

Ward Street Station Redevelopment Plan

City of Paterson
Passaic County, New Jersey
February 2017



Prepared By
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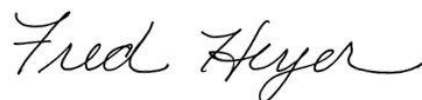


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The original of this report was signed and sealed in accordance with N.J.S.A. 45:14A-12.



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Contents

INTRODUCTION	1
CONTENTS OF A REDEVELOPMENT PLAN	2
PROCESS	3
PLANNING CONTEXT	5
Description of Area	5
Land Use.....	5
Planning History	5
Current Zoning	7
Property Description	7
Transportation	8
2014 City of Paterson Master Plan	9
RELATIONSHIP TO THE CITY’S LAND DEVELOPMENT REGULATIONS.....	10
GOALS AND OBJECTIVES OF THIS PLAN	11
LAND USE PLAN	12
Ward Street Station Transit Oriented Development (WSSTOD) District Use and Bulk Standards	14
WSSTOD District Design Standards.....	15
Crime Prevention Through Environmental Design (CPTED) Principles.....	26
SITE SPECIFIC DEVELOPMENT CONCEPTS	28
Opportunity Site 1 – Block 6204, Lot 2	29
Opportunity Site 2 – Block 6205, Lot 1 and Block 6222, Lot 1	31
Opportunity Site 3 – Block 4311, Lots 3 and 4.....	33
Opportunity Site 4 – Block 6212, Lot 1	34
Street Vacation Concept	36
RELATIONSHIP TO OTHER PLANS	37
City of Paterson Plans	37
2014 Paterson Master Plan.....	37
Ward Street Station Transit Oriented Development Plan	38
State Plans.....	38
State Development and Redevelopment Plan (SDRP)	38
State Strategic Plan	39
Passaic County Plans	40

Passaic County Master Plan Land Use Element	40
Passaic County Master Plan Transportation Element.....	40
Passaic County Future, the Passaic County Sustainability Plan	41
Plans of Adjacent Municipalities.....	41
The Master Plan for the Borough of Prospect Park	41
OTHER STATUTORY REQUIREMENTS	42
Property to Be Acquired	42
Relocation Assistance	42
Affordable Housing	42
ADMINISTRATIVE PROCEDURES.....	42
Redevelopment Entity	42
Amending the Redevelopment Plan	42
Duration of the Redevelopment Plan	42
Conveyance of Land	43
Redevelopment Agreements	43



INTRODUCTION

The Ward Street Station Redevelopment Area, referred to herein as the “Area”, is located in the heart of Paterson. This Area is located just to the east of City Hall and the Center City Redevelopment Area, and just to the west of the Fourth and Fifth Ward Redevelopment Areas. The Station is a stop on the New Jersey Transit Main Line that terminates in Hoboken and offers service to Manhattan via a transfer in Secaucus Junction or Hoboken. The Ward Street Station and its environs represent a crucial opportunity for the City to improve access to this vital transportation link and spur development on underutilized properties with prime locations.

Several Transit Oriented Development (TOD) planning efforts have been undertaken for the station and the surrounding areas. In 2009, a TOD Plan was prepared for a larger area than that focused on in this Plan. The 2009 Plan recommended an overlay zone to permit higher density, mixed-use, and specific standards that would capitalize on the presence of the Station. The vision put forth by this effort, and reinforced by further public outreach and planning work in 2012 has not been put into action. Neither the 2009 document nor the 2012 planning work possessed the statutory authority of a Redevelopment Plan. This Plan builds on the strong foundation of the prior planning work to create new land use and design standards for the Ward Street Station Area with the goal of spurring development that will capitalize on the transit opportunities and benefit the City as a whole.

Trends throughout the State have shown increases in transit ridership, and rising demand for dense urban living. Paterson has an opportunity to promote this development model, which relies less on car ownership and offers amenities, recreation options, and nightlife that are accessible by walking, biking, and transit. The redevelopment of the Ward Street Station Area, in conjunction with the redevelopment activity in the Center City Area can drive the transformation of the urban core of the City and make Paterson a destination for visitors and a desirable place to live and work.

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.

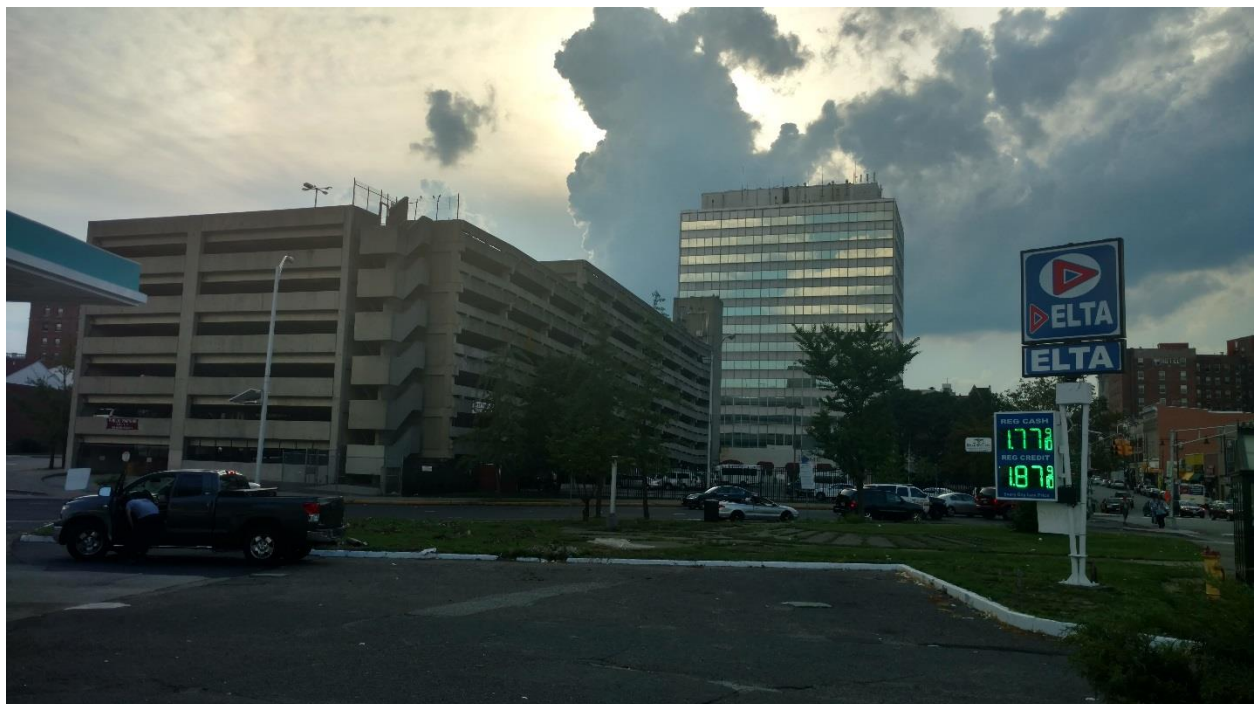
This Redevelopment Plan provides a detailed guide for the revitalization of this area of Paterson. The following is a review of the area, the basis for the development of the Plan in the Master Plan,

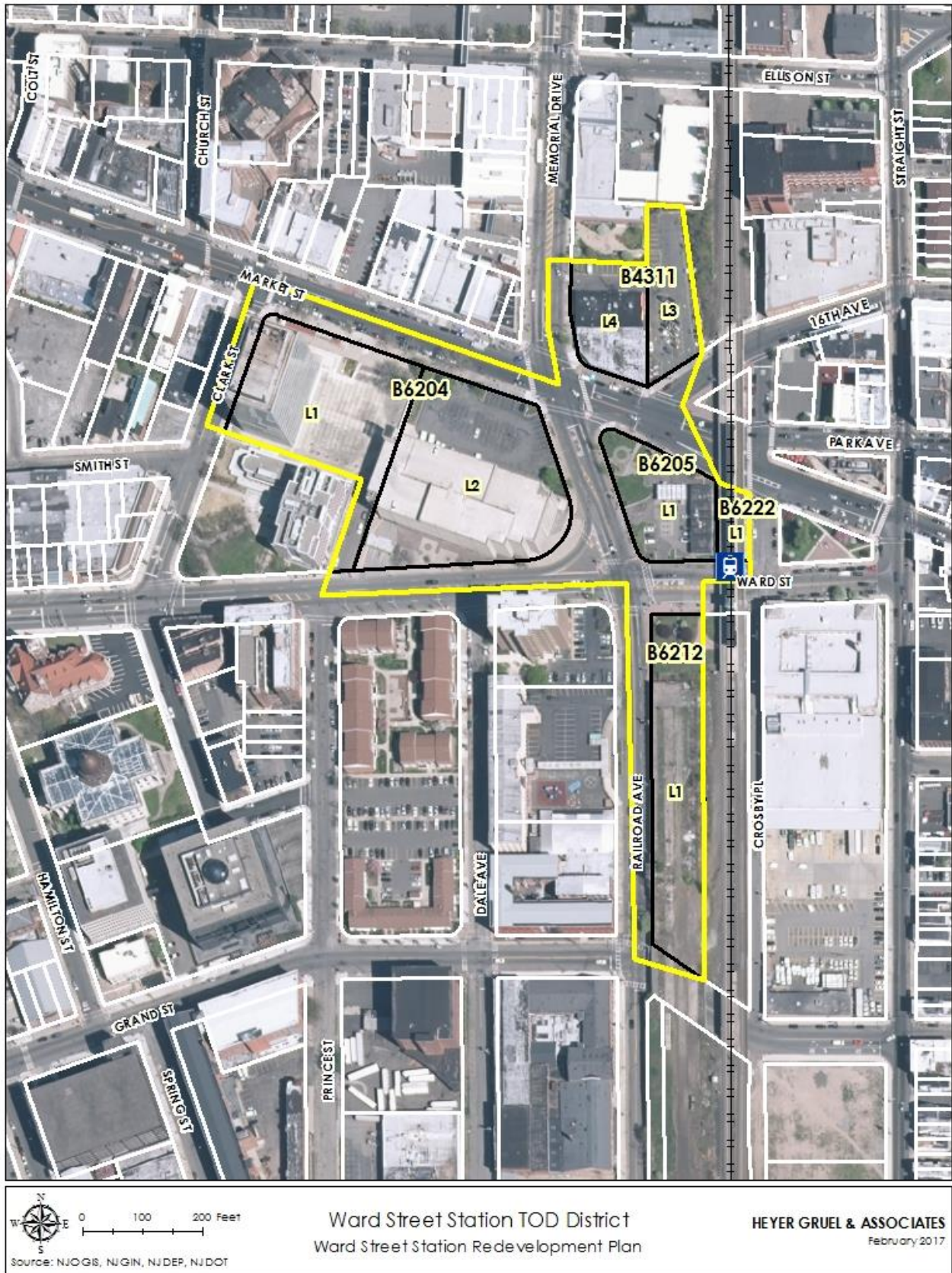
and the District land use standards. This Plan also provides the administrative procedures and requirements for the implementation of the Plan.

PROCESS

In August of 2016, the City Council directed the Planning Board to undertake a redevelopment investigation of the Ward Street Station Area, which consists of seven parcels within Blocks 4311, 6204, 6205, 6212, and 6222. The Ward Street Station Redevelopment Area study was presented to the Planning Board on September 21, 2016, and the properties within that Area were 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 Area.





PLANNING CONTEXT

Description of Area

The Area is made up of seven (7) properties located within five blocks in the First Ward of the City. The Area is located in the downtown neighborhood in the central part of the City near City Hall and the Ward Street Station.

The Area is in close proximity to the commercial core of the City and City Hall. Immediately to the east of the Area is the Center City Mall and the Center City Redevelopment Area. To the west, on the opposite side of the railroad tracks are the Fourth and Fifth Ward Redevelopment Areas.

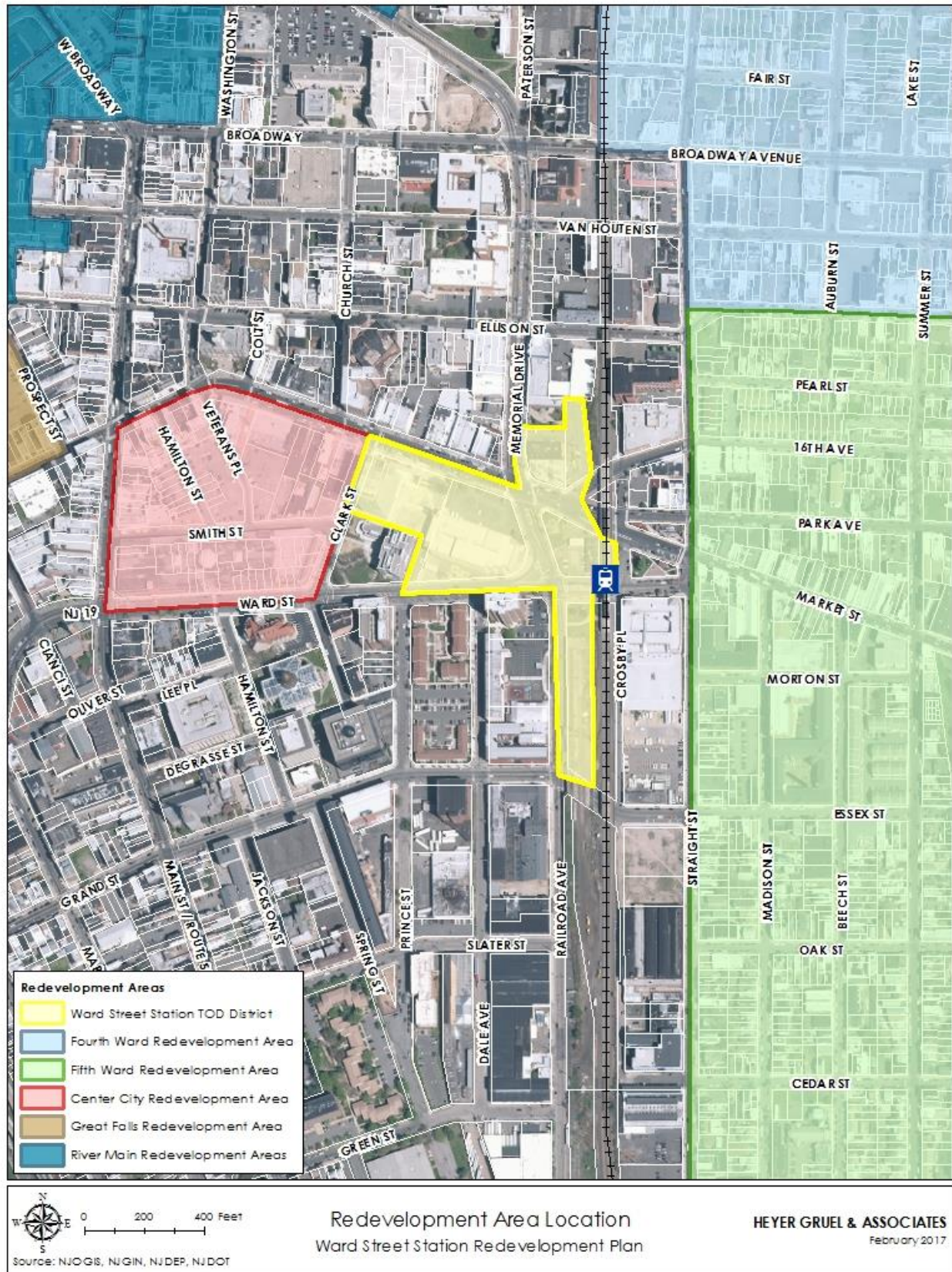
The properties within the Area consist of two lots owned by the City of Paterson Parking Authority, two commercial properties developed with small scale retail uses, two properties owned by New Jersey Transit adjacent to the elevated rail lines and Paterson Ward Street Train Station, and a property developed with an office building.

Land Use

The land use in the area is a mixture of offices, commercial retail uses, Paterson Parking Authority parking lots, and a structure adjacent to the railroad viaduct owned by New Jersey transit that is not in use.

Planning History

The Ward Street Station has been studied in several recent planning documents. The 2009 Ward Street Station TOD Study, the 2010 City of Paterson City-Wide Transportation Needs Assessment, the Passaic County Master Plan Transportation Element, and the 2014 City of Paterson Master Plan all made recommendations about promoting transit-oriented development, transit service and infrastructure improvements, and streetscape enhancements. The standards outlined within this document will implement many of the recommendations from these studies and plans.



Current Zoning

The Area is located in the B-4 Business Zone, which permits and encourages dense commercial development, with no height restrictions. The Area is also located in the City's Urban Enterprise Zone. 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 Area is also located in the City's Urban Enterprise Zone and the Downtown Historic District.

Property Description

The Area is made up of seven properties. Overall, the area is a mix of public and private ownership and is characterized by the presence of the Ward Street Station and the intersection of major roads in the central core of the City.

Block 4311, Lot 3 is a surface parking lot owned by the Paterson Parking Authority. This lot is located between the structure on Lot 4 and the NJ Transit Rail Viaduct.

Block 4311, Lot 4 is developed with a retail shopping center with frontage on Market Street and Memorial Drive. This property is developed with retail store fronts on all four sides of the structure.

Block 6204, Lot 1 is located at the corner of Market Street and Clark Street. It is developed with a high-rise office building with a fitness club on the ground floor. A plaza area connects this building to the parking garage located on the adjacent parcel.

Block 6204, Lot 2 is located with frontage on Market Street, Memorial Drive, and Ward Street. This lot is owned by the Paterson Parking Authority and is developed with a structured parking deck, and a surface parking lot. The parking garage is connected to the plaza on Lot 1 and the surface parking lot provides access to the medical office located at ground level under that plaza.

Block 6205, Lot 1 is developed with a gas station and convenience storefronts. This parcel is adjacent to the NJ Transit rail line viaduct and located at the intersection of Ward Street, Market Street, and Memorial Drive.

Block 6212, Lot 1 is owned by NJ Transit and is located adjacent to the elevated rail viaduct. This long, narrow parcel is developed with loading dock bays that are not currently in use.

Block 6222, Lot 1 is a narrow strip of land located below the NJ Transit rail viaduct.

Urban Enterprise Zone

The entirety of the Ward Street Station Area is located in the City of Paterson Urban Enterprise Zone (UEZ). The UEZ 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.

Transportation

Circulation in the Area

The Area is traversed by three major thoroughfares in the City:

- Market Street (Passaic County Route 648)
- Ward Street
- Memorial Drive

The 2014 Master Plan notes that Market Street is among the most heavily trafficked roadways in the City and experiences significant congestion, particularly during peak times of day.

Public Transportation in the Area

The Area is located with the Paterson Ward Street Station as its focal point. 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 capitalize on this proximity to a major transit stop and incorporate the principles of Transit Oriented Development (TOD).

In addition to the Ward Street Station, the Area is also serviced by a number of New Jersey Transit bus routes. The Broadway Bus Terminal is located approximately six 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 Ward Street Station 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.

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 overall goal of the redevelopment effort for the Ward Street Station Area is to maximize the economic potential of the Area, promote transit oriented development opportunities, 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 City's CBD.
- *Provide an appropriate mix of residential, entertainment, retail, and service options* – The Ward Street Station 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 attract new residents to the downtown core of the City and create a true destination 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 between the main transit hub and 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.
- *Promote pedestrian connections between transit options and destinations* – The Area is served by New Jersey Transit bus routes, and includes 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 near the Area include Paterson City Hall, the Passaic County court house and administrative facilities, Center City Mall, and Passaic County Community College. Streetscape amenities and wayfinding signage, along with placemaking strategies should create a safe, secure, and attractive environment for pedestrians and cyclists.
- *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.

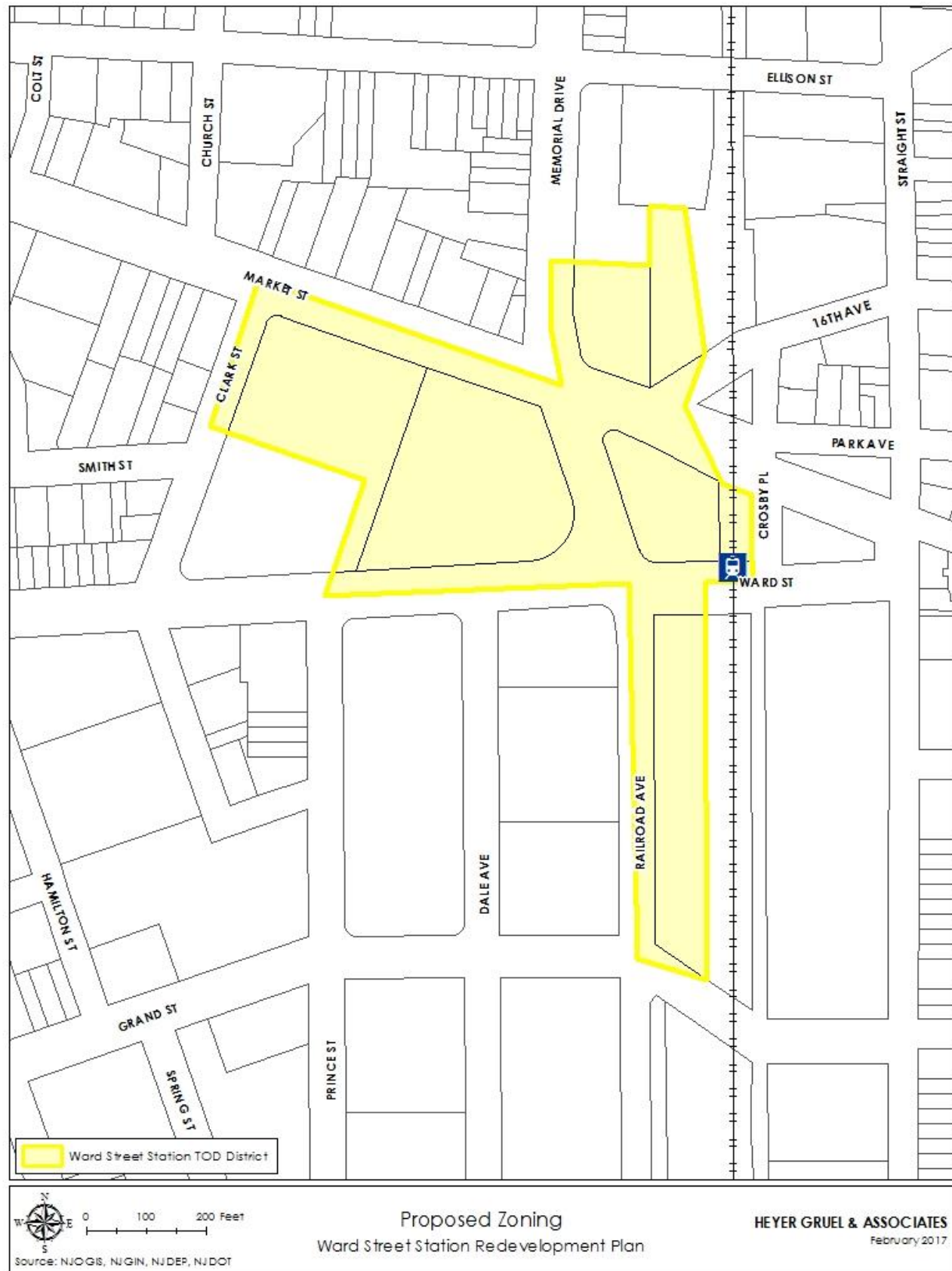
LAND USE PLAN

The Ward Street Station Redevelopment Plan proposes a new land use district to replace the current zoning for the properties. The bulk and use standards in this districts are intended to provide significant flexibility for future development within the Area.

The Ward Street Station Transit Oriented Development District provides the opportunity for dense, sustainable development that will enhance the urban core of the City of Paterson. The key to maximizing development potential in the Area is to capitalize on the train station as a unique amenity. The Ward Street Station Area will form a crucial link between the Center City Area and the train station.

Site specific concepts are provided for several of the properties as an example of development opportunities. These concepts are meant to inform and guide potential developers, but are not intended to be binding.

Ward Street Station Redevelopment Plan



Ward Street Station Transit Oriented Development (WSSTOD) District Use and Bulk Standards

Intent

The intent of the Ward Street Station TOD District is to promote mixed-use, sustainable development in the vicinity of the Paterson Ward Street Station. Transit-oriented development can bring residents to the City's downtown neighborhood, create a safe and desirable pedestrian environment, connect existing government offices and business to the train station and other transit services, and revitalize several underutilized parcels.

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
- Eating and drinking establishments, without drive-up / drive-through windows
- Brew-Pubs, Micro-breweries, and Micro-Distilleries
- Hotels, with a minimum of 100 rooms
- Live-work space
- Micro-manufacturing and production spaces for goods to be sold or distributed on the premises
- Artist's studios

Accessory Uses

- Structured Parking

Ward Street Station Redevelopment Plan

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

Definitions

- 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

WSSTOD District Standards	
Minimum Setback from Public Right-of-Way	0' Minimum; 10' Maximum*
Maximum Building Height	12 Stories / 130 Feet
Maximum Impervious Surface Coverage	One-hundred percent (100%)
*Additional 10' setback may be permitted if an amenity, such as outdoor dining space, is provided.	

Parking Requirements

- Residential - 1 Space per unit
- Office – 1 Space per 1,000 square feet of gross floor area
- Hotels – 0.5 spaces per room
- Retail and other uses not specified – no parking is required

Parking requirements may be satisfied off-site in lots or garages within 1500 feet of the use.

WSSTOD District 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 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.
2. Blank facades or solid walls shall be avoided. Street level facades should contain uses that encourage foot-traffic and generate activity.
3. A minimum of 50% of any ground level, street-facing façade should be transparent.
4. Fire escapes are not permitted on a building's front façade.
5. Roof mounted mechanical equipment (HVAC, etc.) shall be screened from view in the public right-of-way.
6. Pedestrian entryways and/or lobbies shall be prominent, well lit, and separate from service entrances.
7. 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.

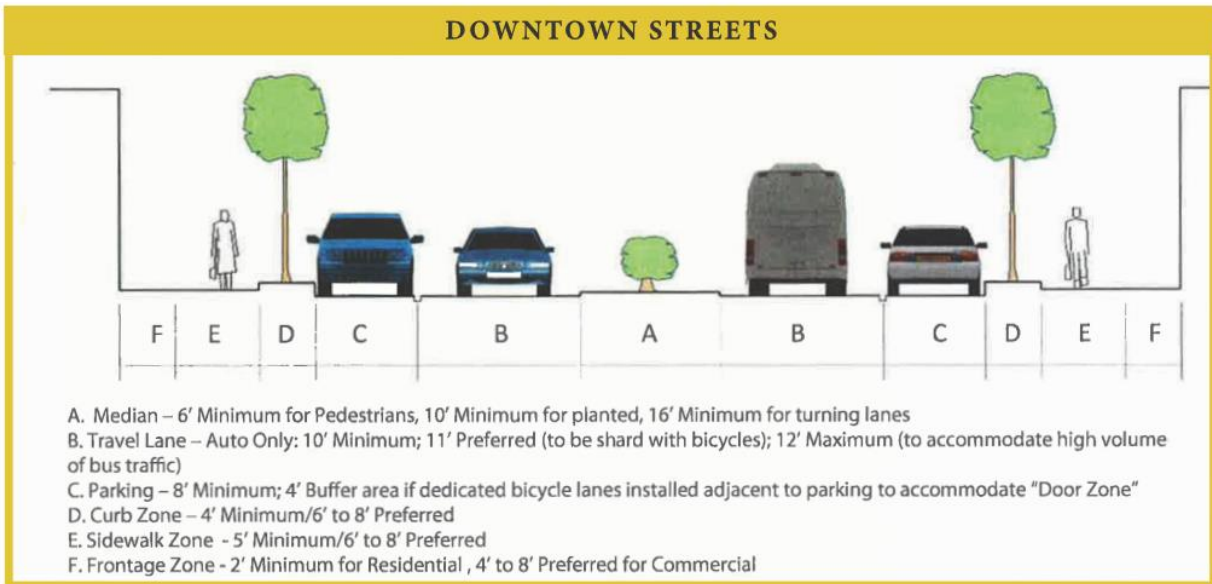
Complete Streets & Green Streets Standards

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.

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

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.



Source: Passaic County Master Plan

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.

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.



Decorative Pedestrian Scale Lighting

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. Structured Parking Design Standards

- a. Any portion of a structured parking garage with frontage along Market Street shall have ground floor retail, restaurant or office 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 or architectural details.
- 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.
2. 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

1. Sidewalks should be at least ten (10) feet wide, with greater width provided wherever possible.
2. Any areas devoted to pedestrian use should 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.



Curb Bump-out with Street Furniture, Planters, Lighting and Garbage Cans

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, Passaic County Community College 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.

6. Improvements should be provided in close proximity to the Ward Street Station to reinforce its role as a multi-modal transportation hub in the City. These should include:
 - o A designated bus stop area with shelters and information that does not obstruct travel lanes on Market Street or Ward Street.
 - o A designated taxi stand area that does not obstruct travel lanes.
 - o Clear signage to direct pedestrians to local points of interest and transit services.

Signage

1. Building Signs (Wall, Projecting, Window, 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 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 / Bio-retention 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

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>

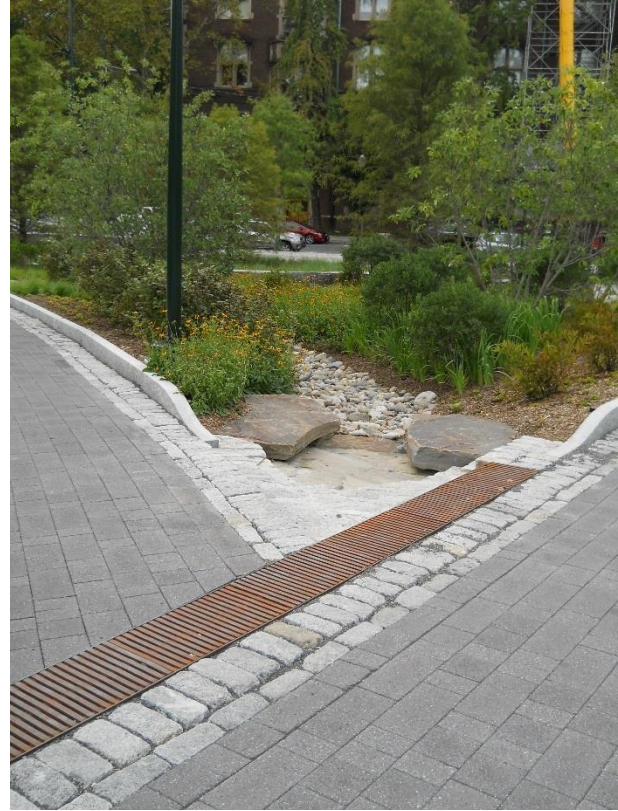
Green Roofs are roofing that is either partially or totally covered with vegetation. The benefits include absorbing and retaining rainfall, thereby limiting run-off, and reducing the urban heat island effect. Green roofs can be low-maintenance and focused strictly on storm water management benefits,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



Biofiltration System in Philadelphia

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.

Crime Prevention Through Environmental Design (CPTED) Principles

CPTED is a set of design principles that seek to make public spaces safer and less likely to harbor criminal activity. CPTED focuses on making streets, sidewalks, public plazas and parks safer at all

times of day or night. These principles are a separate set of design standards that focus on how physical design components such as building transparency and orientation, landscaping, and lighting can improve public safety.

Natural Surveillance

Creating a sense of natural surveillance through building and public space design can improve perceptions of safety and act as a deterrent to crime. Design principles that embrace natural surveillance eliminate areas where residents and pedestrians feel isolated and vulnerable.

- Buildings should be oriented towards the public street, with windows and doors facing the street, to create a sense of “eyes on the street”
- There should be a good visual connection between public spaces on the street, and ground level spaces of buildings. Blank walls should be avoided.
- The public realm should be visually open and clear of barriers. Any place where there is a potential hiding spot or an area that is out of view from the street or public areas creates a potentially hazardous and unsafe space.
- Landscaping such as shrubs or bushes should not create a visual barrier.

Lighting

Sidewalks, building entrances, and public spaces should be well illuminated at night. Appropriate lighting levels eliminate hiding places and increase public safety.

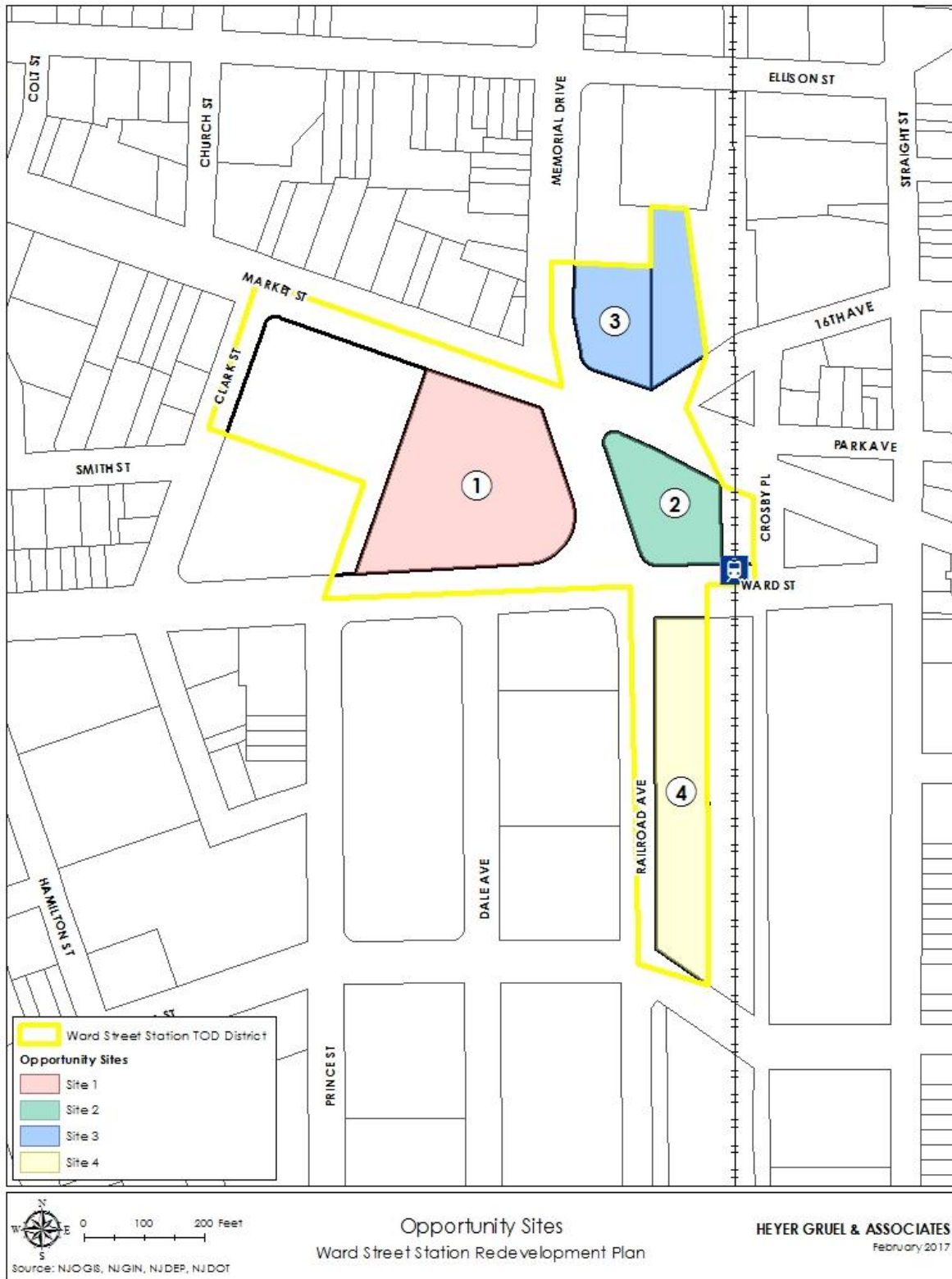
- Ensure all building entrances are well lit.
- The exterior of buildings along public streets and spaces should also be lit.
- Ensure street lighting is provided at an appropriate pedestrian scale and is well maintained.

Maintenance and Code Enforcement

Public and private spaces should be maintained in a neat and orderly manner. If spaces are regularly tended and not allowed to fall into disrepair, it sends a message to neighbors and passersby that someone is vigilant. Lots or structures that show signs of overgrowth, litter, and disrepair send a message that no one is actively watching or caring for the space. Criminal behavior is more likely to occur in a place that lacks a sense of ownership and upkeep.

- Buildings and spaces should be designed to be low-maintenance, and easy to repair or clean.

SITE SPECIFIC DEVELOPMENT CONCEPTS



The following concept plans present examples of development on several of the sites within the Area. *These concepts shall not be construed as binding on either the City or a potential redeveloper. They merely represent examples of potential redevelopment projects for sites within the designated Area.*

Opportunity Site 1 – Block 6204, Lot 2



Block 6204, Lot 2 Existing Conditions

Block 6204, Lot 2 is a nearly two-acre parcel owned by the Paterson Parking Authority. The concept envisions removal of the existing parking deck and utilizing that area, along with the surface parking lot for a mixed-use development with neighborhood retail and restaurant spaces on the ground floor and residential units on upper floors. This development should be integrated with the uses present on Lot 1, which include a health care facility and gym on the ground level and a second story plaza around an office building. The plaza area currently offers access to the parking garage – this connection between the sites could be incorporated into new development.

The intersection of Market Street and Memorial Drive should be a focal point of this development. One possible use of this area is a “Restaurant Row” concept including enhanced sidewalk widths to permit outdoor dining with sufficient space for removable awnings and heaters to allow for three season use along the Market Street frontage and around the corner onto Memorial Drive

opposite the train station. Paterson has been recognized in local and national publications for the quality and ethnic diversity of its cuisine. Development near the train station should capitalize on this strength and promote an identity of diversity and culinary excellence. Safety and crime prevention are a concern throughout the City. Developing an active pedestrian dominated space with expanded sidewalks and public amenities that is not deserted after typical office hours can enhance both the perception and reality of personal comfort and safety in the City's downtown.



Opportunity Site 1 – Block 6204, Lot 2

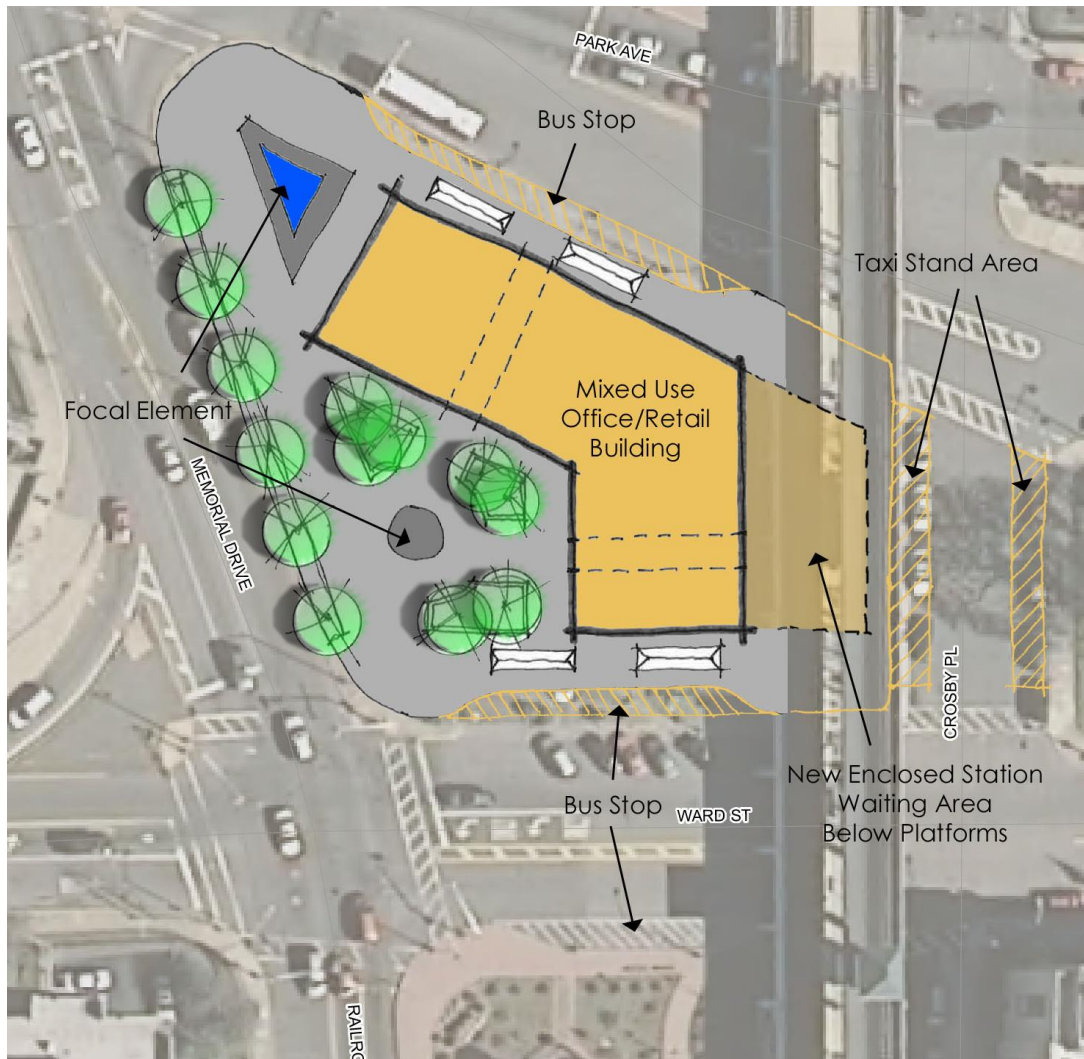
Opportunity Site 2 – Block 6205, Lot 1 and Block 6222, Lot 1



Block 6205, Lot 1 Existing Conditions

Block 6205, Lot 1 is developed with a gas station and several convenience store spaces. This parcel is adjacent to the NJ Transit rail line viaduct and located at the intersection of Ward Street, Market Street, and Memorial Drive. Redevelopment of this parcel should focus on integration with the adjacent train station. The ground floor of the development should provide convenience retail focused on commuters and an opportunity to create inter-modal transportation connections by providing an enhanced station area along with a bus stop and/or taxi stand area. The upper floors could be offices or residences and include space for a fitness center or similar amenities.

The proximity to the train station could allow for an expanded platform area and connection to the street level through a dedication for public use or easement arrangement. Opportunities to link the building directly to the transit station should be explored.



Opportunity Site 2 – Block 6205, Lot 1 and Block 6222, Lot 1



Opportunity Site 3 – Block 4311, Lots 3 and 4



Block 4311, Lots 3 and 4 Existing Conditions

Block 4311, Lot 3 is a surface parking lot owned by the Paterson Parking Authority. This lot is located between the structure on Lot 4 and the NJ Transit Rail Viaduct.

Block 4311, Lot 4 is developed with a retail shopping center with frontage on Market Street and Memorial Drive. This property is developed with retail store fronts on all four sides of the structure.

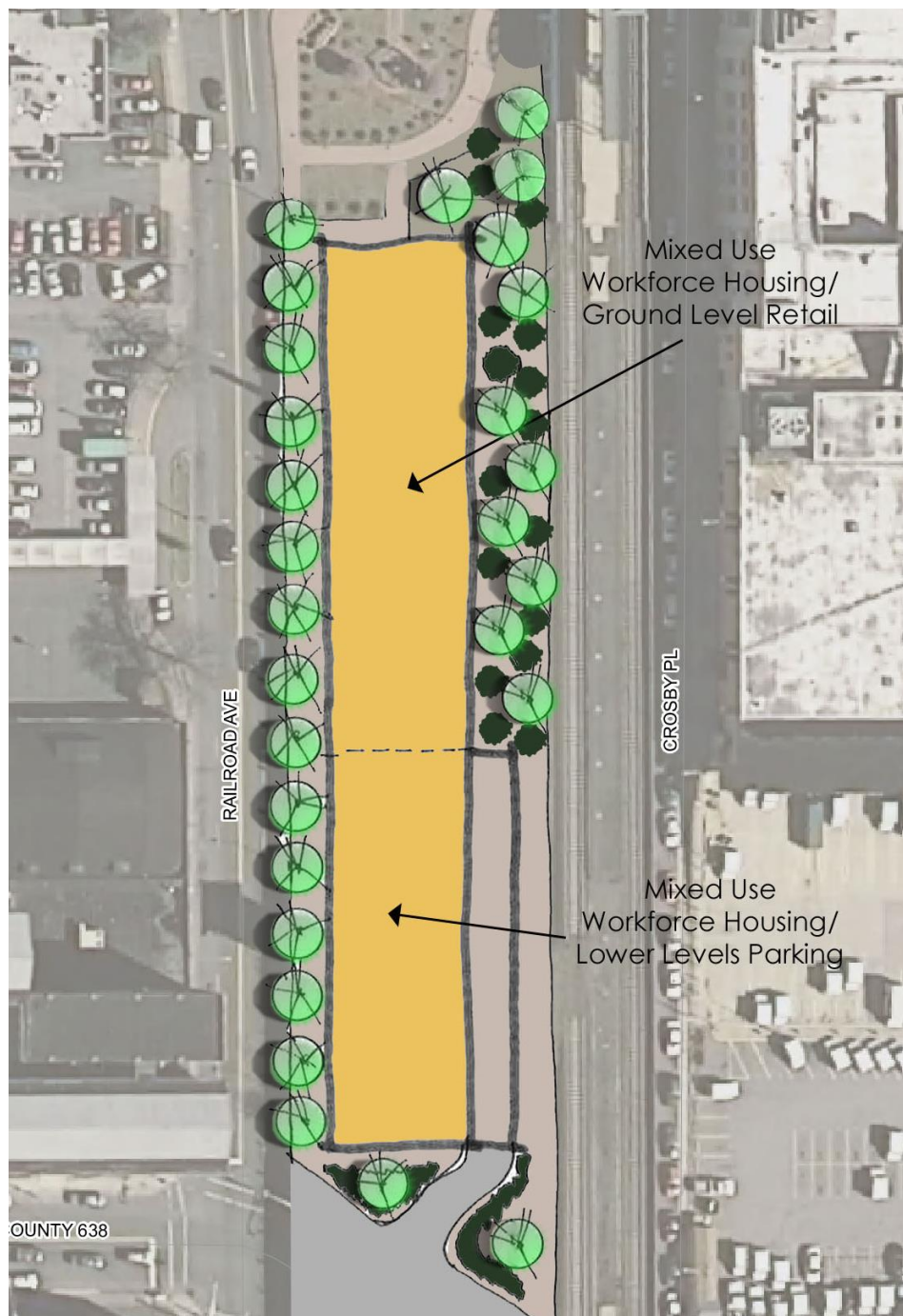
One option would be expansion of the existing structure to add additional stories that could be used for office space or institutional / educational space associated with Passaic County Community College, which is located immediately to the north of the property. The Parking Authority could partner with a developer to expand the footprint of the development into the existing surface parking area, or could maintain the existing lot.

Opportunity Site 4 – Block 6212, Lot 1*Block 6212, Lot 1 Existing Conditions*

This long, narrow parcel is developed with loading dock bays that are not currently in use. If the building is structurally sound, these garage / loading spaces could be used as workshop space as part of a new live-work development. These spaces could be individually divided or developed into a cooperative “makerspace” and include a storefront retail component for goods made on site. Several floors of residences could be added above these spaces with a design that is complementary to the live-work and communal aesthetic of the space on the ground floor. Arrangements such as these have emerged as a desirable option for industrial and technology incubators as well as small scale artists and craftsmen.

A traditional residential building could also be developed on this site, but it will be important to balance the residential market with a variety of unit types, sizes, and affordability levels as the downtown area of the City experiences an influx of development. An alternative arrangement, such as the one described above may be better suited to this site.

The site may also lend itself to the inclusion of some structured parking on the lower level(s) of the development.

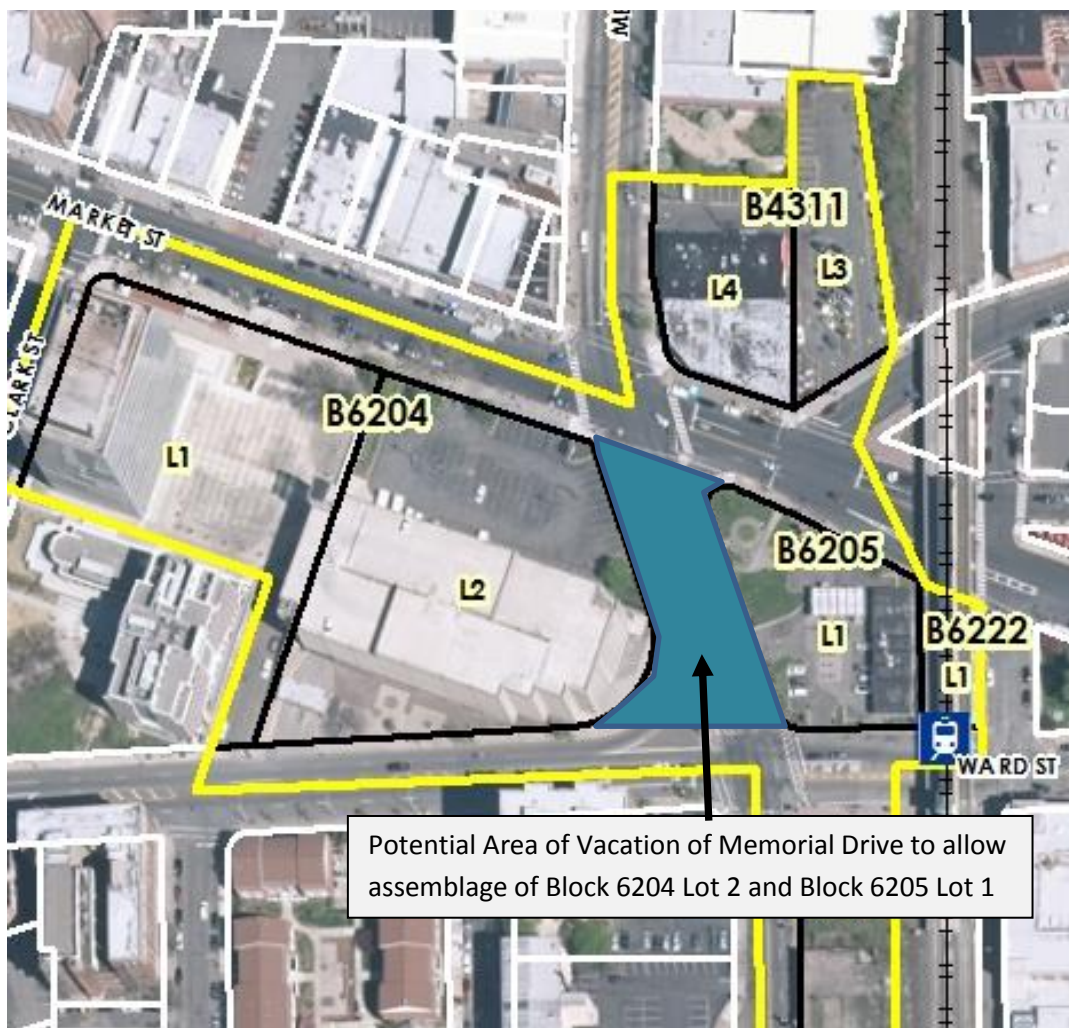


Opportunity Site 4 – Block 6212, Lot 1

Street Vacation Concept

The City should consider the vacation of the portion of Memorial Drive between Lot 2 in Block 6204 and Lot 1 in Block 6205. If vacated, this area could be used to connect these lots for a more comprehensive development. If the lots are combined, new development can be shifted away from the train station on Lot 1 in Block 6205. This would provide an area adjacent to the train station platform that could be utilized for a public plaza and expansion of the station area. The right-of-way could be expanded with bus and/or taxi pick-up and drop-off areas.

A study of the vehicular traffic impacts would likely need to be coordinated with Passaic County because Market Street is a County Road and the closure of the portion of Memorial Drive between Market Street and Ward Street would have a significant effect on circulation patterns.



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 Plans

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 Ward Street Station 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
- 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. 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.
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. Market Street (CR 648) is identified as a “Downtown Street” 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.

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

It is not anticipated that relocation will be necessary as part of this plan. If it is necessary, relocation and any required assistance will comply with the appropriate regulations.

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.