

April 16, 2026

Chairman William Duffy  
Town of Phillipsburg Land Use Board  
120 Fillmore Street  
Phillipsburg, NJ 08865

RE: Consistency Review  
Town of Phillipsburg Ordinance No. O2026-11  
Amending Chapter 625-69.2 Planned Adult Community Overlay Zone

Dear Chairman Duffy,

Van Cleef Engineering Associates (VCEA) has completed a consistency/inconsistency review of the Town of Phillipsburg Council Ordinance O2026-XX (attached), Amending Chapter 625-69.2, "Planned Adult Community Overlay," to modify various bulk and design standards for the zone. This report was prepared in accordance with the Municipal Land Use Law (MLUL) Section 40:55D-26 to identify items within the proposed amendment that are inconsistent with the Town Master Plan.

## I. Summary of Ordinance

The Town of Phillipsburg seeks to amend Chapter 625-69.2, "Planned Adult Community Overlay," of the Phillipsburg Town Code to modify the following bulk and design requirements:

- Permit up to two primary uses per lot
- Reduce the minimum tract size from five acres to four
- Increase maximum building height from three stories to four and specify a maximum building height of 55 feet.
- Reduce minimum setback from adjacent residential properties only from 25 feet to 10 feet.
- Permit the provision of fire aisles by applicable RSIS standards in substitution of Town code standards.
- Exempt fences from the requirements of § 625-9A-B where supported by professional engineering testimony that site topography requires a non-conforming fence for adequate buffering.
- Permit building sprinkler systems to comply with NFPA 13R Fire Sprinkler System standards as an alternative to § 510-12.B.(2).(f).[1].

## OFFICE LOCATIONS

[www.vancleefengineering.com](http://www.vancleefengineering.com)

Hillsborough, NJ  
908-359-8291

Mt. Arlington, NJ  
862-284-1100

Phillipsburg, NJ  
908-454-3080

Doylestown, PA  
215-345-1876

Pottstown, PA  
610-323-4040

Hamilton, NJ  
609-689-1100

Toms River, NJ  
732-573-0490

Freehold, NJ  
732-303-8700

Bethlehem, PA  
610-332-1772

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## Master Plan Consistency and Inconsistency Review

The following is a review/analysis of the goals, objectives, recommendations and similar from the most current master plan reexamination, adopted January 2025.

### i. Goals & Objectives

#### Conservation:

- a. Identify and preserve environmental features.
  - **Not Applicable** – The ordinance does not impact any new environmental features.
- b. 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.
  - **Not Applicable** – The ordinance does not create or modify any proposed riverfront development plans.
- c. Create a continuous greenway/trail system along the Lopatcong Creek and the Morris Canal.
  - **Not Applicable** – The ordinance does not propose or alter any greenway projects.
- d. Identify, remediate and reuse brownfield sites.
  - **Not Applicable** – The ordinance does not alter any provisions relating to brownfield sites.

#### Land Use:

- a. Undertake a comprehensive update of the Land Use Element to conform to State requirements for climate change hazard vulnerability assessment.
  - **Not Applicable** – The ordinance does not propose to modify the Land Use Element.
- b. Establish zoning standards for multifamily conversion, expansion of single-family homes, and in-fill development, particularly related to intensity of use and provision of on-site parking.
  - **Not Applicable** – The ordinance does not modify procedures or standards for multifamily conversion nor expansion of single-family homes.
- c. Add senior housing options to residential zone districts to allow both new construction and adaptive reuse of existing structures.
  - **Consistent** – The ordinance expands upon the viability of age-restricted residential development within the PAC overlay.

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- d. Review and revise standards for buffering, screening, lighting, and parking for non-residential uses adjacent to residences.
- **Not Applicable** – The ordinance does not propose or modify any site design standards relating to buffering or parking within the PAC overlay.
- e. Review the allowed uses and design standards for neighborhood businesses with an eye to mitigating potential adverse impacts on residential uses.
- **Not Applicable** – The ordinance does not propose or modify any site design standards relating to neighborhood business.
- f. Review the design standards for development on the Route 22 commercial corridor and develop streetscape standards to enhance both the appearance and accessibility of the corridor uses.
- **Not Applicable** – The ordinance does not propose or modify any site design standards for any zones along Route 22.
- g. Review the location and permitted uses in the Town’s industrial zones and review design standards related to off-site impacts, such as traffic, noise, lights, screening, landscaping, and loading areas.
- **Not Applicable** – The ordinance does not propose or modify any site design standards for industrial uses..
- h. Identify obsolete buildings and uses and provide for adaptive reuse for housing or new non-residential uses that are compatible with the surrounding neighborhood.
- **Not Applicable** – The ordinance does not create or modify any provisions for adaptive reuse of obsolete buildings.

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Housing:

- a. Identify neighborhoods and units in need of additional rehabilitation, prioritize them and allocate funding accordingly. Explore programs to increase affordable homeownership, such as the Section 8 Homeownership Program, low interest loans to first time homebuyers, and such programs as may be available through the New Jersey Department of Community Affairs.
  - **Not Applicable** – The ordinance does not propose or modify any housing rehabilitation programs.
- b. Identify obsolete buildings and uses and provide for their adaptive reuse for affordable and market-rate age-restricted active adult/senior housing, or specialty housing.
  - **Not Applicable** – The ordinance does not create or modify any provisions for adaptive reuse of obsolete buildings.

Circulation:

General Goals & Objectives:

- a. Encourage through traffic to use the State and Federal highway system and create disincentives for “short-cutting” through the community.
  - **Not Applicable** – The ordinance has no bearing on circulation plans.
- b. Revise the zoning code to eliminate truck-dependent uses from areas with limited access to the major highway network. Identify specific truck routes through Town to local industrial zones/tracts.
  - **Not Applicable** – The ordinance has no bearing on circulation plans.
- c. Develop and implement a pedestrian/bicycle circulation plan, to provide both neighborhood circulation and access to major community attractions.
  - **Not Applicable** – The ordinance has no bearing on circulation plans.
- d. Promote public transportation options, including signed bus stops and shelters, and commuter parking arrangements.
  - **Not Applicable** – The ordinance does not propose or modify any transit options.
- e. Inclusion of any additional goals and objectives as adopted by the previously approved Circulation Plan.
  - **Not Applicable** – The ordinance has no bearing on circulation plans.

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Pedestrian Goals & Objectives:

- a. As part of the Capital Improvements Program, all roadways that are improved should have sidewalk inspection, restoration and/or construction as part of their budgets in order to maintain a complete, safe and fully walkable sidewalk network. That is in alignment with the Town's Complete Streets Policy.
  - **Not Applicable** – The ordinance has no bearing on any capital improvement budgets.
- b. The Town should consider pursuing street beautification grants to further develop South Main Street with updated lighting and sidewalks.
  - **Not Applicable** – The ordinance has no bearing on circulation plans or design standards.
- c. Coordination with railway companies to inspect the conditions of sidewalk crossings within their jurisdictions.
  - **Not Applicable** – The ordinance has no bearing on any capital improvement projects.
- d. Installation of additional fencing to secure steep cliffs.
  - **Not Applicable** – The ordinance has no bearing on any capital improvement projects.
- e. Designation via ordinance of the entire “Walkability Audit Route” as a future “Complete Street”, with supports for all modes of transportation, inclusive of biking and walking.
  - **Not Applicable** – The ordinance has no bearing on circulation plans.
- f. Coordinate with DPW to ensure streets are kept tidy and free of debris.
  - **Not Applicable** – The ordinance has no bearing on any DPW budgets or activities.
- g. Development of funding sources to key mid-block crossings as part of the Capital Improvements Program.
  - **Not Applicable** – The ordinance has no bearing on any capital improvement budgets.
- h. Install “No Parking” striping, such as yellow curbing near crosswalks and intersections to promote safe pedestrian visibility.
  - **Not Applicable** – The ordinance has no bearing on any capital improvement projects.
- i. Create Pedestrian Safety Campaigns to educate citizens on the dangers of roadways and promote local enforcement of existing regulations.
  - **Not Applicable** – The ordinance has no bearing on public safety budgets or activities.

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- j. Require applications to follow best practices with pedestrian infrastructure during the site plan review process.
- **Consistent** – The ordinance retains requirements for appropriate pedestrian infrastructure within the overlay.
- k. Pursue traffic calming measures such as speed humps in key locations to promote pedestrian safety.
- **Not Applicable** – The ordinance has no bearing on circulation plans.
- l. Develop better signage and striping for crosswalks to promote safety.
- **Not Applicable** – The ordinance has no bearing on circulation plans.
- m. Require business owners and NJDOT along Route 22 to complete and maintain sidewalk conditions.
- **Not Applicable** – The ordinance has no bearing on properties along Route 22.
- n. Consider “No Right Turn on Red” restrictions within Phillipsburg, especially around Route 22.
- **Not Applicable** – The ordinance has no bearing on properties along Route 22.
- o. Develop community group committees to focus on pedestrian activities.
- **Not Applicable** – The ordinance does not propose or modify any citizen committees.
- p. Incorporate “Complete Streets” ideology into school safety by including traffic calming and protective signage and apply for grants as soon as possible for such improvements.
- **Not Applicable** – The ordinance has no impacts on school route safety programs or initiatives.
- q. Develop grade separated pedestrian crossings such as elevated walkways for access across Route 22 through development projects and grants.
- **Not Applicable** – The ordinance has no bearing on properties along Route 22.
- r. Provide a pedestrian crossing signal and crosswalk at the intersection of Fisher Ave and Roseberry per Engineering traffic Studies.
- **Not Applicable** – The ordinance has no impact on properties at this intersection..
- s. Reduce jay-walking and crossing along Route 22 at non-intersection locations (mid-block) by means of infrastructure, enforcement, or social programs, as required.

- **Not Applicable** – The ordinance has no bearing on properties along Route 22.
- t. Reconstruction of problematic roads with consideration for “road diets” to shorten crossing times.
  - **Not Applicable** – The ordinance has no bearing on any capital improvement projects.
- u. Maintain a list of possible grant opportunities to pursue as applicable.
  - **Not Applicable** – The ordinance has no bearing on grant opportunities.
- v. Reconstruction of retaining walls in critical areas that support sidewalk.
  - **Not Applicable** – The ordinance has no bearing on any capital improvement projects.
- w. Develop a Pedestrians Improvements Plan similar to the existing Roadway Program to coordinate and prioritize pedestrian improvements within Phillipsburg.
  - **Not Applicable** – The ordinance has no bearing on capital improvement programs.
- x. Coordinate with utility companies to relocate poles and other obstructions from public sidewalks to maintain adequate clear space as required by ADA and other affiliated regulations.
  - **Not Applicable** – The ordinance has no bearing on any capital improvement projects.
- y. Keep monitoring school walking routes and maintain working relations with local schools to coordinate routes with enforcement zones.
  - **Not Applicable** – The ordinance has no bearing on public safety budgets or activities.
- z. Install accessible curb ramps at all intersections.
  - **Not Applicable** – The ordinance has no bearing on any capital improvement projects.
- aa. Install accessible pedestrian traffic signal buttons and equipment at signalized intersections.
  - **Not Applicable** – The ordinance has no bearing on any capital improvement projects.

Trail Goals & Objectives:

- a. Support the City of Easton in its endeavors with the Rails to Trails Bridge.
  - **Not Applicable** – The ordinance does not pertain to any intergovernmental coordination.
- b. Adoption of the Trails Map.

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- **Not Applicable** – The ordinance has no bearing on any trail projects or budgets.
- c. Develop and install wayfinding signage.
- **Not Applicable** – The ordinance has no bearing on any capital improvement projects.
- d. Construction of the “Ice House-Kent Street Pedestrian Overpass.”
- **Not Applicable** – The ordinance has no bearing on any capital improvement projects.
- e. Pursue Rails to Trails Grants to the greatest extent possible for the abandoned railways in Phillipsburg as noted on the Trails Map.
- **Not Applicable** – The ordinance has no bearing on any trail projects or budgets.
- f. Provide connectivity within Phillipsburg to the trail system with gateways and access points.
- **Not Applicable** – The ordinance has no bearing on any trail projects or budgets.
- g. Pursue Rails to Trails Grants as often as possible to convert defunct/abandoned trails to workable pedestrian and biking facilities.
- **Not Applicable** – The ordinance has no bearing on any trail projects or budgets.
- h. Coordinate with Warren County to facilitate local and regional projects such as improvements to the Route 22 to connect to the Scenic Byway and/or the Morris Canal Greenway.
- **Not Applicable** – The ordinance has no bearing on any trail projects or budgets.
- i. Support the Township of Lopatcong with any development of the Morris Canal Greenway.
- **Not Applicable** – The ordinance does not pertain to any intergovernmental coordination.
- j. Completion of all trails within the Trails Map.
- **Not Applicable** – The ordinance has no bearing on any trail projects or budgets.
- k. Creation of a Parks Department to facilitate maintenance, grant opportunities and future trail improvements.
- **Not Applicable** – The ordinance does not propose the creation or modification of any departments.
- l. Finalize and fully implement the Morris Canal Greenway Corridor within the limits of Phillipsburg.

- **Not Applicable** – The ordinance has no bearing on any trail projects or budgets.
- m. Form and maintain regional partnerships with local organizations to coordinate trail goals and broader initiatives, inclusive of the ones listed within the plan.
  - **Not Applicable** – The ordinance does not pertain to any intergovernmental coordination.
- n. Coordinate the Land Use Plan with the proposed trail system to support trail-associated uses such as hotels, shops, and eateries.
  - **Not Applicable** – The ordinance does not propose to modify the Land Use Element.

Bicycle Infrastructure Goals & Objectives:

- a. Pass a resolution prohibiting the use of bicycles on sidewalks within the Town of Phillipsburg.
  - **Not Applicable** – The ordinance does not propose or alter any statutes relating to bicycles
- b. Adopt the Phillipsburg Bikeway Network as an ordinance to facilitate grants.
  - **Not Applicable** – The ordinance does not propose or modify any cycling plans or projects.
- c. Install signage, “Sharrows”, and bicycle parking infrastructure along the Phillipsburg Bikeway Network.
  - **Not Applicable** – The ordinance has no bearing on any capital improvement projects.
- d. Fix any found potholes and other rideability issues along the Phillipsburg Bikeway Network to promote safe travel.
  - **Not Applicable** – The ordinance has no bearing on any capital improvement projects.
- e. Coordinate with local community groups to promote biking events within the Town, possibly utilizing the Phillipsburg Bikeway Network.
  - **Not Applicable** – The ordinance does not propose or modify any cycling programs or events.
- f. Coordinate with Warren Heritage Trail Committee to develop a parallel bikeway to the Scenic Byway Corridor that interferes with the Phillipsburg Bikeway Network.
  - **Not Applicable** – The ordinance does not pertain to any intergovernmental coordination.
- g. Coordinate with Easton regarding the Delaware Canal Trail Railroad Bridge that can interface with the Phillipsburg Bikeway Network.

- **Not Applicable** – The ordinance does not pertain to any intergovernmental coordination.
- h. Utilize Capital Road Improvements and Municipal Aid Grants from the NJODOT as applicable to develop and reconstruct portions of the Phillipsburg Bikeway Network as need demands.
  - **Not Applicable** – The ordinance does not pertain to any grant funding opportunities.

Truck Goals & Objectives:

- a. Install signs that designate low clearance hazards for trucks.
  - **Not Applicable** – The ordinance has no bearing on any capital improvement projects.
- b. Install wayfinding signs that may reduce truck movement conflicts.
  - **Not Applicable** – The ordinance has no bearing on any capital improvement projects.
- c. Develop/participate in planning discussions on truck routes with regional planning agencies such as NJTPA and Warren County, as Phillipsburg becomes a cut through to access Route 22.
  - **Not Applicable** – The ordinance does not pertain to any intergovernmental coordination.
- d. Finish/Obtain approval for the Truck Route Designation Report and coordinate with the NJDOT as necessary.
  - **Not Applicable** – The ordinance does not pertain to any intergovernmental coordination.
- e. Identify obstructions with the truck route as they coordinate with industry to relocate or remove them.
  - **Not Applicable** – The ordinance has no bearing on circulation plans or design standards.
- f. Improve intersections and routes utilized by trucks to reduce impact to Town.
  - **Not Applicable** – The ordinance has no bearing on any capital improvement projects.
- g. Develop improved truck turn around at Union Square to reduce the need of trucks to utilize South Main Street.
  - **Not Applicable** – The ordinance has no bearing on any capital improvement projects.
- h. Coordinate with rail providers to reduce clearance conflicts within the Town.
  - **Not Applicable** – The ordinance does not propose or alter any activities coordinated with rail providers.

- i. Improve access to rail lines to reduce truck demand at local businesses.
  - **Not Applicable** – The ordinance has no bearing on any capital improvement projects.
- j. Develop a partnership with the County to facilitate future truck traffic studies and improvements.
  - **Not Applicable** – The ordinance does not pertain to any intergovernmental coordination.
- k. Explore the possibility of a Howard Street industrial bypass to reduce the impacts of industrial truck traffic on local streets.
  - **Not Applicable** – The ordinance has no bearing on any capital improvement projects.

Parking Goals & Objectives:

- a. Coordinate with developers in the Riverfront Redevelopment Area to construct larger parking facilities for the Downtown.
  - **Not Applicable** – The ordinance has no bearing on any capital improvement projects.
- b. Continue monitoring parking permit usage and adjust parking ordinance as required.
  - **Not Applicable** – The ordinance does not propose any modifications to parking ordinances.
- c. Maintain existing parking lot payments and facilities.
  - **Not Applicable** – The ordinance has no bearing on any DPW budgets or activities.
- d. Consider changing the direction of roadways to allow for additional parking on certain roads.
  - **Not Applicable** – The ordinance has no bearing on circulation plans or design standards.
- e. Add parking wherever feasible as opportunities arise.
  - **Not Applicable** – The ordinance has no bearing on any capital improvement projects.
- f. Consider constructing permanent parking facilities in target areas to relieve parking congestion downtown.
  - **Not Applicable** – The ordinance has no bearing on any capital improvement projects.
- g. Coordinate with developers and redevelopments to add parking to the greatest extent possible with off-street parking.

- **Not Applicable** – The ordinance does not propose any modifications to parking ordinances.
- h. Consider developing shared parking agreements between existing businesses and organizations during off-hours to alleviate problem areas.
- **Not Applicable** – The ordinance does not propose any modifications to parking ordinances.
- i. Review and revise zoning to better help control parking and parking requirements.
- **Not Applicable** – The ordinance does not propose any modifications to zone standards.
- j. Investigate locations for electrical vehicle parking and pursue associated grant opportunities. The State has changed its Energy Master Plan goals to move up EV only new vehicle sales to 2035, which could result in a significant need for EV parking.
- **Not Applicable** – The ordinance does not propose any modifications to parking ordinances.
- k. Adopt legislation based on the Model Municipal EV ordinance produced by NJ DCA to achieve conformance with regulatory requirements under the amended MLUL regarding the permitting of electric vehicle charging stations.
- **Not Applicable** – The ordinance does not propose any modifications to parking ordinances.
- l. Consider overflow parking areas which shuttles could alleviate parking shortages or changing technical enable automation in vehicles that enable vehicles to be parked further from destinations.
- **Not Applicable** – The ordinance does not propose or modify any parking facilities.

Public Transit Goals & Objectives:

- a. Maintain existing shuttle services as coverage routes to facilitate local circulation to citizens without vehicles in Phillipsburg.
- **Not Applicable** – The ordinance does not pertain to any new or existing transit options.
- b. Coordinate with Transit Providers to add stops as requested (such as the Hillcrest Apartments and/or Senior Center areas).
- **Not Applicable** – The ordinance does not pertain to any new or existing transit options.

- c. Develop and maintain relations with public transit coordinators and routinely check in to keep goals and objectives in alignment with this document and vice-versa.
  - **Not Applicable** – The ordinance does not modify any arrangements with public transit coordinators.
- d. Maintain support for a future extension of the Raritan Valley line into Phillipsburg.
  - **Not Applicable** – The ordinance does not pertain to any new or existing transit options.
- e. Maintain support for senior citizens in regard to bus access.
  - **Not Applicable** – The ordinance does not pertain to any new or existing transit options.

Community Facilities, Recreation, and Open Space:

- a. Inventory existing community facilities and programs, incorporating the Community School Plan as part of the inventory and prepare a neighborhood needs assessments.
  - **Not Applicable** – The ordinance has no bearing on any existing community facilities or programs.
- b. Develop a recreation and open space plan to provide parks and recreational opportunities throughout the Town and file a ROSI with the Green Acres program to ensure funding eligibility.
  - **Not Applicable** – The ordinance has no bearing on any open space plan element or open space inventory.

Historic Preservation:

- a. Develop an architectural style manual to provide advisory/non-binding guidelines for restoration of historic places and for new construction so as not to impact historical landmarks or districts.
  - **Not Applicable** – The ordinance does not propose or alter any historic preservation practices or policies.
- b. Continue maintenance of the Phillipsburg Register of Historic Places, adding and revising items on the register as needed.
  - **Not Applicable** – The ordinance does not propose or alter any historic preservation practices or policies.

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- c. Develop a plan for the rehabilitation of the identified places, as needed, and re-use for economically viable purpose.
- **Not Applicable** – The ordinance does not propose or alter any historic preservation practices or policies.
- d. Coordinate historic preservation efforts with other Town initiatives such as the Riverfront Heritage Trail.
- **Not Applicable** – The ordinance does not propose or alter any historic preservation practices or policies.
- e. Consider participating in the Certified Local Government (CLG) program administered by the National Park Service through the NJ Historic Preservation Office. The CLG program offers municipalities the opportunity to participate more directly in state and federal historic preservation programs. Local governments requesting certification from the State Historic Preservation Office will be required to submit evidence that they meet the basic program criteria, which include establishment of a historic preservation review commission, as well as continued progress towards completion of a comprehensive survey and inventory of local historic resources, designation and protection of local landmarks and historic districts, and development of a process which ensures public participation in the local historic preservation program.
- **Not Applicable** – The ordinance does not propose or alter any historic preservation practices or policies.
- f. Use the redevelopment process to identify and redevelop vacant, underutilized or blighted properties. Inventory vacant, underutilized or blighted properties and create a priority list for new redevelopment sites.
- **Not Applicable** – The ordinance does not propose or alter any historic preservation practices or policies.
- g. Develop a regional marketing plan, including Easton, to promote business and tourism.
- **Not Applicable** – The ordinance does not propose or alter any historic preservation practices or policies.

Major Problems Identified:

When the reexamination report was prepared in 2013, it reviewed the problems and objectives identified in the 1988 Master Plan and 2004 Master Plan Update. The report identified few of these problems as resolved. These problems can be grouped into three categories: land use, housing, and transportation and circulation.

1) Nuisances created by heavy manufacturing plants adjacent to residential areas.

*“As heavy manufacturing has declined both in Phillipsburg and generally, these issues have largely been eliminated. However, the decline of manufacturing has left the Town with a number of vacant and/or obsolete buildings and sites and a new issue, that of the appropriate re-use of these areas. Some of these areas have been the subject of redevelopment studies; however, a more comprehensive plan is needed to deal with issues that will arise from siting new uses on these properties, particularly related to traffic generation. In general, the Town of Phillipsburg should exercise flexibility in the redevelopment of such sites in accordance with local conditions, whether that be the continuation/restoration of industrial uses, or the establishment of new uses, depending on which is more suitable in each case.”*

- **Not Applicable** – The ordinance does not propose any new zoning for manufacturing uses.

2) Lack of land available for future development.

*“New development in Phillipsburg, of necessity, has largely been and will continue to be by way of re-use and redevelopment. Additional plans are needed for industrial sites and buildings, to provide viable, attractive, compatible and fiscally balanced uses to replace the obsolete and incompatible former uses.”*

- **Not Applicable** – The ordinance does not propose any new provisions for redevelopment or adaptive reuse of existing buildings.

3) Encroachment onto undeveloped property.

*“Because of the lack of available developable property and because there is such a demand for development, many of Phillipsburg’s steep slopes and ridges will be considered for construction. If not done properly, problems may occur with erosion, structural stability, and the obstruction of scenic views. New and increased regulation of critical areas ... by outside agencies... has helped to alleviate these concerns. However, little action has been taken by the Town to address these concerns.”*

- **Not Applicable** – The ordinance does not propose or modify any design standards relating to steep slopes.

4) Zone boundaries of the zoning ordinance no longer reflect existing uses.

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

- **Not Applicable** – The ordinance does not pertain to an existing land use within the Town.

5) Substandard intersections.

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

- **Not Applicable** – The ordinance has no bearing on any capital improvement projects.

6) Substandard streets.

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

- **Not Applicable** – The ordinance has no bearing on any capital improvement projects.

7) Poor local circulation.

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

- **Not Applicable** – The ordinance has no bearing on any capital improvement projects.

8) Poor regional circulation.

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

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

- **Not Applicable** – The ordinance has no bearing on any capital improvement projects.

9) Thru truck traffic on local streets.

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

- **Not Applicable** – The ordinance does not propose or revise any land uses intended to generate additional truck traffic..

The current zoning state of the Town of Phillipsburg was analyzed in 2013 as part of the 2013 Master Plan Reexamination. The reexamination recommended changes to the Land Development Ordinance based on recommendations from the 2004 Master Plan Update’s Land Use Element, as well as the Ingersoll Rand and Riverfront Redevelopment Studies. These proposed changes are outlined below, along with an analysis of their current status.

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

- **Not Applicable** – The ordinance does not propose any zoning changes in the area specified.

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

- **Not Applicable** – The ordinance does not propose any zoning changes in the area specified.

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

- **Not Applicable** – The ordinance does not propose any zoning changes in the area specified.

- 13) Review the B-2 zone along Route 22 and make appropriate boundary adjustments to reflect actual development; and prepare design standards to enhance the appearance and accessibility of the corridor. Incorporate appropriate recommendations from the 2009 Route 22 Corridor Improvement Plan.
  - **Not Applicable** – The ordinance does not propose any zoning changes in the area specified.
- 14) The B-2 Highway Business zone at Center and Roseberry Streets should be rezoned for neighborhood commercial uses such as retail and service businesses to complement the Phillipsburg Commerce Park redevelopment area and the surrounding residential neighborhoods.
  - **Not Applicable** – The ordinance does not propose any zoning changes along Center and Roseberry Streets.
- 15) The small I-2 Heavy Industrial zone on Lock Street north of Ridge Street appears to be a remnant of the original industrial zone that covered the Ingersoll Rand site prior to the redevelopment designation. The zone consists of residential properties and should be merged into the adjoining R-75 zone.
  - **Not Applicable** – The ordinance does not propose any zoning changes in the area specified.
- 16) Merge the B-3 zone south of Union Square into the B-4 zone and make adjustments to the list of permitted uses as outlined in Table IV-1.
  - **Not Applicable** – The ordinance does not propose any zoning changes in the area specified.
- 17) Convert the B-2 zone at the southern end of South main Street into a new “B-5” zone to differentiate it from the highway-oriented B-2 zone along route 22 and adjust the list of permitted uses as outlined in Table IV-1.
  - **Not Applicable** – The ordinance does not propose any zoning changes in the area specified
- 18) Permit residential infill as a condition use in the B-4 and B-5 zones in accordance with R-50 standards where more than 50% of the block front is currently occupied by residential uses.
  - **Not Applicable** – The ordinance does not propose any changes to permitted uses in the B-4 Zone

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### **Summary of consistency and inconsistencies analysis**

Pursuant to the MLUL a list of inconsistencies must be noted and recommendations for actions on those items are required to be provided. Our office has completed an extensive review of the proposed amendment and impact on the Town's Master Plan and associated plans and did not identify items that were inherently inconsistent with the current master plan re-exam.

Should the Board find a reason to indicate items that are inconsistent, those items should be noted in their findings and recommendations to council. Further, with those items that are found to be inconsistent by the Board, an explanation should be included as to the reasons and recommendations to address the inconsistent item/matter.

### **Recommendations and Conclusion**

VCEA recommends the Land Use Board find the amendment consistent with the Township Master Plan as described within in this report.

Very truly yours,

Van Cleef Engineering Associates

*Timothy M. O'Brien*

Timothy M. O'Brien, PE, PP, CME  
Associate / Senior Professional Engineer



Elliot L. Godwin  
Planner

cc: All Board Members via Planning Board Technical Assistant  
Board Attorney via email

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## ORDINANCE 2026-11

### AN ORDINANCE OF THE TOWN OF PHILLIPSBURG, COUNTY OF WARREN, STATE OF NEW JERSEY, AMENDING CHAPTER 625-69.2 PLANNED ADULT COMMUNITY OVERLAY ZONE IN THE TOWN

**WHEREAS**, The Town of Phillipsburg desires to amend Chapter 625-69.2 B-2 Planned Adult Community Overlay Zone to provide for an appropriate scale of development.

**WHEREAS**, the current Planned Adult Community Overlay Zone allows up to a maximum building height of three stories;

**WHEREAS**, The Town of Phillipsburg recognizes the need to develop suitable sites to satisfy its affordable housing prospective needs pursuant to the State Fair Housing Act.

**NOW THEREFORE BE IT ORDAINED** by the Town Council, Town of Phillipsburg, County of Warren, State of New Jersey that following ordinance are hereby adopted

**NOW THEREFORE BE IT ALSO ORDAINED** by the Town Council, Town of Phillipsburg, County of Warren, State of New Jersey that Chapter 625-69.2 Conditional Use shall contain

#### **Section 1**

§ 625-69.2 – reserved is repealed and replaced as follows:

§ 625-69.2 Planned Adult Community Overlay

- A. Location. A planned adult community (PAC) overlay shall be allowed in the B-2 Zone only in Block 2806.
- B. Permitted uses and accessory uses, the PAC overlay allows, as an alternative use, in the designated portion of the B-2 Zone:
  - (1) An age-restricted adult/senior housing option in accordance with the definitions in § 625-3 and the Federal Fair Housing Act, which may be designed as single-family detached dwellings, zero lot line dwellings, townhouses or apartments.
  - (2) Recreation facilities for the exclusive use of the residents and their guests.
  - (3) Off-street parking, under-building parking and private garage structures for the exclusive use of the residents and their guests.
  - (4) Storage and maintenance facilities.
  - (5) Customary accessory structures approved as part of the site plan for development, including fences, walls, light fixtures, sound barriers and other similar structures.
  - (6) Management office, not to exceed 1,000 square feet.
  - (7) Convenience retail and service uses, for the primary use of the residents, located within either a residential building or community building, not to be freestanding and not to exceed 3,000 square feet.

- (8) Signs. Signs shall comply with the general requirements of Article VIII. Within the PAC, the following signs shall be allowed:
    - (a) Signs permitted in § 625-38.
    - (b) A freestanding project identification sign not to exceed 30 square feet and a height of six feet measured from the ground line, located a minimum of 25 feet from the property line and limited to one per any street frontage or entrance. Such sign may be internally illuminated with nonglare lights or illuminated by shielded flood- or spotlights.
    - (c) Building identification signs, not to exceed four square feet each, and limited to one per building face for faces fronting on either a street or parking lot.
  - (9) Cell Phone Towers. Cell phone towers and similar telecommunications infrastructure shall be a permitted principal use on any property in the overlay zone where such infrastructure is already present, rather than continuing as an existing non-conformity.
  - (10) Up to two principal permitted use may exist on one property within the overlay zone.
- C. Density, bulk and design requirements.
- (1) Tract size. The minimum tract size for a PAC shall be four acres.
  - (2) Density. The gross density shall not exceed 16 dwelling units per acre.
  - (3) Building Lot coverage. Maximum building lot coverage by residential buildings shall not exceed 55%.
  - (4) Building height. No building shall exceed a height of four stories and 55 feet.
  - (5) Setbacks.
    - (a) Minimum setback from property boundary: 10 feet.
    - (b) Minimum distance between buildings: 1/2 of the height of the taller face of the abutting principal buildings, five feet between principal building and detached garage.
  - (6) Roads and off-street parking. All interior roads, fire aisles, and off-street parking spaces shall be provided in accordance with applicable residential site improvement standards (RSIS), N.J.A.C. 5:21.
    - (a) Parking spaces over a minimum of 1.5 spaces per unit may be "banked," that is, shown on the site plan but not constructed, unless subsequent use indicates a need for the additional spaces.
    - (b) Offsite shared parking may be provided subject to submission of parking agreement and map depicting offsite parking location.
  - (7) Buffers.
    - (a) Buffering shall provide a year-round visual screen in order to ensure privacy for development and minimize adverse impacts from traffic, noise, glaring light, and railroad traffic.
    - (b) Buffering may consist of a combination of either fencing or planting/trees/landscaping, or combinations of materials, to achieve the stated buffering objectives.
      - (1) Fencing shall be exempt from the requirements of § 625-9A-B where supported by professional engineering testimony that site topography requires a non-conforming fence for adequate buffering.
  - (8) Fire sprinklers. All buildings developed to the Planned Adult Community overlay standard shall be required to either comply with Section 510-12.B.(2).(f).[1] or be designed be complaint with NFPA 13R Fire Sprinkler System standards.
  - (9) Establishment of owners' association. The developer shall provide for an organization for the ownership and maintenance of any common facilities and recreation facilities, landscaped areas and internal roadways for the benefit of owners and residents of the development should units be owned by different parties.
  - (10) Contingency for cross-border development. Should an application for development under the proviboundary, this overlay be submitted as part of a larger planned development incorporating parcels opposite the municipal boundary between the Town of Phillipsburg and the Township of Pohatcong, internal driveways crossing the municipal boundary shall not be subject to design standards for access points or lot coverage.

**Section 2**

All ordinances or parts of ordinances inconsistent with this ordinance are hereby repealed to the extent of such inconsistencies.

**Section 3**

If any article, section, subsection, paragraph, phrase or sentence of this ordinance is, for any reason, declared to be unconstitutional or invalid, such article, section, subsection, paragraph, phrase or sentence shall be deemed severable.

**Section 4**

This ordinance shall take effect immediately upon final publication as provided by law.

**ATTEST:**

**TOWN OF PHILLIPSBURG**

\_\_\_\_\_  
Susan Turner  
Municipal Clerk  
Dated:

\_\_\_\_\_  
Randy Piazza Jr.  
Mayor

**CERTIFICATION**

I, Susan Turner, Municipal Clerk for the Town of Phillipsburg, do hereby certify that the foregoing is a true copy of an Ordinance duly adopted by the Town Council at their April 14, 2026 meeting.

\_\_\_\_\_  
Susan Turner  
Municipal Clerk