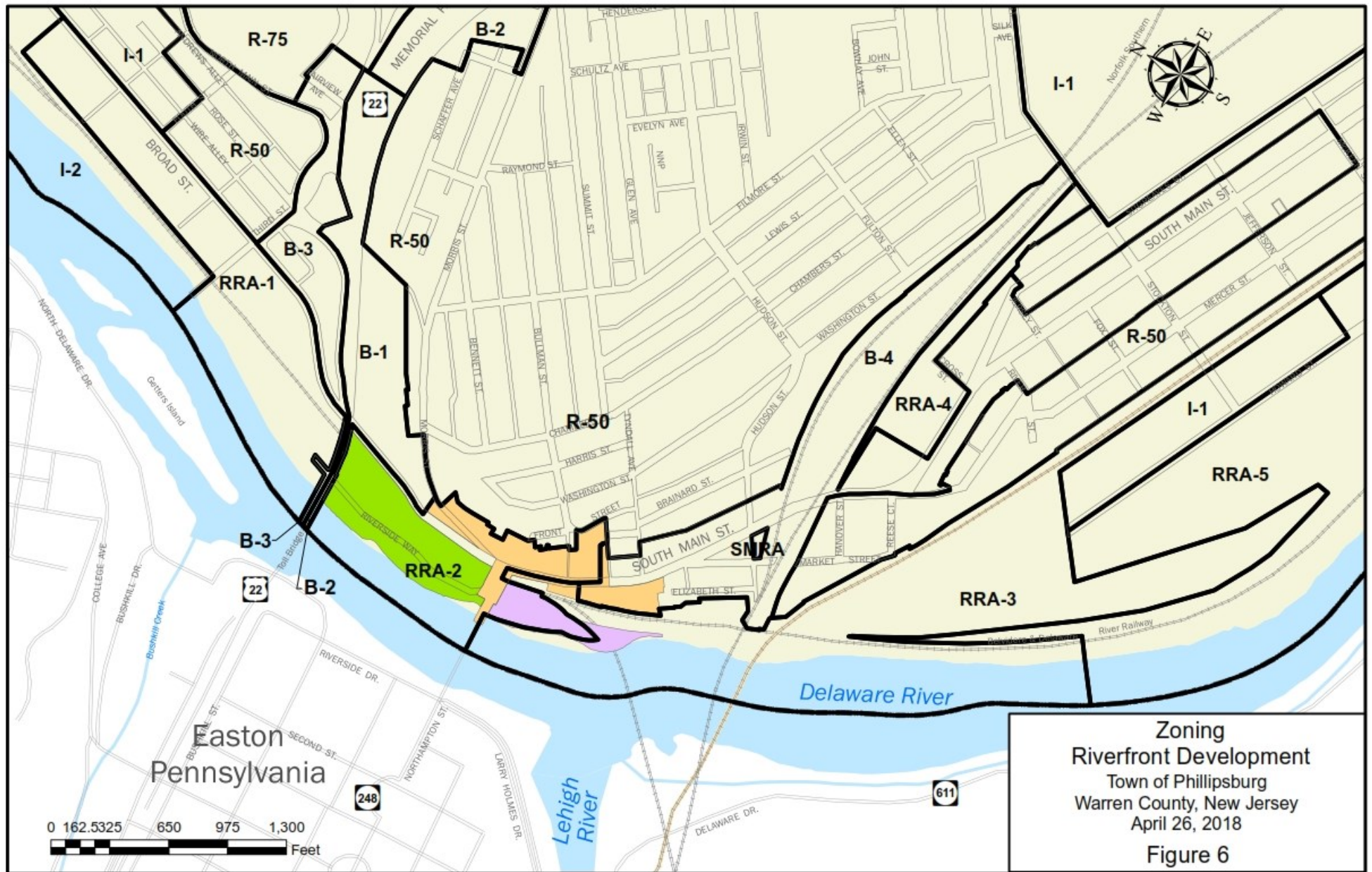


Table 6: District 2 Permitted Uses

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

## B. Subarea 2—Waterfront South

The area south of Union Square along the riverfront is a critical component as a destination and as a connection for pedestrians and cyclists from the commercial area of Union Square to more ecologically-focused areas. The goal for this area is to acquire the property currently occupied by the gas station and Sandbar and permit development that revives the historic “square” of Union Square. The gas station should be removed, the historic train station should be rehabilitated, and the square should be completed with a comparable building to the Union Square Hotel, in height and massing, setbacks from the street, and parking behind.

Concepts for this area indicate the desire to allow for new development along the street, but to keep the riverfront area in open space with intertwining trails of natural materials that are durable and low-maintenance. The trails should connect Union Square and South Main Street (via pedestrian bridge) to the riverfront and points north of the Northampton Street Bridge and south toward Delaware River Park.

Viewpoints should be established with interpretive signage to explain the historic significance and the views of this unique area where the Delaware and Lehigh Rivers come together. Pockets of open areas will be used for informal gatherings like picnicking or for formal events such as festivals and outdoor concerts. It should also have seating that allows visitors to enjoy river views and lighting to provide safety. The town should also attempt to acquire or gain right-of-way access to parcels owned by the railroads and bordering the Delaware River for uses aligned with pedestrian and/or bicycle access.

## C. Subarea 3 – Union Square & Main Street

Results of the Design Charrette specified that a more defined “square” at the intersection of the Northampton Street Bridge and South Main Street would anchor the area as a gateway and a defining feature of the riverfront. This can be accomplished using the existing buildings and lining the existing square with trees. Traffic flow will need to be considered and possibly reconfigured to allow for more pedestrian and bicycle traffic than vehicular traffic.

Standards in this subarea are recommended with a vision of South Main Street being transformed into a place for commerce, public gatherings, and connecting to the other subareas. A redesigned Union Square should include a tree-lined “square” or plaza, with existing buildings to the north and east and new construction to the south. In order to revitalize the area, the town should develop a business program with the UEZ to recruit new businesses to the vacant storefronts along South Main Street at Union Square and moving south toward the Black Bridge. To start, invite property owners to permit part-time businesses that would operate at times there are events in the area such as the Delaware River Excursions and other town events. Businesses would cater to the many visitors to the area and could include bakeries, cafes, clothing shops, restaurants, art galleries, etc. As development in the area occurs and more people move in permanently, as well as visit occasionally, businesses could change their hours to be open on additional days of the week.

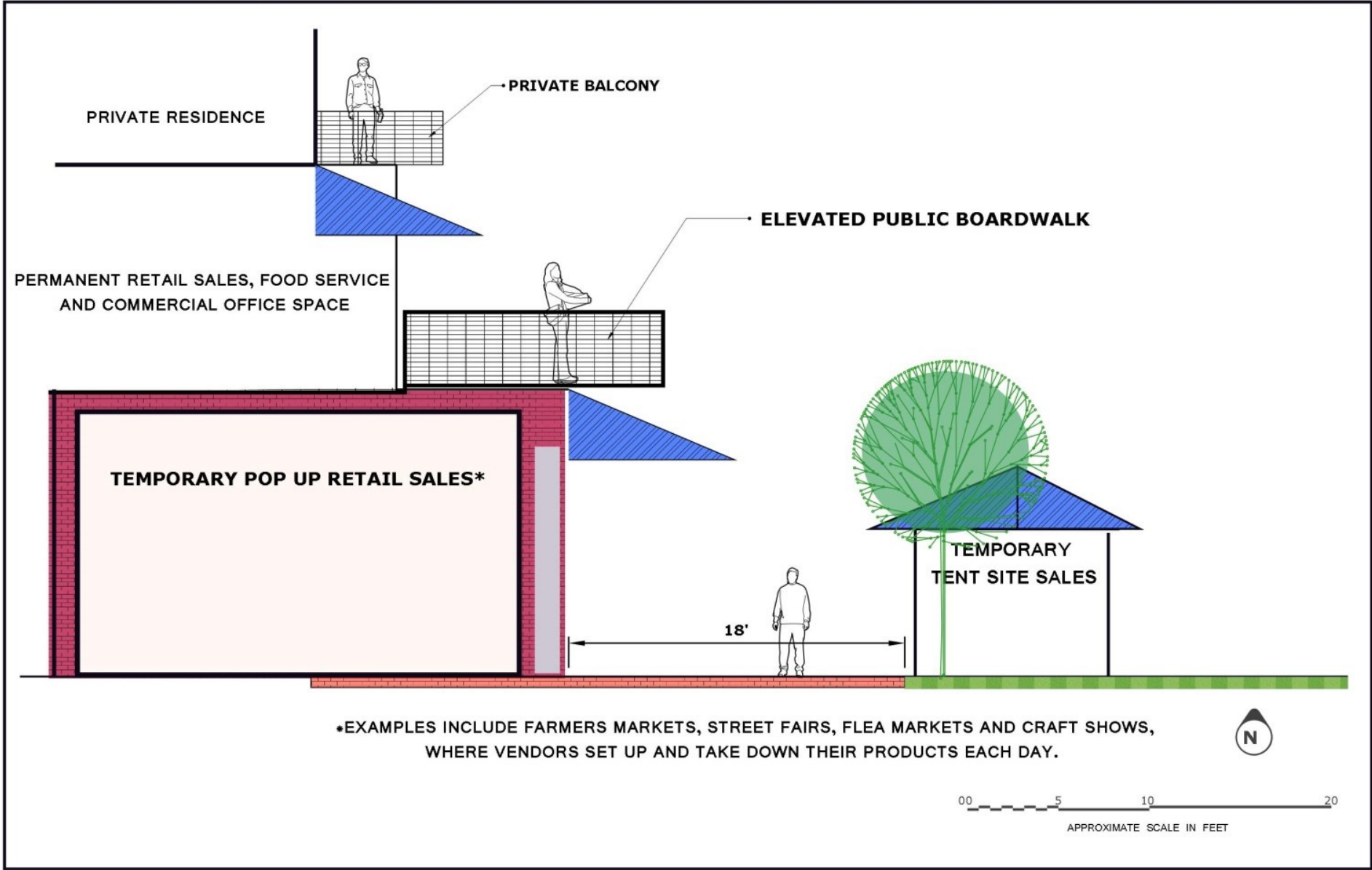
A new deck at the restaurant, SOMA, set the precedent for outdoor seating in this area. This plan proposes a public gathering space, similar to a patio or deck, along South Main Street and adjacent to SOMA that is the same height as the SOMA patio. This area should be large enough to accommodate tables with umbrellas, benches, lighting, and seating to enjoy the views of the river. It should also provide a space for pop-up events like a farmer’s market or concert space, and/or to provide seating for new restaurants. Either a pedestrian bridge over the railroad from the South Main St. deck or a set of stairs down from the deck to cross over at-grade with the railroad should be incorporated to allow people to walk from South Main Street to Union Square and the Riverfront without having to go to the intersection with Northampton Street.

Enhanced landscaping and additional or reconfigured parking should be considered along South Main Street, as well as retrofitting the roadway along South Main St. to be a “Complete Street” (see discussion in 3.5.3F) to accommodate all users, but especially bicycles and pedestrians.

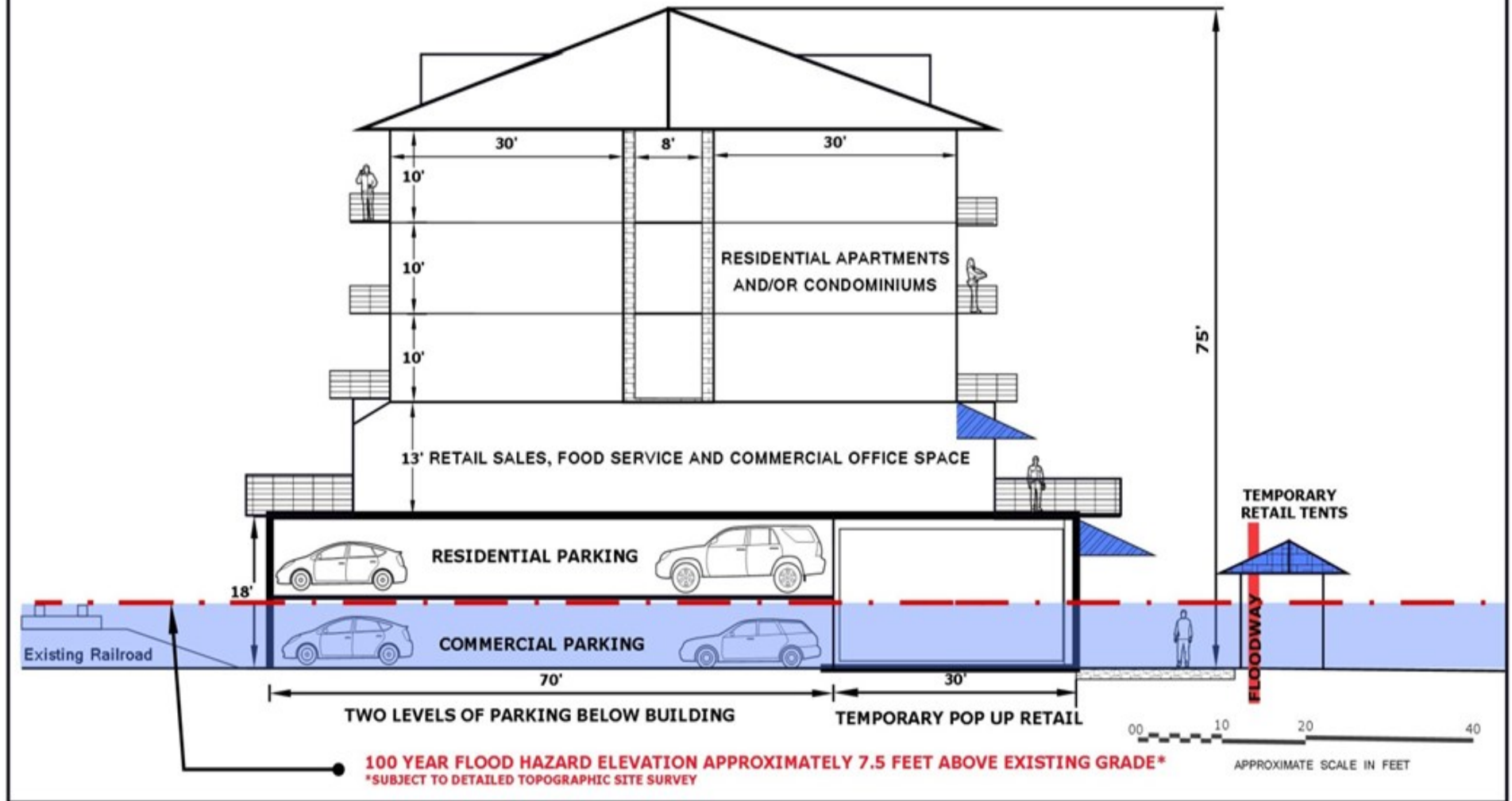


3.5.5 Permitted Uses

Table 6 outlines the uses permitted within the Union Square District by subarea and Table 7 describes the residential standards for this area. The cross-sections on the next two pages illustrate the uses and bulk standards that should be applied to both the north and south areas of the waterfront in Union Square.



CROSS-SECTION OF A TYPICAL MIXED-USE BUILDING IN RELATION TO THE FLOOD HAZARD AREA OF THE DELAWARE RIVER IN PHILLIPSBURG, NJ



### 3.5.6 Bulk Standards

#### A. Subarea 1 – Waterfront North

To accommodate pedestrians and cyclists safely in Union Square and along the Waterfront:

- Widen sidewalk from Main Street to entrance to the Northampton Street Bridge to encourage pedestrian traffic.
- Build 4-foot stone wall, adjacent to the sidewalk, with breaks to allow pedestrian and bicycle crossings.
- Plant a row of trees (October Glory Red Maple Trees) along the inside of the stone wall.
- Acquire and/or relocate the auto body shop, the private residence and the DRJTBC maintenance garage.
- Close Riverside Way entrance at Union Square to all vehicular traffic and convert to a pedestrian walkway.
- Relocate Riverside Way along the railroad tracks and create a new at-grade crossing where North Main Street becomes Broad Street.

##### (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.

**Table 8: On-site Parking Standards for Subarea 1**

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



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. See Table 8.

### (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.

## B. Subarea 2 – Waterfront South

Complete the “square” by developing the south side of Union Square with buildings comparable in size and massing to the Union Square Hotel. This will help to revive the square back to its original design as a pedestrian-friendly space for a mix of uses, and with access to riverfront activities. Elsewhere along the riverfront south of Union Square, the area should remain in open space and for public access.

Standards for the Waterfront-south include:

- Widen sidewalk from Main Street to entrance to the Free Bridge to encourage pedestrian traffic.
- Plant a row of trees (October Glory Red Maple Trees) along the street.
- Acquire Block 917 lot 29 to develop a mixed-use building with size and massing comparable to the Union Square Hotel
- Replicate historic features of the existing buildings on the square.
- Define and provide viewpoints that are understood as extensions of a trail network, without conflicting with the trail’s movement functions.
- Consider the incorporation of the “short-duration stop” facilities in viewpoint design.

Because the area has a history of flooding, any enhancements along the river will need to address flood storage and protection, bank stabilization, safe public access to the water (where appropriate) and aesthetic qualities in a way that protects natural resources and public and private property. Bio-engineered riverbank solutions are encouraged where they are compatible with the river’s hydrology and other adjacent greenway functions.

Native plant species on the riverbank will enhance the riverbank’s ecological functions. New, diverse communities of riverbank vegetation should be well integrated so that they are self-sustaining and require little ongoing maintenance.

Public connections to the river are critical to urban life and help protect ecologically sensitive areas from random encroachment by residents and visitors. The integration of public connections and river edge spaces with bio-engineered riverbank solutions will contribute to balancing and integrating the functional ecological corridor with the urban environment. These guidelines should apply to the waterfront area north of the Northampton Street Bridge as well.

## 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.

Table 10: On-Site Parking for Subarea 2	
Use	Required Parking
<b>Retail and specialty shops, personal services</b>	2 per 1,000 sf of Gross Floor Area (GFA)
<b>Offices</b>	3 per 1,000 sf GFA
<b>Hotels, B &amp; B's</b>	1 per room plus appropriate number for other uses in the building
<b>Restaurant and banquet facilities</b>	0.3 per seat
<b>Drinking establishments, lounges</b>	5 per 1,000 sf GFA
<b>Cultural and educations uses</b>	2 per 1,000 sf GFA
<b>Studios for arts and instruction</b>	2 per 1,000 sf GRA
<b>Residential</b>	Per RSIS

## Subarea 3 – Main Street

This plan does not propose any new construction on Main Street except where infill development may be used on vacant lots within the Redevelopment Area. Main Street has a long history of commerce; retail and offices were the primary uses here. This plan proposes to revive those uses within Union Square and promote residential uses above the ground floor in buildings outside of Union Square, and along Main Street. (See **Figure 7: Land Use Plan**).

### (1) Buildings

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

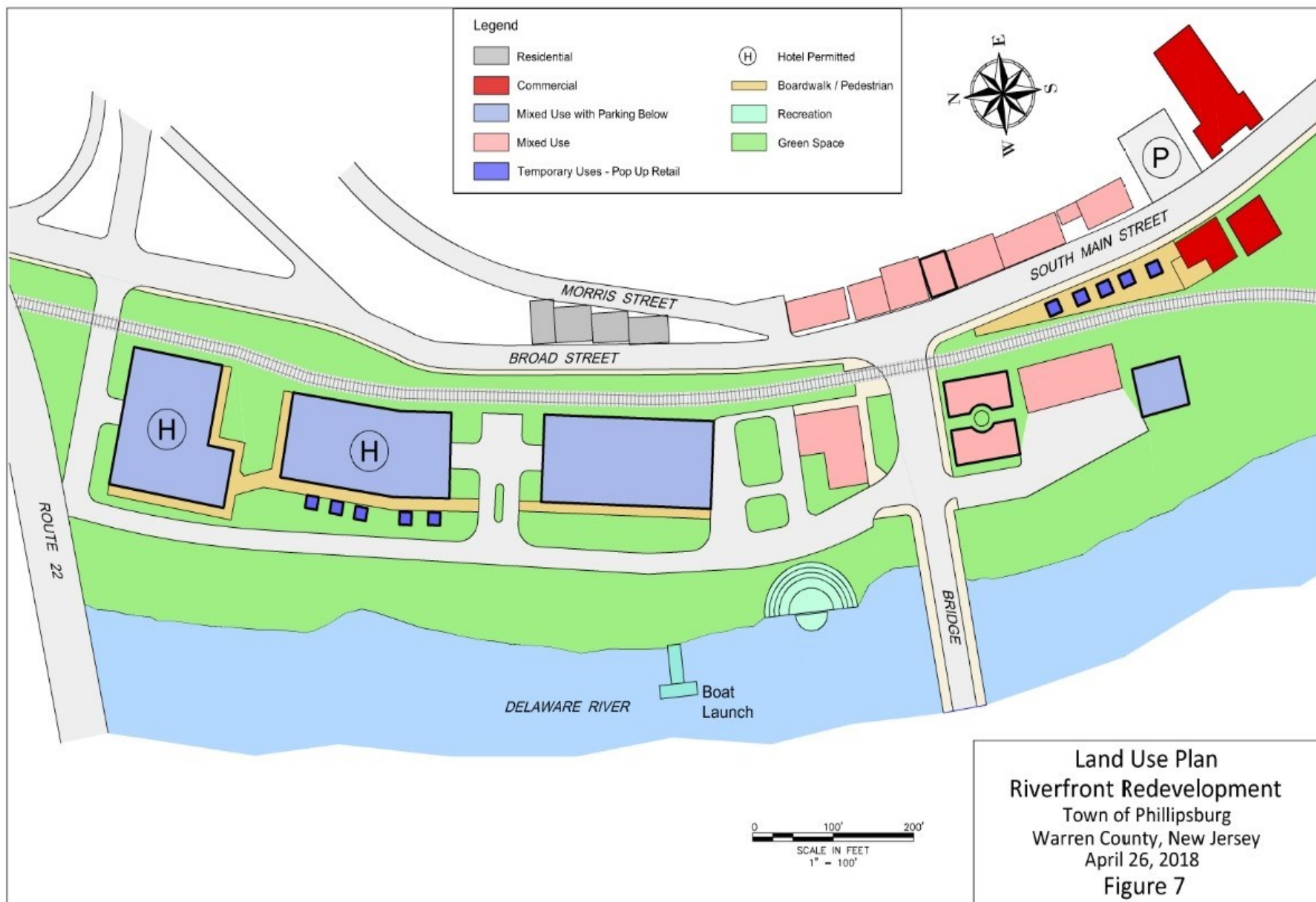
- a. Fire escapes and similar emergency accesses, as required by State or local code, at the side of the building or abutting Morris Street only.
- b. Decks, porches, covered entrances located on the Morris Street side of the building only and located within the property lines.

### (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. Land Use

**Figure 7: Land Use** highlights the proposed land uses throughout the Redevelopment Area. As previously stated, the area north of the Northampton Street Bridge (Waterfront – North) will primarily be a mix of residential, retail, and entertainment uses with public spaces and the riverfront trail occupying Block 902 Lot 7. While the plan proposes a new pier out onto the river, the existing boat launch will be relocated to a point north of the Route 22 Toll Bridge so that boat access does not interfere with the rest of the activity along Riverside Way. **Figure 7: Elevated Walk** provides an example of activity and land uses that are recommended along Riverside Way and **Figure 8: Temporary Spaces** provides an example of uses and design that are recommended alongside the river to accommodate temporary or “pop-up” uses, including under-building parking for retail uses.

The area south of the Northampton Street Bridge (Waterfront – South) will consist of a new three to four-story building fronting on Union Square with shops on the ground floor and offices above. The remainder of this lot (Block 917 Lot 29) will consist of open space, connections to the Heritage Trail system and Riverfront access.

All subareas should:

- Accommodate all roadway users – Pedestrians, Bicycles, and Vehicles – and preferably in that order;
- Utilize the land to its highest and best use. One example would be to ensure that open spaces are doing “double duty” and providing stormwater management techniques where possible;
- Promote green design in the built environment and in the landscaping.

#### B. Context and Continuity

- a. 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.
- b. 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.
- c. 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.

#### C. Street Definition

- a. Buildings shall define streets and help structure space, forming a continuous wall with uniform setbacks and coherent openings at designated locations.
- b. 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.





Figure 8: Elevated Walk



- c. 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.
- d. 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.

#### D. Plazas, Courtyards & Open Space

- a. 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.
- b. 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.

#### E. Building Scale, Location, Orientation

- a. 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.
- b. 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.
- c. 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.



*An example of public gathering space within Union Square. This space should be connected to the Riverfront via sidewalks and pedestrian trails.*



*An example of a traffic calming strategy that is recommended for the intersection of South Main Street and Northampton Street in Union Square. A treatment like a round-about would not only slow traffic but would provide a safer environment for pedestrians and bicyclists.*





Figure 9: Temporary Spaces

## F. Complete Streets

### 1) Speed Management

- a. Speed management treatments should be used where feasible in order to reduce motor vehicle speeds throughout the Union Square District. Lower speeds improve the pedestrian and bicyclists environment by reducing instances of vehicles overtaking bicyclists, enhancing the drivers' ability to see and react to pedestrians and bicyclists, and reducing the severity of crashes, if they occur. Speed management treatments can be divided into two types: horizontal and vertical deflection. These treatments can be implemented individually or in combination to increase their effectiveness. They also provide opportunities for landscaping and other community features, such as benches, communal space, and artistic painted intersections, benefiting all roadway users and residents.
- b. Horizontal Deflections include: Curb Extensions; Chicanes; and Neighborhood Traffic Circles. Considering the flow of traffic in and around the Union Square District, a small roundabout at the intersection of Northampton Street and South Main Street may be the most appropriate to slow traffic, allow for pedestrian and bicycle movement, and keep vehicular traffic moving.
- c. Vertical Deflections include: Speed Humps; Speed Tables; Raised Crosswalks; and Speed Cushions. Considering the narrowness of Union Square District roadways, deflections such as speed humps and raised crosswalks may be the most appropriate.

### 2) Pedestrian Circulation

- a. 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.
- b. 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.

- c. 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.
- d. 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.

### 3) Bicycle Circulation

- a. On-street bicycle facilities should follow the guidance of the NACTO Urban Bikeway Design Guide FHWA's Separated Bike Lane Planning and Design Guide. When installing bicycle facilities, the following basic and minimum guidelines should be adhered to:
  - i. Bicycle lanes shall be 5' wide minimum adjacent to curbing, 4' minimum without curbing. When adjacent to parking, increased width should be provided to minimize risk of conflicts with parked cars.
  - ii. A striped buffer, when provided, should be minimum 1.5' feet wide, but preferably 3' wide.
  - iii. Vertical separation provided as part of a separated bicycle lane design must be at least 7 feet from the nearest curb.
  - iv. The desired total width of a two-way separated bicycle lane is 10-12' (8' minimum).

- b. Where it is not feasible or appropriate to provide dedicated bicycle facilities, shared-lane markings may be used to indicate a shared environment for bicycles and automobiles. Shared-lane markings should be used to connect and provide a designated route to dedicated bicycle facilities. A shared-lane marking is not a facility type, but can be used to assert the legitimacy of bicyclists on the roadway, and offer directional and wayfinding guidance. Shared-lane markings help direct bicyclists to ride in the most appropriate location on the roadway and provide motorists visual cues to anticipate the presence of bicyclists. Shared-lane markings are appropriate on streets with a speed limit of 25 MPH or less.
- c. Indoor bicycle storage areas shall be provided for building residents. Outdoor bicycle parking shall be provided to accommodate visitors.

#### 4) Vehicular Access & Circulation

- a. Vehicle circulation on-site shall be clearly organized to facilitate movement into, and throughout, parking areas. Parking drive lanes and intersections shall align wherever practical.
- b. Service and delivery areas shall be located to the side or rear of buildings, or in other inconspicuous locations, where they are generally not noticeable from public rights-of-ways. Where possible, adjacent parcels or buildings should share service and delivery areas, and/or access to such areas.
- c. Circulation and parking for service areas shall be designed to minimize disruption to the flow of vehicular and pedestrian traffic, and to provide efficient turning movements.
- d. Contiguous developments are encouraged to combine access points to minimize curb cuts, and to provide connections between adjacent properties.
- e. Development projects that require multiple or frequent deliveries should provide separate customer and service access drives where possible.
- f. Where feasible, access to parking areas should be from an alley. Shared service alleys along rear lot lines are encouraged.
- g. Demolish gas station and Sand Bar and replace with a riverside park with trails, benches, and lighting. (Vehicular traffic into the park will be restricted to only those that need access for maintenance, events or activities).
- h. Prohibit left turns from onto Riverside Way from the west.
- i. Convert Riverside Way into a “one-way” street so that the flow of traffic is from south to north, only.
- j. In the longer term, close Riverside Way entrance at Union Square
- k. Create a new entrance to Riverside Way from North Main St at the end of the ramp to Route 22.
- l. Conduct a traffic study to determine the most effective configuration and timing of traffic lights and if the current configuration needs to be altered.
- m. Conduct an audit of parking within a 10-minute walk of Union Square.



*An example of a bicycle-friendly trail that is recommended for connecting Phillipsburg to Easton (and beyond). The trail should link up to the Heritage Trail System on the Phillipsburg side of the River and to Union Square.*

## G. 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.

## H. Green Infrastructure

- 1) Inclusion of green infrastructure for stormwater management will be analyzed for any project proposed for the Union Square District.

- 2) Green infrastructure facilities will capture, filter, absorb and/or reuse stormwater on site.
- 3) Site inventory and analysis will occur before any design work and will be in accordance with NJ Stormwater Rules at N.J.S.A. 7:8, the NJ DEP's Best Management Practices Manual and Rutgers Cooperative Extension Service's Green Infrastructure Guidance Manual for New Jersey.
- 4) A final concept plan will detail appropriate locations and sizes of green infrastructure features appropriate for the site, including, but not limited to:
  - a. Bioswales along sidewalks / streets
  - b. Downspout planters at the base of buildings
  - c. Enhanced Tree Pits
  - d. Tree filter boxes
  - e. Pervious concrete or paver sidewalks



*Example – Green Infrastructure in existing riparian forest, trees, and other green spaces.*



## I. Street and Site Lighting

- 1) Work with the DRJTBC to restore the lighting on the Free Bridge, including outlining the structure and providing down-lights onto the river surface.
- 2) Explore opportunities to light the buildings of Union Square to further convey visual appeal to consumers on Main Street.
- 3) Trim trees and overgrowth along the Delaware River to restore views of Union Square and Main Street from the Easton side of the river.
- 4) 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.
- 5) 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.
- 6) Specifications for lighting and lighting standards shall comply with the requirements of the 2002 Gateway Plan.

## J. 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.



*Example – Signage and Trail Lighting*

## K. Signage and Wayfinding

Signage shall provide a wayfinding system that allows for easier navigation in and around the Union Square District, the Riverfront, and South Main Street. Signage shall not be in conflict with the existing general requirements of “Article VIII. (§ 625-38) Signs” of the Town of Phillipsburg Land Development and Zoning Ordinance, but may include directional systems, directories, and interpretive and regulatory signs. Permitted signs shall:

- 1) Conduct an audit of all public signage and assess the presence, condition and relevance of signage. Remove unnecessary signs and repair or replace signs that are damaged or weather-worn.
- 2) Install lighted parking signs to direct motorists to available parking.
- 3) Install parking signs perpendicular to the roadway so they are visible to motorists.
- 4) Use wayfinding signs with a coordinated design so that visitors can easily find Union Square, nearby attractions, parking lots, the Heritage Trail, restaurants, and other points of interest.
- 5) Define the sense of place and enhance the overall brand of the community by using a consistent and coordinated system of approved graphics, colors, logos, materials, and nomenclature that support the overall structure and experience of the place.
- 6) Highlight complementary destinations such as Union Square, the Riverfront, the Transportation District, and the South Main Street Commercial Corridor.
- 7) Aid motorists in efficiently identifying both public and private parking lots and garages.
- 8) Create safer driving conditions by providing drivers clear directions at strategic locations, thus reducing driver confusion and distraction while traveling busy streets.



*Example – Signage and Trail Lighting*

## L. Sustainable Design

- 1) Building and site design in the Plan Area shall seek to minimize environmental damage, strain on municipal utilities and impact on adjacent uses. Broadly speaking, green building design goals include reduced energy and water use; use of sustainable, renewable, non-toxic and locally-produced materials; improved indoor air quality; and environmentally-conscious site planning.
- 2) As much as practicable, mechanical systems and kitchen appliances should be located above the ground level of any development in the Union Square District, so as to avoid total loss during major storm events and flooding. Examples include, but are not limited to, HVAC, utility meters, ovens, ranges, refrigerators, freezers, etc.
- 3) Development should meet the United States Green Building Council's Leadership in Energy and Environmental Design (LEED) requirements for green building design or similar certification programs.
- 4) These requirements include, but are not limited to, green building design goals that promote reduced water use; use of sustainable, renewable, non-toxic and locally-produced materials; improved indoor air quality; and environmentally conscious site planning. Formal certification is encouraged but not required.

### 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.



*Example - "Union Square" Gateway*

### 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.

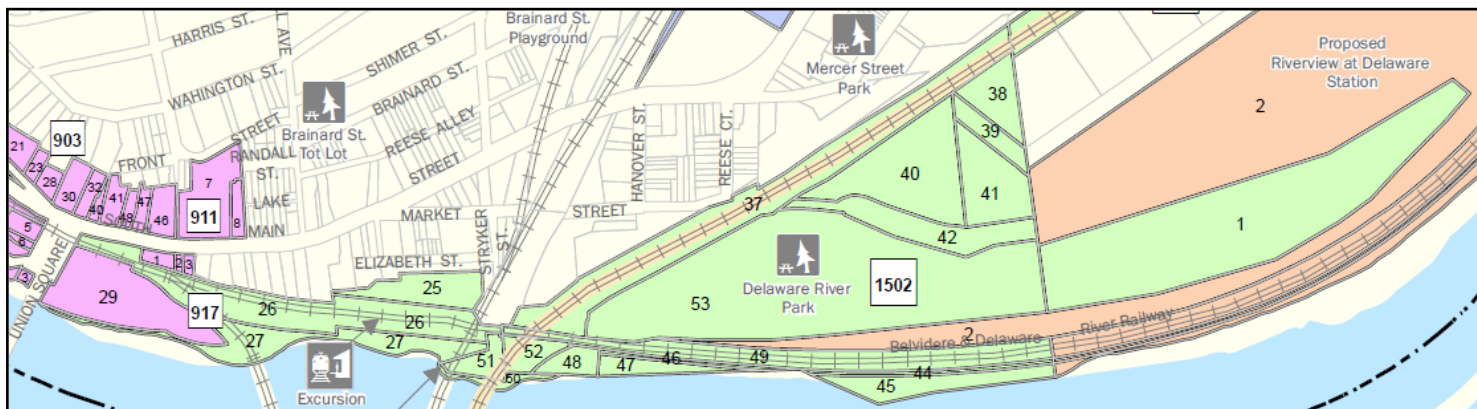
#### 3.6.1 Permitted Uses

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.



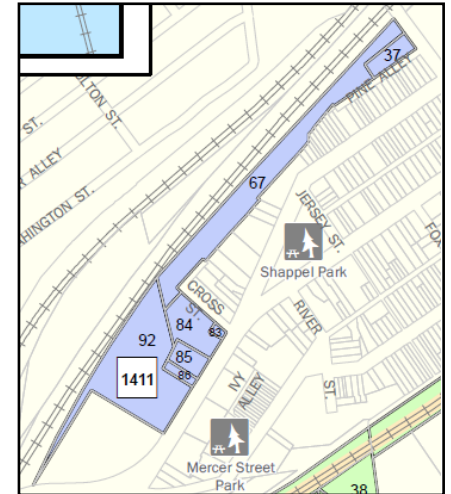
**Figure 10: District 3 – Recreational / Heritage**

\*Note - The original Riverside District had 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

### 3.7 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 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.



**Figure 11: District 4 – Mixed-Use**

#### 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—See Table 11.

#### 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.

Table 11: Bulk Standards for District 4 – Mixed Use	
Minimum Lot Area	15,000 sq ft
Minimum Street Frontage	100 ft
Minimum Front Yard	10 ft; Ø ft with retail on ground floor
Minimum Side Yard	Ø 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%

### 3.8 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.

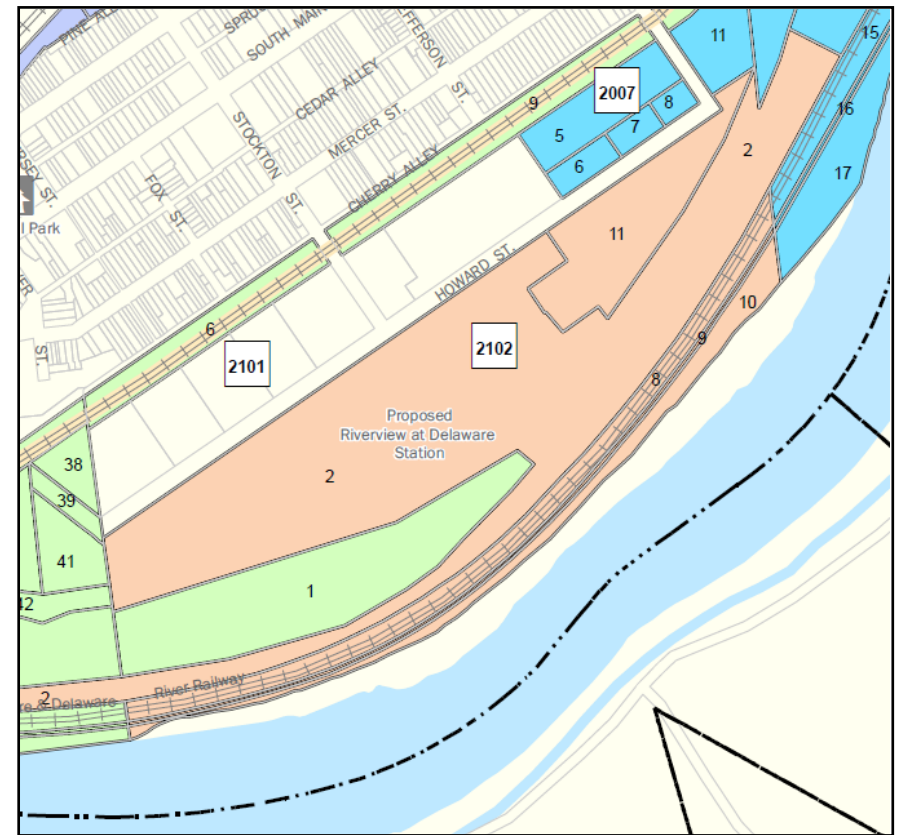


Figure 12: District 5 – Riverside Residential



### 3.8.2 Bulk Standards

See Table 12.

### 3.8.3 Design Standards

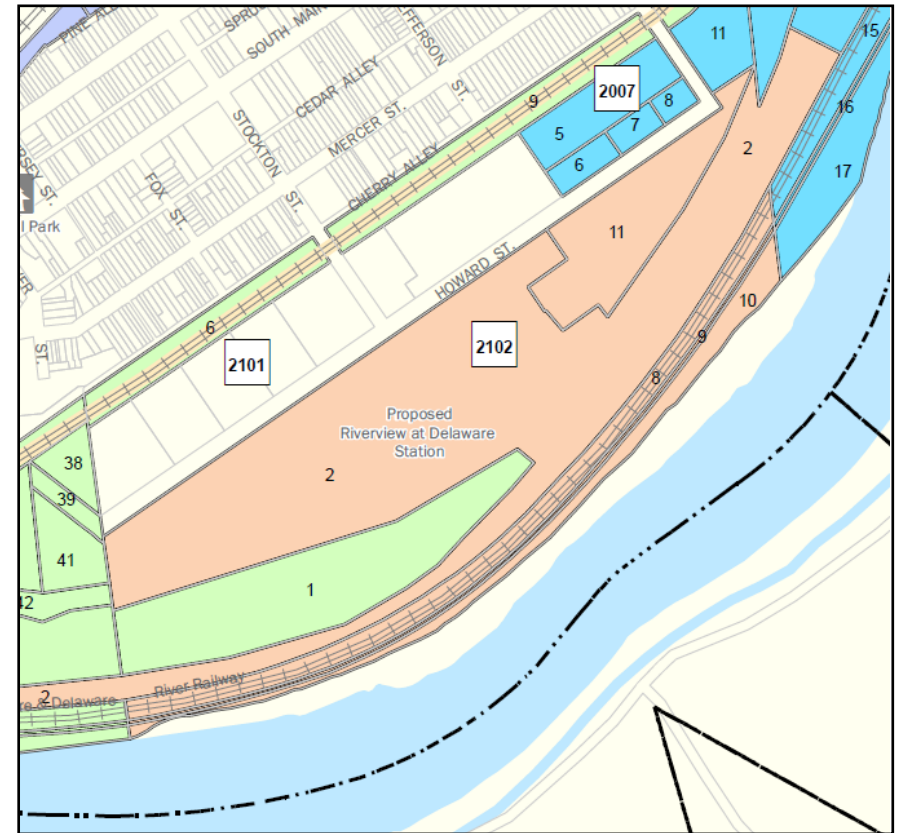
- 1) There shall be an overall design theme for the residential development including a unifying architectural style, a uniform set of street, streetscape, street furniture, and sign standards similar to but not necessarily the same as those in the 2002 Gateway Plan.
- 2) The site should be designed 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:

<b>Table 12: Bulk Standards for District 5 – Riverside Residential</b>	
<b>Minimum Lot Area</b>	20 acres
<b>Minimum Setback from a Public Road</b>	Half the height of the building
<b>Minimum Setback from a RR ROW</b>	30 ft
<b>Minimum Setback from a Public Park</b>	30 ft
<b>Maximum Gross Density</b>	17 units/acre
<b>Maximum Height Mid-Rise</b>	50 ft above centerline elevation of Howard St. to eaves of roof.
<b>Maximum Height Low-Rise</b>	40 ft above lowest floor elevation to eaves of roof
<b>Maximum Height for other Prin. Uses</b>	35 ft
<b>Maximum Height Accessory Uses</b>	20 ft
<b>Maximum Coverage</b>	65%
<b>Minimum Distance between Buildings:</b> Principal to Principal Principal to Accessory Principal to Internal Road Principal to Parking Area	Half the height of taller building Height of the shorter building 25 ft 10 ft

- 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.
- 8) Waste disposal container storage.

#### 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 — See Table 13.

### 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.

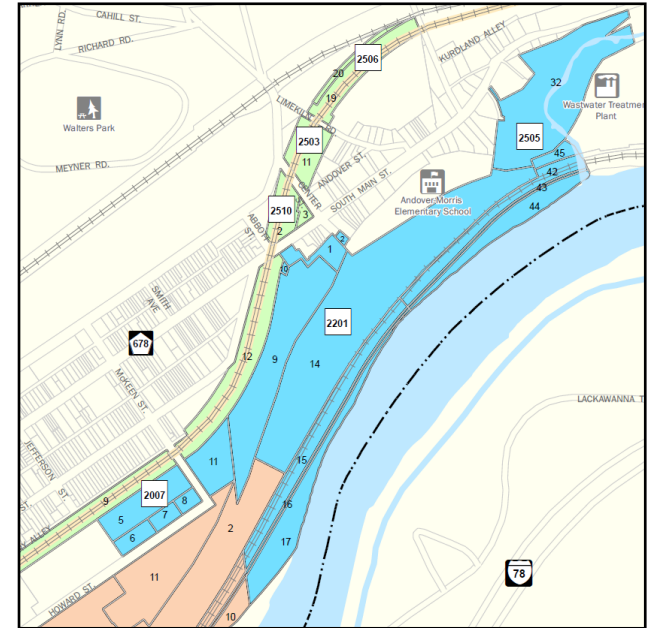


Figure 13: District 6 – Riverside Commercial

Table 13: Bulk Standards for District 6 – Riverside Commercial	
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.

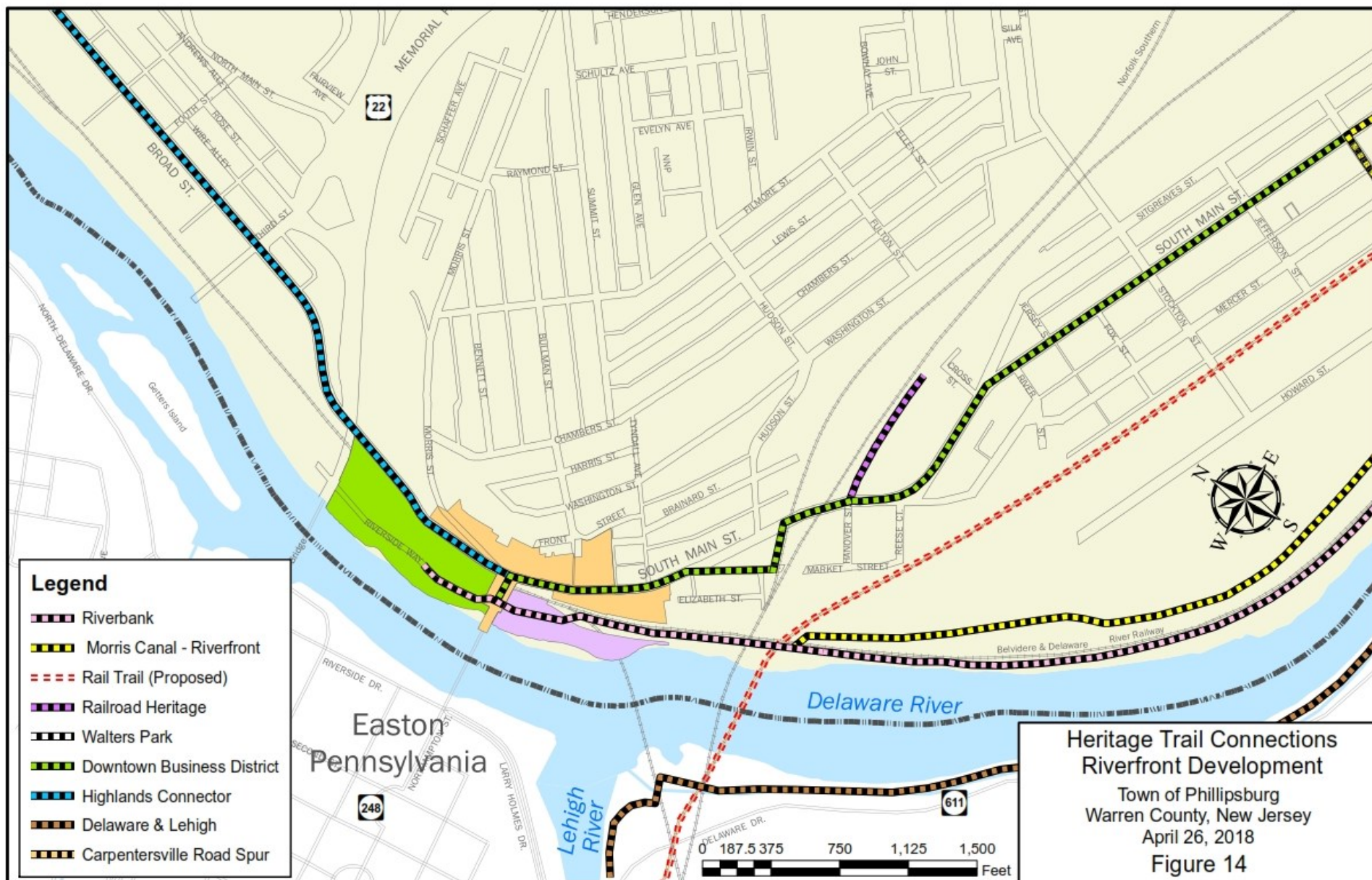
### 3.10 Riverfront Heritage Trail System

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. See **Figure 14: Heritage Trails**.





## 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.

**Table 14: Potential Properties for Acquisition**

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

## 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 those in Table 12.

### 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:

- 1) Soil erosion and sedimentation resulting from surface runoff.
- 2) Flooding and floodplain disruption.
- 3) Degradation of surface water quality.
- 4) Groundwater pollution.
- 5) Water supply and water conservation.
- 6) Site-specific Karst concerns, e.g. the potential for sinkholes.
- 7) Sewage disposal.
- 8) Solid waste disposal.
- 9) Vegetation destruction.
- 10) Disruption of wildlife habitats.
- 11) Destruction of scenic and historic features.
- 12) Air quality degradation.
- 13) Noise levels.
- 14) Energy utilization and conservation.
- 15) 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

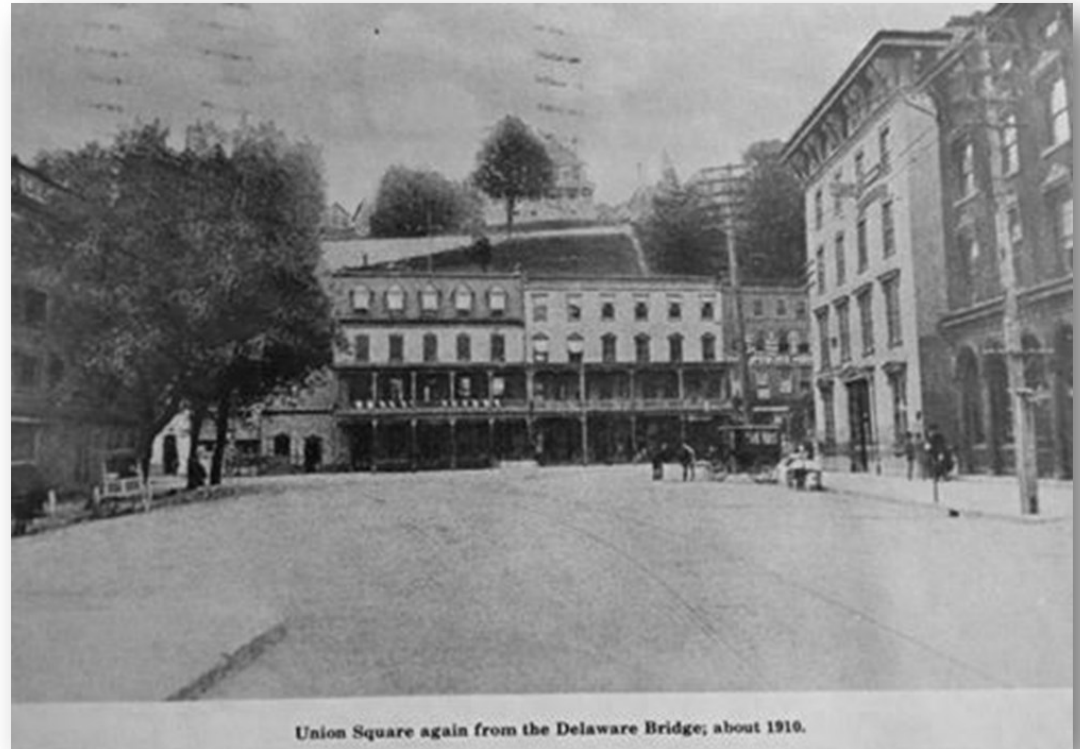
The Warren County Strategic Growth Plan was adopted in 2005. The Riverfront Redevelopment Plan is consistent with the following county goals:

- 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.

## Section 6. Maps, Figures & Graphics



The Northampton Street Bridge as seen from Front St. in Phillipsburg in 1898. Easton is in the background. Union Square is at the left and the old Lee House is in the center.