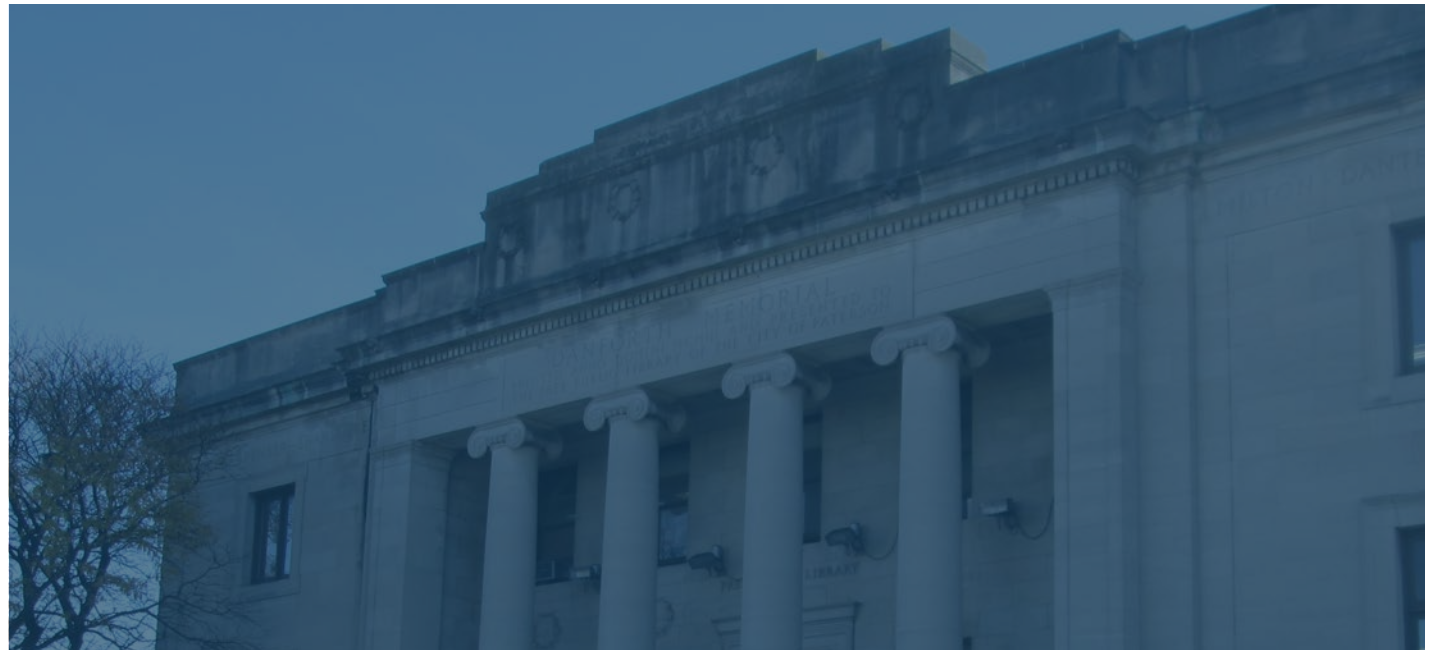


CITY OF PATERSON

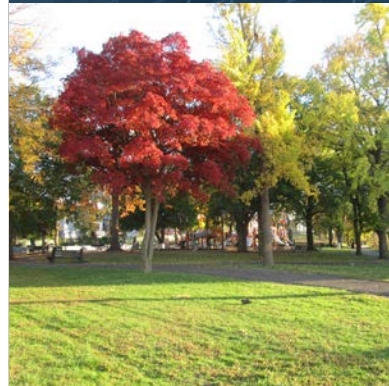
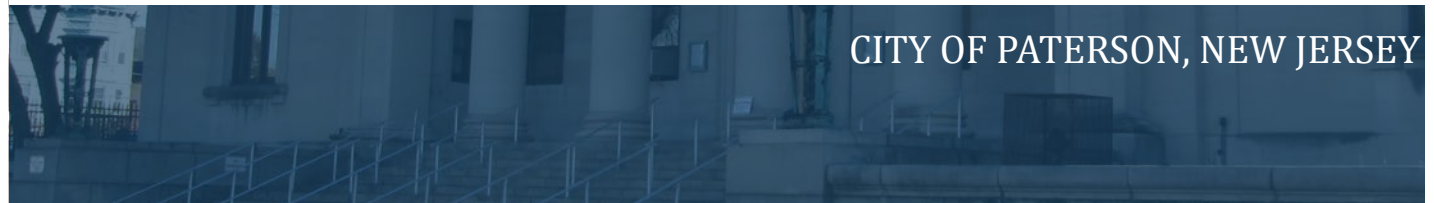


PREPARED BY:
HEYER, GRUEL & ASSOCIATES



FIFTH WARD REDEVELOPMENT PLAN

CITY OF PATERSON, NEW JERSEY



February 2017

ACKNOWLEDGEMENTS

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INTRODUCTION

PATERSON FIFTH WARD



INTRODUCTION

The City of Paterson's Fifth Ward Redevelopment Area is a 182 acre district within the very center of the City, just east of Downtown Paterson. The Area is roughly bound by Straight Street, Ellison Street, Madison Avenue, Market Street, and 21st Avenue. The Area includes most of what is known as the Sandy Hill neighborhood of the City, which is a diverse community of residents, many of whom are first generation immigrants. The Area is a densely developed mixed-use community that includes homes of many sizes, retail corridors, schools, parks, and historic buildings. The Fifth Ward Redevelopment Area has for decades been facing issues of neglect and lack of investment into the bricks and mortar of the community, and is in need of attention towards revitalization.

The City of Paterson has had a long history of using Redevelopment as a tool for proactively planning the City's future, and stimulating new development in historically underserved areas. Redevelopment as a planning tool for municipalities such as Paterson provides a number of benefits. Redevelopment allows the City to take a more proactive approach to development, and attract the right type of development it seeks to benefit its neighborhoods. Redevelopment also provides financial incentives for potential developers that may not be available otherwise. Developers can qualify for long-term tax abatement and low-interest loans to offset the costs of development, which can help stimulate growth where it otherwise may not occur.

This Plan is an update to the Fifth Ward Redevelopment Plan. This update includes a slight expansion of the area that was designated as in

need of redevelopment in 2016. Since the original adoption of the Fifth Ward Redevelopment Plan in 2003, the following significant events have taken place which impacted the Fifth Ward Area:

- **Economic Recession** – The national economic recession that began in 2008 and resulting housing foreclosure crisis had a major impact on the City of Paterson, including many properties in the Fifth Ward. This has contributed to the high number of residences in the Area that are either boarded up or abandoned.
- **Vacant and Abandoned Properties** – The City Council has recently adopted an ordinance (Ordinance #14-034) which permits the City to take aggressive action to combat the problems associated with vacant and abandoned properties. Under this new ordinance, the City may pursue acquisition of abandoned properties if private owners do not take steps to address the condition of their property.
- **Development of a New Master Plan for the City** – The City adopted a new Master Plan in April of 2014 which updated the goals and objectives from the previous Master Plan. The new Master Plan also made specific recommendations for the Fifth Ward Redevelopment Area.
- **Passaic/Bergen Passenger Rail Restoration Project** – NJ Transit has proposed to utilize an existing New York, Susquehanna, & Western commercial railroad as a passenger service light rail line connecting Hawthorne to Hackensack. These tracks currently run



Fifth Ward Redevelopment Area



Fifth Ward Redevelopment Area



Fifth Ward Redevelopment Area



NYS&W Railroad at Madison Avenue



Sandy Hill Business District



Ward Street Train Station

through Paterson, and the initial proposal would include 5 stops within the City, including one near the intersection of Broadway and Madison Avenue.

- **Madison Avenue Commuter Rail Corridor Study** – In 2009, a Transit Oriented Development (TOD) study for a potential transit stop near the intersection of Broadway and Madison Avenue was issued by the Passaic County Department of Planning. This report made many recommendations regarding the potential for development that would exist if the proposed light rail were to be installed connecting Hawthorne to Hackensack.
- **Ward Street TOD Plan** – In 2012, the City adopted a Transit Oriented Development plan for the areas around the Ward Street Train Station in Downtown Paterson, just west of the Fifth Ward Redevelopment Area. The plan makes recommendations for the City to capitalize on the access provided by the NJ Transit train station, and encouraging transit ridership.
- **Sandy Hill SID** – The City has recently approved a newly formed Special Improvement District (SID) in Sandy Hill, for the area between Park Avenue, Market Street, and Madison Avenue in the Fifth Ward. This SID is a special district in which additional taxes are levied on property owners within the boundaries of the District, and those funds are then used to make improvements to the district. The primary focus of the District will be to provide additional security and maintenance in the district, in order to improve the appearance and safety of businesses.

- **Flooding events of Hurricane Irene and Super-Storm Sandy** – Recent storm events that brought heavy rainfall to the region have resulted in devastating floods that left many homes and businesses in the City damaged. Although the majority of the flooding was not within the boundaries of the Fifth Ward Redevelopment Area, the impacts of the storms, such as loss of power, disruptions to the transportation network, and interruptions to the economy, still impacted 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 zone 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

The Fifth Ward Redevelopment Area was originally designated as “an area in need of redevelopment” in the Spring of 2003, along with areas in the First and Fourth Wards of the City. These redevelopment area designations came as a result of the City’s 2003 Master Plan, which recommended that many of the City’s central residential neighborhoods be investigated for their potential to be designated as “areas in need of redevelopment” to help catalyze revitalization. This resulted in the Planning Board undertaking formal redevelopment studies to examine each of these areas, and it was determined at that time that these areas were statutorily in need of redevelopment.

After the redevelopment designation, a formal Redevelopment Plan for the Fifth Ward was adopted by the City Council in the Fall of 2003, which is the document governing land use within the Redevelopment Area.

In April of 2014, the City’s Planning Board adopted a new Master Plan document. As a part of the process of developing the Master Plan, public meetings were held in each Ward of the City, to discuss issues specific to those areas.

The following key issues were noted regarding the Fifth Ward Redevelopment Area:

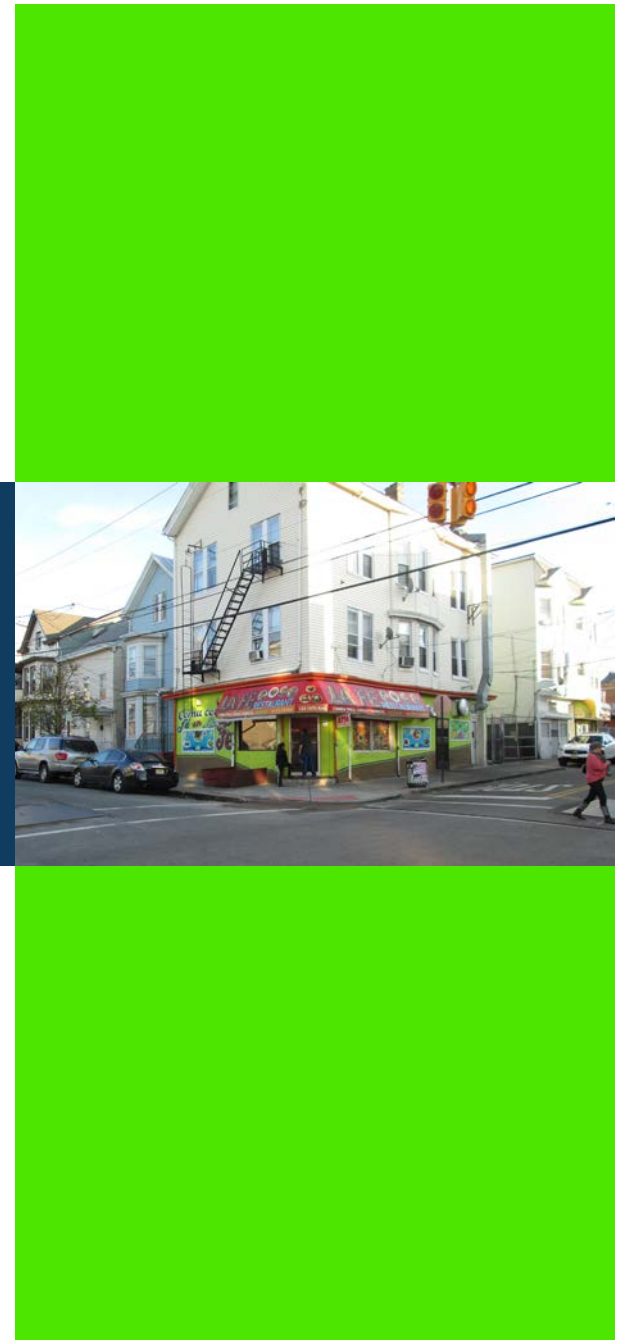
- There is a need for affordable housing
- Foreclosures and abandonment are a problem
- Revitalization of the Armory is needed
- Crime is a major issue in the park
- Neighborhood retail businesses need support

In addition, the City Council directed the Planning Board to expand the Area in April 2016 through a supplemental redevelopment investigation known as the “Fifth Ward Expansion”. The Planning Board prepared the study and held a public hearing on September 21, 2016 to review the findings. The Council designated the Area as in need of redevelopment at their meeting on October 25, 2016.

This update to the Fifth Ward Redevelopment Plan is a direct output of the 2014 Master Planning process and the expansion of the Redevelopment Area..

PLANNING CONTEXT

PATERSON FIFTH WARD



City of Paterson, NJ

Fifth Ward Redevelopment Plan

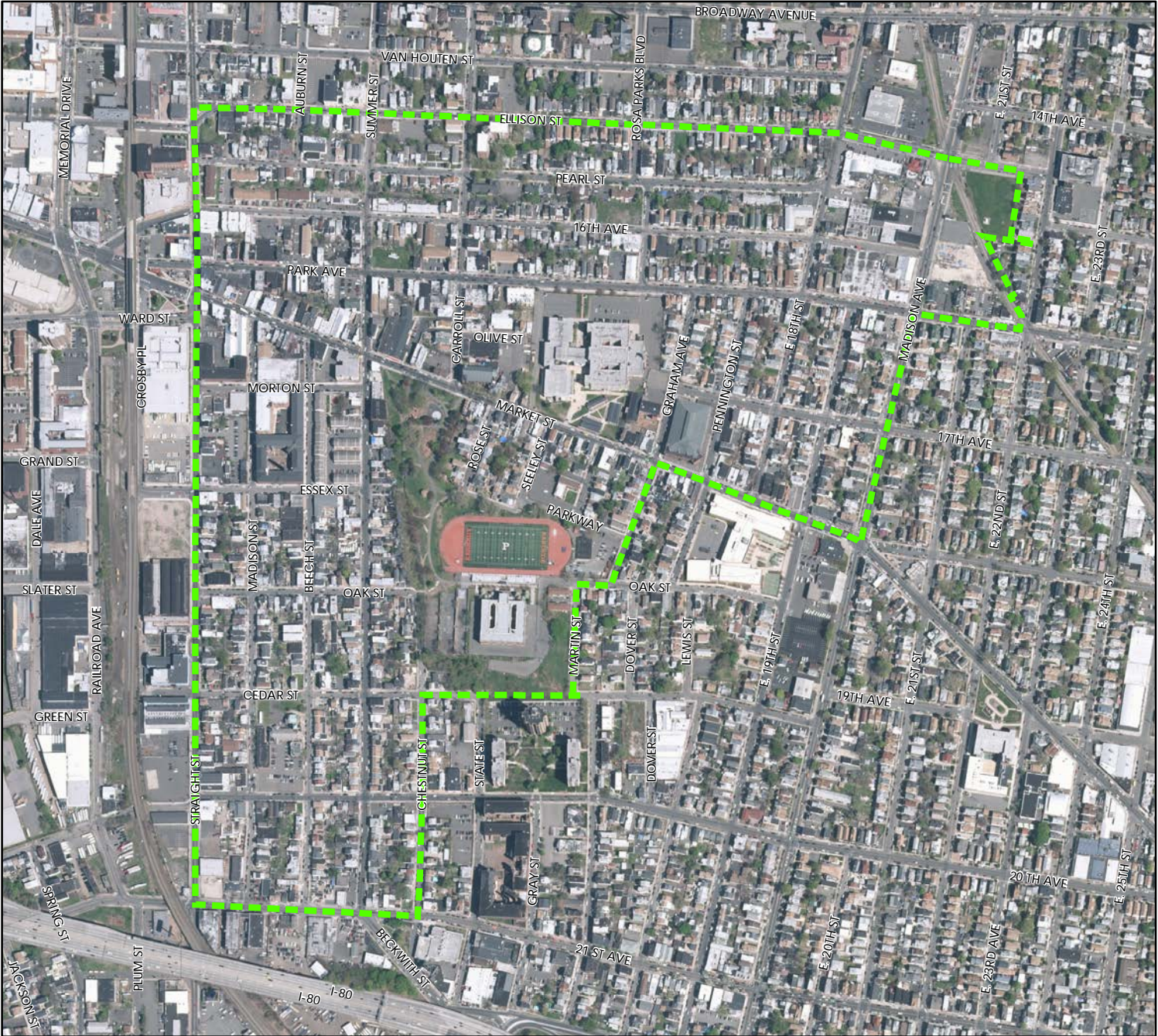
Area Boundaries

5th Ward Redevelopment Area



Source: NJGIN, NJDEP, NJOGIS, NJDOT, City of Paterson, 2014 Tax Assessment Data

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DESCRIPTION OF AREA

Boundary Description

The Fifth Ward Redevelopment Area, including the Expansion (the Area) is the portions of the City bound by Ellison Street to the north, 22nd Street and Madison Avenue to the east, Straight Street to the west, and a combination of 21st Avenue, Chestnut Street, Cedar Street, Rosa Parks Boulevard, Market Street and Park Avenue forms the southeastern border. The Area in total is just under 182 acres in size, and is centrally located within the borders of Paterson, just east of the Downtown of the City.

Layout and Orientation

The Fifth Ward Redevelopment Area is generally an irregularly shaped district within the City in which the majority of the streets are situated on a traditional north/south – east/west street grid. This grid creates many regularly shaped blocks, and streets that are easy to navigate. However, in several locations this grid is disrupted. Market Street, which leads to City Hall and Downtown, runs at an angle through the City, and creates asymmetrical blocks and angled intersections. Large parcels of land for Roberto Clemente Park, Eastside High School, and Public School Number 19 also break up the grid.

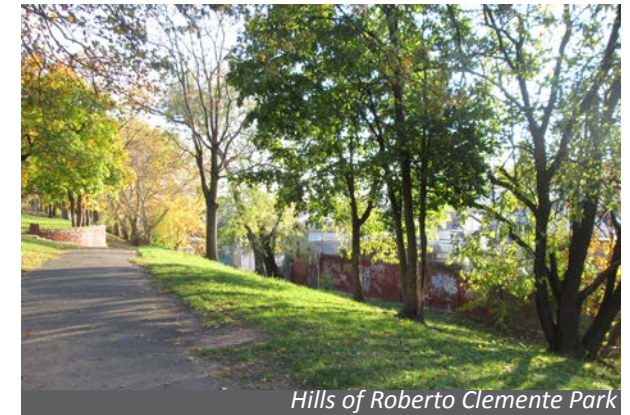
The terrain within the Area is somewhat hilly, with gentle slopes leading up towards Roberto Clemente Park, which rests on top of a hill in the Area, providing views towards Garrett Mountain to the southwest.

The majority of the parcels within the Area are

relatively small, less than 5,000 square feet in size. The properties along the major commercial roads of the Area, Madison Avenue, and Market Street, are generally larger than the rest of the Area, where smaller residential properties line each street.



Fifth Ward Redevelopment Area



Hills of Roberto Clemente Park



Fifth Ward Redevelopment Area

Land Use

Land Use in the Area

The Fifth Ward Redevelopment has been essentially built-out with a mix of residential and commercial uses for many years. Over 40% of the Area is devoted to residential uses, whether they are single-family homes or multi-family apartment buildings. The residences are dispersed throughout the Area, with many of the regular blocks being lined by two or three story homes. Many of these homes are currently used as two-family or three-family dwellings, although they were likely originally constructed as single-family homes. There are also a number of commercial buildings, in particular along Market Street, which are mixed use buildings and contain retail space on the ground floor and residences on the upper stories. Since 2004, just after the adoption of the original Redevelopment Plan, the levels of residential use in the Area have remained consistent at approximately 40% of the usable land area.

Commercial properties make up the next most prevalent land use within the Area, taking up over 20% of the usable land area. Although scattered throughout the Area, most of the commercial properties can be found along one of the primary commercial corridors in the City: Market Street, Madison Avenue, or Park Avenue. 21st Avenue also includes commercial uses, but the center of the 21st Avenue commercial corridor, which is one of the biggest in the City, is much further east and outside of the Area. These corridors are the primary retail commercial areas of the Fifth Ward. These corridors are not all the same. Market Street has many small scale commercial uses, such as the

mixed use buildings noted above, while Madison Avenue has many larger commercial properties, such as chain retail drugstores. The amount of commercial land use in the Area has increased in the past decade which almost directly coincides with a reduction of vacant land in the same time period.

Outside of residential and commercial uses, public property makes up the majority of the remainder of the land use in the Area. Public schools account for about 14 acres of land, while other public properties such as parks and City owned land takes up 17.6 acres. Between these two, this is over 20% of land in the Area, most of which is due to

Eastside High School, P.S. Number 15, and Roberto Clemente Park. There are also a number of houses of worship within the Area. Churches and other not-for-profit organizations use about 8 acres of land.

There is also a high level of vacant property in the Area, even though the figure has declined significantly in recent years. Vacant land previously accounted for almost 11% of the Area, where it now accounts for less than 4%. These vacant properties are undeveloped properties, and do not include properties that are developed with a building, but are not currently occupied. Further discussion of vacant & abandoned properties can be found

Fifth Ward Redevelopment Area Land Use

Property Classification	2016		2004	
	Acres	Percentage	Acres	Percentage
Vacant	5.2	3.8%	17.4	10.9%
Residential	49.8	36.9%	55.8	34.8%
Apartment	6.0	4.4%	6.9	4.3%
Commercial	28.2	20.9%	25.1	15.7%
Industrial	4.6	3.4%	4.2	2.6%
Railroad	1.2	0.9%	0.0	0.0%
Public School	13.9	10.3%	14.9	9.3%
Private School	0.4	0.3%	0.4	0.2%
Public Property	17.6	13.0%	19.3	12.0%
Church & Charitable	7.5	5.5%	12.4	7.7%
Other Tax Exempt	0.7	0.5%	2.0	1.2%
Unlisted	0.0	0.0%	1.8	1.1%
Total*	135.1	100.0%	160.2	100.0%












**does not include streets - Total area including streets = 182 acres. The 2004 acreage is based on the previous extent of the area, which consisted of 218 acres including streets.*

City of Paterson, NJ

Fifth Ward Redevelopment Plan

Existing Land Use

Existing Land Use

-  Vacant
-  Residential
-  Apartment
-  Commercial
-  Industrial
-  Railroad
-  Public School
-  Private School
-  Public Property
-  Church & Charitable
-  Other Exempt



Source: NJGIN, NJDEP, NJOGIS, NJDOT,
City of Paterson, 2003 4th Ward
Redevelopment Plan

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City of Paterson, NJ

Fifth Ward Redevelopment Plan

FEMA Floodplains

FEMA Floodplains (2015)

AO Zone: Areas subject to the 1% annual chance shallow flooding where depths are between one and three feet. Some areas may have high flood velocities such as alluvial fans and washes.



Source: NJGIN, NJDEP, NJOGIS, NJDOT, City of Paterson, FEMA

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in the Opportunities for Strategic Development Section of this Plan. Vacant properties are scattered throughout the Area, most of which are small residential lots.

Building Conditions

When the Area was designated as an “area in need of redevelopment” in 2003, it was due to a combination of having buildings that were substandard or dilapidated, abandoned, or obsolete for a number of reasons. Throughout much of the Area, the conditions that led to a redevelopment designation remain. While some buildings and properties have been maintained and renovated, a number of other buildings either remain or have fallen into a state of disrepair. These conditions are present throughout the Area, although more concentrated in a few areas, such as the northeastern end of the Area along Ellison Street, or the southern end of the Area along Madison Street.

The portion of the expanded Area designated as an “area in need of redevelopment” in 2016 contains a number of parcels that were formerly devoted to industrial uses that now sit vacant, or covered in impervious coverage without buildings. There are several buildings within the expanded area in a mix of residential and commercial uses that are in a mix of conditions. The former industrial sites clustered around the rail line and potential Madison Avenue station area represents the most significant opportunity sites.

Flood Hazard Areas

According to data from the Federal Emergency Management Administration (FEMA), very few

areas within the Fifth Ward Redevelopment Area fall within either the floodway, or within the ‘100 year floodplain’, which means that there is a 1% chance in any given year that the area will be inundated with flood waters from a storm. There are a few intersections in the southern end of the Area considered to be within this floodplain. The intersections of Beech Street and Summer Street with Oak Street, Cedar Street, and 20th Avenue fall within the 100 year floodplain. These areas are outside of the Passaic River floodplain, and flooding in these isolated sections would be due likely to rainwater backing up within the storm sewer system, and not a cresting of the river.



Abandoned Building



Fifth Ward Redevelopment Area



Building in poor condition



Roberto Clemente Park



Athletic Field at PS # 15



St. Joseph's Church

COMMUNITY FACILITIES

Community Resources in the Area

There are several schools that are located within the Fifth Ward Redevelopment Area. There are schools of every level (elementary – high school) within the Area. Eastside High School includes three different high schools within the building on Park Avenue and Market Street. There are several elementary schools, and several child care facilities. Schools in the Area include:

- Eastside High School – 150 Park Avenue (grades 9-12)
 - School of Information Technology
 - School of Government & Public Administration
 - School of Culinary Arts, Hospitality, & Tourism
- Public School # 15 – 98 Oak Street (grades K-8)
- Public School # 11 – 350 Market Street (grades 1-8)
- Roberto Clemente School – 434 Rosa Parks Boulevard (grades 1-4)

There are no other community facilities within the boundaries of the Fifth Ward Redevelopment Area that provide services to residents. There are a number of public facilities just outside the Area in the adjacent Fourth Ward and the Downtown of the City, making duplicate services and facilities unnecessary in many cases.

There are also a number of non-profit, religious, and faith based organizations and houses of worship located throughout the Area, which provide services to residents. These organizations

include among others:

- St. Anthony's Roman Catholic Church
- Mt. Zion Missionary Baptist Church
- First AME Zion Church
- St. Joseph's Roman Catholic Church
- Church of the Holy Communion

Parks and Open Space

There are relatively few parks and open space areas within the Fifth Ward Redevelopment Area. However, this Area is home to one of the largest parks in the City. Roberto Clemente Park, which is located on the eastern end of the Area, has several playgrounds, a gazebo which provides scenic views to the south, and several walking trails. The park can be accessed from several locations, including Market Street, Essex Street, Rose Street, and Chestnut Street.

Next to Roberto Clemente Park on Oak Street is the running track and athletic field and stadium that is used by City school children for school sporting events.

Other than Roberto Clemente Park, the only other recreation space within the Area is the 16th Avenue Park, which is a narrow alley of park space just north of 16th Avenue between Summer Street and Carroll Street.

Historic Resources







There are several identified historic resources within the Fifth Ward Redevelopment Area, which are currently listed on the City's Municipal Register of Historic Places:

City of Paterson, NJ

Fifth Ward Redevelopment Plan

Parks, Open Space,
& Educational Facilities

Educational Facilities

-  Passaic County Community College
-  Private School
-  Public School
-  Preschool
-  School Parcels
-  5th Ward Redevelopment Area

Source: NJGIN, NJDEP, NJOGIS, NJDOT,
City of Paterson





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City of Paterson, NJ

Fifth Ward Redevelopment Plan

Historic Places & Districts

-  Historic Places
-  Historic Mill Survey
-  Historic Districts
-  5th Ward Redevelopment Area



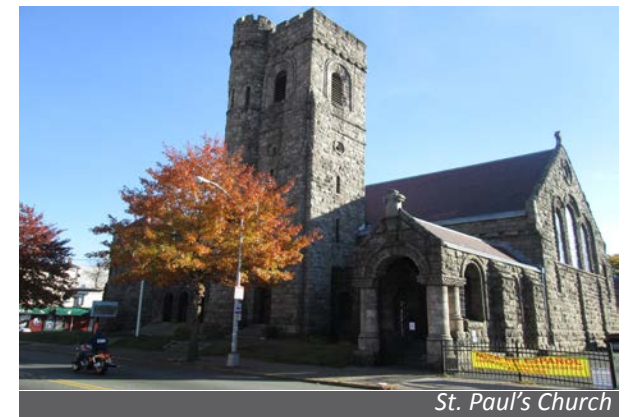
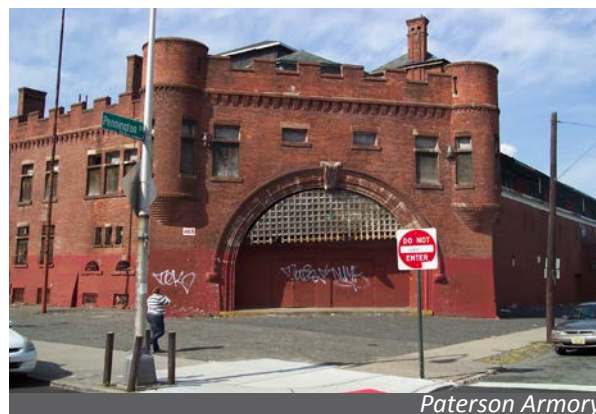
Source: NJGIN, NJDEP, NJOGIS, NJDOT,
City of Paterson

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- William Strange Mills – (44 Beech Street)
- Mt. Zion AME Church – (Summer/Ellison Streets)

The Paterson Armory is not listed on the Municipal Register, but has been deemed eligible for historic registration by the State Office of Historic Preservation. The Paterson Armory was a historically significant structure, but it was substantially damaged by a fire in November 2015 and emergency demolition work had to be undertaken. The only portion of the building that remains is a portion of the structure and façade along Market Street. This City hopes to be able to stabilize, preserve, and restore the remaining part of the Armory as part of its redevelopment. – (Market Street at Rosa Parks)

*William Strange Mills**Paterson Armory**William Strange Mills**St. Paul's Church**Paterson Armory**Danforth Memorial Library*

City of Paterson, NJ

Fifth Ward Redevelopment Plan

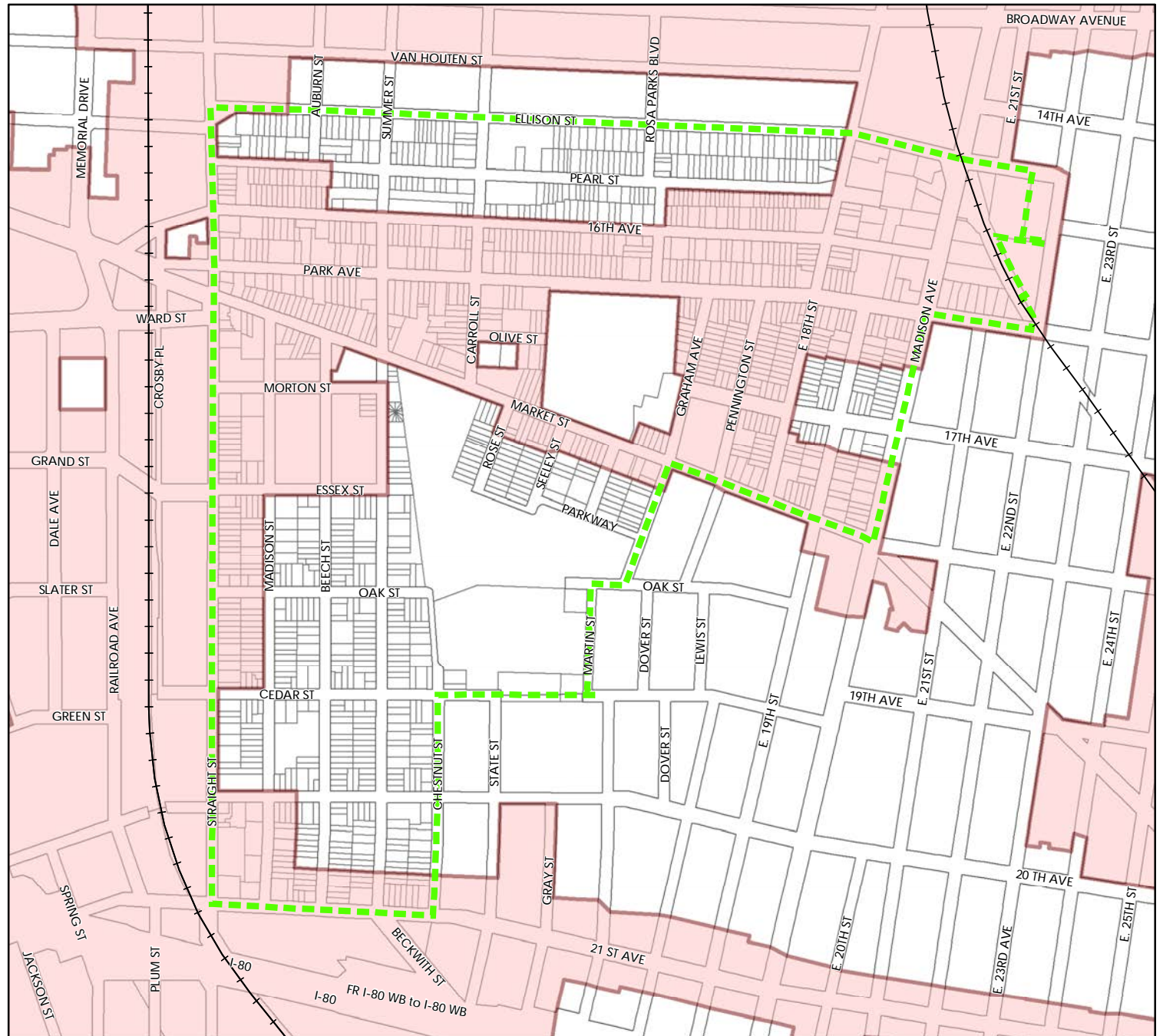
Urban Enterprise Zone

Urban Enterprise Zone
5th Ward Redevelopment Area



Source: NJGIN, NJDEP, NJOGIS, NJDOT, City of Paterson, 2014 MODIV Tax Assessment Data

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URBAN ENTERPRISE ZONE

The Urban Enterprise Zone is a state program designed to help 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.

Within the Fifth Ward Redevelopment Area, large portions of the Area are within the designated boundaries of the Urban Enterprise Zone. The entirety of 21st Avenue, most of Park Avenue, Straight Street, and Madison Avenue, and all of Market Street other than the public properties, are within the designated UEZ boundaries.



Business in the Fifth Ward



Business in the Fifth Ward



Business in the Fifth Ward



Broadway at Rosa Parks



Market Street at Carroll Street



Madison Avenue

TRANSPORTATION

Circulation in the Area

The primary arterial streets in the Area are:

- Market Street (Passaic County Route 648)
- Park Avenue
- Madison Avenue (Passaic County Route 649)
- Straight Street (Passaic County Route 647)
- East 18th Street (Passaic County Route 653)
- 21st Avenue

The Fifth Ward Redevelopment Area is made up of streets that are mostly on a traditional street grid pattern, where streets run generally either north/south or east/west. Market Street is a highly-traveled road that bisects the Area. Market Street is a one-way road which runs from Downtown Paterson southeast until it intersects with Madison Avenue, where it becomes a two way street. Market Street connects the western end of the Downtown of the City near the Great Falls National Historical Park, to City Hall, and then southeast to where it provides access to/from Interstate 80, which connects to New York City.

Other major connectors within the Area include Straight Street, which makes up the western boundary of the Area, and connects South Paterson to the northern ends of the City, running north/south from St. Joseph's Regional Medical Center to the River Street Bridge at Lafayette Street. Madison Avenue, which forms portions of the eastern boundary of the Area functions similarly to Straight Street, as it connects the southern end of the City to the northern end of the City. Park Avenue runs east/west, connecting the Downtown near the Train Station to Eastside Park, on the eastern end

of the City. 20th Avenue and 21st Avenue are the other primary east/west connector streets in the Area, as both run parallel from Main Street in the western side of the City to Route 20 on the eastern end of the City. Other roads within the Area are generally only local roads, and have generally less traffic, as they do not provide the same level of connectivity to locations beyond the Area.

Public Transportation in the Area

The Passaic-Bergen Line of the NJ Transit commuter rail system stops regularly at the Ward Street Train Station, which is just one block west of the Fifth Ward Redevelopment Area. From the Ward Street Station, NJ Transit trains take passengers either north towards Bergen County and Orange County

City of Paterson, NJ

Fifth Ward Redevelopment Plan

Street Network

Road Classification

 County Route

 Local Roads

 5th Ward Redevelopment Area


Source: NJGIN, NJDEP, NJOGIS, NJDOT,
City of Paterson,

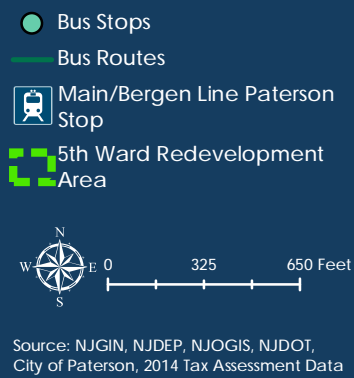
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City of Paterson, NJ

Fifth Ward Redevelopment Plan

Public Transportation



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New York, or southeast towards Secaucus Junction and Hoboken, where transfers to Manhattan and other NJ Transit commuter rail lines are available.

There are many NJ Transit bus routes that provide service within the Fourth Ward Redevelopment Area.

- Route 151/161 – Route 151/161 connects Paterson from the Broadway Bus Terminal to New York City at the Port Authority Bus Terminal. Route 151 provides express service, and Route 161 provides regular local service. This route makes stops in Paterson in the 5th Ward Redevelopment Area along Park Avenue and Market Street, and several points in Lodi, Elmwood Park, Moonachie, and Union City along the way.
- Route 703 – This route provides service between the Meadowlands Sports Complex in East Rutherford and Belmont Avenue in Haledon. Stops in Paterson include on Madison Avenue, on Market Street, and near the Train Station. Other regular stops on the route are in Moonachie, Carlstadt, and Passaic.
- Route 707 – NJ Transit Route 707 connects Paterson at City Hall on Market Street, to Garden State Plaza Mall in Paramus. This route makes stops within the Area along Market Street on the western end of the Area. Other municipalities served by the route include Clifton, Passaic, Garfield, and Saddle Brook.
- Route 712 – This route provides transportation between the Hackensack Bus Terminal in Hackensack, and Willowbrook Mall in Wayne. This route makes several stops in Totowa, as

well as stops within Elmwood Park and Saddle Brook. Stops in Paterson and the Fifth Ward Redevelopment Area are on Market Street.

- Route 744 – This bus route runs between the Preakness Shopping Center in Wayne, and the Main Avenue Terminal in Passaic. This route runs along portions of Park Avenue and 16th Avenue within the Area, and also makes numerous stops in Wayne, Clifton, and Prospect Park.

From Downtown Paterson at the Broadway Bus Terminal, connections to many other NJ Transit bus routes that serve the region are available.



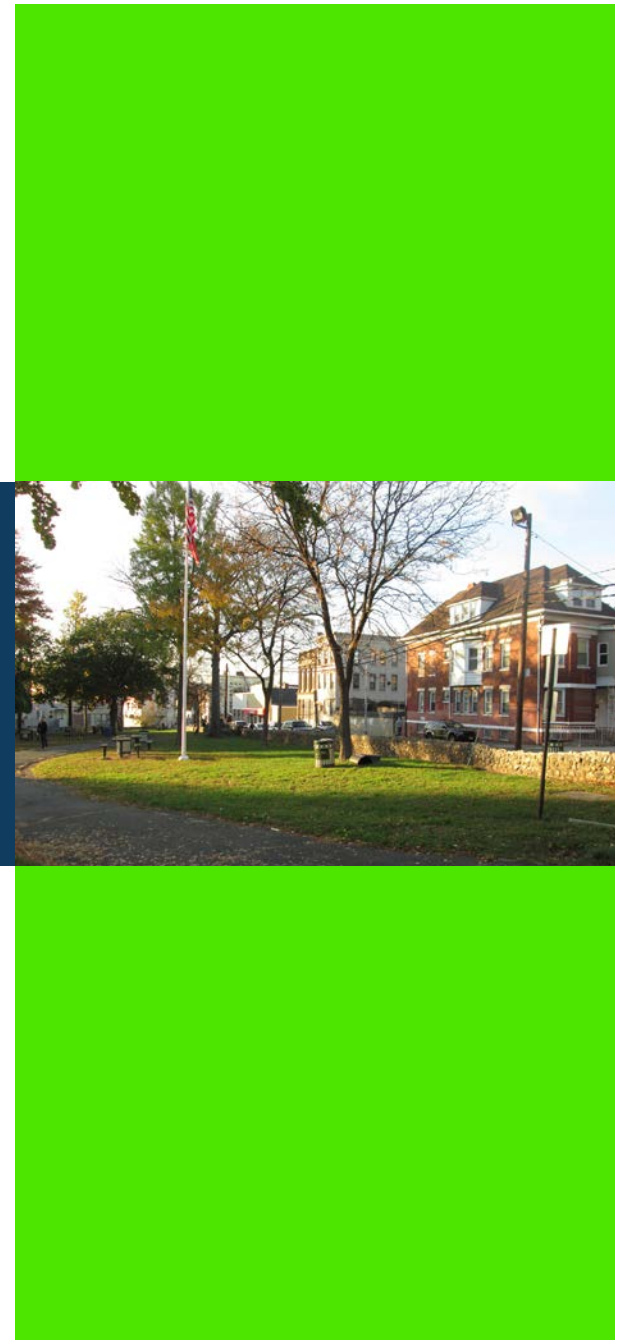
Bus Service in Paterson



Broadway Bus Terminal

GOALS & OBJECTIVES

PATERSON FIFTH WARD



GOALS AND OBJECTIVES

- **Revitalize the Fifth Ward of the City** – The primary goal of this Plan, and the redevelopment effort is to bring economic and community development to the Area, and to improve the quality of life for residents and businesses in the Area.
- **Identify parcels for larger development projects** – While the redevelopment of the Fifth Ward Redevelopment Area will be mostly infill development, identifying larger properties or tracts of contiguous smaller properties could provide opportunities for more substantial redevelopment projects that could have a greater impact on the Area.
- **Reduce the blighting impacts of abandoned/vacant properties** – The Fifth Ward Redevelopment Area has been impacted tremendously by properties becoming abandoned or left vacant, more so than most other areas of the City. Addressing dilapidated and abandoned buildings can help transform the Area.
- **Provide quality new housing options for Area residents** – Much of the housing in the Area is in poor condition. New housing that caters to a range of potential residents can bring new life to the Area, and provide quality options for current residents looking for better housing.
- **Create cohesive, and vibrant commercial districts to serve the local population** – Area revitalization efforts must include commercial businesses to serve the residential population.

Revitalized neighborhood commercial districts can improve quality of life for local residents, as well as potentially bring in outside investment to the community.

- **Promote mixed use development** – The City should encourage traditional forms of housing and retail, where store owners can have the option of living above their store. Allowing mixed uses in the commercial corridors of the Area can help develop small businesses, as well as provide the mixing of uses and people that help commercial areas succeed.
- **Coordinate the Redevelopment Plan with the Master Plan** – With the newly adopted Master Plan for the City, as well as other plans such as the Madison Avenue TOD study and the Ward Street TOD Plan, there is a need to ensure that the Redevelopment Plan for the Fifth Ward is consistent with the other plans for the City, and that there are no discrepancies between documents.



Park Avenue Commercial Corridor



New Housing in Paterson



Housing in the Fifth Ward

DISTRICT STANDARDS

PATERSON FIFTH WARD



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.

The Board of Adjustment shall have the authority to grant relief from use standards that require a "d" variance pursuant to N.J.S.A. 40:55D-70d. 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 may also be granted by the City Planning or Zoning Board.

All development must be approved by the appropriate 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.



Paterson City Hall











Alexander Hamilton

City of Paterson, NJ

Fifth Ward Redevelopment Plan

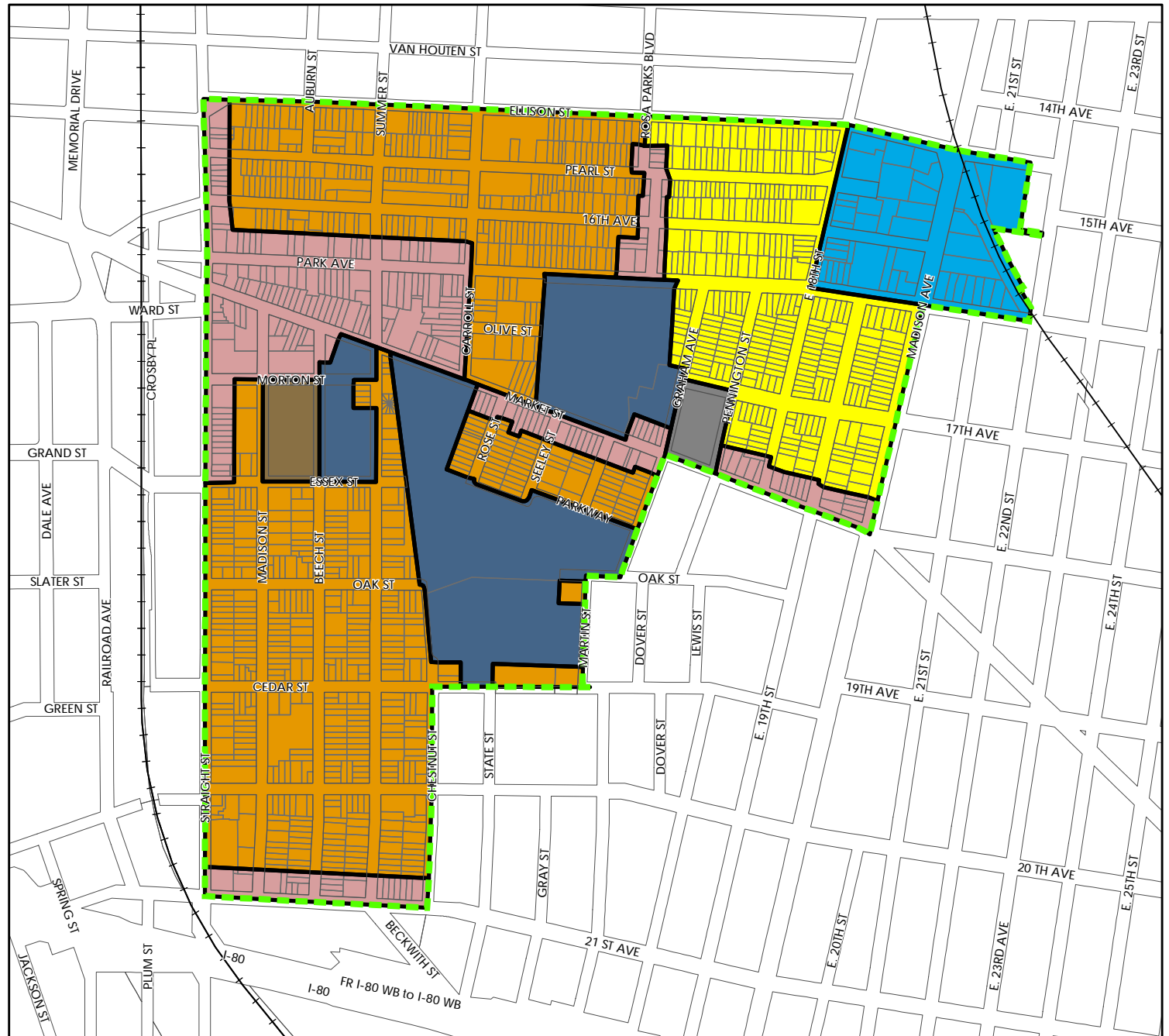
Proposed Districts

-  5th Ward Redevelopment Area
- Proposed Redevelopment Districts
-  A-R Adaptive Reuse District
-  Armory District
-  Neighborhood Commercial
-  Public Use Zone
-  RA-1
-  RA-2
-  TOD District



Source: NJGIN, NJDEP, NJOGIS, NJDOT,
City of Paterson

HEYER GRUEL & ASSOCIATES



RA-1 RESIDENTIAL DISTRICT

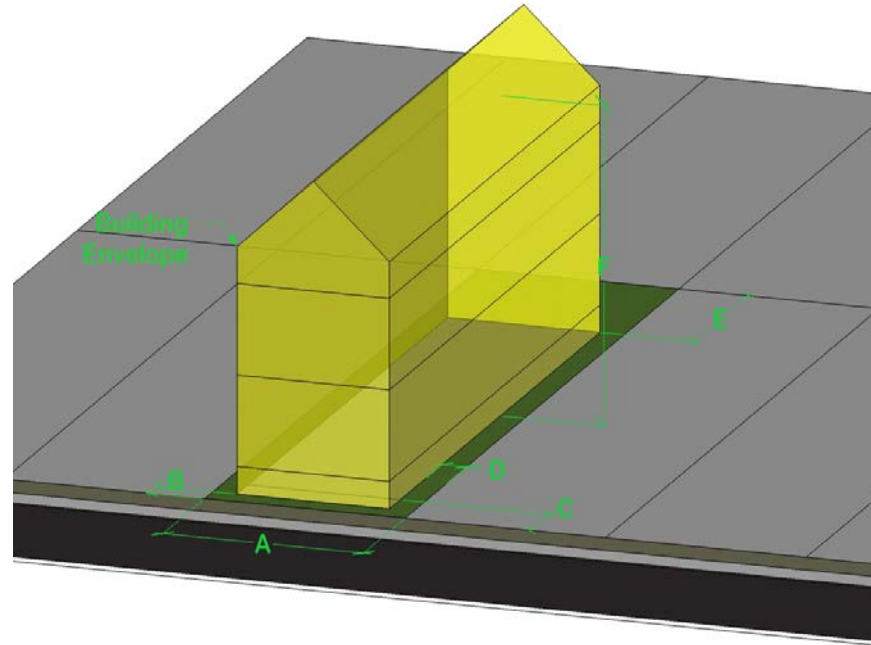
Intent

The intent of the RA-1 residential district is to permit single and two-family dwellings, and in certain instances, mixed use development on corner lots. It is the further intent of this district to maintain the residential character of the neighborhood. In keeping with this intent, multiple-family dwellings and stand-alone commercial uses are prohibited.

Principal Permitted Uses

- Detached Single-Family dwellings.
- Two-Family dwellings.
- Community Gardens.
- Public Facilities.
- Mixed Use Development which includes residential and neighborhood commercial uses under the following conditions:
 - Maximum lot width: fifty (50) feet.
 - These uses shall only be located at the corners of blocks. No mid-block mixed use development is permitted.
 - Neighborhood commercial uses shall only be permitted on the first floor of any building. At least one floor of residence(s) is required above the commercial use.
 - No off-street parking shall be required for the commercial use.

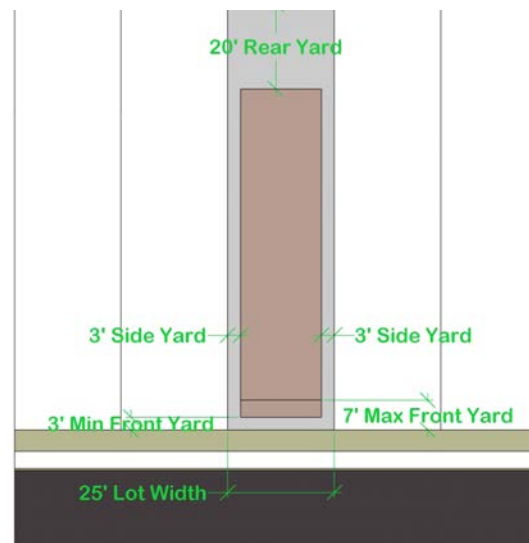
RA-1 Single/Two Family Bulk Standards Diagram



Single/Two Family Dwelling

A	Minimum Lot Width
B	Minimum Front Yard Setback
C	Maximum Front Yard Setback
D	Minimum Side Yard Setback
E	Minimum Rear Yard Setback
F	Maximum Building Height

RA-1 Single/Two Family Bulk Standards Diagram



Single Family Housing

Accessory Uses

- Private garages.
- Home occupations.
- Any use customarily incidental and accessory to the principal use.

Parking

Lots with a width of fifty (50) feet or greater prior to subdivision and/or development shall provide off-street parking. No off-street parking is required on existing lots that are less than fifty (50) feet in width.

- Off-street parking shall be accessed by a driveway not wider than twelve (12) feet.
- The following off-street parking shall be required.
 - One (1) space per unit for dwellings with one (1) bedroom.
 - One and one-half (1.5) spaces per unit for dwellings with two (2) bedrooms.
 - An additional half (0.5) spaces per unit for each additional bedroom.
 - One (1) space per unit for residences in a mixed use development.

Usable Open Space or Amenity Space

All multiple family dwellings in the RA-1 district shall provide a minimum of 150 square feet of exterior open space or interior amenity space per dwelling unit. These spaces may include, but are not limited to landscaped outdoor areas with seating, spaces for gardening, rooftop terraces, common balconies, fitness centers, and meeting rooms.

Area, Yard and Building Requirements

See RA-1 Residential District's Bulk Standards Chart

RA-1 District Bulk Standards	
Minimum Lot Area	2,500 square feet ¹
Minimum Lot Width	Twenty-five (25) feet ¹
Minimum Front Yard	Three (3) feet ²
Maximum Front Yard	Seven (7) feet
Minimum Side Yard	Three (3) feet
Minimum Rear Yard	Twenty (20) feet
Maximum Building Height	Forty (40) feet and three (3) stories
Maximum Building Coverage	Sixty percent (60%)
Maximum Impervious Surface Coverage	Eighty percent (80%)
<p>1. This applies only to newly created lots. Lots existing at the time of adoption of this Plan are exempt from minimum lot area and width standards and may be grandfathered in.</p> <p>2. Or the average setback within 200 feet on each side of the lot, not to exceed Seven (7) feet.</p>	

RA-2 RESIDENTIAL DISTRICT

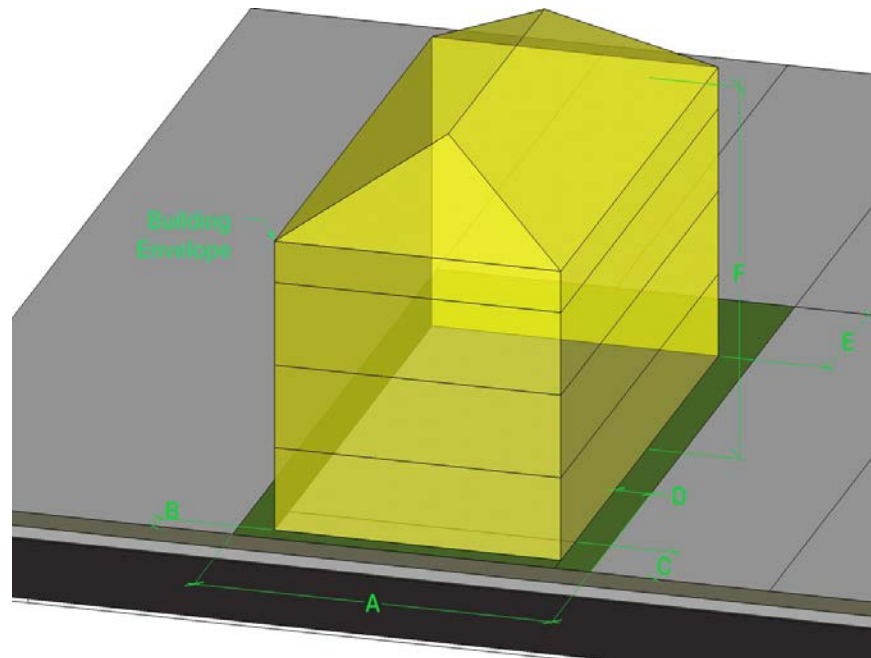
Intent

The RA-2 residential district is designed to permit a more intensive residential use of land with various types of dwellings. Density is maintained in medium range, while building height is kept low enough to be generally compatible with one and two-family residential development.

Principal Permitted Uses

- Detached Single-family dwellings.
- Attached Single-family dwellings (townhouse)
 - Maximum of four (4) units per building.
- Two-family dwellings.
- Three to Four-family dwellings.
- Community Gardens.
- Public Facilities
- Mixed Use Development which includes residential and neighborhood commercial uses under the following conditions:
 - Maximum lot width: fifty (50) feet.
 - These uses shall only be located at the corners of blocks. No mid-block mixed use development is permitted.
 - Neighborhood commercial uses shall only be permitted on the first floor of any building. At least one floor of residence(s) is required above the commercial use.
 - No off-street parking shall be required for the commercial use.

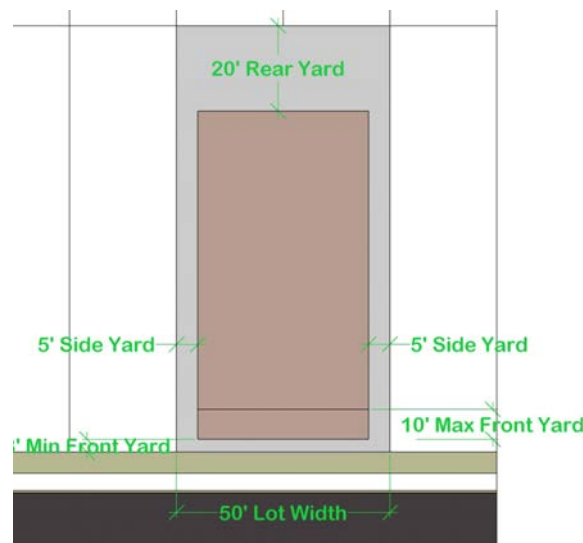
RA-2 Multi Family Bulk Standards Diagram



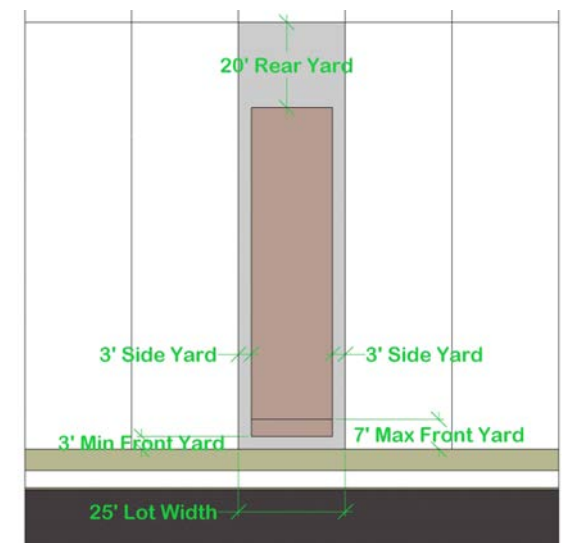
Three/Four Family Dwelling

A	Minimum Lot Width
B	Minimum Front Yard Setback
C	Maximum Front Yard Setback
D	Minimum Side Yard Setback
E	Minimum Rear Yard Setback
F	Maximum Building Height

RA-2 Multi Family Bulk Standards Diagram



RA-2 Single/Two Family Bulk Standards Diagram



Accessory Uses

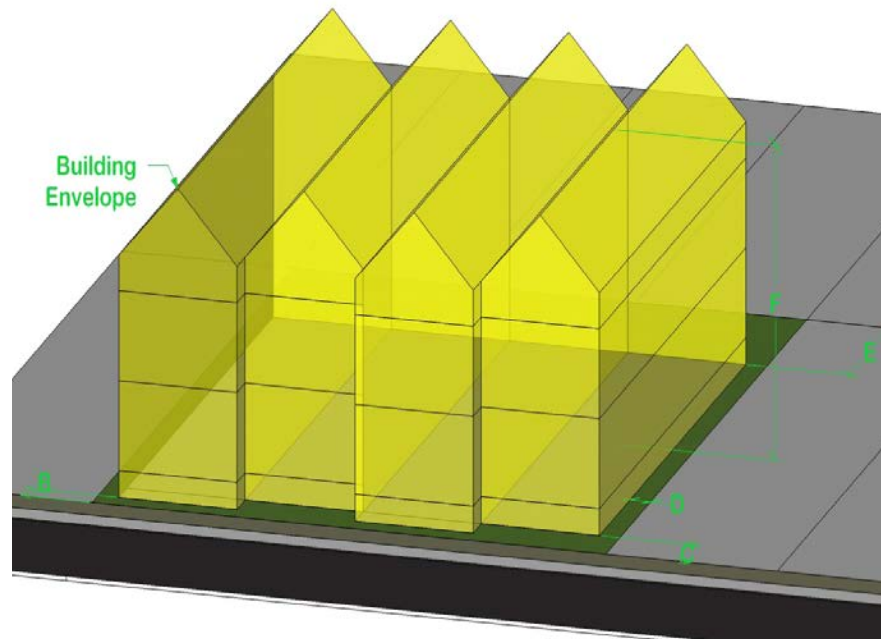
- Private garages
- Private greenhouses and any agricultural or horticultural activities not for business purposes, incidental to residential use; provided that any storage of fertilizer shall be distant at least fifty (50) feet from a property line
- Home occupations.
- Any use customarily incidental or accessory to the principal use.

Parking

Lots with a width of fifty (50) feet or greater prior to subdivision and/or development shall provide off-street parking. No off-street parking is required on existing lots that are less than fifty (50) feet in width.

- Off-street parking shall be accessed by a driveway not wider than twelve (12) feet.
- The following off-street parking shall be required.
 - One (1) space per unit for dwellings with one (1) bedroom.
 - One and one-half (1.5) spaces per unit for dwellings with two (2) bedrooms.
 - An additional half (0.5) spaces per unit for each additional bedroom.
 - One (1) space per unit for residences in a mixed use development.

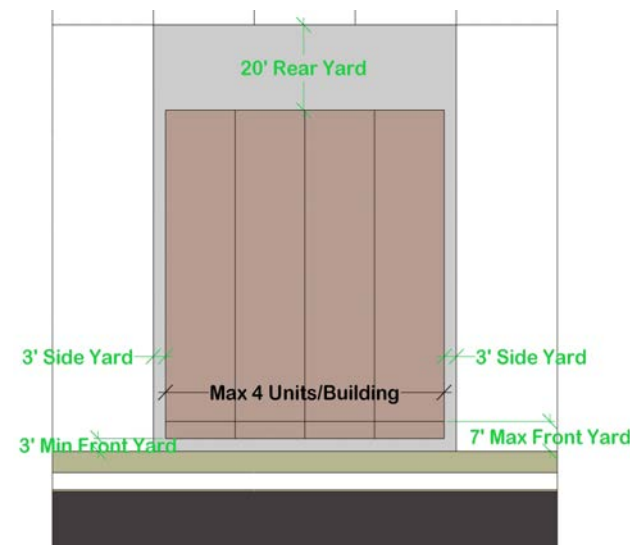
RA-2 Townhouse Bulk Standards Diagram



Townhouse Dwellings

A	Minimum Lot Width
B	Minimum Front Yard Setback
C	Maximum Front Yard Setback
D	Minimum Side Yard Setback
E	Minimum Rear Yard Setback
F	Maximum Building Height

RA-2 Townhouse Bulk Standards Diagram



Residential Townhouses

Usable Open Space or Amenity Space

All multiple family dwellings in the RA-2 district shall provide a minimum of 150 square feet of exterior open space or interior amenity space per dwelling unit. These spaces may include, but are not limited to landscaped outdoor areas with seating, spaces for gardening, rooftop terraces, common balconies, fitness centers, and meeting rooms.

Area, Yard and Building Requirements

See RA-2 Residential District's Bulk Standards Chart

RA-2 District Bulk Standards	
Single Family or Two-Family Dwellings	
Minimum Lot Area	2,500 square feet ¹
Minimum Lot Width	Twenty-five (25) feet ¹
Minimum Front Yard	Three (3) feet ²
Maximum Front Yard	Seven (7) feet
Minimum Side Yard ³	Three (3) feet
Minimum Rear Yard	Twenty (20) feet
Maximum Building Height	Forty (40) feet and three (3) stories
Maximum Building Coverage	Sixty percent (60%)
Maximum Impervious Surface Coverage	Eighty percent (80%)
<p>1. This applies only to newly created lots. Lots existing at the time of adoption of this Plan are exempt from minimum lot area and width standards and may be grandfathered in.</p> <p>2. Or the average setback within 200 feet on each side of the lot, not to exceed Seven (7) feet.</p> <p>3. For attached dwellings (townhouses) side yard setbacks shall apply to the end of the building, and not individual units.</p>	

RA-2 District Bulk Standards	
Three-Family or Four-Family dwellings	
Minimum Lot Area	5,000 square feet
Minimum Lot Width	Fifty (50) feet
Minimum Front Yard	Three (3) feet ¹
Maximum Front Yard	Ten (10) feet
Minimum Side Yard	Five (5) feet
Minimum Rear Yard	Twenty (20) feet
Maximum Building Height	Forty-five (45) feet and Three and a half (3.5) stories
Maximum Building Coverage	Sixty percent (60%)
Maximum Impervious Surface Coverage	Eighty percent (80%)
<p>1. Or the average setback within 200 feet on each side of the lot, not to exceed Seven (7) feet.</p>	

AR ADAPTIVE RE-USE DISTRICT**Intent**

The Adaptive Re-Use District is intended to provide for the re-use of existing historic buildings by adapting them to house residential units and compatible commercial uses. The intent of this district is to maintain the existing historic buildings to the greatest extent feasible, while allowing them to be utilized to meet community needs.

Principal Permitted Uses

- Multi-family residences.
- Retail stores and shops.
- Personal service businesses.
- Financial Institutions.
- Business or professional offices.
- Hotels.
- Restaurants (excluding drive-in or drive-thru restaurants).
- Public Facilities.
- Recreational Facilities or Complexes.
- Mixed Use Development of any combination of the principal permitted uses.

Accessory Uses

- Off-street parking
- Any uses customarily incidental and accessory to the principal permitted uses(s) of the property

Parking

- The following off-street parking shall be

required.

- Retail stores and personal service businesses: One (1) space per one-thousand (1,000) square feet.
- Business and professional offices: One (1) space per one-thousand (1,000) square feet.
- Financial institutions: One (1) space per one-thousand (1,000) square feet.
- Restaurants: One (1) space per eight (8) seats.
- Residences: One (1) space per residential unit.
- Hotels: One (1) space per guest room.
- Recreation Centers: Parking requirements shall be at the discretion of the Planning Board based on accepted standards for the size and nature of the proposed use.
- Off-street parking may be provided off-site on another parcel that is located no greater than three-hundred (300) feet from the property.

Area, Yard, and Building Requirements

See AR Adaptive Re-Use District's Bulk Standards Chart

AR Adaptive Re-Use District Bulk Standards

Minimum Lot Area	None
Minimum Lot Width	None
Minimum Front Yard ¹	Existing building footprint shall be maintained
Minimum Side Yard ¹	Existing building footprint shall be maintained
Minimum Rear Yard ¹	Existing building footprint shall be maintained
Maximum Building Height ²	New construction may extend a maximum of two (2) stories or twenty-five (25) feet above the existing building roofline.
Maximum Building Coverage	Existing building footprint
Maximum Impervious Surface Coverage	None

1. New Construction or additions to the existing buildings may extend beyond the existing building footprint by no more than four (4) feet.

2. New construction above the existing roofline must be set back a minimum of ten (10) feet from the existing roofline on all sides.

3. Building Coverage may be permitted to expand no greater than five (5%) of the total lot, beyond existing building coverage.

A ARMORY DISTRICT**Intent**

The Armory District is intended to provide for the redevelopment of the site of the Paterson Armory building. The intent of this district is to permit a mix of uses on the Armory site that include multi-family housing, retail, office, and public open space, while preserving the portion of the structure and façade that remains along the site's Market Street frontage.

Principal Permitted Uses

- Multi-family residences.
- Retail stores and shops.
- Personal service businesses.
- Financial Institutions.
- Business or professional offices.
- Hotels.
- Restaurants (excluding drive-in or drive-thru restaurants).
- Public Facilities.
- Recreational Facilities or Complexes.
- Mixed Use Development of any combination of the principal permitted uses.

Accessory Uses

- Off-street parking
- Any uses customarily incidental and accessory to the principal permitted uses(s) of the property

Area, Yard, and Building Requirements

See A Armory District's Bulk Standards Chart

Parking

Off street parking is required for all development in the Armory District.

- The following off-street parking shall be required.
 - Retail stores, personal service businesses, and dry cleaning: One (1) space per six-hundred (600) square feet.
 - Financial institutions: One (1) space per six-hundred (600) square feet.
 - Restaurants: One (1) space per four (4) seats.
 - Galleries: One (1) space per five-hundred (500) square feet of floor area.
 - Business and professional offices: One (1) space per one-thousand (1,000) square feet.
 - Travel agencies and real estate offices: One (1) space per one-thousand (1,000) square feet.
 - Child care centers: One (1) space per employee on maximum shift.
 - Residential apartments in mixed use buildings: One (1) space per dwelling unit.

Open Space

It is strongly suggested that the portion of the South Side of the property between the Armory building and Market Street shall be developed as public open space. If developed as public space, this area shall consist of a landscaped sitting area with benches that is well-lit and conducive to open, natural surveillance.

A Armory District Bulk Standards

Minimum Lot Area	None
Minimum Lot Width	None
Minimum Front Yard	9' landscaped front yard
Minimum Side Yard	None
Minimum Rear Yard	None
Maximum Building Height	4 Stories / 50 Feet
Maximum Building Coverage	60%
Maximum Impervious Surface Coverage	80%

Preservation

It is strongly suggested that the remaining portion of the Armory building be stabilized and reconstructed as part of the development of this site. The structure consists of three-stories that were used for administrative offices, and the historically significant façade facing Market Street. The structure may be rehabilitated as a stand-alone building, or incorporated into the development of a larger structure on the site.

Housing Affordability

Housing units developed in the Armory district shall be provided in a mix of market rate and affordable units. A minimum of 15% of rental units, and a minimum of 20% of for sale units shall be set aside for low- and moderate-income households, in accordance with the UHAC rules.

PU PUBLIC USE DISTRICT

Intent

The intent of this district is to create areas for public and quasi-public uses located close to commercial centers, but still accessible to much of the neighborhood.

Principal Permitted Uses

- Governmental Facilities.
- Schools.
- Libraries
- Community Centers.
- Recreation and Open Space

Accessory Uses

- Any uses customarily incidental and accessory to the principal permitted use of the property

Parking

Off-street parking is required for all development in the Public Use District.

- The following off-street parking shall be required.
 - Schools: One (1) space per each classroom, plus four (4) spaces for administration.
 - Other Uses: Appropriate off-street parking for other uses shall be at the discretion of the Planning Board, based on accepted standards and needs of the particular use.



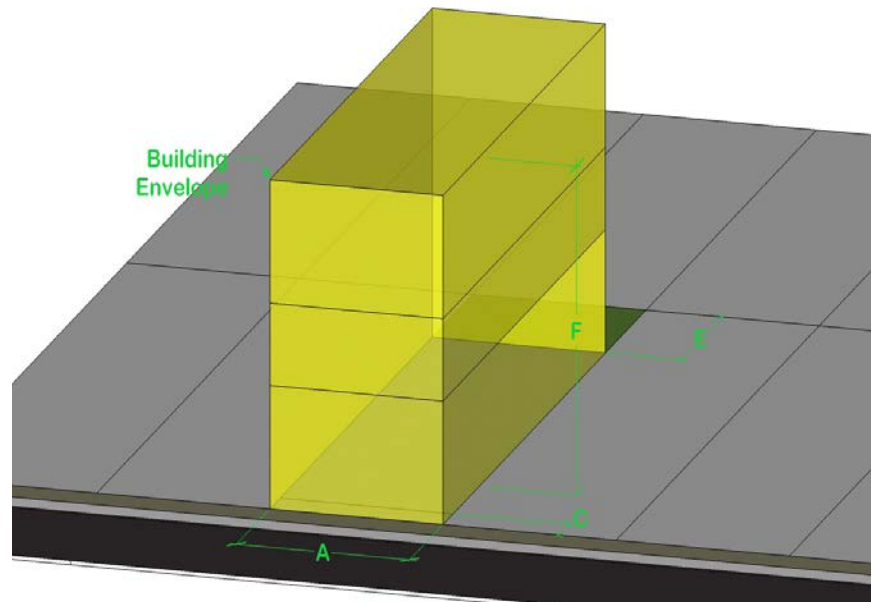
C-1 NEIGHBORHOOD COMMERCIAL DISTRICT**Intent**

The district is designed to provide for retail and personal service businesses which supply the everyday needs of the neighborhood residents. The intent of the district standards is to allow for convenience retail and service businesses to operate without disrupting the general small-scale residential character of the greater neighborhood area.

Principal Permitted Uses

- Retail stores and shops.
- Personal service businesses
- Restaurants (excluding drive-in or drive-thru restaurants)
- Banks and financial institutions (excluding drive thru service)
- Dry cleaning and clothing laundries occupying not more than 3,000 square feet of floor area; provided further that no central plant servicing more than one (1) retail outlet shall be provided. Any establishment of this nature which occupies more than 3,000 sq. ft. shall be considered an industrial establishment and shall be prohibited.
- Child Care Centers.
- Public Facilities.
- Mixed Use Development which includes residential uses and permitted neighborhood commercial uses:
 - Residential uses shall only be permitted above the ground floor of a building.
- Business and Professional Offices.
 - These uses shall only be permitted

C-1 Neighborhood Commercial Bulk Standards Diagram

**Neighborhood Commercial**

A	Minimum Lot Width
B	Minimum Front Yard Setback
C	Maximum Front Yard Setback
D	Minimum Side Yard Setback
E	Minimum Rear Yard Setback
F	Maximum Building Height

C-1 Neighborhood Commercial Bulk Standards Diagram



Neighborhood Commercial Retail

- above the ground floor of a building.
- Travel Agencies and Real Estate offices.

Accessory Uses

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

Parking

Lots with a width of fifty (50) feet or greater prior to subdivision and/or development shall provide off-street parking. No off-street parking is required on existing lots that are less than fifty (50) feet in width.

- The following off-street parking shall be required.
 - Retail stores, personal service businesses, and dry cleaning: One (1) space per six-hundred (600) square feet.
 - Financial institutions: One (1) space per six-hundred (600) square feet.
 - Restaurants: One (1) space per four (4) seats.
 - Business and professional offices: One (1) space per one-thousand (1,000) square feet.
 - Travel agencies and real estate offices: One (1) space per one-thousand (1,000) square feet.
 - Child care centers: One (1) space per employee on maximum shift.
 - Residential apartments in mixed use buildings: One (1) space per dwelling unit.

Area, Yard and Building Requirements

See C-1 Neighborhood Commercial District's Bulk Standards Chart

C-1 Neighborhood Commercial District Bulk Standards	
Minimum Lot Area	2,000 square feet
Minimum Lot Width	Twenty-five (25) feet
Minimum Front Yard	None
Maximum Front Yard	Five (5) feet
Minimum Side Yard (each)	None
Minimum Rear Yard	Twenty (20) feet
Maximum Building Height	Forty (40) feet and three (3) stories
Maximum Building Coverage	Eighty percent (80%)
Maximum Impervious Surface Coverage	One-hundred percent (100%)



Neighborhood Commercial Retail

TRANSIT ORIENTED DEVELOPMENT DISTRICT

Intent

The intent of this district is to permit higher density mixed use, commercial and residential development around a potential light rail stop in the Area, in conformity with the recommendations of the Madison Avenue Commuter Rail Corridor Study.

Principal Permitted Uses

- Multi-family residences.
- Retail stores and shops.
- Personal service businesses.
- Financial Institutions.
- Business or professional offices.
- Hotels.
- Restaurants (excluding drive-in or drive-thru restaurants).
- Public Facilities.
- Mixed Use Development of any combination of the principal permitted uses.
- Public Structured Parking

Accessory Uses

- Off-street parking
- Structured parking garages
- Any uses customarily incidental or accessory to the principal use.

Usable Open Space or Amenity Space

All multiple family dwellings in the RA-2 district shall provide a minimum of 150 square feet of exterior open space or interior amenity space per dwelling unit. These spaces may include, but are not limited to landscaped outdoor areas with

seating, spaces for gardening, rooftop terraces, common balconies, fitness centers, and meeting rooms.

Parking

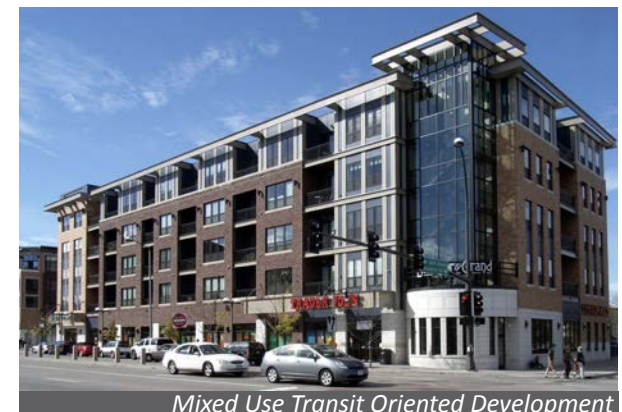
- The following off-street parking shall be required.
 - Stand-alone retail stores and personal service businesses: One (1) space per one-thousand (1,000) square feet.
 - Business and professional offices: One (1) space per one-thousand (1,000) square feet.
 - Financial institutions: One (1) space per one-thousand (1,000) square feet.
 - Restaurants: One (1) space per eight (8) seats.
 - Residences: One (1) space per residential unit.
 - Hotels: One (1) space per guest room.
 - The retail component of a mixed-use residential-retail development does not require off-street parking.
- Off-street parking may be provided off-site on another parcel that is located no greater than three-hundred (300) feet from the property.
- No parking may be permitted in the front yard area.
- Structured parking garages shall not have frontage on a public street, and shall be located interior to any parcel.

Area, Yard and Building Requirements

See Transit Oriented Development District's Bulk Standards Chart

TOD Transit Oriented Development District Bulk Standards

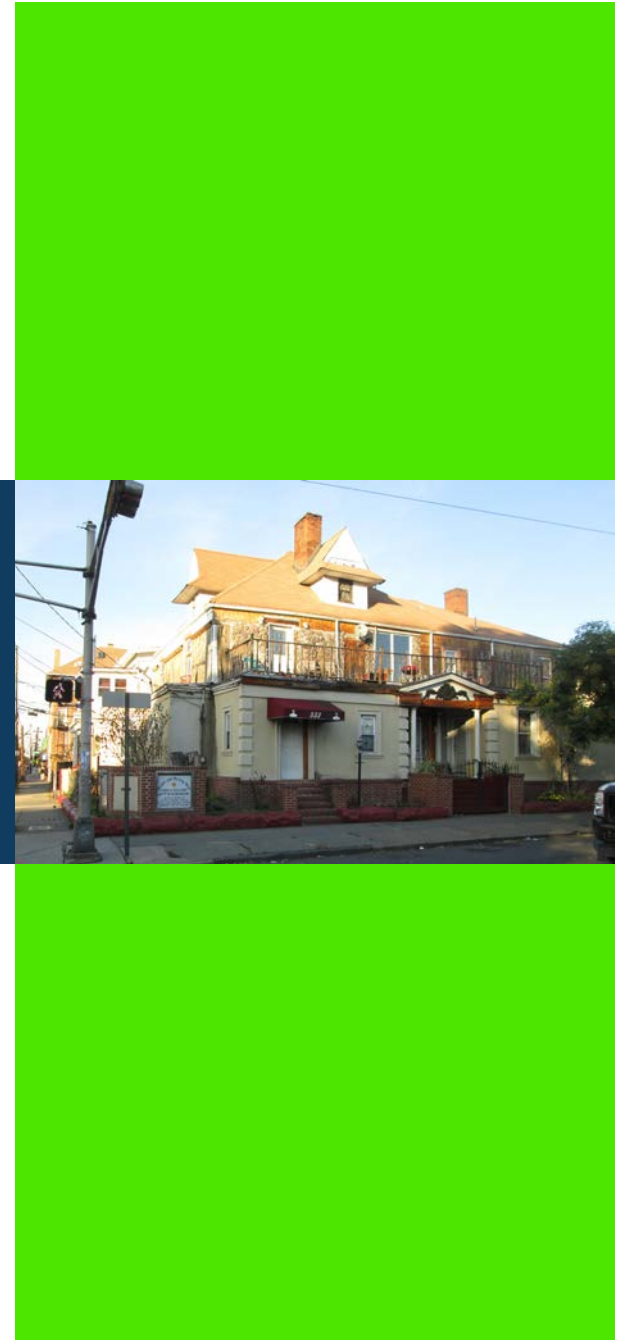
Minimum Lot Area	None
Minimum Lot Width	None
Minimum Front Yard	None
Maximum Front Yard	Five (5) feet
Minimum Side Yard (each)	None
Minimum Rear Yard	Twenty (20) feet
Maximum Building Height	Seventy (70) feet and six (6) stories
Maximum Building Coverage	100%
Maximum Impervious Surface Coverage	100%



Mixed Use Transit Oriented Development

DESIGN STANDARDS

PATERSON FIFTH WARD



GENERAL DESIGN STANDARDS

The purpose of the design standards for the Fifth Ward Redevelopment Plan is to ensure that the quality of construction, and general design and aesthetic of all new construction meets certain minimum standards. These standards are meant to encourage design that is sensitive to the urban context of the Fifth Ward of the City of Paterson, and does not in any way detract or denigrate the character of the existing community.

New construction or proposed renovations must maintain continuity in design with the larger physical context of the Area. Excessive contrast may overwhelm the surrounding existing structures. New construction or renovations should take cues from the surrounding buildings. Continuity in streetscape elements such as sidewalks, street trees, light fixtures, signs, and plantings is also desired.

General Residential Design Standards

Paterson's housing stock is eclectic, featuring an array of housing types and architectural styles. While no one style predominates, the best housing in Paterson is of a traditional urban pattern characterized by front porches, small setbacks, vertical windows, sloping roofs, traditional materials, coordinated color schemes, and architectural features such as gables and dormers. These properties also contain amenities such as street trees and ornamental fencing. All new housing should emulate and conform to this traditional urban pattern.

While houses should be based on the traditional urban pattern, there should be some variety in

the forms that these patterns take. As such, there should be a variety of roof and porch styles, window groupings, façade colors, and façade details such as shutters and sash trim. New construction or renovations should strive to strike a balance between consistency and variety. Housing should be oriented to the existing street network and should generally follow traditional urban design principles.

Encouraged

- Hedges to help delineate public/private space
- High quality ornamental wooden/metal fencing.
- Street trees.
- Shutters.
- Sitting walls/porches/stoops.
- Attractive color schemes.
- Landscaping.
- Architectural details such as motifs, cornices, and decorative window frames.
- Porches or stoops to create a physical and psychological separation between the private space of the building and the public space of the street.

Discouraged

- Barred windows.
- Lack of porches/stoops.
- Lack of delineation between public/private space. (fencing, hedges, etc.)
- Chain link fences.
- Front yard parking.
- No street trees, minimal landscaping.





Appropriate Mixed Use/Commercial Buildings



Poor Commercial Storefront



Poor Commercial Storefront

General Commercial Design Standards

These standards are intended to enhance and reinforce the physical and visual characteristics of the commercial districts in the Fifth Ward Redevelopment Area. They are to be used in conjunction with the district zoning and bulk standards that are established in this Redevelopment Plan. The general façade design standards are to be applied to renovations of existing structures, infill construction and new construction on vacant property.

The intent of these standards is to encourage a lively and attractive retail shopping atmosphere in front of commercial buildings.

Encouraged

- Visual coordination of building elements.
- Stores built at front lot lines framing pedestrian activity on sidewalk.
- Open and transparent retail storefronts.
- Cornice and window lines coordinated with adjacent buildings.
- Awning lines matching in old and new construction.
- Security gates designed to blend into the streetscape.
- Security gates installed on the inside of entrance doors rather than the outside.

Discouraged

- Excessive signage.
- Windows and storefronts covered with signage or blocked by merchandise.
- Blank or featureless walls.
- Obtrusive security grates

RESIDENTIAL ARCHITECTURAL DESIGN STANDARDS

This section governs the architectural design of all residential structures in the Fifth Ward Redevelopment Area.

Permitted Exterior Building Materials

- Brick
- Natural stone
- Wood (pressure treated or naturally decay resistant)
- Stucco
- EIFS (above the first floor only)

Windows and Doors

- Openings for windows and window panes shall have a vertical dimension that is greater than the horizontal dimension.
- If exterior shutters are used, they shall be sized appropriately to match the window opening.
- Windows may be grouped to create a horizontal composition, with a maximum of three windows grouped together.
- Window sills shall project a minimum of 2 inches from the building face.
- Windows shall not be placed flush with the exterior building wall, but shall be centered within the wall cavity.
- Where siding is used, all openings for windows or doors shall be cased. Trim boards must have a minimum nominal dimension of 1"x4" on sides and sill, and a nominal dimension of 1"x6" for the head.
- All header trim around openings shall be at

least 2 inches taller than the width of the adjacent trim.

Residential Roofs

- All Single and Two Family residential structures must have pitched or sloped roofs.
- All hipped and gabled roofs shall have eaves that overhang a minimum of 18 inches from the building face.
- A hipped or gabled roof shall have a minimum pitch of 8:12.
- Dormers shall light habitable spaces, and if gabled, shall have a pitch to match that of the principal roof structure.
- Roof and wall penetrations, other than chimneys, shall be concealed from public view to the maximum extent feasible.
- Where a building has a flat roof, a cornice shall be included at the top of the building on any front-facing facade. The cornice shall project a minimum of 1 foot from the building face.

Other Design Standards

- Exterior building walls shall be consistent in architectural quality and detail on all elevations visible from the public street.
- Foundation exposures shall not be permitted in the front of a building.
- Porches and stoops shall be a minimum of 2 feet above the adjacent sidewalk elevation.
- If covered, stoops and porches shall be covered by a high quality roofing material, such as metal, slate, concrete, or clay tile.
- Porches and stoops shall not be screened or otherwise enclosed.
- The foundation walls of porches and stoops

shall be finished to match the exterior of the building.

- Projecting elements on the building face such as bay windows or balconies may encroach up to 4 feet into the front yard setback beginning above the first floor.



RESIDENTIAL ARCHITECTURAL DESIGN STANDARDS



ENCOURAGED

- Consistent scale and massing.
- Front porches create transition space between public realm and house.
- Varied building materials and window configurations.
- Varied, but consistent roof forms.
- Dormer windows provide light into upper half story.
- Traditional residential design.



DISCOURAGED

- Parking in front of residences.
- Lack of porches/stoops to delineate public and private spaces, and create transition space.
- Lack of transition between public and private space.
- Homes set back from street.
- Chain link fencing in front yard.

COMMERCIAL ARCHITECTURAL DESIGN STANDARDS

This section governs the architectural design of all commercial structures in the Fifth Ward Redevelopment Area. Where a mixed use building is proposed, the commercial design standards shall apply for the commercial portions of a building, while the residential standards shall apply for the residential portions of a building.

Permitted Exterior Building Materials

- Brick
- Natural stone
- Wood
- Stucco
- Concrete (smooth or stucco finish)
- Steel and glass
- EIFS (above the first floor only)

Retail Fenestration

- A minimum of 50% of the ground floor wall surface facing the public street shall be glazed.
- Glazing shall be a minimum of 70% transparent.
- A maximum of 20% of the glazing on storefronts and/or doors may be blocked by window signs or advertisements.
- Collapsible grill doors are prohibited from being used on the outside of a storefront or entrance.

Commercial Roofs

- Where a building has a flat roof, a cornice

shall be included at the top of the building on any front facing facade, that projects a minimum of 1 foot from the building face.

- Buildings with flat roofs shall have a parapet along the entire front facade that extends a minimum of 2 feet above the roofline.
- Where a commercial building has a sloped roof, the residential design standards for sloped roofs shall apply.
- Roof and wall penetrations, other than chimneys, shall be concealed from public view to the maximum extent feasible.
- Mechanical equipment located on a roof shall be screened from public view.

Other Design Standards

- Awnings, marquees, canopies, and similar permitted design elements may project up to 4 feet into the front yard setback at a height of at least 8 feet above sidewalk grade.
- Awnings shall have a metal frame, and be covered by canvas or a like material.
- Exterior building walls shall be consistent in architectural quality and detail on all elevations visible from the public street.
- Foundation exposures shall not be permitted in the front of a building.



COMMERCIAL ARCHITECTURAL DESIGN STANDARDS



ENCOURAGED

- Consistent building scale and massing.
- Cornice and window lines coordinated.
- Varied building materials and configuration.
- Large, open windows for commercial/retail storefront.
- Mixed use of buildings with residences or office space above commercial uses.
- Storefront designed with signage area.
- Buildings front on public Right-of-Way, creating a sense of enclosure on the street.



DISCOURAGED

- Lack of open storefront.
- Excessive signage.
- Windows blocked by merchandise and signage.

STREETSCAPE STANDARDS

Residential Streetscapes

Residential streetscapes are defined as both the public and private spaces located between the edge of the curb to the front of a house or dwelling. The quality of streetscapes goes a long way towards defining the character of a neighborhood. Neighborhoods with large trees and leafy front gardens make residents feel better. Neighborhoods with quality streetscapes encourage more people on the street and are therefore inherently safer. Properties located in attractive, safe neighborhoods generally have higher value and are more desirable to live in.

Paterson has many fine residential neighborhoods and attractive streetscapes located throughout the city. These residential streetscape standards seek to emulate the basic design principles that make these neighborhoods so attractive and comfortable and apply them throughout this Redevelopment Area.

Streetscapes have both a public and private realm. The public realm extends from the outside edge of the curb line to the edge of the public right of way, which usually corresponds with the inside edge of sidewalk. This realm includes the curb, planting strip and sidewalk and usually contains public amenities such as street trees, light poles, telephone poles and mailboxes.

The private realm extends from the edge of the public right of way to the front of a house or dwelling. This realm is where the private house meets the public street. Some houses may be set

flush with the right of way and not have any private space, while others may be set back quite a bit and contain porches, driveways, fences, walls, and/or landscaping.

Residential Streetscape Standards

- Sidewalks shall be constructed on both sides of all public streets.
- Sidewalks shall be a minimum of 5 feet in width.
- Sidewalks shall be constructed of a material that is different from that of the roadway.
- A planting strip for street trees of at least 3 feet in width shall be located adjacent to the sidewalk, between the sidewalk and the curb.
- The curb between the planting strip and the street shall be a minimum of 6 inches in width, and a maximum of 8 inches in width.
- Garden walls in the front yard are permitted to be no taller than 3 feet in height.
- Front yard setback areas shall be landscaped with a combination of appropriate flowering trees, shrubs, perennials, and/or low-maintenance groundcovers.
- Front lawns and turf are discouraged where the front yard setback is less than 5 feet.
- Efforts shall be made to make utilities as unobtrusive as possible.
- Transformers, generators, and other mechanical equipment shall not be located on the sidewalk, or within the required front yard area.
- Utilities shall be located underground, unless site specific constraints prohibit this.

Commercial Streetscapes

Commercial streetscapes are defined as the area between the outside edge of the curb to the front of a building. Unlike buildings in residential areas, commercial buildings are usually set flush with the edge of the right of way, with little or no setback. Even with minimal areas for landscaping or planting, commercial streetscapes can be enhanced to create attractive, safe pedestrian environments. The parts of businesses visible from the street for commercial uses should be designed to be as attractive and inviting as possible.

Retail businesses contribute to the streetscape by how they are experienced at the pedestrian level. Businesses that are clean, open, and visually interesting positively reinforce the streetscape. Businesses that are cluttered, shuttered, and lack amenities discourage pedestrian traffic. The major features that define the streetscape in a retail environment are windows, signage, awnings, and lighting. It should be noted that retail businesses with large, open windows, decorative lighting, and simple awnings are more desirable and attract more business than retail buildings without.

Commercial Streetscape Standards

- Crosswalks shall be a minimum of 5 feet in width, and located on all sides of all intersections of roads where commercial uses are present, or permitted.
- Sidewalks shall be provided to all entrances of all buildings.
- Sidewalks shall be constructed of a material that is different from that of the roadway.
- Sidewalks shall be a minimum of 5 feet in

STREETSCAPE DESIGN STANDARDS



RESIDENTIAL STREETSCAPE

- Planted landscape buffer strip between street and sidewalk.
- Front porches open to street.
- Small, landscaped front yards rather than expansive lawns.
- Street trees along both sides of street, providing shade.



COMMERCIAL STREETSCAPE

- Paver strip delineates sidewalk area from street.
- Street trees planted within paver strip, covered with tree grates.
- Bicycle parking provided.
- Buildings and storefronts line the street.
- Large open storefront windows.
- Outdoor seating and pedestrian amenities provided.
- Street lights spaced between street trees to avoid blockage of light.

width.

- A planting/paver strip for street trees and alternate paving materials of at least 4 feet in width shall be located adjacent to the sidewalk, between the sidewalk and the street.
- The curb between the planting strip and the street shall be a minimum of 6 inches in width, and a maximum of 8 inches in width.
- Front yard setback areas shall contain a combination of hardscape (sidewalk) and landscaped areas.
- Street furniture such as benches, planters, or newspaper boxes shall be located within either the front yard area, or the required planting/paver strip. Sidewalks shall not be impeded by street furniture.
- Trash and recycling receptacles for public use shall be located near all intersections within commercial use areas.
- Outdoor storage is not permitted in the front yard area.
- All outdoor storage in side or rear yard areas must be screened from public view with a solid fence.
- Efforts shall be made to make utilities as unobtrusive as possible.
- Transformers, generators, and other mechanical equipment shall not be located on the sidewalk, or within the required front yard area.
- Utilities shall be located underground, unless site specific constraints prohibit this.
- Outdoor dining shall be permitted on the sidewalk in front of restaurants, cafes, and other eating and drinking establishments provided that a minimum effective sidewalk width of 5 feet is maintained.

- Outdoor dining shall not block or impede any vehicular or pedestrian entrances.
- Restaurants must provide for the disposal of waste and recyclable materials on their own. Public garbage and recycling receptacles on the street shall not be used by restaurants or their patrons.
- All food preparation for outdoor dining shall be conducted within the regular kitchen area of the restaurant.

Complete Streets & Green Streets Standards

In addition to the traditional streetscape standards listed above, 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 following complete street and green street improvements should be implemented to the greatest extent feasible.

- 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.
- Travel lane widths for vehicles should be





minimized to reduce the speed at which vehicles travel, and provide space for other amenities. This increases the safety of the streets for pedestrians, bicyclists, and other users.

- Landscaped medians should be included where space is available on major corridors such as Broadway and Madison Avenue.
- 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.
- 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.
- Where adequate space is available, bus loading zones should be separated from travel lanes and parallel parking areas.
- Shelters for passengers should be located at all bus stops along bus routes.
- ADA accessible ramps should be provided at crosswalks at all intersections.
- Green Stormwater infrastructure should be utilized to reduce the impacts of storms on the area storm-sewer system. Green stormwater infrastructure utilizes natural bio-filtration processes to collect water rather than channeling water directly to the storm sewer.
 - Curb inlets, or breaks in the curb line, should be provided to allow for some stormwater to infiltrate in areas where vegetation or a street tree is beside the curb. This can reduce the amount of water that flows to the sewer system.

- Vegetated bio-swales along the sidewalk area should be provided where space is available. In lieu of simply a planter strip between the curb and the sidewalk, a vegetated bio-swale planted with vegetation that directly receives stormwater from the street should be encouraged.
 - Rain gardens should be encouraged in front yard areas or side yard areas of residences.
- The use of pervious paving materials for sidewalks and driveways shall be encouraged.
 - Pervious concrete
 - Grass-Crete
 - Interlocking pavers

LANDSCAPING STANDARDS

Landscaping is an important component of the overall streetscape environment, both in residential and commercial settings. Street trees, plantings, fences, and other landscaping can make the difference between an attractive streetscape, and a harsh one. The intent of the landscaping standards is to encourage appropriate landscaping in the form of street trees, shrubs, flowering plants, fences, and other features within the public and private realms of the streetscape.

Street Trees

- 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.
- No more than 50% of the trees on any single block may be the same species of tree.
- All street trees shall be planted within metal tree grates, or a system designed to allow for pedestrians to pass over the tree.
- Street trees shall be a minimum of 2.5 inches in caliper.
- Recommended street trees are:
 - Red Maple
 - Autumn Cherry
 - Okame Cherry
 - Red Oak
 - Little leaf Linden
 - Chinese Elm
 - Japanese Zelkova
- Trees may be located in the front yard area of a residential property if there is a setback of at least 6 feet.
- Front yard trees shall be a minimum of 2.5

inches in caliper.

- The following trees are recommended for front yard areas:
 - Shadblow Serviceberry
 - Eastern Redbud
 - Cherry Dogwood
 - Kousa Dogwood
 - American Dogwood
 - Common Witchazel

Shrubs and Plantings

- Placement of planters is encouraged in window sills of residences or stores, and near entrances to buildings.
- Wall mounted or floor mounted planters shall be located so that they do not hinder pedestrian movement along the sidewalk.
- Residential shrubbery shall be a minimum size of 3 gallon container, 18 – 24 inch B&B (balled & burlapped)
- Recommended residential shrubs:
 - Evergreen:
 - Dwarf barberry
 - Japanese holly
 - Blue holly
 - Juniper “Old Gold”
 - Japanese Pieris
 - Cherry Laurel
 - Nigra Arborvitae
 - Deciduous
 - Feather Reed Grass
 - Red Twig Dogwood
 - Burning Bush
 - Japanese Fothergill
 - Common Hydrangea
 - Oak Leaf Hydrangea
 - Winterberry



Street Trees, Alexandria VA



Metal Tree Grate



Street Plantings and Furniture



Open Front Yard Residential Fence

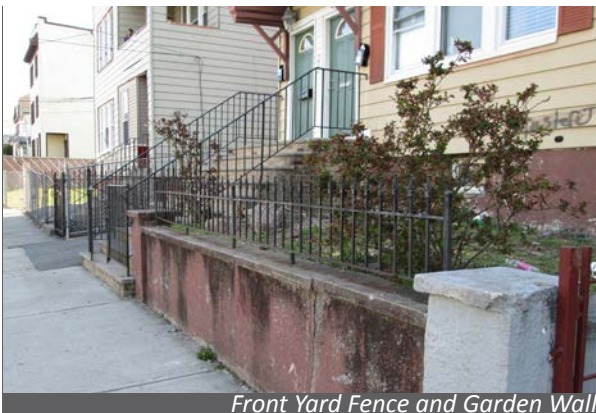
- Maiden Grass
- Switch Grass
- Fountain Grass
- Koreanspice Viburnum
- Groundcovers shall be a minimum size of 1 gallon container
- Recommended groundcovers:
 - Lillyturf
 - Japanese Garden Juniper
 - Blue Star Juniper
 - Pachysandra
 - Daylily
 - Hosta

Fencing

- Fences in a front yard area must be visually open, and no greater than 4 feet in height.
- Chain link fences are prohibited in the front yard area.
- Opaque Board on board fences are prohibited in the front yard area.
- Fences must be of wood or high quality material.
- Fences shall be no higher than 6 feet.



Unattractive, Tall, and Opaque Fence



Front Yard Fence and Garden Wall

SIGNAGE STANDARDS

This section governs the number, type, and size of signs permitted on commercial buildings within the Fifth Ward Redevelopment Area. Signage is a vital piece of commercial business operations, as it signals to potential customers the type of products or services being offered. Attractive signage not only encourages business for that particular location, but contributes to the overall visual environment of the entire streetscape and neighborhood. Signage that is too large or too cluttered with information can overwhelm the visual realm of the streetscape. Signage should be coordinated with the architecture of the building, and with the context of the other surrounding buildings.

Signage Regulations

- No signs are permitted for residential properties other than signs indicating the street address.
- Commercial buildings shall be designed so as to include a “signage zone” integrated into the commercial storefront design. The signage zone shall be located above the ground level storefront.
- Commercial signage is permitted to have a maximum area of 10% of the ground floor street facing façade area, up to 50 square feet.
- Each commercial use is permitted to have a maximum of two signs, the total area of which shall not exceed the maximum permitted sign area.
- Sign area shall be calculated as the smallest rectangle enclosing all design elements of the

sign.

- No sign shall project above the roofline of a building.
- Wall signs or building mounted signs shall not project further than 6 inches from the building façade to which they are attached.
- Blade signs shall be a minimum of 8 feet above the ground, and shall have a maximum area of 6 square feet.
- Blade signs may project no further than 3 feet from the face of the building to which they are attached.
- Window signs shall not be permitted to occupy an area greater than 20% of the surface of the window to which they are attached.
- Directional signage indicating the location of entrances, parking, or other vital information shall be permitted as deemed necessary to provide directions. Directional signage shall not exceed 4 square feet per sign.
- Signage on awnings is permitted to include text only, and no graphics.
- Awning signs are permitted to occupy a maximum of 20% of the surface area of the awning.
- Signs may be internally illuminated, or externally illuminated by gooseneck light fixtures.

Permitted Sign Types

- Wall Signs or Building Signs
- Blade Signs
- Window Signs
- Wall Murals (on existing blank walls only)

Prohibited Signs

- Freestanding Signs
- Ground signs
- Flashing signs
- Off-premises signs



Blade Sign



Retail Wall Sign and Awning



Bicycle Parking, New Brunswick NJ



Parking Lot Buffer Plantings, Plainsboro NJ



Front Yard Parking, Not Permitted

PARKING AND CIRCULATION STANDARDS

The location and availability of parking within established commercial areas and residential neighborhoods is often very challenging. Parking must be provided for, but it must not overwhelm and degrade the pedestrian orientation of these areas. There will always be a limited amount of on-street parking and provisions must be required to provide off-street parking opportunities. Developers are required to provide on-site parking whenever possible, such as in new construction. However in situations, such as renovations of existing buildings, that do not contain parking spaces, developers are encouraged to develop off street parking arrangements in shared lots.

On-street parallel parking is provided on most of the streets within the Redevelopment Area, and may be taken into consideration in any development application.

The guidelines contained in this section of the Redevelopment Plan pertain to circulation and parking. The circulation and parking concerns of this Redevelopment Area were analyzed and compared with similar concerns in other Redevelopment Areas and the City as a whole.

Residential Off-Street Parking

- Residential driveways shall have a minimum width of 9 feet.
- Residential parking garages shall be located to the rear of the principal structure.
- Parking shall not be permitted in the front yard area of a residence.

Commercial Off-Street Parking & Circulation

- All 90 degree parking spaces shall have a minimum width of 9 feet, and a minimum depth of 18 feet where drive aisles are less than 24 feet in width.
- Where a drive aisle of at least 24 feet in width is provided, 90 degree parking stalls may have a width of 8.5 feet.
- All two-way drive aisles within parking areas shall have a minimum width of 22 feet.
- One-way drive aisles in parking areas shall have a minimum width of 12 feet.
- Parking lots shall be located no closer to a building than 3 feet.
- All surface parking lots that abut the public street shall be separated from the street by a buffer with a minimum width of 3 feet. Buffers shall include fencing, shrubberies, plantings, or a row of trees.
- Where multiple businesses are located in close proximity, shared parking arrangements should be encouraged.
- Driveways and curb cuts for surface parking lots should be minimized to reduce impacts to pedestrian circulation.
- No access driveway shall be located closer than 30 feet to another commercial parking lot access driveway.
- Bicycle storage racks should be located near the principal entrance to all commercial buildings.
- Bicycle storage should be provided at a minimum rate of 1 storage space for every 500 square feet of building area for commercial uses.

Landscaping, Lighting, and Pedestrian Access of Parking Areas

- Where a parking lot has 10 or more parking spaces, a minimum of 10% of the surface area shall be landscaped.
- Landscaping may be in the form of a hedge or shrubberies 3 feet to 4 feet in height, or a row of trees.
- Every parking lot shall provide a minimum of 1 tree for every 10 parking spaces. Trees may surround the parking lot or be located interior to the parking lot in tree islands.
- Parking lots that are visible from the public street shall not be enclosed by a chain link fence.
- Parking lots that have 30 or more parking spaces shall provide a pedestrian pathway or sidewalk of at least 5 feet in width through the parking lot area to public sidewalk, or to the primary building entrance.
- Pedestrian pathways/sidewalks within a parking lot shall be made of a different surface material than the parking areas of the lot, and are encouraged to include landscaping around the edges of the walkway.
- All parking lots shall be adequately illuminated to provide for the safety and security of users.

Structured Parking

- No blank walls shall front the streetscape. All facades shall provide pedestrian interest at the street level either through retail uses, architectural details, views into the structure, or public art.

- The structure shall be constructed of compatible and/or complementary materials to the surrounding buildings so as to blend architecturally.
- No more than one (1) driveway shall provide access to any street.
- Landscaping shall be provided in rooftop parking areas in a manner consistent with the City's design requirements for surface parking lots.
- Stairs and elevators shall be located adjacent to the street for security purposes.
- Lighting shall be adequate to provide for safety and proper vision and shall conform to the City's design requirements for parking lot lighting.
- Parking area informational signs shall be limited to those that provide information pertaining to direction, identifications of parking areas, identification of pedestrian and motorist exists, warnings about clearance, oncoming traffics, and parking rates, and shall be easily readable.
- Sustainable design elements should be integrated into structured parking design including cisterns to collect rainwater, landscaped canopies on the roof level, solar panel canopies, and energy efficient light fixtures.
- Electric Vehicle charging stations should be provided.



*Decorative Streetlight*

LIGHTING STANDARDS

This section governs street lights, buildings lights, and other fixtures that will provide lighting of the public realm and streetscape environment within the Fifth Ward Redevelopment Area. Public spaces must be adequately illuminated for the safety, security, and comfort of all people who may pass through them.

- 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.
- Street light illumination shall be consistent throughout a street area.
- The location of street lights shall be coordinated with the locations of street trees to avoid having trees block the lights.
- Building mounted lights shall be integrated into the overall architectural design of the building.
- All building entrances shall be illuminated by exterior lighting.
- Neon lighting is prohibited on commercial storefronts.
- Flashing lights are prohibited.

*Building Mounted Lighting*

GREEN BUILDING STANDARDS

Residential and commercial buildings consume a significant amount of natural resources, primarily energy and potable water. Reducing the impacts of development through more efficient use of these resources can result in a cleaner community, as well as provide long-term cost savings for building owners. This section provides a list of recommended best practices for environmentally friendly 'green' building practices which are to be encouraged in all residential and commercial construction. The following are lists of some recommended best practices in green building from the New Jersey Housing and Mortgage Finance Agency (NJHMFA) and the U.S. Department of Housing and Urban Development (HUD). Not all standards will apply to all projects, however all standards and recommendations should be given due consideration in all projects for new construction or building renovations.

Site and Building Design

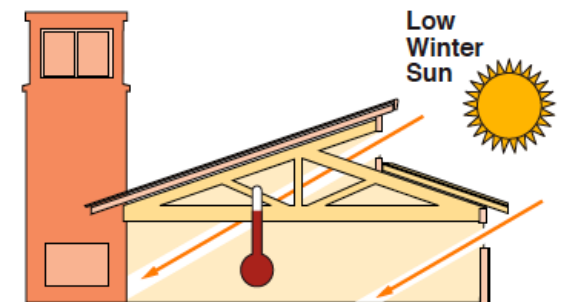
- Passive Solar, Ventilation & Shading Design
 - Passive Solar - The basic natural processes used in passive solar energy are the thermal energy flows associated with radiation, conduction and natural convection. When sunlight strikes a building, the building materials can reflect, transmit or absorb 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.

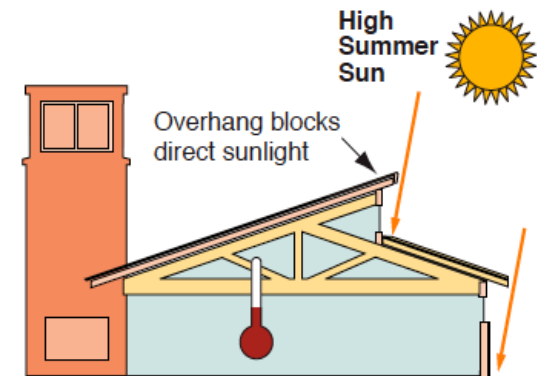
- Solar Photovoltaic Readiness – Roof should be constructed to accommodate a future solar PV system. This includes ensuring that the roofing structure and finish material can bear the structure required to add a solar PV array. In addition, there must be a 2" (minimum) conduit run that provides roof-to-electrical 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.
- Bike Racks: Provide a safe and secure place to lock up bikes. Select an area that can be monitored via security, windows, and/or common passage.
 - Occupancy and Daylighting Controls: Lighting in community and meeting rooms, laundry, and other common spaces, should have occupancy and automatic daylight controls to reduce energy use when unoccupied. Common space does not include hallways, stairwells and any means of egress. For example, exterior porch and site lighting should have daylight sensors and controls.
 - Recycling Centers in Common Areas: Design buildings with easy access to recycling stations that are well marked, accessible, and easy to understand.
 - Air Ventilation Single-family: Install an in-unit ventilation system that complies with



PV Solar Panels (from GreenPointRated.com)



South windows accept direct sunlight to light and warm the building interior



Passive Solar Heating (from Greenpassivesolar.com)

ASHRAE 62.2-2010.

- Air Ventilation Multi-family: Install apartment ventilation systems that satisfy ASHRAE 62.2-2010 and common area ventilation systems that satisfy ASHRAE 62.1-2010. Consider heat/energy recovery for 100% of corridor air supply.

Building Materials

- 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.
- 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 unfaced 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.

- 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. For example, if the window is too heavy to lift and does not have a lip to grab then it is not readily operable; this could be an issue for frail or elderly residents, who would have to call for assistance.
- Windows with Low-E coating: All windows installed should meet ENERGY STAR guidelines and have a low-E coating.
- ENERGY STAR Certified: All projects should use appliances and light fixtures that are ENERGY STAR certified, or equivalent.
- High Energy Factor Water Heaters: 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).
- 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.
- Low-Flow Fixtures: Faucets should be a maximum of 1.5 gpm in the kitchen, and 1.0 gpm for the bathroom. Showerheads should be a maximum of 2.0 gpm.

- 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.
- Insulation Attic: For attics with closed floor cavities directly above the conditioned space, blow in insulation per manufacturer's specifications to a minimum density of 3.5 Lbs. per CF. For attics with open floor cavities directly above the conditioned space, install insulation to meet or exceed 2009 IECC levels.
- Insulation Flooring: Install \geq R-19 insulation in contact with the subfloor in buildings with floor systems over vented crawl spaces. Install a 6-mil vapor barrier in contact with 100% of the floor of the crawl space (the ground), overlapping seams and piers at least 6 inches.
- Radiant Barrier Roofing: Utilize radiant barrier sheathing or other radiant barrier material for roofs; if economically feasible, also use cool roofing materials.
- Sizing of Heating and Cooling Equipment: Size heating and cooling equipment in accordance with the Air Conditioning Contractors of America (ACCA) Manuals, Parts J and S, or ASHRAE handbooks.
- Domestic Hot Water Systems: Ensure the system(s) meet or exceed the efficiency requirements of ENERGY STAR for Homes' Reference Design. Insulate pipes by at least R-4.
- Composite Wood Products: Composite wood products should have all exposed edges and sides be sealed with low-VOC sealants.
- Environmentally Preferable Flooring: Use environmentally preferable flooring, including the Floor-Score certification. Any

carpet products used must meet the Carpet and Rug Institute's Green Label or Green Label Plus certification for carpet, pad, and carpet adhesives.

- Low/No VOC Sealants, Paints and Primers: All interior paints and primers must be less than or equal to the following VOC levels: Flats--50 g/L; Non-flats--50 g/L; Floor--100 g/L.
- Combustion Equipment: When installing new space and water-heating equipment, specify power-vented or direct vent combustion equipment.
- Mold Prevention-Surfaces: In bathrooms, kitchens, and laundry rooms, use materials that have durable, cleanable surfaces.
- Mold Prevention-Tub and Shower Enclosures: Use non-paper-faced backing materials such as cement board, fiber cement board, or equivalent in bathrooms.

Building Construction

- Ducts and HVAC protection: 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.
- Combustion Devices Directly Vented or Sealed: With the exception of gas stoves, all combustion devices should be power vented or sealed combustion.
- 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 should have a maximum of 1.5 sones (noise level).

- Direct Vent of Kitchen: All kitchen exhausts should be directly vented to the outside.
- 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.
- Exterior Wall Drainage Plane: Provide an exterior wall drainage plane using building paper, house-wrap or layered water resistant sheathings (rigid insulation or a foil covered structural sheathing) with seams taped or sealed.
- Window Flashing Details: All windows and exterior openings should demonstrate best practices for flashing details in order to create a weather resistant barrier. Details should be developed to meet the intent for both the window and wall system manufacturer's products. Window details should show pan and sill flashing, damming the edges of the bottom sill flashing, and location of weep holes to exterior facade.
- Air Sealing Building Envelope: Seal all accessible gaps and penetrations in the





Moisture Barrier (from GreenPointRated.com)



Mold Remediation (from USEPA)



building envelope with low-VOC caulk or foam.

- **Air Barrier System:** Ensure continuous unbroken air barrier surrounding all conditioned space and dwelling units. Align insulation completely and continuously with the air barrier.
- **Duct Sealing:** In buildings with ducted forced-air heating and cooling systems, seal all penetrations of the air distribution system to reduce leakage in order to meet or exceed ENERGY STAR for Homes' duct leakage standard.
- **Mold Prevention Water Heaters:** Provide adequate drainage for water heaters that include drains or catch pans with drains piped to the exterior of the dwelling.
- **Integrated Pest Management:** Seal all wall, floor, and joint penetrations with low-VOC caulking or other appropriate sealing methods to prevent pest entry.

Building Renovations

- **Lead-Safe Work Practices:** For properties built before 1978, use lead-safe work practices consistent with the EPA's Renovation, Repair, and Painting Regulation and applicable HUD requirements.
- **Radon Testing:** Since Paterson is located within the EPA's Zone 2, perform radon testing. For buildings with levels of radon greater than 4 pCi/L, implement EPA's recommended Residential Radon Mitigation Standard of Practice.
- **Mold Remediation:** Inspect the interior and exterior of the building for evidence of moisture problems. Document the extent

and location of the problems, and implement the proposed repairs according to the Moisture section of the EPA Healthy Indoor Environment Protocols for Home Energy Upgrades.

Other Green Building Recommendations

- **Smoke-Free Building:** Implement and enforce a "no smoking" policy in all common and individual living areas of all multi-family buildings. Common areas include rental or sales offices, entrances, hallways, resident services areas and laundry rooms.
- **Roof:** Roof warranty should be 30 years for pitched roofs and 20 years for flat roofs.
- **Recycle or salvage construction and demolition debris:** Develop a 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.
- **Electric Charging Stations:** Electric Charging Stations may be provided within existing and proposed parking areas in public and/or private parking facilities.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) PRINCIPLES

Crime Prevention Through Environmental Design (CPTED) is a basic set of design principles that treat the physical environment as spaces that can either potentially enable or inhibit the likelihood that crimes will occur in those spaces. A key consideration of CPTED is making the streets and sidewalks safe for all users to get to their destinations. These principles should be viewed as an additional layer of design standards for all development applications. They should be applied to all reviews of public or private space, with particular emphasis placed on how a buildings' design, landscaping, lighting, or other components may impact public safety, either perceived or real.

Natural Surveillance

Natural surveillance is the design of public spaces so that it feels as if someone may be watching, whether you can see them or not. People feel safer if they feel the presence of other people around. People are also less likely to commit crimes if they feel that they are being watched. This is why people are afraid of dark alleys at night. It makes them feel trapped and alone. Providing natural surveillance serves as a form of self-policing that functions as a crime deterrent, as well as giving people a sense of security.

- 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 the public spaces of the street, and

ground level spaces of buildings on those streets. 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. People feel safer if they can see what is ahead of them, and around them.

- Ensure all building entrances are well lit.
- The exterior of buildings along public streets and spaces should also be lit.

Maintenance and Code Enforcement

Simply conducting regular maintenance and repairs on a building or space, and keeping it clean and litter free, gives the impression that someone cares about that space, and has the means to control it. Areas that are dirty and show serious signs of dilapidation or disrepair indicate that there is little concern for the area, and that no one is asserting any ownership or control over the space. This leads to the impression that deviant or criminal behavior may be permissible in that space.

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



Large opaque fence obstructs vision of pedestrians



Blank Wall facing Street



No "Eyes on Street"

ACTION PLAN

PATERSON FIFTH WARD



City of Paterson, NJ

Fifth Ward Redevelopment Plan

Vacant & Abandoned Properties

 Vacant & Abandoned Properties

 5th Ward Redevelopment Area



Source: NJGIN, NJDEP, NJOGIS, NJDOT, City of Paterson, 2014 MODIV Tax Assessment Data

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OPPORTUNITIES FOR STRATEGIC DEVELOPMENT

Vacant/Abandoned Properties List

Properties that are vacant or abandoned diminish the value of neighborhoods and can become havens for criminal and illicit activity. These properties are a burden on the City and should be aggressively pursued with actions to reduce their blighting impacts. The City's 2014 Master Plan identifies several steps that the City can take to address these properties, including identifying all of the properties that are vacant or abandoned, and aggressively taking code enforcement actions against these property owners.

The City has established an abandoned properties list. There are over 1,000 properties currently listed on the City's Vacant & Abandoned Properties database, which is regularly updated and maintained by the Division of Community Improvements. Many of these properties are within the Fifth Ward Redevelopment Area. The City Council in August 2014 adopted an ordinance (Ordinance #14-034) that requires that owners of properties on this list register their properties, and take actions to indicate they are not abandoning the property, or face stiff penalties. The ordinance also establishes procedures for either the City or another private party to acquire properties that have remained on the list, and are also delinquent in paying property taxes for a period of at least six quarters, through a tax sale. Essentially, if a property remains vacant for an extended period of time, the City can potentially acquire that property and put it to a productive use.

Each of these properties represents an opportunity for the City to transform a blighted property into an asset. There are many properties on the list scattered throughout the Fifth Ward Redevelopment Area, as is shown in the Vacant & Abandoned Properties Map. Most of these properties are small residential lots that are less than 5,000 square feet in area, although there are some are larger parcels. Where multiple adjacent properties are abandoned, they could potentially be acquired together and developed as a larger opportunity site. If the City or a private developer is to acquire any of these properties, they could potentially be used in the following ways:

- Infill housing according to the standards of the zoning districts established by this Plan.
- Mixed Use developments with commercial space on the ground floor and residences or office space above.
- Smaller parcels that may not be suitable for residential or commercial development can be utilized as pocket parks, community gardens, or some other public space.

All Public/City Owned Properties

In addition to sites that the City may acquire either through the Vacant/Abandoned Properties list, there are a number of assets in the Fifth Ward Redevelopment Area that are already owned by either the City or another public or non-profit agency, such as the Paterson Housing Authority, Paterson Parking Authority or the multiple faith-based organizations. While most of the properties in the Area that are owned by a public agency are currently used as schools, public housing, or



Vacant Property



Abandoned Property



Abandoned Property

City of Paterson, NJ

Fifth Ward Redevelopment Plan

Publicly Owned Properties

- Publicly Owned Properties
- Paterson Parking Authority
- 5th Ward Redevelopment Area



Source: NJGIN, NJDEP, NJOGIS, NJDOT,
City of Paterson, 2014 Tax Assessment Data

HEYER GRUEL & ASSOCIATES



for other productive purposes, some of these properties can be potentially utilized for more than their current function. The City should consider the potential for mixed uses of their assets in the Area to help meet community needs. For example, public school properties can also serve as community centers when school is not in session.

The properties owned by the City Parking Authority, particularly in the expanded Area, hold significant development potential. These properties are located along the rail line that could see the reintroduction of passenger service and were part of the central vision in the Madison Avenue TOD study prepared in 2009. A potential Madison Avenue transit station would maximize the potential and utility of these properties, but even without rail service they represent a significant opportunity site.

Larger Development Opportunities

Where the Vacant/Abandoned Properties list provides opportunities for relatively small infill development of housing or small scale commercial establishments, there are a few sites within the Fifth Ward Redevelopment Area that are larger than a standard residential lot, and offer the potential for bigger development projects to catalyze development, and provide more visible impacts. These sites include the following properties, which are shown on the next pages:

Block 6210

The entire block bound by Essex Street, Straight Street, Morton Street, and Madison Street in the southwestern end of the Area could be viewed as a potential opportunity site. The block, while not vacant, is underutilized as small commercial properties and parking lots, considering its proximity to the Ward Street Train Station. The station is just one block to the northwest, and could take advantage of that immediacy.

This block is nearly two acres in size at approximately 80,000 square feet, and could be developed with a mix of residential and commercial uses to capitalize on its location, and either provide new housing options to local residents, or attract new residents and businesses to the Area.

This block is within the B-1 and RA-2 districts of the Plan.



Block 6210

Block 4211 Lots 22-26

These five properties on the corner of Rosa Parks Boulevard and 16th Avenue are all currently vacant. Combined they are approximately 18,500 square feet in area (0.4 acres) and offer an opportunity for new housing in the Area. The site could be developed with either several two-family homes, a row of townhouses, or a small multi-family apartment building. The corner lot (lot 22) could potentially include commercial/retail uses in a small mixed use building. These properties are all held in common ownership.

These properties are located within the B-1 and RA-2 districts of the Plan.



Block 4211 Lots 22-26

Block 4319 Lots 17-20

The four lots within Block 4319 on the corner of Park Avenue and Summer Street present another opportunity for new housing in the Area. The four properties are contiguous, held in common ownership, and are all currently vacant. The site could potentially be developed with mixed use development. The 18,500 square foot (0.4 acre) property could support a mixed use structure that included apartments above retail uses on the ground floor.

This properties are located within the B-1 district of the Plan.

*Block 4319 Lots 17-20**Paterson Armory*

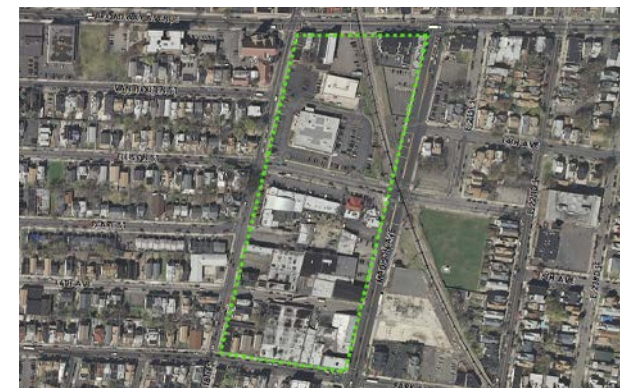
The Paterson Armory was significantly damaged by a fire in November 2015. The majority of the building, with the exception of the façade and a portion of the structure along Market Street were demolished soon after. The Armory site represents an opportunity for new development that can incorporate the historic façade of the Armory to preserve a piece of the City's history.

This property is in the Adaptive Reuse District of the Plan.

*Paterson Armory**Madison Avenue TOD Sites*

All of the properties located on the blocks north of Park Avenue, and east of 18th Street could potentially be opportunity sites for larger scale mixed-use development. These properties are all in close proximity to the potential Madison Avenue stop of the proposed Passaic-Bergen Passenger Rail Restoration Project, and were identified in the Madison Avenue Commuter Rail Corridor Study as potential opportunity sites to create a new transit oriented development district around the proposed light rail station. Any new large scale development is contingent upon the implementation of the proposed light rail project, but the potential for transformative development is there.

The properties owned by the Paterson Parking Authority on the west side of Madison Avenue may provide an ideal site for a parking deck to service the TOD opportunity area. The development of a deck could allow other sites to develop at a greater density without concern for providing on-site parking. The design of such a project should take a holistic view of the development potential and the parking needs for the properties around

*Madison Avenue TOD Sites*

Madison Avenue. Concentrating parking in a deck owned and managed by the City Parking Authority would likely be the most efficient way to serve the Area's needs. The design of this deck should be well integrated into the surrounding development and provide pedestrian friendly amenities and/or retail spaces along the street-level frontage.

CIRCULATION IMPROVEMENTS

Passaic County Complete Streets

Passaic County is proposing a number of improvements to several of the County roads that are within the Fifth Ward Redevelopment Area. The proposed improvements are to transform the roads into Complete Streets, which are streets that are designed to accommodate a wide range of potential users, and not just automobiles. Three of the proposed County Complete Streets within the Area are classified by the County as "Community Streets" within the Passaic County Master Plan Transportation Element, while Market Street is classified as a "Downtown Complete Street".

A "Community Complete Street" in terms of the County's Plan, is a street that is designed to connect local communities with one another, and connect to regional thoroughfares. A community street typically will be designed to include two travel lanes, one in each direction, and parallel parking on both sides of the street. Designated bicycle lanes may also be included within the street Right-of-Way. Special consideration will be given to street crossings and access to public transportation.

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.

The following county roads are proposed to receive Complete Streets treatments by the County:

- East 18th Street (CR 652) – Community Street
- Straight Street (CR 647) – Community Street
- Madison Avenue (CR 649) – Community Street
- Market Street (CR 648) – Downtown Street

These roads, which are under the jurisdiction of the County and are some of the primary transportation thoroughfares in the Area, if improved in the ways described in the Passaic County Master Plan Transportation Element, can help to revitalize the Fifth Ward Redevelopment Area. Complete streets along the primary commercial corridors will help provide access to and from businesses for local residents, as well as people beyond the boundaries of the Area.



Well Marked Bus Stop



Dedicated Bicycle Lane, Philadelphia PA



Decorative Crosswalk, Baltimore MD

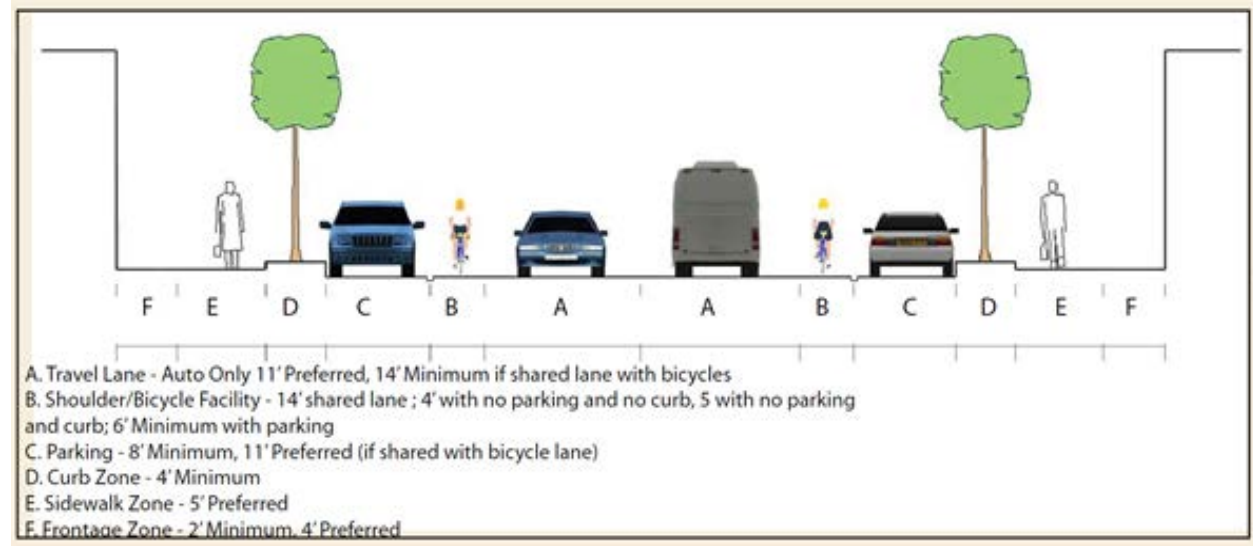
Passaic County Green Streets

Along with a Complete Streets Approach to utilizing public Rights-of-Way for all potential users, the County is also pursuing a green streets initiative. A green street is one that incorporates low-impact design elements, and attempts to manage stormwater through natural biological processes, rather than simply channeling water through a sewer system.

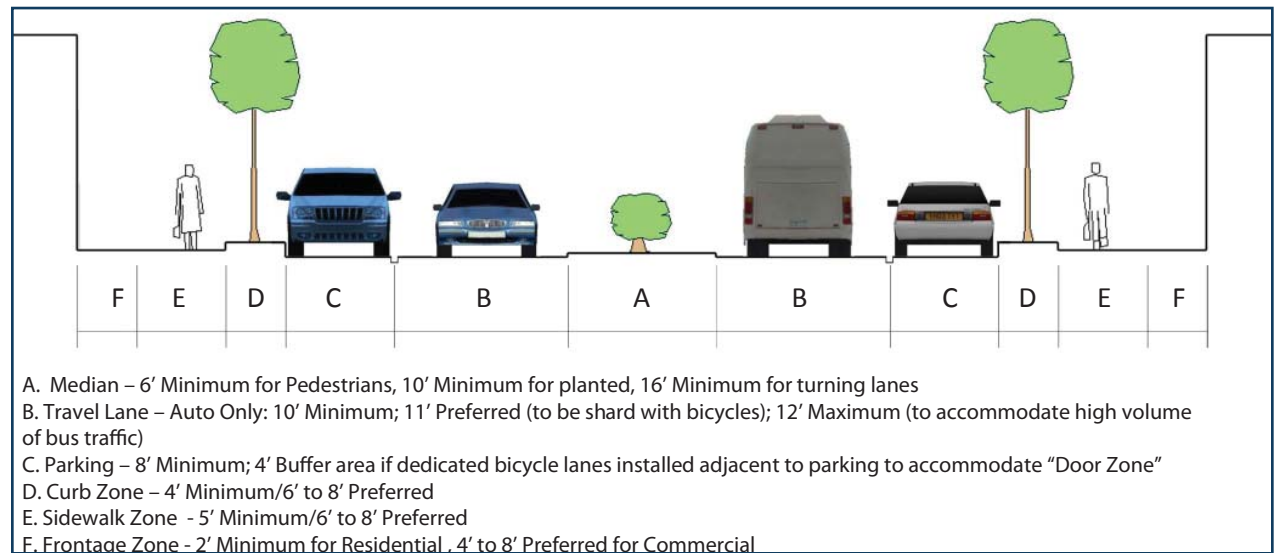
Passaic County Bicycle and Pedestrian Priority Corridors

The County is also proposing to designate certain areas as bicycle and pedestrian priority corridors. These corridors will work in conjunction with their complete streets initiative, to prioritize travel for cyclists and pedestrians. The intent of these corridors is to create a cohesive network of bicycle and pedestrian infrastructure that connects important areas, such as Downtown Paterson, with their surrounding residential and commercial areas. Some streets would have dedicated bicycle lanes within the street, while others may have bicycle/pedestrian paths that run parallel to the street. The following streets within the Fifth Ward Redevelopment Area are listed in the County Master Plan as designated bicycle and pedestrian priority corridors:

- Madison Avenue
- Park Avenue
- Market Street
- Straight Street



Passaic County Community Street (from Passaic County Master Plan Transportation Element)



Passaic County Downtown Street (from Passaic County Master Plan Transportation Element)

PROPOSED CIRCULATION IMPROVEMENTS

The proposed Green Streets and Complete Streets improvements on several of the County roads throughout the Area can significantly benefit the communities of the Fifth Ward if they are implemented. However, this still may leave some gaps in the circulation network where similar improvements can be made. The following circulation improvements can greatly help connect the Fifth Ward with other areas of the City:

- Target Park Avenue for similar complete streets treatments as the County Roads. This could help facilitate connections between the Ward Street Train Station area and the east side of the City near Eastside Park.
- Improved bus stops with shelters and designated bus stop lanes would also facilitate access to public transportation. This can be done as a part of a complete streets approach to roadway design.
- Pedestrian amenities such as curb bump-outs and marked crosswalks should be added to high-traffic intersections. Many intersections already have marked crosswalks, however the paint is fading and difficult to see in some areas. Curb extensions or bump-outs can make crossing streets safer for pedestrians by reducing the length of street that needs to be crossed, and signaling to on-coming vehicles that there is a pedestrian crossing area ahead.



City of Paterson, NJ

Fifth Ward Redevelopment Plan

Proposed Circulation Improvements

-  Proposed City Complete Streets
-  Proposed County Complete Streets
-  5th Ward Redevelopment Area



Source: NJGIN, NJDEP, NJOGIS, NJDOT,
City of Paterson,

HEYER GRUEL & ASSOCIATES



OPEN SPACE & RECREATION IMPROVEMENTS

The Fifth Ward Redevelopment Area has relatively good access to parks and open space compared to many other areas of the City. Roberto Clemente Park, which is located in the middle of the Area, is generally accessible to the majority of residents in the Area. However, there are a number of improvements which can be made to provide for greater access and amenities.

Opportunities for Recreation

Expand Roberto Clemente Park

Roberto Clemente Park (formerly Sandy Hill Park) should be targeted for western expansion to make its boundary Summer Street. The western edge of the park is currently adjacent to the rear yards of the homes and businesses along the east side of Summer Street. Expanding the park west to the street would create a public edge to the park. Greater frontage on a public ROW would make the park appear safer, as it would appear more open and be visible from the street, giving it greater Crime Prevention Through Environmental Design (CPTED) arrangements. While most of these properties are currently privately owned, and many of them occupied, it should be a long term goal to provide a public edge to the park.

The entrances to Roberto Clemente Park could also be improved. Aesthetic enhancements to make the entrances more attractive would help to make the park more inviting. Several of the current entrances are no more than a set of steps up the hill, and are also covered in graffiti. A more ceremonial entrance space that is clean and well lit would improve the appearance of the park.



Roberto Clemente Park Entrance



Roberto Clemente Park Expansion



Roberto Clemente Park western edge



Block 4202 Lots 3,22,23

OPPORTUNITIES FOR HOME OWNERSHIP

The City should actively pursue increasing the levels of home ownership within the Fourth Ward community. While any form of tenure may be permitted within the Redevelopment Area, providing new opportunities for home ownership should be encouraged. Raising the levels of home ownership in the Area where the vast majority of residents are renters should be viewed as a substantial component of the overall revitalization and redevelopment of the Area. Raising the levels of homeownership in the Area should be done by connecting residents to the resources available to promote homeownership, and assist first time home buyers. These resources include:

- State resources from NJHMFA
- Federal resources from the Department of Housing and Urban Development (HUD)
- Specific programs are discussed in the funding opportunities section of this Plan

RELATIONSHIP TO OTHER PLANS

PATERSON FIFTH WARD



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.

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 have relevance to the Redevelopment of the Fifth Ward Area.

Land Use Goals

- To address the problems associated with vacant and abandoned properties
 - To Convert vacant and abandoned properties to occupied properties on the tax rolls
 - To Encourage adaptive reuse of obsolete buildings
- To promote infill housing development
- To coordinate transportation infrastructure with land use and development
 - To Promote density and mixed uses around both existing and proposed transportation hubs
 - To Limit larger scale development to areas that can accommodate high

volumes of traffic

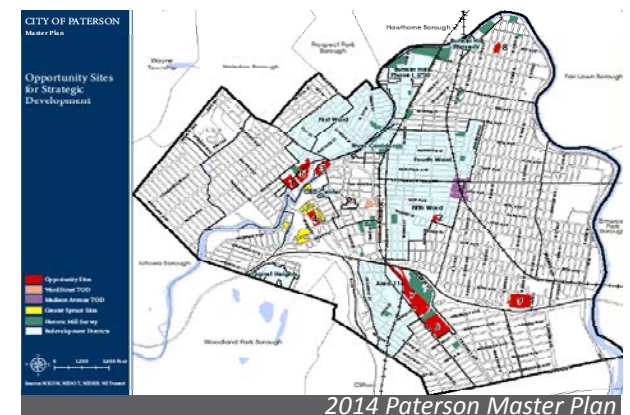
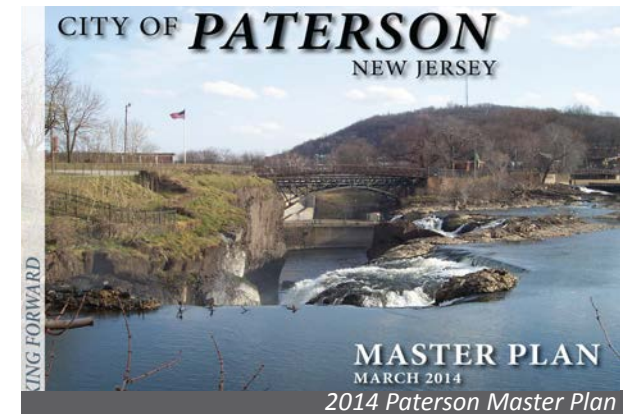
- To improve the viability of the City's neighborhood commercial corridors
- To address outdated or expired redevelopment plans
- To develop targeted opportunity sites that will serve as catalysts and symbols of the revitalization of the City of Paterson, such as the Armory

Urban Design Goals

- To promote and implement appropriate and attractive design standards for new construction
- To improve the appearance of the City's streets

Housing Goals

- To provide for a variety of housing types that will attract and retain a mix of residents from various socio-economic backgrounds
- To increase the supply of affordable housing
 - Provide affordable housing options amongst mixed income neighborhoods
- To provide opportunities for the construction and/or rehabilitation of affordably priced market rate housing
 - Consider conversion of vacant industrial buildings to residences
 - Promote infill housing development on vacant properties
- To stabilize and improve existing residential neighborhoods



*Employment Center**Roberto Clemente Park**Mixed Use Development in the Fifth Ward*

Community Facilities Goals

- To provide facilities to meet the needs of residents of all ages, in each neighborhood
 - Address the need for libraries or community resource centers

Economic Development Goals

- To make Paterson an attractive City to locate a new business
- To promote the development of vacant and abandoned properties
- To provide opportunities for local employment growth

Historic Preservation Goals

- To encourage the restoration and/or adaptive reuse of historic structures in the City, such as the historic mills and the Armory.

Recreation/Open Space Goals

- To provide increased access to open space for City residents
- To provide more opportunities for active and passive recreation throughout the City

The Master Plan also made several specific recommendations regarding the Fifth Ward Redevelopment Area:

- Include all public properties within the public use zone
- Acquire properties throughout the designated area and redevelop them with appropriate

housing or commercial uses

- Enforce the recommended residential and commercial design standards
- Repurpose the historic Paterson Armory as a public recreation/community center

STATE PLANS

***State Development and Redevelopment Plan
(SDRP)***

In 2001, the State Planning Commission adopted the 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 6 in particular of the SDRP.

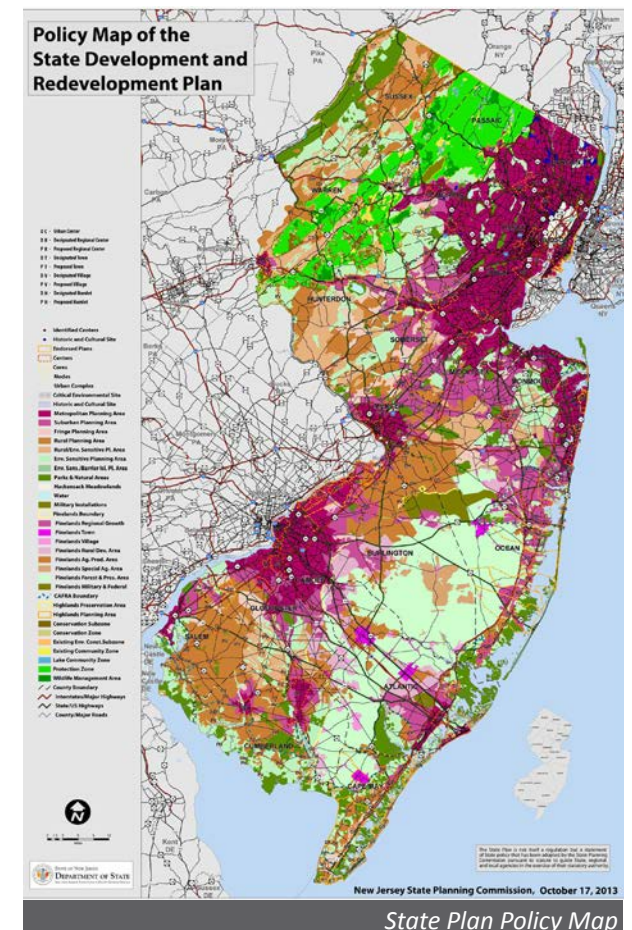
- The intended purpose of this Plan is to revitalize certain portions of the City of Paterson, a recognized urban center by the SDRP.
- New and improved housing is a central aim of this Plan.
- This Plan promotes beneficial economic growth for residents of the City.

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:

- Targeted economic growth of industries of statewide and regional importance, with healthcare being one of the targeted industries.
- 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

A primary focus of the Transportation Element of the County’s Master Plan, adopted in Fall 2012, 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, and as discussed previously, several streets within the Fifth Ward Redevelopment Area are proposed to be “Community Complete Streets” and “Downtown Complete Streets”.

- East 18th Street (CR 652) – Community Street
- Straight Street (CR 647) – Community Street
- Madison Avenue (CR 649) – Community Street
- Market Street (CR 648) – Downtown Street

Passaic County Master Plan Parks, Recreation, and Open Space Comprehensive Plan Element

The County’s Parks and Open Space Plan Element was recently adopted in July of 2014, and includes a new vision for County operated parks, and several goals and objectives that have relevance to the Fifth Ward Redevelopment Area of the City of Paterson:

- Expand the Passaic County Park System
 - Acquire new properties in strategic locations, such as along rivers, within historic and scenic byways, in areas that are adjacent to existing areas of the Passaic County Park System,

and in historically underserved municipalities.

- Partner with municipal, state, and local government, as well as private organizations to acquire and maintain new properties.

There are currently no County parks within the Fifth Ward Redevelopment Area.

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.
- Encourage new housing options through adaptive reuse and infill development.
- Increase access to and availability of developed green space for active and passive recreation.

PLANS OF ADJACENT MUNICIPALITIES

The Fifth Ward Redevelopment Area is encompassed entirely by other lands within the City of Paterson, and is not adjacent to any other municipality.

OTHER STATUTORY REQUIREMENTS

PATERSON FIFTH WARD



OTHER STATUTORY REQUIREMENTS

Property to Be Acquired

No property acquisition through the use of eminent domain is authorized or anticipated as a part of this Plan.

The primary means of property acquisition for the City will be through the Vacant and Abandoned Properties List, and the authority possessed by the City for acquiring properties that have been determined to be abandoned through the procedures outlined in Ordinance # 14-034.

Relocation Assistance

It is anticipated that the designated redevelopers will address any relocation needs through acquisition of parcels. The City of Paterson, however, will provide all displaced tenants and landowners with the appropriate relocation assistance, pursuant to applicable State and Federal law, should relocation be necessary. Such assistance will be provided through an appropriately designated office which will assist in any relocation of persons, businesses or other entities. The local housing market, including Paterson and surrounding communities, contains an ample supply of comparable replacement housing to absorb the residents of Paterson who may be displaced by the redevelopment process. Further, Paterson and the surrounding area contains sufficient land and buildings which would be appropriate for relocation of existing businesses from the Redevelopment Area. If relocation is not directly caused by the Redevelopment Plan, the City assumes no responsibility for relocation of people and businesses.

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.



Housing in the Fifth Ward



Community Facilities



Housing in the Fifth Ward

IMPLEMENTATION

PATERSON FIFTH WARD





Fifth Ward Redevelopment Area



Fifth Ward Redevelopment Area



Fifth Ward Redevelopment Area

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.



Fifth Ward Redevelopment Area



Fifth Ward Redevelopment Area

FUNDING OPPORTUNITIES

The redevelopment of the Fifth Ward Area will require a mixture of private and public funding. Areas within adopted Redevelopment Plans qualify for several sources of government funding. These funds should be used to leverage private investment. The following is a listing of the most relevant current potential sources of funding for community improvements along with a brief description of those programs. The City already participates in many of these programs. This list is not intended to be exhaustive. There are numerous other sources of funding available and new options may become available in the future that should be considered.

Federal Programs

- Community Development Block Grants (CBDG) – Community Development Block Grants are a department of Housing and Urban Development (HUD) program that provides a range of housing and community development activities, but must meet one of the program's objectives of benefiting low and moderate income families, preventing or eliminating blight, or addressing emergency needs.
- HOPE VI Revitalization Grants – HOPE VI is a HUD funded grant that can be used to rehabilitate or transform distressed public housing developments. Funds are given to projects that will help to enable self-sufficiency in public housing residents and de-concentrate urban poverty. The new mixed income housing project at the former Alexander Hamilton Homes site was funded

through a HOPE VI grant.

- Section 8 Voucher Program – Another HUD program that is administered through the Paterson Housing Authority, Section 8 vouchers provide subsidies for low income families to be used for direct housing rental assistance.
- Home Investments Partnership Program (HOME) – The HOME program provides grants to communities specifically for the development of affordable housing for low income households. HOME funds are awarded annually as grants to participating municipalities, in the form of trust funds.
- USEPA Brownfields grants – The Environmental Protection Agency provides several grant and revolving fund loan programs to aid in the assessment and clean-up of brownfield sites.

State Programs

- NJEDA Economic Redevelopment and Growth Grant (ERG) – The ERG program provides financial assistance to help with gap financing for development projects which have secured traditional debt and equity financing, but fall short of total development costs, creating a small financing gap. Tax credits or grant reimbursements are available for up to 20% of total development costs for approved projects. Projects in Paterson may qualify for additional funding, up to 40% due to the City being identified as a distressed municipality in a growth zone.
- NJEDA Grow NJ program – This program, which provides financial incentives for companies to relocate and expand in New

Jersey. The City of Paterson is a 'qualified incentive area' and therefore is able to receive companies using the funds from this program. The program provides both grants and insurance tax credits for creating or retaining jobs.

- NJEDA Fund for Community Economic Development – This program provides loans to other institutions to fund small business loans and economic development initiatives in urban communities such as Paterson. Direct loans for finance gaps in development projects are also available through this program.
- NJEDA Angel Investor Program – The Angel Investor Program provides tax credits of up to 10% of a qualified investment up to \$500,000 for investments in technology businesses that employ less than 225 persons.
- NJEDA Brownfields and Contaminated Site Remediation Program – The NJEDA Brownfields program provides funding for brownfields remediation through new sales taxes that are derived from new businesses located on a former brownfield site. Developers can qualify for up to be reimbursed for up to 75% of the costs of remediation efforts of the site.
- NJDEP Green Acres – The Green Acres program uses State funds to provide matching grants to non-profit organizations, and grants and loans to municipalities to fund the acquisition of property to be used as outdoor recreation parks or conserved open space. This includes athletic fields, running trails, and playgrounds.
- New Jersey Environmental Infrastructure Financing Program – NJEIT provides a

variety of financing and loan options for many different environmental infrastructure projects, such as stormwater management, combined sewer remediation, wastewater treatment, brownfields remediation, and projects to address clean drinking water standards.

- NJDOT Bikeways – The NJ Department of Transportation provides grants to counties and municipalities to create new bicycle infrastructure to promote bicycling as a viable form of transportation. Bicycle paths and dedicated bicycle lane projects are given priority funding.
- NJDOT Safe Streets to Transit (SSTT) – This is a project by the NJDOT to assist municipalities in increasing accessibility of public transportation services. Grants may be provided for projects such as intersection safety improvements, new sidewalks, traffic control devices, and pedestrian signals that are within 1 mile of a mass transit stop.
- NJHMFA Live Where You Work – This is a program that provides assistance to first time home buyers and others in eligible urban target areas who wish to purchase a home and live in the town where they work.

environments. Funds for the OSFPT come from an additional property tax that is levied against all properties in the County to provide a general fund.

- Passaic County Improvement Authority (PCIA) Financing Programs – PCIA provides redevelopment bonds for projects, and financing options for many of the tax credit programs offered by the State. PCIA also offers municipal and non-profit financing programs for capital projects and other improvements, including schools.

Passaic County Programs

- Open Space and Farmland Preservation Trust Fund (OSFPT) – The County's OSFPT provides funds to municipalities or non-profit conservation agencies to acquire or preserve land or water areas that have a natural, scenic, or open condition. Lands acquired or preserved can be used for recreation purposes, or as preserved natural