

Center City Expansion Redevelopment Plan

City of Paterson
Passaic County, New Jersey
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INTRODUCTION

The Central Business District of the City of Paterson, also known as the “Center City” area, is located in the heart of the City. This Area has been the subject of several redevelopment planning efforts over the last several decades. The first redevelopment plan for this area, the “Central Business District 1-A Urban Renewal Plan” was adopted in September of 1964. In the ensuing decades, much of the area remained devoted to surface parking lots. A new vision for the area was presented in the September 2004 Amendment to the Central Business District Redevelopment Plan.

The 2004 Plan envisioned transformation of the central business district with a design sensitive to the context of its surroundings that would provide a new critical mass of residential density, draw visitors to the area, and reinforce the promise and potential of the City of Paterson. The anchor to this concept was a shopping mall with a public-private atrium, surrounded by a mix of retail, offices, apartments, and structured parking to replace the surface lots and complement the proposed scale of the development. In 2009, the Center City Mall opened during the nadir of the economic recession that gripped the global economy. The Mall has only partially fulfilled the vision described in the 2004 Plan.

In the years since the Mall has opened, the transformation envisioned by the Plan has not come to fruition. The initial phase of the plan was developed, but subsequent phases have not proceeded and the Mall has not created the connection to the Central Business District that was anticipated. In response to the continued need for revitalization of the central business district, the Paterson City Council proposed an expansion of the previously designated redevelopment area. The study, completed in August 2016, and adopted by the City Council in October 2016, expanded the Area to include the remainder of the previously designated Block 6201, 6202, and 6203.

CONTENTS OF A REDEVELOPMENT PLAN

The Redevelopment Plan becomes the formal planning document guiding the redevelopment and revitalization of the Redevelopment Area. The Redevelopment Plan is statutorily required to include an outline for the planning, development, redevelopment or rehabilitation of the Redevelopment Area sufficient to indicate:

1. Its relationship to definitive local objectives as to appropriate land uses, density of population and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.
2. Proposed land uses and building requirements in the redevelopment area.
3. Adequate provision for the temporary and permanent relocation, as necessary, of residents in the redevelopment area that will be displaced including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market.
4. An identification of any property within the Redevelopment Area that is proposed to be acquired in accordance with the Redevelopment Plan.
5. Any significant relationship of the Redevelopment Plan to:
 - a. The Master Plans of contiguous municipalities;
 - b. The Master Plan of the County in which the municipality is located; and
 - c. The State Development and Redevelopment Plan adopted pursuant to the "State Planning Act" P.L. 1985,C.398 (N.J.S.A.52:18A-196 et seq.).
6. As of the date of the adoption of the resolution finding the area to be in need of redevelopment, an inventory of all housing units affordable to low and moderate income households, as defined pursuant to section 4 of P.L. 1985 c.222 (C.52:27D-304), that are to be removed as a result of implementation of the redevelopment plan, whether as a result of subsidies or market conditions listed by affordability level, number of bedrooms, and tenure.
7. A plan for the provision, through new construction or substantial rehabilitation of one comparable, affordable replacement housing unit for each affordable housing unit that has been occupied at any time within the last 18 months, that is subject to affordability controls and that is identified as to be removed as a result of implementation of the redevelopment plan.

This Redevelopment Plan provides a detailed guide for the revitalization of this area of Paterson. The following is a review of the area, the basis for the development of the Plan in the Master

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Plan, and the District land use standards. This Plan also provides the administrative procedures and requirements for the implementation of the Plan.

PROCESS

In August of 2016, the City Council directed the Planning Board to undertake a redevelopment investigation of the Expanded Center City Area, which consists of thirty-six parcels within Blocks 6201, 6202, and 6203. The Expanded Center City Redevelopment Area study was presented to the Planning Board in September 2016, and was subsequently designated as an “an area in need of redevelopment” by the City Council in October of 2016.

The next stage in the redevelopment planning process is the preparation and adoption of a Redevelopment Plan for the expanded area. The Plan will incorporate the newly designated parcels with the previously designated parcels.

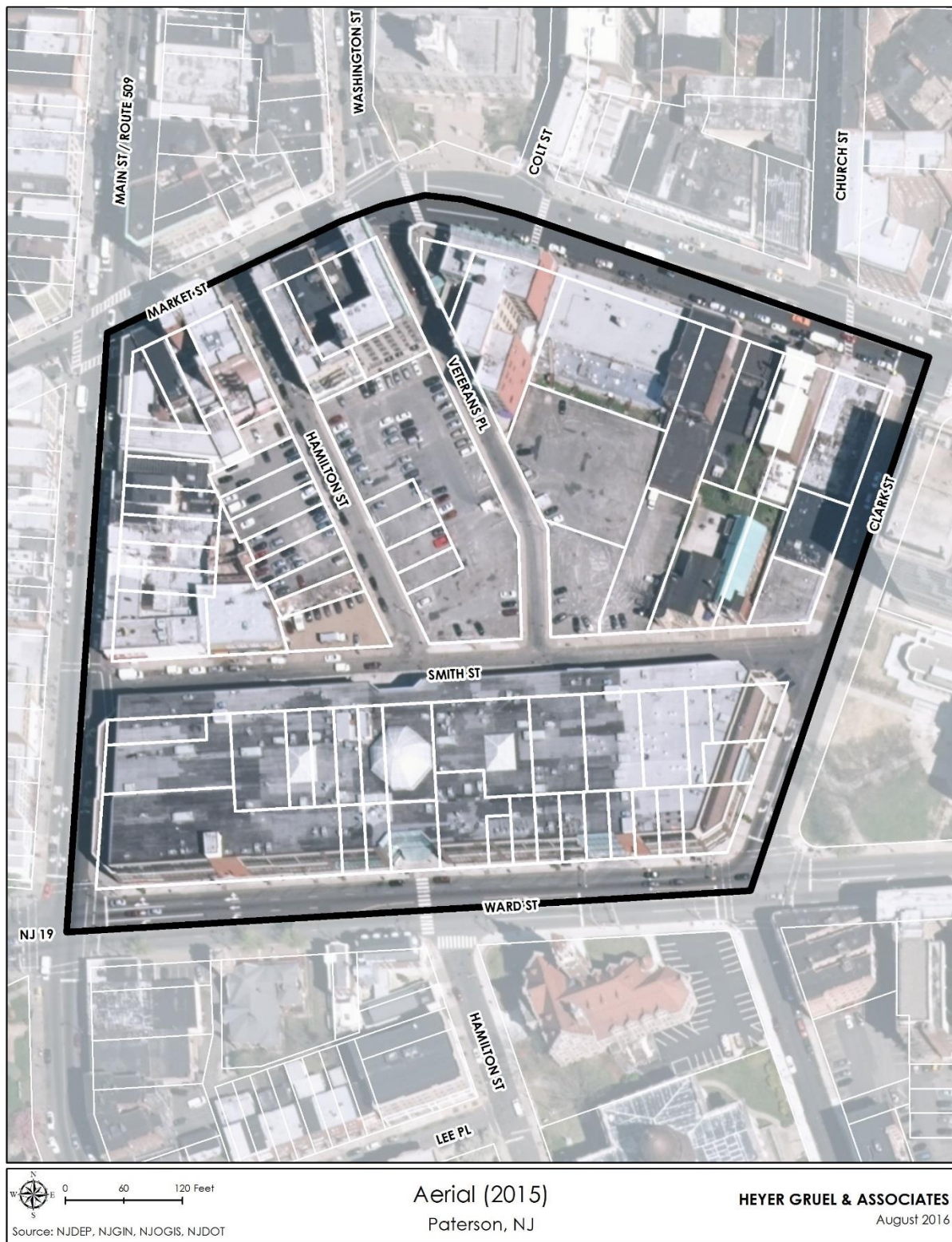


Figure 1 - Redevelopment Area Aerial Image

PLANNING CONTEXT

Description of Area

The Area is made up of the original Central Business District Redevelopment Area, which consists of twelve (12) parcels on the current tax maps. The expansion includes an additional thirty-six (36) parcels to bring the total to forty-eight (48) properties located within four blocks in the First Ward of the City (see Figure 1). The Area is located in the downtown neighborhood in the central part of the city. The Area is roughly pentagonal. Its bounds are formed by Ward Street on the southern edge, Clark Street on the eastern edge, Market Street on the northern edges, and Main Street on the western edge. The focal point of the existing redevelopment area, around which the newly expanded area is located, is the Center City Mall.

The Study Area comprises mostly commercial and mixed-use properties owned by private entities. There are several properties owned by the City of Paterson, the Paterson Parking Authority, and the Paterson Public School District within the Area. The Area and its surroundings form the City's commercial core and serve as the seat of governmental operations. The Ward Street Paterson Station on the NJ Transit Main Line is located about two blocks east of the Study Area.

Land Use

The Area includes forty-eight (48) lots in a mixture of public and private ownership. The Center City Mall is located in Block 6220 on land owned by the Paterson Parking Authority. Of the remaining 45 lots, thirty-one of the properties are coded as commercial in the property tax records. The Paterson Parking Authority owns the surface parking lots made up of several tax lots located in Block 6202 (between Veterans Place and Hamilton Street) and Block 6203 (at the corner of Smith Street and Veterans Place) and a vacant property located at the corner of Hamilton Street and Smith Street in Block 6201. Passaic County owns one property on the corner of Smith Street and Clark Street. There are two are public school properties along Smith Street. One property is coded as industrial, although its current use appears to be commercial.

Some of the properties coded as commercial are purely commercial space; however, many of these properties along Main Street in Block 6201 have apartments on the upper floors. See Figure 3 for the land uses within the Area.



Figure 2 - Redevelopment Area Location

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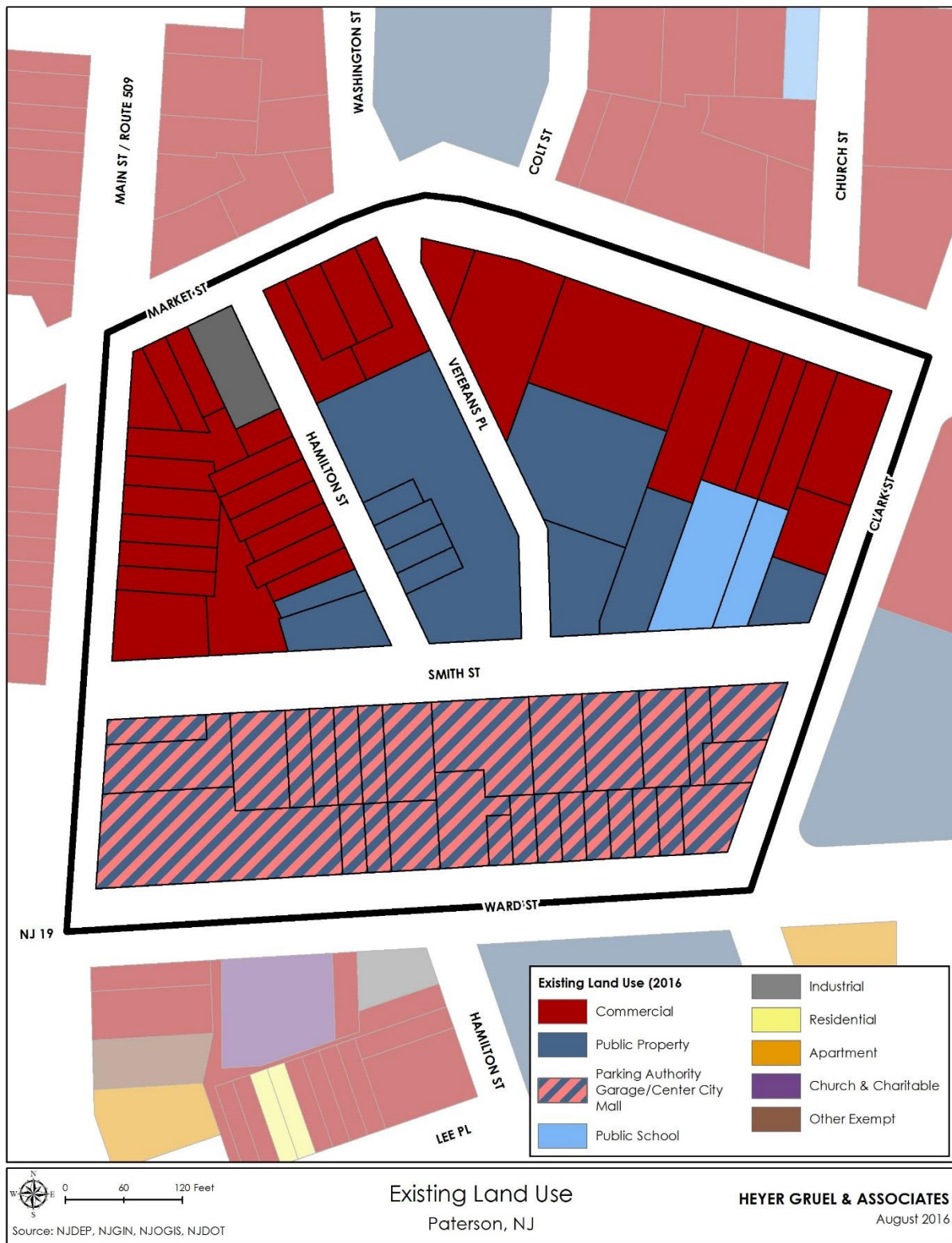


Figure 3- Land Uses (MODIV)

Current Zoning

The current zoning for a portion of the Area is set forth in the Amendment to the Central Business District Redevelopment Plan, dated September 2004, while the remainder is located in the B-4 Business Zone. The zoning permits and encourages dense commercial development and allows residential uses on upper floors with no height restrictions. The intensity of development is governed by a permitted floor area ratio (FAR) of 5.0, with the potential to increase the allowable density upon the provision of public amenities. The Study Area is also located in the City's Urban Enterprise Zone and the Downtown Historic District.

Property Description

Along the Main Street edge of the Area, the buildings are between one and three stories, with commercial uses at ground level, and mostly residential units on the upper floors. Several of the properties have rear yard access, either at ground level, or via upper floor fire escapes, to the surface parking lot located on the western side of Hamilton Street.

The properties along Market Street are developed with buildings that are mainly commercial and office space. Some of these buildings are experiencing vacancy in their upper stories. The majority of the buildings are classified as "contributing" or "key-contributing" to the character of the Downtown Historic District.

The Clark Street frontage of the area is developed with single story commercial buildings. These buildings generally do not have a strong connection to the street, and this portion of the area is not inviting to pedestrians.

There are three surface parking lots occupying the middle of the Area. These lots are located with frontage on Hamilton Street and Veterans Place. The parking lots that are located in Blocks 6202 and 6203 are owned by the Paterson Parking Authority. These properties designated as in need of redevelopment in the original Study. In the 2004 Plan, these lots were envisioned to be developed as a structured parking facility and an apartment building. The surface lot located in Block 6201 is part of the expanded area, and is currently in private ownership.

The remainder of the Area is developed with the Center City Mall. The Mall occupies Block 6220 between Main Street and Clark Street to the west and east, and Smith Street and Ward Street to the north and south. The mall consists of three stories of indoor retail space occupying 320,000 square feet. The mall has four ground level entrances, one each on Main Street, Smith Street, Clark Street, and Ward Street.

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There is subsurface parking under the mall that is accessible from Smith Street and Ward Street. This facility is owned by Center City and managed by the City of Paterson Parking Authority and contains 640 parking spaces. As part of the construction of the mall, the City vacated the Smith Street right-of-way to allow ingress and egress ramps to the parking facility to be constructed.

Urban Enterprise Zone

The Urban Enterprise Zone is a state program designed to encourage employment and economic development in urban areas through incentives such as a reduced sales tax for consumers, and subsidized unemployment insurance for employers. In designated Urban Enterprise Zones, sales tax is reduced to 3.5% rather than 7%. UEZ member businesses also receive tax exemption on many operating expenses incurred. The UEZ also helps to administer and coordinate improvements to business areas as well as assist with small business loans to members. All of the properties in the Area are located within the UEZ.

Historic Preservation

A portion of the Area is located in the City's Downtown Historic District. This district was listed on the National Register of Historic Places on February 12, 1999. The history of the district and the architectural characteristics of the buildings in the district are seen as significant by the National Park Service, which merited its inclusion on the National Register. The district had previously been designated on the State of New Jersey register of historic places on December 15, 1998. In 2006, the Downtown Commercial Historic District was designated at the local level with a slightly different boundary, which encompasses all of the Redevelopment Area with the exception of the Center City Mall property.

The streets around City Hall, including the Market Street corridor, which forms the northern boundary of the Redevelopment Area, are the heart of the historic district. Several key buildings in the redevelopment area are crucial to the character of the historic district. These include 180 Market Street, 152 Market Street, 148 Market Street, 140 Market Street, and 126 Market Street. Figure 4 shows each of the properties within the Redevelopment Area that is classified as "contributing" or "key contributing" to the character of the district. Lots 11 and 12 in Block 6203 are not included in the historic district on the National Register, but are included on the Municipal Register.

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Paterson Historic Preservation Commission

The Paterson Historic Preservation Commission is tasked with reviewing applications for development within the City's historic districts and affecting historic sites. The Commission, or a sub-committee reviews and makes recommendations on all applications for new construction, reconstruction, demolition, restoration, exterior or interior replacement, alteration or other work which would damage the exterior appearance of any structure or site in the District.

Any proposed redevelopment projects in the Area that are in the Historic District will have to undergo review by the Paterson Historic Preservation Commission. The review will evaluate the proposal using the standards in the City's Historic Preservation Ordinance and the design guidelines for the Downtown Commercial Historic District.



Figure 4 - Historic District Building Classifications

Transportation

Circulation in the Area

The Area is bound by:

- Main Street (Passaic County Route 509)
- Market Street (Passaic County Route 648)
- Clark Street
- Ward Street

These four streets provide the perimeter of the Area. The northern side of Center City Mall is bound by Smith Street, which connects Main Street to Clark Street. Hamilton Street and Veteran's Place provide one-way connections between Market Street and Smith Street. The 2014 Master Plan notes that Main Street and Market Street are both among the most heavily trafficked roadways in the City and experience significant congestion, particularly during peak times of day.

Public Transportation in the Area

The Area is located approximately two blocks from the Paterson Ward Street Station. This station is located on the New Jersey Transit Main Line. The Area's proximity to the station represents an opportunity to encourage uses that can benefit from locating near transit. Future development should include an attractive pedestrian walkway, wayfinding signage, and other design concepts and amenities linking the Area to the train station.

In addition to the nearby train station, the Area is also serviced by a number of New Jersey Transit bus routes. The Broadway Bus Terminal is located approximately four blocks from the northeastern corner of the Area. This terminal, and City Hall, are the origin points for a number of bus lines that service the Area in particular, and the City of Paterson in general.

2014 City of Paterson Master Plan

The most recent Master Plan for the City of Paterson was adopted in 2014. This plan provides numerous goals, objectives, and recommendations that are relevant to the redevelopment of the Center City Area.

General Goals:

- To revitalize the City of Paterson
- To guide the future development of the City
- To coordinate previously fragmented plans for the City
- To make the City more sustainable – economically, socially, and environmentally
- To embrace the urban character of the City

Land Use Goals:

- Encourage mixing of compatible uses.
- Promote density and mixed uses (office, residential, retail) around both existing and proposed transportation hubs.
- Facilitate the revitalization of the downtown of the City
- Promote entertainment and nightlife such as restaurants and theaters
- Provide new housing opportunities
- Provide space for office/commercial use
- Encourage destination retail shopping
- Address excessive parking standards

Urban Design Goals:

- Provide new landscaping, street trees, street furniture, decorative street lights, and other attractive streetscape elements.
- Enrich the visual prominence of key landmarks.

Housing Goals:

- Allow for sufficient housing density in appropriate areas to meet market demand.

Circulation / Transportation Goals:

- Integrate land use and parking with public transportation routes
- Provide adequate parking to accommodate visitors to the City

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- Strategically locate parking so as not to disrupt the pedestrian environment

Utilities Goals:

- Implement green stormwater infrastructure best practices to help reduce impacts from storm and flood events.

RELATIONSHIP TO THE CITY'S LAND DEVELOPMENT REGULATIONS

The Area shall be redeveloped in accordance with the standards detailed in this Redevelopment Plan. The Plan supersedes the use, bulk, and design standard provisions of the 2004 Amendment to the Central Business District Redevelopment Plan, as adopted and amended, and the City's Land Development Regulations. Unless otherwise specified within this Plan, all definitions from the City's Land Development Ordinance shall apply.

Any deviation that would result in a "d" variance pursuant to N.J.S.A. 40:55D-70d, shall be addressed as an amendment to the Plan. Neither the Planning Board nor the Board of Adjustment shall have authority to allow deviations which would result in a "d" variance. The Planning Board shall have power to grant relief from other bulk and dimensional requirements of this Plan to the same extent as the Board may grant relief from bulk and dimensional requirements pursuant to N.J.S.A. 40:55D-70c.

All exceptions or waivers from design standards from the requirements for site plan or subdivision approval shall also be granted by the City Planning Board.

All development must be approved by the Planning Board and shall be submitted through the normal site plan and subdivision procedures as identified by N.J.S.A. 40:55D-1, et seq.

Final adoption of this Redevelopment Plan by the City Council shall be considered an amendment to the City Zoning Ordinance and Official Zoning Map.

GOALS AND OBJECTIVES OF THIS PLAN

The overall goal of the redevelopment effort for the Center City Area is to maximize the economic potential of the Area and to revitalize the City of Paterson's downtown. There is untapped potential in the existing built environment of the City, and there are numerous opportunities for new development. The concepts proposed in this redevelopment plan are consistent with the City's Master Plan and other planning efforts. The objectives of the Redevelopment Plan include the following:

- *Revitalize the Central Business District of the City* – The overall goal of this Plan is to continue to build on previous redevelopment efforts and to promote the revitalization of the Center City Mall area.
- *Provide an appropriate mix of entertainment, retail, and service options* – The Center City Area is located in the heart of the City. The area is lacking in vibrant entertainment and retail options in the evenings. This plan seeks to create a true destination for residents of the City, and for people from surrounding communities that will attract visitors at all times of day, including in the evenings and on the weekends.
- *Capitalize on existing employment centers in the City* – The Area is located in the heart of the City near City Hall, the Passaic County Court House, and other centers of employment. The Plan proposes development that is compatible with the daytime needs of these populations.
- *Encourage adaptive reuse and occupancy of vacant upper stories* – A common problem throughout the City, and one identified in the Master Plan and other planning documents, is that there is extensive upper story vacancy, particularly in the downtown area. The Plan encourages adaptive reuse and occupancy of these underutilized spaces.
- *Encourage design that complements and enhances the existing architecture in the Area* – The Area is located in the Downtown Historic District. There are several iconic buildings in and around the Area that contribute to the history of the City. Development within the Area should be mindful of the historic value and proceed in a contextually sensitive manner.
- *Promote pedestrian connections between transit options and destinations* – The Area is served by New Jersey Transit bus routes, and is in close proximity to the Ward Street

Station. The proposed redevelopment and intensification of density and uses in the Area should capitalize on the opportunities afforded by the nearby transit options. Key destinations in and around the Area include Paterson City Hall, the Passaic County court house and administrative facilities, and the Center City Mall. Streetscape amenities and wayfinding signage should be provided to create a safe, secure, and attractive environment for pedestrians.

- *Ensure that adequate parking is provided without diminishing the vibrancy of the streetscape* – The Area includes several properties owned by the Paterson Parking Authority, and it is anticipated that development will include structured parking facilities. The plan encourages the provision of shared parking, but also considers the importance of maintaining a vibrant street level environment. In addition, there are a number of existing parking facilities within a quarter of a mile of the Area. The efficient utilization of these facilities is encouraged.
- *Promote energy efficiency and sustainable design* – The Plan proposes design standards for sites and buildings that incorporate principles of energy efficiency and sustainability. The City's combined sewer overflow system is severely burdened, so reducing storm water run-off from sites into the City's storm sewers is a priority.

LAND USE PLAN

The Center City Expansion Redevelopment Plan proposes two new land use districts to replace the current zoning for the property. The bulk and use standards in these districts are intended to provide significant flexibility for future development within the Area.

The Center City Mall and Entertainment District encompasses the original redevelopment area plus several additional properties. These include the Center City Mall structure, the surface parking lots on the interior of the area, and several additional properties that extend to Clark and Market Streets.

The Mixed-Use Downtown District shall apply to the remaining properties in the Area. These include the properties along Main Street between Smith and Market Streets, and the majority of the area that fronts on Market Street.

Figure 5 shows the proposed land use map for the Redevelopment Area.



Figure 5- Proposed Land Use Districts

DISTRICT STANDARDS

CCM - Center City Mall and Entertainment District

Intent

The intent of the Center City Mall and Entertainment District is to provide an opportunity for public-private partnership between the City of Paterson Parking Authority and the developer of the Center City Mall. This district will focus on encouraging the development of commercial and entertainment uses, along with structured parking, that can be integrated with the existing Center City Mall and the surrounding neighborhood. This district is ideal for a wide variety of entertainment options including the introduction of gaming in northern New Jersey should state legislation be enacted to permit such activity in the future.

Principal Permitted Uses

The Center City Mall and Entertainment District seeks to allow a wide variety of retail, service, lifestyle, and entertainment uses.

- Retail stores and shops
- Grocery Store, not to exceed 70,000 square feet
- Personal service businesses including, but not limited to:
 - Medical spas
 - Healthcare services
 - Veterinary clinics / animal hospitals
 - Body piercing, skin art studios, and tattoo parlors
- Child Care Centers
- Office, business or professional
- Art galleries, libraries, museums.
- Theaters, arenas, sports entertainment venues
- Recreation and amusement establishments, commercial
- Eating and drinking establishments, without drive-through windows
- Brew-Pubs, Micro-breweries, and Micro-Distilleries
- Coffee roasters and coffee shops
- Medical marijuana treatment center
- Hydroponic farming
- Artisan light manufacturing
- Banks and financial institutions without drive-up / drive-thru windows

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- Hotels
- Gaming
- Public facilities
- Structured parking
- Public utilities
- Educational facilities
- Multi-family residential units, except on ground floor

Accessory Uses

- Restricted Distilleries
- Any uses customarily incidental and accessory to the principal use of the property.

Definitions

The following definitions shall govern for purposes of this Plan:

- Artisan light manufacturing – The manufacture of consumer goods involving the use of hand tools and/or small-scale equipment. No byproduct of this manufacturing process (including noise, smells, fumes, etc.) should be evident from outside the unit in which the process occurs.
- Coffee roaster – A facility for the roasting of raw coffee beans. The facility may include retail sales of coffee beans and accessories, and may have a café as an accessory use.
- Gaming – The dealing, operating, carrying on, conducting, maintaining or exposing for pay of any game as defined in the NJ Casino Control Act (N.J.S.A. 5:12-1 et seq.).
- Hydroponic Farm – An establishment where plants are grown using a mechanical system designed to circulate a solution of minerals in water with limited use of growing media. The plants or their products may be sold either on- or off- site.
- Medical Marijuana Treatment Center – A permitted alternative treatment center authorized to grow and provide registered qualifying patients with usable marijuana and related paraphernalia in accordance with the provisions of the New Jersey Compassionate Use Medical Marijuana Act (N.J.S.A. 24:61-1 et seq.). This term shall include the organization's officers, directors, board members and employees.
- Medical Spa – An establishment offering hair salon and cosmetic spa services including but not limited to massages and facials, as well as physician-assisted aesthetic medical treatments including but not limited to Botox injections, cellulite reductions, and laser hair removal. No surgical or invasive procedures are permitted at a medical spa.

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- Micro-distillery – A facility for the manufacture, on-site storage, retail sale, and sampling of distilled alcoholic beverages, licensed per the requirements at N.J.S.A. 33:1-10.3d, and operating per the terms set forth in that act, which prohibit the sale of food on premise.
- Restricted Distillery – A facility able to manufacture, rectify, blend, treat, mix, sell, and distribute distilled alcoholic beverages in conjunction with a restaurant that has adequate kitchen and dining facilities. Such a facility shall be licensed by the state and adhere to all applicable regulations.

Area, yard and building requirements

CCM - Center City Mall and Entertainment District Standards	
Minimum Lot Area	None
Minimum Lot Width	None
Minimum Yard Area	None
Maximum Building Height	None
Maximum Building Coverage	One-hundred percent (100%)
Maximum Impervious Surface Coverage	One-hundred percent (100%)

Parking Requirements

- There shall be no minimum parking requirement for any use in the CCM District.

Supplemental Requirements

- All development within the Area shall ensure that adequate points of ingress and egress are maintained for adjacent structures. There are no minimum setback requirements, but the redeveloper(s) shall coordinate with adjacent property owners to ensure that existing access is integrated into new development or preserved in a manner acceptable to all parties. If necessary, cross-access easements shall be provided to formalize these arrangements.
- Any development affecting properties or buildings within the Redevelopment Area that are also within the Downtown Commercial Historic District shall be subject to review by the City Historic Preservation Commission as outlined in the City Historic Preservation Ordinance (§300-13).

MD – Mixed Use Downtown District

Intent

The Mixed-Use Downtown District is meant to retain the current bulk standards as set forth in the City's B-4 Zone District for the existing pattern of development along the Main Street and Market Street frontages. There are numerous properties with historical value within the district, whose preservation is of great importance.

Principal Permitted Uses

- Multi-Family Dwellings
- Public Recreation Establishments, Parks or Playgrounds
- Libraries, Museums, and Art Galleries
- Governmental Offices
- Schools
- Child Care Centers
- Health Centers and Clinics
- Public Utility Facilities
- Mixed Residential and Commercial Uses
- Business or Professional Offices
- Banks and financial institutions without drive-up / drive-thru windows
- Neighborhood Retail Businesses
- Personal Service Businesses
- Community Retail Businesses
- General Retail Businesses
- Tailoring and related Uses
- Dry Cleaning Establishments and Laundromats
- Eating and drinking establishments, without drive-through windows.
- Brew-Pubs, Micro-breweries, and Micro-Distilleries
- Hotels
- Animal Hospitals
- Indoor Theaters
- Structured Parking
- Newsstands

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Conditional Uses (per standards at City Ordinance §500-5)

- Low-Rise Apartments
- Loft Dwellings and Artist Live-Work Quarters
- Liquor Stores

Accessory Uses

- Restricted Distilleries
- Any uses customarily incidental and accessory to the principal use of the property.

Area, Yard and Building Requirements

MD -Mixed-Use Downtown District Standards	
Minimum Lot Area	None
Minimum Lot Width	None
Minimum Yard Area	None
Maximum Building Height	None
Maximum Building Coverage	One-hundred percent (100%)
Maximum Impervious Surface Coverage	One-hundred percent (100%)

Parking Requirements

- There shall be no minimum parking requirement for any use in the MD District.

Supplemental Requirements

- All development within the Area shall preserve and enhance existing points of ingress and egress to adjacent structures. There are no minimum setback requirements, but the redeveloper(s) should coordinate with adjacent property owners to ensure that existing access is integrated into new development or preserved in a manner acceptable to all parties.
- Any development affecting properties or buildings within the Redevelopment Area that are also within the Downtown Commercial Historic District shall be subject to review by the City Historic Preservation Commission as outlined in the City Historic Preservation Ordinance (§300-13).

Design Standards

The following design standards are intended to guide development in the Redevelopment Area. The standards seek to create and reinforce a visual, physical, and spatial identity for the Area. Any development should be cognizant of the streetscape, the surrounding buildings, the historic character of the Area, and the importance of multi-modal transportation options and connections.

Building Design Standards

1. New development should attempt to achieve appropriate scale in relation to neighboring structures.
2. New buildings shall be oriented to the front and relate to public streets and plazas, both functionally and visually. Primary orientation of a building shall not be toward a parking lot.
3. Building facades should be consistent with the size, scale, and setbacks of adjacent buildings.
4. Blank facades or solid walls shall be avoided. Street level facades should contain uses that encourage foot-traffic and generate activity.
5. A minimum of 50% of any ground level, street-facing façade should be transparent.
6. Fire escapes are not permitted on a building's front façade.
7. The type, shape, pitch, texture, and color of a roof shall be architecturally compatible with the building style, material, colors, and details.
8. Roof mounted mechanical equipment (HVAC, etc.) shall be screened from view in the public right-of-way.
9. Pedestrian entryways and/or lobbies shall be prominent, well lit, and separate from service entrances.
10. Security gates shall be permitted only if they are installed inside the commercial or non-residential premises. Solid doors are prohibited for main entries.
11. All storage of refuse and recyclable materials should be maintained within the confines of an enclosed building or structure and shall be reasonably accessible for vehicular collection. Wherever possible, collection and removal shall take place in a location accessible from a structured or subsurface parking facility.

Complete Streets & Green Streets Standards

Developers should be encouraged to pursue environmentally friendly and sustainable “green” streetscape designs that encourage pedestrian activity, help to mitigate stormwater run-off, and provide a more attractive environment. “Complete Streets”, or streets that take into account the needs of multiple users using multiple modes of transportation, should also be strongly encouraged. The *Moving Passaic County Complete Streets Guidelines*¹ should be utilized in the Area. These include, but are not limited to the following:

1. In commercial areas, provide curb extensions or bump-outs at all crosswalks. Curb extensions reduce the overall length of a crosswalk, and extend the sidewalk into the street area, which makes crossing the street safer for pedestrians. Landscaping of curb extensions should be encouraged.
2. Where street width is available, designated bicycle lanes should be striped into the street. This will help to encourage bicycling as a viable form of transportation, and reduce dependence on cars.
3. Where adequate street width is not available for designated bicycle lanes, signs or markings indicating that travel lanes shall be shared by both automobiles and bicycles should be posted.
4. Where adequate space is available, bus loading zones should be separated from travel lanes and parallel parking areas.
5. Shelters for passengers should be located at all bus stops along bus routes.
6. ADA accessible ramps should be provided at all intersections.

Landscaping

1. Street trees shall be placed within the required planting strip between the sidewalk and street, and spaced at a maximum of 50 feet on/center.
2. No more than 50% of the trees on any single block may be the same species of tree.
3. All street trees shall be planted within metal tree grates, or a system designed to allow for pedestrians to pass over the tree. Where extensive sidewalk replacement and/or new tree installation will occur, street tree trenches should be utilized instead of isolated tree pits.
4. Street trees shall be a minimum of 2.5 inches in caliper.

¹ Moving Passaic County Complete Streets Guidelines
<http://www.passaiccountynj.org/DocumentCenter/View/4240>

Lighting

1. Street light fixtures shall be mounted at a height of no greater than 18 feet. The supporting pole of the fixture shall have an overall height no greater than 20 feet.
2. Street light illumination shall be consistent throughout a street or pedestrian mall area.
3. The location of street lights shall be coordinated with the locations of street trees to avoid having trees block the lights.
4. Building mounted lights shall be integrated into the overall architectural design of the building.
5. All building entrances shall be illuminated by exterior lighting.
6. Neon lighting is prohibited on commercial storefronts.
7. Flashing lights are prohibited.
8. All lighting plans should provide energy efficient fixtures, such as LEDs.
9. Any lighting design and illumination intensity standards not addressed in this plan shall conform to the City of Paterson Zoning and Land Development Ordinance.

Parking and Loading

1. Parking Requirements
 - a. There is no minimum parking requirement for development within the district. Any parking provided in this manner shall be developed in a manner consistent with the design standards contained herein. The concept plan referenced herein incorporates subsurface parking connected to the existing facility under the Center City Mall.
 - b. Arena / Entertainment Venue parking shall be handled through a parking management plan. A venue of the type proposed in the concept plan has significant parking demands; but these demands are concentrated at specific times, generally outside peak hours. There are over 2,500 parking spaces (not counting any new spaces proposed as part of any concept plan) managed by the Paterson Parking Authority within ¼ mile of the Area. The operator of the venue shall be responsible for making arrangements to utilize the existing and proposed parking facilities in the City in conjunction with the Parking Authority. This arrangement shall be addressed in a redeveloper's agreement.
2. Structured Parking Design Standards

- a. Any portion of a structured parking garage with frontage along Market Street or Main Street shall have ground floor retail spaces along all portions of the building façade except for points of ingress and egress to the garage.
 - b. No blank walls shall front the streetscape. All facades shall provide pedestrian interest at the street level either through retail uses, architectural details or views into the structure itself.
 - c. Structures shall be constructed of compatible and/or complementary materials as the surrounding buildings so as to blend architecturally.
 - d. A solar canopy or landscaping shall be encouraged on the upper floor of any standalone parking structure.
 - e. The provision of electric vehicle charging spaces shall be encouraged in any structured parking facility.
 - f. Interior lighting shall maintain an illuminance level of at least 0.5 foot-candles throughout.
 - g. The use of energy efficient lighting types, such as LEDs, shall be encouraged.
 - h. Driveways and Parking Stall dimensions shall adhere to the requirements in the City of Paterson Zoning and Land Development Ordinance.
 - i. Bicycle racks and/or lockers should be provided as part of structured parking facilities.
3. Loading Requirements and Standards
- a. The Planning Board shall determine the number and nature of required loading spaces based on proposed uses and plan design.
 - b. Wherever possible, loading spaces, including refuse collection, should be located within structured or subsurface parking facilities.

Sidewalks, Streetscapes and Pedestrian Amenities

All development should endeavor to create a pedestrian friendly atmosphere at street level that encourages connections to the surrounding neighborhood and Paterson Ward Street Station. The following design standards should be considered suggestions for the development of the pedestrian facilities in the Area.

1. Sidewalks should be at least ten (10) feet wide, with greater width provided wherever possible.
2. Any areas devoted to pedestrian use should endeavor to create a communal meeting, working, and socializing space with a sustainable and welcoming atmosphere. The

redeveloper(s) should work in conjunction with the Downtown Paterson Special Improvement District (SID) to ensure that amenities are provided and maintained and shall coordinate with other entities to host special events and seasonal celebrations.

3. Streetscape amenities such as benches, garbage cans, decorative light poles with energy efficient fixtures, planters, and public art should be incorporated into the pedestrian areas. The design and maintenance of these features should be coordinated and in partnership with the SID and the Paterson Arts Council.
4. Wayfinding signage should be incorporated to identify key destinations in and around the Area including City Hall, the Passaic County Court House, Ward Street Station, and retail and entertainment amenities.
5. Bicycle parking shall be provided in close proximity to the development. Where sidewalks are wide enough to accommodate them, bike racks shall be installed on street frontages.

Signage

1. Building Signs (Wall, Projecting and Awning/Canopy Signs)
 - a. One (1) wall or projecting sign shall be permitted per street frontage.
 - b. The maximum sign area for wall signs shall be one (1) square foot of sign area per ten (10) square feet of building façade area, or 75 square feet in total sign area, whichever is less.
 - c. Projecting signs shall be no greater than 8 square feet in area.
 - d. The sign area of awning or canopy signs shall be counted towards the permitted sign area for wall signs.
 - e. Window signs shall occupy no greater than thirty percent (30%) of the gross window area of the façade. In multi-tenant buildings, the sign area of window signs for any individual tenant shall not exceed thirty percent (30%) of the gross window area within the tenant's individual façade space.
 - f. In multi-tenant buildings, there shall be permitted:
 - i. One (1) sign that identifies the name of the structure or facility
 - ii. One (1) building sign (i.e. wall, projecting, or awning/canopy sign) shall be permitted per tenant, per street frontage.
 - iii. Tenant building signs shall be placed only within the confines of the façade area associated with the tenant.

- iv. For ground floor tenants, the maximum sign area for wall signs shall be one (1) square foot of sign area per ten (10) square feet of building façade area associated with the tenant's unit.
 - v. The maximum sign area for all wall signs shall be one (1) square foot of sign area per ten (10) square feet of building façade area, or 150 square feet in total sign area, whichever is less.
 - g. No wall sign or awning / canopy sign shall be greater than four (4) feet in vertical dimension.
 - h. Projecting signs shall not project more than four (4) feet from the building. The minimum distance between the ground and bottom of the sign shall be eight (8) feet. Such signage shall be hung at a 90-degree angle from the building and shall have no more than two (2) faces.
 - i. Canopy or awning signs shall not project more than 30 inches into the right-of-way (subject to City Council approval), shall be at least eight (8) feet above the ground, and shall be placed only on the first story of multi-story buildings.
 - j. No sign shall project above the roofline of a building.
 - k. No flashing, neon or moving mechanical sign shall be permitted.
2. Freestanding Signs are not permitted.

Stormwater Management

All development, even that which does not rise to the level of a Major Development, per NJDEP should endeavor to improve the stormwater management capacity of the properties within the Redevelopment Area. Site design within the Area should be undertaken in adherence with the NJ DEP Stormwater Best Management Practices². Consideration should be given to enhanced standards of water quality and going above the minimum requirements to limit the amount of storm water that enters the City's Combined Sewer Overflow system. Development within the Area should employ Green Infrastructure³ techniques including, but not limited to, the following:

- 1. Rain Gardens / Bioretention Basins
These are landscaped, shallow areas that capture rainwater and allow it to percolate into the ground rather than run off site or into City Storm Sewers.
- 2. Cisterns

² NJ Stormwater Best Management Practices Manual http://www.njstormwater.org/bmp_manual2.htm

³ Green Infrastructure in New Jersey <http://www.nj.gov/dep/gi/index.html>

Cisterns are storage tanks that capture runoff from rooftops and downspouts. The water is filtered before entering the tank, and the stored water can then be employed for irrigating landscaping or other non-potable uses.

3. Green Roofs

Green Roofs are roofing that is either partially or totally covered with vegetation. The benefits include absorbing and retaining rainfall, thereby limiting run-off, and reducing the urban heat island effect. Green roofs can be low-maintenance and focused strictly on storm water management benefits, or can be more intensive to support a variety of vegetation.

4. Pervious Pavement

Pervious pavement systems allow water to infiltrate into the soil rather than run off and enter the storm sewer system. In the Redevelopment Area, the application may be limited to pervious concrete for sidewalks.

5. Street Tree Trenches

Street tree trenches combine street tree pits and a subsurface storm water management system. The system can collect and retain a greater amount of storm water than isolated tree pits, and the design allows larger trees to flourish.

Sustainable Building Standards

All new buildings, or retrofits of existing buildings, should demonstrate adherence to at least fifteen (15) of the following sustainable, green building standards where applicable for the building type.

1. Passive Solar, Ventilation & Shading Design

Passive Solar - The basic natural processes used in passive solar energy are the thermal energy flows associated with radiation, conduction and natural convection. When sunlight strikes a building, the building materials can reflect, transmit or absorb the solar radiation. These basic responses to solar heat lead to design elements, material choices and placements that can provide heating and cooling effects in a home. Passive solar energy means that mechanical means are not employed to utilize solar energy.

Solar Photovoltaic Readiness – A solar PV system should be installed on a building roof, or the roof should be constructed to accommodate a future solar PV system. This includes ensuring that the roofing structure and finish material can bear the structure required to

add a solar PV array. In addition, there must be a 2" (minimum) conduit run that provides roof-to-electrical panel room connectivity.

Passive Ventilation & Shading – Buildings and windows should be oriented to resist cold northern winds and lack of sun in the winter and open to warmer southern breezes in the summer. Apply suitable roof overhangs, awnings and/or deciduous trees.

2. Ducts and HVAC protected from dust during construction and/or cleaned prior to occupancy

Completely seal duct and HVAC equipment openings with plastic film and tape, or other suitable material, until after final cleaning of unit. If system is used during construction, install MERV 8 filters on all return grills. In addition, (or as an alternative), thoroughly flush and vacuum all ducts prior to system startup and upon completion of all construction and finish work.

3. Low VOC Interior Paints and Finishes

Follow VOC limits for all paints.

4. Low VOC Adhesives and Sealants

Follow VOC limits for all adhesives and sealants.

5. MERV 8 (or higher) air filters in ducted forced air systems

Install pleated furnace filters, minimum MERV 8, during testing and balanced of HVAC system and for the life of the system. If running ducted forced air system during construction, use MERV 8 filters during construction, replace regularly, and prior to system testing and balancing.

6. Combustion Devices Directly Vented or Sealed

With the exception of gas stoves, all combustion devices must be power vented or sealed combustion.

7. Automatic Bathroom Ventilation

Install fans that directly vent to the outside in bathroom with automatic timer control. This is also a minimum requirement for ENERGY STAR Certification. Fans shall have a maximum of 1.5 sones (noise level).

8. Direct Vent of Kitchen

All kitchen exhausts shall be directly vented to the outside.

9. Encapsulation of non-UF (Urea Formaldehyde) free composite cabinets

If Urea Formaldehyde is in any particleboard or other composite wood product incorporated into the interior of the project (cabinetry, countertops, etc.), all exposed edges (those not covered by another, sealing material – including backs) must be coated and sealed with water-based polyurethane or approved paint to slow the out-gassing rate of harmful toxins. Sealing can be done in shop, before delivery, however, if the cabinetry is cut on-site, the cut faces must be resealed prior to installation.

10. Insulation with Low Formaldehyde Content

The most common form of insulation in homes today is fiberglass, fabricated primarily from silica sand, which is spun into glass fibers and held together with an acrylic phenol-formaldehyde binder. There are brands of fiberglass insulation that do not contain phenol-formaldehyde binding agents and are an un-faced white batt insulation bonded with a formaldehyde free thermosetting resin. The Uniform Construction Code prohibits urea-formaldehyde foam insulation. The binder used in batt insulation should be phenol-formaldehyde-free.

One of the more reasonable priced alternatives to fiberglass insulation is cellulose spray-in insulation; of which recycled newspaper is a major component. Other alternative insulation systems to consider are soy foam, recycled denim, and oyster shell insulation.

11. Operable Windows

Choose windows that can be opened. Operable windows provide opportunities for natural heating, cooling, and ventilation as well as providing a direct connection to the outdoors and the neighborhood. Also, ensure that the window is easily operable.

12. Smoke-Free Building

Implement and enforce a “no smoking” policy in all common areas of all buildings. Common areas include rental or sales offices, entrances, hallways, resident services areas and laundry rooms.

13. Exterior Wall Drainage Plane

Provide exterior wall drainage plane using building paper, housewrap or layered water resistant sheathings (rigid insulation or a foil covered structural sheathing) with seams taped or sealed.

14. Window Flashing Details

All windows and exterior openings must demonstrate best practices for flashing details in order to create a weather resistant barrier. Details must be developed to meet the intent for both the window and wall system manufacturer's products. Window details will show pan and sill flashing, damming the edges of the bottom sill flashing, and location of weep holes to exterior facade.

15. Roof

Roof warranty should be 30 years for pitched roofs and 20 years for flat roofs.

16. All Units ENERGY STAR Certified

All Projects are required to be Energy Star Certified or Equivalent as a threshold.

17. ENERGY STAR Appliances

Refrigerator, clothes washer, and dishwasher must be ENERGY STAR rated.

18. ENERGY STAR Lighting Fixtures

Install ENERGY STAR labeled lighting fixtures or the ENERGY STAR Advanced Lighting Package in all interior units, and use ENERGY STAR or high-efficiency commercial grade fixtures in all common areas and outdoors. Also, install ENERGY STAR or equivalent energy efficient lamps in all fixtures.

19. Windows with Low-E coating

All windows installed should meet ENERGY STAR guidelines and have a low-E coating.

20. Occupancy and Daylighting Controls

Lighting in community and meeting rooms, laundry, and other common spaces, must have occupancy and automatic daylight controls to reduce energy use when unoccupied.

21. High Energy Factor Water Heaters beyond ENERGY STAR Requirements

Install water heater with energy factor greater than 60% AFUE for gas fired units and 0.95 for electric. For unit-by-unit water heaters, use electric water heater (tank type) of 0.91 EF (efficiency) or greater; a natural gas water heater (tank type) of 0.60 or greater for 50-gallon, 0.62 EF or greater for 40-gallon, or 0.65 EF or greater for an instantaneous model (tankless).

22. Easy to Use Programmable Thermostats

Provide a seven-day, digital programmable thermostat that runs on 24volts of the HVAC system, with battery backup, and no mercury. Make buttons large and system easy to use.

23. Recycle or salvage construction and demolition debris

Develop plan and protocol to properly sort and dispose of construction waste material separate from recycled material. Establish a system for daily collection and separation of materials designated to be recycled including concrete, metals, wood, recyclable plastics, bottles and cardboard, at a minimum.

24. Recycling Centers in Common Areas

Design buildings with easy access to recycling stations that are well marked, easy to understand and accessible and compatible with county or municipal recycling programs

25. Low-Flow Fixtures

Faucets shall be a maximum of 1.5 gpm in the kitchen, and 0.5 gpm for the bathroom. Showerheads shall be a maximum of 2 gpm.

26. High Efficiency Toilets

Toilets shall have an efficiency of 1.3 gallons per flush, or better (less). Dual-flush toilets can also be used with a maximum flush of 1.3 gallons.

CONCEPT PLAN

The following concept plan is an example of a development on the properties in the Center City Mall and Entertainment District. *This plan shall not be construed as binding on either the City or a potential redeveloper, and merely represents one example of a comprehensive redevelopment project for a portion of the designated Area.*

This concept proposes the construction of a sports and performance art entertainment venue ("the Arena") above street level retail spaces on Veterans Place and Hamilton Street. The proposed development would connect with Center City Mall and the existing building located at 158-168 Market Street. One or more stories of subsurface parking would connect to the existing subsurface parking facility, and the Arena would connect to the second story of the Mall via a skyway.

The proposed retail space consists of three sections totaling approximately 72,000 square feet. The proposed space in Block 6201 would have frontage on Hamilton Street and Smith Street, the proposed space in Block 6202 would have frontage on Hamilton Street, Veterans Place, and Smith Street, and the proposed space on Block 6203 would have frontage on Veterans Place. All of the access to these retail spaces would be located under the proposed Arena.

The proposed parking facility would contain at least 200 spaces on a single subsurface floor, but could feature a second floor, which would double its capacity. Another standalone parking structure adjacent to the proposed Arena development would provide additional parking capacity of between 900 and 1200 spaces. This structure would have frontage on Market, Clark, and Smith Streets.

The development of the properties, as indicated in the concept plans, must consider the context of the surrounding buildings and neighborhood. Several of the structures facing Main Street in Block 6201 have rear access at grade to the parking lot located on Lots 6-12, and several others have upper story fire escapes on their rear facades. In addition, a number of the buildings that front on Market Street in Block 6202 and 6203 have rear access to the surface parking lots in those blocks. Any project undertaken in this area must account for the abovementioned points of ingress and egress, and provide a way to integrate the new construction with the current development.

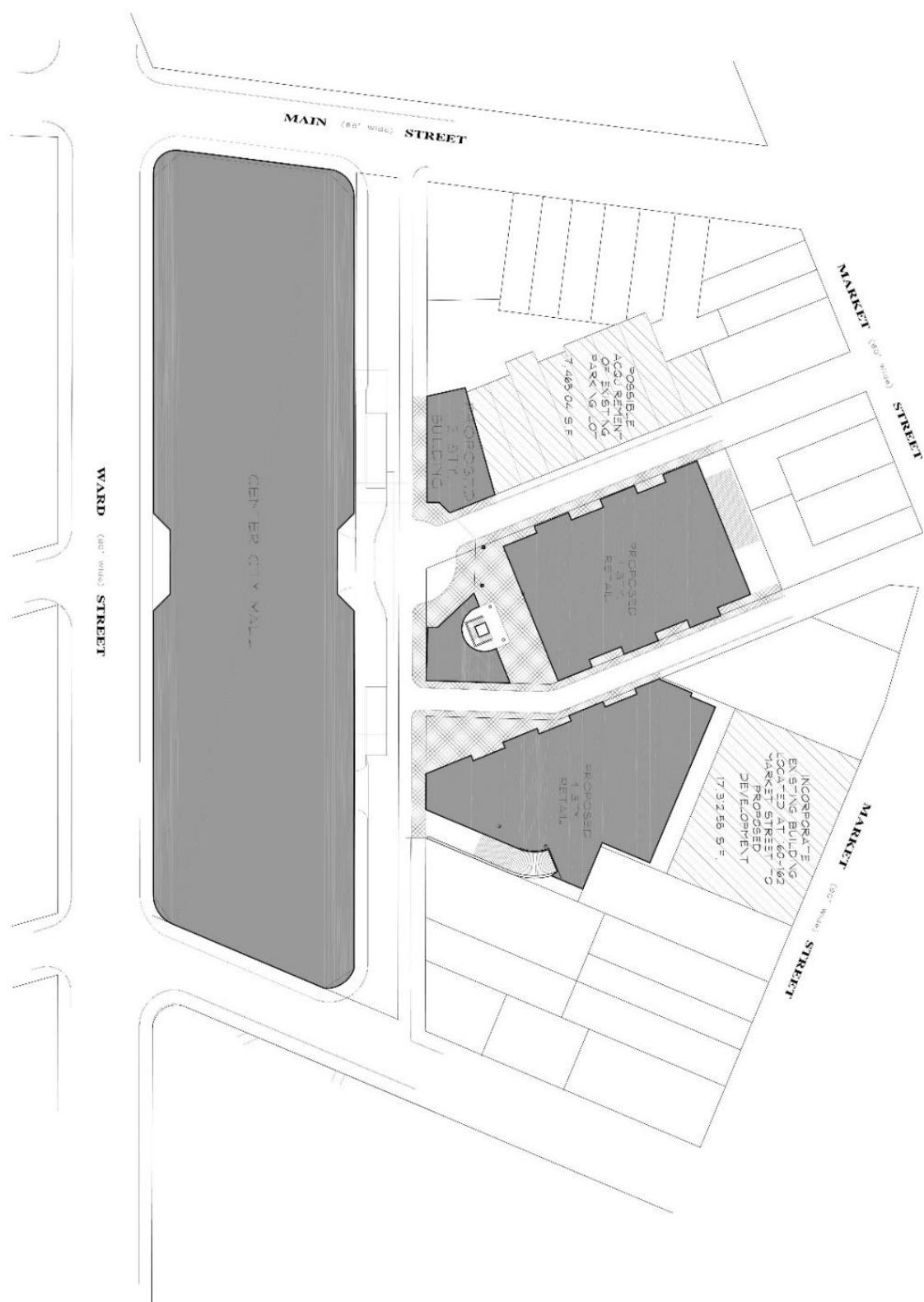


Figure 6 - Concept Plan Street Level

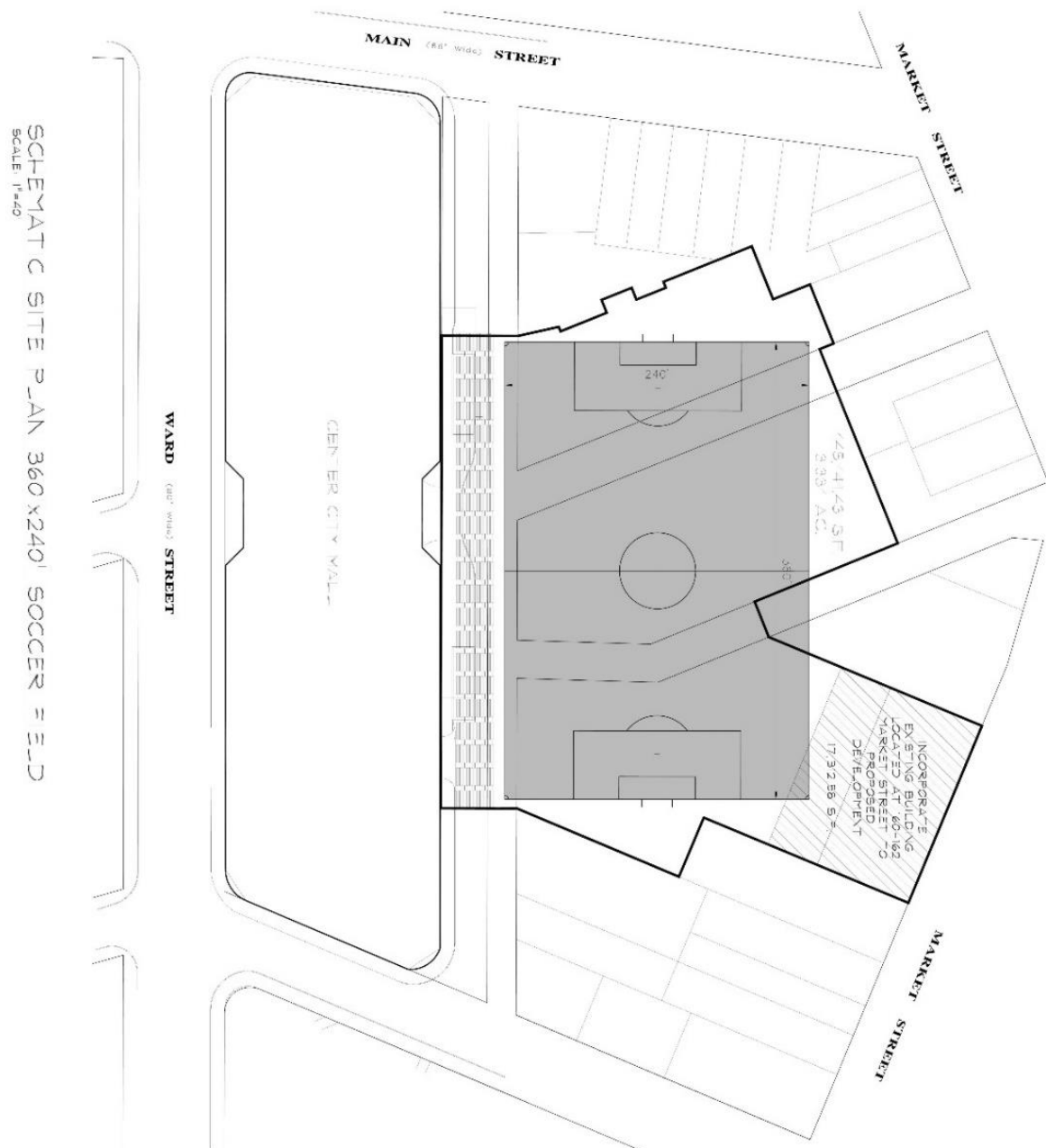


Figure 7 - Concept Plan Arena / Sports Venue

Street Vacation

The concept, as currently designed, would depend upon the Paterson City Council agreeing to vacate portions of Veterans Place and Hamilton Street (see Figure 8). These vacated portions of right-of-way could provide vehicular access to the parking garage, and pedestrian access to the proposed retail space.

If these sections of right-of-way are vacated by the City to permit their utilization in a redevelopment project, consideration should be given to enhancing pedestrian access and amenities within the areas.

Another potential option could be for the city to retain some or all of the rights-of-way in Hamilton Street and Veterans Place in order to develop pedestrian mall areas with restricted vehicular access. The following standards should be applied to the development of pedestrian mall areas within the public right-of-way:

Pedestrian Mall

Pedestrian malls may be established by ordinance if the City Council finds that the street in question is in a business district, that there are reasonable alternative routes for vehicles, continued use of the street represents a hazard to pedestrians, abutting properties can adequately be provided with emergency services and vehicular deliveries, and that it is in the best interest of the City to designate the street as a pedestrian mall.

- Pedestrian malls should connect commercial storefronts, entertainment venues, and points of interest in the downtown area. Wayfinding signage should identify transit stops within and near the Area.
- Pedestrian malls should have access restricted by retractable bollards that may be lowered from time to time to provide access for delivery vehicles, service and maintenance vehicles, or emergency vehicles.
- Pedestrian malls should feature pavers and/or stamped concrete in a decorative design with a neutral color palate, and utilize pervious concrete or pavers wherever possible.
- The City should work with the redeveloper to provide appropriate pedestrian amenities and opportunities for cultural and recreational activities within any pedestrian mall area.

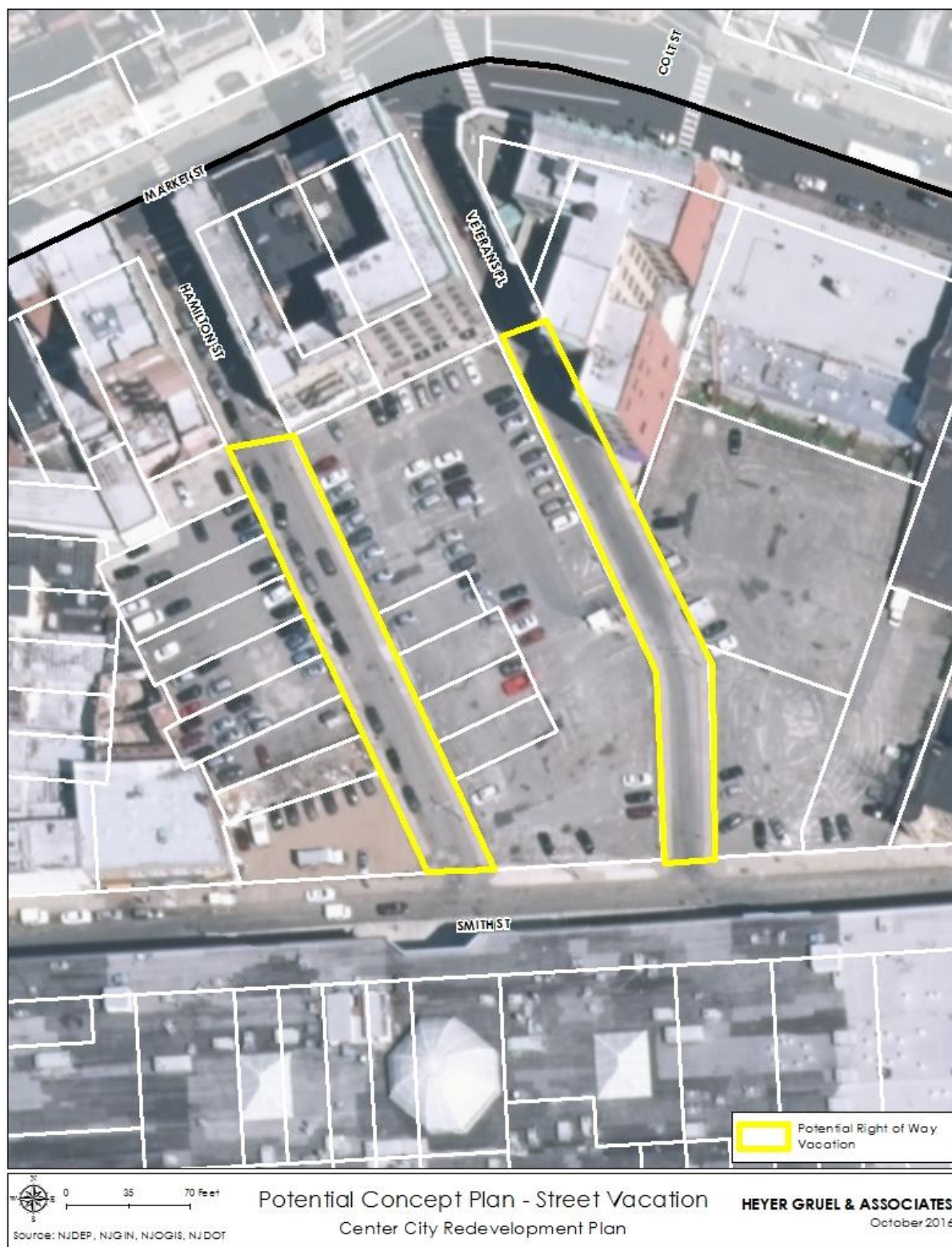


Figure 8 - Concept Plan - Area of Street Vacation

RELATIONSHIP TO OTHER PLANS

This updated Redevelopment Plan has been prepared as the direct result of the City of Paterson's Master Planning Process. As a result, many of the goals and objectives of this Plan are in direct compliance with the City, County, and State Planning documents. The following is a brief overview of the appropriate planning documents of regional significance, and how this Plan relates to those documents.

City of Paterson Planning Documents

2014 Paterson Master Plan

The Planning Board of the City of Paterson adopted a new Master Plan in April of 2014 which provides a comprehensive guide for the development of the City. The Master Plan includes several goals and objectives that are relevant to the Redevelopment of the Center City Area.

General Goals:

- To revitalize the City of Paterson
- To guide the future development of the City
- To coordinate previously fragmented plans for the City
- To make the City more sustainable – economically, socially, and environmentally
- To embrace the urban character of the City

Land Use Goals:

- Encourage mixing of compatible uses.
- Promote density and mixed uses (office, residential, retail) around both existing and proposed transportation hubs.
- Facilitate the revitalization of the downtown of the City
- Promote entertainment and nightlife such as restaurants and theaters
- Provide new housing opportunities
- Provide space for office/commercial use
- Encourage destination retail shopping
- Address excessive parking standards

Urban Design Goals:

- Provide new landscaping, street trees, street furniture, decorative street lights, and other attractive streetscape elements.

Paterson Center City Expansion Redevelopment Plan

- Enrich the visual prominence of key landmarks.

Housing Goals:

- Allow for sufficient housing density in appropriate areas to meet market demand.

Circulation / Transportation Goals:

- Integrate land use and parking with public transportation routes
- Provide adequate parking to accommodate visitors to the City
- Strategically locate parking so as not to disrupt the pedestrian environment

Utilities Goals:

- Implement green stormwater infrastructure best practices to help reduce impacts from storm and flood events.

Ward Street Station Transit Oriented Development Plan

The Ward Street Station Transit Oriented Development Plan was prepared in 2009. This Plan includes guidelines for development in the vicinity of the Paterson Ward Street Station, which includes the Center City Expansion Redevelopment Area. The Plan recommended streetscape and circulation improvements for the Area to further the goal of creating links to the transit station.

State Plans

State Development and Redevelopment Plan (SDRP)

In 2001, the State Planning Commission adopted the second State Development and Redevelopment Plan (SDRP). The SDRP is a document that, while not binding, guides State-level development and redevelopment policy as well as local and regional planning efforts. The Plan includes eight statewide goals and dozens of policies which are intended to implement the goals. The goals are as follows:

1. Revitalize the State's cities and towns.
2. Conserve the State's natural resources and systems.
3. Promote beneficial economic growth, development and renewal for all New Jersey residents.
4. Protect the environment, prevent and clean up pollution.
5. Provide adequate public facilities and services at a reasonable cost.

Paterson Center City Expansion Redevelopment Plan

6. Provide adequate housing at a reasonable cost.
7. Preserve and enhance areas with historic, cultural, scenic, open space, and recreational value.
8. Ensure sound and integrated planning and implementation statewide.

The SDRP also includes a State Plan Policy Map, which divides the state into regions known as Planning Areas. The Map also identifies 'centers', locations into which development is to be directed. The City of Paterson is located within Planning Area 1, or the Metropolitan Planning Area, and is designated as one of 8 urban centers of the SDRP.

This Plan meets stated goals 1, 3, and 8 in particular of the SDRP.

- The intended purpose of this Plan is to revitalize certain portions of the City of Paterson, a recognized urban center by the SDRP.
- The principal goal of this Plan is to stimulate economic growth and development in the central business district of the City.
- The Plan encourages public-private partnership to develop a vibrant and attractive core for the City that can capitalize on its existing infrastructure and promote the area as an investment and destination.

State Strategic Plan

The final draft of the State Strategic Plan was last released in 2011. While the State Strategic Plan has not been officially adopted, and the SDRP is still the official State Plan, it is still prudent to review the relationship between this Plan and the State Strategic Plan Draft. This Plan is consistent with the stated goals of the State Strategic Plan. Specifically, this Plan exemplifies the guiding principle of "Spatial Efficiency", where new development is encouraged to be located in areas where infrastructure is already in place to support growth.

This Plan meets the following goals of the State Strategic Plan:

- Major urban centers are to be targeted as priority growth investment areas
- Garden State Value #1 Concentrate development and mix uses
- Garden State Value #2 Prioritize Redevelopment, infill, and existing infrastructure
- Garden State Value #3 Increase job and business opportunities in priority growth investment areas

Passaic County Plans

Passaic County Master Plan Land Use Element

The County Master Plan was last updated in April 1988 when the Land Use Element was added. The following are some of the goals of the “Land Use Plan”, that are in tune with the goals and objectives of this Redevelopment plan:

- **Balanced Development:** Provide for balanced development of the County with various types of residential uses, and with non-residential uses to support them; to encourage and maintain a balance between jobs and housing so that workers can find suitable housing within the county.
- **Concentrate Development and Conserve Critical Lands:** Concentrate development in areas with existing infrastructure in order to promote efficient transportation, conserve energy and reduce pollution; Encourage the location of new facilities; Encourage the location of new facilities and services near housing and jobs.
- **Business and Industry:** Provide for commercial and industrial areas sufficient to maintain a viable economic base for the County.

Passaic County Master Plan Transportation Element

The Transportation Element of the Passaic County Master Plan was most recently updated in October 2012. A primary focus of the Transportation Element is on implementing “complete streets” on many county thoroughfares. A complete street is a street that has specific improvements intended to provide for the safe and efficient transportation of many differing users using multiple different modes of transportation. This would include provisions for automobiles, bicycles, pedestrians, buses, and wheelchairs, all potentially using the same public right-of-way as a safe and suitable means of transportation.

The County Plan identifies several different classifications of complete streets. Main Street (CR 509) and Market Street (CR 648) are identified as Downtown Streets in the Plan. A Downtown Street is one in which the land uses surrounding the street are generally mixed use, and serve central business districts or other small scale business districts. A Downtown Street designed as a complete street would typically include a vehicular travel lane in each direction, which may be separated by a landscaped median, on-street parallel parking on both sides of the street, a 4' wide landscaping strip next to the curb, and relatively wide sidewalks to accommodate high pedestrian traffic.

Paterson Center City Expansion Redevelopment Plan

Passaic County Future, the Passaic County Sustainability Plan

In May of 2013, the County adopted a Sustainability Element of their Master Plan. The Sustainability Element is a comprehensive approach to achieving sustainability in Passaic County, and includes a number of recommendations that are consistent with the aims of this Plan.

- Encourage mixed use, and live/work development and redevelopment.
- Improve sidewalk conditions and street crossing amenities along existing or potential pedestrian corridors.

Plans of Adjacent Municipalities

The Master Plan for the Borough of Prospect Park

The City of Paterson shares a border with eight other municipalities in the State of New Jersey. However, the nearest municipal border, shared with the Borough of Prospect Park, is located over a mile away. Prospect Park last updated its land use plan in 2009, and the portion of the Borough nearest the Redevelopment Area is designated for a combination of residential and neighborhood commercial uses, similar to the zoning designations in the adjacent portion of Paterson. The land use between the two municipalities along their border is compatible and consistent.

The proposed development in the Area is not likely to have a direct impact on any neighboring municipality.

OTHER STATUTORY REQUIREMENTS

Property to Be Acquired

The City, as the redevelopment entity does not anticipate the direct acquisition of property through the use of eminent domain, pursuant to the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A et seq.).

This does not preclude other public entities, such as the parking authority from exercising their statutory authority to pursue eminent domain within the area covered by this Plan.

Relocation Assistance

No private property is proposed to be acquired through the use of eminent domain as a result of this Plan. No relocation assistance will be necessary.

Affordable Housing

No affordable housing units are identified to be removed as part of the implementation of this Redevelopment Plan. Any affordable housing obligation incurred by a redeveloper shall be addressed through a Redeveloper Agreement.

ADMINISTRATIVE PROCEDURES

Redevelopment Entity

The City Council shall serve as the Redevelopment Entity.

Amending the Redevelopment Plan

Upon compliance with the requirements of applicable law, the City Council of Paterson may amend, revise or modify this Redevelopment Plan, as circumstances may make such changes appropriate.

Duration of the Redevelopment Plan

This Redevelopment Plan, as amended, shall be in full force and effect for a period of thirty (30) years from the date of approval of this Plan by the City Council.

Conveyance of Land

The City Council may sell, lease, or otherwise convey to a redeveloper for redevelopment, subject to the restrictions, controls and requirements of this Redevelopment Plan, all or any

portion of the land within the Redevelopment Area which becomes available to disposal by the municipality.

Redevelopment Agreements

The following restrictions and controls on redevelopment are statutorily imposed by the Local Redevelopment and Housing Law, in connection with the selection of a redeveloper or redevelopers and shall apply notwithstanding the provisions of any zoning or building ordinance or other regulations now or hereafter in force. The restrictions and restraints shall be implemented by appropriate covenants or other provisions in redeveloper agreements and/or disposition instruments.

- The redeveloper(s) will be obligated to carry out the specified improvements in accordance with the Redevelopment Area Plan.
- The redeveloper(s), its successors or assigns shall devote land within the Redevelopment Area to the uses specified in this Redevelopment Plan.
- The redeveloper(s) shall begin the development of said land for the use(s) required in this Redevelopment Plan within a period of time that the City Council fixes as reasonable.
- Until the redeveloper(s) completes construction of the improvements, the redeveloper(s) will not be permitted to sell, lease, or otherwise transfer or dispose of property within the Redevelopment Area without prior written consent of the City.
- Upon completion of the required improvements, the conditions determined to exist at the time the Redevelopment Area was determined to be in need of redevelopment shall be deemed to no longer exist, and the land and improvements thereon shall no longer be subject to eminent domain as a result of those determinations.
- No covenant, agreement, lease, conveyance or other instrument shall be effected or executed by the redeveloper(s), the City Council, or the successors, lessees, or assigns of either of them, by which land in the Redevelopment Area is restricted as to sale, lease, or occupancy upon the basis of race, color, creed, religion, ancestry, national origin, sex or marital status.
- Neither the redeveloper(s) nor the City Council, nor the successors, lessees, or assigns shall discriminate upon the basis of race, creed, religion, ancestry, national origin, sex or marital status in the sale, lease or rental or in the use and occupancy of land or improvements erected or to be erected thereon, or any part therein.