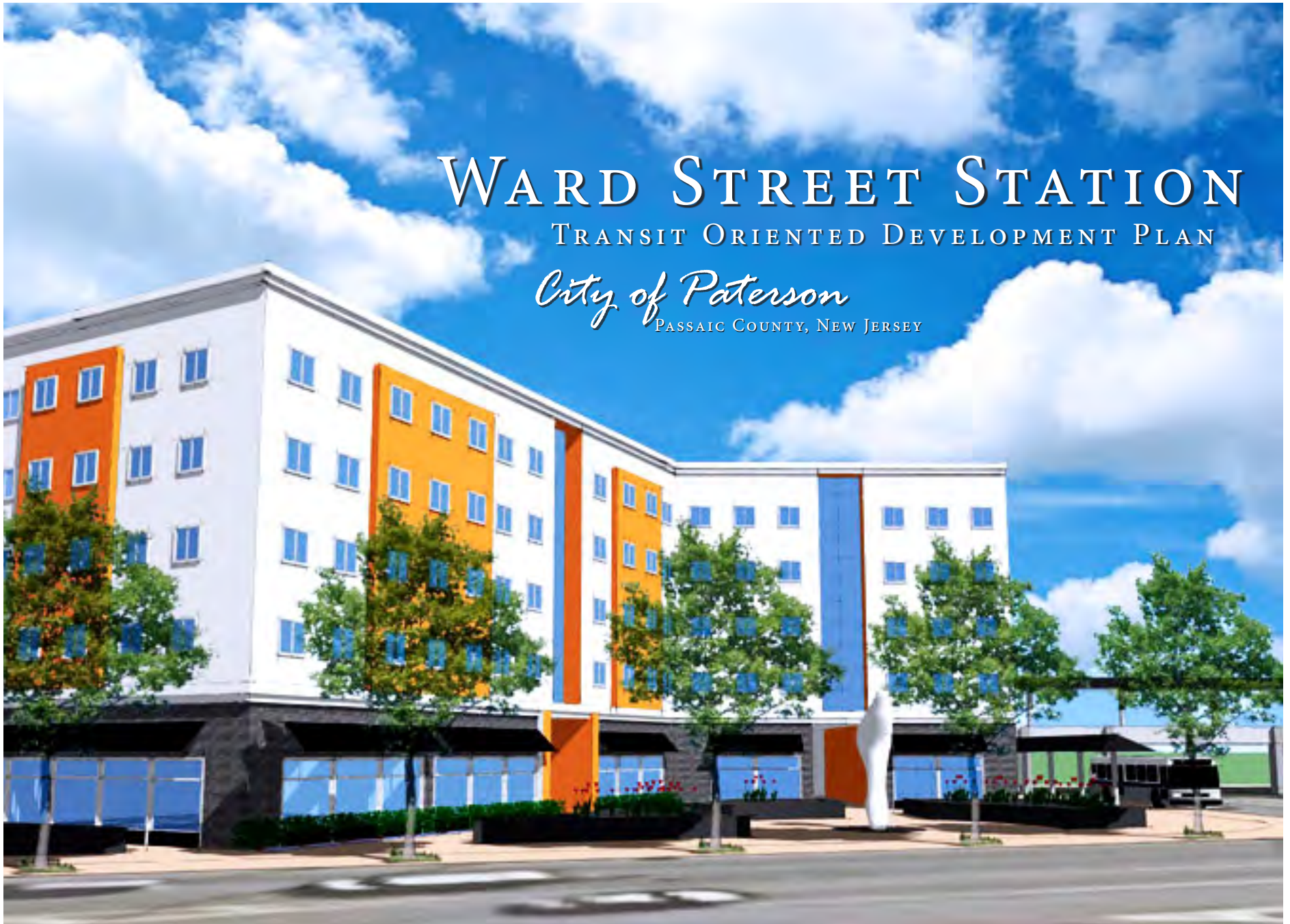


# WARD STREET STATION

TRANSIT ORIENTED DEVELOPMENT PLAN

*City of Paterson*

PASSAIC COUNTY, NEW JERSEY





## ACKNOWLEDGMENTS





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# *Introduction*



## INTRODUCTION

This plan was made possible by funding through a NJ Smart Growth Grant. The Ward Street station area was chosen to be studied because it offers the opportunity to be a smart, sustainable growth model for other urban areas facing similar conditions. Using existing infrastructure such as a train station as a center for development represents a new model of urban planning, as opposed to the previous model which focused on development of highways and parking lots. Utilizing trains and existing infrastructure may not sound very futuristic, but it represents a new approach to development that focuses on utilizing what is already available rather than starting from scratch. The 'reduce, reuse, recycle' mantra is key to creating a sustainable future, and this concept is now being applied to urban planning. The City has the opportunity to create a sustainable, healthy, equitable, and prosperous future that will be a model that other cities look to when confronting their own problems.

This document is a guide for the future development of downtown Paterson. The purpose of this Plan is to investigate the area around the Ward Street train station in downtown Paterson as a potential area for improvements that would lead to an increase in transit ridership, and a rebirth of the downtown area. This is part of a larger effort throughout the state and the northeast region to adapt their declining urban centers and aging infrastructure for life in the 21st century. This means a move away from the policies and practices of the 20th century that generally favored automobile use over walking or public transit, and segregated land uses through zoning, towards policies that meet the needs of all people. This Plan aims to identify just what those needs are for residents and workers in the City, and to point the City in the right direction to fulfill those needs.









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## *Paterson, An Overview*





## PATERSON, AN OVERVIEW

Paterson, the “Silk City”, was once at the forefront of the industrial revolution in North America. Founded alongside the Great Falls of the Passaic River by Alexander Hamilton in the late 18th century, Paterson was the first planned industrial city in the United States. The 77 foot high Great Falls were used to generate power for massive brick mill buildings constructed for the manufacturing of textiles, firearms, railroads, aircraft engines, and many other products. The City grew out of this industrial manufacturing base to become a home for a wave of immigrant labor to work in the mills.

At its peak in the early 20th century, there were over 700 manufacturing plants in the City employing tens of thousands of workers. Like many of the other northeast and Great Lakes region industrial centers, manufacturing has since been in steady decline. Even though the industrial economic base has largely left the city, the overall population has not experienced the same decline. Waves of new immigrant groups have fueled Paterson’s population growth while previous generations moved out over

the past two centuries. Initially it was mostly Irish, German, and Jewish immigrants, followed later by Italians, Eastern Europeans, and southern African Americans, and later by immigrants from Latin American countries such as Mexico, Columbia, Puerto Rico, Peru, and the Dominican Republic, as well as a large number of Arab and Bangladeshi immigrants, giving the City a population that has hovered around 130,00 to 150,000 since the 1950’s. Paterson now is the third largest city in the State of New Jersey, with over 146,000 residents as of the 2010 Census. Manufacturing no longer dominates the city as it once did, but it still remains one of the top sources of employment, along with healthcare, retail services, and wholesale trade.

Downtown Paterson is home to some of the best examples of historic architecture in the State. Structures such as City Hall, and many of the bank buildings in its vicinity are exemplary of the Beaux-Arts style that was popular from the 1890’s-1920’s. This neo-classical style with its elaborate ornamentation and sculptural qualities

lends character and charm to downtown Paterson not found in many other American cities. These Beaux-arts buildings are contrasted by art-deco, Renaissance revival, Chicago style commercial office structures, modernist towers, and the historic industrial mills scattered around the Great Falls area to provide the City’s downtown with a rich variety in architectural design. Several buildings in the downtown are registered as National Historic Landmarks.







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*Downtown Paterson Today*



## DOWNTOWN PATERSON TODAY

The area around the Ward Street station, located just to the west of downtown, 3 blocks from City Hall, is an area that suffers from a lack of regular activity, and a perception of poor public safety. Much of the downtown area is developed with buildings that are 3-5 stories high, with only the ground floor occupied by small scale retail shops, leaving significant amounts of empty space above. The buildings that are more fully occupied are largely Passaic County government offices, or



Paterson municipal government offices. There are very few residences in the downtown area of the City. Only the areas east of Straight Street have a significant residential presence. The combination of government office use, ground floor retail uses only open during the day, and a lack of other major uses in the area results in a lack of activity on the streets, especially during the night. This in turn creates an environment where people may not feel safe. Due in part perhaps to this negative perception, the Paterson train station can be considered somewhat under-utilized among the many stops in NJ Transit's train network, despite its location in as the only train station in a highly populated city.

Places that have access to mass transit provide a distinct advantage over places that do not. Utilizing mass transit rather than private automobiles can provide many benefits such as: reductions in traffic congestion, reductions in the need for parking, greater accessibility and flexibility in travel options, and generally better public health. However, simply having a train station is no guarantee that any of



these benefits will be realized by any particular place. Many factors can lead to the success or failure of mass transit. The purpose of this Plan is to help create the conditions necessary for the City of Paterson to realize and capitalize on the potential that exists with the access that is available through the Ward Street station to the entire region.







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# *Transit Oriented Development*



## TRANSIT ORIENTED DEVELOPMENT

Transit Oriented Development, or TOD as it is commonly referred to, is the simple concept that land and real estate development should be oriented towards taking advantage of a mass transit system, as opposed to traditional automobile oriented development with its expanses of surface parking lots. Creating developments oriented towards mass transit generally entails allowing a greater intensity and mix of uses within an easy walk of the transit stop. While every individual has differing walking

speeds and distances that they may feel comfortable walking, the generally held principal is that the average person is willing to walk 5-10 minutes to use transit. At an average walking speed this equates to roughly a 1/4 mile to 1/2 mile distance. In a TOD it is vitally important that a vibrant mix of housing, jobs, and supportive commercial uses be located within that 5 minute 1/4 mile walk. The area should be easily accessible to someone walking to or from the train station or any other destination in close proximity. Beyond a distance of 1/2 mile or a 10 minute walk, it can be reasonably expected that most people would elect to use an automobile rather than walk from one destination to another.

Successful TOD's require a concentration of mixed uses around the transit stop, and safe and convenient sidewalks for pedestrians to use. Transit oriented development can significantly reduce dependence on travel by car if the mass transportation network that development is built around can connect people to the places they need to go. It is also important that multiple modes of transportation be connected



within a TOD. This includes walking, cycling, jitneys, buses, trains, and cars, integrated into one efficient transportation system, taking people to and from wherever they need to go, while limiting the need to provide parking for automobiles.

A Transit Oriented Development not only supports transit ridership and reduces dependence on cars for travel, but if implemented in the proper way, it can encourage vibrant urban neighborhoods that cater to a diverse population. Transit Oriented Development when paired with good urban design that considers the scale, context, and design of the streetscape, can contribute to creating great places to live, work, and play.

TOD projects are generally characterized by the following:

- People are given priority over cars
- Increased density surrounding the train station
- Compact urban form, with buildings located close together
- Safe, easy, and clear paths to walk or bike to the train station
- Complementary mixes of uses such

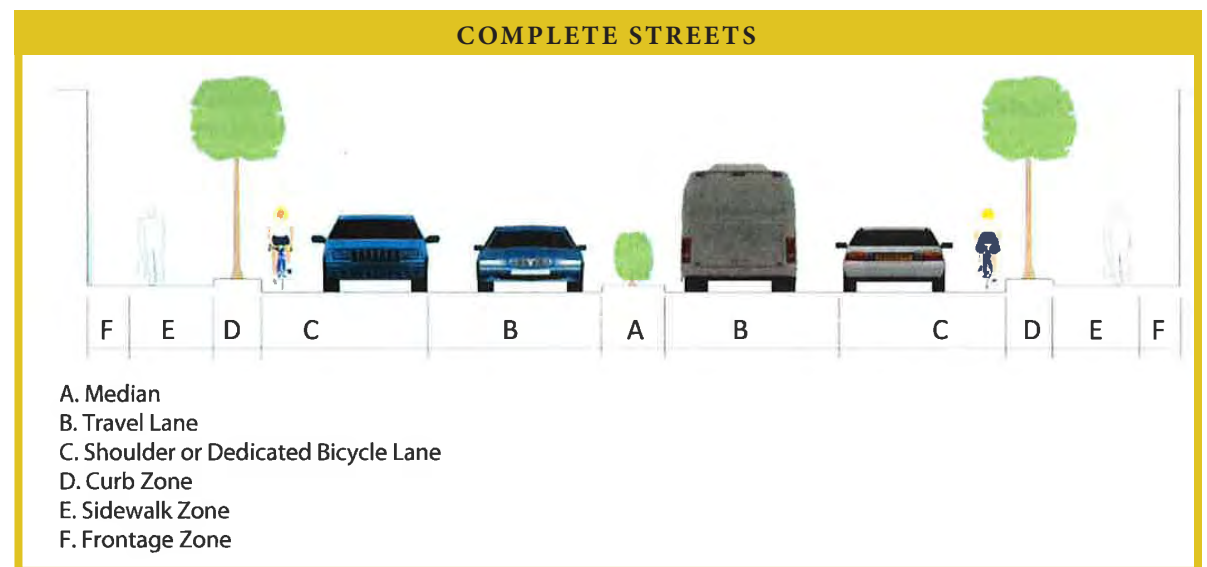
as offices, residences, shops, personal services, restaurants and cafes, all within easy walking distance of the train station

- Limited and strategically located parking to encourage transit ridership

Transit Oriented Development often works in conjunction with another recent transportation planning buzzword: “complete streets”. Complete streets are public right-of-ways that are designed so that pedestrians, cyclists, buses, and automobiles can safely use the streets at the same time, as opposed to traditionally designed streets, which are

often designed purely with convenience for motor vehicles in mind.

The intention of complete streets is to balance travel convenience with safety and equity in transportation. Complete streets may include bicycle lanes, wide sidewalks, round-a-bouts, elevated pedestrian crosswalks, and prominent bus/transit stops. Streets that are designed to accommodate multiple modes of travel afford a greater choice to people in terms of how they can get to their particular destination. It allows walking or cycling to become a viable option where otherwise driving may be the only choice.



Source: Passaic County Master Plan

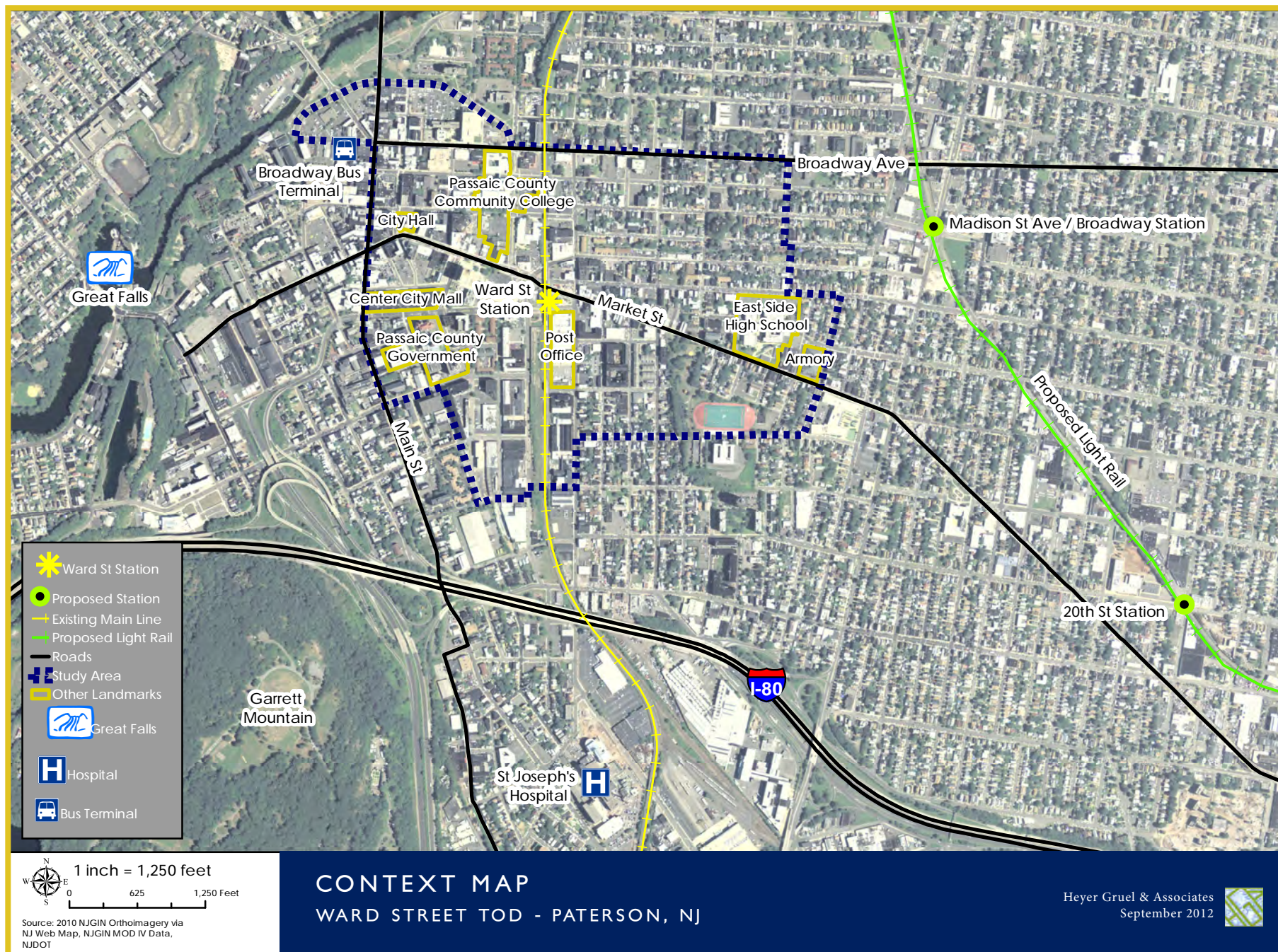




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*Delineation of Study Area*







## DELINEATION OF STUDY AREA

The Study Area is defined by proximity to the Ward Street train station, and the approximate 1/2 mile radius – 10 minute walking time from the station. For the sake of clarity and simplicity in implementing the plan, the area boundaries are defined on a block/lot parcel basis as opposed to pure geometry and linear distance from the train station. As shown on the Study Area map, the study area is generally bound by Broadway on the north, Rosa Parks Boulevard and Pennington Boulevard to the east, Spring Street and Main Street to the west, and Oak Street and Green Street to the south. The 250+ acre study area stretches as far east of the station as Eastside High School and the old Armory building, and as far northwest as the Broadway bus terminal.

The following key features are within the Study Area:

- Passaic County Community College
- Passaic County Government
- City Hall
- Center City Mall
- Main Street
- The Armory
- Eastside High School
- Broadway
- Historic Mills
- Market Street



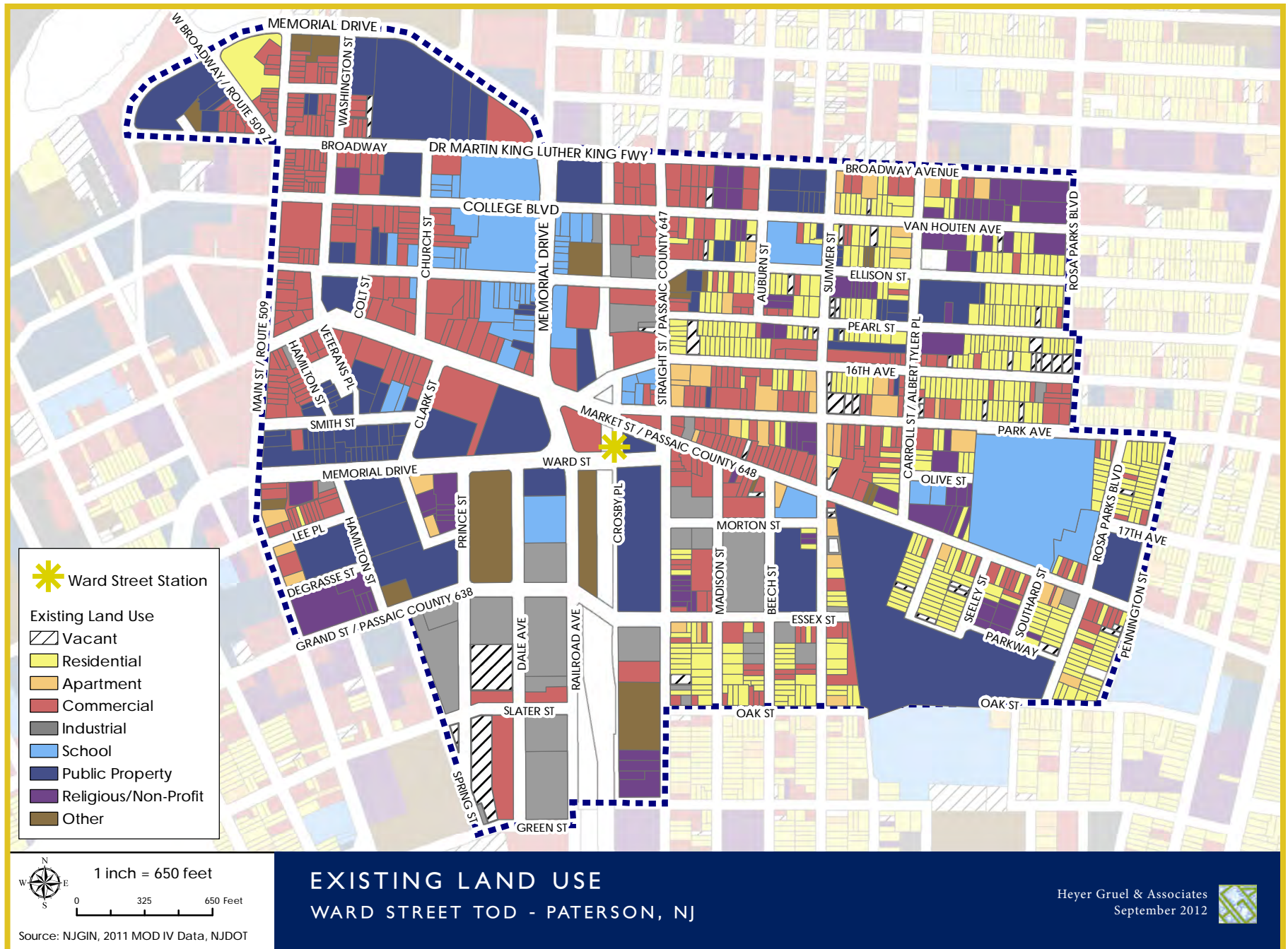






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# *Analysis of Existing Conditions*





## ANALYSIS OF EXISTING CONDITIONS: LAND USE PATTERNS

There are currently a diverse pattern of land uses in the study area as detailed on the Existing Land Use map. These land uses are loosely clustered with similar uses in proximity to one another.

To the northeast of the station between Park Avenue and Broadway, the area is primarily residential with small commercial/retail uses scattered throughout the area. There are also several churches and schools located in this area. Eastside High School is less than 1/2 mile from the station directly east along Market Street.

The area northwest of the station between Memorial Avenue and Main Street, is primarily a combination of commercial/retail uses and public buildings. Both Market Street and Main Street are lined with small scale retail uses on the ground floors of two and three story office buildings, Passaic County Community College occupies much of Memorial Avenue and a number of other buildings are used for municipal government purposes.

The area south of Ward Street and west of the station is where many of the Passaic County government offices are located, including the courthouse, sheriff's department, and county administration. This area is also the home of a large US Post Office facility immediately to the south of the station, as well as several large older industrial mills.

The high level of segregation among primary uses in the area may be one of the contributing factors to the low ridership numbers at the station. The segregation of uses with residential in one section, offices in one section, and light industrial uses in another means that each of these sections is only used during certain portions of the day, and are effectively dead spaces when they are not used. Offices, businesses, and schools are used during the weekdays, and residences are primarily occupied at night. Especially in an urban area, any dead or inactive spaces can be seen as threatening, and unsafe, discouraging any potential use.

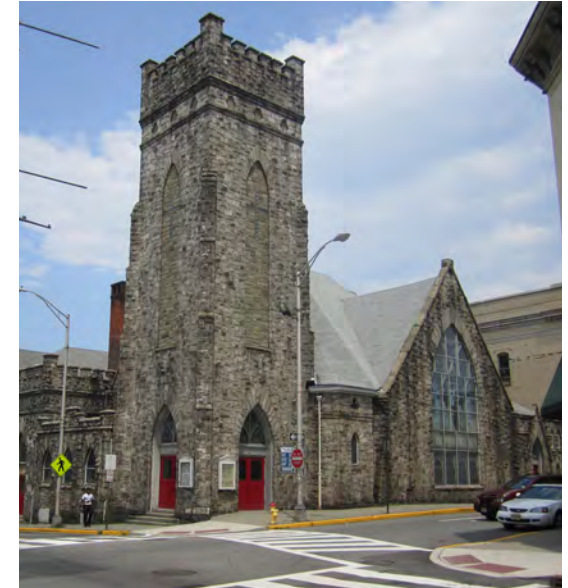


There are few vacant parcels of land within the study area, however there are many underutilized lots and buildings that could potentially be redeveloped. For instance, single-story stand alone convenience stores that occupy prime real estate near the train station could, if developed, support a mixture of commercial, office, and/or residential uses integrated vertically into the same space as the single-story convenience store. Also, many of the developed parcels contain large amounts of vacant space on the upper floors of buildings. The majority of the downtown area of Paterson is significantly underutilized, and does not capitalize on the development potential that exists.

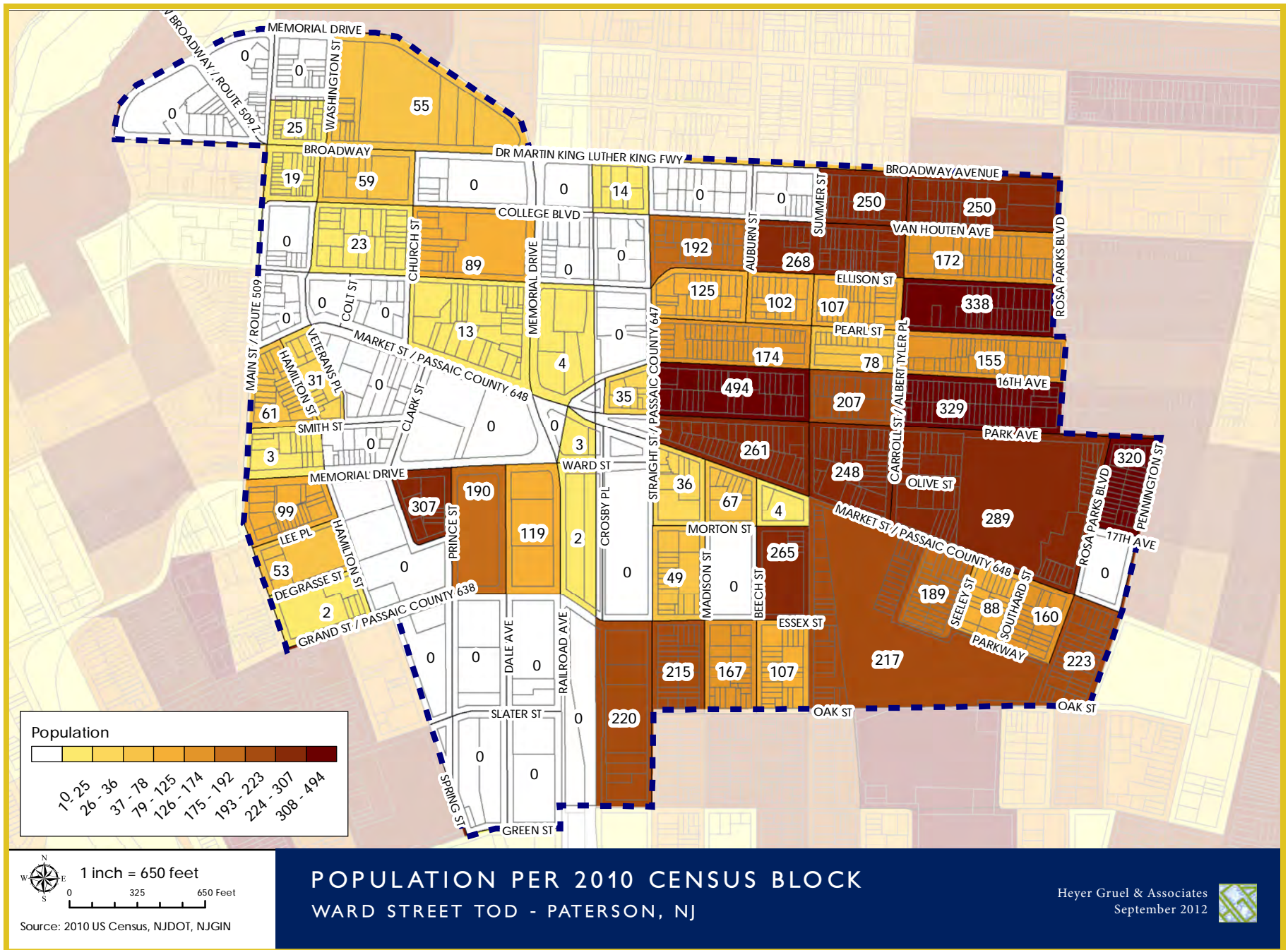
Several recent developments have been undertaken in the area, most notably Center City Mall. The mall contains retailers as well as parking and an upscale restaurant in a single development located just a few blocks from the train station on the blocks bound by Ward, Smith, Clark, and Main Streets. The Center City mall it is also a very challenging project to implement in a City such as Paterson. The mall includes significant development however; it contributes very little to the streetscape environment surrounding it. It is internally focused, and thus

the exterior of the building, especially along Ward Street and Smith Street, is lifeless. However, a minor facelift to the building and some improvements to the sidewalk and streetscape surrounding it can make the mall into an asset for the City.

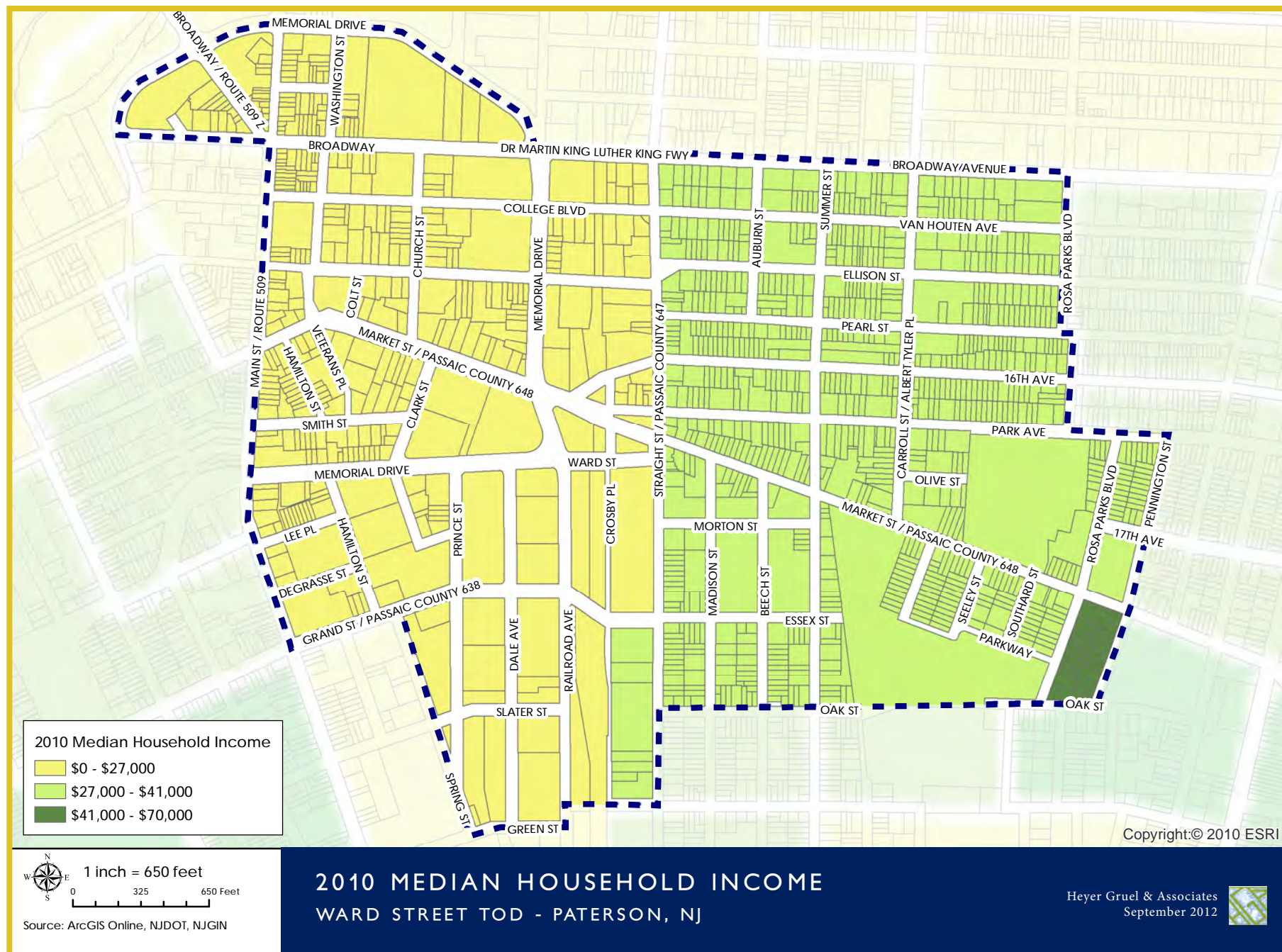
Other developments include the conversion of several old mill and factory buildings into loft style apartments. Re-use of existing and historic structures such as the Silk City Lofts on Broadway are vital to the transformation of the downtown area. Re-purposing obsolete historic structures into useful properties is the type of activity that can breathe life back into the city.



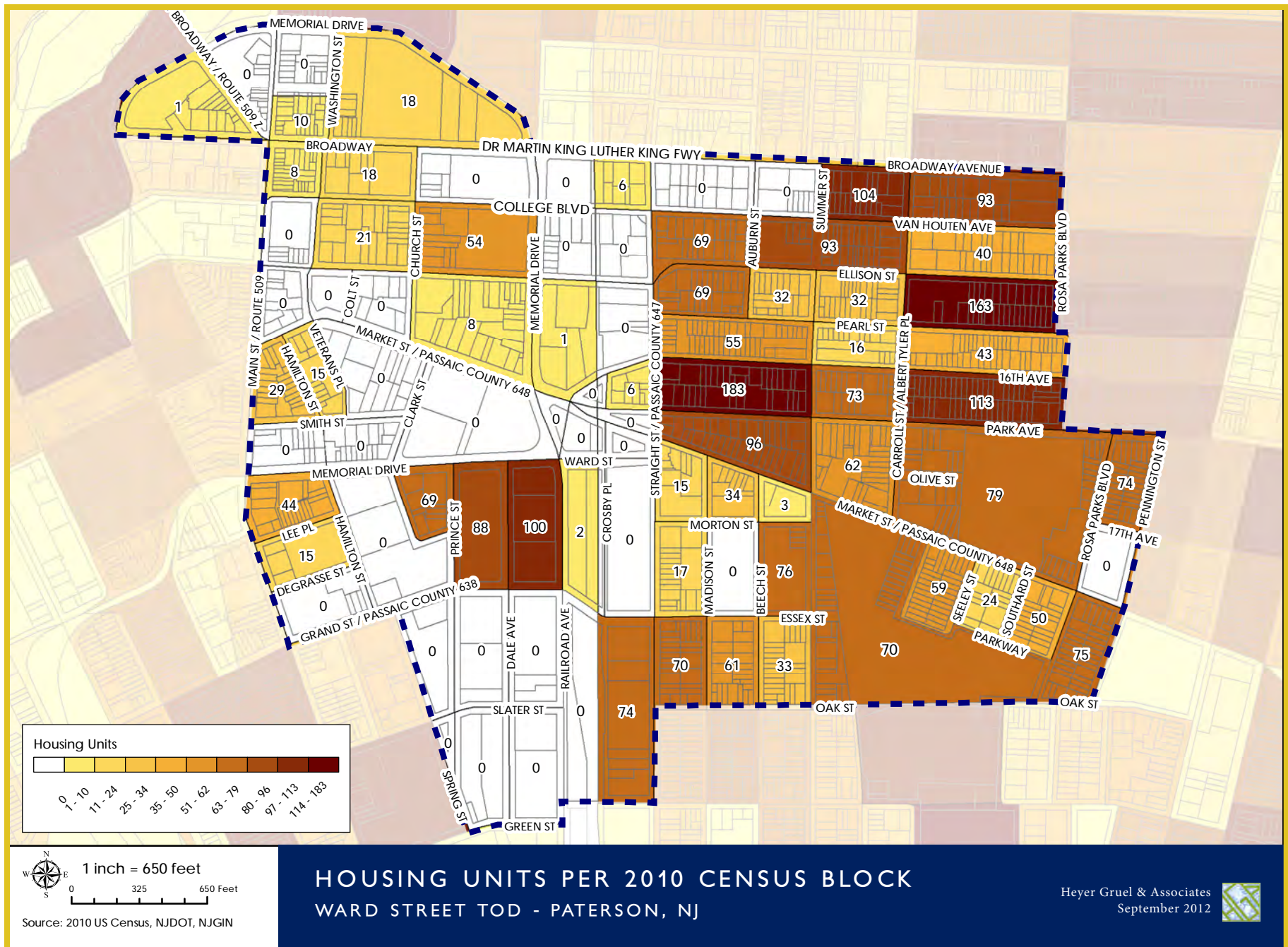


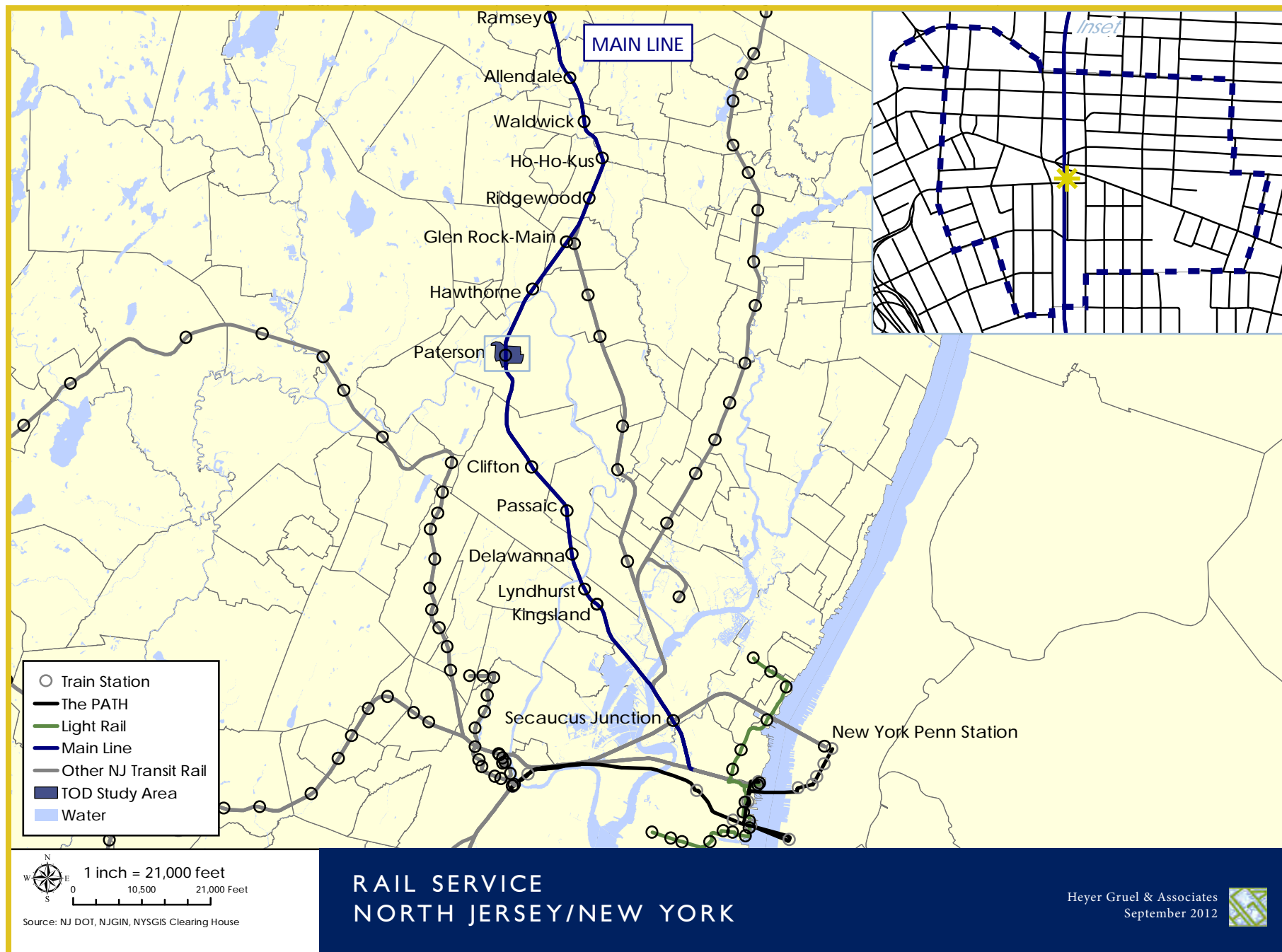














## ANALYSIS OF EXISTING CONDITIONS: TRANSIT NETWORK

The Ward Street station is a part of the NJ Transit Main Line commuter rail network, that has direct service between Paterson Ward Street station, and either Secaucus Junction or Hoboken. Connecting trains can go to Penn Station in Manhattan, or any other NJ Transit commuter rail line in the North Jersey area. The Main Line also extends north into Bergen County, and both Rockland and Orange counties in New York State. Utilizing NJ Transit via the Ward Street Station creates an effective link between Paterson and almost all of the North Jersey/NYC area, as well as parts of Central Jersey and the Jersey Shore region.



The Main Line provides a direct connection to these other stations:

- Suffern
- Mahwah
- Ramsey (Route 17)
- Ramsey
- Allendale
- Waldwick
- Ho-Ho-Kus
- Ridgewood
- Glen Rock
- Hawthorne
- Paterson
- Clifton
- Passaic
- Delawanna
- Lyndhurst
- Kingsland
- Secaucus Junction
- Hoboken

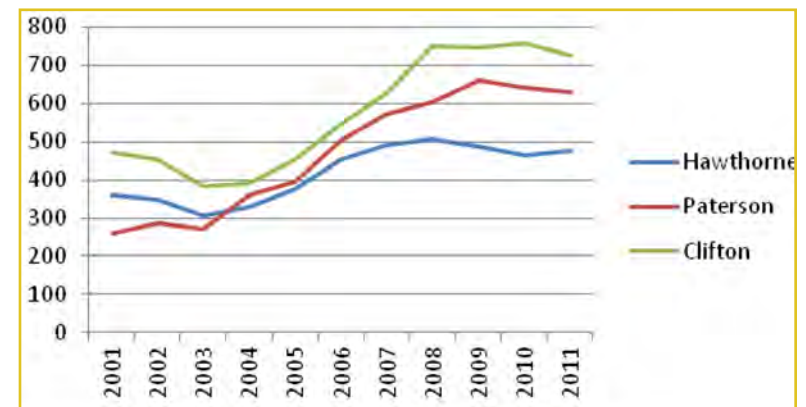


As of fiscal year 2011, the Paterson Ward Street station was the 63rd most used train station out of 150 stations in the NJ Transit network with an average weekday ridership of 631 passengers. Despite Paterson being the county seat of Passaic County and the third largest city in the state, 62 other train stations have an average weekday ridership that is greater. While the exact reasons for the relatively low ridership numbers at the station would be difficult to determine without in depth research of transit riders and non riders in the area, it can be assumed that the perception of safety surrounding the station would at least be a factor to some degree. The lack of residences and commercial offices throughout much of the Area around the station likely also plays a significant role.

While these numbers are relatively low in comparison to the City's population as a whole, ridership at the Ward Street station has actually been steadily increasing over the past decade. And in the face of anecdotal evidence that suggests Paterson residents travel to other stations to board the train, the increases in ridership at Paterson have been greater than increases in ridership at the neighboring stations of Hawthorne and Clifton. This indicates that there is a growing demand for transit in Paterson, and a growing demand for transit oriented development.

Average Weekday Rail Boardings NJ Transit Main Line			
Year	Hawthorne	Paterson	Clifton
2001	360	259	473
2002	348	288	452
2003	307	270	385
2004	331	359	391
2005	377	396	452
2006	452	504	547
2007	493	571	628
2008	506	603	748
2009	487	663	747
2010	465	640	757
2011	474	631	726

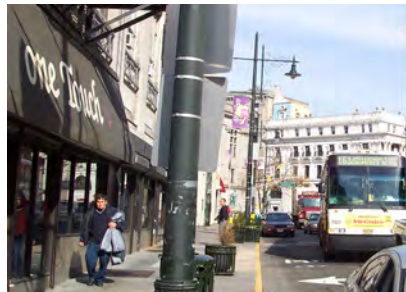
Source: NJ Transit



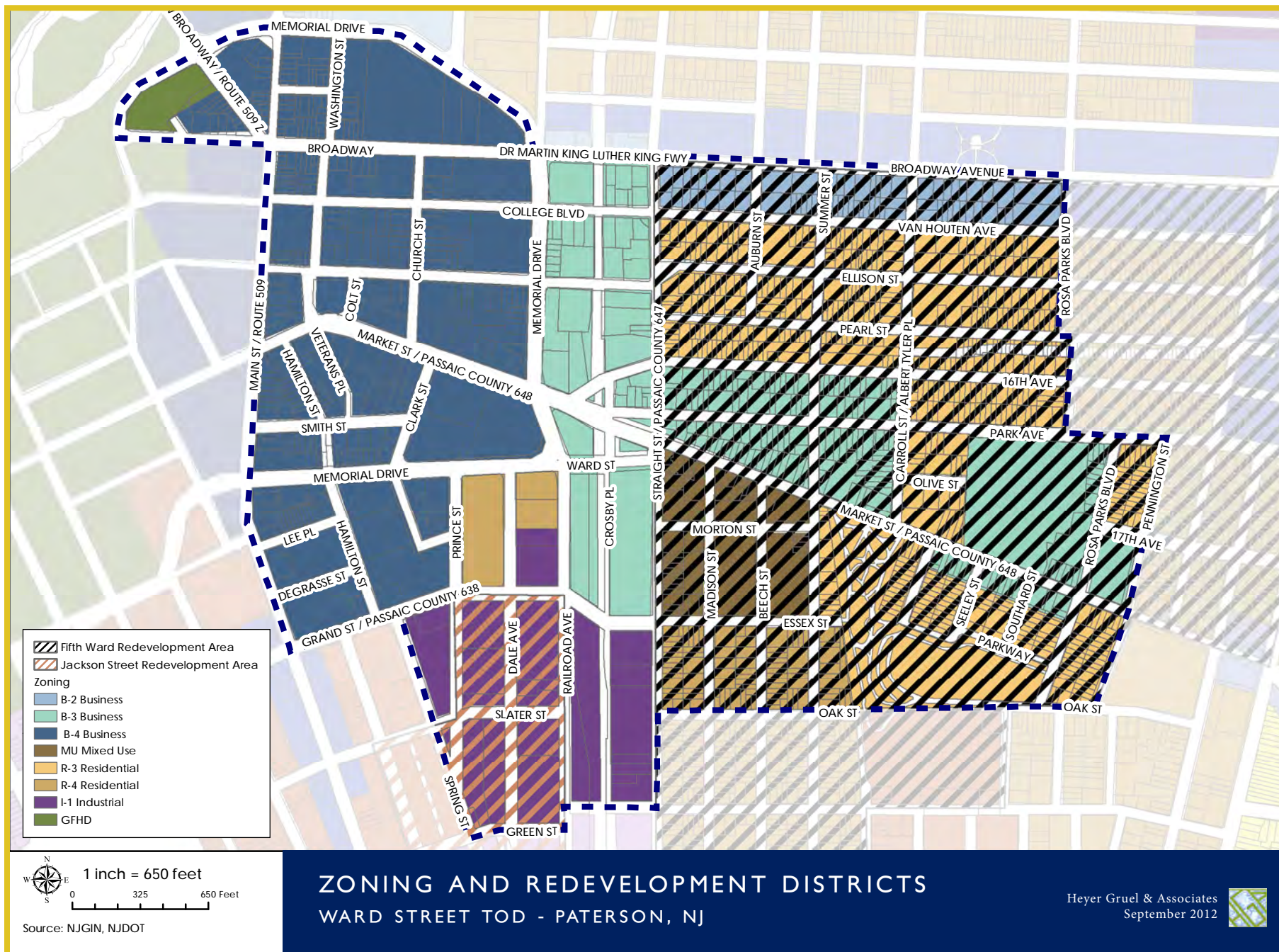
## ANALYSIS OF EXISTING CONDITIONS: BUS SERVICE

In addition to the NJ Transit commuter rail service, downtown Paterson is also served by dozens of bus routes. Local buses stop every few blocks along Main Street and Broadway, and at key locations along Market Street. Several of these routes stop at the Ward Street Station, and most of the commuter bus routes stop at the Broadway Bus Terminal which is approximately 1/2 mile northwest of the station. These bus routes provide service both locally within Paterson and neighboring communities, as well as service to other major regional destinations. The bus routes along with the commuter rail service provide downtown Paterson with a plethora of options for people to get to and from the area quickly and easily.

The bus service and the train service however are not linked. Although they are both operated by NJ Transit, they operate as if they were separate entities, serving different populations. Thus, it is not very convenient to use both services if a trip would make that necessary.







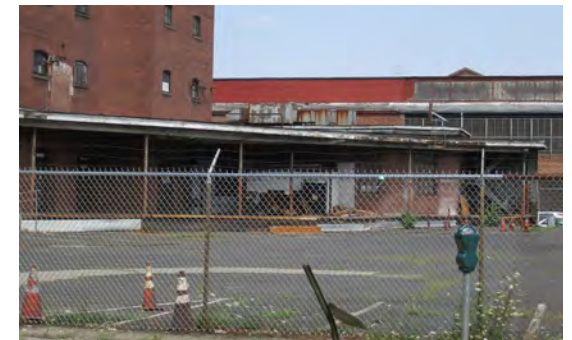


## ANALYSIS OF EXISTING CONDITIONS: ZONING

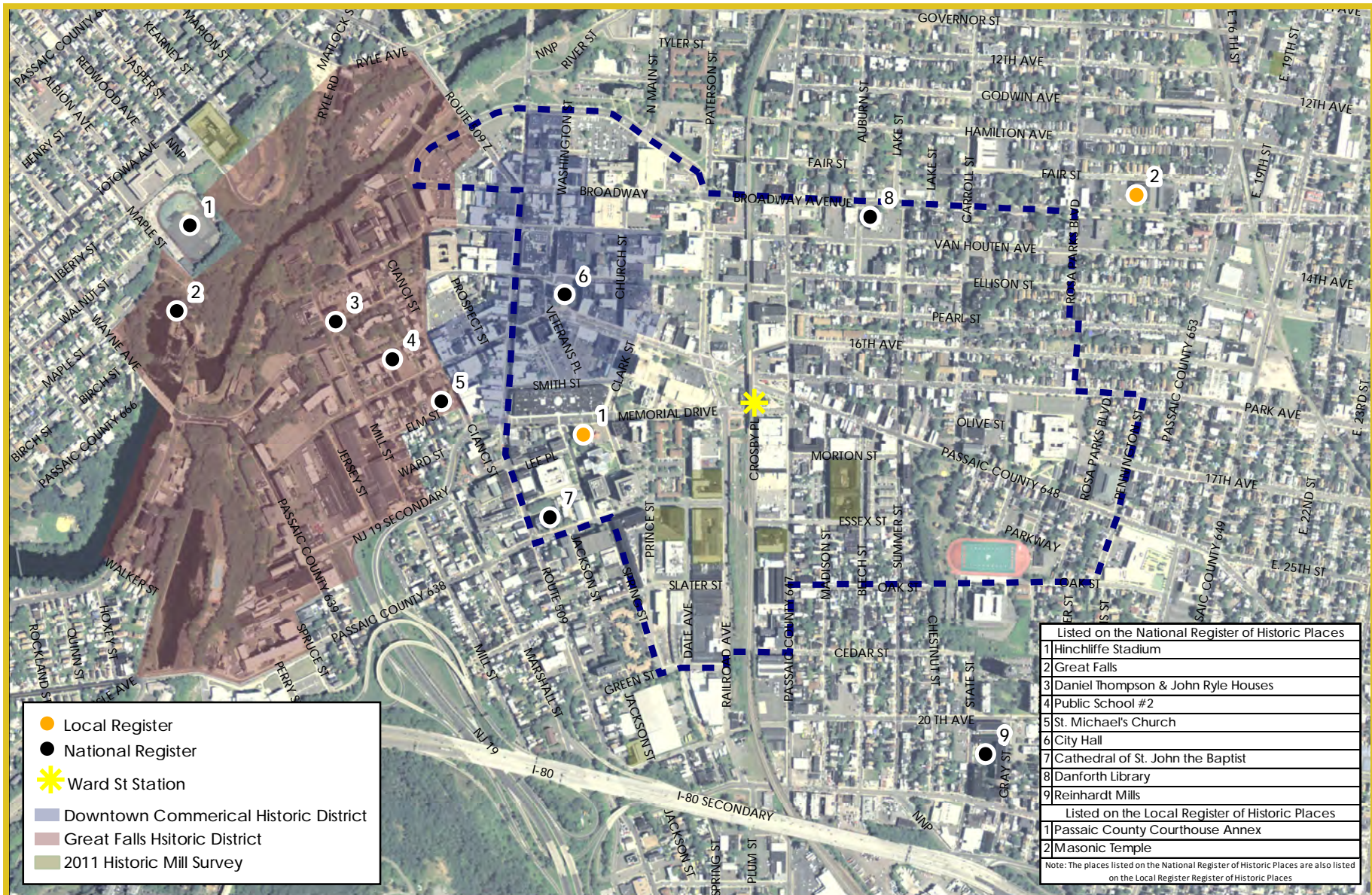
There are eight different zoning districts that are located within the Study Area, as shown on the Existing Zoning map. The R-3 and R-4 zones are residential districts that permit high and medium density development. The B-2, B-3, and B-4 zones are business districts that permit a range of commercial, retail, and office uses. The MU Mixed Use zone permits a combination of business and light industrial uses. The I-1 zone is the light industrial district, which allows light industrial uses such as manufacturing, storage, or warehousing. The Great Falls Historic District is also located within the study area in the northwest corner. The DIdistrict permits a range of uses from high rise residences to light industry.

There are also two redevelopment areas near the station, the Fifth Ward redevelopment area and the Jackson Street/Dale Avenue redevelopment area. Both of these redevelopment areas are intended to stabilize their respective neighborhoods and coordinate development and land use in a sound manner.

The intent and standards of the residential zones and the Fifth Ward redevelopment area are well suited to promoting transit oriented development. They permit a range of uses, including residences and community businesses, and at a density that can be supportive of mass transit. All of the other districts on the other hand do not support TOD. The B-4 Central Business district in particular, which covers most of the downtown area, does not permit any form of residential use. While there are some residences in the downtown area, residential uses have effectively been zoned out of downtown Paterson. The generally segregated zoning makes it difficult to attract a broad mix of businesses that would need the support of a broad population base. Thriving downtowns have a good mix of housing, commercial space, retail, restaurants, and other uses that create and sustain interesting vibrant communities. This can not happen if the zoning ordinances in place do not permit it to do so.







## HISTORIC PLACES

### WARD STREET TOD - PATERSON, NJ

Heyer Gruel & Associates  
September 2012





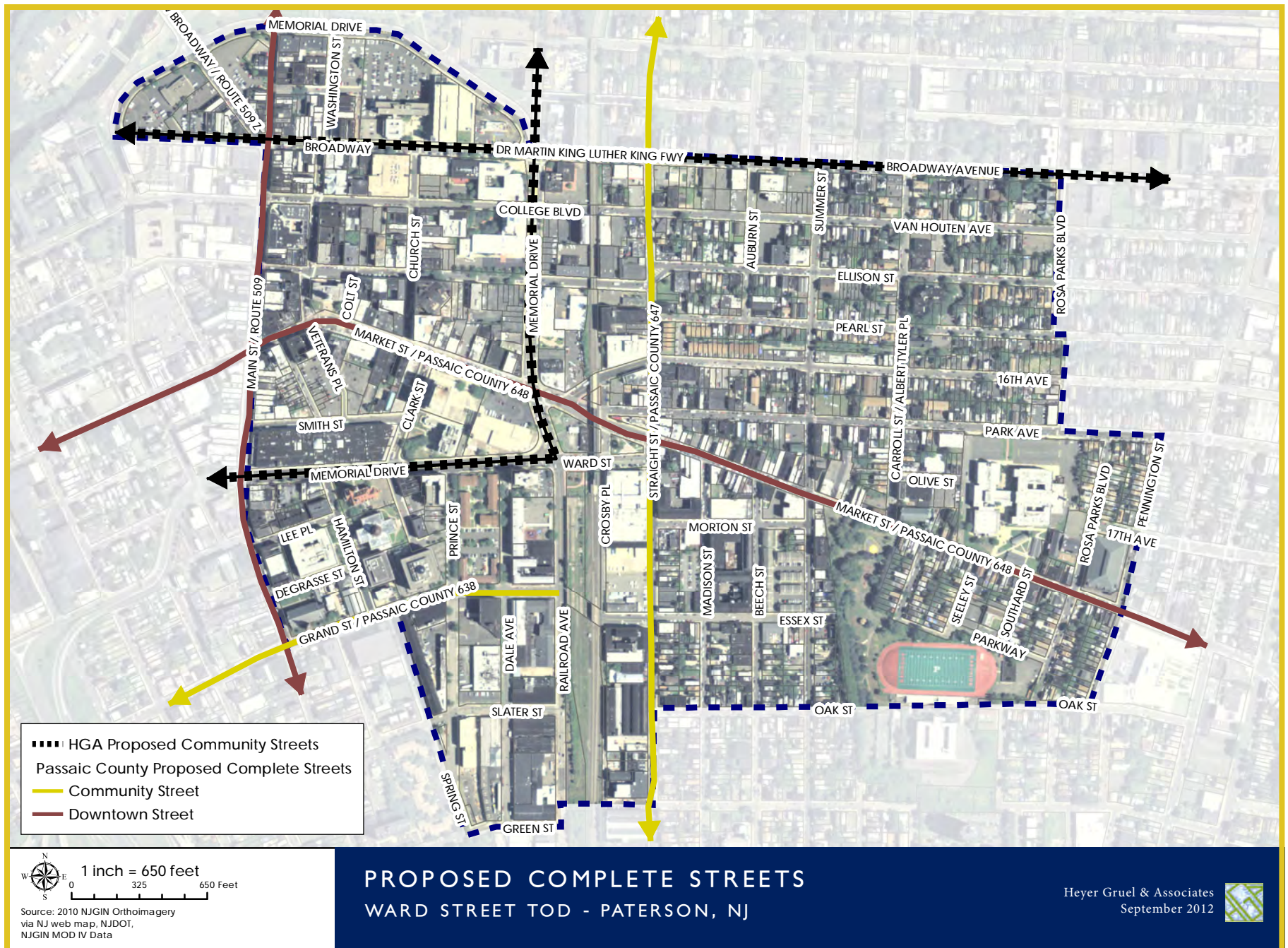
## ANALYSIS OF EXISTING CONDITIONS: HISTORIC PRESERVATION

There are also two districts in downtown Paterson that are listed on the National Register of Historic Places, along with many individual buildings in and around the Study Area. The Great Falls/S.U.M. (Society for establishing Useful Manufactures) district was listed on the national register in 1970, and the state register one year later. It covers much of the western portions of downtown, along the Passaic River. The Great Falls and the S.U.M. district, established by Alexander Hamilton, is the oldest part of the city and the center of Paterson's industrial history. Several historic buildings are located within this district, including The Cathedral of St. John the Baptist, St. Michael's Church, Hinchliffe Stadium, and the Daniel Thompson and John Ryle houses.

The Downtown Commercial Historic District encompasses most of the downtown of the city surrounding City Hall, and includes much of the Beaux-Arts and Art Deco buildings that were constructed during the City's greatest period of growth in the early 20th century. The DCHD was listed on the national and state registers in 1999. Districts and buildings placed on the national, state, or local historic register have additional protections beyond the land use and zoning regulations that protect them from alterations that might damage their historic character.











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*Public Outreach*





## PUBLIC OUTREACH

As a part of the planning process, an extensive public process was undertaken so that residents and other interested parties could actively participate in shaping the future of their community. Having public meetings and a participation process allows the people and groups who have the most at stake to voice their concerns and share their ideas, a bottom-up approach to community building in which planners facilitate the process rather than drive it. This ensures that many different viewpoints are taken into consideration when devising goals and strategies to implement them, so that one portion of the population doesn't simply have the desires of another forced upon it. Meetings were held with various stakeholder groups as well as the general public on January 19, 2012, January 20, 2012 and on April 13, 2012. A diverse assortment of groups and individuals took part in these meetings to express thoughts and deliver useful insights to the process.

Key issues raised during those meetings, included:

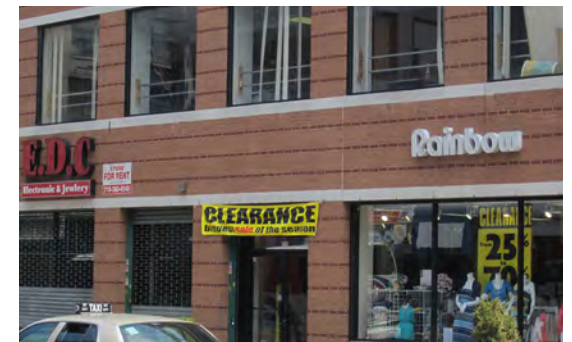
- Boundaries of study area
- Relationship of the TOD plan to the National Park plan for the Great Falls District
- Limited ridership of NJ Transit commuter rail at Ward Street Station
- Relationship of the expansion of Passaic County Community College to the TOD plan
- Economic development opportunities in relation to the TOD plan
- The redevelopment of the Armory building
- NJ Transit ridership and profiles of riders
- Underutilization of Parking Authority properties
- Lack of night time activities in the area
- Lack of a residential presence in the downtown
- Perception of safety/security issues
- Historic Preservation as an economic development tool
- Overlapping of multiple plans and regulations
- Use of former NJ Transit property along railroad tracks
- Coordination of all mass transit systems
- Need for destination uses in the area
- Need for greater pedestrian safety and better sidewalk conditions
- Taxi stands
- Streetscape conditions
- Reuse of old and historic mill structures
- Relationship of TOD plan to St. Joseph's hospital area
- Future of Post Office property
- Streetscape along Center City Mall complex



In so many words, the public participation process yielded the conclusions that people do not feel safe walking around the train station, especially at night, and that people feel that there isn't any special reason for them or anyone else to be in or around the station most of the time. In general, for a variety of reasons, the station is avoided by many residents. There was discussion about how the issues raised may be addressed. Suggestions included sidewalk repairs and maintenance, improving the wayfinding signage in the area, adaptive reuse of existing vacant buildings, a general greening of the area, and development of "destination" uses such as restaurants and museums that could attract people to the area.



People also expressed concerns about the coordination of various plans and proposals, and the various public and private organizations that have an interest in the area was discussed. The need for better coordination and collaboration between land use and transportation, as well as better linkages between buses, trains, and parking, and the places they serve. The idea of a trolley or shuttle system to link key areas of the City, including the Great Falls, the train station, St. Joseph's Hospital, and various other key areas in the City was discussed at length, with many of the stakeholders supportive of such an idea.





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## *Related Plans and Proposals*





## RELATED PLANS AND PROPOSALS

The downtown area of Paterson has been studied numerous times during the past decade, each time with similar conclusions and recommendations. This Plan seeks to build on the efforts of previous plans and coordinate related proposals.

### **Paterson Master Plan**

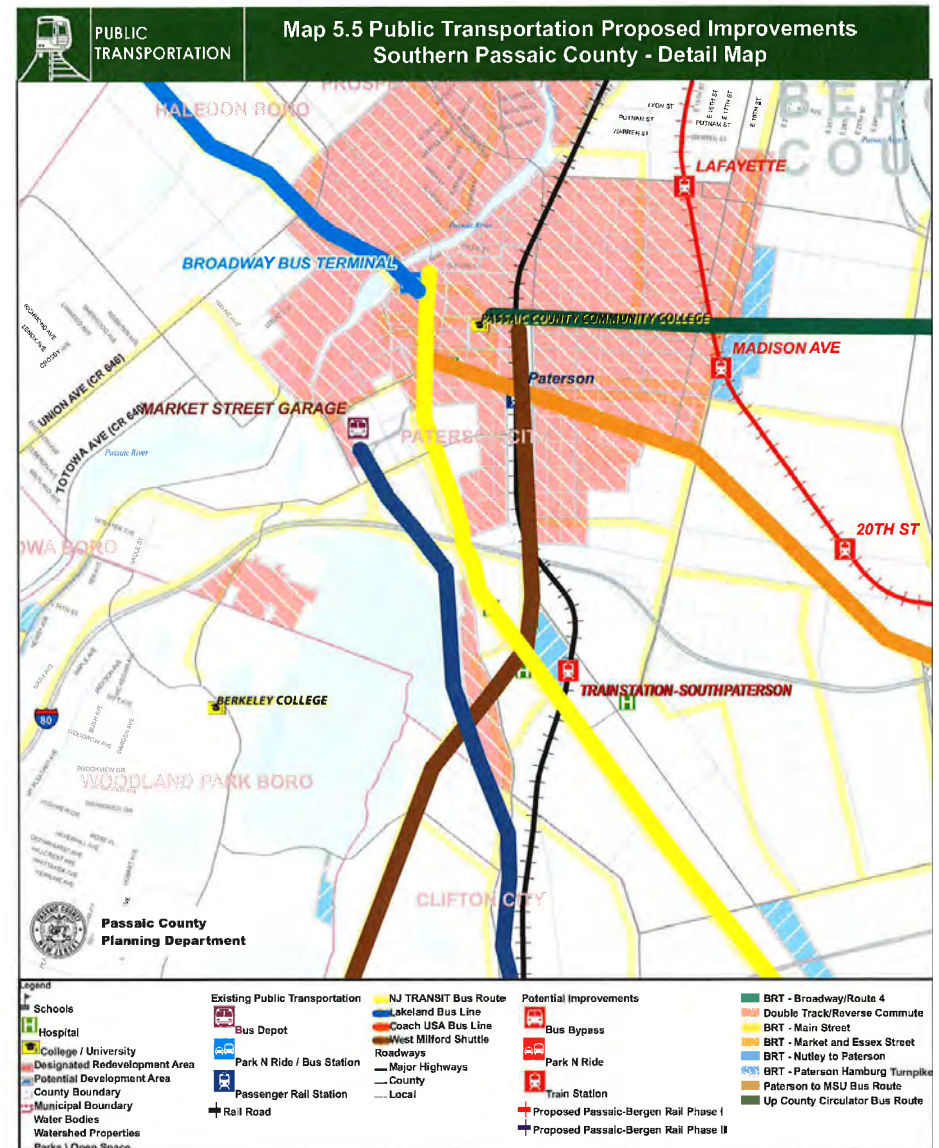
The City's most recent master plan, adopted in 2003, is a comprehensive document that aims to direct community development and land use throughout the City for the early decades of the 21st century. The Master Plan addresses issues related to economic development, housing, urban design, historic preservation, open space & recreation, transportation/circulation, land use, and utilities infrastructure. Specifically recommended for the downtown area is that it be developed as a mixed use district, including residential uses on the upper floors of existing retail and office uses to help revitalize the area. The Master Plan recognized that several other improvements were needed, including better sidewalk conditions and increased pedestrian linkages to the train station. The Plan

also recommended that the City encourage the use of the vacant upper floors of the retail buildings in the downtown as residential or office space.

### **Ward Street Station TOD Plan**

In 2009, a TOD plan was prepared that was very similar in scope to this Plan. The Plan recommended TOD overlay zoning for the Ward Street station area, which would permit residential and other compatible uses within a 1/4 to 1/2 mile radius of the station, as well as provide specific bulk and design standards for these overlay zones. This Plan specifically identified two properties adjacent to the existing station and railroad that should be developed. The narrow strip of property along Railroad Avenue between Ward Street and Grand Street was proposed to be used as a new station waiting area, and taxi stand, as well as providing retail and office space. The block just to the north of this, where the gas station and convenience store currently exist, was proposed to be an intermodal bus station to link NJ Transit buses with the train station. This plan also called for circulation and







streetscape improvements to the area. To address issues of safety, the Plan recommended that a police sub-station be located in the station area.

### **Passaic County Master Plan Transportation Element**

A draft of the Transportation Element of the Passaic County Master Plan was released in June of 2012, which addresses all County transportation infrastructure. This Plan sets forth several proposals for roads within downtown Paterson. Four county roads in the study area (Straight Street, Main Street, Grand Street, and Market Street) are all proposed to be “complete streets” which means that they will be improved and designed to support multiple modes of transportation. These streets are intended to accommodate car, bus, bicycle and pedestrian traffic safely and efficiently. This will be achieved by installing designated bike lanes on the streets and traffic calming devices where necessary. Curb extensions and bump-outs are proposed at cross-walks to increase pedestrian safety as well as opportunities for landscaping and greening.

The County Master Plan also identifies several proposed Bus Rapid Transit (BRT) routes that would stop within the study area. BRT can

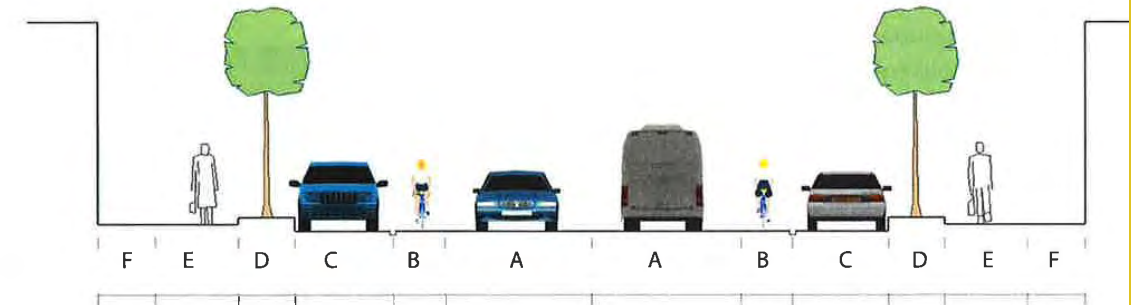
generally be described as an enhanced bus system that operates similar to a train, but without the inflexibility of tracks. BRT is intended to provide direct and efficient service between only a few select points on a route designed to maximize speed of travel. BRT can operate on existing roads, typically in lanes designated specifically for buses. There are five proposed BRT routes that would connect downtown Paterson with other areas in the region.

- Connecting Passaic County Community College with Montclair State University via Valley Road, potentially also linking with St. Josephs Medical Center
- Connecting Paterson to William Paterson University in Wayne, via the Paterson-Hamburg Turnpike, stopping at the NJ Transit Broadway Bus Terminal
- Connecting Paterson, Passaic City, and Clifton through Main Street
- Connecting the Great Falls National Park with points in Bergen County along Market Street
- Connecting points in Bergen County with downtown Paterson via Broadway, stopping at the Broadway Bus Terminal





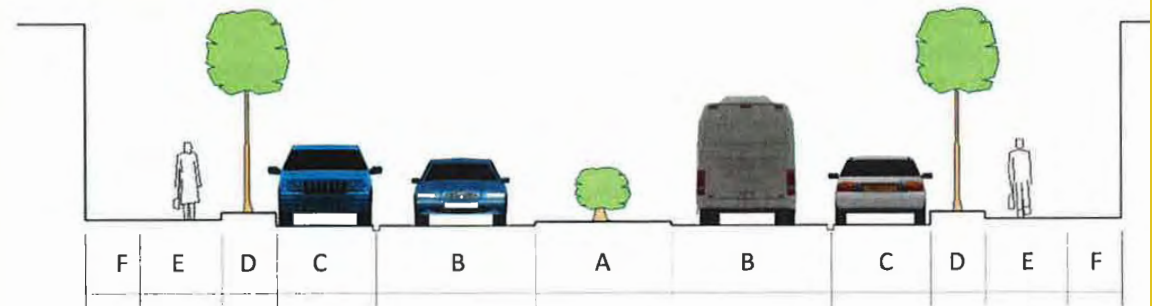
## COMMUNITY STREETS



- A. Travel Lane - Auto Only 11' Preferred, 14' Minimum if shared lane with bicycles
- B. Shoulder/Bicycle Facility - 14' shared lane ; 4' with no parking and no curb, 5 with no parking and curb; 6' Minimum with parking
- C. Parking - 8' Minimum, 11' Preferred (if shared with bicycle lane)
- D. Curb Zone - 4' Minimum
- E. Sidewalk Zone - 5' Preferred
- F. Frontage Zone - 2' Minimum, 4' Preferred

Source: Passaic County Master Plan

## DOWNTOWN STREETS



- A. Median - 6' Minimum for Pedestrians, 10' Minimum for planted, 16' Minimum for turning lanes
- B. Travel Lane - Auto Only: 10' Minimum; 11' Preferred (to be shared with bicycles); 12' Maximum (to accommodate high volume of bus traffic)
- C. Parking - 8' Minimum; 4' Buffer area if dedicated bicycle lanes installed adjacent to parking to accommodate "Door Zone"
- D. Curb Zone - 4' Minimum/6' to 8' Preferred
- E. Sidewalk Zone - 5' Minimum/6' to 8' Preferred
- F. Frontage Zone - 2' Minimum for Residential , 4' to 8' Preferred for Commercial

Source: Passaic County Master Plan



These prospective BRT routes along with the existing rail service and bus service in the area would provide an extensive public transportation network in Paterson.

### **NJ Transit Passaic/Bergen Passenger Service Restoration Project**

NJ Transit has proposed to restore passenger rail service on an existing but abandoned rail corridor that would connect Hawthorne and Hackensack and run through Paterson. Nine total stops are proposed for this light rail line, with five of them located in Paterson. One proposed stop has been singled out to be developed as a central place and TOD at the intersection of Madison Avenue and Ellison Street, approximately one mile east of the Ward Street Station. The 2009 Study proposed several new mixed use residential/office/retail buildings, and a new plaza around the proposed station.

### **City of Paterson City-Wide Transportation Needs Assessment**

The City conducted an assessment of transportation needs in February of 2010, which included several recommendations relevant to the Ward Street Station area. The Assessment noted that on Main Street and Market Street in particular, bus stops are poorly marked, and are not of a sufficient length to permit a bus to move in and out of traffic efficiently. Bus stops are recommended to be 90 to 120 feet long, and be designated with striping as a bus stop only. The study also noted that sidewalk conditions were substandard in many locations throughout the City.









WARD STREET STATION | TRANSIT ORIENTED DEVELOPMENT PLAN | CITY OF PATERSON

## *Plan Goals and Objectives*





## PLAN GOALS AND OBJECTIVES

The purpose of planning is to set out a path towards a set of desired end results, and use those desired end results as a way to help determine the best means to achieve them. There are two primary goals to this plan. One is to revitalize downtown Paterson as an urban center, and the other interrelated goal is to upgrade and promote use of the City's transportation infrastructure. Future policies and decisions by the City regarding land development and transportation should be measured by their ability promote these particular goals.



### Revitalize Downtown Paterson

*Bring residences back to the downtown.*

Nothing would give life to the downtown more than would people actually living there. People care about the places where they live more than they do the places that they work, or other places they may frequent. As a result, people are more likely to take care of the places where they live.

*Attract night-life and uses that will provide greater activity during all hours of the day.*

One of the main reasons that the downtown area is perceived as unsafe, is because it is only used during the day, and becomes a ghost town at night. Activating the area with businesses that are open past regular working hours could increase the perception of safety and security.

*Reduce the perception of a lack of public safety in and around the train station and downtown area.*

Efforts to reduce the perception that this area is unsafe could pave the way for further development and attract activity to the area. Providing a sense of security is the first step to building for the future.



*Revitalize underutilized properties.*

There is a substantial amount of vacant space in buildings in downtown Paterson. The empty space in existing buildings could be put to use to help revitalize the City. A healthy and complete downtown can help boost the economy of the City and provide new options for residents.

*Make downtown Paterson a destination.*

Downtown Paterson was once a place where people from throughout the region would come to go shopping, eat, or just experience the City. Paterson can once again establish itself as a central place, and center of activity within the Passaic/Bergen region.

*Celebrate the ethnic and cultural diversity and heritage that comprises Paterson past, present, and future.*

Paterson has a rich cultural and economic heritage that should not be ignored. This cultural history and diversity should be enriched by any new development, rather than erased. Celebrating the unique milieu of Paterson should be a prominent feature of the City.

**Upgrade and Promote the City's Transportation Infrastructure***Increase opportunities for mass transit ridership.*

The use of mass transit reduces the need for automobiles and parking, and reinforces the train station as a central place. The Ward Street Station is currently underutilized. The City of Paterson is not benefitting from the infrastructure advantages it possesses.

*Coordinate all forms of transportation into a seamless system.*

Trains, buses, bicycles, and pedestrians should be included in plans so that several viable options are available for Paterson residents and workers.

*Improve connections between public facilities and parks.*

The City already has several well designed parks and public places. They should be more intricately connected with the street network so they can be properly utilized.

*Upgrade bicycle and pedestrian infrastructure.*

The easier it is to walk or bike to the Ward Street station, the more likely it is that residents will do so. If the sidewalks are in disrepair, or if cross-walks are unsafe, people are less likely to walk. If there is no place for bicycles amongst the traffic on the streets, or no place to safely store a bike around the station area, people are less likely to ride their bike.







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## *Strengths, Weaknesses, Opportunities and Threats (SWOT) Analysis*





## STRENGTHS, WEAKNESSES, OPPORTUNITIES AND THREATS (SWOT) ANALYSIS



A part of the public outreach and planning process is to identify Strengths, Weaknesses, Opportunities, and Threats (SWOT). These strengths, weaknesses, opportunities, and threats are what are seen as the strongest existing assets to the community, the largest obstacles to be overcome, and the areas with the greatest potential for improvement.

### Strengths

- **Ward Street Station** – The station is existing infrastructure, and was recently renovated. Transforming downtown Paterson into a TOD does not require massive investment in mass transportation infrastructure.
- **Passaic County Government** – The Passaic County offices clustered in one section of the downtown just south of Market Street provides a steady base of office workers who commute to the area.
- **Passaic County Community College** – The college provides a large base of students coming to the downtown for classes at various times throughout the day.
- **Historic architecture** – Downtown Paterson boasts some of the finest turn-of-the-century architecture in the State, and many of the historic mills and industrial buildings are ripe for re-purposing.
- **Great Falls** – The Great Falls just to the west of downtown and the proposed National Park have the potential to be a major tourist attraction for the City. Unlike previous manufacturing businesses in the area, the Great Falls can not leave their present location in search of better conditions.
- **Private sector interest in developing downtown** – Several private developers and organizations involved with the real estate development industry attended the public meetings and expressed an interest in new projects for downtown Paterson and the station area. Any revitalization of the downtown will require the forging of strong public/private relationships, and private investment and support for public plans.

### Weaknesses

- **Public safety issues** – Concerns about crime and safety in the area may make it difficult to attract new residents or businesses based on this negative perception.
- **Lack of nighttime activity** – Currently there is very little activity in the downtown at night after government office workers go home and classes at the college end.
- **No ‘destination’ spaces** – With the exception of the Great Falls along the Passaic River, there is very little reason for anyone to go to downtown Paterson that does not already work there.
- **Poor streetscape conditions** – Throughout the downtown and many other areas of the City, the sidewalks are in poor condition, and there is a lack of street trees, landscaping, or other amenities that could contribute to a pleasant streetscape environment.
- **Segregation of uses into clusters** – The general separation of offices, housing, and commercial retail into three distinct areas leaves little opportunity for the mixing



and intermingling of diverse uses and people that is essential to a successful City downtown.

- **Significant presence of tax exempt properties** – With much of the downtown occupied by government offices, religious and non-profit institutions, the tax base for the City has been depleted. Also, current policy provides that property owners are not taxed on vacant stories in buildings, which creates a disincentive to utilize those vacant spaces in any meaningful way.

- **Signage and façade issues** - Existing businesses are cluttered with signage and have poorly maintained facades. Rather than creating an inviting streetscape through transparent retail storefronts, many of the existing businesses contribute to the poor perception of the area instead of enhancing it.

### Opportunities

- **Publicly owned land** - Large parcels of underutilized property around the station are publicly owned, either by the Parking Authority, or by NJ Transit. This means that on a few key locations around the station, significant improvements can be implemented without having to go through the process of assembling parcels from private owners.
- **Available space** – There is ample space available in existing buildings that could be adapted and reused to fit many purposes.
- **Complete Streets and BRT** – Passaic County has several proposals for improved transportation through the downtown to increase connectivity throughout the



region, such as the proposed Bus Rapid Transit Routes and complete streets.

- **Destinations outside study area** – While the downtown lacks ‘destination’ places, there are several major points of interest just outside the downtown. Connecting with other areas such as the Great Falls, St. Josephs Hospital, and the proposed Madison Avenue TOD provides a chance for linking the City.
- **Culture** – The City of Paterson’s history and ethnic/cultural diversity give it a unique opportunity that can be capitalized upon to distinguish it from other communities in the region.

### Threats

- **Timing** – The major issues facing the station area are mutually reinforcing, and present a catch-22 when it comes to solving them. Much of the perception of safety issues stems from a lack of activity on the streets, and much of the lack of activity on the streets stems from a perception of safety issues.
- **Perception of safety issues** – Negative images and past impressions of a blighted urban area can be difficult to overcome, even with significant improvements to the area.
- **Parking** – Transit Oriented Development is intended to reduce the need for automobile use and promote walking and bicycling as a viable means of transportation. Surface parking lots that require multiple curb cuts and eliminate a continuous streetscape and building façade wall create a pedestrian environment that is less safe, and less attractive. Often businesses wish to provide convenient parking for their customers only, without considering the impact it may have on the greater urban environment.
- **Market conditions** – With the current economic climate and the condition of the housing market in particular, there may not be a significant demand for new businesses or residents to occupy the vacant spaces or new buildings.







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## *The Plan: Recommendations*





## THE PLAN: RECOMMENDATIONS

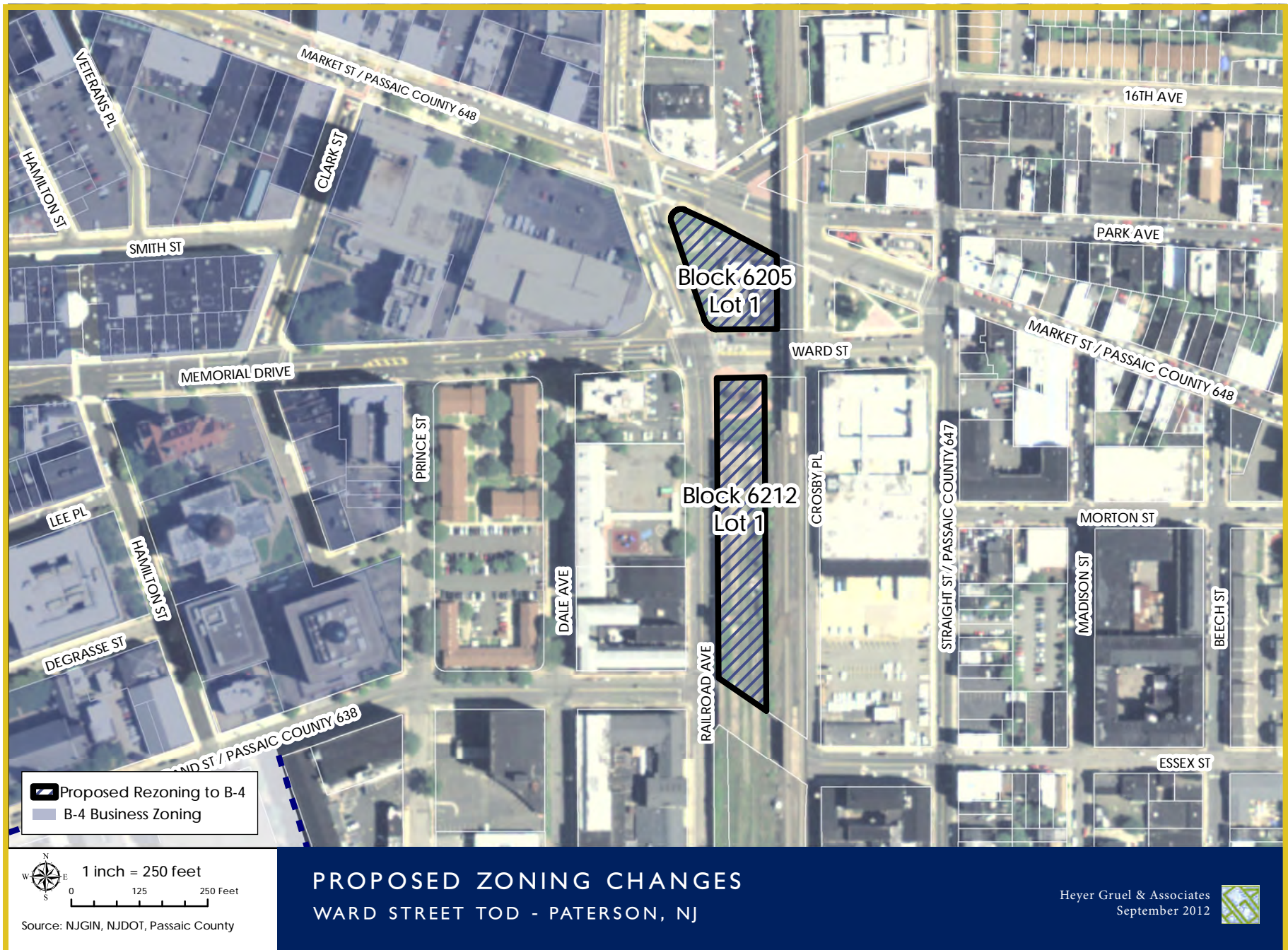
### The Vision

The object of this plan is to transform downtown Paterson and the Ward Street Station area into a thriving mixed use, livable community for present and future residents and businesses. Paterson can be a safe and exciting urban environment to live in, where people of all ages and backgrounds share the streets and sidewalks and enjoy the rich culture that makes up the City. Downtown Paterson can become a place where people from all over New Jersey come to visit, a place where taking the train, the bus, or driving are all viable options either to get to and from work, or to visit the Great Falls or see historic architecture. Paterson can once again claim the status of being one of the most important and beautiful cities in New Jersey. This can be achieved only through a collaborative effort between local community leaders, private enterprise, and government actions, working together for a better future.

The recommendations of this Plan are the product of the extensive process of public input, combined with sound planning principles, in order to identify

the needs and desires of the community and the most effective way to achieve those goals. These recommendations focus on strategies to revitalize the downtown by maximizing the potential of the City by utilizing existing infrastructure and assets. The City can achieve its goals by increasing the residential presence in the downtown through infill development and adaptive reuse of aging industrial buildings, as well as by making small improvements to the transportation infrastructure, and creating stronger links between key locations. All of these recommendations are mutually supportive and interdependent, relying on the successful implementation of each one. They can not easily be separated and isolated from one another. Creating safer streets is contingent upon bringing new uses to the downtown, which in turn needs improvements to the streetscapes and sidewalks and transportation systems, which require an improved perception of safety in order to be fully utilized. Each of the following recommended strategies should be taken as a part of the whole necessary to achieve the desired goals.









### Short Term Land Use Strategies:

These strategies regarding the use of property are simple and easy to implement, requiring only small financial investments. These can be implemented immediately.

1. **Zoning** – Several changes to the current zoning map and ordinance should be made in order for transit oriented development to occur. The current zoning needs to be updated to allow for greater flexibility in use to accommodate fluctuating market conditions.

- a. The B-4 Central Business District should be amended so that residential uses are permitted throughout the downtown. Much of the vacant space in the existing buildings above the retail stores could potentially be repurposed as apartment units, but the existing zoning precludes this from happening. Multi-family dwellings, loft dwellings, and artist live/work spaces should

all be principal permitted uses within the B-4 zoning district.

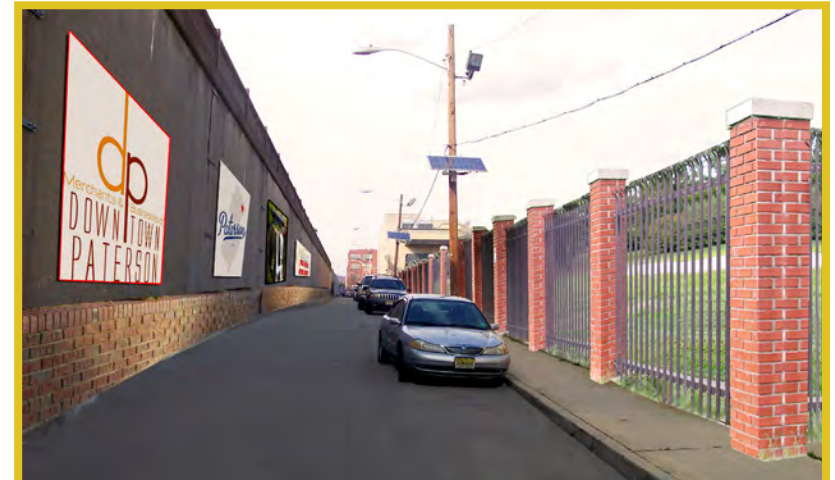
- b. The B-3 General Business District should also be amended to permit multi-family apartment dwellings as a principal permitted use. The B-3 district which most of the Railroad Avenue corridor falls within, currently only permits loft space and artist live/work dwellings as the only residential use allowed by right. This limits potential residential development or conversions for the properties immediately surrounding the train station.
- c. The two large parcels just to the west of the train station, Block 6205 Lot 1, and Block 6212 Lot 1 (see map), should both be rezoned from the B-3 district to the B-4 Central Business District. Being immediately adjacent to the train station, development on these parcels

should not be restricted by the bulk standards that apply to the B-3 district, where height is limited to 40 feet and FAR is limited to 1.5. The B-4 District is only limited by a maximum FAR of 5.0, which means that if a building covered 50% of the lot, it could be as tall as 10 stories. In order to support transit oriented development, greater density around the train station is necessary.

2. **Building wall improvements** - Blank walls along street frontages should be avoided. Although not all ground floors of buildings will be occupied by a retail storefront, all buildings and uses should avoid blank walls facing the street, as this creates a harsh façade and reduces the public space/private space interaction that is vital to creating a vibrant streetscape. This also reduces the potential 'eyes on the street' that are necessary for security.
  - a. The U.S. Post Office just east of the train station in particular presents a very harsh façade. It is surrounded on the south and west sides along Crosby Place and Essex Streets by large blank walls that also are topped with barbed wire. While walls or fencing may be necessary for security purposes for the Post Office, the presence of these walls provides a significant barrier to pedestrians. The large blank walls and barbed wire sends a threatening message for outsiders to keep away. The City should work with the Post Office to try and change the wall into a fence. A tall open fence with landscaping at the base could provide the same physical security that the block wall does, however it would be much less threatening and imposing for pedestrians outside the wall.
  - b. Retail storefronts should be open and visible. Storefronts or windows on the ground floor that are blocked by shelving or excessive signage



BEFORE



AFTER

might as well be a blank wall.  
Retail storefront window areas should have no more than 15% of the window area blocked by signage or shelving.

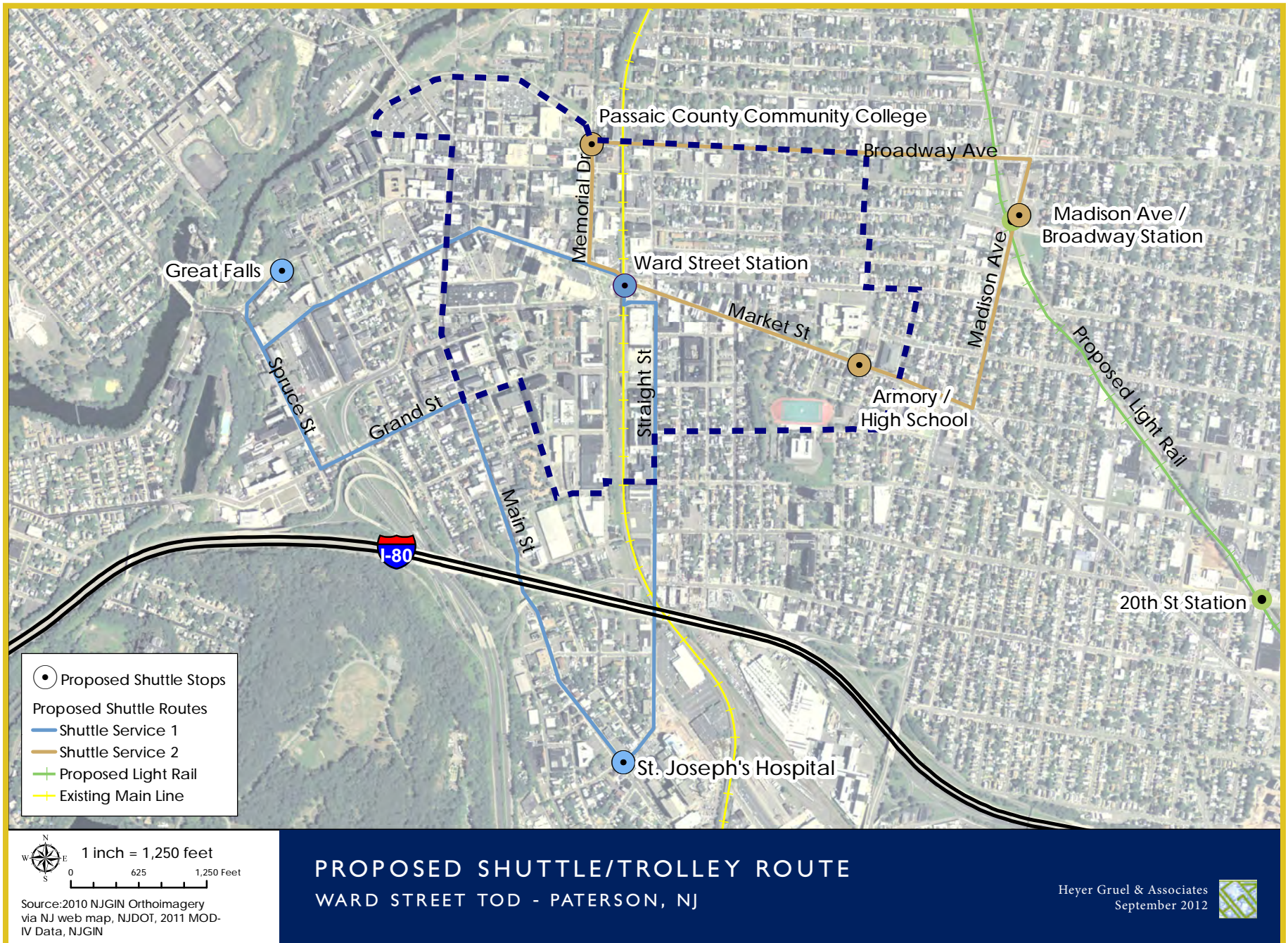
3. **Create Destination Spaces** – It is recommended that the City create places that will bring more people to the downtown.
  - a. Restaurant Row - The City should use its diversity and culture to its advantage and create an area where people can visit to eat a variety of ethnic cuisine. A few blocks populated by a “critical mass” of ethnically diverse restaurants could be a major attraction to draw people to downtown Paterson. These restaurants should not just be located in proximity to one another, but should form a small and charming district and have a significant street presence with outdoor dining and service.

Even though the City already has many ethnic restaurants in various locations, bringing all of the cultures together in one area could make dining in Paterson a unique experience.

- b. New Jersey Railroad and Transportation Museum – For many years the proposed railroad and transportation museum, which would house historic transportation equipment and memorabilia, has been searching for a home. In 1995 the City of Paterson proposed several potential sites, but was ultimately unsuccessful in its bid to host the museum. This museum still has not found a home, and Paterson remains a superb location, given its access to transit and transportation history. This museum could be linked with the existing museums in the City, as part of a tourist trolley loop.









### Infrastructure Strategies:

These strategies are aimed at improving the ease and convenience that all people can get to and from where they need to be in the City.

4. ***Coordinate all modes of travel*** – There should be better linkages among the trains, buses, parking, and other forms of transportation throughout Paterson.
  - a. Transform the existing train station into a multi-modal facility. Provide a larger bus shelter and waiting area on the street level around the station, as opposed to simply a street corner with a small sign as the bus stop.
  - b. Provide a taxi stand at the street level near the station. Not all trips are convenient to public transportation, and sometimes people do not feel like walking even relatively short distances. Taxis can provide that direct service while reducing the need for parking, and also providing activity on the street.
  - c. Establish a shuttle or trolley service that directly connects

the train station with several “destinations”. A trolley or shuttle loop that connected the train station to St. Joseph’s Hospital, the Great Falls, and other spots of historic or cultural significance such as a new museum or group of restaurants, could encourage tourism to Paterson to arrive by train, rather than automobile.

- d. Maps and schedules of trains, buses, and shuttles should be posted in conspicuous locations.
- e. Surface parking should be discouraged, and, to the greatest extent possible, consolidated into parking structures located within walking distance of the train station and the downtown. This approach accommodates automobiles while minimizing their impact on the urban landscape. A traveler to the City should be able to park once, and experience the City without having to get back into their car.



### 5. *Improve bicycle and pedestrian*

**infrastructure** – Several improvements are already proposed for County roads in the area, but more improvements will be necessary for effective implementation of TOD.

- a. All sidewalks should be clean and properly maintained so that they provide safe walking conditions.
- b. All crosswalks should be marked by a different type of paving such as brick pavers, or should be clearly painted a different color from the street, to indicate to motor vehicles that priority is given to pedestrians.
- c. Sidewalks should be a minimum of 8 feet in width.
- d. Wherever feasible, sidewalk bump-outs should be installed at intersection crosswalks to reduce the distance required to cross a street by a pedestrian.
- e. Where feasible, landscaping and street furniture should be added

to the streetscape to provide a more lively environment.

- Benches facing the street can provide seating.
  - Street trees can provide shade as well as helping to frame sidewalks as a pedestrian space.
  - Landscaping and other greenery can make the streetscape more visually appealing.
- f. Better link sidewalks and walkways to existing public infrastructure such as parks.
    - Improvements should be made to the entrances to Sandy Hill Park, which is only a few blocks southeast of the train station. Currently the paths and entrances to the park along Essex Street and Oak Street are less than inviting. Streetscape improvements, new landscaping and other

amenities at the entrances to the park near the staircases are necessary.

- g. Parking/Storage for bicycles should be provided near the entrances to buildings, and in public places to encourage bicycling, and discourage the parking of bicycles on trees, or on street signs.
- h. Where the street right of way is wide enough, bicycle lanes should be striped and painted to designate space for bicycles to use that is separate from automobile traffic.
- i. Where the street right of way does not allow room for a bicycle lane, markings on the street should be painted to indicate that the road is a shared bicycle/ automobile roadway.
- j. All travel lanes, parking spaces, and bus stops on street rights of way should be properly striped and marked.



### Neighborhood Revitalization Strategies:

These strategies are designed to improve the perception and image of the TOD area, and make people feel welcome, whether they call Paterson home a place to visit or work.

#### 6. *Public Safety (Crime prevention through environmental design)* - There are several steps that can be taken to increase the feeling of safety and security in the Ward Street station area.

- a. Maintenance – 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.

- Graffiti should be cleaned or removed.
  - Trash and other litter should be removed.
  - Buildings should be kept in good repair, broken windows should be fixed, faded posters or signs should be replaced.
  - Landscaping should be maintained.
  - Potholes and other deteriorated road conditions should be fixed.
- b. 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 spaces inside a building and the public spaces in front of them, creating a visual relationship between the public and private spaces, especially on the ground level.
- Retail and commercial storefronts should be covered by no more

than 15% of the window area with signs or advertisements, so that visibility is not obstructed.

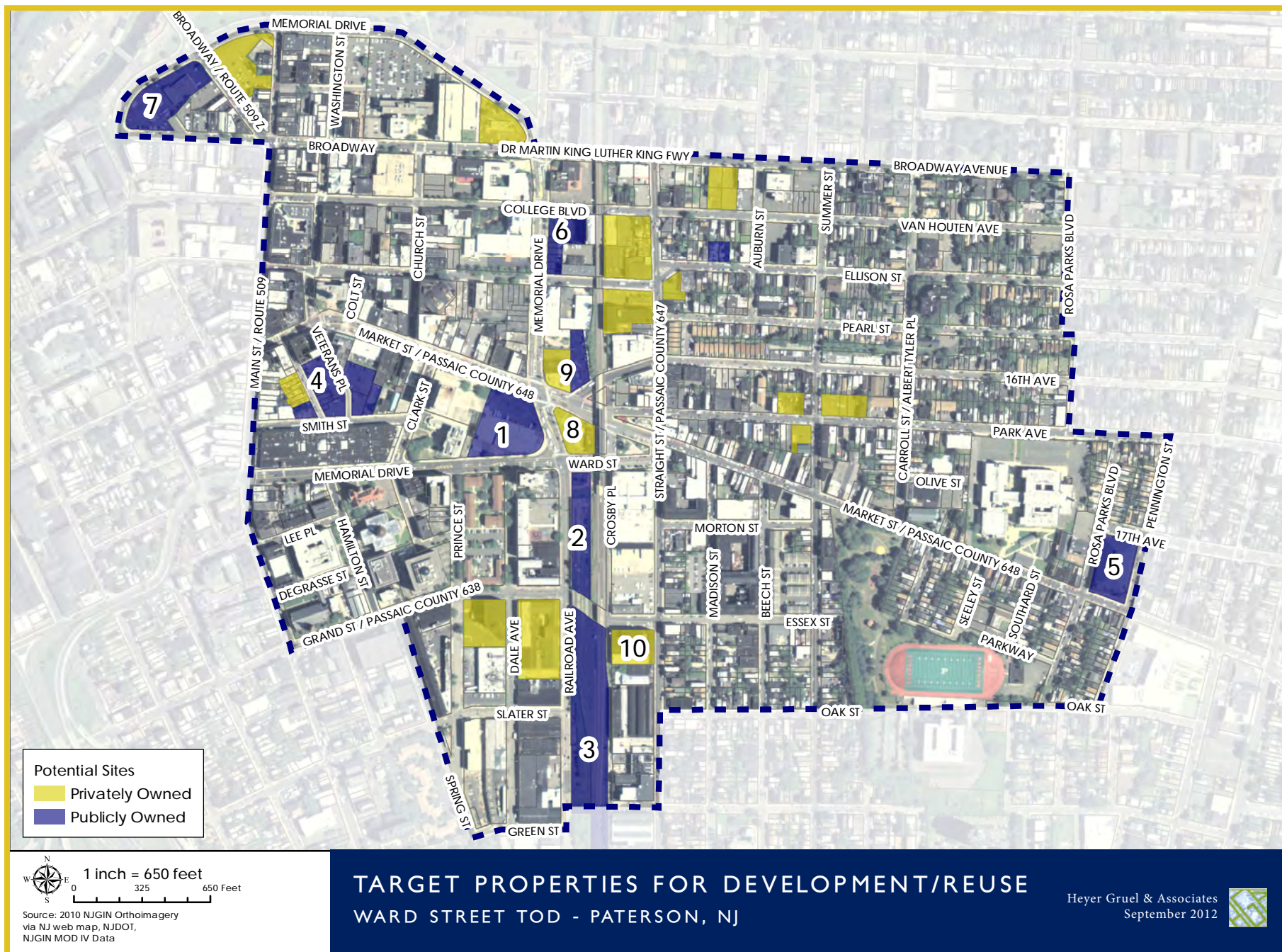
- The public realm should be visually open and clear of barriers. Any place where there is a potential hiding spot or an area that is out of view from the street or public areas creates a potentially hazardous and unsafe space.
- Landscaping such as shrubs or bushes should be no higher than 3 feet, so as not to create a visual barrier.
- Fences should also be no higher than 3 feet, or otherwise should be visually open.
- Trees branches and leaves should be at least 7 feet above the ground, so that they also do not obstruct vision.



- c. 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.
  - The streets and sidewalks underneath the train station and tracks should be better illuminated.
  - Ensure all building entrances are well lit.
  - The exterior of buildings along public streets and spaces should also be lit.
  - Maintain streetlights that are spaced between street trees or other obstructions.
- d. Parking structures – Parking garages are one of the places where people often feel the least sense of security.
  - All levels of a parking garage should be well lit.
  - Stairs and elevators should be located so that they are visible from the parking areas, as well as from the public streets.
- e. People –The actual visual and physical presence of other people can be an effective safety measure and crime deterrent.
  - Staircases should be open rather than enclosed by walls.
  - Both parking and circulation areas should be kept clean and well maintained.
  - Mixed uses that bring life to an area during both the day and night provides a greater probability that other people will be out and about on the streets at any given time.
  - Residences should be in the area, as they are the only type of building use that is occupied with people late at night and early in the morning, the times when fear of crime is highest.









7. **Police Presence** – Perhaps the biggest crime deterrent would be uniformed police officers. The City Police Department should locate a police sub-station in the immediate vicinity of the train station. The police sub-station should not just be in the area, but should be conspicuously located, not only just an office discreetly placed within another building.
8. **Enhance the image of downtown Paterson** – Currently, the perception of the Station area of Paterson for most is a generally negative image.
  - a. The City already has begun coordinating wayfinding signage and branding efforts with banners along certain streets and signage posted at key gateways to the City. This effort should continue, with wayfinding signage and simple maps placed at the train station and other locations. The ‘Silk City’ brand should be promoted.

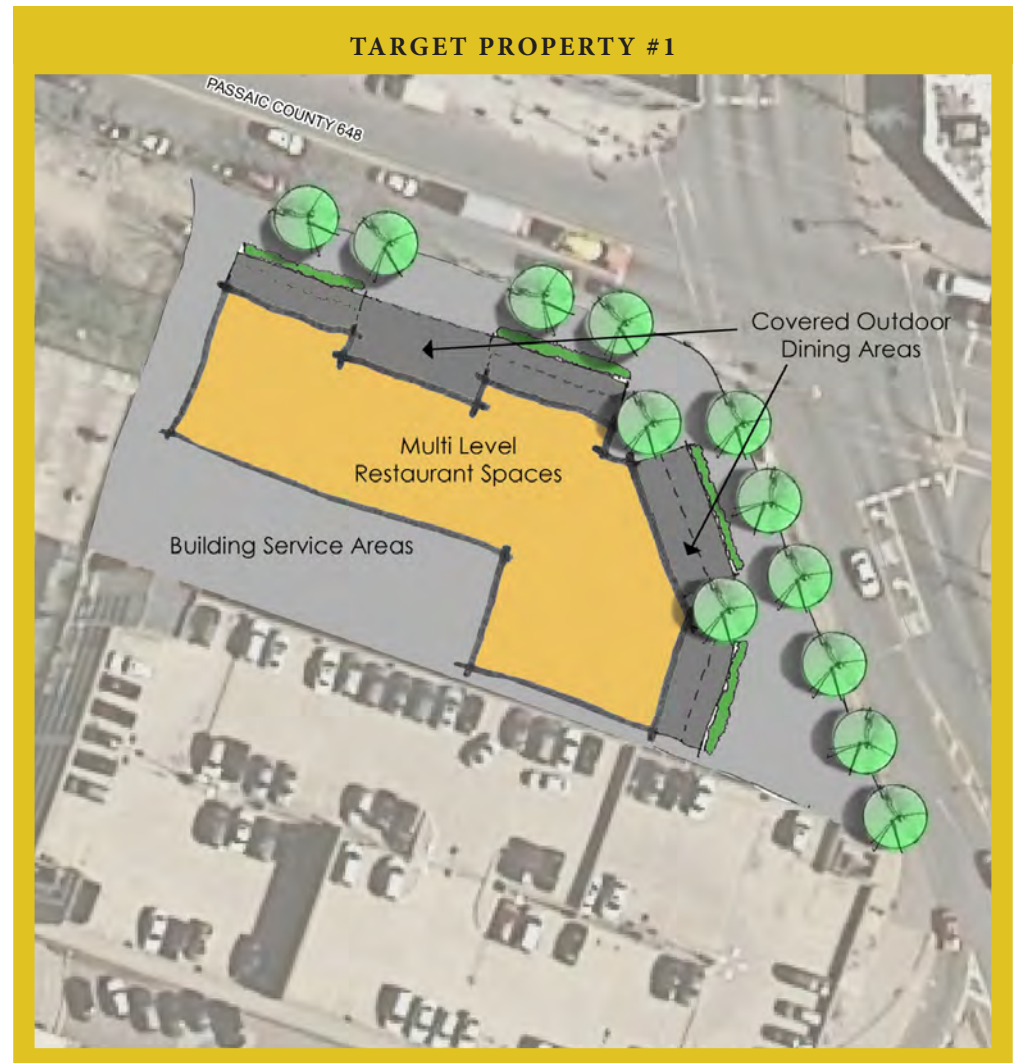
- b. Enforce signage regulations. Many businesses have far too much signage, and this detracts from the area as a whole.
- c. The City should promote progressive yet contextually sensitive architectural design for any new construction. Paterson has a rich cultural heritage and architectural history, yet that need not dictate that any new building must be Beaux-Arts style, or look like a historic mill. Sophisticated contemporary design can blend the modern with historic sensitivity and be both forward looking and respectful of the past.



**Long Term Development Strategies:**

Development of specific properties while a vital part of the plan, may be more difficult and take longer to implement due to reliance on market conditions among other factors. These also require more significant financial investments than do the other recommended strategies. None the less, development of vacant and under-utilized properties, and re-use of older buildings should be aggressively pursued by the City.

9. **Develop strategic properties** –There are several sites that offer real development opportunities. These sites should be targeted for new construction of buildings or significant re-purposing of structures into spaces supportive of TOD. (See
  - a. Publicly owned properties should be the first to be developed. These are the properties currently owned by the City Parking Authority or by NJ Transit.
    - Target Property 1: The 2 acre parcel on the corner of Market Street, Memorial Drive, and Ward Street which is currently developed with a parking garage and a surface parking lot. This location could potentially serve as the 'Restaurant Row' along Market Street, as it is conveniently located near the train station, government offices, and in the middle of the downtown.





- Target Property 2: The NJ Transit owned property just southwest of the train station along Railroad Avenue south of Ward Street. This 1.2 acre property has the potential to be developed as workforce housing. The narrow property would be an ideal location for a mid-rise or high-rise residential development with retail on the street level.

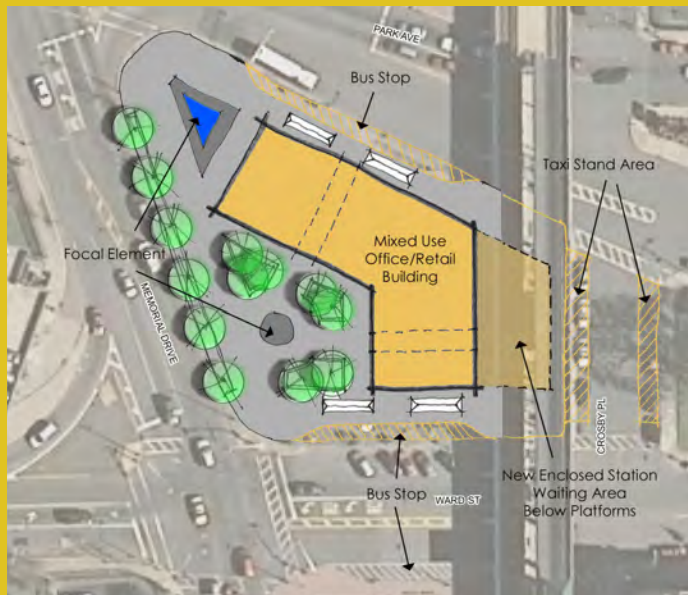
**TARGET PROPERTY #2**

- Target Property 3: The area just south of property #2 along Railroad Avenue, is also a narrow vacant lot that is publicly owned. Being adjacent to the railroad and only a few blocks away from the Ward Street Station, this property was targeted as a potential site for the NJ Railroad and Transportation Museum in the original proposal. It still could be a good location for the museum.
  - Target Property 4: Much of the blocks just north of Center City Mall along Veterans Place, Hamilton Street, and Smith Streets, are owned by the Parking authority, and used as surface parking lots. These lots being the rear side of their respective blocks, and having a substantial amount of space (1.5 acres), would be an ideal location for structured parking to reduce demand for on street parking and meet any new demand from new developments.
  - Target Property 5: The old Armory building on the corner of Market Street and Rosa Parks Boulevard is a prime opportunity for adaptive reuse into a potential sports and recreation center.
  - Target Property 6: The lots on the southeast corner of Memorial Drive and Broadway are lots are owned by Passaic County Community College, and are used solely as surface parking lots. This location could either serve as a future site for further expansion by the college, or for residential development.
  - Target Property 7: The lot on the western edge of Broadway bordering the Passaic River, is slightly larger than 1 acre and is owned by the Parking Authority and used as a surface parking lot. This property could be developed with residential uses.
- b. Private Properties should be developed next, or in concurrence with the public properties. A few of these properties have potential for large scale development, while most offer potential for smaller scale infill development.





- Target Property 8: The one acre irregular shaped parcel located immediately adjacent to the train station between Ward Street, Memorial Drive, and Market Street. Currently this site contains a gas station and convenient store. This site is under-utilized. It is ideal for development as a mixed-use public facility, such as an expanded train station waiting area and bus station, along with a convenience store and coffee shop and newsstand type functions to cater to train and bus riders on the ground level, while upper levels could be developed with residences or office space. A taxi stand could also be incorporated into a multi-functional design.

**TARGET PROPERTY #8**



- Target Property 9: The two properties adjacent to the railroad tracks just north of Market Street along Memorial Drive, are a surface parking lot and a single story retail building housing Dunkin' Donuts, Rent-A-Center, and other retail tenants. The surface parking lot is owned by the Parking Authority while the parcel with the building is privately owned. Together these properties are approximately 1 acre in size, and would be an ideal location for mixed use residential and retail commercial development.
  - Target Property 10: The 3/4 acre parcel on the corner of Essex Street and Straight Street is the site of the recently demolished Royle Mill. It is currently vacant. This location may be optimum for a small urban department store, grocery store, or a pharmacy. Recently, big box retailers like Wal-Mart and Target have begun opening smaller stores targeting urban locations, with stores that are only 15,000 square feet in area. A small urban retailer or grocer could cater to the expected growth of the residential population that accompanies transit oriented development, and provide essential goods unlikely to be found elsewhere in the downtown area.
- c. Several other privately owned properties are either vacant or underutilized and have potential for infill development, or adaptive reuse of existing structures. These properties range in size from 10,000 s.f. (1/4 acre) to 60,000 s.f. (1.5 acres). These lots could be easily developed into residential properties.



10. **Parking** – Parking must be dealt with for any new residential developments or conversions of existing space. Parking in the downtown already is an issue, and any new residences in the area will likely compound this problem. Parking should be located behind primary buildings, and not in front of them. To the greatest extent possible, parking for larger areas should be consolidated into structured parking garages that occupy less real estate than multiple surface lots.

**Potential Sources of Funding** – There are several state level agencies that provide funding assistance in the form of low interest loans, or even grants to help municipalities and developers acquire the resources necessary to implement smart growth projects such as this.

- a. NJ Transit Transit Village Initiative
- b. HMEA Workforce Housing ‘Live where you work’ program provides low interest mortgage loans to first time homebuyers looking, or urban area homebuyers, to live in the same town where they are employed. This could work in conjunction with any condominium developments or conversions.
- c. HMEA also offers a number of programs that provide loans or grants to developers looking to construct multi-family housing, including loans specifically for developers wishing to use multi-family housing as a tool for historic preservation.









WARD STREET STATION | TRANSIT ORIENTED DEVELOPMENT PLAN | CITY OF PATERSON

*Appendix*



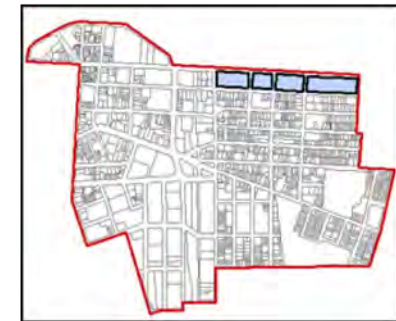
## APPENDIX: ZONING DISTRICTS

### B-2 Community Business District

This zone occupies the northeastern portions of the area along Broadway. The Community Business District is intended to support commercial and retail uses on a neighborhood scale that cater to the nearby residential areas, without requiring significant truck activity or large spaces to conduct business. Much of the 4 blocks zoned B-2 in the study area are developed with residential uses, religious structures and several commercial buildings.

Permitted uses within this district include: single family and two family detached dwellings, single family and two family townhouses, multi-family dwellings, public recreation facilities, government offices and uses, trade/tech schools, health centers, public utilities, professional offices, banks, dry cleaners, neighborhood and community retail, restaurants, animal hospitals, off-street parking, and newsstands.

B-2 Business Zone Bulk Table	
Min Lot Area	5,000 s.f.
Min Lot Width	50 feet
Min Front Yard	0
Min Side Yard	0
Min Rear Yard	25
Max Building Height	3 stories or 40 feet
Max FAR	2.0
Max Lot Coverage	60%





### B-3 General Business District

Much of the area around the railroad corridor and the station are in the B-3 zone. The B-3 General business district is intended to serve essentially the same purpose as the B-2 district, with the primary distinction being the scale of the business. Businesses in this district are intended to serve a broader population base than the surrounding residential areas. Much of the areas along the railroad corridor are developed with commercial uses, while the areas to the east of the station along Park Avenue and Market Street are developed mostly with 2-4 story buildings that have retail uses on the ground floor, and various uses on the upper floors, much of the upper floors are vacant.

Permitted uses within this district include: loft dwellings and artist live/work quarters, public recreation facilities, government offices and uses, trade/tech schools, health centers, public utilities, professional offices, funeral homes, banks, dry cleaners, neighborhood and community retail, department stores, restaurants, animal hospitals, hotels, pawn shops, automobile sales, wholesale establishments, off-street parking, and newsstands.

B-3 Business Zone Bulk Table	
Min Lot Area	10,000 s.f.
Min Lot Width	100 feet
Min Front Yard	0
Min Side Yard	0
Min Rear Yard	30
Max Building Height	3 stories or 40 feet
Max FAR	1.5
Max Lot Coverage	60%



### B-4 Central Business District

The majority of the western half of the study area makes up the City's central business district. The B-4 CBD is located in the downtown area only, and serves as the commercial center for the city. Many municipal government uses are also located in this district. This district permits businesses on any size lot with zero setbacks for the front and side yards. This district is intended to be a regional shopping center, as well as government center for Passaic County. Much of the city's administrative buildings are located in this area, as well as most of the County government offices as well. Passaic County Community College also is located in this area. Like the B-3 district, most of the buildings in the CBD that are not used for government offices are 2-4 story buildings that have small scale retail businesses on the ground floor while much of the upper stories of the buildings are vacant. The newly constructed Center City Mall is the primary exception to this pattern, which houses larger scale chain retail stores, restaurants, and a movie theater. Residential uses are not permitted in the CBD.

Permitted uses within this district include: public recreation facilities, government offices and uses, trade/tech schools, schools, health centers, libraries and museums, public utilities, professional offices, banks, dry cleaners, neighborhood and community retail, department stores, restaurants, animal hospitals, indoor theaters, hotels, off-street parking, and newsstands.

B-4 Business Zone Bulk Table	
Min Lot Area	0
Min Lot Width	0
Min Front Yard	0
Min Side Yard	0
Min Rear Yard	30
Max Building Height	0
Max FAR	5.0
Max Lot Coverage	100%



### MU Mixed Use District

A 6 block area just to the southeast of the train station, the Mixed Use district is intended to mix industrial uses with commercial uses. This district is made up primarily of older industrial facilities, while some residences and commercial buildings are also in the district, including a new complex of townhouses.

Permitted uses within this district include: public recreation facilities, government offices and uses, trade/tech schools, funeral homes, professional offices, banks, neighborhood and community retail, dry cleaning, restaurants, hotels, pawn shops, vehicle rental establishments, driving schools, motor vehicle sales, wholesale establishments, business services, research and development, off-street parking, warehousing and storage, light industrial uses, and public utilities.

MU Mixed-Use Zone Bulk Table	
Min Lot Area	10,000 s.f.
Min Lot Width	100 feet
Min Front Yard	0
Min Side Yard	0
Min Rear Yard	30
Max Building Height	3 stories or 40 feet
Max FAR	1.5
Max Lot Coverage	60%



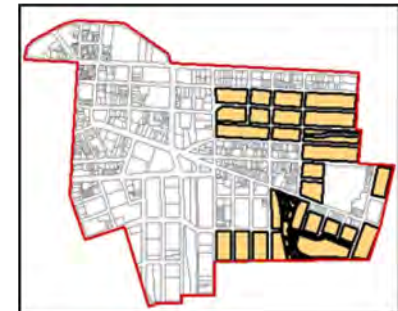


### R-3 High Medium Density Residential District

Most of the eastern portions of the study area are in this district. The R-3 residential district is intended to allow for high density housing, but not in high rise buildings. The R-3 district is situated around the neighborhood commercial districts, and act in part as a transition zone from the CBD to the areas on the periphery of town that are developed with lower density residential buildings. The majority of this district is developed with small scale residential structures such as duplex units. Some small scale retail uses are also scattered throughout the zone. Permitted uses within this district include: single family detached dwellings, two family dwellings, single family and two family townhouses, multi-family dwellings, garden apartments, low-rise apartments, and community residences/shelters.

R-3 Residential Zone Bulk Table	
Min Lot Area	1,400–15,000 s.f.
Min Lot Width	20-150 feet
Min Front Yard	20-25 feet
Min Side Yard	0-30 feet
Min Rear Yard	20-25 feet
Max Building Height	35-80 feet
Max FAR	1.2-1.4
Max Lot Coverage	20-40%

\*Bulk standards for this zone differ based on the use.



### R-4 High Density Residential

This small zone is located on two blocks to the southwest of the train station, and is developed with a complex of garden apartments on one block, and high rise senior housing and a school on the other block. The R-4 residential district is designed to allow for high density residential uses in areas where infrastructure exists to support it.

Permitted uses within this district include: single family detached dwellings, two family dwellings, single family and two family townhouses, multi-family dwellings, garden apartments, low-rise apartments, high rise apartments, and community residences/shelters.

R-4 Residential Zone Bulk Table	
Min Lot Area	20,000 s.f.
Min Lot Width	200 feet
Min Front Yard	25 feet
Min Side Yard	20 feet
Min Rear Yard	20 feet
Max Building Height	21 stories or 250 ft
Max FAR	3.0
Max Lot Coverage	20%



### I-1 Light Industrial District

This district occupies all of the study area south of Grand Street, and is intended to permit light industrial uses such as warehouses, manufacturing, or distribution facilities in areas near commercial and residential properties. The district is developed with industrial buildings, some of which are still in use, while others are vacant and in need of renovation or a new use.

Permitted uses within this district include: public recreation facilities, government offices and uses, trade/tech schools, professional offices, dry cleaning, wholesale establishments, research and development, off-street parking, warehousing and storage, light industrial uses, outdoor storage, and public utilities.

I-1 Light Industrial Zone Bulk Table	
Min Lot Area	10,000 s.f.
Min Lot Width	100 feet
Min Front Yard	10 feet
Min Side Yard	10 feet
Min Rear Yard	10 feet
Max Building Height	40 feet
Max FAR	2.0
Max Lot Coverage	60%





### Great Falls Historic District

This district which occupies only one block within the study area, serves to protect the character and industrial heritage of the Great Falls District. While much of the district is characterized by historic mills and factories, this block in the GFHD is currently used as a surface parking lot operated by the City's Parking Authority.

Permitted uses within this district include: low-rise and high-rise apartments, loft dwellings, places of worship, charitable institutions, public recreation facilities, government offices and uses, schools, trade/tech schools, libraries and museums, professional offices, neighborhood and community retail, dry cleaning, restaurants, indoor theaters, light industrial uses, and public utilities.

Great Falls Historic District Zone Bulk Table	
Min Lot Area	10,000 s.f.
Min Lot Width	100 feet
Min Front Yard	10 feet
Min Side Yard	10 feet
Min Rear Yard	10 feet
Max Building Height	40 feet
Max FAR	2.0
Max Lot Coverage	60%



## APPENDIX: PUBLIC MEETING PARTICIPANTS

In addition to organizations represented at at least one of the public meetings:

- City of Paterson City Council
- City of Paterson Mayor's office
- City of Paterson Parking Authority
- City of Paterson Housing Authority
- City of Paterson Planning/Zoning Department
- City of Paterson UEZ Advisory Board
- Passaic County Planning Department
- Paterson Municipal Utilities Authority
- City of Paterson Division of Engineering
- Downtown Paterson Special Improvement District
- City of Paterson Free Public Library
- New Jersey Community Development Corporation
- Passaic County Community College
- City of Paterson Habitat for Humanity
- Pennrose Developers
- Trinity Financial
- Bay Realty Corporation
- City National Bank
- Greater Paterson Chamber of Commerce
- NJ State Legislature 35th District
- Alma Realty Corporation
- Valley National Bank
- Scilleri Investment Corporation

