

Paterson Great Falls Redevelopment Area

City of Paterson
Passaic County, New Jersey
November 2017



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The original of this report was signed and sealed in accordance with N.J.S.A. 45:14A-12.



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INTRODUCTION

The Paterson Great Falls Redevelopment Area ("Area") is a 45.8-acre neighborhood located in the heart of the City of Paterson and is considered the City's historic core. Developed alongside the industry associated with the Great Falls, the neighborhood includes historic mills, local businesses, residences, and industry as well as the properties surrounding the Great Falls National Historical Park. The historic importance of the Area is evident through the remnants of America's early engineering and architectural feats. The raceways that were conceived by Alexander Hamilton and once provided power to the mills can still be seen weaving throughout properties within the Area. The historic mills structures were home to such industries as John Colt's "Duck Mill" and Rogers Locomotive Works. Additionally, the Great Falls is located immediately outside the Redevelopment Area. The City of Paterson was built on the power of the Great Falls, which drove Paterson's identity as a manufacturing hub in the early days of the nation's history. This neighborhood continues to be known beyond Paterson's borders as the birth of the first industrial City in America.

The current land use of the Redevelopment Area is a mix of residences, commercial businesses, and light industrial uses scattered throughout the neighborhood. Many of the former mills, which line the Passaic River, are now used as offices or residences. The buildings in the Area range in size and scale as well. Two-story single-family homes are located next to a much larger mill structure or a mid-rise apartment tower. There are also a number of surface parking lots throughout the Area. Many of these parking lots are made up of several different properties, but function as a single lot.

The City of Paterson recognizes the historic importance of the Area's heritage and the role the Area plays in the continued growth and revitalization of Paterson. The City has determined that the redevelopment process, implemented in accordance with the Local Redevelopment and Housing Law N.J.S.A. 40A:12A-1 et seq., is the most effective and appropriate planning strategy to ensure the preservation and future growth of the neighborhood surrounding the Great Falls.



Paterson Museum

PROCESS

On April 12, 2016 the Paterson City Council authorized the Planning Board via Resolution 16-241 to undertake a preliminary investigation to determine if properties within the identified area were in need of redevelopment according to the criteria set forth in N.J.S.A. 40A:12A-5. Resolution 16-241 also authorized the Planning Board to determine if any properties within the identified area were in need of rehabilitation in accordance with N.J.S.A. 40A:12A-6. The Paterson Great Falls Area Redevelopment Study was presented to the Planning Board on November 30, 2016. Subsequently, on February 14, 2017 the City Council designated a portion of the Area as an “area in need of redevelopment” and a second portion as an “area in need of rehabilitation” via Council Resolution 17-076. The next stage in the redevelopment planning process is the preparation and adoption of a Redevelopment Plan for the Area.

CONTENTS OF A REDEVELOPMENT PLAN

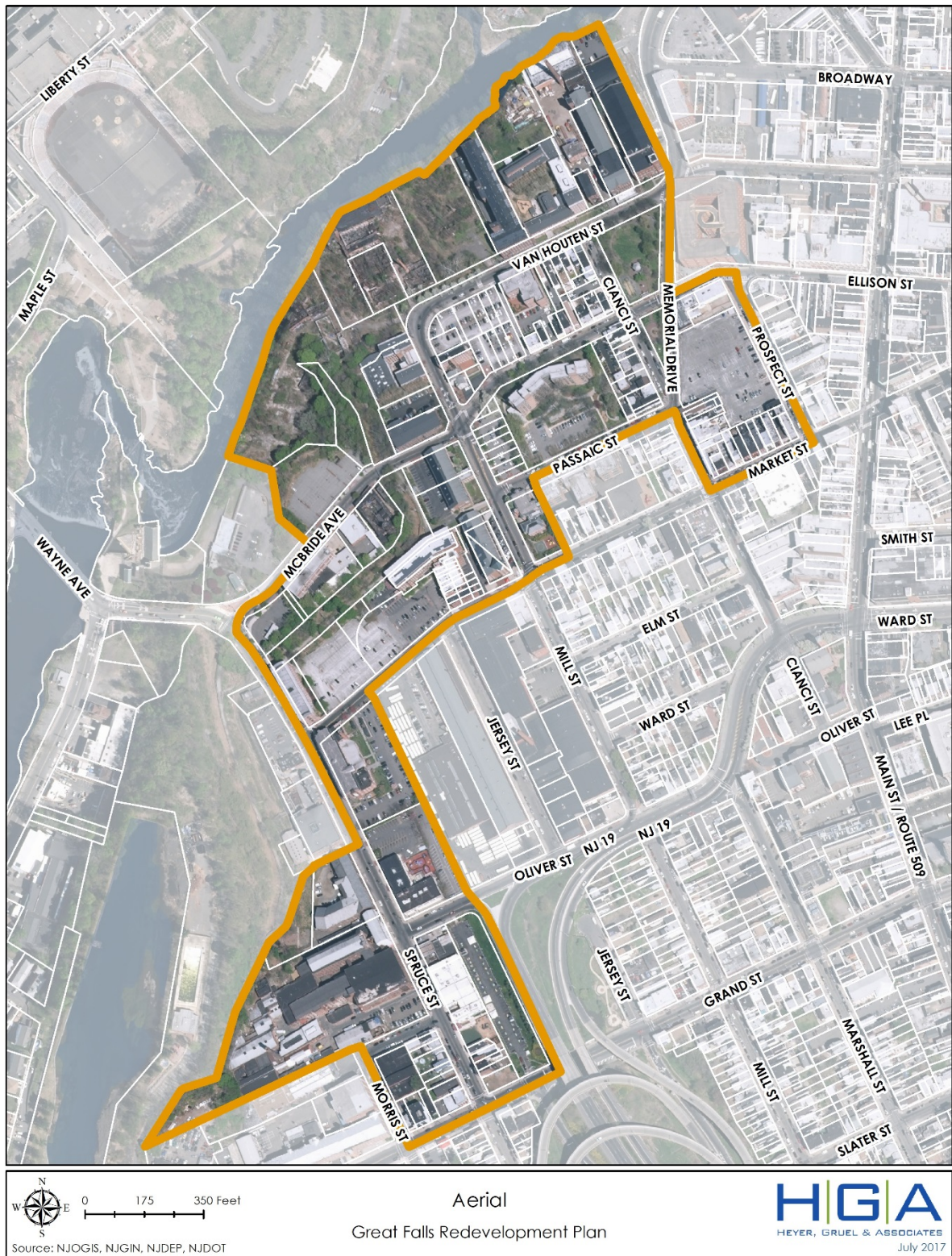
The Redevelopment Plan becomes the formal planning document guiding the redevelopment and revitalization of the Redevelopment Area. The Redevelopment Plan is statutorily required to include an outline for the planning, development, redevelopment or rehabilitation of the Redevelopment Area sufficient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

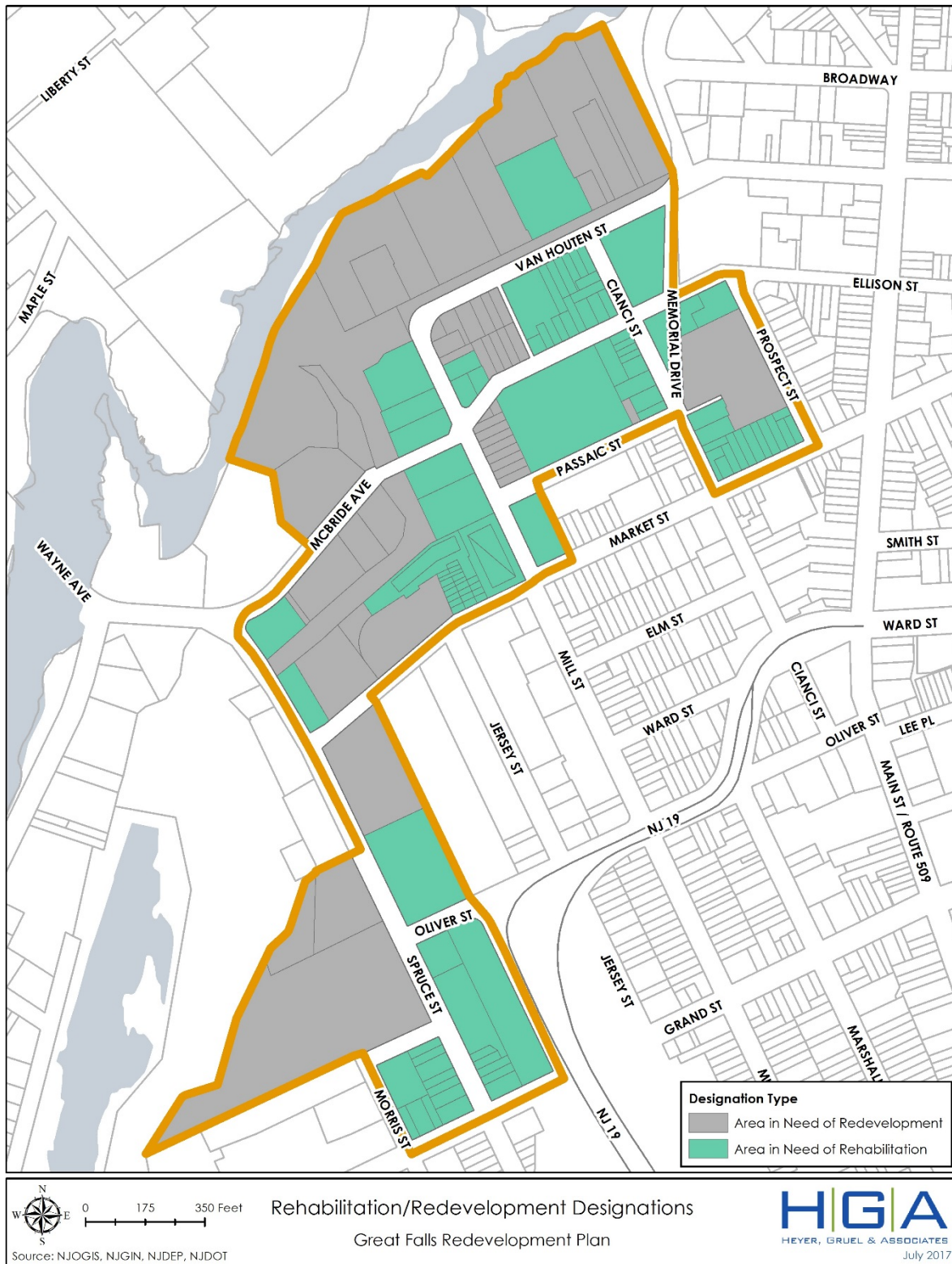
1. Its relationship to definitive local objectives as to appropriate land uses, density of population and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.
2. Proposed land uses and building requirements in the redevelopment 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 Plan, and the District land use standards. This Plan also provides the administrative procedures and requirements for the implementation of the Plan.





PLANNING CONTEXT

Description of Area

The Paterson Great Falls Redevelopment Area consists of over 150 properties on 13 blocks within the First and Fifth Wards. The Area is primarily located within the Great Falls Historic District zoning boundary and is adjacent to the City's downtown neighborhood. The Area represents an unconventional shape and can be split into two sections. The northern portion of the Area is generally bound by the Passaic River to the north, Curtis Place and Prospect Place to the east, Market Street and Passaic street to the south, and Spruce Street to the west. The southern section of the Area includes the properties along Spruce Street from Market Street south to where Spruce Street intersects with Grand Street.

The Area comprises a large number of publicly owned properties, including properties owned by the City of Paterson, the Paterson Parking Authority, the Paterson Housing Authority, and the Paterson Public School District. Portions of the Area are within walking distance of the Paterson Train Station and the Broadway Bus Terminal. The Great Falls National Historical Park is immediately northwest of the Area. The park was formally dedicated in November 2011 and contains the Great Falls, a designated National Natural Landmark. The Park's boundaries extend into the Area at several points.

Land Use

The Paterson Great Falls Redevelopment Area includes over 150 properties across 45.8 acres, primarily built out with a mix of residential and commercial as well as schools and other public uses.

Public property makes up the largest percentage of land use in the Area, accounting for approximately 45% of the Area's land. The City's Parking Authority owns several surface parking lots within the Area and the Housing Authority operates the Dr. Andrew McBride apartment complex, centrally located within the Area. The largest contiguous tract of publicly owned land is the former Allied Textile Printing (ATP) site. The site occupies approximately seven (7) acres between the Passaic River and McBride Avenue and Van Houten Street. The site was developed during the City's earliest industrial boom, and is still occupied by the ruins of three mill structures that were built in the early years of the 1800's. Each of the remaining buildings is severely damaged, and the site is closed off to the public. The ATP property is also within the National Park boundaries, but is not under the ownership or control of the National Park Service. The site is

currently undergoing significant environmental remediation, and is listed on the State's Known Contaminated Sites List.

Additional public property within the Area includes the Paterson Museum, which is located in the restored Thomas Rogers Locomotive and Machine Shop at the corner of Market Street and Spruce Street. The City also owns several parks in the Area, including the Lou Costello Memorial Park and the Federici Park.

Running through the Area are the remnants of the raceways, now owned by the City of Paterson. Originally designed by Pierre Charles L'Enfant and modified by Peter Colt, the raceways were designed to carry water from the Great Falls to the mills to power their industries. These raceways have long been considered a critical landmark of mechanical and engineering history in America.

Industrial properties comprise the second most prevalent use within the Area, accounting for 8.2% of the Area's land. The majority of the Area's industrial land is found in the southwest corner, along the west side of Spruce Street. This section of the Area is approximately 5.3 acres in size and comprises three parcels, developed with historic mill structures and a number of garage-type outbuildings. The Art Factory is located in this section of the Redevelopment Area, and contains art galleries, studio space, offices, and other creative businesses in private and communal work spaces.



A number of additional industrial sites are scattered throughout the Area that include warehouse uses and manufacturing functions.

Commercial properties make up approximately 6% of the Area. The commercial properties are scattered through the Area, with clusters in the northeast and southwest corners. The largest concentration of commercial properties is found on Market Street between Cianci Street and Prospect Street as well as north along Cianci Street. The majority of these commercial properties are small scale in nature, and include a mix of community retail businesses and upper floor residential uses in two- to four-story structures.

While there appears to be a significant number of residential units within the commercially designated properties, which likely function as mixed-use properties, apartments and residential

account for a combined 4.8% of the Area's land use. This land use is clustered along Market Street and Mill street, and in the southwest corner of the Area.

The Area is additionally home to a number of church, charitable, and other exempt properties, comprising 6.6% of the Area.

Existing Land Use		
Property Class	Acres	Percent
Vacant	0.7	1.5%
Public School	1.1	2.4%
Public Property	20.8	45.4%
Church & Charitable	1.3	2.8%
Other Exempt	5.3	11.6%
Residential	1.0	2.2%
Commercial	6.2	13.5%
Industrial	8.2	17.9%
Apartment	1.2	2.6%
Total	45.8	100.0%

Current Zoning

The Great Falls Redevelopment Area is located within three of the City's zoning districts and three nationally designated districts, creating a layering of districts for portions of the Area. There are additional designations that don't affect the Area directly but are important to note as they contribute to the historic significance and relevance of the Area.

City Zoning	National
Great Falls Historic District	Great Falls / Society for Establishing Useful Manufacturers Historic Landmark District
LI Light Industrial District	Great Falls National Historical Park
B-4 Business Commercial District	Downtown Commercial Historic District

Additional Notable Designations
Great Falls of Paterson National Natural Landmark
National Historic Mechanical and Civil Engineering Landmark

City Zoning

The primary underlying zoning of the Area is the Great Falls Historic District (GFHD) zoning boundary. The purpose of the GFHD is to “safeguard the heritage and history of the City of Paterson by preserving the cultural, social, economic, and architectural elements of this historic area of the City; to maintain and develop an appropriate and harmonious setting for the architecturally and historically significant buildings, structures and places in the City; to improve property values and strengthen the City's economy; to foster civic beauty and appreciation for the City's heritage; and to promote the use of historically and architecturally significant sites primarily for the education, pleasure and general enhancement of the citizens of Paterson and its visitors.” This district was created to preserve the historic mill structures located within this portion of the City and foster their adaptive reuse.



Salvation Army, Van Houten St.

The southernmost portion of the Area is within the I-1 Light Industrial District. The intent of this district is to provide for a variety of light manufacturing uses, including processing, wholesale, distribution, fabricating, and warehousing. The buildings here, however, are predominantly occupied by commercial and residential uses.

The easternmost section of the Area is within the B-4 Central Business District. The purpose of this zoning district is to encourage pedestrian-friendly and accessible downtown development focuses on commercial and civic activities.

Nationally Designated Areas

The three nationally designated districts whose boundaries overlap the Area are the Great Falls / Society for Establishing Useful Manufacturers Historic District (a Historic Landmark District), the Great Falls National Historical Park, and the Downtown Commercial Historic District.

The Great Falls of the Passaic / Society for Establishing Useful Manufacturers Historic District was listed on the New Jersey Register of Historic Places in 1970 and on the National Register of Historic Places by 1971. In 1976 the Great Falls of the Passaic / Society for Establishing Useful Manufacturers Historic District was designated as a National Historic Landmark District. This area

spreads across 118 acres of historic industrial sites and covers a large portion of the Redevelopment Area. The contributing buildings and properties within this National Historic Landmark District represent examples of early manufacturing in America.

The Paterson Great Falls National Historical Park was authorized as a national Historical Park in 2009 and was formerly dedicated on November 7, 2011. The Park encompasses 52 acres surrounding the Great Falls, including a portion of the Area. The National Historical Park is completely within the boundaries of the Great Falls of the Passaic / Society for Establishing Useful Manufacturers Historic District.

The Downtown Commercial Historic District was designated on the State New Jersey Register of Historic Places in 1998 and listed on the National Register of Historic Places on February 12, 1999. In 2006, the District was designated at the local level with a slightly different boundary. The Downtown Commercial Historic District includes the civic buildings and commercial core of the City. The portion of the Redevelopment Area located along Market Street between Cianci St and Prospect Street are within the Downtown Commercial Historic District as well as several properties heading north on Cianci Street.

Additional Notable Designations

While the Great Falls itself is not within the Area's boundary, it is important to recognize its designation as a National Natural Landmark, first recognized in 1967 and expanded in 1976 to include the nearby Garrett Mountain. Such recognition identifies the Falls as an "outstanding example of the country's natural history."¹ The landmark covers 10 acres and extends into the Great Falls Redevelopment Area.



¹ Paterson Great Falls Draft General Management Plan and Environmental Assessment, January 2016, page 12.

Finally, the Great Falls Raceway and Power System was recognized by the American Society of Civil Engineers as a National Historic Mechanical and Civil Engineering Landmark in 1977. While this is not a federal designation, the American Society of Civil Engineers recognizes the historic significance and influence of the raceway and power system design. As previously discussed, portions of the raceway run through the Redevelopment Area.



View of the Raceway located on the City Block between McBride Avenue and Market Street

Property Descriptions

The buildings at the corner of Market Street and Cianci Street are between one and four stories, with commercial uses at the ground level, and mostly residential units on the upper floor. The majority of these structures occupy the entire lot on which they sit. Behind these properties on the same block lies a large surface parking lot, owned by the Paterson Parking Authority. The parking lot is fenced off from the sidewalk with guard rails and bollards. Additional city-owned surface parking lots are located at the corner of Van Houten Street and Mill Street, on Mill Street between Ellison Street and Passaic Street, and on Market Street between Mill Street and Spruce Street.

North on Cianci Street are additional properties of the same scale as those at the corner of Market Street. Also on Cianci Street are two City-owned parks: Federici Park and the Lou Costello Memorial Park. Ellison Street separates the two parks.

At southwestern end of the Area on the corners of Grand Street and Spruce Street are several properties similar to those on Market Street and Cianci Street. These structures are one to three stories and contain ground floor retail with upper floor residential. Additionally, the Community Chart School of Paterson is located in this section of the Area.

The remainder of the Area contains an assortment of historic mill structures, open space, and commercial properties.

On the north side of the intersection of Cianci Street and Van Houten Street lies a portion of the historic raceway system. At roughly fifteen feet wide, the city-owned parcel extends the entire

length of Van Houten Street from the intersection with Curtis Place to where Van Houten becomes Mill Street. Beyond the raceway parcel are several historic mill structures, many of which are occupied by businesses including the Great Falls Urban Renewal Preservation and the Salvation Army. Several of these buildings either extend over the raceway or have a pedestrian bridge spanning over the raceway.

The northern portion of Mill Street houses several more historic mill structures, including the Essex Mill (ca. 1850s and 1870s) at the intersection of Mill Street and Van Houten Street, the Franklin Mill (ca. 1870s and 1920s) on the northern corner of McBride Avenue and Mill Street, and the Hamilton Mill (ca. 1910s) on the southern corner of McBride Avenue and Mill Street. Additional historic mill structures are scattered throughout the entire Area.



Historic Preservation

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 Great Falls Historic District and the Downtown Commercial Historic District.

Transportation and Circulation

The large majority of the Area is within 0.75 miles of the Paterson Train Station. The Paterson Station is on the NJ Transit Main/Bergen-Port Jervis Line that runs from the Port Jervis station in New York (where the line is run by Metro North) to the Hoboken Station with connecting service to Penn Station New York and multiple other New Jersey Transit Lines.

Within the Area are several NJ Transit bus lines that stop along Market Street in the middle of the Area, and Grand Street at the southern end of the Area. The bus lines that stop within the Area 704 and 712 lines. The 704 and 712 lines also stop at the Paterson Train Station. The 704 runs from the Willowbrook Mall in Wayne to 5th Avenue at East 26th Street in Paterson. The 712 runs from the Hackensack Bus Terminal to the Willowbrook Mall.

Spruce Street and Market Street are the main thoroughfares through the Area. Market Street runs through the City's downtown and Spruce Street carries travelers past some of the central mill structures in the Area. Route 19 is located at the south end of the Area and provides a direct connection to Interstate 80. Spruce Street is a common link through the neighborhood between I-80, the Passaic River crossing and neighborhoods and towns to the north.



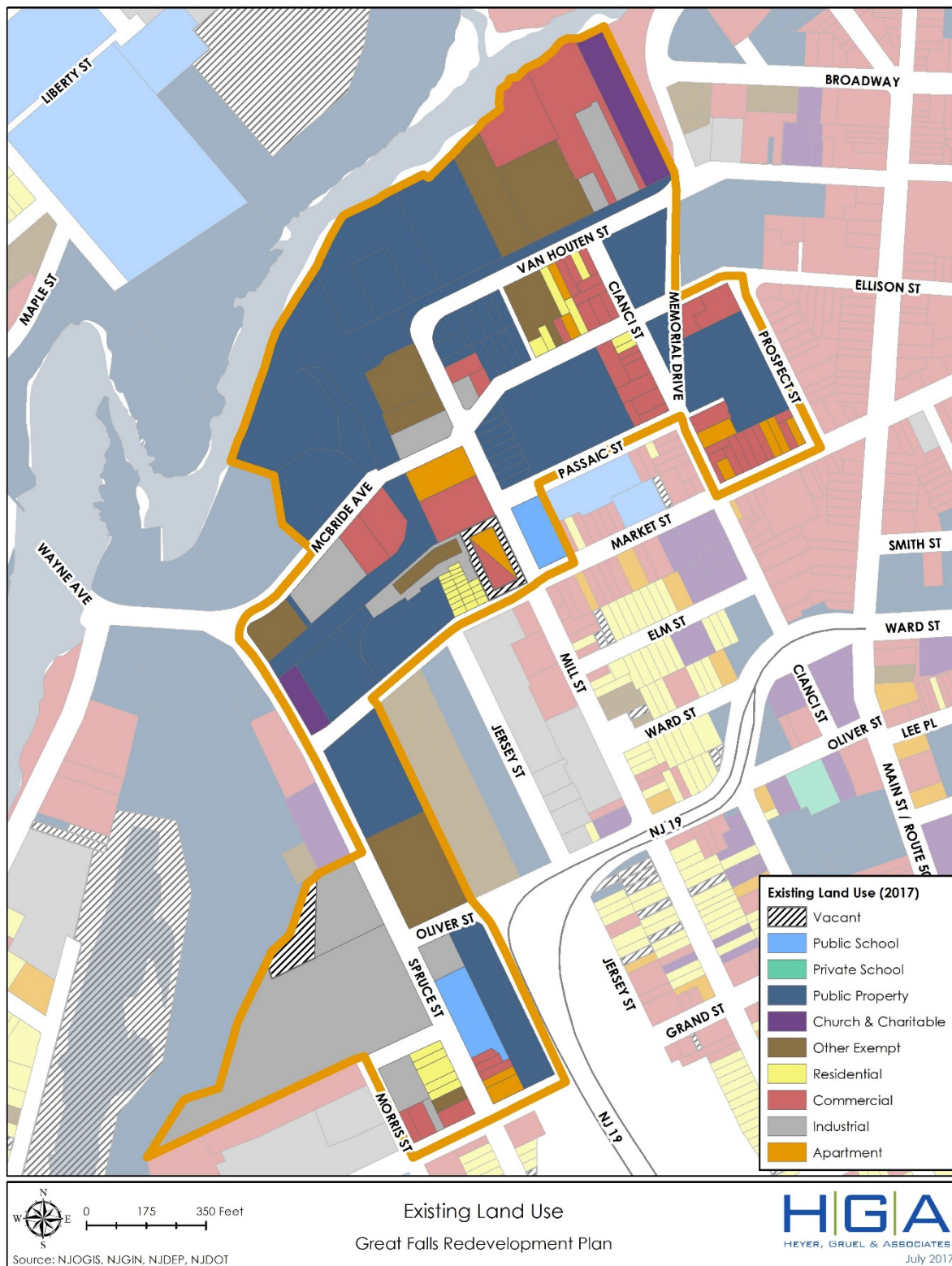
Market Street

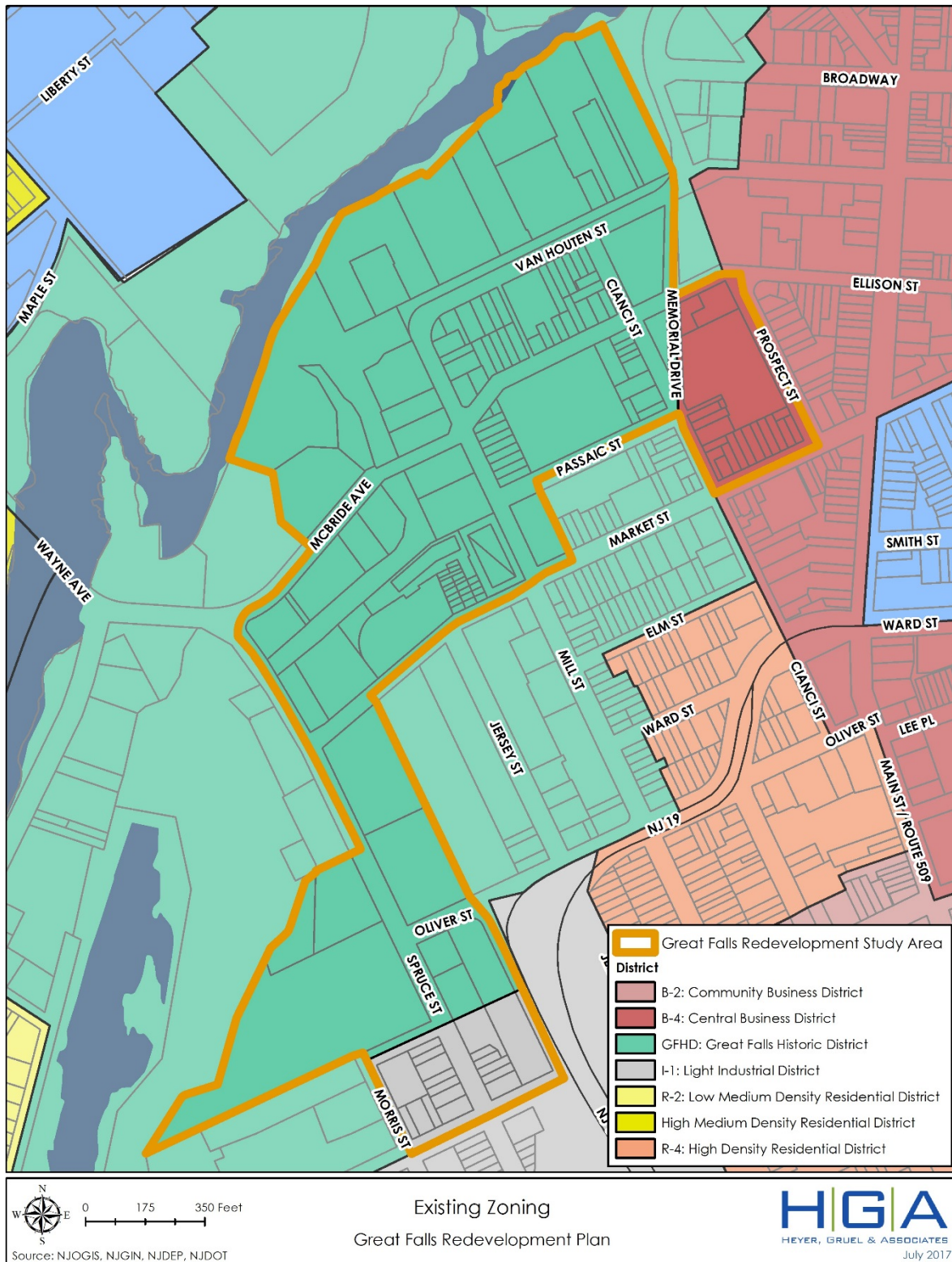
In 2016 Passaic County completed the Great Falls Circulation Study in which a multimodal transportation and placement vision plan was presented. The Study proposes a five-part vision plan to advance the Area as a vibrant and pedestrian-friendly neighborhood through the implementation of Complete Streets standards. This Redevelopment Plan encourages the City to continue working with Passaic County in their “Gateway Vision Plan” to implement improvements to the Area’s roadways and pedestrian-oriented infrastructure.

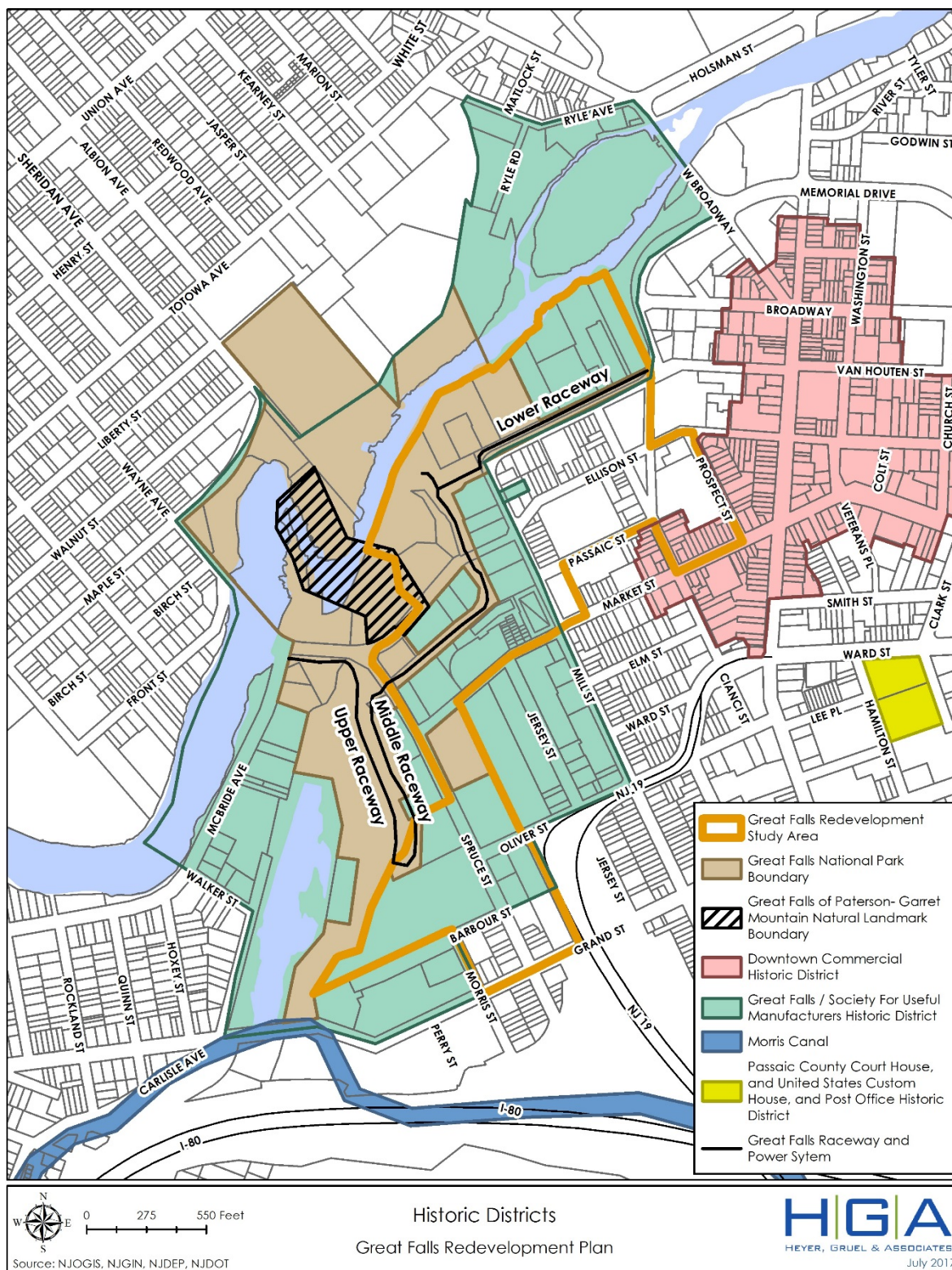
Environmental Characteristics

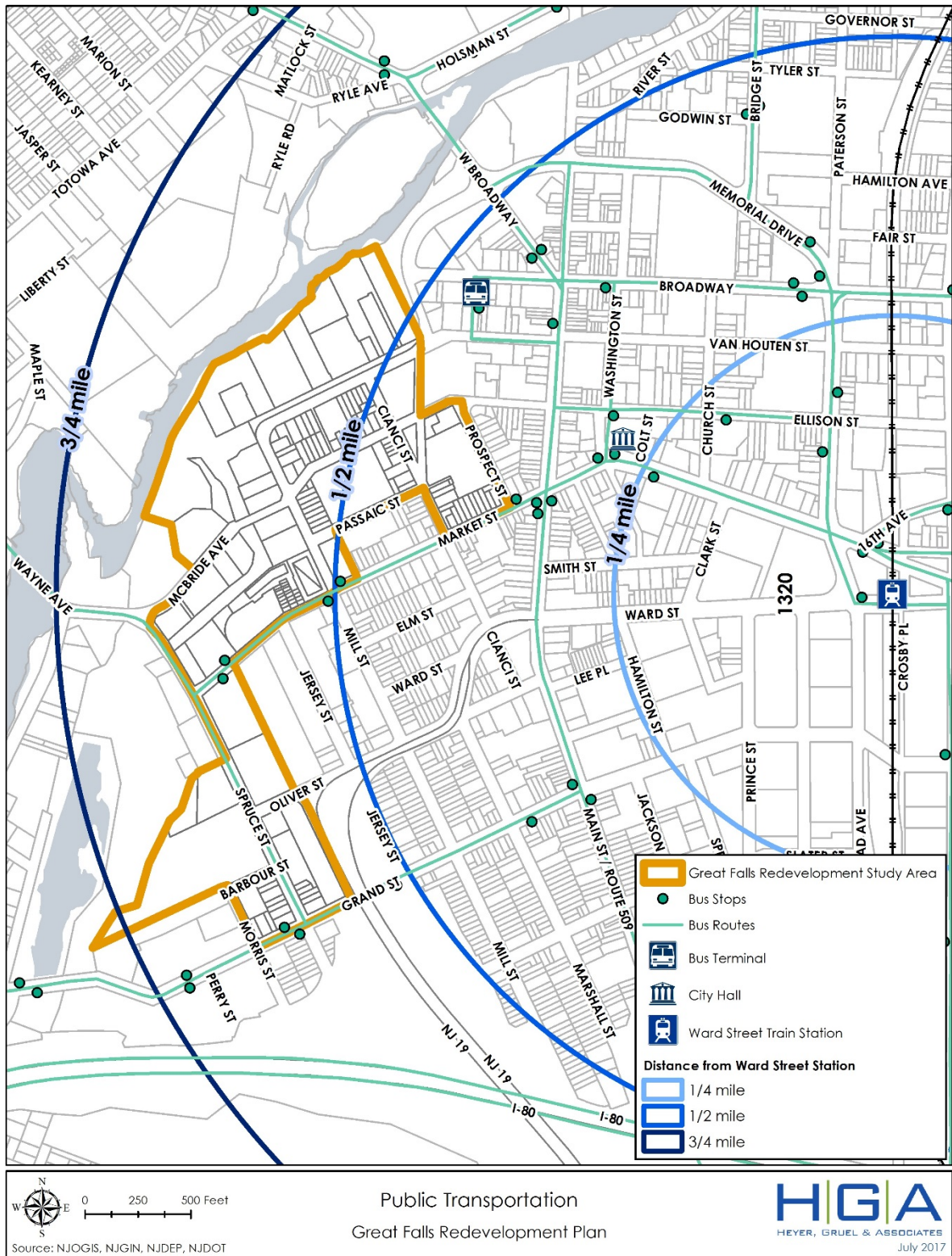
The Area is relatively free of environmental constraints. Due to the Area’s location adjacent to the Great Falls, steep slopes can be seen, in the southwest corner as well as in the northwest within the ATP site. Additionally, a small portion of the Area is within the 100-year floodplain. This section is concentrated along McBride Avenue and the Passaic.

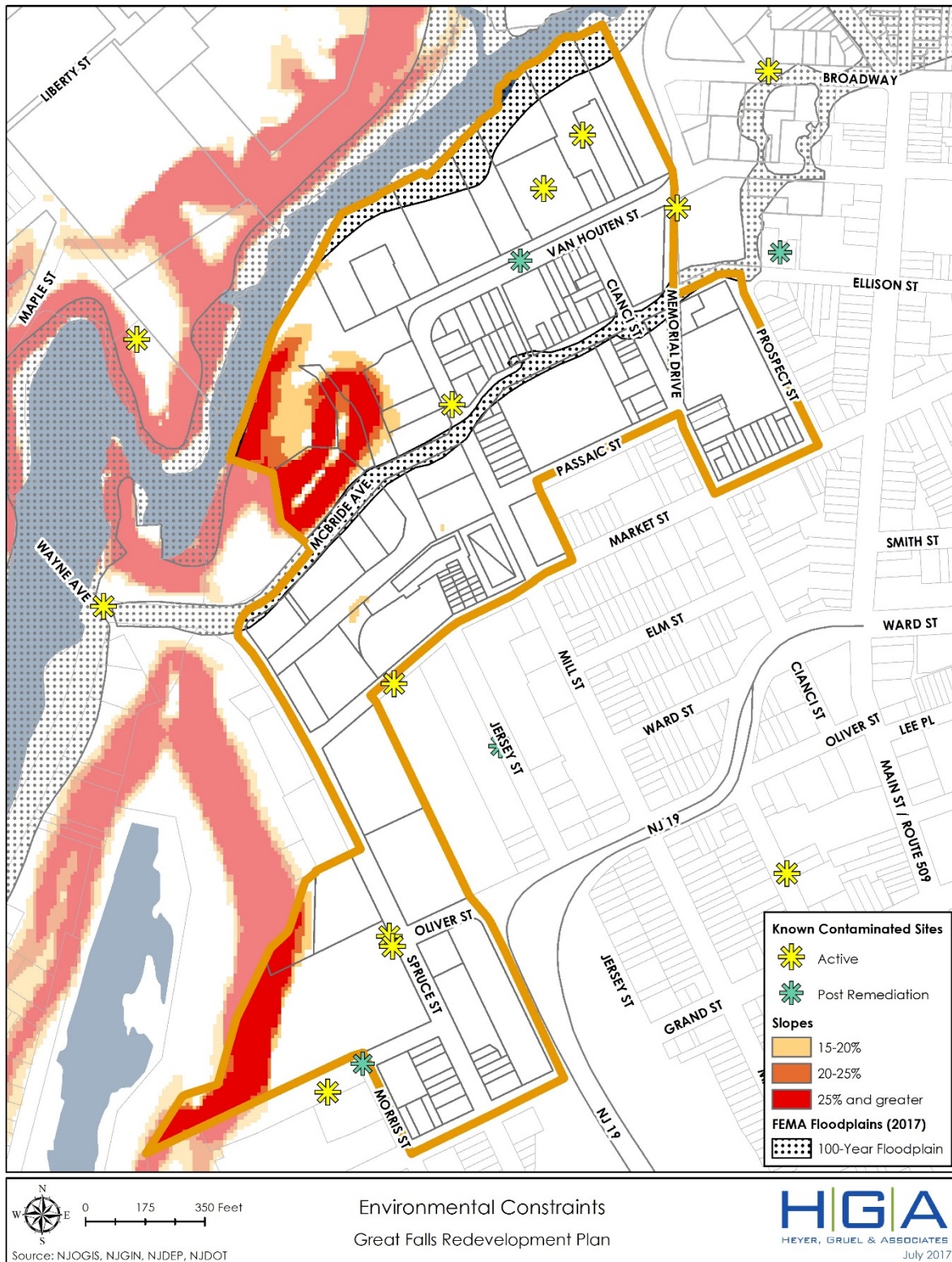
The Area has five known “active” contaminated sites and one “post remediation” site within its boundaries. An addition three active sites and two post remediation sites are located immediately outside of the Area. The New Jersey Department of Environmental Protects maintains a list of Known Contaminated Sites in New Jersey. These sites are under the oversight of the NJDEP Site Remediation Program, and have or had contamination present at levels greater than the applicable cleanup criteria for soil, ground water standards, and/or maximum contaminated levels (MCL’s) of Safe Drinking Water Standards. The sites in the Area that are designated as “active” have a Licensed Site Remediation Professional overseeing the remediation and reuse of the site. The “post remediation” sites have been issued a No Further Action Letter/Response Action Outcome (NFA/RAO). This final remediation document confirms that a contaminated site was remediated in accordance with all statues, rules, and guidelines. The NFA/RAO is filed with the NJDEP and the site is permitted to move forward with development.











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 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 central goals of the redevelopment efforts for the Paterson Great Falls Redevelopment Area is to integrate new development and planned park space into the historic fabric of the Area, enhance the Area's tourism opportunities, create pedestrian-focused connections throughout the Area, and revitalize the City's historic core. The concepts proposed in this Plan are consistent with the City's Master Plan and the numerous other planning efforts that have focused on this historic neighborhood. The objectives of the Redevelopment Plan include the following:

- **Revitalize the historic mills district of the City**

A key goal of this Plan is to revitalize the City's historic core through opportunities that will enhance the Area's tourism efforts.

- **Create connections between the Redevelopment Area and the Great Falls National Historical Park.**

The Area's proximity to the Great Falls makes it a gateway to the Falls and the Park. This Plan seeks to increase the pedestrian connections between the neighborhood and National Historical Park.

- **Promote the preservation of historical structures through their adaptive reuse and encourage historically inspired infill development.**

The Area contains some of the oldest and most prominent mill structures in the City. The City has recognized their importance and through this Plan, is endeavoring to preserve their characters, thereby creating a draw for tourists and residents alike. Design standards presented in this Plan are intended to provide properties owners with the tools needed to develop infill and new construction in a manner that compliments the historic nature of the Area.

- **Support local artists through opportunities designed promote their ability to work and live in the Area.**

Artists have been attracted to the Redevelopment Area for decades as the mill structures provides large work spaces and inspiration to those who live and work in them. This Plan strives to create opportunities for artists to continue to remain and to thrive within the Area. Artists actively contribute to a neighborhood's character and add to the economic potential of the Area.

- **Promote mixed-use development.**

This Plan encourages the development of mixed-use structures that provide both residential and neighborhood commercial uses to the Area as well as account for

desired open space and recreational uses that complement the National Parks Service's vision for the Area.

- **Foster the development of pedestrian-oriented infrastructure and streetscapes that create a safe community.**

Due to the Area's location within and adjacent to the Great Falls National Historical Park, it can be assumed that the amount of pedestrian traffic traversing the Area will only increase in the coming years. The historic mills also draw tourists from near and far to explore the Area. Not to mention the local residents commuting in and out of the neighborhood on a daily basis already create pedestrian traffic. This Plan promotes the safety of pedestrians through pedestrian-scale streetscape improvements, such as wide sidewalks and adequate crosswalks.

- **Provide district standards that support the purposes and establishment of the Great Falls National Historical Park.**

The Great Falls National Historical Park is located partially within the Area's boundary. This Plan is intended to function in unison with the City's and the National Park Service's goals for creating and sustaining a pedestrian-friendly, innovative, national park.

- **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.

- **Provide quality housing options to attract new residents to the Area.**

This Plan works to create opportunities for market rate residential development designed to attract new residents to the Redevelopment Area.

- **Coordinate with other planning efforts at the National, State, and County level to promote the National Historical Park.**

This Plan recognizes the importance of the Great Falls National Historical Park, and is written in support of the many efforts that are underway to advance the purposes of the Park.

LAND USE PLAN

Based on an analysis of the Area's opportunities, a land use plan has been created to take advantage of existing and potential physical and socioeconomic opportunities in the Area, and to achieve the goals and objectives of the Plan.

The Area has been the subject of numerous studies and plans over the years, due in part to its critical historic significance. This Plan is written in support of the previous reports and encourages the City to continue working with the various groups who hold interest and stake in the neighborhood.

Six districts have been established that permit a variety of uses with appropriate design standards. The district boundaries are shown on the District Map. The following land use standards apply to the individual districts within the Area. The contain information pertaining to the purpose of the district, the principal permitted and accessory uses, and the district standards. Design standards in the Design Standards section of this Plan apply to all districts.

MD - Medium Density Mixed-Use District

The purpose of the Medium Density Mixed-Use District is to provide a variety of opportunities for smaller-scale retail sales and services, office space, and residential living in a pedestrian-oriented community. The Medium Density Mixed-Use District is designed to permit low- to mid-rise structures with ground floor uses catered toward the everyday needs of the community's residents. This district maintains the smaller-scale standards that seen in the established neighborhood and encourages the development of community and arts-based uses.

Principal Permitted Uses:

- Retail sales and service
- Multi-family residential on upper floors only
- Offices
- Eating and drinking establishments
- Brew-Pubs, micro-breweries, and micro-distilleries
- Childcare facilities
- Art galleries, libraries, museums, and theaters
- Artist studio workspace
- Work/live artist studio

Accessory Uses:

- Laundry, for use by on-site residents
- Parking
- Signage
- Outdoor dining
- Lobbies
- Any other uses customarily incidental and accessory to the principal use

No drive-thru uses shall be permitted.

Bulk Standards

Minimum Lot Area	None
Maximum Building Height	5 stories / 60 feet
Minimum Front/Side Setback	0 feet
Minimum Rear Setback	20 feet
Maximum Front/Side Setback	0 feet*
Maximum Lot Coverage	90%
Minimum Ground Floor Height	14 feet
Minimum Sidewalk Width	10 feet**

*An additional front setback of 10 feet is permitted only if the setback is used to provide a public amenity, such as outdoor dining or street furniture. See the Supplemental Requirements below for additional information.

**For new construction only

Parking

Off-street parking may be provided off-site within one-thousand (1,000) feet of the subject property. The developer must demonstrate that daily/monthly permits are available in Paterson Parking Authority facilities or must enter into a shared parking agreement that satisfies the requirements.

- Residential: One (1) parking space per unit.
- Retail sales and services: One (1) space per one-thousand (1,000) square feet.
- Offices: One (1) space per one-thousand (1,000) square feet.
- Eating establishments: One (1) space per eight (8) seats.
- Museums/Libraries/Galleries: One (1) space per six-hundred (600) square feet.
- Theaters: One (1) space per one-hundred (100) square feet.

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 Great Falls Historic District or 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).

HD - High Density Mixed-Use District

The purpose of the High Density Mixed-Use District is to provide sufficient space for a variety of community commercial and service activities. This district encourages the replacement of large surface parking lots with mid- to high-rise mixed-use structures that utilize interior parking options. The three nodes of this district are located on the norther section of the Area at key circulation points. This district is also designed to foster the development of public and quasi-public uses, accessible to the neighborhood.

Principal Permitted Uses:

- Retail sales and service
- Community Centers
- Multi-family residential
- Offices
- Eating and drinking establishments
- Brew-Pubs, micro-breweries, and micro-distilleries
- Childcare facilities
- Art galleries, libraries, museums, and theaters
- Artist studio workspace
- Hotels/Bed & Breakfasts
- Public uses
- Public and private schools
- Structured parking

Accessory Uses:

- Laundry, for use by on-site residents
- Parking
- Signage
- Outdoor dining
- Lobbies
- Any other uses customarily incidental and accessory to the principal use

No drive-thru uses shall be permitted.

Bulk Standards

Minimum Lot Area	None
Maximum Building Height	12 stories
Minimum Front/Side/Rear Setback	0 feet
Maximum Front/Side/Rear Setback	0 feet*
Maximum Lot Coverage	90%**
Minimum Ground Floor Height	14 feet
Minimum Sidewalk Width	10 feet***

*An additional front setback of 10 feet is permitted only if the setback is used to provide a public amenity, such as outdoor dining or street furniture. See the Supplemental Requirements below for additional information.

**The lot coverage can exceed 90% if green roof infrastructure is provided.

***For new construction only.

Parking

Off-street parking may be provided off-site within one-thousand (1,000) feet of the subject property. The developer must demonstrate that daily/monthly permits are available in Paterson Parking Authority facilities or must enter into a shared parking agreement that satisfies the requirements.

- Residential: One (1) parking space per unit.
- Retail sales and services: One (1) space per one-thousand (1,000) square feet.
- Offices: One (1) space per one-thousand (1,000) square feet.
- Eating establishments: One (1) space per eight (8) seats.
- Hotels/Bed & Breakfasts: One (1) space per guest room.
- Public and private schools: In conformance with the requirements in the City of Paterson Zoning and Land Development Ordinance.
- Museums/Libraries/Galleries: One (1) space per six-hundred (600) square feet.
- Theaters: One (1) space per one-hundred (100) square feet.

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 Great Falls Historic District or 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).

SR - Senior Residential District

The intent of this district is to provide for high-density age-restricted apartment residential areas.

Principal Permitted Uses

- Senior citizen housing

Accessory Uses

- Laundry, for use by on-site residents
- Parking
- Signage
- Lobbies
- Any other uses customarily incidental and accessory to the principal use

Bulk Standards

Minimum Lot Area	None
Maximum Height	8 stories
Minimum Front/Side/Rear Setback	0 feet
Maximum Lot Coverage	90%

Parking

- One (1) space per unit

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 Great Falls Historic District or 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).

SP - Semi-Public District

The purpose of the Semi-Public District is to provide area for public and quasi-public uses accessible to the neighborhood.

Principal Permitted Uses

- Government facilities
- Schools
- Community centers
- Open space and recreation

Accessory Uses

- Parking
- Signage
- Community gardens
- Any other uses customarily incidental and accessory to the principal use

Bulk Standards

Minimum Lot Area	None
Maximum Building Height	5 stories / 60 feet
Minimum Front/Side Setback	0 feet
Minimum Rear Setback	20 feet
Maximum Front/Side Setback	0 feet*
Maximum Lot Coverage	90%
Minimum Ground Floor Height	14 feet
Minimum Sidewalk Width	10 feet**

*An additional front setback of 10 feet is permitted only if the setback is used to provide a public amenity, such as outdoor dining or street furniture. See the Supplemental Requirements below for additional information.

**The lot coverage can exceed 90% if green roof infrastructure is provided.

***For new construction only.

Parking

Off-street parking may be provided off-site within one-thousand (1,000) feet of the subject property. The developer must demonstrate that daily/monthly permits are available in Paterson Parking Authority facilities or must enter into a shared parking agreement that satisfies the requirements.

- Offices: One (1) space per one-thousand (1,000) square feet.
- Public and private schools: In conformance with the requirements in the City of Paterson Zoning and Land Development Ordinance.

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 Great Falls Historic District or 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).

AR-I Adaptive Reuse and Infill District

The purpose of the Adaptive Reuse and Infill District is to provide for the adaptive reuse of historic mill structures and permit infill development in a contextually sensitive manner where historically significant structures do not currently exist. The intent is to maintain the historic buildings' exterior features and architecture while allowing for the renovation of the interior to provide residential uses and community-based services to the neighborhood.

Principal Permitted Uses:

- Retail sales and service
- Multi-family residential
- Offices
- Hotels/Bed & Breakfasts
- Eating and drinking establishments
- Brew-Pubs, micro-breweries, and micro-distilleries
- Childcare facilities
- Art galleries, libraries, museums, and theaters
- Artist studio workspace
- Work/live artist studio

Accessory Uses:

- Parking
- Signage
- Outdoor dining
- Lobbies
- Any other uses customarily incidental and accessory to the principal use

No drive-thru uses shall be permitted.

Bulk Standards

	Structure of Historic Significance	Infill Development
Minimum Lot Area	None	None
Minimum Front/Side/Rear Setback*	Existing building footprint shall be maintained	Consistent with adjacent/nearby historic structure
Maximum Building Height	Existing building height shall be maintained	May extend a maximum of two (2) stories or twenty-five (25) feet above the average of the historic structure rooflines that are within a one-hundred (100) foot radius
Maximum Building Coverage	Existing building footprint	None
Maximum Lot Coverage	90% or existing	90% **
Minimum Ground Floor Height	14 feet or existing	14 feet
Minimum Sidewalk Width	10 feet or existing	10 feet

*New construction or additions may extend beyond existing building footprints by up to four (4) feet.

**Where a property abuts the Passaic River, a minimum thirty (30) foot easement/dedication along the river shall be provided to develop the riverfront pathway connections.

Parking

Off-street parking may be provided off-site parking within one-thousand (1,000) feet of the subject property. The developer must demonstrate that daily/monthly permits are available in Paterson Parking Authority facilities or must enter into a shared parking agreement that satisfies the requirements.

- Residential: One (1) space per unit.
- sales and services: One (1) space per one-thousand (1,000) square feet.
- Offices: One (1) space per one-thousand (1,000) square feet.
- Eating establishments: One (1) space per eight (8) seats.
- Hotels/Bed & Breakfasts: One (1) space per guest room.
- Museums/Libraries/Galleries: One (1) space per six-hundred (600) square feet.
- Theaters: One (1) space per one-hundred (100) square feet.

Supplemental Requirements

- Any infill development shall not in any way compromise the integrity of adjacent historic structures.
- 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 Great Falls Historic District or 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).

GFNP - Great Falls National Park District

The purpose of the Great Falls National Park District is to permit a range of uses that enhance and support the Great Falls National Historical Park. The Park was dedicated in November 2011 and encompasses all of the great falls and portions of the Area. This district's boundaries overlap with those of the portion of the Great Falls National Historical Park located within the Area.

Principal Permitted Uses

- Parks and open space
- Government facilities, including those related to and operated by the National Park Service
- Museums, event space, theaters, musical halls, art galleries
- Educational facilities
- Hotels and Bed & Breakfasts
- Visitor centers
- Eating and Drinking establishments
- Office associated with the National Historical Park use

Accessory Uses

- Retail accessory to park use
- Parking
- Signage
- Outdoor dining
- Any other uses customarily incidental and accessory to the principal use

Bulk Standard

Any structure constructed in this zone district shall adhere to standards agreed upon by the National Parks Service and the City of Paterson.

Parking

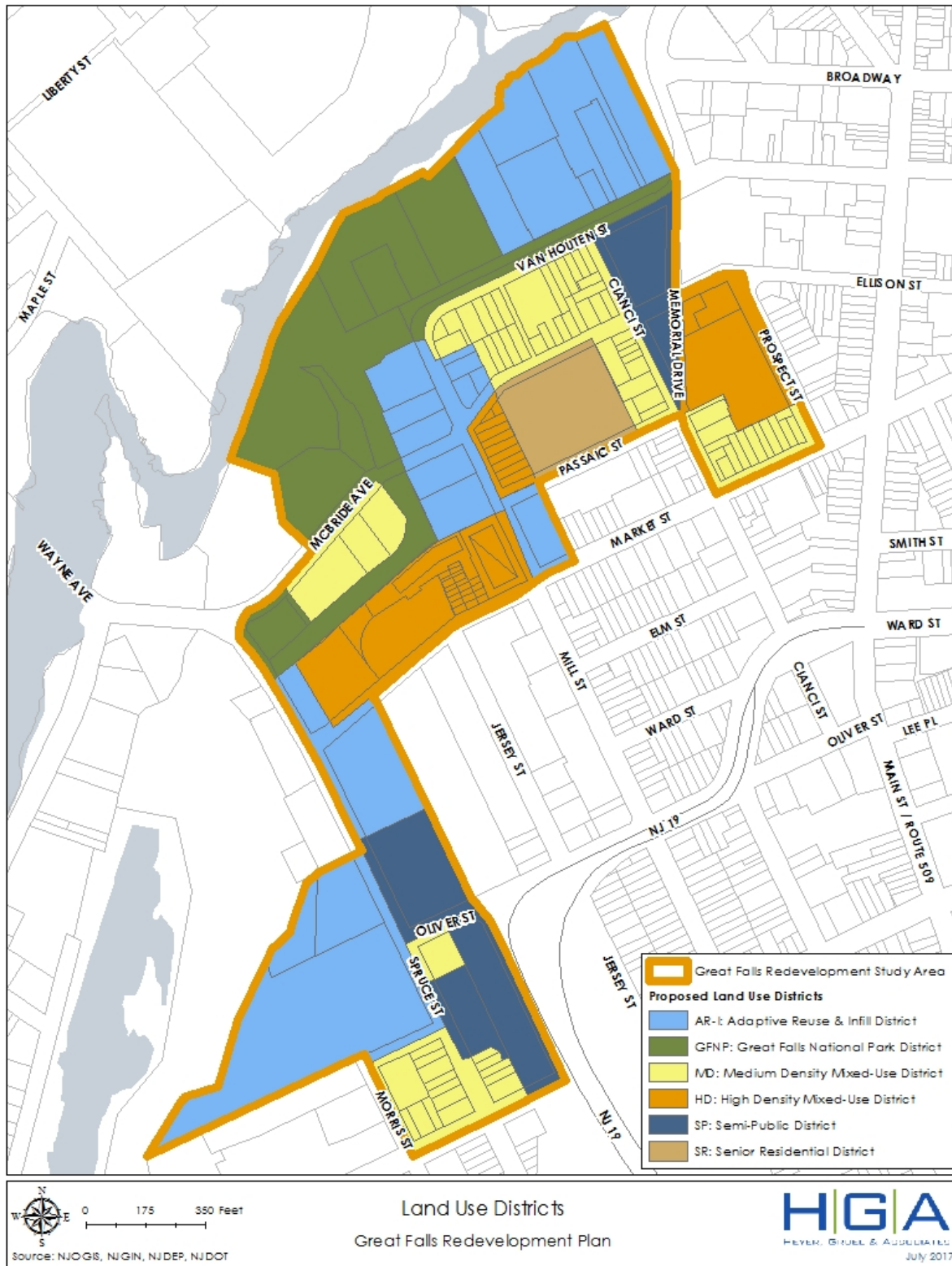
Off-street parking may be provided off-site within one-thousand (1,000) feet of the subject property.

- Offices: One (1) space per one-thousand (1,000) square feet.
- Eating establishments: One (1) space per eight (8) seats.
- Hotels/Bed & Breakfasts: One (1) space per guest room.
- Museums/Event Spaces/Galleries: One (1) space per six-hundred (600) square feet.
- Theaters: One (1) space per one-hundred (100) square feet.
- Visitor centers: One (1) space per six-hundred (600) square feet.

Supplemental Requirements

- All development within the Great Falls National Park District shall be developed in coordination with the National Parks Service.

- No development shall occur within the Great Falls Raceway and Power System tracts of land. These lands shall be reserved for walking and biking trails.
- 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 Great Falls Historic District or 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. These standards are meant to encourage design that compliments the architectural style of the historic mills.

The following design standards shall be considered site plan standards for development in the Redevelopment Area. Deviations shall be considered design standard waivers.

Building Design Standards

1. New development shall be compatible with the architectural character of the historic mill structures.
2. New development should attempt to achieve appropriate scale in relation to neighboring structures.
3. 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.
4. Building facades should be consistent with the size, scale, and setbacks of adjacent buildings.
5. Blank facades or solid walls shall be avoided. Street level facades should contain uses that encourage foot-traffic and generate activity.
6. A minimum of 50% of any ground level, street-facing façade should be transparent.
7. Fire escapes are not permitted on a building's front façade.
8. The type, shape, pitch, texture, and color of a roof shall be architecturally compatible with the building style, material, colors, and details.
9. Roof mounted mechanical equipment (HVAC, etc.) shall be screened from view in the public right-of-way.
10. Pedestrian entryways and/or lobbies shall be prominent, well lit, and separate from service entrances.
11. Security gates shall be permitted only if they are installed inside the commercial or non-residential premises. Solid doors are prohibited for main entries.
12. 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.

Exterior Building Walls and Materials

1. Building walls shall be consistent in detail and quality on all elevations visible from public streets.
2. The primary exterior building material to be used is red brick, aesthetically comparable to the red brick of the historic mill structures. Stone can be used as a supplementary material, consistent with the brick tones. For an example, see the use of stone on the ground floor at the historic Union Works building at the north corner of the Market Street and Spruce Street intersection.
3. All materials used in new construction shall be compatible with the aesthetic of the historic mill structures.

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, is strongly encouraged. The *Moving Passaic County Complete Streets Guidelines*² should be utilized in the Area where identified by the County. 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.

² Moving Passaic County Complete Streets Guidelines <http://www.passaiccountynj.org/DocumentCenter/View/4240>

6. ADA accessible ramps should be provided at all intersections.

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 the Great Falls National Historical Park.

1. Any areas devoted to pedestrian use should endeavor to create a communal meeting, working, and socializing space with a sustainable and welcoming atmosphere.
2. 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 Paterson Arts Council.
3. 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.
4. Bollards and planters are encouraged to be utilized as activity separators. Permanent bollards shall be lit whenever possible. Planters should not block other elements such as signs or streetlights, and if implemented, provisions must be made for ensuring adequate watering and drainage.
5. Trash and recyclable receptacles are required at a minimum at each corner of all intersections containing commercial or community activities.
6. Development fronting on a County roadway is subject to review by Passaic County. A developer shall coordinate streetscape improvements with the County and shall apply the standards in this Plan where applicable.

Landscaping

1. Where feasible, a four (4) foot wide landscape strip shall be reserved on the sidewalk adjacent to the curb where street trees shall be planted at 30 feet on center. There must be a minimum of six (6) feet of clear sidewalk space between the street tree grates and the building. When the position of a historic mill structure makes planting street trees impractical due to a lack of right-of-way space, street trees are not required.
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.

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 area.
3. The design of all light fixtures shall be compatible with the aesthetics of the historic mill structures.
4. The location of street lights shall be coordinated with the locations of street trees to avoid having trees block the lights.
5. Building mounted lights shall be integrated into the overall architectural design of the building.
6. Building mounted lights shall be compatible with the fixtures of the street lights.
7. All building entrances shall be illuminated by exterior lighting.
8. Neon lighting is prohibited on commercial storefronts.
9. Flashing lights are prohibited.
10. All lighting plans should provide energy efficient fixtures, such as LEDs.
11. 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. Drive aisles shall be a minimum of twenty-two (22) feet in width for ninety (90) degree parking.
 - b. All ninety (90) degree parking spaces shall be a minimum of nine (9) feet in width by eighteen (18) feet in depth where aisle widths are less than twenty-four (24) feet in width. Ninety (90) degree parking spaces may be eight (8) feet six (6) inches in width if the aisle width is a minimum of twenty-four (24) feet in width.
 - c. Twenty (20) percent of required parking spaces may be compact spaces measuring eight (8) feet in width by fifteen (15) feet in depth if the aisle width is a minimum of twenty-four (24) feet in width.
 - d. Driveways and parking stall dimensions not discussed in this Plan shall adhere to the requirements in the City of Paterson Zoning and Land Development

Ordinance. If there is conflict between the Ordinance and this Plan, this Plan takes precedence.

- e. Bicycle racks and/or storage areas should be provided as part of structured parking facilities. It is recommended that bicycle parking is provided at a ratio of one (1) bicycle parking space per ten (10) vehicle spaces or one (1) bicycle parking space per five (5) residential units, whichever is greater.
2. Structured Parking Design Standards
- a. Any portion of a structured parking garage with frontage along a public 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 with the historic context of the Area.
 - d. A solar canopy or landscaping is encouraged on the upper floor of any 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. Vehicular access to parking structures shall be designed in a manner that does not negatively impact major pedestrian routes.
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. The relationship between truck delivery, vehicular traffic, and pedestrian circulation shall be considered when designing service entries, walkways, and pedestrian entrances.
 - c. Wherever possible, loading spaces, including refuse collection, should be located within structured or subsurface parking facilities.

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.
3. Wayfinding signage should be incorporated to identify key destinations in and around the Area including the Paterson Museum, the Great Falls, the Great Falls National Historical Park, historic mills, the Paterson Train Station, City Hall, and retail and entertainment amenities.
 - a. Wayfinding signage may include a complete map of the Area and indicate the locations of transportation stops, retail areas, parking, etc.
 - b. Wayfinding signage shall be multifunctional to address the pedestrian and the automotive realms.
 - c. Wayfinding signage shall be produced by a single design consultant to include the need of all developers.
 - d. Wayfinding signage shall be incorporated into the overall streetscape design.

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 Practices³. Consideration should be given to enhanced standards of water quality and going above the minimum requirements to limit the amount of storm water than enters the City's Combined Sewer Overflow system. Development within the Area should employ Green Infrastructure⁴ 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
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

³ NJ Stormwater Best Management Practices Manual http://www.njstormwater.org/bmp_manual2.htm

⁴ Green Infrastructure in New Jersey <http://www.nj.gov/dep/gi/index.html>

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.

RELATIONSHIP TO OTHER PLANS

City of Paterson Planning Documents

2014 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 Great Falls 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.
- 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.

Historic Preservation Goals:

- Encourage the restoration and/or adaptive reuse of historic structures in the City, including the Great Falls District and Historic mills.
- Work with the National Park Service to implement the Paterson Great Falls National Historical Park Plans.
 - Facilitate pedestrian connections to the Great Falls National Historical Park from the surrounding neighborhood.
- Capitalize on opportunities for historic tourism in the downtown, Great Falls, and other areas.
- Work with the Paterson Museum and other groups to promote historic and cultural education.

2017 First Ward Redevelopment Plan

The 2017 update the First Ward Redevelopment Plan, originally adopted in 2003, focuses on the First Ward of Paterson, located across the Passaic River from the Great Falls Redevelopment Area. This section of Paterson represents the gateway to the National Historical Park from the other side of the Passaic River from the Area and encompasses a large portion of the Park, including Hinchliffe Stadium, Mary Ellen Kramer Park, and the Valley of the Rocks. The Great Falls Redevelopment Plan supports the development of the 1st Ward Redevelopment Plan and encourages complimentary uses and scale. Both plans advocate for the efforts of the National Parks Service in their development of the Great Falls National Historical Park.

2009 Greater Spruce Street Neighborhood Plan

The Greater Spruce Street Neighborhood Plan was created in 2009 with the intent of creating a resident-driven plan to empower the local residents to be proactive in the decisions happening within their neighborhood. The boundaries of the Greater Spruce Street Neighborhood encompass the entire Redevelopment Area and beyond. The goals of the Neighborhood Plan that are complimented by the goals and objectives of this Plan are as follows:

- Build upon assets, such as the Great Falls Park and Raceway system, underutilized green spaces, historic architecture, and active local artists.
- Blend the City's rich industrial legacy with the diversity of the current immigrant community and culture.

- Protect the mill buildings from further deterioration and determine viable options for their reuse.
- Improve the desirability of Great Spruce Street as a place to live, work, visit, and do business.

Passaic County Plans

1988 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.

2012 Passaic County Master Plan Transportation Element

The Passaic County Master Plan Transportation Element was last adopted in 2012. The Plan takes into account the changing demands of the County’s transportation system and provides various proposals to capitalize on the growing populations and evolving demographics. The following goals of the Transportation Element are compatible with the goals and objectives of this Redevelopment Plan:

- Help the County become more transit-friendly and reduce reliance on the automobile.
- Integrate transportation with local land use plans to better support each community’s vision for its future.
- Work toward the creation of “Complete Streets” so that our roadways better serve all users, including pedestrians, bicyclists, transit users, senior citizens, and persons with disabilities.

2016 Great Falls Circulation Study Passaic County

The 2016 Great Falls Circulation Study was prepared to examine ways in which to improve the visitor access to the National Historical Park as well as the Downtown Historic District. The Study additionally focuses on the local needs of the neighborhoods immediately surrounding the Great Falls. The plan promotes Complete Streets strategies as well as enhancements to pedestrian safety. This Redevelopment Plan is compatible with the following goals and objects of the Study:

- Prioritize pedestrian safety City-wide with emphasis on students and vulnerable users.
- Enhance the residential quality of life and the Great Falls NHP visitor experience.
- Improve access and mobility to the Great Falls NHP and downtown historic district.

State Plans

2001 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.
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 goal 1, 2, 3, 4, 7, and 8 in particular of the SDRP.

1. The intended purpose of this Plan is to revitalize certain portions of the City of Paterson, a recognized urban center by the SDRP.
2. This Plan supports the conservation efforts taking place within the Great Falls National Historical Park.
3. A key goal of this plan is to encourage development within the Area that will support the tourism efforts and thereby promoting the economic growth of the Area.
4. The Plan promotes the prevention of pollution by providing standards designed to encourage pedestrian-oriented streetscapes and development, thereby discouraging the use of automobiles.
7. The principal goal of this Plan is to preserve the Area's historic mill structures and associated raceways as well as enhance the open space and recreational uses associated with the Great Falls National Historical Park.
8. The Plan encourages a vibrant and attractive historic center for the City that capitalizes on its existing historic structures and promotes the Area as an investment opportunity and prime destination.

2011 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.

Plans of Adjacent Municipalities

2009 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.

Regional Plans

2016 Great Falls National Historical Park, Draft General Management Plan and Environmental Assessment

The 2016 Great Falls National Historical Park Draft GMP and Environmental Assessment represents the National Parks Service's first general management plan for the Park. The Plan describes the history of the park and process by which it became a National Historical Park. Additionally, the Plan puts further a variety of way in which the park can be managed so as to benefit greater community of Paterson as well as attract visitors from afar. This Redevelopment Plan reinforces the efforts of the National Parks Service and is compatible with the intended development of the Great Falls National Historical Park.

2012 Paterson Great Falls Arts and Revitalization Plan

The 2012 Paterson Great Falls Arts and Revitalization Plan focuses on ways in which the arts can be woven into the context of the National Historical Park as well as the neighborhood's revitalization efforts. The Plan provides supportive recommendations for artists including ways to engage the area's youth as well as ways to attract a wide range of audiences to the neighborhood. The goals and recommendations of the Revitalization Plan are congruent with the goals and objectives of this Redevelopment Plan.

ADMINISTRATIVE PROCEDURES

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 developers 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.