

2026 MASTER PLAN RE-EXAMINATION REPORT

Prepared by:

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Prepared for:

Town of Phillipsburg

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I. INTRODUCTION

The Municipal Land Use Law (MLUL) requires that every municipality in New Jersey provide a general reexamination of its master plan and development regulations at least every 10 years pursuant to (N.J.S.A. 40:55D-89). The Town of Phillipsburg completed its latest Master Plan reexamination dated December 2024 (approved January 23, 2025 and memorializing resolution dated February 27, 2025), which was an update of prior reexamination from of 2013 and 2004 This report aims to present a comprehensive overview of the relevant demographic, land use, and policy changes that have occurred since the 2024 reexamination.

Upon concurring with the findings within, the Phillipsburg Land Use Board must adopt the findings of the reexamination report through resolution and submit copies of the report and resolution to the Warren County Planning Board. Additionally, the Planning Board must also send notice that the report and resolution have been adopted to the municipal clerk of each adjoining municipality.

New Jersey MLUL requires a reexamination report to address the topics described below. The sections of this report are organized to coincide with these topics.

- a. The major problems and objectives related to land development in the municipality at the time of such adoption of the last reexamination report.
- b. The extent to which such problems and objectives have been reduced or have increased subsequent to such date.
- c. The extent to which there have been significant changes in the assumptions, policies, and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition and recycling of natural resources, and changes in state, county, and municipal objectives.
- d. The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulation should be prepared.
- e. The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the “Local Redevelopment and Housing Law,” P.L. 1992, c. 79 (C.40A:12A-1 et al.) into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.
- f. The recommendations of the planning board concerning locations appropriate for the development of public electrical vehicle infrastructure, including but not limited to, commercial districts and, areas proximate to public transportation and transit facilities and transit corridors, and public rest stops; and recommended changes, if any, in the local development regulations necessary or appropriate for the development of public electric vehicle infrastructure.

The Town of Phillipsburg Land Use Board adopted its current Master Plan pursuant to Article 3 of the MLUL (N.J.S.A. 40:55D-28) on September 15, 1988. The Town would follow up with its first Master Plan reexamination report in October of 1996. The findings of this reexamination determined that, while progress had been made, most of the goals and objectives identified had not been met, and few of the problems identified were resolved.

In 2004, the Land Use Board adopted its second Master Plan reexamination report, the recommendations of which led to the town's first Master Plan update in November of that year. These recommendations contained the following elements: conservation, land use, housing, circulation, community facilities/recreation and open space, historic preservation, economic, and recycling. The most recent Master Plan reexamination report (2024), adopted on January 2025 (LUB memorizing resolution February 2025), affirmed that many of the problems and recommendations identified by the 2013 Master Plan reexamination remained valid.

While much has changed in the Town of Phillipsburg over the past four decades, many of the goals and objectives set by the Master Plan and its updates, as well as major problems and challenges identified in previous Master Plan Reexamination reports, remain valid. Those that are no longer valid have been removed, and updated goals and objectives are presented in section VI of this report.

II. GOALS & OBJECTIVES

The following are the goals and objectives based on the most recent Master Plan adopted in 1988, as amended through reexaminations in 1996, 2004, 2013 and 2024.

Conservation:

- Identify and preserve environmental features.
- 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.
- Create a continuous greenway/trail system along the Lopatcong Creek and the Morris Canal.
- Identify, remediate and reuse brownfield sites.

Land Use:

- Undertake a comprehensive update of the Land Use Element to conform to State requirements for climate change hazard vulnerability assessment.
- Establish zoning standards for multifamily conversion, expansion of single-family homes, and in-fill development, particularly related to intensity of use and provision of on-site parking.
- Add senior housing options to residential zone districts to allow both new construction and adaptive reuse of existing structures.
- Review and revise standards for buffering, screening, lighting, and parking for non-residential uses adjacent to residences.
- Review the allowed uses and design standards for neighborhood businesses with an eye to mitigating potential adverse impacts on residential uses.
- Review the design standards for development on the Route 22 commercial corridor and develop streetscape standards to enhance both the appearance and accessibility of the corridor uses.
- Review the location and permitted uses in the Town's industrial zones and review design standards related to off-site impacts, such as traffic, noise, lights, screening, landscaping, and loading areas.

- Identify obsolete buildings and uses and provide for adaptive reuse for housing or new non-residential uses that are compatible with the surrounding neighborhood.

Housing:

- Identify neighborhoods and units in need of additional rehabilitation, prioritize them and allocate funding accordingly. Explore programs to increase affordable homeownership, such as the Section 8 Homeownership Program, low interest loans to first time homebuyers, and such programs as may be available through the New Jersey Department of Community Affairs.
- 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.

Circulation:

General Goals & Objectives:

- Encourage through traffic to use the State and Federal highway system and create disincentives for “short-cutting” through the community.
- Revise the zoning code to eliminate truck-dependent uses from areas with limited access to the major highway network. Identify specific truck routes through Town to local industrial zones/tracts.
- Develop and implement a pedestrian/bicycle circulation plan, to provide both neighborhood circulation and access to major community attractions.
- Promote public transportation options, including signed bus stops and shelters, and commuter parking arrangements.
- Inclusion of any additional goals and objectives as adopted by the previously approved Circulation Plan.

Pedestrian Goals & Objectives:

- 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.
- The Town should consider pursuing street beautification grants to further develop South Main Street with updated lighting and sidewalks.
- Coordination with railway companies to inspect the conditions of sidewalk crossings within their jurisdictions.
- Installation of additional fencing to secure steep cliffs.
- 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.
- Coordinate with DPW to ensure streets are kept tidy and free of debris.

- Development of funding sources to key mid-block crossings as part of the Capital Improvements Program.
- Install “No Parking” striping, such as yellow curbing near crosswalks and intersections to promote safe pedestrian visibility.
- Create Pedestrian Safety Campaigns to educate citizens on the dangers of roadways and promote local enforcement of existing regulations.
- Require applications to follow best practices with pedestrian infrastructure during the site plan review process.
- Pursue traffic calming measures such as speed humps in key locations to promote pedestrian safety.
- Develop better signage and striping for crosswalks to promote safety.
- Require business owners and NJDOT along Route 22 to complete and maintain sidewalk conditions.
- Consider “No Right Turn on Red” restrictions within Phillipsburg, especially around Route 22.
- Develop community group committees to focus on pedestrian activities.
- 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.
- Develop grade separated pedestrian crossings such as elevated walkways for access across Route 22 through development projects and grants.
- Provide a pedestrian crossing signal and crosswalk at the intersection of Fisher Ave and Roseberry per Engineering traffic Studies.
- Reduce jay-walking and crossing along Route 22 at non-intersection locations (mid-block) by means of infrastructure, enforcement, or social programs, as required.
- Reconstruction of problematic roads with consideration for “road diets” to shorten crossing times.
- Maintain a list of possible grant opportunities to pursue as applicable.
- Reconstruction of retaining walls in critical areas that support sidewalk.
- Develop a Pedestrians Improvements Plan similar to the existing Roadway Program to coordinate and prioritize pedestrian improvements within Phillipsburg.
- 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.
- Keep monitoring school walking routes and maintain working relations with local schools to coordinate routes with enforcement zones.
- Install accessible curb ramps at all intersections.

- Install accessible pedestrian traffic signal buttons and equipment at signalized intersections.

Trail Goals & Objectives:

- Support the City of Easton in its endeavors with the Rails to Trails Bridge.
- Adoption of the Trails Map.
- Develop and install wayfinding signage.
- Construction of the “Ice House-Kent Street Pedestrian Overpass.”
- Pursue Rails to Trails Grants to the greatest extent possible for the abandoned railways in Phillipsburg as noted on the Trails Map.
- Provide connectivity within Phillipsburg to the trail system with gateways and access points.
- Pursue Rails to Trails Grants as often as possible to convert defunct/abandoned trails to workable pedestrian and biking facilities.
- 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.
- Support the Township of Lopatcong with any development of the Morris Canal Greenway.
- Completion of all trails within the Trails Map.
- Creation of a Parks Department to facilitate maintenance, grant opportunities and future trail improvements.
- Finalize and fully implement the Morris Canal Greenway Corridor within the limits of Phillipsburg.
- Form and maintain regional partnerships with local organizations to coordinate trail goals and broader initiatives, inclusive of the ones listed within the plan.
- Coordinate the Land Use Plan with the proposed trail system to support trail-associated uses such as hotels, shops, and eateries.

Bicycle Infrastructure Goals & Objectives:

- Pass a resolution prohibiting the use of bicycles on sidewalks within the Town of Phillipsburg.
- Adopt the Phillipsburg Bikeway Network as an ordinance to facilitate grants.
- Install signage, “Sharrows”, and bicycle parking infrastructure along the Phillipsburg Bikeway Network.
- Fix any found potholes and other rideability issues along the Phillipsburg Bikeway Network to promote safe travel.
- Coordinate with local community groups to promote biking events within the Town, possibly utilizing the Phillipsburg Bikeway Network.

- Coordinate with Warren Heritage Trail Committee to develop a parallel bikeway to the Scenic Byway Corridor that interferes with the Phillipsburg Bikeway Network.
- Coordinate with Easton regarding the Delaware Canal Trail Railroad Bridge that can interface with the Phillipsburg Bikeway Network.
- Utilize Capital Road Improvements and Municipal Aid Grants from the NJDOT as applicable to develop and reconstruct portions of the Phillipsburg Bikeway Network as need demands.

Truck Goals & Objectives:

- Install signs that designate low clearance hazards for trucks.
- Install wayfinding signs that may reduce truck movement conflicts.
- 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.
- Finish/Obtain approval for the Truck Route Designation Report and coordinate with the NJDOT as necessary.
- Identify obstructions with the truck route as they coordinate with industry to relocate or remove them.
- Improve intersections and routes utilized by trucks to reduce impact to Town.
- Develop improved truck turn around at Union Square to reduce the need of trucks to utilize South Main Street.
- Coordinate with rail providers to reduce clearance conflicts within the Town.
- Improve access to rail lines to reduce truck demand at local businesses.
- Develop a partnership with the County to facilitate future truck traffic studies and improvements.
- Explore the possibility of a Howard Street industrial bypass to reduce the impacts of industrial truck traffic on local streets.

Parking Goals & Objectives:

- Coordinate with developers in the Riverfront Redevelopment Area to construct larger parking facilities for the Downtown.
- Continue monitoring parking permit usage and adjust parking ordinance as required.
- Maintain existing parking lot payments and facilities.
- Consider changing the direction of roadways to allow for additional parking on certain roads.
- Add parking wherever feasible as opportunities arise.

- Consider constructing permanent parking facilities in target areas to relieve parking congestion downtown.
- Coordinate with developers and redevelopments to add parking to the greatest extent possible with off-street parking.
- Consider developing shared parking agreements between existing businesses and organizations during off-hours to alleviate problem areas.
- Review and revise zoning to better help control parking and parking requirements.
- 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.
- 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.
- 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.

Public Transit Goals & Objectives:

- Maintain existing shuttle services as coverage routes to facilitate local circulation to citizens without vehicles in Phillipsburg.
- Coordinate with Transit Providers to add stops as requested (such as the Hillcrest Apartments and/or Senior Center areas).
- 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.
- Maintain support for a future extension of the Raritan Valley line into Phillipsburg.
- Maintain support for senior citizens in regard to bus access.

Community Facilities, Recreation, and Open Space:

- Inventory existing community facilities and programs, incorporating the Community School Plan as part of the inventory and prepare a neighborhood needs assessments.
- Develop a recreation and open space plan to provide parks and recreational opportunities throughout the Town and file a ROSI with the Green Acres program to ensure funding eligibility.

Historic Preservation:

- 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.
- Continue maintenance of the Phillipsburg Register of Historic Places, adding and revising items on the register as needed.

- Develop a plan for the rehabilitation of the identified places, as needed, and re-use for economically viable purpose.
- Coordinate historic preservation efforts with other Town initiatives such as the Riverfront Heritage Trail.
- 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.
- Use the redevelopment process to identify and redevelop vacant, underutilized or blighted properties. Inventory vacant, underutilized or blighted properties and create a priority list for new redevelopment sites.
- Develop a regional marketing plan, including Easton, to promote business and tourism.

III. MAJOR PROBLEMS IDENTIFIED

When the reexamination report was prepared in 2024, 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, 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 several 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.”

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.

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.”

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.”

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.”

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.”

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.”

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.”

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.”

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

The current zoning state of the Town of Phillipsburg was analyzed in 2025 as part of the 2025 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.

- 1) Create a multifamily zone to reflect the existing multifamily housing in the R-50 zone west of Roseberry Street including portions of the surrounding B-2 zone as well as other non-conforming multi-family developments throughout the Town.
- 2) Include a portion of the I-1 zone located east of Warren Street and south of the extension of Anderson Street (middle school and residential properties) in the R-50 zone.
- 3) Convert a portion of the I-1 zone bounded by Wilson Street, Anderson Street, Warren Street and the railroad (vacant land) to the R-50 zone.

- 4) Review the B-2 zone along Route 22 and make appropriate boundary adjustments to reflect actual development; and prepare design standards to enhance the appearance and accessibility of the corridor. Incorporate appropriate recommendations from the 2009 Route 22 Corridor Improvement Plan.
- 5) The B-2 Highway Business zone at Center and Roseberry Streets should be rezoned for neighborhood commercial uses such as retail and service businesses to complement the Phillipsburg Commerce Park redevelopment area and the surrounding residential neighborhoods.
- 6) The small I-2 Heavy Industrial zone on Lock Street north of Ridge Street appears to be a remnant of the original industrial zone that covered the Ingersoll Rand site prior to the redevelopment designation. The zone consists of residential properties and should be merged into the adjoining R-75 zone.
- 7) Merge the B-3 zone south of Union Square into the B-4 zone and make adjustments to the list of permitted uses as outlined in Table IV-1.
- 8) Convert the B-2 zone at the southern end of South main Street into a new “B-5” zone to differentiate it from the highway-oriented B-2 zone along route 22 and adjust the list of permitted uses as outlined in Table IV-1.
- 9) Permit residential infill as a 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.

IV. STATUS OF MAJOR PROBLEMS IDENTIFIED

Comments to each of the problems identified in Section III above are discussed below.

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.”

- Comment Reviewed. Recommend that language surrounding industrial redevelopment areas be adjusted to emphasize flexibility in use of existing industrial area to fulfill best use of land, whether continuing as active industrial, redevelopment to new industrial, or rezoning and redevelopment to residential, depending on market conditions.

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.”

- Comment Reviewed. Recommend that a distinction between vacant and incompatible land uses be recognized, to better communicate the understanding that existing active uses are not assumed to be incompatible.

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.”

- Comment Reviewed. Recommend that town consider adoption of steep slope code to mitigate risks of encroachment-induced erosion.

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.”

- Comment Reviewed. Recommend a comprehensive revision of land use plan and related code at a later date.

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.”

- Comment Remains, but see Circulation Plan.

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.”

- Comment Remains, but see Circulation Plan.

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.”

- Comment Remains, but see Circulation Plan.

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.”

- Comment Remains, but see Circulation Plan.

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.”

- Comment Remains, but see Circulation Plan.

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.

- 1) Create a multifamily zone to reflect the existing multifamily housing in the R-50 zone west of Roseberry Street including portions of the surrounding B-2 zone as well as other non-conforming multi-family developments throughout the Town.
 - Comment Reviewed. This has been corrected as of the 2014 Zoning Map.
- 2) Include a portion of the I-1 zone located east of Warren Street and south of the extension of Anderson Street (middle school and residential properties) in the R-50 zone.
 - Comment remains.
- 3) Convert a portion of the I-1 zone bounded by Wilson Street, Anderson Street, Warren Street and the railroad (vacant land) to the R-50 zone.
 - Comment Reviewed. This has been corrected as of the 2014 Zoning Map.
- 4) Review the B-2 zone along Route 22 and make appropriate boundary adjustments to reflect actual development; and prepare design standards to enhance the appearance and accessibility of the corridor. Incorporate appropriate recommendations from the 2009 Route 22 Corridor Improvement Plan.
 - Comment was addressed, but ongoing efforts are needed to update Route 22 Corridor standards.
- 5) The B-2 Highway Business zone at Center and Roseberry Streets should be rezoned for neighborhood commercial uses such as retail and service businesses to complement the Phillipsburg Commerce Park redevelopment area and the surrounding residential neighborhoods.
 - Comment Reviewed. This has been corrected as of the 2014 Zoning Map.
- 6) The small I-2 Heavy Industrial zone on Lock Street north of Ridge Street appears to be a remnant of the original industrial zone that covered the Ingersoll Rand site prior to the redevelopment designation. The zone consists of residential properties and should be merged into the adjoining R-75 zone.
 - Comment Reviewed. This has been corrected as of the 2014 Zoning Map.
- 7) Merge the B-3 zone south of Union Square into the B-4 zone and make adjustments to the list of permitted uses as outlined in Table IV-1.
 - Comment Reviewed. This has been corrected as of the 2014 Zoning Map. Additionally, Ordinance No. O:2015-02, adopted January of 2015, has revised the list of permitted uses.
- 8) Convert the B-2 zone at the southern end of South main Street into a new “B-5” zone to differentiate it from the highway-oriented B-2 zone along route 22 and adjust the list of permitted uses as outlined in Table IV-1.
 - Comment Reviewed. This has been corrected as of the 2014 Zoning Map. Additionally, Ordinance No. O:2015-02, adopted January of 2015, has revised the list of permitted uses.

- 9) 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.
- Comment Reviewed. §625-68 of the town code enables this conditional use since the passage of Ord. No. O:2014-13 in May of 2014.

V. SIGNIFICANT CHANGES & CHALLENGES

Pursuant to N.J.S.A 40:55D-89.c: The reexamination report shall identify significant changes that have occurred in the State, County, and municipal policies and objectives.

Data Centers:

Since the adoption of the previous Reexamination Report in 2024, the rise in artificial intelligence research and services has seen a rapid proliferation of data centers to accommodate the increased demand for large-scale, enterprise-computing capacities to accommodate demand. These large-scale data centers represent a novel industrial use with limited understanding of their impacts, but preliminary evidence suggests that such facilities can contribute to heightened utility costs, depletion/contamination of local water supply, and increased noise pollution. While Governor Sherrill announced plans to establish guardrails and standards for data center development in May of 2026, such proposals are still ongoing, leaving municipalities to develop their own means to protect themselves from these possible hazards while awaiting State-level guidance.

Cottage Kitchens:

With the adoption of 53 N.J.R. 1711(a), cottage kitchen operations are able to procure a Cottage Food Operator Permit to produce certain home-made foods for sale as a home occupation. This permit is administered by the State of New Jersey, and is not subject to additional fees or regulations set by local health departments. As the Town of Phillipsburg's definition of home occupations predates the creation of this permit, cottage kitchens are currently not a permitted home occupation in any zone. It is therefore recommended that the Town update its land use ordinance definitions to include cottage kitchens as a category of home occupations.

VI. CHANGES AND RECOMMENDATIONS

- 1) The Land Use subsection of the Goals and Objectives section should include an objective to discourage or prohibit data centers in all zones.
- 2) The Land Use subsection of the Goals and Objectives section should include an objective to amend §510-12 – Design Guidelines, to adopt Residential Site Improvement Standards as an alternative standard for applicable on-site improvements.
- 3) The Land Use subsection of the Goals and Objectives section should include an objective to add clarifying language to make explicit whether or not a nonconforming building may be remodeled into a new nonconforming condition if the extent of the nonconformity is reduced relative to prior conditions.
- 4) Under Major Problems Identified, a new problem statement should be added concerning the uncontrolled proliferation of novel industrial uses, specifically data centers, and the need to prohibit their development at this time.
- 5) Under Major Problems Identified, the list of proposed zoning changes should include a recommendation to revise definitions and conditional use standards for home occupations to permit cottage kitchens pursuant to N.J.A.C. 8:24-11.2.
- 6) Under Major Problems Identified, the list of proposed zoning changes should include revising setback standards for the R-50 and R-75 zones to exempt duplex properties whose lots have been subdivided along their common wall from side setback requirements along the affected property line.
- 7) Under Major Problems Identified, the list of proposed zoning changes should include adding a definition of data centers to the list of land use definitions, and including data centers as a prohibited use in all zones.
- 8) Revise the current industrial zoning designation for properties known as Block 1804 Lots 1, 2, 3, 4 and 5 which are currently zoned Industrial 1 and rezone to be R-50. Further Lynn Road shall be included in the R-50 Zone between Meyner Road and Warren Street. This will enable existing long term residential uses to remain residential and enable them to be reconstructed as residential without burden of being a non-conforming use.
- 9) All zoning changes identified as addressed by previously adopted zoning map updates should be removed, and not carried forward as recommendations or problem statements.

The following sections reflect the proposed Goals and Objectives and Major Problems Identified sections, as re-adopted as part of this reexamination report and superseding any prior reexamination reports.

VII. GOALS & OBJECTIVES (2026 - REVISED)

The following are the goals and objectives based on the most recent Master Plan adopted in 1988, as amended through reexaminations in 1996, 2004, 2013, and 2024

Conservation:

- Identify and preserve environmental features.
- 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.
- Create a continuous greenway/trail system along the Lopatcong Creek and the Morris Canal.
- Identify, remediate and reuse brownfield sites.

Land Use:

- Undertake a comprehensive update of the Land Use Element to conform to State requirements for climate change hazard vulnerability assessment.
- Establish zoning standards for multifamily conversion, expansion of single-family homes, and in-fill development, particularly related to intensity of use and provision of on-site parking.
- Add senior housing options to residential zone districts to allow both new construction and adaptive reuse of existing structures.
- Review and revise standards for buffering, screening, lighting, and parking for non-residential uses adjacent to residences.
- Review the allowed uses and design standards for neighborhood businesses with an eye to mitigating potential adverse impacts on residential uses.
- Review the design standards for development on the Route 22 commercial corridor and develop streetscape standards to enhance both the appearance and accessibility of the corridor uses.
- Review the location and permitted uses in the Town's industrial zones and review design standards related to off-site impacts, such as traffic, noise, lights, screening, landscaping, and loading areas.
- Identify obsolete buildings and uses and provide for adaptive reuse for housing or new non-residential uses that are compatible with the surrounding neighborhood.
- Discourage or prohibit the uncontrolled proliferation of inherently harmful uses, such as data centers, from all zones.
- Amend design guidelines for site plans to adopt Residential Site Improvement Standards as an alternative standard for applicable on-site improvements.

- Add clarifying language to make explicit whether or not a nonconforming building may be remodeled into a new nonconforming condition if the extent of the nonconformity is reduced relative to prior conditions.

Housing:

- Identify neighborhoods and units in need of additional rehabilitation, prioritize them and allocate funding accordingly. Explore programs to increase affordable homeownership, such as the Section 8 Homeownership Program, low interest loans to first time homebuyers, and such programs as may be available through the New Jersey Department of Community Affairs.
- 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.

Circulation:

General Goals & Objectives:

- Encourage through traffic to use the State and Federal highway system and create disincentives for “short-cutting” through the community.
- Revise the zoning code to eliminate truck-dependent uses from areas with limited access to the major highway network. Identify specific truck routes through Town to local industrial zones/tracts.
- Develop and implement a pedestrian/bicycle circulation plan, to provide both neighborhood circulation and access to major community attractions.
- Promote public transportation options, including signed bus stops and shelters, and commuter parking arrangements.
- Inclusion of any additional goals and objectives as adopted by the previously approved Circulation Plan.

Pedestrian Goals & Objectives:

- 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.
- The Town should consider pursuing street beautification grants to further develop South Main Street with updated lighting and sidewalks.
- Coordination with railway companies to inspect the conditions of sidewalk crossings within their jurisdictions.
- Installation of additional fencing to secure steep cliffs.
- 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.
- Coordinate with DPW to ensure streets are kept tidy and free of debris.

- Development of funding sources to key mid-block crossings as part of the Capital Improvements Program.
- Install “No Parking” striping, such as yellow curbing near crosswalks and intersections to promote safe pedestrian visibility.
- Create Pedestrian Safety Campaigns to educate citizens on the dangers of roadways and promote local enforcement of existing regulations.
- Require applications to follow best practices with pedestrian infrastructure during the site plan review process.
- Pursue traffic calming measures such as speed humps in key locations to promote pedestrian safety.
- Develop better signage and striping for crosswalks to promote safety.
- Require business owners and NJDOT along Route 22 to complete and maintain sidewalk conditions.
- Consider “No Right Turn on Red” restrictions within Phillipsburg, especially around Route 22.
- Develop community group committees to focus on pedestrian activities.
- 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.
- Develop grade separated pedestrian crossings such as elevated walkways for access across Route 22 through development projects and grants.
- Provide a pedestrian crossing signal and crosswalk at the intersection of Fisher Ave and Roseberry per Engineering traffic Studies.
- Reduce jay-walking and crossing along Route 22 at non-intersection locations (mid-block) by means of infrastructure, enforcement, or social programs, as required.
- Reconstruction of problematic roads with consideration for “road diets” to shorten crossing times.
- Maintain a list of possible grant opportunities to pursue as applicable.
- Reconstruction of retaining walls in critical areas that support sidewalk.
- Develop a Pedestrians Improvements Plan similar to the existing Roadway Program to coordinate and prioritize pedestrian improvements within Phillipsburg.
- 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.
- Keep monitoring school walking routes and maintain working relations with local schools to coordinate routes with enforcement zones.
- Install accessible curb ramps at all intersections.

- Install accessible pedestrian traffic signal buttons and equipment at signalized intersections.

Trail Goals & Objectives:

- Support the City of Easton in its endeavors with the Rails to Trails Bridge.
- Adoption of the Trails Map.
- Develop and install wayfinding signage.
- Construction of the “Ice House-Kent Street Pedestrian Overpass.”
- Pursue Rails to Trails Grants to the greatest extent possible for the abandoned railways in Phillipsburg as noted on the Trails Map.
- Provide connectivity within Phillipsburg to the trail system with gateways and access points.
- Pursue Rails to Trails Grants as often as possible to convert defunct/abandoned trails to workable pedestrian and biking facilities.
- 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.
- Support the Township of Lopatcong with any development of the Morris Canal Greenway.
- Completion of all trails within the Trails Map.
- Creation of a Parks Department to facilitate maintenance, grant opportunities and future trail improvements.
- Finalize and fully implement the Morris Canal Greenway Corridor within the limits of Phillipsburg.
- Form and maintain regional partnerships with local organizations to coordinate trail goals and broader initiatives, inclusive of the ones listed within the plan.
- Coordinate the Land Use Plan with the proposed trail system to support trail-associated uses such as hotels, shops, and eateries.

Bicycle Infrastructure Goals & Objectives:

- Pass a resolution prohibiting the use of bicycles on sidewalks within the Town of Phillipsburg.
- Adopt the Phillipsburg Bikeway Network as an ordinance to facilitate grants.
- Install signage, “Sharrows”, and bicycle parking infrastructure along the Phillipsburg Bikeway Network.
- Fix any found potholes and other rideability issues along the Phillipsburg Bikeway Network to promote safe travel.
- Coordinate with local community groups to promote biking events within the Town, possibly utilizing the Phillipsburg Bikeway Network.

- Coordinate with Warren Heritage Trail Committee to develop a parallel bikeway to the Scenic Byway Corridor that interferes with the Phillipsburg Bikeway Network.
- Coordinate with Easton regarding the Delaware Canal Trail Railroad Bridge that can interface with the Phillipsburg Bikeway Network.
- 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.

Truck Goals & Objectives:

- Install signs that designate low clearance hazards for trucks.
- Install wayfinding signs that may reduce truck movement conflicts.
- 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.
- Finish/Obtain approval for the Truck Route Designation Report and coordinate with the NJDOT as necessary.
- Identify obstructions with the truck route as they coordinate with industry to relocate or remove them.
- Improve intersections and routes utilized by trucks to reduce impact to Town.
- Develop improved truck turn around at Union Square to reduce the need of trucks to utilize South Main Street.
- Coordinate with rail providers to reduce clearance conflicts within the Town.
- Improve access to rail lines to reduce truck demand at local businesses.
- Develop a partnership with the County to facilitate future truck traffic studies and improvements.
- Explore the possibility of a Howard Street industrial bypass to reduce the impacts of industrial truck traffic on local streets.

Parking Goals & Objectives:

- Coordinate with developers in the Riverfront Redevelopment Area to construct larger parking facilities for the Downtown.
- Continue monitoring parking permit usage and adjust parking ordinance as required.
- Maintain existing parking lot payments and facilities.
- Consider changing the direction of roadways to allow for additional parking on certain roads.
- Add parking wherever feasible as opportunities arise.

- Consider constructing permanent parking facilities in target areas to relieve parking congestion downtown.
- Coordinate with developers and redevelopments to add parking to the greatest extent possible with off-street parking.
- Consider developing shared parking agreements between existing businesses and organizations during off-hours to alleviate problem areas.
- Review and revise zoning to better help control parking and parking requirements.
- 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.
- 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.
- 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.

Public Transit Goals & Objectives:

- Maintain existing shuttle services as coverage routes to facilitate local circulation to citizens without vehicles in Phillipsburg.
- Coordinate with Transit Providers to add stops as requested (such as the Hillcrest Apartments and/or Senior Center areas).
- 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.
- Maintain support for a future extension of the Raritan Valley line into Phillipsburg.
- Maintain support for senior citizens in regard to bus access.

Community Facilities, Recreation, and Open Space:

- Inventory existing community facilities and programs, incorporating the Community School Plan as part of the inventory and prepare a neighborhood needs assessments.
- Develop a recreation and open space plan to provide parks and recreational opportunities throughout the Town and file a ROSI with the Green Acres program to ensure funding eligibility.

Historic Preservation:

- 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.
- Continue maintenance of the Phillipsburg Register of Historic Places, adding and revising items on the register as needed.

- Develop a plan for the rehabilitation of the identified places, as needed, and re-use for economically viable purpose.
- Coordinate historic preservation efforts with other Town initiatives such as the Riverfront Heritage Trail.
- 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.
- Use the redevelopment process to identify and redevelop vacant, underutilized or blighted properties. Inventory vacant, underutilized or blighted properties and create a priority list for new redevelopment sites.
- Develop a regional marketing plan, including Easton, to promote business and tourism.

VIII. MAJOR PROBLEMS IDENTIFIED (2026 REVISED)

When the reexamination report was prepared in 2024, it reviewed the problems and objectives identified in the 1988 Master Plan and 2004 Master Plan Update. The report identified a few of these problems as resolved. These problems can be grouped into three categories: land use, housing, 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.”

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.

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.”

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.”

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.”

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.”

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.”

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.”

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.”

10) Rise of Unregulated Data Center Development

“With the rapid proliferation of artificial intelligence (AI) tools and services, the demand for dedicated enterprise server facilities (i.e. “data centers”) has seen unprecedented levels of growth to accommodate the new technology. Existing local, regional, and state zoning and development regulations regarding dedicated computer facilities, where they exist at all, were designed around outdated assumptions of smaller, less resource-intensive on-site server facilities. Such land use assumptions, applied to this new scale of data center, risk permitting an uncontrolled proliferation of inherently harmful uses, with severe concerns for local utility costs, local water supply exhaustion/contamination, and noise pollution. Without state guidance and regulations to control these impacts, municipalities must develop their own protections to discourage or prohibit such uses from their zoning regulations.

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.

- 1) 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.
- 2) 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.

- 3) Revise land use definitions and conditional use standards for home occupations to permit cottage kitchens pursuant to N.J.A.C. 8:24-11.2.
- 4) Revise setback standards for the R-50 and R-75 zones to exempt duplex properties whose lots have been subdivided along their common wall from side setback requirements along the affected property line.
- 5) Create a definition for data centers for the list of land use definitions, and including data centers as a prohibited use in all zones.
- 6) Revise the current industrial zoning designation for properties known as Block 1804 Lots 1, 2, 3,4 and 5 which are currently zoned Industrial 1 and rezone to be R-50. Further, Lynn Road shall be included in the R-50 Zone between Meyner Road and Warren Street. This will enable existing long term residential uses to remain residential and enable them to reconstructed as residential without burden of being a non-conforming use.