

**Re: PROPERTY AT MIDWOOD RD AND GLENDALE RD (TAX BLOCK 23007, LOT 12)
LINCOLN PARK BOROUGH, MORRIS COUNTY, NEW JERSEY
ZONING AND LAND USE ANALYSIS MEMO**

I. PROPERTY DESCRIPTION

The subject property is identified as Tax Block 23007, Lot 12 in the Borough of Lincoln Park, New Jersey. Based on available municipal tax records, the property is approximately 31,200 square feet in area and is a corner lot with frontage on two rights-of-way: Midwood Road and Glendale Road. The property is separated from Route 202 to the south by Block 23008, Lot 1, which is a linear parcel that is currently wooded and features substantial topography change from north to south. Existing Glendale Road is narrow and partially unpaved to the north and west of the subject property. The Pompton River is located approximately 200 feet north of the subject property. Additionally, aerial imagery shows the historic towpath of the Morris Canal running adjacent to the subject property.

II. NEIGHBORHOOD CONTEXT

The surrounding neighborhood is occupied by detached single-family homes and several vacant wooded parcels. A restaurant is noted on the parcel to the east across Midwood Road as recently as 2020, though aerial imagery from 2026 shows the parcel as vacant with lawn cover and wooded area.

III. ZONING ANALYSIS

The subject property is located in the B-3 Business (B-3) Zone of the Lincoln Park Zoning Code. The B-3 Zone permits the following principal uses:

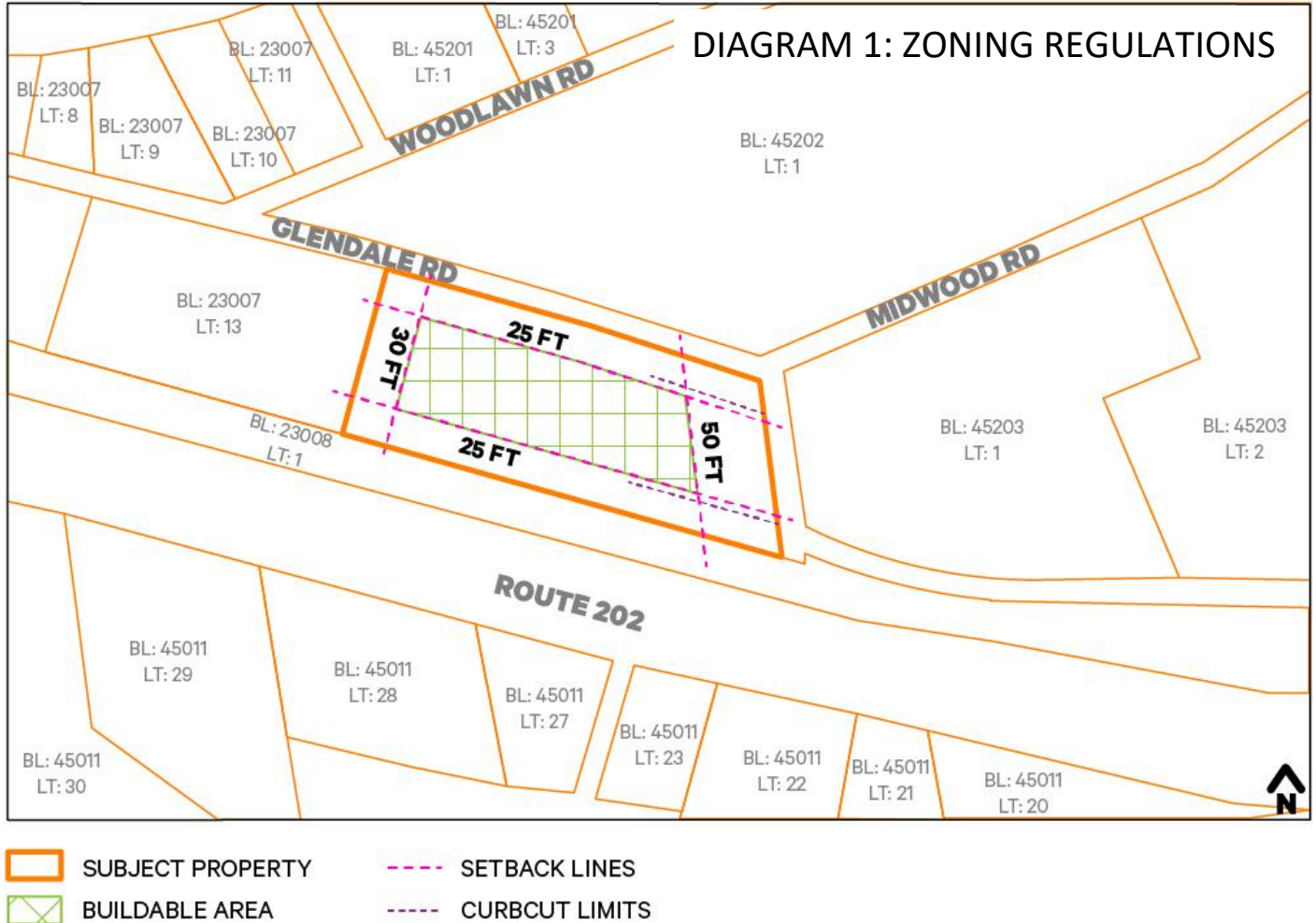
- Restaurants, diners and eating establishments open to the public, not including drive-in eating
- Motels and hotels, including motor courts, motor inns, etc.
- Bowling alleys
- Movie theaters, not including outdoor drive-in theaters

The B-3 Zone provides the following bulk standards for commercial development:

TABLE 1: BLOCK 23007 LOT 12 LINCOLN PARK		
B3 DISTRICT		
ITEM	REQ'D. / PERM.	SITE
Min. Lot Area (SF / Ac)	87,120 / 2	31,279 / 0.72*
Min. Lot Frontage (FT)	200	260 / 117*
Min. Front Yard (FT)	50	50 (Midwood)
Min. Side Yard (FT)	25	25 (Glendale) / 25 (Route 202)
Min. Rear Yard (FT)	30	30 (adjacent to Lot 13)
Max. Building Height (Stories / FT)	2.5 / 40	TBD
Max. Building Coverage (%)	30	30 (9,384 sf)
Max. Impervious Surface (%)	80	80 (25,023 sf)
Max. Curb Cuts (#)	2	TBD
Min. / Max. Curb Cut With (FT)	Min. 15 \ Max. 25	TBD
Min. Curbcut Distance from Inter. (FT)	20	TBD

*Preexisting, nonconforming condition

These bulk regulations, when applied to the site, yield a buildable area of approximately 11,863 square feet, which exceeds the permitted building coverage of the district (See Diagram 1 below). A permissible structure under the building coverage limitations would allow for a 9,300-square-foot floorplate at approximately 155 feet long by 60 feet deep.



IV. ENVIRONMENTAL CONSTRAINTS

The subject property has been screened for a variety of environmental constraints likely to impact development viability and/or land use approach. The preliminary screening seeks to flag any initial obstacles and considerations to steer project development in a realistic manner. The environmental screening for the property found the following:

- **Wetlands:** Based on a wetlands evaluation prepared by C&H Environmental, Inc., dated July 14, 2025, there are no identified wetlands on the property. However, there are mapped Freshwater Wetlands on adjacent Block 45202, Lot 1 which are classified as “Deciduous Wooded Wetlands”. The NJDEP requires Wetlands Transition Areas of 50 feet, 150 feet or 300 feet depending on the connectivity and /or resource value of the wetlands, which would need to be determined by a qualified wetlands scientist and verified by NJDEP per (Freshwater Wetlands Protection Act Rules) NJAC 7:7A. Most freshwater wetlands in NJ (ordinary or intermediate resource value) have a 50-foot-wide transition area. The C&H

Environmental report suggests a 50-foot-wide transition area buffer would be appropriate. The lesser 50-foot buffer would impact potential development along the northern and eastern portions of the site, while a 150-foot buffer would encompass the entire property. Any additional wetlands found onsite may increase impacts of transition areas. See Exhibit 1 in Appendix A for wetland locations.

- **Flood Hazard Area:** The subject property is located either just outside of or partially within the regulated floodway associated with the nearby Pompton River. A topographic survey and further FEMA mapping review will be needed to confirm if the regulatory floodway encroaches on the northern portion of the property in any manner. At minimum, the subject property is within the FEMA AE flood zone, otherwise known as the 100-year floodplain. NJDEP has strict regulations for development on parcels in the floodplain, which were recently increased under the NJ REAL regulations adopted on June 2, 2023. New regulations increase elevation of regulated development from FEMA's current base flood elevation by an additional 2-feet.

Development within the FEMA Flood Hazard Area requires permitting through the NJDEP and can put significant limitations on land use viability, particularly with residential development and "Critical Buildings & Infrastructure" such as theaters, museums, community centers, recreational / athletic facilities, schools, healthcare facilities, preschool and childcare facilities, power generation stations, utility facilities, etc. This impacts several as-of-right uses within the B-3 Zone. The FEMA panel associated with the subject property can be found in Exhibit 2 of Appendix A.

- **Waterways:** As noted earlier, the subject property is located in close proximity to the Pompton River, a regulatory floodway. While there are no surface waters present within the property lines, the subject property itself is identified as within an inactive waterway known as the Morris Canal. Former presence of the Morris Canal has triggered further study related to long-range regional planning goals discussed in Section V of this memo.
- **Threatened and Endangered Species:** The NJDEP Species Based Landscape Habitat mapping ranks habitats on a scale of 1 through 5 based on species-specific criteria. The subject property is located in the Piedmont Plains Landscape Habitat Area and was flagged as a Rank 4 parcel. Rank 4 is assigned to species-specific habitat patches with one or more occurrences of State endangered species. Additional data noted presence of Bald Eagle (*Haliaeetus leucocephalus*) foraging onsite in 2022, presence of Little Brown Bat (*Myotis lucifugus*) in 2018, and sightings of several bat species classified as of "Special Concern" in 2018 and 2021. It should be noted there were no records of freshwater species associated with the parcel. Presence of terrestrial and avian species sitings usually result in surveying for active nesting onsite and monitoring for onsite activity to inform construction schedules and mitigate impacts on mating/nesting seasons.

V. LONG-RANGE PLANNING CONSIDERATIONS

Where the environmental screening discussed in Section IV identified an inactive waterway within the subject property known as the Morris Canal, Dresdner Robin referenced the associated Morris Canal Greenway Study completed in 2019. This study seeks to adaptively reuse the former Morris Canal towpath to provide a continuous bicycle and pedestrian trail across the state spanning from the City of Jersey City in Hudson County to the Town of Phillipsburg in Warren County. The proposed greenway would allow for 111 miles of continuous recreation opportunity for New Jersey residents with potential connections to Easton, PA across the Delaware River.

In reviewing the proposed alignments and infrastructure types identified throughout the Borough of Lincoln Park, the subject property is included within the area of Segment 26a which is also identified as a “Key Project” in the overall corridor implementation prioritization.

The recommendations for the greenway within Segment 26A are to expand/widen Route 202 to include a Roadside Shared Use Path for the purposes of the greenway. However, due to the steep slope of Block 23008, Lot 1 directly south of the subject property, widening of Route 202 may prove challenging adjacent to the subject property. Alternative alignments may prefer to utilize the subject property and adjoining Lots 13, 14, 15 for a shared-use path.

Segment Mapping and Implementation Matrix associated with the relevant Segment 26A of greenway alignment can be seen in Appendix B.

VI. CONCLUSION

Should ownership not wish to pursue development of a permitted principal use, several of which now fall under the NJDEP permitting regulations, Dresdner Robin considered alternative land use options. Given that much of the immediate neighborhood is currently used for land conservation, and the only other present development is a few detached single-family homes accessed via undersized and/or unimproved rights-of-way, other commercial uses permitted within the B-1 and B-2 zones may not be appropriate or viable from a market perspective. Additionally, these uses would necessitate a d(1) use variance before the Board of Adjustment which may pose particular challenges when considered with the environmental constraints and regional planning goals impacting the property.

It is Dresdner Robin’s opinion that the best path forward for the property is to utilize the NJDEP Blue Acres program for a buyout or similar municipal program. The NJDEP Blue Acres prioritizes long-term public safety through acquisition of flood-damaged or flood-prone properties for use as flood storage, parks and open space. Under the Blue acres program, ownership would submit an application to NJDEP. NJDEP would work with state and federal partners to evaluate the application and pursue a buyout.

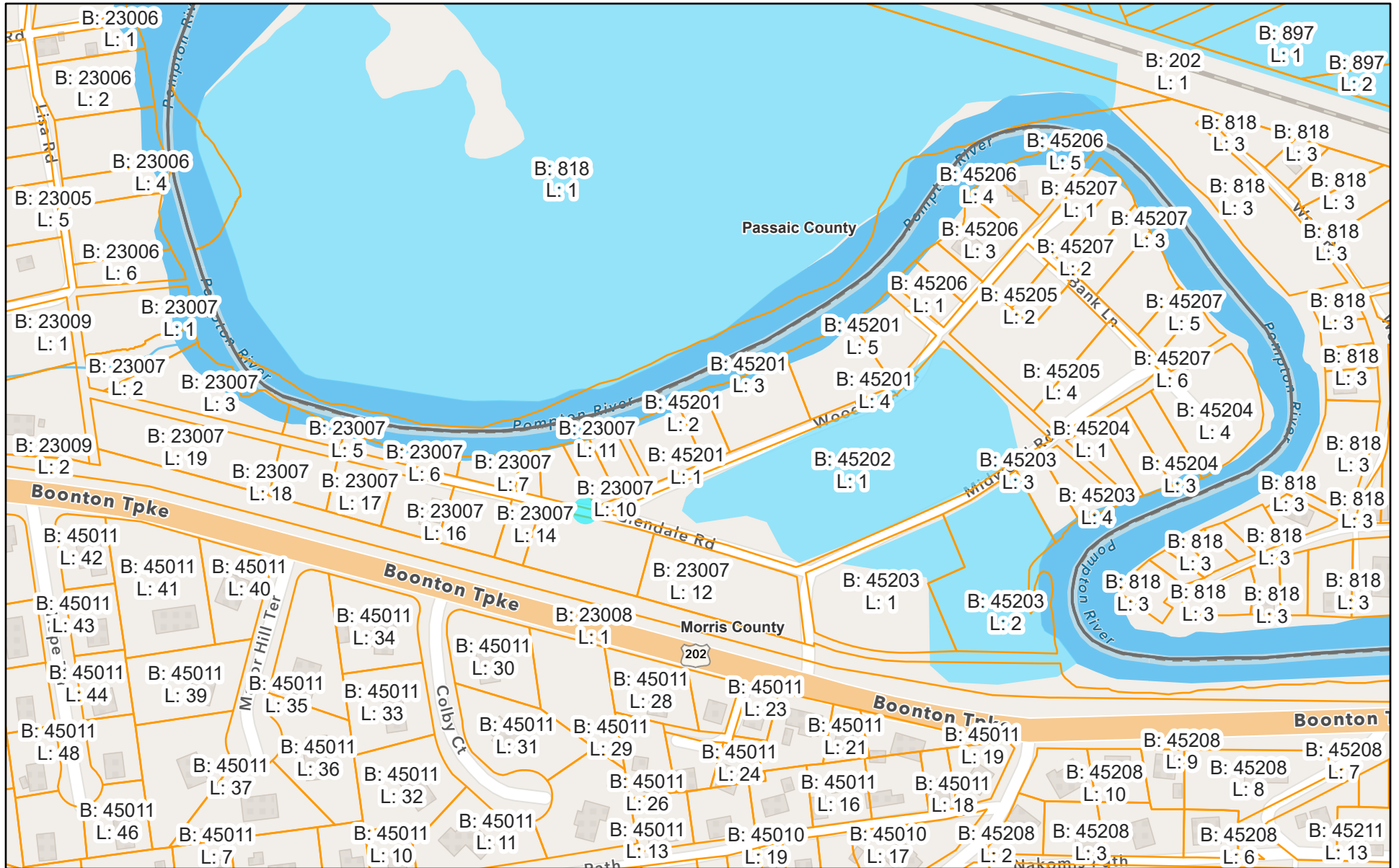
Dresdner Robin reviewed the NJDEP’s database of previous buyouts under the Blue Acres program and found that 16 properties in the immediate vicinity have been acquired through the program. Table 2 on Page 5 details these properties. Many of these properties when acquired had a single-family home which was later demolished after acquisition. In trying to establish a best-fit comparable site, we identified Block 45205, Lot 3 which is approximately 29,7605 square feet in area. This property was acquired by NJDEP in 2012 in what appears to be a vacant state based on Land Use mapping from 2012. The purchase price in 2012 was at \$9.32 per square foot of lot area. If applied to the subject property, (which does not acknowledge inflation and/or potential land value increases since 2012), it would equate to a little over a \$290,000 purchase price.

These estimates are based on review of Tax Maps for the Blue Acres parcels and underlying land use assumptions based on mapping. Contemporary price per square foot on vacant land sales would need to be verified with Blue Acres throughout the application process and a current appraisal to understand an accurate potential purchase price.

TAX BLOCK 23007, LOT 1 LINCOLN PARK, NJ

**APPENDIX A: ENVIRONMENTAL
SCREENING EXHIBITS**

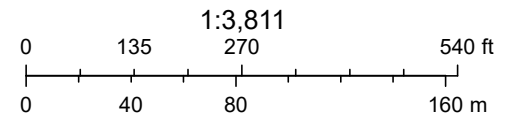
EXHIBIT 1: WETLANDS 2020



1/29/2026, 5:02:24 PM



Mapped Wetlands, 2020



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

EXHIBIT 2: National Flood Hazard Layer FIRMette



74°17'12"W 40°55'13"N



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS	Without Base Flood Elevation (BFE) Zone A, V, A99	With BFE or Depth Zone AE, AO, AH, VE, AR	Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD	0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X	Future Conditions 1% Annual Chance Flood Hazard Zone X	Area with Reduced Flood Risk due to Levee. See Notes. Zone X	Area with Flood Risk due to Levee Zone D

OTHER AREAS	NO SCREEN Area of Minimal Flood Hazard Zone X	Effective LOMRs	Area of Undetermined Flood Hazard Zone D

GENERAL STRUCTURES	Channel, Culvert, or Storm Sewer	Levee, Dike, or Floodwall

OTHER FEATURES	Cross Sections with 1% Annual Chance Water Surface Elevation	Coastal Transect	Base Flood Elevation Line (BFE)	Limit of Study	Jurisdiction Boundary	Coastal Transect Baseline	Profile Baseline	Hydrographic Feature

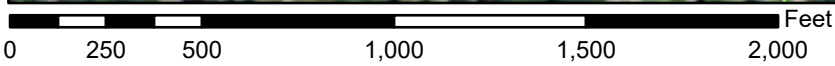
MAP PANELS	Digital Data Available	No Digital Data Available	Unmapped

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on **1/30/2026 at 2:26 PM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

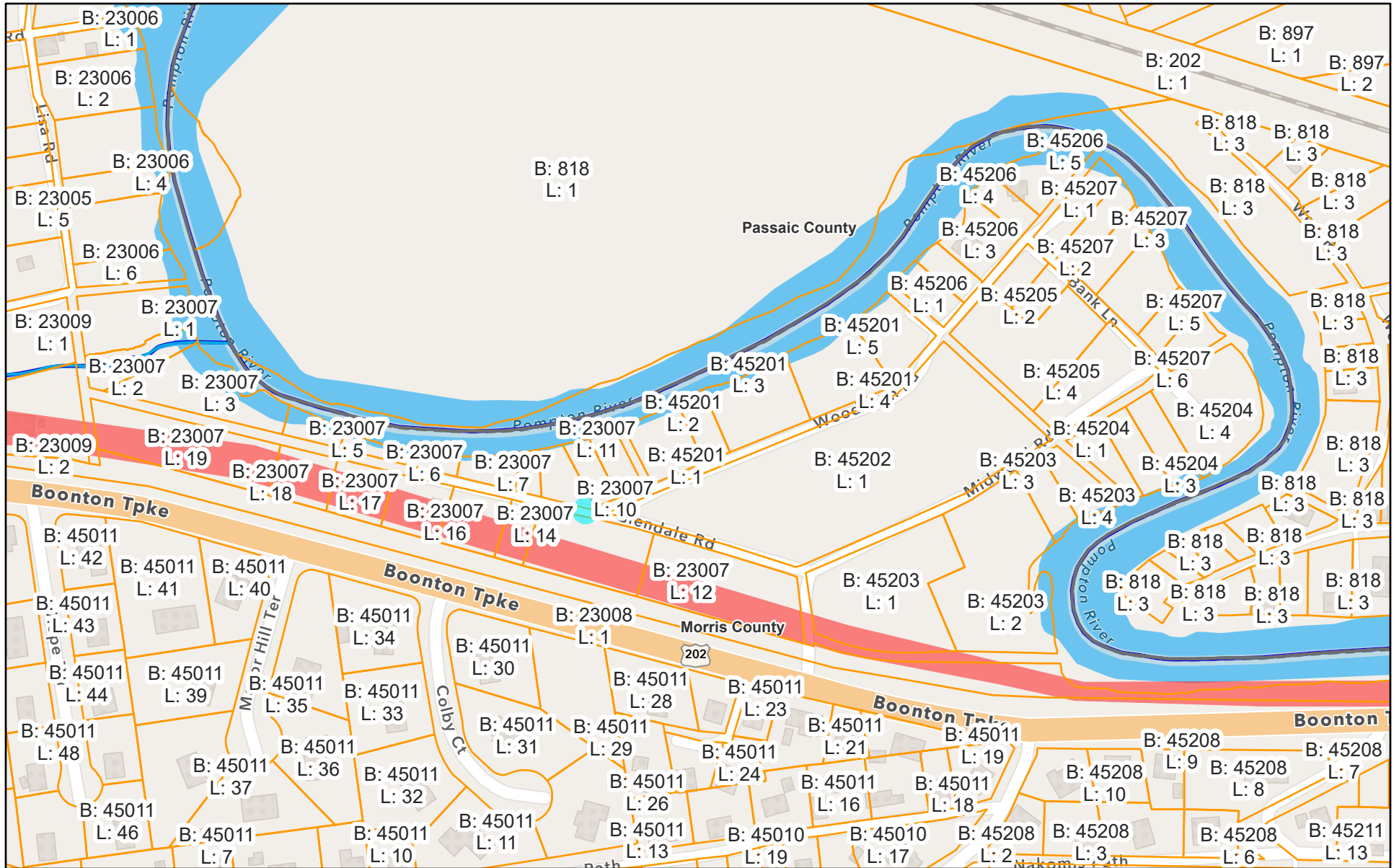


1:6,000

74°16'35"W 40°54'45"N

Basemap Imagery Source: USGS National Map 2023

EXHIBIT 3: SURFACE WATERS



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County Boundaries

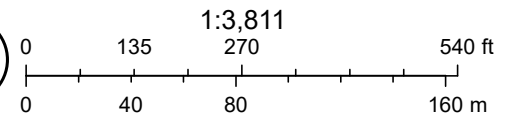
Parcels Data (Block and Lot)

Canals and Water Raceways Surface Water Quality Classification

Inactive

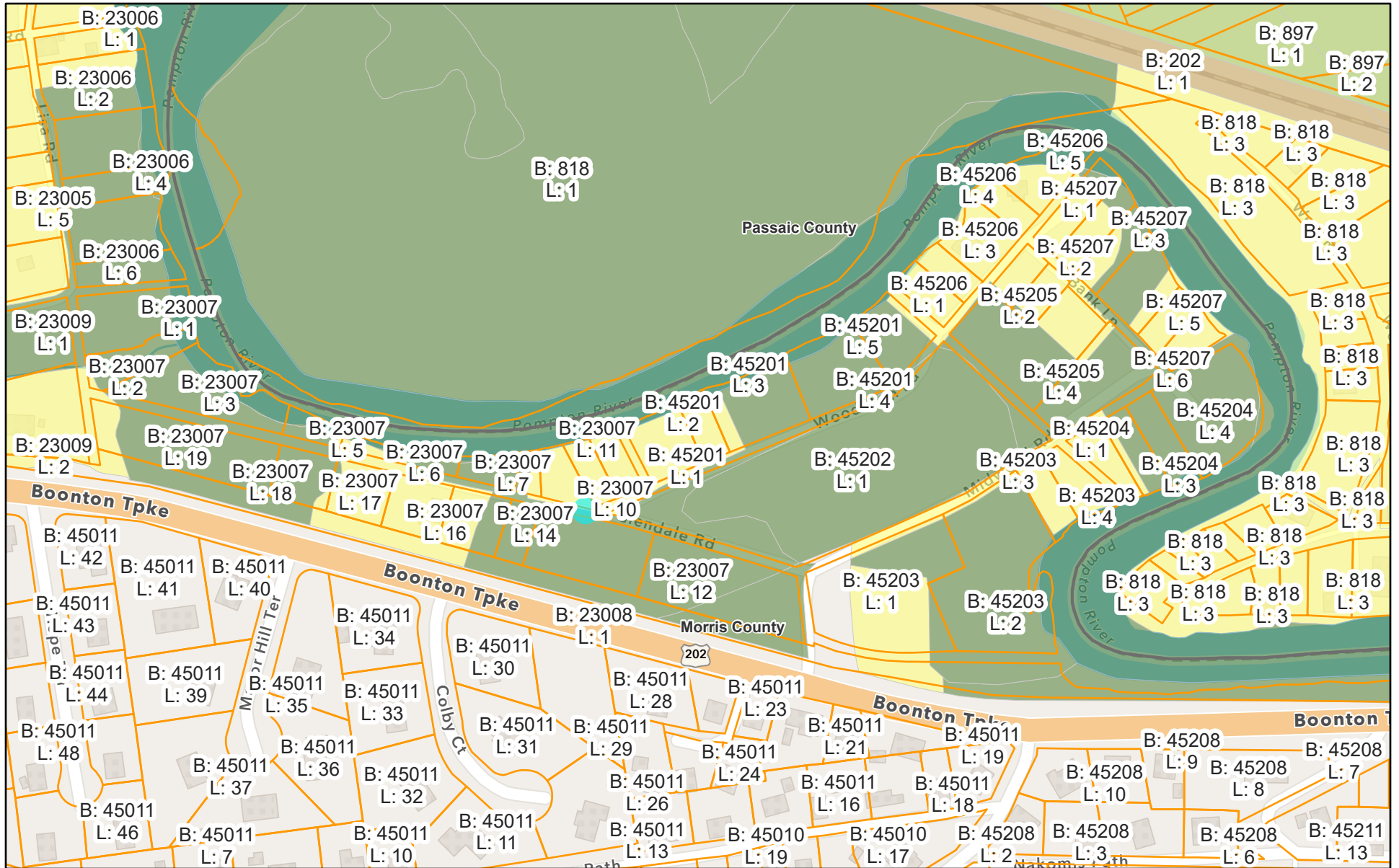
FW2-NT

Stream Network 2020



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

EXHIBIT 4: THREATENED AND ENDANGERED SPECIES



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County Boundaries

Parcels Data (Block and Lot)

SBH Piedmont Habitat - Landscape Project

Rank 1 - Habitat Specific Requirement

Rank 2 - Special Concern

Rank 3 - State Threatened

Rank 4 - State Endangered



1:3,811
0 135 270 540 ft

0 40 80 160 m

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

EXHIBIT 5: NJDEP BLUE ACRES PARCELS

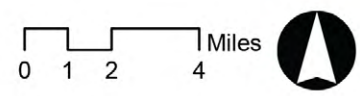
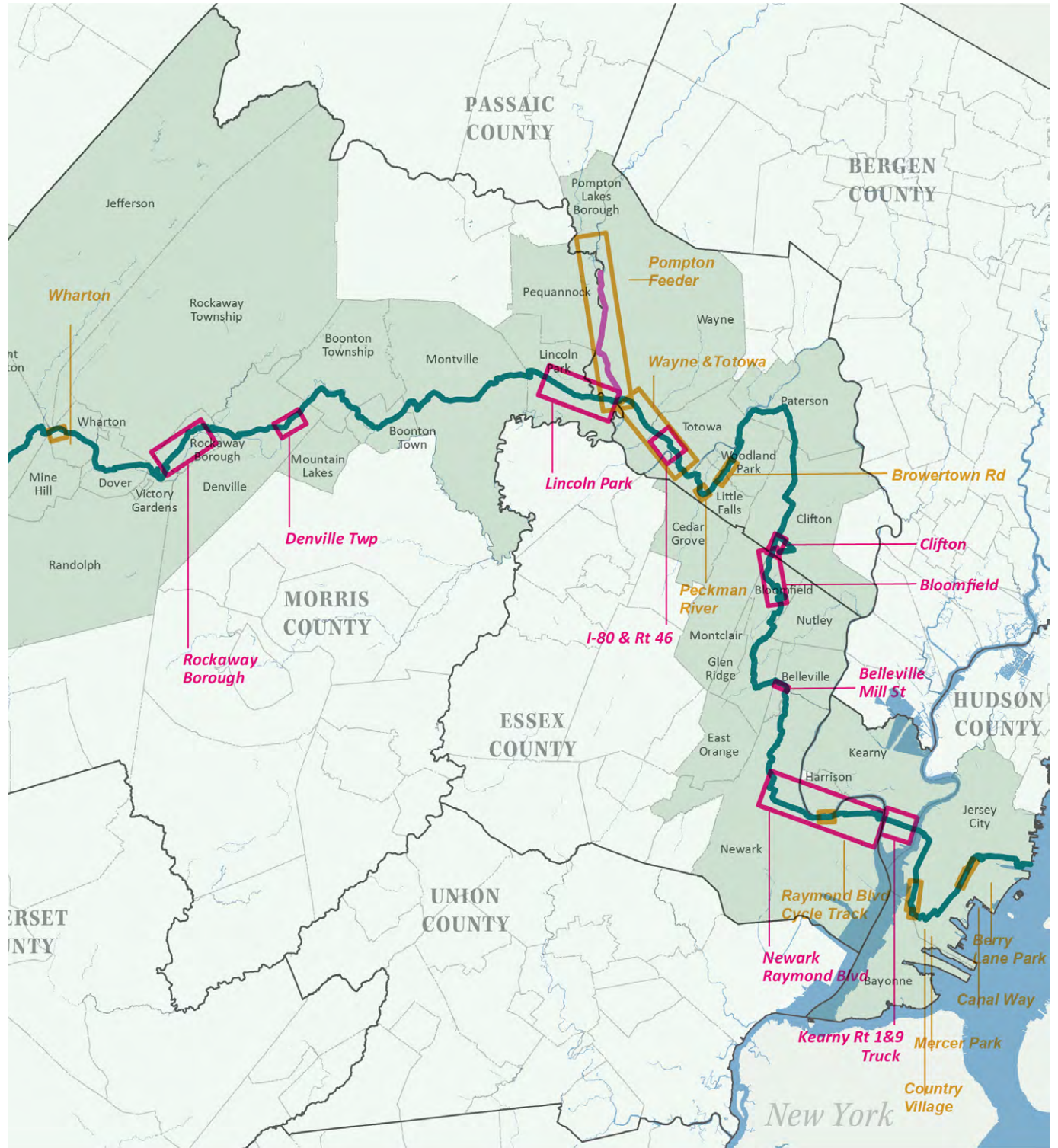
Flood buyouts owned municipally or by NJDEP Blue Acres



TAX BLOCK 23007, LOT 1 LINCOLN PARK, NJ

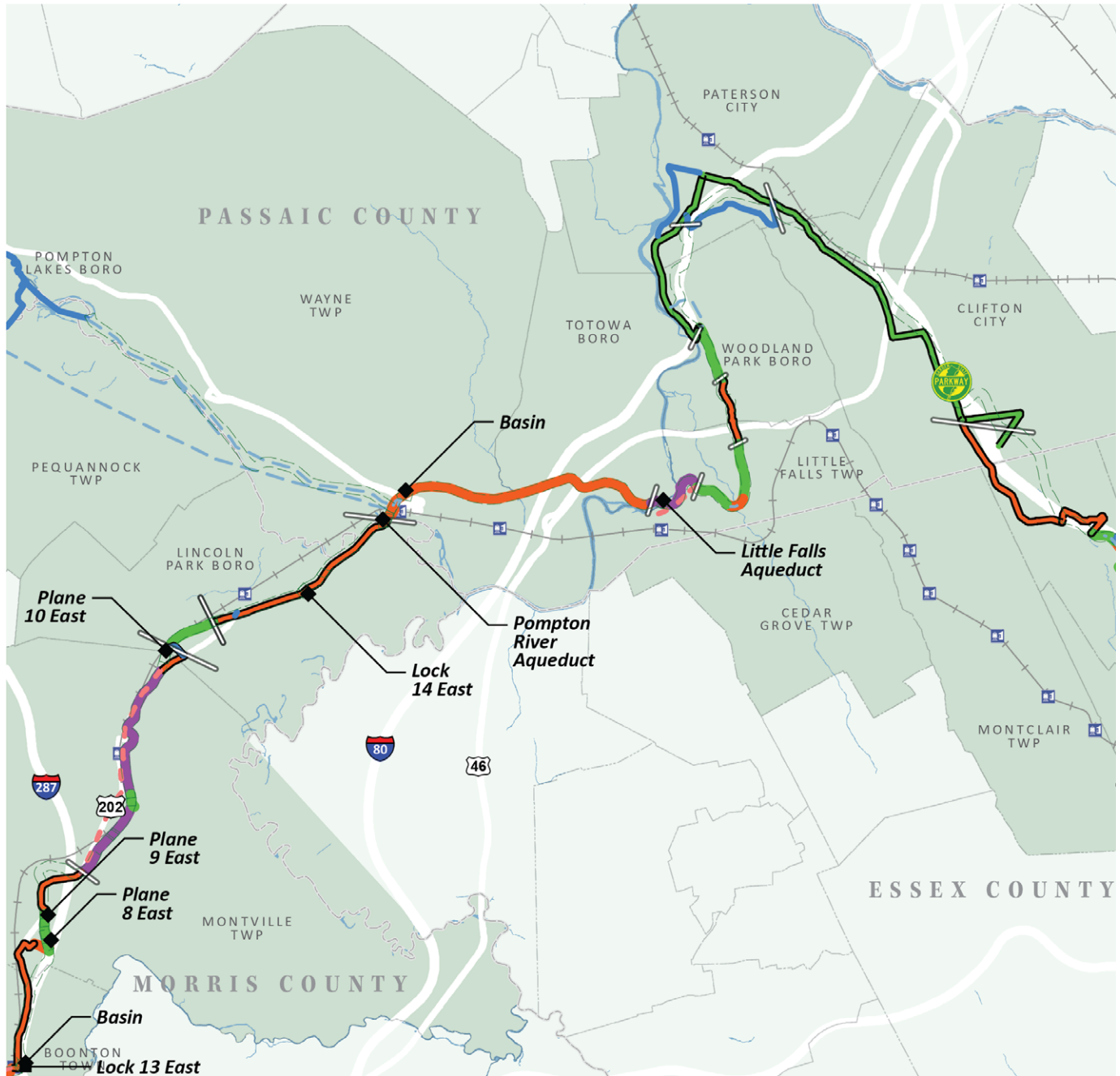
**APPENDIX B : MORRIS CANAL
GREENWAY STUDY**

Map 3.1 continued



2. Planning the Path: The Morris Canal Greenway Alignment

Map 2.5. Preferred Greenway Alignment - Eastern Section



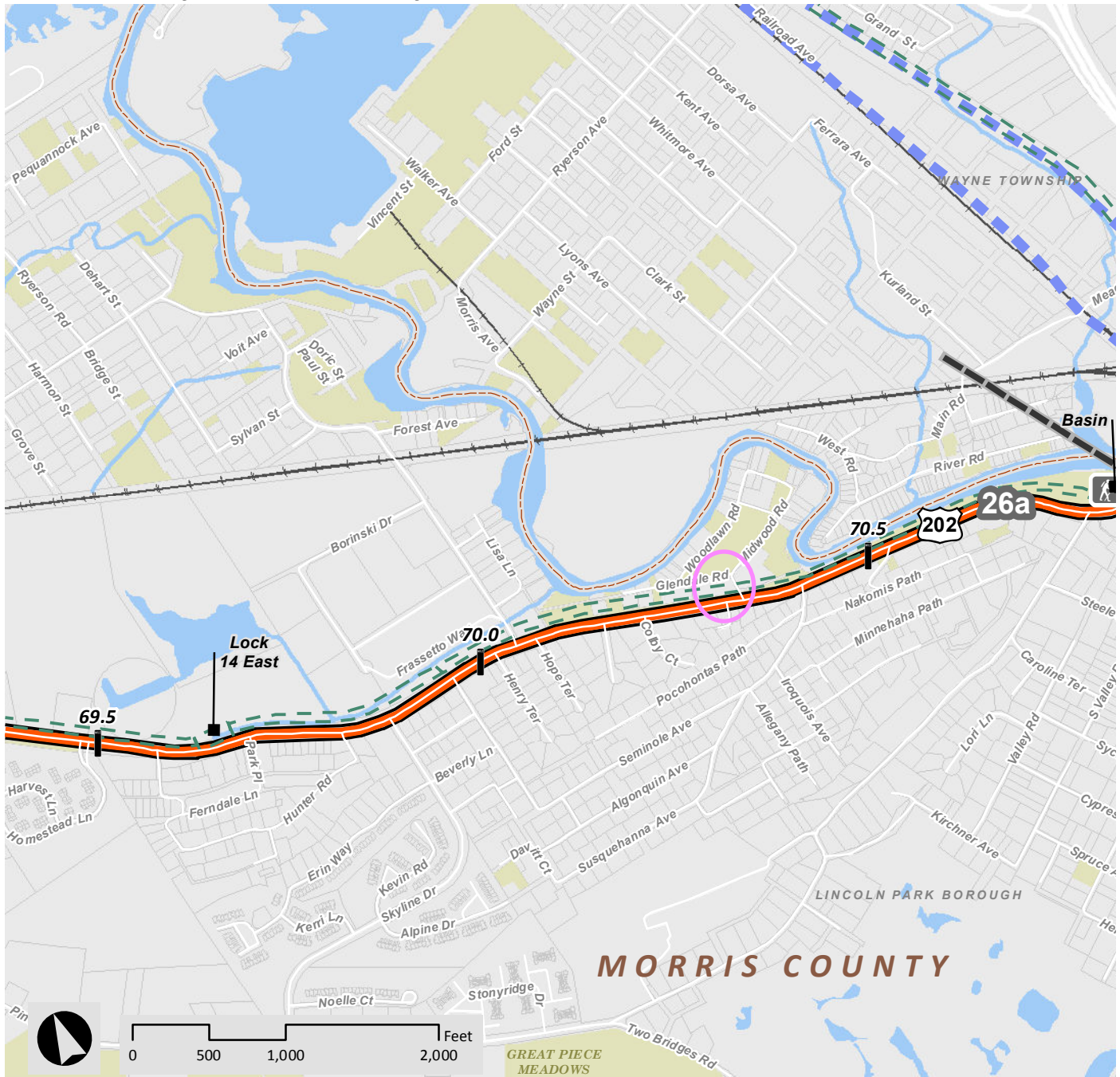
Legend

MORRIS CANAL GREENWAY CORRIDOR STUDY

On-/Off-Rd			
Existing Greenway	Spurs/Connections	Morris Canal (Historic ROW)	Municipalities
Short/Mid-Term (2018-2027)	Spur (Proposed)	Feeder canal	Railroad
Long Term (2028+)	Segment Breaks	Study Area	Train Station
Interim		Counties	Canal Features

MORRIS CANAL GREENWAY PREFERRED ALIGNMENT

Morris County & Passaic County



Legend
MORRIS CANAL GREENWAY CORRIDOR STUDY

On Rd / Off Rd	Segment Group Breaks	Mileposts
Existing Greenway	Segment Start/End Pt	Business District
Short/Medium-Term (2018-2027)	Spur (existing)	Trailheads
Long Term (2028+)	Spur (proposed)	Segment Number
Interim		

Note: Portions of the historic canal and some features do not exist today but are represented on the map for historical reference and planning purposes.
 Source: MCGCS, Morris Canal Greenway Preferred Alignment, Business Districts, Trailheads, Spurs; NJDEP, Morris Canal Historic ROW & Features (2008), Parks/Open Space (2016); NJOIT, County & Municipal Borders (2016), Railroads & Train Stations (2017), Roads (2017); for additional information refer to Appendix G: GIS Data Sources

Appendix C: Morris Canal Greenway - Preferred Alignment Implementation Matrix

Segment #	County	Municipality	Map_Pg #	Begin_MP	End_MP	Length (miles)	Dev_Status	On/Off_Road	Facility Type
23b	Morris	Boonton/ Montville	21-22	62.0	63.7	1.7	Short/ Medium	On	On-Road Facility
23c	Morris	Montville	22	63.7	64.1	0.4	Existing	Off	Canal-Side Shared Use Path
23d	Morris	Montville	22	64.1	64.9	0.8	Short/ Medium	On	On-Road Facility
24a	Morris	Montville	22	64.9	65.8	0.9	Long	Off	Canal-Side Shared Use Path
24b	Morris	Montville	22	65.8	66.0	0.2	Existing	Off	Canal-Side Shared Use Path
24c	Morris	Montville	22-23	66.0	67.5	1.5	Long	Off	Canal-Side Shared Use Path
24d	Morris	Montville/ Lincoln Park	23	67.5	68.0	0.5	Short/ Medium	On	On-Road Facility
25a	Morris	Lincoln Park	23	68.0	68.6	0.6	Existing	Off	Canal Side Shared Use Path
26a	Morris	Lincoln Park	23-24	68.6	70.9	2.3	Short/ Medium	On	Road-Side Shared Use Path
27a	Passaic	Wayne	24	70.9	72.8	1.9	Short/ Medium	Off	Canal-Side Shared Use Path

(continued)

Description	Current Funding	Current or Potential Funding Source *Funding application submitted, but not currently approved	Estimated Total Construction Cost **Only for potential key projects	Cost Estimated Developed or Provided by
Construct an On-Road facility and investigate if a Road-Side Shared Use Path along Route 202 and local roads can be installed.				
Ensure the existing wayfinding clearly follows this existing segment that follows the Morris Canal Historic ROW past Plane 8 East.				
Construct an On-Road facility or Road-Side Shared Use Path along Route 202 (milepost 56.1 - 56.9).				
Investigate if property acquisition will be required to construct a shared use path along the Morris Canal Historic ROW including a portion along Macculloch Drive. The interim route uses an on-road treatment along Route 202 (milepost 56.9 - 58.4).				
Ensure the existing wayfinding clearly follows this existing segment that follows the Morris Canal Historic ROW.				
Investigate if property acquisition will be required to construct a shared use path along the Morris Canal Historic ROW including portions along Canal Road and Whitehall Road that should also be considered for possible Road-Side shared use path treatments. The interim route uses an on-road treatment along Route 202 (milepost 58.4 - 59.2).				
Construct an On-Road facility or Road-Side Shared Use Path along Route 202 (milepost 59.2 - 59.7) and local roads.				
Ensure the existing wayfinding clearly follows this existing segment that follows the Morris Canal Historic ROW.				
Construct an On-Road facility or Road-Side Shared Use Path along Route 202 (milepost 60.4 - 62.4), consider sidewalk widening to Shared Use Path or road diet treatments. This segment provides access between Lincoln Park business district and the Mountain View, Wayne NJ TRANSIT train station.		State sources (POTENTIAL NJDOT, Safe Streets to Transit)	\$700,000**	NV5/ MCG Corridor Study
Construct a shared use path along the Canal Historic ROW between the Passaic River and I-80. Pompton Feeder - Morris Canal Phase 5 (Pompton Plains Cross Road to Little Falls)	TBD \$3,000,000	Regional TAP Program PROPOSED to Regional TAP Program*		Passaic Co Passaic Co