

# Main Avenue Redevelopment Plan

**City of Passaic**

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Topology | 60 Union St #1N Newark, NJ 07105

TOPO  
LOGY

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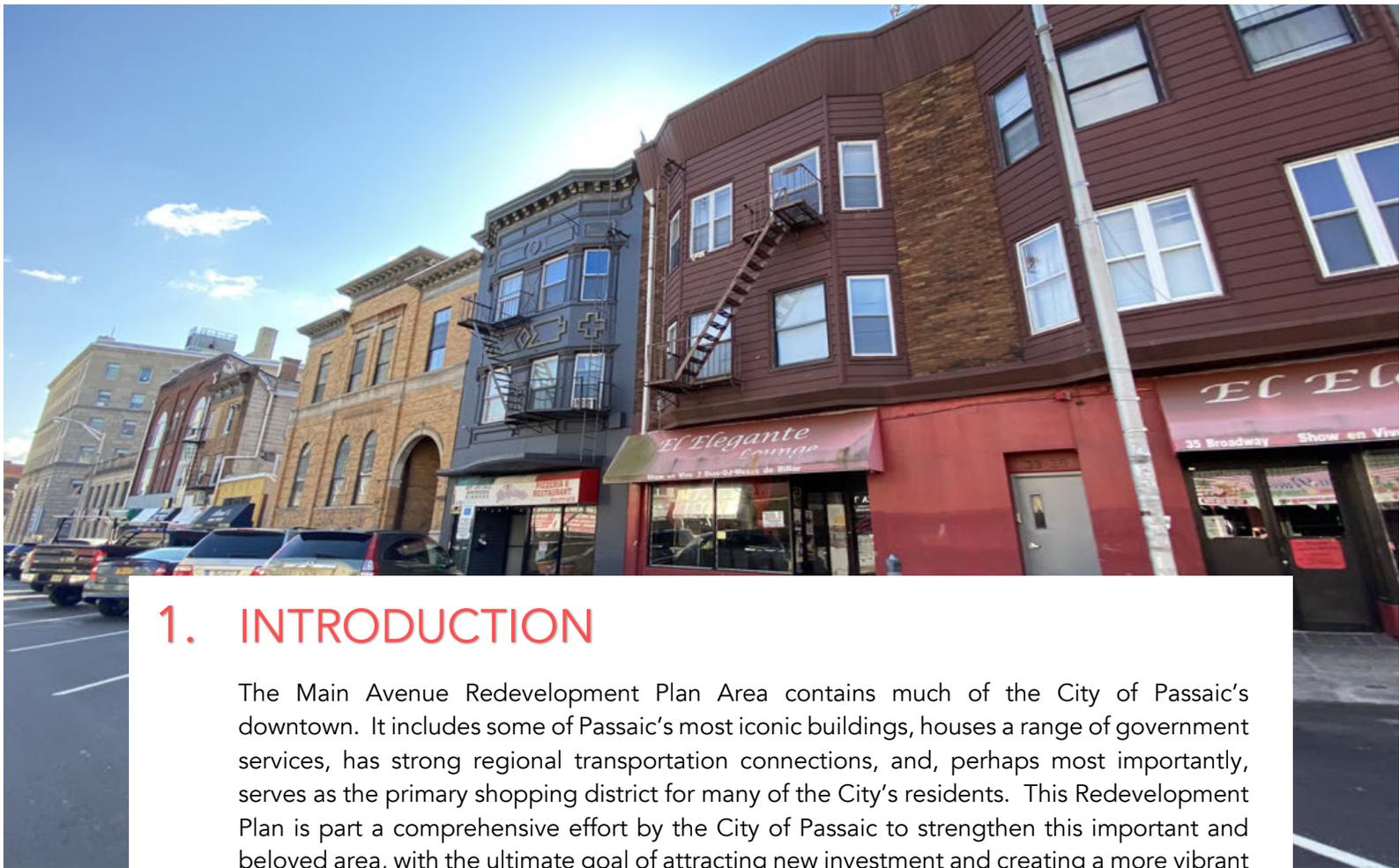
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## 1. INTRODUCTION

The Main Avenue Redevelopment Plan Area contains much of the City of Passaic's downtown. It includes some of Passaic's most iconic buildings, houses a range of government services, has strong regional transportation connections, and, perhaps most importantly, serves as the primary shopping district for many of the City's residents. This Redevelopment Plan is part a comprehensive effort by the City of Passaic to strengthen this important and beloved area, with the ultimate goal of attracting new investment and creating a more vibrant and attractive district.

Given its connectivity to the rest of the metropolitan area and its location in the City's dense, urban core, the Area presents a unique opportunity for rehabilitation and infill development that fulfills the City's needs and desires and ensures the Site continues to be the lifeblood of a thriving community. This Plan aims to capitalize on that opportunity.

The Plan is designed to work in harmony with other efforts in the Main Avenue area, including programmatic initiatives like the federal Opportunity Zone ("OZ") program and the New Jersey Department of Community Affairs Neighborhood Preservation Program ("NPP"), as well as infrastructure improvements anticipated through the North Jersey Transportation Planning Authority's Main Avenue Local Concept Development Study, New Jersey Transit's plan to create a new bus terminal along Main Avenue, and the City's own efforts to create a new parking structure inside the Redevelopment Plan Area. Through implementation, this Redevelopment Plan will help ensure that the Main Avenue area is improved in a manner receptive to the needs of Passaic residents and visitors.

The properties included in the Main Avenue Redevelopment Plan Area ("the Rehabilitation Area," "Site," "Area," or "Redevelopment Plan Area") are detailed in Appendix C. The boundaries of the Redevelopment Plan Area within the context of the surrounding area are depicted in Figure 1 below.

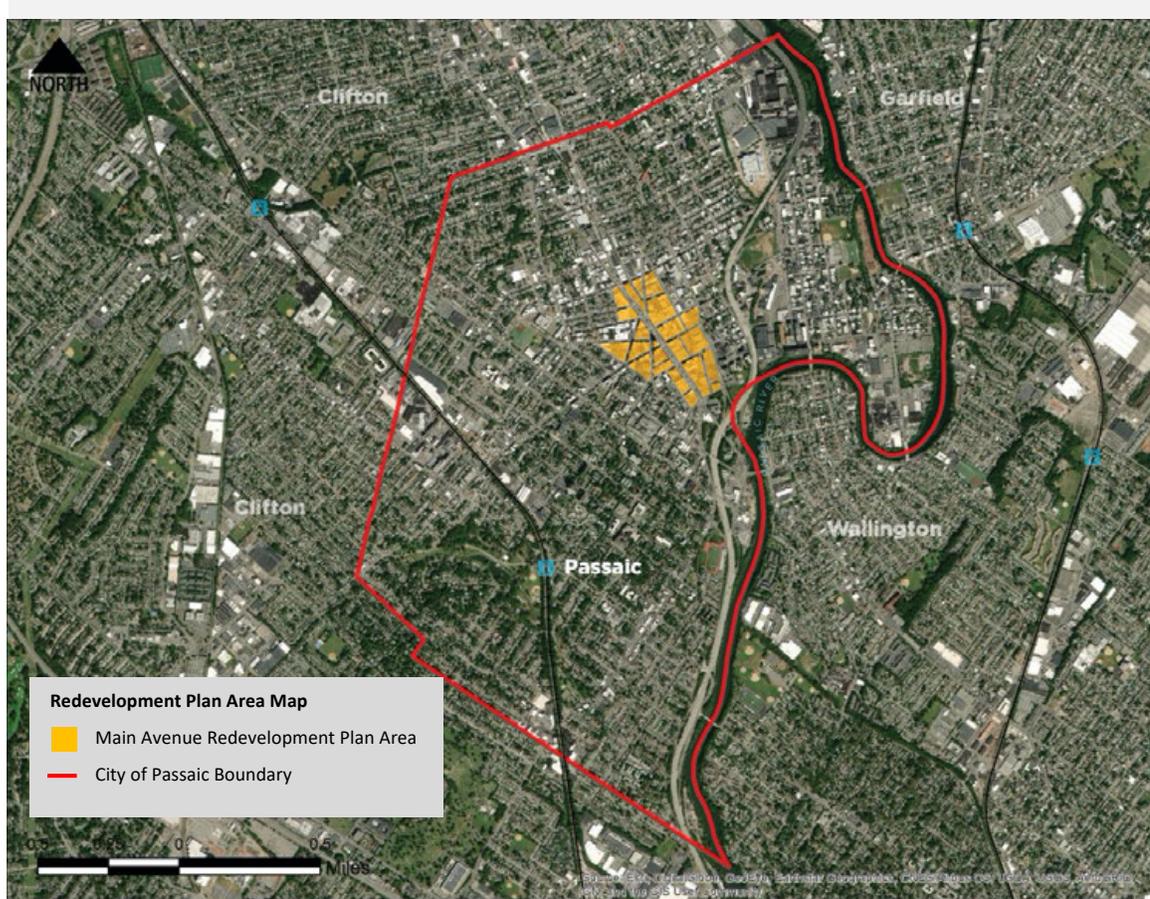


Figure 1. Redevelopment Plan Area Context Map

### 1.1. Regulatory History

On January 21, 2020 the City Council of Passaic passed Resolution 20-0-028 hiring Topology to, in part, study if and how certain areas of the City qualify as an “Area in Need of Rehabilitation.” The Planning Board was tasked with determining whether the parcels within the Study Area met the statutory criteria under the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq. (“LRHL” or “the Redevelopment Law”) for an Area in Need of Rehabilitation. The Area in Need of Rehabilitation report was completed by Topology and dated June 16, 2020. The Planning Board held a public hearing on the matter on July 8, 2020. Following the Planning Board hearing, the Site and surrounding areas were designated as an Area in Need of Rehabilitation by Resolution 20-07-208 adopted by the City Council of the City of Passaic on July 21, 2020 (see Appendix D), pursuant to the Redevelopment Law. This Area in Need of Rehabilitation designation forms the statutory basis for this Plan.

In accordance with the LRHL [N.J.S.A. 40A: 12A-7.A.2], this Redevelopment Plan establishes the following requirements for the Redevelopment Plan Area:

- A. *Land Uses*
- B. *Bulk Standards*
- C. *Design Criteria*
- D. *Building Requirements*

The provisions set forth in this Redevelopment Plan shall supersede, govern, and control the standards set forth in Chapter 317: Zoning, as well as other applicable chapters, as adopted by the Council of the City of Passaic on August 9, 1984 by Ord. No. 796-84, as well as any applicable amendments.

It should be noted that this Redevelopment Plan is only a step in a broader process for implementing projects within the Redevelopment Plan Area. It is expected that this document will serve as a baseline that reflects the parameters and expectations identified by the community. Any necessary changes or enhancements will be codified with amendments, as necessary, and within any redevelopment agreements between the City of Passaic Redevelopment Agency and redeveloper(s).

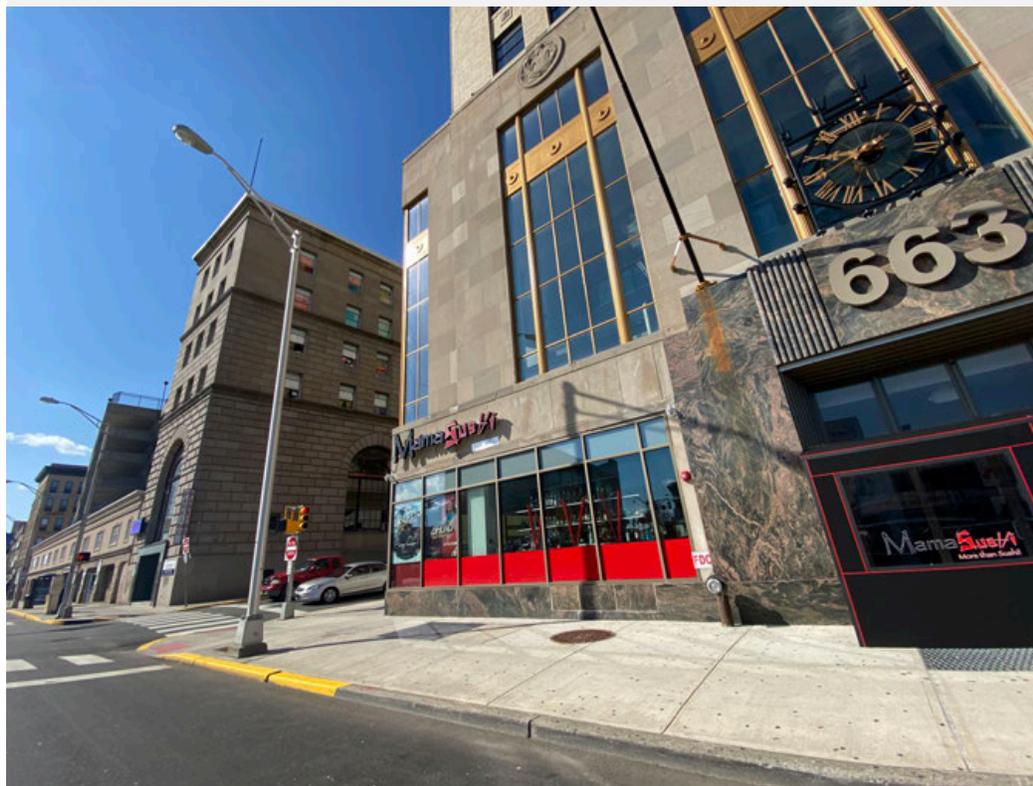


Figure 2: Base of 663 Main Avenue



## 2. SITE DESCRIPTION

The Redevelopment Plan Area (Figure 3) includes approximately 28 blocks centered around Main Avenue and downtown Passaic. The Site is loosely bounded by Monroe Street to the north; Leonard Place, Garden Street, Grove Street, and Exchange Place to the west; State Street and Pennington Avenue to the south; and State Street, William Street, and Hoover Avenue to the east. Given its large size, the Site includes a wide range of uses, including residential, commercial, office, and institutional uses. The intensity of uses within the Area varies widely and ranges from surface parking lots to single-story retail buildings, mid-rise offices, parking garages, and the 11-story People’s Bank Tower.



Figure 3. Redevelopment Plan Area Map

## 2.1. Property History

Passaic was first settled by Europeans in 1678, when Dutch settler and trader Hartman Michielsen purchased land from the Lenni-Lenapi natives at the current location of Pulaski Park and Dundee Island Park. After further land purchases by settlers, the area was first incorporated as the Township of Acquackanonk in 1693, later reincorporated as a Village, and renamed to Passaic in 1854. The Village reincorporated as the City of Passaic in 1873.

The railroad first came to Passaic in 1831, but it was the completion of the Dundee Dam and Canal in 1861 that spurred significant growth. The dam and canal made Passaic an industrial center and provided the Village with plenty of fresh water. Development expanded westward from the original settlement and, by 1884, Sanborn Maps depict that Main Avenue was highly developed with a wide range of uses (see Figure 4). Much of the City's road network had already been constructed by this time, even if the adjacent properties still awaited development. By this time, the Erie Railroad laid tracks down the center of Main Avenue and constructed a passenger station on the current site of the Main Avenue Terminal. This rail line was double tracked between 1889 and 1894, and lot lines were formalized during the same period. While no longer in place, the rail line continues to define the layout of Main Avenue to this day.<sup>1 2</sup>

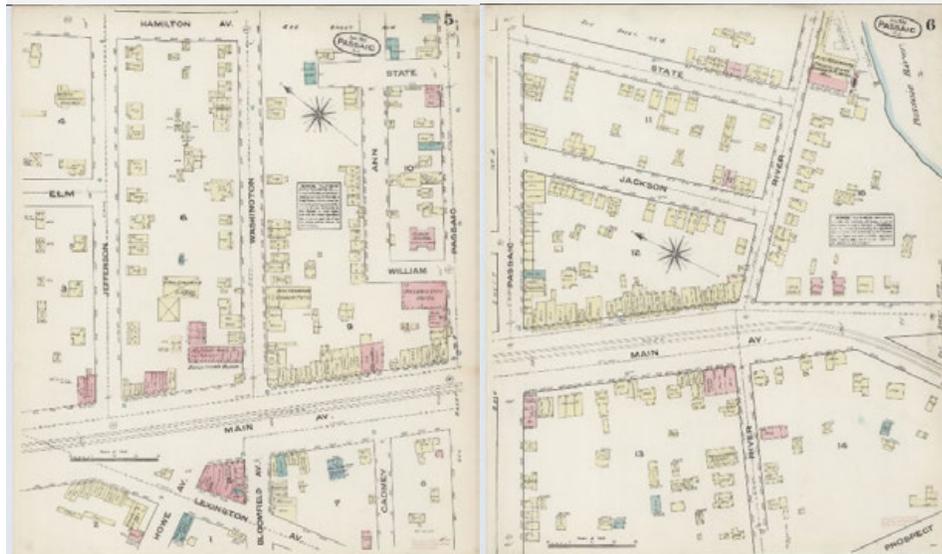


Figure 4. Sanborn maps depicting the Site in 1884<sup>3</sup>

Passaic's greatest growth occurred from the late nineteenth century through World War I. The City's population exploded, growing to around 70,000 after World War I,

<sup>1</sup> "City Historian." Mark S. Auerbach (n.d.). <https://www.cityofpassaic.com/167/City-Historian>. Accessed September 3, 2020.

<sup>2</sup> "An Overview of the History of the City of Passaic, New Jersey." Mark S. Auerbach (1998). <https://www.cityofpassaic.com/DocumentCenter/View/220/From-Its-Founding-to-1998---A-Historical-Overview-of-Passaic-PDF>. Accessed September 3, 2020.

<sup>3</sup> "Sanborn Fire Insurance Map from Passaic, Passaic County, New Jersey." Sanborn Map Company (1884, 1886, 1889, 1894). <https://www.loc.gov/collections/sanborn-maps/?fa=original-format:map%7Clocation:new+jersey%7Clocation:passaic>. Accessed September 3, 2020.

driven by large waves of immigration, particularly from Central and Eastern Europeans and African-Americans from the South.<sup>4</sup> In 1931, the Peoples Bank Tower was completed, built in the Art Deco style popular at the time; it remains one of the largest buildings in Passaic County today at 11 stories and 172 feet tall.<sup>5</sup>

The Tower was a capstone and microcosm of development in the Area up to that point: buildings were taking up more and more of their lot space, and were transitioning from wooden frame to masonry, fireproof materials, and, eventually, concrete and cement. The Area was also a thriving cultural and entertainment center, with venues such as the Montauk Theatre, Capitol Theatre, Lincoln Theatre, and Central Theatre, several hotels, and dozens of restaurant and shopping options.<sup>6 7</sup>



Figure 5. Images of Main Avenue. Top: 1938; Bottom left to right: 1916 and 1956. Images courtesy of Mark S. Auerbach

Like many communities, Passaic became increasingly auto-oriented in the post-war period. The Erie Lackawanna Railroad ran its last trip through Main Avenue in 1963, and the railroad tracks were subsequently replaced with automobile parking. While the continuous line of storefronts along Main Avenue remained, off-street surface

<sup>4</sup> "City Historian."

<sup>5</sup> "Revitalization Underway at Passaic's Tallest and Most Iconic Building." Kofsky (24 February 2017). <https://jerseydigs.com/passaic-real-estate-development-663-main-avenue>. Accessed 30 October 2020.

<sup>6</sup> "An Overview of the History of the City of Passaic, New Jersey."

<sup>7</sup> "Sanborn Fire Insurance Map from Passaic, Passaic County, New Jersey." Sanborn Map Company (1884, 1886, 1889, 1894).

parking lots progressively replaced buildings throughout the Redevelopment Plan Area. Some high-profile changes of use reflecting the dominance of car travel include the construction of McDonald's with its drive through and surface parking lot on the former home of the Central Theatre, the construction of a parking garage between County Route 622 and Academy Street, and the aforementioned replacement of the Lackawanna Railroad tracks with surface parking.<sup>8 9</sup>

Since the 1970s, the City's demographics have been shaped by a large number of immigrants from Puerto Rico, the Dominican Republic, Cuba, and other Central American, South American, and Caribbean nations.<sup>10</sup> As was observed in the City's 2013 Master Plan, Passaic continues to be a destination for various immigrant communities, particularly immigrants of Mexican and other Latino origins. According to the 2019 American Community Survey, over 75 percent of Passaic's population identifies as Hispanic, a slight increase compared to 2010. Much of that population is from Mexico, specifically Puebla, and other sizable communities are from Puerto Rico and Cuba.

Today, the Redevelopment Plan Area is home to a thriving and active business community. According to American Community Survey data, 45 percent of jobs in the City are located in the census tracts that comprise the majority of the Redevelopment Plan Area while these only account for about 20 percent of the Passaic land area. Most of these jobs are in retail, administrative and support services (e.g. clerical services, security, cleaning, office administration), and educational services, which are mostly jobs in the local school system. According to American Community Survey data, a relatively high percentage of households within the Redevelopment Plan Area do not own a car; about 42 percent compared to less than 30 percent for the City as a whole. At the same time, due to a higher percentage of carpoolers, the proportion of Redevelopment Plan Area residents that commute by car is comparable to that of the rest of the City.

In recent years, the City has undertaken major efforts to improve the Main Avenue area. The People's Bank Tower, after more than 20 years of vacancy, was rehabilitated between 2016 and 2018 to include a fitness center, retail, and office space, winning the New Jersey Future Smart Growth Award in 2019.<sup>11</sup> The City is working with NJTPA to re-envision the Main Avenue streetscape to create an area that is hospitable for all users, including automobiles, cyclists, and pedestrians. This effort is being done in conjunction with ongoing NJ Transit plans to build a new bus terminal on Main Avenue. The City is also pursuing the construction of a new parking deck inside the Redevelopment Plan Area in an effort to address existing and future parking demand.

<sup>8</sup> "An Overview of the History of the City of Passaic, New Jersey."

<sup>9</sup> "Historic Aerials." Netronline (n.d.). <https://www.historicaerials.com/viewer>. Accessed September 3, 2020.

<sup>10</sup> "An Overview of the History of the City of Passaic, New Jersey."

<sup>11</sup> "New Life for a Building, New Optimism for a City." New Jersey Future (n.d.), <https://www.njfuture.org/smart-growth-101/smart-growth-awards/2019-smart-growth-award-winners/peoples-bank-building/>. Accessed September 3, 2020.:

## 2.2. Existing Conditions

### 2.2.1. Existing Zoning

The Redevelopment Plan Area contains three zoning districts: R-3 Multi-Family Residential, C-R Commercial/Residential, and C Commercial. These zones demonstrate the high-intensity and mixed nature of uses in the Site.

The following uses are permitted within the R-3 Multi-Family Residential District:

- One-family dwellings
- Two-family dwellings
- Multi-family dwellings
- Garden apartment dwelling groups
- Townhouse dwelling groups
- Townhouses

The following uses are permitted within the C-R Commercial-Residential District:

- All R-3 uses
- Retail and service establishments
- Banks
- Business, professional, and governmental offices
- Eating and drinking establishments
- Parking garages
- Studios, galleries, and museums
- Mixed commercial-residential structures
- Places of public assembly
- Parking lots

The following uses are permitted within the C Commercial District:

- Retail and service establishments
- Banks
- Business, professional, and governmental offices
- Eating and drinking establishments
- Undertaking establishments
- Theaters
- Printing and publishing establishments
- Places of public assembly
- Parking lots and parking garages
- Studios, galleries, and museums

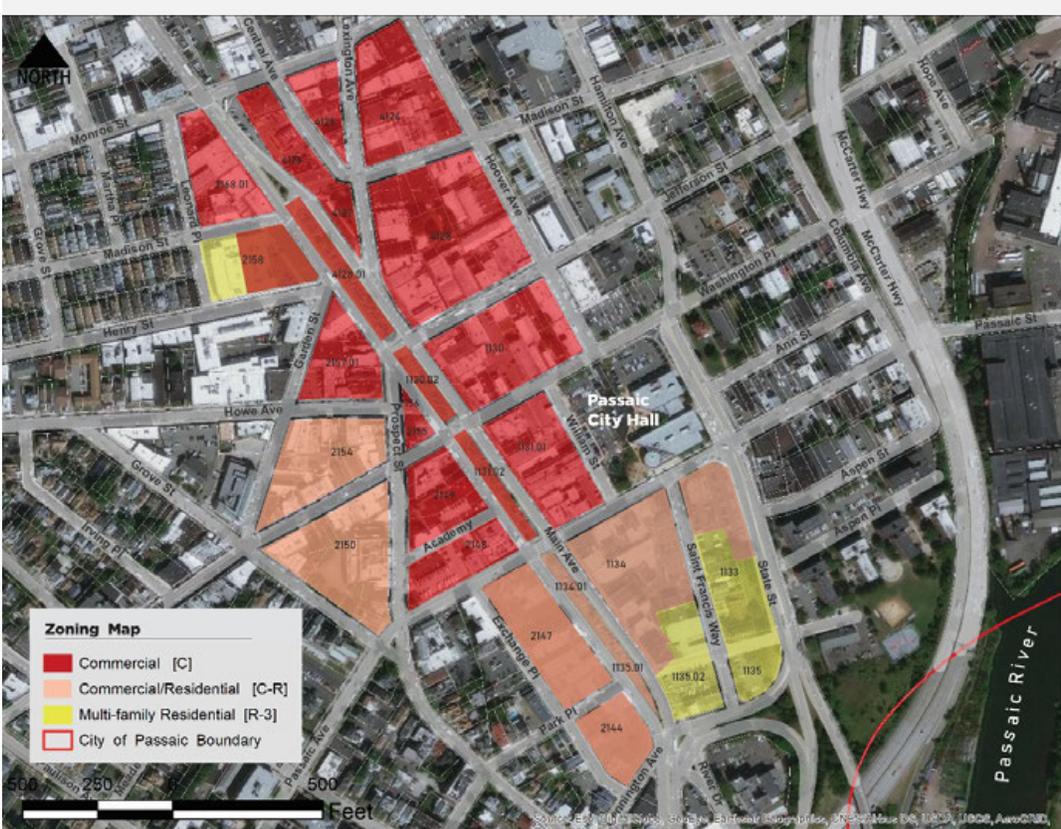


Figure 6: Redevelopment Plan Area Zoning Prior to Redevelopment Plan

### 2.2.2. Mobility Network

Main Avenue forms the spine of the Redevelopment Plan Area, running from the northwest to the southeast of the Site, where it meets State Route 21 just beyond the Area. The street network is complex and irregular, particularly directly surrounding Main Avenue. One-way streets, T-intersections, and complex traffic patterns are common throughout the Site. There are sidewalks and crosswalks throughout the Site, however the complex street network, angled parking in the median, high vehicle traffic, and prevalence of surface parking may impede pedestrian connectivity in the Site. What follows is a description of current conditions of the local mobility network from both a functional and physical perspective.

- A. Streets in Vicinity of Redevelopment Plan Area
  - i. Main Avenue

Main Avenue is the central corridor and defining feature of the Redevelopment Plan Area. As County Route 601, it is an important arterial that provides a direct link between Passaic and Paterson and continues south into Clifton. Main Avenue is predominately four to five lanes of two-way traffic within the Site, divided by a median of angled parking, but narrows to a two-lane road beyond the Site.

There is also on-street parking along Main Avenue throughout the Site.

The corridor is mostly occupied by commercial uses, with some office uses on upper floors. There are minimal façade breaks on Main Avenue except between Madison Street and Monroe Street, where surface parking is more prevalent. Intensity of uses varies widely, from one-floor retail structures to the 11-story People's Bank Tower. Despite this range of intensity, virtually all lots in the Site have total impervious coverage, if not complete building coverage.

Throughout the Site, there are wide sidewalks and marked crosswalks all along Main Avenue. However, the parking median means that pedestrians must cross twice to get to the other side of the avenue, and the corridor's minimal tree coverage only exists within the parking median.

As noted, the City is working with NJTPA and local stakeholders to reenvision Main Avenue as a complete street through the Main Avenue Local Concept Development Study. It is the intention of this Plan to permit development complementary to this redesign effort which, at the time of Plan drafting, was not yet complete.

ii. State Route 21

State Route 21 (SR 21) bisects the City and passes the Site to the southeast. Following the Passaic River, SR 21 connects the City to various regional highway networks and destinations. To the south, it connects to State Routes 3 and 7 and Interstate 280 before passing through downtown Newark, terminating at the interchange of US Routes 9 and 22 and Interstate 78 just north of Newark Liberty International Airport. To the north, SR 21 connects to US Route 46 (US 46) and the Garden State Parkway before terminating at Interstate 80 in Paterson.

iii. County Routes

As a regional population and economic center, Main Avenue intersects with several County Routes (CR). At the northern tip of the Site, Central Avenue (CR 624) and Lexington Avenue (CR 625) head northbound into Clifton. CR 625 ends by the interchange of US-46 and SR-21, while CR 624 become Lakeview Avenue in Clifton and terminates just past Interstate 80 in Paterson.

To the south, River Road is the continuation of CR 624. It follows the Passaic River and SR 21 as far as Belleville.

To the southwest, CR 622 leads southwest out of the City, connecting to CR 602, CR 644, CR 650, and SR 3 before terminating at the Garden State Parkway at CR 509 in Bloomfield.

iv. Local Streets

There are many local streets in the Site, given its large size. Most notably Passaic Avenue connects the Site to the Passaic train station two-thirds of a mile to the southwest, and to Garfield and its train station a mile to the northeast. Given the complexity of the Site's road network, many streets are one- and two-lane one-way streets. Road conditions on these streets are similar to Main Avenue, with on-street parking, sidewalks, marked crosswalks, and minimal street trees.

Development along local streets differs from that on Main Avenue in terms of use and intensity. Coverage, if not complete, remains very high on these streets. The side streets are more auto-oriented and include surface parking lots, parking garages, auto body shops, and gas stations. Other uses include residential, commercial, office, storage, and institutional uses. Structures on local streets are low- and mid-rise. Because of these conditions, there are significantly more curb cuts on these streets than on Main Avenue.

B. Mass Transit

i. NJ Transit

The Passaic train station is approximately two-thirds of a mile southwest of the Site along Passaic Avenue, where NJ Transit's Main Line provides northbound service to Suffern, NY and southbound service to Hoboken.

The Main Avenue Terminal bus station is located in the Site and is serviced by nine NJ Transit bus routes. Direct service to the Port Authority Bus Terminal is accessible from this location via the 190 Bus. Several other NJ Transit bus routes stop in the Site at the intersection of Passaic Avenue and Main Avenue. As noted, NJ Transit is in the process of developing a new modern bus terminal to replace the existing facility. The proposed new bus facility will be located on Main Avenue south of the intersection with Passaic Street.

ii. Private Transportation Services

A jitney bus operated by Spanish Transportation stops at the Main Avenue Terminal. The jitney stops in Paterson, Clifton, Passaic, Secaucus, Union City, and the Port Authority Bus Terminal in Manhattan.



Figure 7: Existing bus facilities along Main Avenue.



### 3. PUBLIC PURPOSES

#### 3.1. Block + Lots

The Redevelopment Plan Area (Figure 8) consists of the properties included in the map and table of block and lots and map depicted in Appendix C.

#### 3.2. Project Area Map

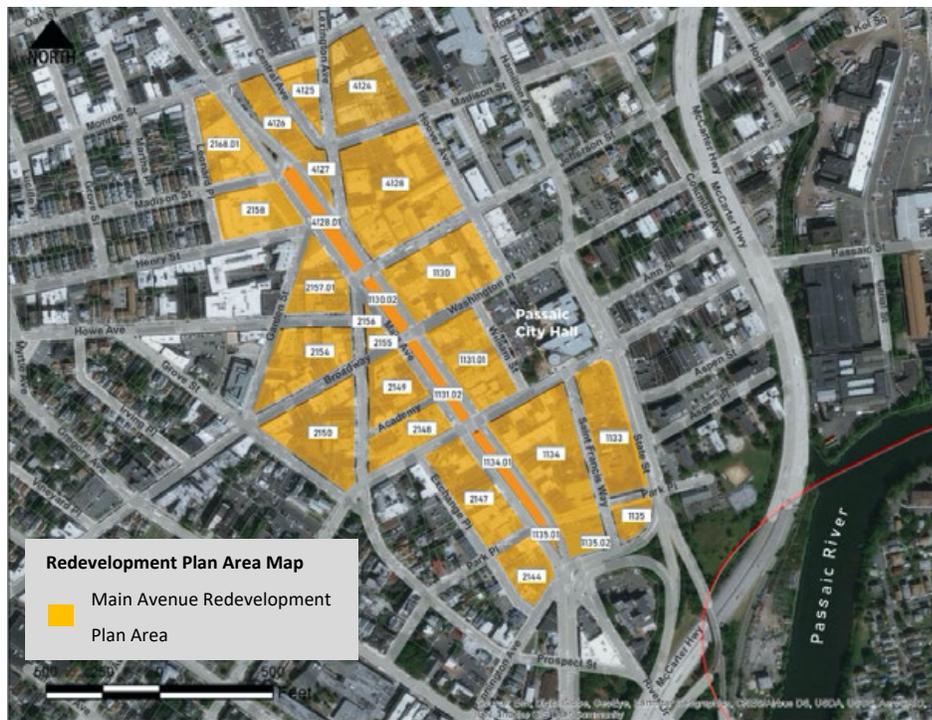


Figure 8. Redevelopment Plan Area Map

### 3.3. Goals + Objectives

In order to successfully achieve the community vision for redevelopment for this area and alleviate existing challenges, any proposed developer(s) and project(s) must consider the following goals and objectives. These objectives build on and expand the priorities identified in the City's existing planning documents, including its Master Plan.

#### 3.3.1. Goal 1: Promoting Economic Development

- A. Objective 1.1: Increase the number of jobs within the city so that the number of jobs more closely matches the number of residents employed.
- B. Objective 1.2: Satisfy demand for retail and other community-centered uses.
- C. Objective 1.3: Fill underutilized or vacant properties along commercial corridors with appropriate downtown uses.
- D. Objective 1.4: Create vibrant shopping districts and promote Passaic as a regional center for Hispanic/Latino food, music, and culture.
- E. Objective 1.5: Leverage existing economic development initiatives like the Urban Enterprise Zone.

#### 3.3.2. Goal 2: Create new housing opportunities

- A. Objective 2.1: Encourage the use of upper stories in the downtown for residential opportunities.
- B. Objective 2.2: Provide a variety of housing options for all current and future residents of Passaic.
- C. Objective 2.3: Encourage a diverse range of households in Passaic through a redevelopment strategy that promotes a variety of mixed-income housing options.

#### 3.3.3. Goal 3: Designing Quality Public + Private Areas

- A. Objective 3.1: Integrate well-designed public areas with landscaping well-suited to the local climate and conditions.
- B. Objective 3.2: Prioritize community purposes and experience with new development.

#### 3.3.4. Goal 4: Preserving + Enhancing Downtown Architecture

- A. Objective 4.1: Promote high-quality, thoughtful architecture that takes design inspiration from Passaic's architecture and urban design, while embracing contemporary standards.
- B. Objective 4.2: Implement designs that use a scale suitable to the needs of the project area, while also complementing the existing conditions of the surrounding built environment.

- C. Objective 4.3: Investment should be strategic to allow for the preservation of key historic assets.
- D. Objective 4.4: Encourage adaptive reuse of existing downtown structures to preserve the historic character of Passaic.

### 3.3.5. Goal 5: Reducing Impact of Car Circulation + Traffic Issues

- A. Objective 5.1: Balance safe, convenient parking and access solutions with a vibrant pedestrian environment.
- B. Objective 5.2: Promote usage of shared parking infrastructure in and around the Redevelopment Plan Area.

### 3.3.6. Goal 6: Upgrade Infrastructure + Streetscapes

- A. Objective 6.1: Ensure accessibility for all users by implementing universally designed sidewalks, safe and inviting pathways, and connections that serve people of all ages and abilities.
- B. Objective 6.2: Create a pleasing pedestrian experience by considering scale, lighting, and other features designed to increase walkability and the pedestrian environment.
- C. Objective 6.3: Ensure safe and efficient travel to transit hubs throughout and in the vicinity of the Rehabilitation Area by utilizing routes that are thoughtful and aesthetically pleasing.
- D. Objective 6.4: Promoting walking and other healthy lifestyle choices through design elements and by connecting pedestrian networks.

## 3.4. Public Improvements + Benefits

### 3.4.1. Streetscape

This Plan builds on the City's efforts in conjunction with the NJTPA's Local Concept Development Study process to redesign Main Avenue as a 'Complete Street.' This redesign is part of a decades-long process of reimagining Main Avenue in light of changing technology, preferences, and priorities. The right-of-way has been previously transformed on multiple occasions, first into a railroad corridor, then into an auto-oriented corridor, and now, under the current initiative, potentially into a "Complete Street."

This tradition of perpetually rethinking Main Avenue is echoed in the figure below. The figure is an artist's depiction from the late 1920s that shows a concept of the corridor without any train tracks, despite being prepared several decades before the tracks were removed. In place of the tracks is a landscaped median with parking and public spaces, a concept that foreshadowed both the existing condition and the contemplated Complete Streets concept.

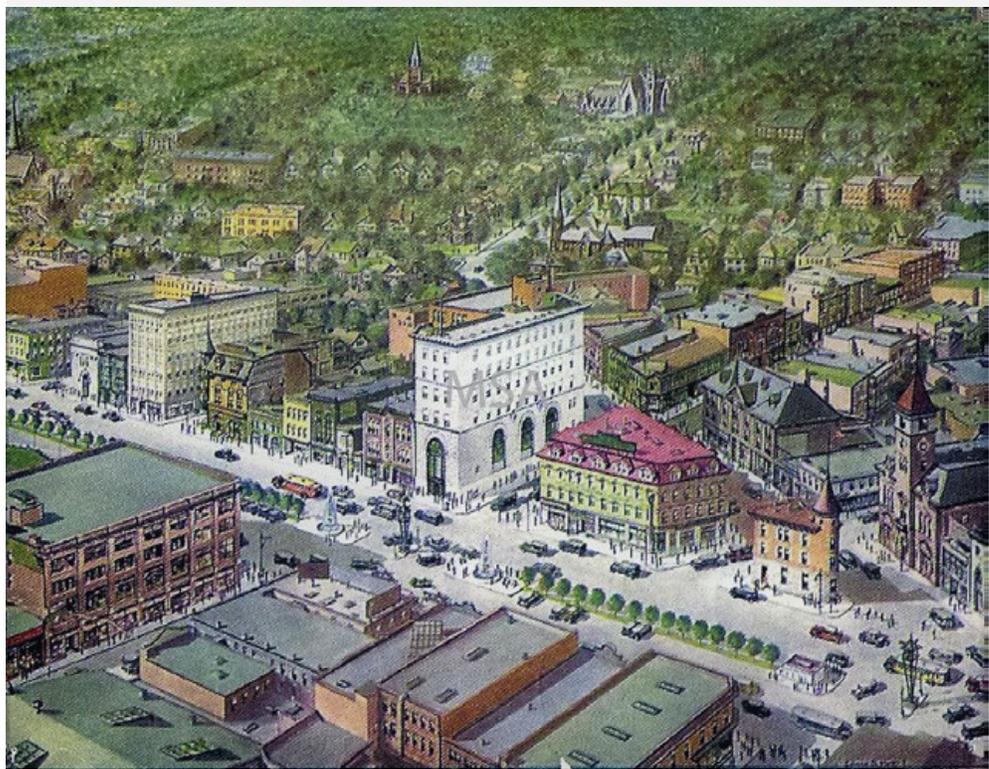


Figure 9: Late 1920s artist's depiction of Main Avenue concept. Image courtesy of Mark S. Auerbach.

Complete Streets are streets for everyone. As such, the City's effort focuses on improving safety for all roadway users, improving traffic operations, increasing transit access, and providing support for economic development along Main Avenue between Monroe Street and Gregory Avenue.

Because the design for Main Avenue being pursued through the Local Concept Development Study process is incomplete, this Plan does not include detailed standards for streetscape improvements on Main Avenue or other streets in the Redevelopment Plan Area. It is expected, however, that streetscape improvements, whether on or off-site, will be made through implementation of redevelopment projects permitted under this Plan, and that these streetscape improvements will be consistent with the recommendations of the selected Main Avenue Local Concept Development Study design, in terms of design, layout, and materials.

To this end, general standards are included outlining the general framework of streetscape improvements anticipated on Main Avenue and other streets in the Redevelopment Plan Area.



Figure 10: Conceptual rendering of potential streetscape and public space improvements along Main Avenue. Image courtesy of Arterial Design Studio

### 3.4.2. Public Spaces

Because of the density of the Redevelopment Plan Area, available areas for public spaces are limited. In order to facilitate the creation of public spaces throughout the Site, this document envisions that the tallest buildings permitted in this Plan will include public spaces in the unbuilt portions of their parcels. This Plan also highly encourages the City to pursue the creation of public spaces in otherwise underutilized spaces, including the area to be vacated by the existing Main Avenue Bus Terminal.



Figure 11: Putnam Triangle, Brooklyn, NY. A small public plaza located on a commercial corridor providing public seating and programming space.

### 3.4.3. Affordability

In order for this Plan to be successful, it needs to promote equitable development that ensures that investment in the Main Avenue area benefits existing residents. This is particularly important as it relates to housing. To that end, this Plan requires a “workforce housing” component to be included in any new construction project creating more than five units. This requirement should be considered a minimum provision of housing for low- and moderate-income individuals. Should projects pursued under this Redevelopment Plan seek short-term tax abatements or long-term tax exemptions,<sup>12</sup> the City is encouraged to require developers to provide additional affordable housing, or housing geared towards alternative target markets, in excess of the existing workforce housing requirement.

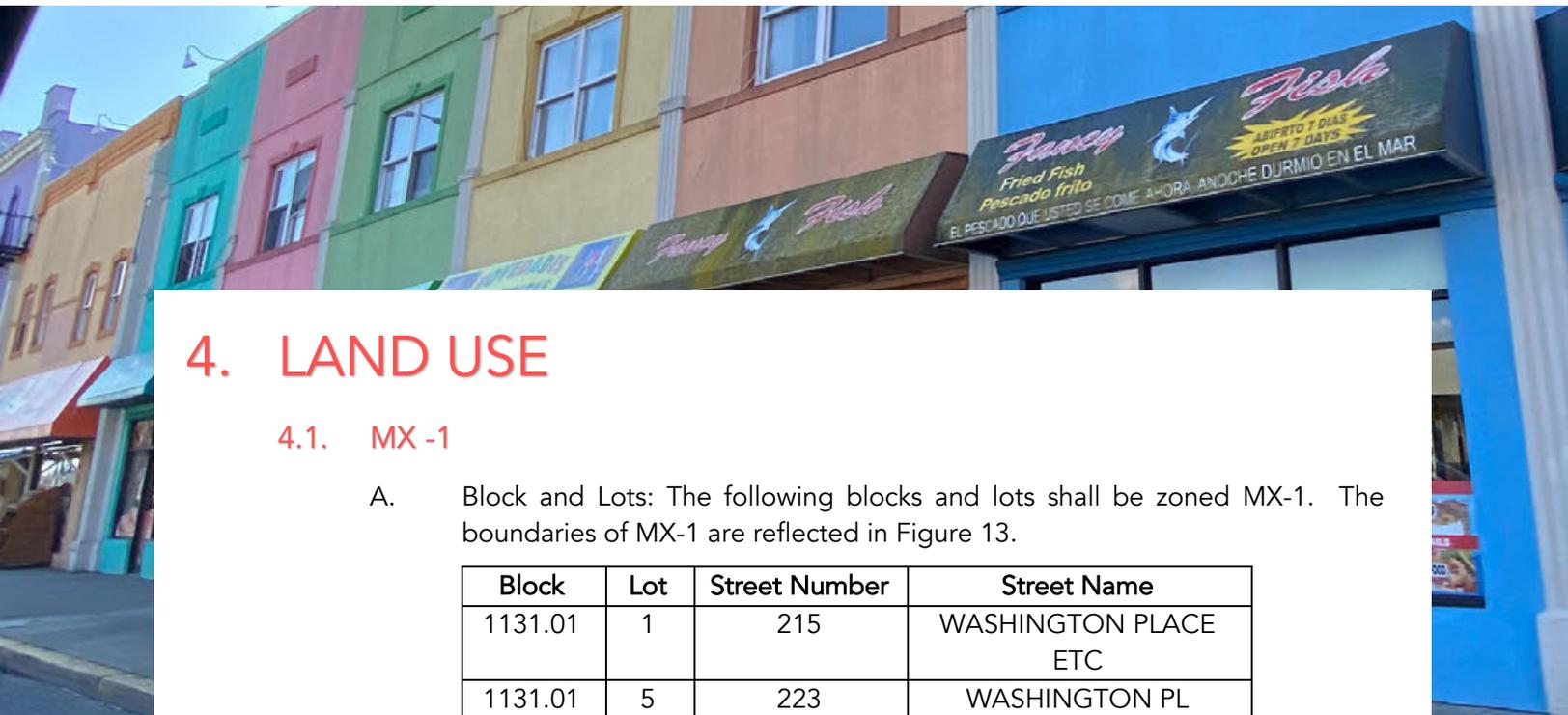
### 3.4.4. Rehabilitation

One of the primary goals of this Plan is to incentivize the rehabilitation and effective reuse of the many older structures located in the Redevelopment Plan Area. In order to facilitate this outcome, rehabilitation projects are exempt from many of the standards included herein, including parking requirements, some bulk standards, and other regulations.



Figure 12: New investment alongside buildings that may benefit from rehabilitation.

<sup>12</sup> This Plan is being pursued under an area in need of rehabilitation designation. As such, long term tax exemptions are not presently permitted. Long term tax exemptions would only be permitted if properties within the Redevelopment Area were determined to be areas in need of redevelopment.



## 4. LAND USE

### 4.1. MX -1

- A. Block and Lots: The following blocks and lots shall be zoned MX-1. The boundaries of MX-1 are reflected in Figure 13.

Block	Lot	Street Number	Street Name
1131.01	1	215	WASHINGTON PLACE ETC
1131.01	5	223	WASHINGTON PL
1131.01	18	652	MAIN AVE
1131.01	19	648	MAIN AVE
1131.01	20	644	MAIN AVE
1131.01	22	640	MAIN AVE
1131.01	24	638	MAIN AVE
1131.01	25	636	MAIN AVE
1134	22	570	MAIN AVE
1134	25	1	ST FRANCIS WAY
1135.02	21	1-7	RIVER DR
1135.02	38	13	RIVER DR
2144	1	559	MAIN AVE
2144	4	553-557	MAIN AVE
2144	7	545-551	MAIN AVE
2144	10	541-543	MAIN AVE
2144	20	87	PARK PL
2144	22	83	PARK PL
2144	24	16	EXCHANGE PL
2147	1	611	MAIN AVE
2147	3	601	MAIN AVE
2147	7	591	MAIN AVE
2147	11	589	MAIN AVE
2149	1	653-657	MAIN AVE
2149	2	629-651	MAIN AVE

Block	Lot	Street Number	Street Name
2149	21	136	PROSPECT ST
2155	1	659-663	MAIN AVE
2156	1	667	MAIN AVE
2156	2	665	MAIN AVE
2157.01	1	689-691	MAIN AVE
2157.01	2	685	MAIN AVE
2157.01	3	681-683	MAIN AVE
2157.01	4	181	PROSPECT ST
2157.01	6	179	PROSPECT ST
2157.01	7	171	PROSPECT ST
2157.01	7.01	171	PROSPECT ST
2157.01	11	14-16	HOWE AVE
2157.01	13	18	HOWE AVE
2157.01	15	22	HOWE AVE
2157.01	20	50	GARDEN ST
2157.01	23	697	MAIN AVE
2157.01	25	701	MAIN AVE
2157.01	25	701	MAIN AVE
2157.01	28	695	MAIN AVE
2168.01	1	769	MAIN AVE
2168.01	2	761	MAIN AVE
4125	4	47-51	LEXINGTON AVE
4125	6	43-45	LEXINGTON AV
4125	8	39	LEXINGTON AVE
4125	10	33-37	LEXINGTON AV
4125	13	29-31	LEXINGTON AVE
4125	16	23-27	LEXINGTON AVE
4125	18	26-28	CENTRAL AVE
4126	1	33-39	CENTRAL AVE
4126	1	33-39	CENTRAL AVE
4126	5	15-31	CENTRAL AVE
4126	12	11-13	CENTRAL AVE
4126	14	7	CENTRAL AVE
4127	1	1-15	LEXINGTON AVE
4127	5	1-5	CENTRAL AVE
4128	43	692	MAIN AVE
4128	45	696	MAIN AVE
4128	47	700	MAIN AVE
4128	49	704	MAIN AVE
4128	53	2-6	LEXINGTON AVE



Figure 13: Subdistrict MX-1 Map

B. Permitted Principal Uses

i. Commercial

- a. Arcade
- b. Art Gallery or Studio
- c. Artisanal Workshop
- d. Banks + Fiduciary Institutions
- e. Bars + Taverns
- f. Bowling Alley
- g. Brewpub
- h. Business Services
- i. Child Care Center
- j. Convenience Store
- k. Co-working
- l. Fitness Center
- m. Hotel
- n. Live/Work Loft
- o. Lodging
- p. Office, Medical
- q. Office, Professional
- r. Pharmacy

- s. Professional Occupation
  - t. Restaurant
    - i. Café or Carry Out
    - ii. Fast-Food
    - iii. Full Service
  - u. Retail Services or Retail Stores
  - v. Supermarket
  - w. Theater
  - ii. Common Open Space
  - iii. Dwelling
    - a. Multi-family
    - b. Townhouse
    - c. Two-Family
  - iv. Institutional Use
  - v. Open Space
  - vi. Parking Structure
  - vii. Places of Public Assembly
  - viii. Mixed Use
- C. Permitted Accessory Uses
- i. Automotive Share
  - ii. Outdoor Display
  - iii. Parking Garage
  - iv. Roof Deck
  - v. Sidewalk Cafe
  - vi. Any other use determined to be customary and incidental to permitted principal uses.
- D. Prohibited Uses
- i. Adult Entertainment Use
  - ii. Auto Body Shops
  - iii. Automotive Rental
  - iv. Farming or Agricultural Uses
  - v. Gas Stations
  - vi. Outdoor Storage
  - vii. Single-family Detached
  - viii. Any use not specifically permitted is prohibited.
- E. Area + Bulk Requirements
- i. *Active Ground Floor Uses*: 75% of ground floor street frontages must be occupied by Active Ground Floor Uses. If dwelling units are on the ground level, they must be direct entry.
  - ii. *Lot Area (minimum)*: 1500 square feet
  - iii. *Lot Width (minimum)*: 20 feet

- iv. *Lot Coverage (maximum):* 95%; Existing buildings shall be exempt from this maximum impervious coverage requirement.
- v. *Open Space Requirement:* 5%; open space requirement shall only be applicable to buildings greater than five (5) stories.
- vi. *Building Height:*
  - a. *Maximum:* 10 stories/110 feet for parcels with a lot area of more than 12,500 square feet; five (5) stories/55 feet for all other parcels.
  - b. *Minimum:* 2 stories/20 feet.
  - c. *Floor-to-Floor Height Minimum:* 14-foot minimum ground level; Nine (9) foot minimum for all other stories.
  - d. For buildings six (6) stories or higher; The sixth story of all buildings shall step back a minimum of six (6) feet from the outermost façade plan of the building base along all street frontages.

#### F. Building Setback Requirements

- i. *Minimum rear yard setbacks:*
  - a. Adjacent to residential: 10 feet.
  - b. Adjacent to all other uses: 0 feet
- ii. *Minimum Side yard setbacks:* 0 feet
- iii. *Minimum Front Yard Setback<sup>13</sup>:* 10 feet
- iv. Existing buildings shall be exempt from the above building setback requirements.
- v. Setbacks shall be measured from the property line unless otherwise noted.
- vi. Canopies and cornices shall be excluded from the setback requirements.

#### G. Residential Unit Mix

- i. No more than 40% of dwelling units within one building shall consist of one-bedroom units and studios.
- ii. A one-bedroom dwelling unit with a den shall count as a two-bedroom unit.

## 4.2. MX -2

- A. Block and Lots: All blocks in the Redevelopment Plan Area not zoned MX-1 shall be zoned MX-2.
- B. Permitted Principal Uses
  - i. Commercial
    - a. Arcade
    - b. Art Gallery or Studio

<sup>13</sup> Front yard setbacks shall be measured from the adjacent curb line.

- c. Artisanal Workshop
- d. Banks + Fiduciary Institutions
- e. Bars + Taverns
- f. Bowling Alley
- g. Brewpub
- h. Business Services
- i. Child Care Center
- j. Co-working
- k. Convenience Store
- l. Fitness Center
- m. Hotel
- n. Live/Work Loft
- o. Lodging
- p. Office, Medical
- q. Office, Professional
- r. Pharmacy
- s. Professional Occupation
- t. Restaurant
  - i. Café or Carry Out
  - ii. Fast-Food
  - iii. Full Service
- u. Retail Services or Retail Stores
- v. Supermarket
- w. Theater
- ii. Common Open Space
- iii. Dwelling
  - a. Multi-family
  - b. Townhouse
  - c. Two-Family
- iv. Institutional Use
- v. Open Space
- vi. Parking Structure
- vii. Places of Public Assembly
- viii. Mixed Use

C. Accessory Uses

- i. Automotive Share
- ii. Drive-in facility
- iii. Outdoor Display
- iv. Private Garage
- v. Roof Deck
- vi. Sidewalk Café
- vii. Street Furniture
- viii. Any other use determined to be customary and incidental to permitted principal uses.

- D. Prohibited Uses
- i. Adult Entertainment Use
  - ii. Auto Body Shops
  - iii. Automotive Rental
  - iv. Farming or Agricultural Uses
  - v. Dwelling, one-family detached
  - vi. Gas Stations
  - vii. Outdoor Storage
  - viii. Any use not specifically permitted is prohibited.
- E. Area + Bulk Requirements
- i. *Active Ground Floor Uses*: 75% of ground floor street frontages must be occupied by Active Ground Floor Uses. If dwelling units are on the ground level, they must be direct entry.
  - ii. *Lot Area (minimum)*: 1500 square feet
  - iii. *Lot Width (minimum)*: 20 feet
  - iv. *Lot Coverage (Maximum)*: 95%; Existing buildings shall be exempt from this maximum impervious coverage requirement.
  - v. *Building Height*:
    - a. *Maximum*: Five (5) stories/55 feet
    - b. *Minimum*: Two (2) stories/20 feet.
    - c. *Floor-to-Floor Height Minimum*: 14-foot minimum ground level; Nine (9) feet minimum for all other stories
- F. Building Setback Requirements
- i. *Minimum rear yard setbacks*:
    - a. Adjacent to residential: 10 feet.
    - b. Adjacent to all other uses: 0 feet.
  - ii. *Minimum Side yard setbacks*: 0 feet
  - iii. *Minimum Front Yard Setback<sup>15</sup>*: 10 feet
  - iv. Existing buildings shall be exempt from the above building setback requirements.
  - v. Setbacks shall be measured from the property line unless otherwise noted.
  - vi. Canopies and cornices shall be excluded from the setback requirements.
- G. Residential Unit Mix
- i. No more than 40% of dwelling units within one building shall consist of one-bedroom units and studios.
  - ii. A one-bedroom dwelling unit with a den shall count as a two-bedroom unit.

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<sup>15</sup> Front yard setbacks shall be measured from the adjacent curb line.

## 4.3. Parking

### 4.3.1. Automotive Parking

#### A. General Requirements

- i. All parking areas shall provide accessible parking in accordance with the Americans with Disabilities Act (ADA) standards.
- ii. No front yard parking shall be permitted.
- iii. Compact car spaces measuring eight feet wide by 16 feet deep, shall be permitted provided the total number does not exceed 20% of the total parking provided.
- iv. A minimum of 5% of parking spaces shall be "EV Ready" to accommodate Electric Vehicle Charging Stations.
- v. Vehicular access to parking facilities shall be located and designed to minimize conflicts with pedestrian circulation.
- vi. Off-Site Shared Parking: In order to promote more efficient use of parking facilities, an off-site parking space may be counted towards the parking requirement. Off-site parking shall be located in structured parking facilities within 500' of the Redevelopment Plan Area. In order for off-site parking to satisfy parking requirements, the following conditions shall be met:
  - a. An off-site parking agreement shall be established via a recorded easement, long-term lease (15+ years), or equivalent arrangement. Documentation of the agreement shall be submitted as component of a Planning Board application.
  - b. The Redeveloper shall submit as a component of their Planning Board application an off-site parking plan that details, at a minimum, the location of the off-site parking location, and the proposed pedestrian routes between the project and the off-site parking location.
- vii. On-Site Shared Parking: A shared parking plan may be approved by the Planning Board for mixed-use projects based upon a recommendation of a shared parking study by an appropriate professional.
- viii. Payment in Lieu of Parking: Applicants, at their request, are eligible to be assessed a payment in lieu of parking pursuant to Article V, Chapter 29 of the Code of the City of Passaic and any amendments thereto, with the exception that the PIP fee assessed for a market rate rental residential unit shall be \$7,500, and that the fee assessed per exempted commercial or institutional parking space shall be \$2,500.
- ix. Buildings rehabilitated under this Plan shall be exempt from the automotive parking requirements herein.

- x. The first 10 dwelling units in buildings newly constructed under this Plan shall be exempt from the automotive parking requirements herein. For projects including more than 10 units, the units with the fewest bedrooms shall be the first exempted. For example, if a building has 20 total units comprised of 8 one-bedroom units, 8 two-bedroom, 4 three-bedroom, the 10 units that may be exempted from parking requirements are 8 one-bedroom units and 2 two-bedroom units.
- xi. The first 10,000 square feet (gross floor area) of commercial space in buildings newly constructed under this Plan shall be exempt from the automotive parking requirements herein.

B. Structured Parking

- i. The use of structured parking to provide parking on-site is encouraged. Structure parking should meet the following requirements:
  - a. Structured parking shall utilize the architectural vocabulary of surrounding building façades and shall be made to appear as an occupied building or utilize liner buildings.
  - b. Blank walls shall not be permitted.
  - c. Structures shall utilize design elements such as arcades, awnings, landscaping, colonnades, and/or street furniture to incorporate the building into the surrounding area.
  - d. Parking entrances shall be identified through increased massing, architectural elements, and/or signage to ensure the entrance is easily and safely visible from the access drive or street. Where possible, access shall be from secondary streets or alleys.
  - e. At least one elevator within a structured parking building must be sized such that a standard stretcher can fit inside the elevator.
  - f. All ground floors must comply with Active Ground Floor Use requirements. Parking entrances should be located on the least intensive street available, including alleys.

C. Minimum Parking Ratios

- i. Minimum parking requirements for buildings newly constructed under this Plan shall be as follows:

Use	Required Spaces
Studio	0.75 spaces per unit
One-bedroom unit	0.75 spaces per unit
Two-bedroom unit	1 space per unit
3+ bedroom unit	1.5 spaces per unit

Two-family	1 space per unit
Institutional	3 spaces per 1,000 square feet (gross floor area)
Commercial	3 spaces per 1,000 square feet (gross floor area)
Hotel	1 space per room
Theater	1 space per 3 seats

### 4.3.2. Bicycle Parking

#### A. Bicycle Parking Use Table

- i. Minimum bicycle parking requirements shall be in compliance with the standards outlined below:

Use/ Type	Minimum Indoor Required	Minimum Outdoor Required
Dwellings	1 per 2 units	1 per 10 units
Commercial/Institutional (less than 2,500 square feet of gross floor area)	None	2
Commercial/Institutional (greater than 2,500 square feet of gross floor area)	1 per 2,500 square feet (gross floor area)	1 per 5,000 square feet (gross floor area)

#### B. Location + Design of Facilities

- i. Where indoor bike parking is required, bike parking facilities shall be at least as protected and secure as any automobile parking provided.
- ii. Site plans shall show the proposed location of bike parking/storage facilities on the Site and on the building floor plan design. A construction detail of the bike rack or facilities shall be provided.

#### C. Requirements for Indoor Bicycle Parking

- i. Indoor parking shall, at a minimum, consist of a room within a residential building or workplace, a secure enclosure within a parking garage, or a cluster of bike lockers at a transit center or other setup providing similar security and protection from the elements.

- ii. Any required indoor bicycle parking/storage room must be located in a convenient and accessible location to a public sidewalk with no more than three vertical steps between the bicycle room and the sidewalk. Ramps and elevators may be utilized to provide access to bike storage not located at the ground-floor level.
- D. Requirements for Outdoor Bicycle Parking
- i. All required outdoor bicycle parking must be convenient and accessible to a main building entrance and street access.
  - ii. Bicycle parking shall be sited in a highly visible location, such as within view of passers-by, retail activity, office windows, an attendant, or other personnel to discourage theft and vandalism and promote awareness of existence and availability.
  - iii. Bicycle parking shall be located so as not to block the pedestrian path on a sidewalk or within a site. A minimum of six feet of unobstructed passage is required on public sidewalks.
  - iv. Size and style of bike rack shall be detailed in Planning Board submission and subject to approval by City professionals.
  - v. Bicycle parking facilities within an automobile parking area shall be separated by a physical barrier (i.e., bollards, reflective wands, curbs, wheel stops, poles, etc.) to protect bicycles from damage by cars.
  - vi. Bike racks must be securely attached to concrete footings and made to withstand severe weather and permanent exposure to the elements.
  - vii. All bike racks shall be located at least 24 inches in all directions from a wall, door, landscaping, or other obstruction that would render use of the racks difficult or impractical.

#### 4.4. Traffic Impact Study

- A. Overview
- i. Mobility and circulation provide a critical role in the overall success of this Redevelopment Plan. Projects advanced in furtherance of this Redevelopment Plan should consider the impacts of vehicular traffic on circulation within the Main Avenue Area, including impacts on automobiles, pedestrians, and cyclists.
- B. Study Parameters
- i. Projects that create or rehabilitate buildings taller than five stories, create more than 50 residential units, or create more than

50,000 square feet of commercial space shall be obligated to complete a traffic impact study ("TIS") as a component of their Site Plan Application to the Planning Board.

- ii. The TIS shall conform with applicable standards published by the Institute of Traffic Engineers. Any intersection to which 30 additional peak hour trips are generated shall be studied. These intersections shall be referred to as the "Traffic Study Area."
- iii. This study shall include, but shall not be limited to, an assessment of existing offsite features within the Traffic Study Area, including Traffic control devices, pedestrian crossings and sidewalks, and infrastructure for bicycles and similar forms of non-motorized transport. If existing off-site features are determined to be deficient, mitigative and enhancing traffic calming measures will be proposed. Should the study identify adverse impacts compared to current service levels or pedestrian safety associated with traffic created or exacerbated by the proposed redevelopment, a remedy for the issue will be proposed. Any obligations relating to implementing mitigative measures shall be codified in a Redevelopment Agreement between the City of Passaic Redevelopment Agency and Redeveloper.
- iv. To the extent feasible, analyses and proposed mitigative measures should be consistent with the recommendations of the ongoing NJTPA Local Concept Development Study.

## 4.5. Building Design

### A. Overview

Architectural design should reflect a context specific and locally influenced intention.



Figure 14: Corner of Warren and Front Streets, Trenton, NJ. A successfully rehabilitated mixed-use building offering space for both office and retail.

Designs should appropriately complement and transition from the surrounding building stock and scale. Human-scaled spaces and features should emphasize a pedestrian-friendly environment which encourages active use and establishes a unique sense of place for residents, employees, and visitors alike. Design features should be considerate of existing buildings while contributing to and defining a strong and contemporary personality.

Detailed architectural and design standards that go beyond those contained herein for specific projects presented to the City during the concept plan refinement period shall be contained within Redeveloper Agreements, as applicable. These architectural standards will be drafted in order to, but not limited to, regulate the following components:

- Type, make, and color of façade materials.
- Type and placement of exterior fixtures.
- Dimensions of building and windows.
- Dimensions, make, and quality of windows.

- Lighting and signage design.

B. General Guidelines

- i. *Corner Structures:* Buildings on corner lots shall be considered significant structures and shall be designed with particular attention to their prominence within the Main Avenue streetscape.



Figure 15: Atlantic Avenue, Brooklyn, NY. A prominent corner building with architecturally appropriate fenestration.

- ii. *Articulation:* Buildings shall avoid long, monotonous uninterrupted walls. Offsets including projections and recesses shall be used in order to add architectural interest and variety, and to relieve the visual effect of a simple, long wall. Similarly, roofline offsets shall be provided, in order to provide architectural interest and variety to the massing of a building and to relieve the effect of a single, long roof.
- iii. *Windows/Fenestration:* Fenestration shall be architecturally compatible with the style, materials, colors, and details of the building, and appropriate to the setting. Windows shall be vertically proportioned wherever possible. To the extent possible, upper-story windows shall be vertically aligned with the location of windows and doors on the lower levels, including storefront or display windows. Windowless walls are discouraged.
- iv. *Ground Floor Design:* Active ground floors are integral to the success of this Plan. In particular, storefronts are an essential part of a building and shall be integrally designed with the upper floors to be compatible with the overall façade character.

Ground-floor retail, service, and restaurant uses should have large-pane display windows, framed by the surrounding wall, and shall comprise between 50% and 75% of the total ground-level façade area. Signage that obstructs windows is discouraged.

- v. *Entrances:* All primary entrances to a building shall be defined and articulated by architectural elements such as lintels, pediments, pilasters, columns, porticoes, porches, overhangs, railings, balustrades, and other features, where appropriate. Doors, and any such element utilized shall be consistent with the style, materials, colors, and details of the building as a whole. Awnings are permitted where they complement the building's architectural style.
- vi. *Light Fixtures:* Light fixtures attached to the exterior of a building shall be architecturally compatible with the style, materials, colors, and details of the building and shall comply with local building codes. The type of light source used on the exterior of buildings, signs, parking areas, pedestrian walkways, and other areas of a site, and the light quality produced, shall be the same or compatible. Façades shall be lit from the exterior, and, as a general rule, lights should be concealed through shielding or recessed behind architectural features. The use of low-pressure sodium, fluorescent, or mercury vapor lighting either attached to buildings or to light the exterior of buildings shall be prohibited. Mounting brackets and associated hardware should be inconspicuous. All lights shall be shielded to reflect downward and prevent sky glow.
- vii. *Lighting:* Streetlights shall be decorative and blend with the architectural style of the community. Along all commercial or mixed-use streets, parking areas, sidewalks, and walkways, decorative light posts shall be provided at regular intervals. Posts shall be spaced at no greater than 80 feet on center on both sides of a commercial or main street. Light posts should be at least 10 feet in height. In parking areas post heights may extend to a maximum of 16 feet.
- viii. *Facade Materials:* The primary façade materials shall include either clapboard, decorative shingles with appropriate trim and detailing, stone/masonry, stucco, or brick. Manufactured materials that resemble wood, stucco, brick, etc., may be used but should be of a high-quality to blend in with existing historically utilized materials. Accents such as projecting, bow, bay and boxed windows are encouraged. Individual façades should generally consist of no more than three materials and/or textures.

- ix. *Blank Walls:* Blank walls shall be discouraged to the greatest extent possible. Where blank walls exist or are proposed, installation of public art including, but not limited to, the use of murals, is encouraged.



Figure 16: HANSA coworking space, Buffalo, NY. A rehabilitated industrial building providing an aesthetically pleasing and inviting street façade.

### C. Building Height Standards

- i. *Measurement:* The vertical distance measured from the curb level if the building is not more than 10 feet distant from the front lot line and from the average ground level at the sides of the building in all other cases to the highest roof beam (ridge). In the case of flat roofs, to the highest point of the roof, including parapet walls.
- ii. *Rooftop Appurtenances:* Rooftop appurtenances including architectural features such as spires, cupolas, domes, and belfries, are permitted to exceed the listed maximum height, as long as they are uninhabited, their highest points are no more than 15 feet above the maximum overall height of the building, and the total area enclosed by the outer edges of the appurtenances, measured at the maximum overall height of the building, does not exceed 15% of the total horizontal roof area of the building.
- iii. *Stairs and Elevator Penthouses:* Stairs and elevator penthouses that project above the maximum overall height of the building shall count toward the 15% allowance. Equipment screens which project above the maximum overall height of the building shall also count toward the above 15% allowance.
- iv. *Parapet Walls:* Parapet walls are permitted up to five feet in height, as measured from the maximum finished level of roof. A

guardrail with a surface of at least 70% open or with opacity of not more than 30% (as viewed in elevation) shall be permitted above a parapet wall or within two feet of a parapet wall, provided that such guardrail is not more than four feet in height. Such restrictions on guardrail height shall not apply when located beyond two feet from a parapet wall, in which case the guardrail shall be exempt from parapet height requirements.

- v. *Mechanical Equipment*: Mechanical equipment shall be setback and/or screened from new and existing sidewalk views on and around the perimeter of the site to the greatest extent possible.
- vi. *Solar Energy*: Solar panels are permitted on flat roofs anywhere below the parapet, regardless of building height. Portions of taller solar installations that are higher than four feet shall be subject to limits on roof coverage and height. On sloping roofs, panels may be flat-mounted but may not exceed 18" above the roofline. All new construction should be designed to be "solar ready" regardless of the current intention of a Redeveloper to install solar panels.
- vii. *Green Roof*: Vegetated roofs are encouraged, provided they do not exceed three feet, six inches in height, excluding vegetation, as measured from the maximum height limit. On roofs with slopes greater than 20 degrees, vegetated roofs shall be limited to a height of 12 inches measured perpendicular to the roof surface.

#### 4.6. Site Design

##### A. Street Design

- i. Street design shall consider methods for creating complete streets that consist of lanes for vehicles and bicycles, as well as pedestrians. Sidewalks and landscaping along these thoroughfares are required. The following standards must apply:
- ii. The street configurations should be designed utilizing context-sensitive design in combination with the design standards identified herein.
  - a. All streets shall be open to the public, except for internal lanes, in order to provide access to specific uses on private property. All streets shall be improved to finished specifications prior to the occupation of the buildings.
  - b. Street improvements should be made in a manner consistent with the approved Main Avenue Local Concept Development Study design. Improvements shall be designed to meet City, County and State standards as applicable.

- c. Pedestrian spaces should have continuous paving that extends across all streets and intersections and be of a paving material which differentiates it from the street surface.



Figure 17: University City District, Philadelphia, PA. A pedestrian space that is functional and attractively landscaped with plentiful vegetation.

B. Sidewalk Design

- i. Pedestrian connectivity between the Site and adjacent users should be encouraged and incorporated into site designs and pedestrian circulation plans.
- ii. Sidewalks must be provided along all streets and shall be properly sized for the safe and convenient movement of pedestrians through and around the area. Sidewalks on Main Avenue shall be consistent with the approved Main Avenue Local Concept Development Study design in terms of scale, materials, and design features. Sidewalks on other streets shall be consistent with the approved Main Avenue Local Concept Development Study design in terms of intent, materials, and design features, but may be proposed and constructed at a different scale based on other factors such as the volume of traffic on the street, the width of the roadway, and the adjoining land uses.
- iii. Sidewalk areas must be attractively landscaped and durably paved in conformance with any minimum landscape standards and shall be provided with adequate lighting according to lighting standards. Decorative paving materials and pedestrian-scale lighting is encouraged. Sidewalk amenities on Main Avenue such as street trees, lighting, furniture, and trash

receptacles shall be provided in a manner consistent with the approved Main Avenue Local Concept Development Study in terms of scale, quantity, design, and materials. Sidewalk amenities on other streets shall be consistent with the approved Main Avenue Local Concept Development Study design in terms of intent, materials, and design features, but may be proposed and constructed at a different scale based on other factors such as the volume of traffic on the street, the width of the roadway, and the adjoining land uses.

- iv. Traffic signage shall be consolidated and affixed onto lampposts to the maximum extent practical so as to reduce the number of poles, obstructions, and visual clutter in the streetscape and pedestrian movement. All traffic signage must be in accordance with current MUTCD (Manual on Uniform Traffic Control Devices) guidelines.
- v. All sidewalks and intersections must be ADA compliant.
- vi. Public art may be utilized at crosswalks or on sidewalks to increase visibility.
- vii. Crosswalks are required at each intersection. Crosswalks must be a different texture, pattern, and surface from roadways and sidewalks.

C. Open Space Design

- i. The design of open space created in furtherance of this Redevelopment Plan shall be completed by a licensed landscape architect and included as an exhibit to adopted Redevelopment Agreements, as applicable.
- ii. Open spaces should be designed to accommodate regular and heavy use.
- iii. Design of open spaces should include a mixture of hardscaping and landscaping
- iv. Open spaces should be adequately lighted.
- v. Open spaces should include street furniture like public seating and bike racks.
- vi. Opportunities for including public art in open spaces should be included. Public art that includes creative lighting and sculpture are encouraged.
- vii. Amenities in open spaces that create opportunities for creative play, passive games, and amenities for pets are encouraged.
- viii. Trees should be placed in a way that provides shaded areas but does not completely limit natural lighting.

- D. Trash Enclosure
  - i. All commercial and multi-family residential uses shall provide trash enclosure and recycling facilities that adhere to the following standards:
    - a. Each structure shall be designed so as to accommodate easy, safe, and sanitary access to disposal facilities and recyclable containers.
    - b. Disposal and recycling pickup shall be from a disposal facility or where accessible, to a contracted hauler
    - c. Disposal facilities shall either be located internally to the facility or screened from the street and the pedestrian realm with an enclosure utilizing materials that are compatible with those of the principal structure on the property. Woven wire mesh fencing is prohibited.
    - d. Disposal and recycling containers must be stored where they are not accessible to wildlife.
- E. Loading
  - i. Loading shall take place in a designated off-street location.
  - ii. Where possible, loading shall take place in an enclosed environment, such as a parking structure.
  - iii. If loading in an enclosed area is not feasible, rear side yard loading is encouraged.
  - iv. Loading requirements may be shared and aggregated between uses where practical.
- F. Outdoor Seating + Dining
  - i. Outdoor seating for dining and parklets shall be permitted for all properties within the Redevelopment Plan Area in accordance with Chapter 194 of the Municipal Code.
  - ii. All properties within the Redevelopment Plan Area shall be subject to the provisions included in Chapter 194, Article II, including those otherwise only applying to the Passaic Bistro District and Eateries on Broadway District.
- G. Wayfinding + Gateway Signage
  - i. The establishment of a district-wide wayfinding signage program is encouraged.
  - ii. Wayfinding signage should indicate, at minimum, major points of interest, transportation infrastructure, and public facilities.

- iii. Wayfinding signage should be appropriately scaled to be legible for pedestrians and vehicles.
- iv. Signage may be posted noting structures or locations of particular historical interest.
- v. Gateway signage at the northern and southern sections along Main Avenue of the Redevelopment Plan Area are encouraged.
- vi. Redevelopers within the Redevelopment Plan Area may be required to make contributions to fund wayfinding infrastructure, subject to the terms of a Redevelopment Agreement to be executed between the City of Passaic Redevelopment Agency and Redeveloper.

#### 4.7. Utilities

- A. General Requirements
  - i. Distribution lines for all utility systems shall be placed underground, unless such placement is determined to be unfeasible.
  - ii. All easements shall comply with City requirements. Exact locations for utility lines and easements shall be established at time of preliminary site plan approval or subdivision.
  - iii. Existing above ground utilities shall be incorporated into the underground systems as improvements are undertaken. Any relocation and/or replacement of utility lines shall be the sole responsibility of the Redeveloper(s) and shall not be an expense to the City.
  - iv. Remote readers for all utilities, in lieu of external location of the actual metering devices, are preferred.
- B. Water + Sewer
  - i. Redeveloper(s) must comply with all applicable building codes and standards including but not limited to all local, county, state, and federal codes or standards as well as the International Building Code.
  - ii. Redeveloper(s) must ensure all projects provide sufficient flow and meet all standards required by the Fire Department.
  - iii. For water and sewer, Redeveloper(s) must model and provide guidance to the City on existing service and capacity to ensure proper service for any development proposed in a manner consistent with existing city software and tracking. Continued monitoring and coordination with the City is required for all projects

- C. Stormwater
  - i. All projects within the Redevelopment Plan Area shall employ strategies that ensure 80% of stormwater in the NJ Water Quality Design Storm is recaptured on site. To accomplish this, the Redeveloper(s) is encouraged to employ a combination of best practices for stormwater management, especially the following:
    - a. Incorporate street trees, green-roofs, planting beds, and other green infrastructure elements into planned building and landscaping designs to reduce runoff and improve local water quality.
    - b. Maximize water capture and reduce pooling during heavy precipitation events with structural and passive non-structural stormwater management techniques.
    - c. Integrate planted areas, greenways, green-roofs, and bioswales that filter runoff and maximize on-site infiltration.
    - d. Reduce usage of impervious pavement or ground coverings to encourage groundwater recharge and slow the impact of water entering stormwater systems.
    - e. Deliberate use of native and naturalized plant species that thrive in the local climate and complement water management strategies.
    - f. Fully integrated structural and non-structural stormwater management interventions which allow systems to complement and compensate for shortcomings and soften failure events.
    - g. Meet the latest NJDEP requirements and meet established best management practices.

#### 4.8. Affordability – Workforce Housing

- A. Workforce housing shall be defined as housing affordable to households earning 60% - 100% of the area's median income (AMI). AMI shall be determined using applicable HMFA standards.
- B. Workforce housing shall be provided on-site as part of any new construction under this Plan consisting of 5 or more dwelling units.
- C. 15% of dwelling units within buildings shall consist of workforce housing, with the exception of buildings six stories or higher for which the requirement is 20%.

- D. Workforce housing development shall be structured in conjunction with the following bedroom distribution:
  - i. The number of one-bedroom units is no greater than 20% of the total number of workforce housing units;
  - ii. At least 30% of all workforce housing units are two-bedroom units;
  - iii. At least 20% of all workforce housing units are three-bedroom units; and
  - iv. The remainder, if any, may be allocated at the discretion of the redeveloper.
- E. Buildings rehabilitated under this Plan shall be exempt from the workforce housing requirements herein.
- F. Workforce housing requirements may be further defined and negotiated, including their duration, as part of a redevelopment agreement between the City of Passaic Redevelopment Agency and a designated redeveloper, and obligated through a covenant between the aforementioned parties.
- G. At least 50% of workforce housing shall be affordable to residents earning 60% of AMI.
- H. Workforce housing requirements may include a residency requirement to provide City of Passaic residents a priority over nonresidents.



## 5. ADMINISTRATION

### 5.1. Redevelopment Actions

The City of Passaic, through the City of Passaic Redevelopment Agency, shall have such powers and duties as set forth in the LRHL and as may be set forth in this Redevelopment Plan, including, but not limited to, the authority to acquire real property without eminent domain, to relocate residents and businesses, to designate redevelopers, to establish clear terms and conditions for redevelopment through the negotiation, execution, and administration of redevelopment agreements, and to do such other things as permitted by law.

### 5.2. No Private Property to be Acquired by Condemnation

This Plan does not allow for the City/Redevelopment Agency to use its powers of eminent domain to acquire property in the Redevelopment Plan Area for the purpose of redevelopment.

### 5.3. Relocation Requirements

Should implementation of this Redevelopment Plan require the displacement and relocation of businesses located within the Redevelopment Plan Area, the redeveloper shall be responsible for any and all costs incurred by the City in providing assistance to displaced parties in accordance with the Relocation Assistance Act, N.J.S.A. 20:4-1 et seq. and the Relocation Assistance Law, N.J.S.A. 62:31B-1 et seq.

### 5.4. City Designation of Redeveloper

Anytime the word "developer" is utilized in this Redevelopment Plan, the same shall mean the Redeveloper(s) that are to be designated by the City of Passaic Redevelopment Agency in accordance with the Redevelopment Law

### 5.5. Redevelopment Agreement

The Planning Board may consider all applications for land use approval as permitted under the MLUL, however, no project meeting any of conditions 1-3 below shall be constructed within the Redevelopment Plan Area except pursuant to a redevelopment agreement entered into with the City of Passaic Redevelopment Agency. Projects requiring a redevelopment agreement are those that:

1. Seek variances from the Planning Board; or
2. Seek public assistance in the form of short-term tax abatements, grant funding, or any other local, county, state, or federal financing; or
3. Propose an excess of 50 residential units or 50,000 square feet of commercial space

Unless waived by the City in its discretion, the Planning Board shall condition all land use approvals on the execution of a redevelopment agreement between the Redeveloper and the City of Passaic Redevelopment Agency.

#### 5.6. Development Review Process

Pursuant to N.J.S.A. 40A:12A-13, all applications for development of sites governed by the Redevelopment Plan shall be submitted to the Planning Board of Passaic for review and approval in accordance with the City's development application review requirements, this Redevelopment Plan, the City's Land Development Ordinance, and N.J.S.A. 40:55D-1 et seq.

#### 5.7. Deviations/Variations

The Planning Board may grant deviations from the regulations contained within this Redevelopment Plan, where, by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions, pre-existing structures or physical features uniquely affecting a specific piece of property, the strict application of any area, yard, bulk or design objective or regulation adopted pursuant to this Redevelopment Plan, would result in peculiar and exceptional practical difficulties to, or exceptional and undue hardship upon, the owner of such property. The Planning Board may also grant a deviation from the regulations contained within this Plan related to a specific piece of property where the purposes of this Plan would be advanced by such deviation from the strict application of the requirements of this Redevelopment Plan; and the benefits of granting the deviation would outweigh any detriments. The Planning Board may grant exceptions or waivers from design standards, from the requirements for site plan or subdivision approval as may be reasonable and within the general purpose and intent of the provisions for site plan review and/or subdivision approval within this Redevelopment Plan, if the literal enforcement of one or more provisions of the Redevelopment Plan is impracticable or would exact undue hardship because of peculiar conditions pertaining to the site. No deviations may be granted under the terms of this section unless such deviations can be granted without resulting in substantial detriment to the public good and will not substantially impair the intent and purpose of this Redevelopment Plan.

An application requesting a deviation from the requirements of this Redevelopment Plan shall provide public notice of such application in accordance with the public notice requirements set forth in N.J.S.A. 40:55D-12a and b.

No deviations may be granted which will result in permitting:

1. A use or principal structure that is not permitted.
2. An expansion of a non-conforming use.
3. An increase in the height of a principal structure which exceeds by 10 feet or 10% the maximum height permitted.

Any party seeking a deviation from this Redevelopment Plan which cannot be granted by the Planning Board as set forth above, may apply to the Governing Body to request an amendment to this Plan.

#### 5.8. Severability

The provisions of this Redevelopment Plan are subject to approval by Ordinance. If a Court of competent jurisdiction finds any word, phrase, clause, section, or provision of this Redevelopment Plan to be invalid, illegal, or unconstitutional the word, phrase, clause, section, or provision shall be deemed severable and the remainder of the Redevelopment Plan and implementing Ordinance shall remain in full force and effect.

#### 5.9. Procedures for Amending the Plan

This Redevelopment Plan may be amended upon compliance with the requirements of the Redevelopment Law. As development occurs within the Redevelopment Plan Area, development priorities and market demands may change. This Plan should have the adaptability to meet the changing needs of market demand, the City of Passaic, and its citizens. Amendments may be required in order to accommodate these changes.

#### 5.10. Redevelopment Plan Duration

The duration of the Redevelopment Plan shall be perpetual, unless and until hereafter amended, rescinded, or superseded by a duly adopted ordinance of the Mayor and City Council.

#### 5.11. Land Use Map Amendments

The adoption of this Redevelopment Plan or any amendments thereto shall automatically allow for any necessary modifications to the official City Land Use Map to ensure consistency.

#### 5.12. Additional Superseding Provisions

Upon final adoption of this Redevelopment Plan by the City Council, this Redevelopment Plan shall supersede all provisions of the Passaic Zoning Ordinance for the Redevelopment Plan Area, and all underlying zoning shall be voided as applied to the Redevelopment Plan Area, except as specifically provided herein. Any terms or definitions not addressed within this Redevelopment Plan shall rely on the applicable terms and definitions set forth in the Zoning Ordinance of the City of Passaic.

#### 5.13. Computations

When a numerical calculation of zoning standards for a particular lot results in a

fractional number, such numbers shall be rounded down for fractions less than .500 and rounded up for fractions .500 and above.



## 6. APPENDIX A: RELATION TO OTHER PLANS

### 6.1. Local Master Plan

#### 6.1.1. 2013 Master Plan

The City's 2013 Master Plan carried forward and amended relevant goals and objectives from its 2007 Reexamination Report and 2010 Five Year Consolidated Plan, the latter of which focuses on the City's housing stock and neighborhood quality. The 2007 Reexamination also included several guiding assumptions still pertinent in 2013. These assumptions largely predict that current trends would continue. This includes minor changes to State and Federal regulations, local and regional transportation networks, real estate trends, overall economic conditions, and City population and demographic trends; continued decreases in manufacturing employment and State and Federal grant funding; and a continued increase in the importance of technology and the internet.

The following goals and objectives from the 2007 Reexamination Report are relevant to and consistent with this Plan. In addition to these goals and objectives, this plan effectuates recommendations from the Master Plan to increase intensity in the Area's C-R Commercial-Residential zone by redesignating it as a mixed-use zone and to allow live/work lofts.

#### 1. Recreation

- a. To plan for new facilities within existing municipal property.
- b. To encourage private and non-profit recreational facilities and programs

#### 2. Housing and related issues

- a. To rehabilitate where practical or demolish and rebuild all currently vacant dwellings.
- b. To encourage private rehabilitation of units.

- c. To utilize available public funds to rehabilitate substandard units.
  - d. To encourage home ownership.
  - e. To encourage new middle- and upper-income housing.
  - f. To use redevelopment powers to demolish substandard housing and construct new housing.
  - g. To increase the number of housing units to at least match the increase in population.
3. Economic Development
- a. To increase the number of jobs within the city so that the number of jobs more closely matches the number of residents employed.
  - c. To rehabilitate 663 Main Avenue.
  - d. To infill all vacant lots in the commercial corridors with inline stores.
  - e. To rehabilitate 585 Main Avenue.
  - f. To improve the appearance of business districts through streetscape improvements, façade improvement, and enforcement of property maintenance standards.
  - h. To encourage occupancy of upper story commercial space in the C-Commercial district.
  - j. To continue to upgrade infrastructure to accommodate existing and proposed businesses.
  - k. To assess areas for large scale commercial redevelopment and be opportunistic if private parties are found to implement larger scale redevelopment plans.
  - l. To attempt to have government better understand business issues through techniques such as surveys, participation in business events, (i.e. Chamber of Commerce), and public/private partnerships.
  - m. To assess the feasibility of creating ethnic & culturally based shopping districts that would be a destination point drawing customers from afar.
4. Land Use
- c. To change the requirements of the C-commercial and C-R (commercial/residential) district so that only in line retailing is allowed along the major commercial corridors.
  - d. To provide for an efficient development approval process.
5. Other Issues
- a. To recognize that significant portions of the City's population utilize

mass transit (bus and rail) and to seek improvements in the convenience, frequency, safety, speed, and aesthetics of mass transit systems.

- b. To upgrade the pedestrian system through the systematic replacement, and where needed, widening of sidewalks.
- c. To continue to upgrade the city's sanitary sewer and roadway infrastructure.
- d. To work with Passaic County on ways to upgrade the County Roads including the curbs and sidewalks.
- e. To realize that with population growth will come additional vehicular traffic and to pro-actively plan for this increased traffic with capacity upgrades at key sites such as Monroe Street and Main Ave.

The Master Plan also includes twelve goals and objectives from the City's Five-Year Consolidated Plan. From that list, the following items are relevant to and consistent with this Plan:

1. To retain housing and preserve neighborhoods by increasing the supply of standard housing affordable to lower income households;
2. Increase the supply of affordable housing through new construction;
7. Improve the safety and livability of neighborhoods;
8. Increase access to quality public facilities and services;
9. Restore and preserve properties of special historical, architectural, or aesthetic value;
10. Conserve energy resources;
11. Expand economic opportunities through job creation and retention;
12. Establish, stabilize, and expand businesses and neighborhoods.

The Master Plan also includes recommendations specific to the Redevelopment Plan Area that are relevant to the Redevelopment Plan. These include:

- "It is recommended than an analysis of the parking requirements for these areas [including the C-R zone] be undertaken, and that the parking requirements be lowered from its current suburban parking ratio requirements. These areas are clearly inconsistent with a suburban neighborhood and should not be held to the same standard. In addressing parking concerns in these areas, one must look towards the development standards along with road and sidewalk design." (pg. 26)
- "A redesign of the parking layout for Main Avenue is recommended. Removal of the center parking areas and the creation of head-in

angled parking spaces along the sidewalk would bring the consumer to the storefronts and create a greater pedestrian appeal. This change coupled with a sidewalk width expansion in the area would allow the City to take full advantage of its dining “al fresco” and sidewalk sale ordinances.” (pg. 26)

Finally, the Master Plan also includes recommendations related to Land Use policy that that are relevant to the Redevelopment Plan. These include:

- “The most notable fact is that there are many areas within the municipality that contain missed residential/commercial uses. This is extremely important when preparing a strategy for the City’s future development. A mixed use and mixed income approach is the most viable strategy when dealing with a fully developed urban environment.” (pg. 29)
- “The decline in commercial uses can be attributed to the economic malaise of the past several years and the focus by developers in the City of Passaic on residential properties during the housing market boom...promoting mixed-use developments through City redevelopment plans and zoning regulations is another tool that can assist in the creation of new commercial establishments while providing the residential consumer for the business’s sustainability.” (pg. 38)
- “The frequency in one specific area of [the (d) 1 use variance] would be an evident sign of a need for an ordinance change. Many of the applications for this type of variance were for mixed commercial/residential structures. This fact signifies the need for an expansion of the mixed-use zones...” (pg. 39)
- “With the exception of [Main Avenue between Westervelt Place and Brook Avenue], it is recommended that the remainder of the [C-R] zone be changed to C-R HD...developers are more inclined to present an application for approval when the proposed development has a closer relationship with the underlying zone requirements.” (pg. 55). The C-R HD zone is the zoning district that most resembles the zoning included in this Redevelopment Plan.
- “A tool that can be used to provide additional support to the C zone can be the addition of loft apartments.” (pg. 56)
- “Create a redevelopment plan for the City’s Downtown Business District.” (pg. 71)
- “Encourage a walking-friendly city concept.” (pg. 75)
- “Implementation of pedestrian friendly designs in reconstruction of streets.” (pg. 78)

### 6.1.2. 2015 Master Plan Economic Development Element

The 2013 Master Plan recommended drafting an Economic Development Element. Like the Master Plan, this Element “considers the City’s resources and assets as the foundation for expanding Passaic’s economic base,” which it calls the City’s “community capitals approach.”

The Element devotes a section to the City’s Central Business District (CBD), which overlaps significantly with the Redevelopment Plan Area, to analyze its issues and opportunities. The corridor is supported by strong transportation connections to the rest of the metropolitan area, a strong commercial and residential real estate market, low crime and vacancy rates, a young and growing workforce, a supportive community, small businesses, unique products, and pedestrian-oriented businesses. However, the complex street network and parking configuration create pedestrian safety concerns. In addition, a lack of wayfinding signage and streetscape improvements make the area less attractive and impede pedestrian and vehicular navigation, particularly to the parking garage between Broadway and Academy street. The CBD would also benefit from a comprehensive, CBD-specific merchant organization and increased mixed-use development.

This Plan actively addresses the above issues. It provides for increased mixed-use development, pedestrian activity, streetscape improvements, and transit connections. It also will preserve the CBD’s unique and attractive character and commercial activity.

The Element also provides specific goals, objectives, and strategies for Commercial Corridors and Districts, as well as for Latin American Food Products Import/Distribution and Industrial and Redevelopment Plan Areas. This Plan is highly consistent with and effectuates the following relevant goals, objectives, and strategies:

#### **Commercial Corridors and Districts**

1. Facilitate business formation, preservation, and expansion
2. Foster business and pedestrian friendly atmosphere
  - a. Enhance aesthetic appeal of all commercial areas
  - b. Make key streetscape improvements
    1. Identify where improvements are necessary and develop a streetscape improvement plan and timeline for completing them
    2. Clearly identify and mark pedestrian crosswalks
  - c. Improve parking availability and accessibility
    1. Use signage to direct visitors to existing parking

2. Encourage alternative modes of transportation along Main Avenue by installing bus shelters where none exist and providing bike racks at appropriate locations
- d. Ensure local regulations support local businesses and promote the City's continued vitality and uniqueness
  1. Encourage mix of uses within commercial areas
  2. Permit outdoor dining where appropriate
3. Identify, embrace, and promote the unique identity of each of the major commercial corridors and districts within Passaic
  - a. Develop a vision for each commercial area that promotes and celebrates its unique character and appeal
    1. Embrace and enhance the existing character of CBD and adjacent commercial corridors (i.e., cultural diversity, vibrancy, colorful "South Beach" façades, small business orientation)
  - b. Use signage as a way to identify each commercial area and create a "sense of place"
    1. Design and install attractive and thematic welcoming, informational and wayfinding signage (e.g., parking location, listing of businesses in a given block, directional maps)

#### **Latin American Food Products Import/Distribution and Industrial and Redevelopment Areas**

4. Provide for an environment that will attract new businesses to the industrial and redevelopment areas
  - a. Encourage property owners to improve visual appearance and aesthetics
  - b. Continue to upgrade and improve the City's infrastructure
    1. Invest in transportation, water, sewer, and high-speed internet networks especially in and around the redevelopment areas
5. Ensure industrial and redevelopment areas are utilized to the highest and best use
6. Plan efficient traffic circulation through industrial and redevelopment areas while ensuring pedestrian safety

## **6.2. Adjacent Municipal Master Plans**

### **6.2.1. Borough of East Rutherford**

The last Reexamination Report for the Borough on file with Bergen County is from 1997, which reviewed the Borough's 1989 Master Plan and included an amendment to the Master Plan. As this document is 23 years

old, it is no longer up to date for the planning efforts of the Borough nor those of the City of Passaic and cannot be considered for consistency with this Plan. While the Borough did adopt a Housing and Fair Share Plan in 2019, this Plan only serves as an inventory of its housing stock and to address its affordable housing obligations. It does not provide goals, policies, or objectives for the Borough's planning efforts.

### 6.2.2. Borough of Rutherford

The Borough adopted its current Master Plan in 2007 and most recently reexamined it in 2018. In its Reexamination Report, the Borough reaffirmed all of its goals and objectives. This Plan is consistent with the Borough's goals and objectives, which include:

- Capitalize on the downtown's growing role as a transportation hub and provide for an attractive, vibrant, and easily accessible downtown that will support quality mixed-use and business enterprises that contribute to the Borough's economic base and quality of life.
- Maintain a balanced stock of quality housing that provides housing options for all generations, serving both existing and new residents.
- Maintain the Borough's diversity.
- Maximize circulation and mobility options for local and regional trips while ensuring that regional transportation projects will improve the overall quality of life in the Borough.
- Promote aesthetically pleasing human scale development that recognizes the character of traditional New Jersey towns.
- Preserve historically and architecturally significant structures.
- Preserve the Borough's natural resources to protect water quality, manage stormwater, reduce the potential for flood damage, protect endangered habitats, and provide open space.
- Encourage and support policies and actions to reduce the introduction of harmful greenhouse gasses by reducing sprawl and encouraging green buildings, promoting alternate means of transportation including walking, biking, and public transit, preserving open space and wetlands, and participating in the NJMC renewable energy district.
- Create land use districts and standards that are clear and concise and leave no doubt as to the intended location and intensity of the land use.
- Encourage mixed uses in the downtown that support pedestrian activity, human interaction, public safety, mass transit, and easy access to goods and services.
- Strengthen the harmony and appearance of the downtown streetscape by encouraging restoration of classic buildings that have been inappropriately altered and ensure that all new construction and

alterations fit harmoniously within the framework established by the historic and classic architectural character of the downtown

- Encourage a mix of quality commercial uses, retail, entertainment, dining, and upper story residences in the downtown area to create vibrancy and to serve local and regional markets.
- Encourage commercial development and retrofitting that emphasizes quality architecture, shared access and parking, transit friendly facilities, pedestrian circulation, appropriate intensification of buildings, and extensive landscaping; and which avoids oversized parking areas, light pollution, and multiple and uncontrolled highway access points.
- Improve the function of problem intersections and roadway segments through the implementation of creative engineering, land use and design techniques.
- Manage traffic and pedestrian issues and ensure adequate parking in the downtown and in adjoining residential neighborhoods.
- Encourage the continued use of historic resources and facilitate their appropriate reuse to stabilize and improve property values and discourage the unnecessary demolition of historic resources.

### 6.2.3. Borough of Wallington

The Borough's first and only Master Plan was adopted in 1979 and last reexamined in 2006. This Plan is consistent with the goals of the Master Plan and its Reexamination, which include:

- To control redevelopment so that it is compatible with, and/or enhances, existing land use and is in accordance with the Master Plan.
- To promote industrial and commercial uses within the Borough that will provide services, amenities, and employment to local residents.
- To provide a variety of transportation to meet all citizens' needs.
- To provide adequate housing to meet the needs of the existing population.
- To direct or aid in the general upgrading of buildings and neighborhoods where this is needed.
- To provide a diversity of housing to meet the needs of all age groups, income levels, sexes, minorities, physical abilities, and varying sized families.

The Borough amended its Land Use Plan in 2013 to convert its Planned Commercial zone into a Commercial Business zone. In doing so, it expanded the permitted uses in the zone and revised standards to significantly increase development density while still being mindful of nearby residential areas. The revisions, which include allowing multiple uses and principles structures on

one lot, increased maximum building height, and lower parking minimums, are consistent with the goals and standards of this Plan.

In 2020, the Borough again amended its Land Use Plan to include three sites in the Borough under a new land use category: Affordable Housing Inclusionary Development. Consistent with this Plan's goal to provide a diverse housing stock, this new land use category seeks to provide affordable housing in the Borough in compliance with the Borough's court settlement to satisfy its Mount Laurel obligations.

#### 6.2.4. City of Clifton

In its 2008 Master Plan Re-examination Report, Clifton enumerates its goals, which are consistent with this Redevelopment Plan. These goals include maintaining and enhancing its housing stock, affirmatively addressing its low- and moderate-income housing obligation, protecting its historic sites and districts, reusing and rehabilitating commercial and industrial uses, and revitalizing older business areas and its Main Avenue into pedestrian-friendly downtown business districts.

#### 6.2.5. City of Garfield

Along with an extensive community profile, Garfield's 2002 Master Plan also includes the City's Land Use and Recreation Plans, where the City enumerates its goals. These goals are consistent with this Redevelopment Plan. The City seeks to maintain and enhance its housing stock and revitalize its commercial corridors by defining their functional role in the City. In its 2014 Reexamination, the City restated its Land Use goals. As well, it recommended continuing its redevelopment efforts promptly, creating a "restaurant row" and providing streetscape enhancements along the River Road Corridor to stimulate growth and create a high-energy business district. This is highly consistent with this Plan, as Main Avenue is a significant commercial corridor in Passaic, and this Plan seeks to invigorate it through mechanisms such as redevelopment and streetscape improvements.

### 6.3. Passaic County Master Plan

#### 6.3.1. 2008 Corridor Enhancement Program

The corridor enhancement program collects fees from developers along the identified corridors – Main Avenue being one of these corridors – which are then used to "provide a safer and more attractive corridor environment while encouraging alternative modes of travel." This goal is consistent with this Plan.

### 6.3.2. 2012 Transportation Element

The County's Transportation Element provides four broad goals:

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

These goals are highly consistent with this Plan. The Plan seeks to harmoniously integrate the Redevelopment Plan Area's roles as a transportation corridor, economic center, and thriving neighborhood. Such an approach necessitates increasing transit use, improving vehicular circulation and parking systems, integrating land use and transportation planning, and adopting Complete Streets principles.

### 6.3.3. 2013 Sustainability Element

This element provides a plenitude of environmental, economic, and community goals in the pursuit of sustainable practices. This Plan is consistent with the goals of this Element, particularly concerning green infrastructure, biodiversity and avoiding invasive species, comprehensive planning, high quality design, diverse housing stock, historic preservation, transportation diversity, interconnected land uses, investment in inviting and equitable public spaces, social and cultural diversity, public engagement in the planning process, land redevelopment, and community-based economic development.

### 6.3.4. 2018 Green Stormwater Infrastructure Element

This Master Plan Element provides planning, implementation, design, and community engagement guidelines for sustainable stormwater management. To that end, it provides the following goals:

- Reduce flood-related damage and repetitive loss from localized flooding caused by smaller, more frequent storms.
- Reduce negative impacts from stormwater runoff to improve water quality.
- Enable groundwater recharge where feasible.
- Enhance transportation safety and mobility.

- Protect environmentally sensitive areas.
- Provide quality of life/aesthetic improvements and social value.

This Plan provides explicit stormwater management design standards that effectuate this Element's goals.

#### 6.4. State Development + Redevelopment Plan

The State Development and Redevelopment Plan (SDRP) was adopted in 2001 and organized the state into several planning areas. The Redevelopment Plan is located within the Metropolitan Planning Area, (PA-1) of the SDRP. The following intent was documented for PA-1:

- Provide for much of State's future redevelopment;
- Revitalize cities and towns;
- Growth in compact forms;
- Stabilize older suburbs;
- Redesign areas of sprawl; and
- Protect the character of existing stable communities.

The SDRP also puts forth statewide goals, including:

- Revitalize the state's cities and towns;
- Promote beneficial economic growth, development, and renewal for all residents of New Jersey;
- Provide adequate housing at a reasonable cost; and
- Preserve and enhance areas with historic, cultural, scenic, open space and recreational value.

This Redevelopment Plan effectuates the above goals. This Plan builds on the existing, thriving community centered around the City's Central Business District. The Plan will expand the City's housing stock, promote dense, mixed-use development that engages and respects the area's historic resources. The Plan seeks to create a lively, inviting streetscape and built environment that will spur economic growth in the area.

## 7. APPENDIX B: DEFINITIONS

### ACTIVE GROUND FLOOR USE

Uses within the ground floor of a building, with a minimum depth of 30 feet as measured from the build-to line, that generates a high amount of pedestrian traffic. Active ground floor uses shall include, but are not limited to Commercial uses. Office uses can be considered active uses when the first 30 feet of building depth is dedicated to common gathering and meeting spaces, and the use occupies no more than 75% of the requirement. Residential uses shall not be considered active uses.

### ADULT ENTERTAINMENT USE

- A. Offers as one of its principal purposes the sale, rental, exhibit, or display of any of the following: books, magazines, publications or other printed materials, photography, videotapes, or audiotapes, still or moving films, computer disks, computer games, CD ROMs, DVDs, or any other media or tangible item of any kind, depicting or exhibiting a specified anatomical area or a specified sexual activity; or
- B. Regularly features live performances characterized by the depiction of a specified anatomical area or by a specified sexual activity as each is defined herein; or
- C. Regularly shows films, motion pictures, video cassettes, slides, or other photographic or film representations which depict or describe a specified anatomical area or specified sexual activity.
- D. "Adult entertainment use" shall also include establishments which constitute adult bookstores, adult video stores, adult motion-picture theaters, and/or adult novelty/gift shops.

### ARCADE

Any business which provides on its premises four or more machines which upon the insertion of a coin or slug may be operated for use as a game, contest, or amusement of any description. Such businesses may also offer food and beverage sales.

### ART GALLERY OR STUDIO

Any establishment primarily displaying and/or selling or creating pieces of artwork, including paintings, photography, sculpture, pottery, and similar items.

### **ARTISANAL WORKSHOP**

Shops of special trade including the individually crafted artwork, jewelry, furniture, sculpture, pottery, leathercraft, hand-woven articles, baked or prepared food and drink, and similar items by one or more artisans. Retail sales on the premises of products made on the premises are required. Artisanal workshops shall not exhibit any exterior noise, smell, glare, or dust from their operations.

### **AUTOMOTIVE SHARE**

Any establishment that makes motorized vehicles available for use by members of a service on a limited time basis, usually for durations of less than a day.

### **AUTOMOTIVE RENTAL**

Any establishment that makes motorized vehicles available for use by the general public on a limited time basis measured in increments of one day or more.

### **BANKS + FIDUCIARY INSTITUTIONS**

Provision of banking services to consumers or clients. Typical uses include banks, savings and loan associations, savings banks, credit unions, lending establishments, and automatic teller machines (ATMs). Financial services shall not include establishments used solely for currency exchange or check cashing.

### **BARS + TAVERNS**

An establishment whose primary activity is the sale of alcoholic beverages to be consumed on the premises. Outdoor consumption, as would be found at a beer garden, may be permitted as allowed by law. Incidental uses may include food service and take-out sales of alcohol if permitted by law.

### **BOWLING ALLEY**

An establishment that devotes more than 50 percent of its gross floor area to bowling lanes, equipment, and playing area. Incidental uses may include, but are not limited to, food and beverage service.

### **BREW PUB**

An establishment, with license from the State under N.J.S.A. 33:1-10, where alcoholic beverages are brewed and manufactured, served, and consumed on the premises, and which is operated in conjunction with a restaurant use. Such uses shall be used principally for the purpose of providing meals to its customers with adequate kitchen and dining room facilities immediately adjoining brewery facilities, consistent with state law and applicable licensing from the City of Passaic, to manufacture alcoholic beverages and to sell and distribute the products to licensed wholesalers and retailers.

### **BUSINESS SERVICES**

Establishments primarily engaged in rendering services to other business establishments on a fee or contract basis, such as advertising and mailing; building maintenance; personnel and employment services; management and consulting services; protective services; equipment

rental and leasing; photo finishing; copying and printing; travel; office supply; and similar services.

#### **CHILD CARE CENTER**

An establishment providing for the care, supervision, and protection of children that is licensed by the State of New Jersey pursuant to P.L. 1983, c. 492 (C. 30:5B-1 et seq.).

#### **COMMERCIAL**

The term collectively defining workplace, office, retail, or lodging functions.

#### **COMMON OPEN SPACE**

An open space area within or related to a site designated as a development and designed and intended for the use or enjoyment of residents and owners of the development. Common open space may contain such complementary structures and improvements as are necessary and appropriate for the use or enjoyment of residents and owners of the development.

#### **CO-WORKING**

An office use in which common and unassigned office space is made available to individuals and companies on a short-term basis, including daily rates. Assigned office spaces and longer lease periods may be included in this definition so long as they are still provided access to a common use space and common facilities. Long term assigned (increments greater than 1 month) office space without access to common use space and common facilities shall be considered to fall within the definition of Office, Professional.

#### **CONVENIENCE STORE**

A retail store that sells general merchandise, limited grocery items with less than 4,000 square feet of gross floor area and open for business more than 15 hours a day. The sale of prepared foods, not made-to-order, for off-site consumption may be included in this definition so long as the sale of prepared foods is subordinate to the sale of general merchandise and grocery items.

#### **DRIVE-IN FACILITY**

All establishments of a retail or commercial nature involving a drive-in facility, including, but not limited to, drive-in banks, drive-in photo services, and fast-food restaurants. This shall include all facilities wherein the recipient of a product or service receives such product or service while in a car or in which a product is prepared and supplied for consumption in the recipient's car, such service or consumption taking place upon the premises of the facility; but shall not include gas stations or car washes.

#### **DWELLING**

A building containing dwelling units. The terms "dwelling," "one-family dwelling," "two-family dwelling," "multi-family dwelling" or "dwelling group" shall not be deemed to include a hotel, rooming house, motel, or other accommodations used for mostly transient occupancy.

**DWELLING, MULTI-FAMILY**

A building or portion thereof containing three or more dwelling units.

**DWELLING, ONE-FAMILY**

A building containing one dwelling unit only.

**DWELLING, TWO-FAMILY**

A detached building containing two dwelling units only.

**DWELLING UNIT**

A building or portion thereof having cooking and plumbing facilities for one family.

**FITNESS CENTER**

A use for physical fitness which may or may not be for commercial purposes and may include, but is not limited to, such equipment as weight resistance machines, game courts, cycling equipment, swimming facilities, saunas, showers, and lockers

**GARAGE, AUTO BODY REPAIR**

A building or part thereof, other than an accessory or parking garage, used for auto body repair, welding, or painting of motor vehicles.

**GASOLINE STATION**

An area of land, including structures thereon, that is used primarily for the retail sale and direct delivery to motor vehicles of gasoline and lubricating oil and mechanical repairs, but not auto body work, welding or painting, or repair work on buses or trucks of 1 1/2 tons in capacity or more.

**GROSS FLOOR AREA (GFA)**

The floor area of all floors of a building or structure having floors and measured from the exterior surface of the exterior walls of the building or structure.

**GROUND LEVEL**

The level of the building on the same grade as the adjacent road.

**HOTEL**

A building containing hotel units, each having its only access from an interior corridor, designed and intended to be used as overnight sleeping accommodations for transient guests, which building has a public lobby and full-time management serving the guests and which may contain ancillary services and facilities, such as restaurants, shops and boutiques, recreation facilities, and meeting rooms which may be accessible from the interior of the building.

### **INSTITUTIONAL USE**

A nonprofit, community-oriented, or quasi-public use, such as a religious institution, museum, community center, library, public or private school, or government-owned or government-operated structure or land used for public purpose, including office use related to such public purpose.

### **LIVE/WORK LOFT**

A single enclosed private space of 1,200 square feet or more, with a minimum of ten-foot ceiling heights, where at least 1/3 of the volume of the total space is devoted to workspace to be used by the resident to operate his/her business. There shall be no more than two nonresident employees. The following is a list of example uses permissible as live/work lofts: instruction or teaching of art, music, voice, dance, sculpture, etc.; physician, surgeon, dentist, lawyer, architect, clergyman, accountant, engineer, licensed real estate, and insurance broker; and similar business professional offices.

### **LODGING**

Facilities providing overnight accommodations for transient guests either in a hotel or bed-and-breakfast format.

### **LOT COVERAGE**

That portion of a lot covered by the largest floor area of all structures, both principal and accessory, but excluding decks, pools and at-grade patios.

### **MIXED USE**

Any mixture of permitted principal, accessory, and commercial uses. A mixed-use building may include multiple permitted principal uses.

### **OFFICE, MEDICAL**

A building or portion thereof providing diagnostic, therapeutic, or preventive medical, osteopathic, chiropractic, dental, psychological, and similar or related treatment by a practitioner or group of practitioners licensed to perform such services to ambulatory patients on an outpatient basis only, and without facilities for inpatient care, major surgical procedures, or emergency and urgent care. A medical office may also contain associated in-house ancillary services such as in-house diagnostic testing facilities, physical therapy, medical counseling services, and similar services.

### **OFFICE, PROFESSIONAL**

A room or series of rooms used in the pursuit of an occupation, vocation, or calling which requires specialized knowledge used in instructing, guiding or advising others, or in serving them in some applied science or art as would a doctor of medicine, osteopath, chiropractor, psychiatrist, dentist, lawyer, engineer, architect or surveyor, or rendering a specialized service as would a business consultant or accountant; and containing such equipment and/or instruments as are customarily required for the practice of the occupant's profession. For the purposes of this definition, "professional office" shall be deemed to also include space used for instruction by a teacher of voice, music, dance or the graphic arts, when such instruction

is limited to one student at a time; provided, however, that the operation of an undertaking establishment shall not be deemed to be a professional use, nor shall provision of overnight sleeping accommodations for patients, the display, sale or storage of goods, or the care or treatment of animals be deemed a "professional office" use.

#### **OPEN SPACE**

Ground level landscaped yards, walkways, outdoor recreation space, water areas, swimming pools, plazas and other similar areas. Open space may not include balconies, paved yards, parking lots and driveways. Open space shall be publicly accessible.

#### **PARKING STRUCTURE**

A building or part thereof used for the storage of passenger vehicles.

#### **ROOF DECK**

An open common space available to tenants and their guests located on the roof of the building.

#### **PHARMACY**

An establishment engaged in the retail sale of prescription drugs, nonprescription medicines, cosmetics, and related supplies.

#### **PROFESSIONAL OCCUPATION**

The office of a physician, surgeon, dentist, minister, architect, engineer, attorney, optometrist, accountant, veterinarian, or similar professional person when located within his/her dwelling or in an accessory building on the same lot provided that the use is limited in extent and incidental and secondary to the use of the dwelling unit for residential purposes and does not change the character thereof.

#### **REHABILITATION**

A project that utilizes the primary components of an existing structure and modifies the Gross Floor Area of the structure by less than 20%.

#### **RESTAURANT**

An establishment serving food and/or beverages for consumption within the building in which the food is prepared.

#### **RESTAURANT, CAFÉ OR CARRY OUT**

A commercial fast-food establishment serving primarily prepared or rapidly prepared food by order over the counter in disposable containers, bags, or packages for consumption either on or off the premises. Sales are non-alcoholic beverages such as soda, coffee or tea. The sale of pastries, baked goods, and food, not requiring the use of an oven, grill, or stove may be included as an activity of a coffee shop or cafe.

### **RESTAURANT, FAST FOOD**

An establishment where orders are primarily taken and food is dispensed to the public packaged in paper or other disposable containers or wrappers at a counter or drive-in window, whether for on-premises or off-premises consumption (excluding a luncheonette, diner, tavern, counter, or bar service).

### **RESTAURANT, FULL SERVICE**

An establishment where food and drink are prepared, served, and primarily consumed within the principal building or structure, and continuously maintains cooking facilities and serves its customers at tables employing waiters or waitresses, as opposed to a fast-food establishment or cafeteria. Full-service restaurants that provide alcohol or liquor on the premises must meet the following: (a) the sale of alcoholic beverages is incidental to the sale of food and not the primary source of revenue for the premises; and (b) no "cover" or other minimum fee is charged to enter the premises at any time.

### **RETAIL SERVICES OR RETAIL STORES**

Establishments where goods/merchandise are rented or sold to consumers, as opposed to wholesaling, but excluding all forms of retailing otherwise specifically regulated by or prohibited by this Redevelopment Plan, and otherwise unlawful sale or rental.

### **SEASONAL OUTDOOR SEATING**

Outdoor seating provided at a restaurant as defined in the City Code and duly licensed and approved pursuant to the New Jersey Administrative Code at N.J.A.C. 8:24-1.1 et seq. and City Code § 149-1 et seq.,<sup>[1]</sup> as the same may be from time to time amended and supplemented. Outdoor seating shall include removable seats and tables located within a defined area of a site plan that is not otherwise devoted to a function essential to the site. Seasonal outdoor seating shall be limited to use between April 15 and November 1 (inclusive). Seasonal outdoor seating permits may be issued annually and shall expire at 12:00 a.m. on November 2 of the calendar year issued.

### **SEASONAL SIDEWALK SALES**

An outdoor display for the exhibition or sale of goods, services or produce on any portion of the sidewalk or exterior of the property commonly owned and/or adjacent to any retail sales establishments, including any grocery store or supermarket that sells produce consistently year-round. Sidewalk sales are permitted between April 15 and November 1 (inclusive) by any legally operating retail sales establishment where goods, services, or produce are sold upon a portion of the sidewalk or upon any portion of the exterior of a premises immediately in front of the place of business where the goods, services or produce are to be sold. Seasonal sidewalk sale permits may be issued annually and shall expire at 12:00 midnight on November 2 of the calendar year issued.

### **SUPERMARKET**

A retail or wholesale store that sells primarily food, including canned and frozen foods, fresh fruits and vegetables, and fresh (raw) and prepared meats, fish, and poultry.

## **THEATER**

A structure used for dramatic, operatic, motion pictures, or other performance for which entrance money is received. Such establishments may include related services such as food and beverage sales and other concessions.

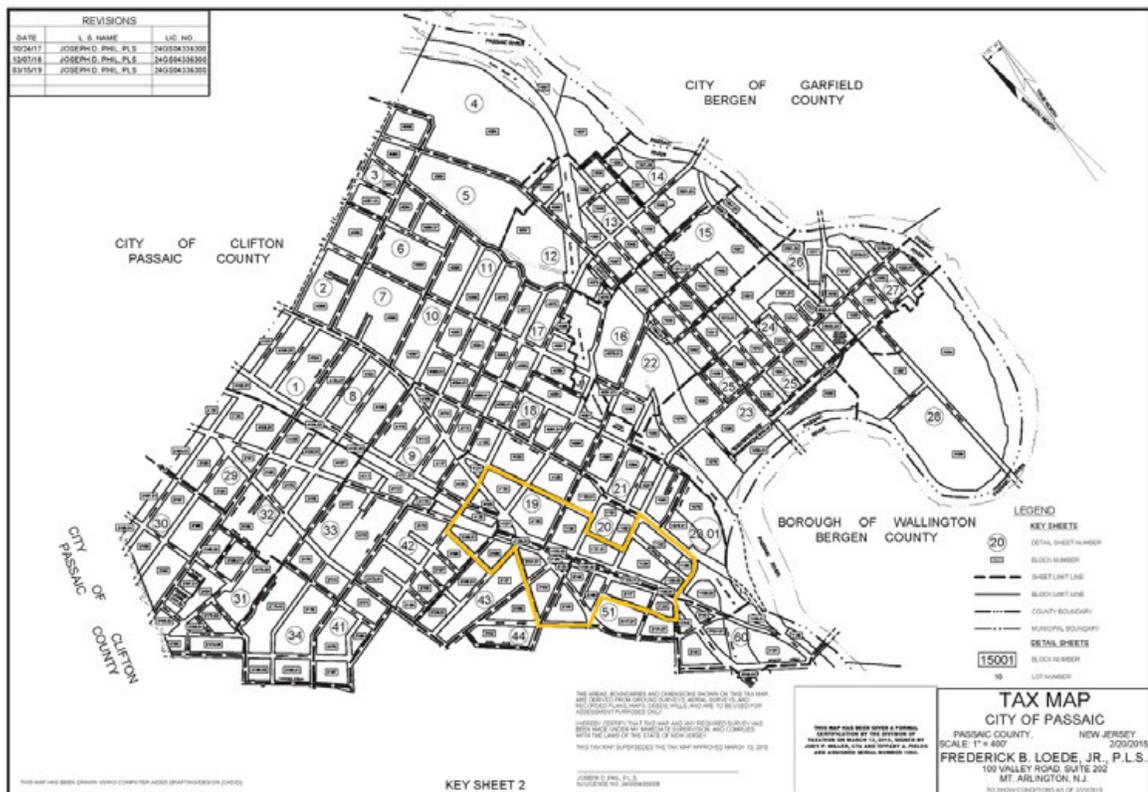
## **TOWNHOUSE**

A townhouse is a series of adjoining one-family dwelling units each of which is separated from the adjacent dwelling unit by a wall extending from the foundation through the roof, and structurally independent of the corresponding wall of the adjoining unit. They shall have an unobstructed front and rear wall to be used for access, light, and ventilation.



## 8. APPENDIX C: BLOCKS + LOTS OF THE REDEVELOPMENT PLAN AREA

The table below details the block and lot designations map for lots in the Redevelopment Plan Area, as well as each lot's street number and street name. The map included reflects the boundaries of the Redevelopment Plan Area.



KEY SHEET 1

Block	Lot	Street Number	Street Name
1130	1	175	JEFFERSON ST
1130	3	179	JEFFERSON ST
1130	4	181	JEFFERSON ST

Block	Lot	Street Number	Street Name
1130	5	183	JEFFERSON ST
1130	7	187-189	JEFFERSON
1130	9	191	JEFFERSON ST
1130	9.01	191	JEFFERSON ST
1130	11	195	JEFFERSON ST
1130	13	199	JEFFERSON ST
1130	15	690	MAIN AVE
1130	16	688	MAIN AVE
1130	17	684	MAIN AVE
1130	19	680	MAIN AVE
1130	21	678	MAIN AVE
1130	22	668	MAIN AVE
1130	24	228	WASHINGTON PL
1130	26	226	WASHINGTON PL
1130	27	218	WASHINGTON PL
1130	31	212	WASHINGTON PL
1130	33	206-210	WASHINGTON PL
1130	35	200	WASHINGTON PL
1130	37	194	WASHINGTON PL
1130.02	1	0	JEFFERSON/WASHINGTON
1131.01	1	215	WASHINGTON PLACE ETC
1131.01	5	223	WASHINGTON PL
1131.01	13	656	MAIN AVE
1131.01	18	652	MAIN AVE
1131.01	19	648	MAIN AVE
1131.01	20	644	MAIN AVE
1131.01	22	640	MAIN AVE
1131.01	24	638	MAIN AVE
1131.01	25	636	MAIN AVE
1131.01	26	630	MAIN AVE
1131.01	28	626	MAIN AVE
1131.01	30	620	MAIN AVE
1131.01	35	348-352	PASSAIC ST
1131.02	1	0	PASSAIC ST TO WASH
1133	1	325-333	PASSAIC ST
1133	10	18-34	ST FRANCIS WAY
1133	14	26	ST FRANCIS WAY
1133	15	24	ST FRANCIS WAY
1133	16	22	ST FRANCIS WAY
1133	17	20	ST FRANCIS WAY
1133	18	18	ST FRANCIS WAY
1133	23	2	ST FRANCIS WAY

Block	Lot	Street Number	Street Name
1133	28	34	PARK PLACE
1134	1	618	MAIN AVE
1134	2	614	MAIN AVE
1134	4	610-612	MAIN AVE
1134	6	602-606	MAIN AVE
1134	10	598-600	MAIN AVE
1134	11	596	MAIN AVE
1134	12	594	MAIN AVE
1134	13	590-592	MAIN AVE
1134	15	586	MAIN AVE
1134	17	584	MAIN AVE
1134	18	580	MAIN AVE
1134	20	576	MAIN AVE
1134	22	570	MAIN AVE
1134	25	1	ST FRANCIS WAY
1134	44	335	PASSAIC ST
1134	49	343	PASSAIC ST
1134	51	347	PASSAIC ST
1134	52	351-353	PASSAIC ST
1134	56	355	PASSAIC ST
1134.01	1	0	PARK PL TO PASS
1135	21	41	PARK PL
1135.01	1	0	RIVER DR CR & PRK PL
1135.02	21	1-7	RIVER DR
1135.02	38	13	RIVER DR
2144	1	559	MAIN AVE
2144	4	553-557	MAIN AVE
2144	7	545-551	MAIN AVE
2144	10	541-543	MAIN AVE
2144	20	87	PARK PL
2144	22	83	PARK PL
2144	24	16	EXCHANGE PL
2147	1	611	MAIN AVE
2147	3	601	MAIN AVE
2147	7	591	MAIN AVE
2147	11	589	MAIN AVE
2147	12	585	MAIN AVE
2147	14	581	MAIN AVE
2147	15	577	MAIN AVE
2147	18	573	MAIN AVE
2147	20	565	MAIN AVE
2147	23	72-74	PARK PL

Block	Lot	Street Number	Street Name
2147	25	78	PARK PL
2148	8	623	MAIN AVE
2148	21.01	122	PROSPECT ST
2149	1	653-657	MAIN AVE
2149	2	629-651	MAIN AVE
2149	21	136	PROSPECT ST
2150	1	41-53	BROADWAY
2150	7	37-39	BROADWAY
2150	9	35	BROADWAY
2150	10	33	BROADWAY
2150	11	31	BROADWAY
2150	12	29	BROADWAY
2150	13	25	BROADWAY
2150	14	23	BROADWAY
2150	15	21	BROADWAY
2150	17	13	BROADWAY
2150	19	151	PROSPECT ST
2150	21	147	PROSPECT ST
2150	22	145	PROSPECT ST
2150	24	131-141	PROSPECT ST
2150	30	129	PROSPECT ST
2150	31	125	PROSPECT ST
2150	33	121	PROSPECT ST
2150	35	115-119	PROSPECT ST
2150	48	26	GROVE ST
2154	1	29-31	HOWE AVE
2154	3	25	HOWE AVE
2154	5	23	HOWE AVE
2154	7	21	HOWE AVE
2154	9	17-19	HOWE AVE
2154	10	15	HOWE AVE
2154	12	169	PROSPECT ST
2154	13	167	PROSPECT ST
2154	14	12	BROADWAY
2154	15	14-16	BROADWAY
2154	16	18	BROADWAY
2154	17	20-22	BROADWAY
2154	18	24	BROADWAY
2154	19	26-28	BROADWAY
2154	21	30	BROADWAY
2154	22	34	BROADWAY
2154	23	36	BROADWAY

Block	Lot	Street Number	Street Name
2154	25	40	BROADWAY
2154	26	44	BROADWAY
2154	27	46	BROADWAY
2154	28	50	BROADWAY
2154	31	60-62	BROADWAY
2154	32	52-58	BROADWAY
2154	33	12-14	GARDEN ST
2155	1	659-663	MAIN AVE
2156	1	667	MAIN AVE
2156	2	665	MAIN AVE
2157.01	1	689-691	MAIN AVE
2157.01	2	685	MAIN AVE
2157.01	3	681-683	MAIN AVE
2157.01	4	181	PROSPECT ST
2157.01	6	179	PROSPECT ST
2157.01	7	171	PROSPECT ST
2157.01	7.01	171	PROSPECT ST
2157.01	11	14-16	HOWE AVE
2157.01	13	18	HOWE AVE
2157.01	15	22	HOWE AVE
2157.01	20	50	GARDEN ST
2157.01	23	697	MAIN AVE
2157.01	25	701	MAIN AVE
2157.01	25	701	MAIN AVE
2157.01	28	695	MAIN AVE
2158	1	30	HENRY ST
2158	3	26	HENRY ST
2158	4	259	MADISON ST
2158	5	20	HENRY ST
2158	6	255	MADISON ST
2158	7	251	MADISON ST
2158	10	717	MAIN AVE
2158	18	711	MAIN AVE
2168.01	1	769	MAIN AVE
2168.01	2	761	MAIN AVE
2168.01	7	751-759	MAIN AVE
2168.01	9	743	MAIN AVE
2168.01	10	733-737	MAIN AVE
2168.01	11	250	MADISON ST
4124	1	64-70	LEXINGTON AVE
4124	3	305	MONROE ST
4124	4	297	MONROE ST

Block	Lot	Street Number	Street Name
4124	10	56-58	LEXINGTON AV
4124	12	75-79	HOOVER AVE
4124	14	67-73	HOOVER AVE
4124	18	200	MADISON ST
4124	26	216	MADISON ST
4124	27	30-34	LEXINGTON AVE
4124	29	36	LEXINGTON AVE
4124	31	42	LEXINGTON AV
4124	32	44-50	LEXINGTON AVE
4124	35	52	LEXINGTON AV
4124	39	60-62	LEXINGTON AV
4125	4	47-51	LEXINGTON AVE
4125	6	43-45	LEXINGTON AV
4125	8	39	LEXINGTON AVE
4125	10	33-37	LEXINGTON AV
4125	13	29-31	LEXINGTON AVE
4125	16	23-27	LEXINGTON AVE
4125	18	26-28	CENTRAL AVE
4126	1	33-39	CENTRAL AVE
4126	1	33-39	CENTRAL AVE
4126	5	15-31	CENTRAL AVE
4126	12	11-13	CENTRAL AVE
4126	14	7	CENTRAL AVE
4127	1	1-15	LEXINGTON AVE
4127	5	1-5	CENTRAL AVE
4127.01	1	0	JEFFERSON ST
4128	1	28	LEXINGTON AVE
4128	10	53-55	HOOVER AVE
4128	20	39-47	HOOVER AVE
4128	23	37	HOOVER AVE
4128	24	33	HOOVER AVE
4128	26	176-180	JEFFERSON ST
4128	31	182	JEFFERSON ST
4128	34	190	JEFFERSON ST
4128	36	192-194	JEFFERSON ST
4128	38	196	JEFFERSON ST
4128	41	202	JEFFERSON ST
4128	43	692	MAIN AVE
4128	45	696	MAIN AVE
4128	47	700	MAIN AVE
4128	49	704	MAIN AVE
4128	53	2-6	LEXINGTON AVE

Block	Lot	Street Number	Street Name
4128	55	8-10	LEXINGTON AVE
4128	57	12-16	LEXINGTON AVE
4128	60	18-20	LEXINGTON AVE
4128	62	22	LEXINGTON AV
4128	85	206	INT JEFFERSON
4128.01	1	0	JEFF TO MADISON



9. APPENDIX D: RESOLUTION 20-07-208 DECLARING AN AREA IN NEED OF REHABILITATION

RESOLUTION NO. 20-07-208

**RESOLUTION DESIGNATING THE STUDY AREA CENSUS TRACTS 1752, 1753.01, 1754.01, 1754.02, 1758.01, 1758.02 AND 1759 AS AN AREA IN NEED OF REHABILITATION**

WHEREAS, Resolution 20-06-190 adopted by the City Council on June 23, 2020 directed the City of Passaic Planning Board to investigate and determine whether the Study Area as defined by the areas outlined on the City of Passaic Tax Map included herein as Exhibit A (the “delineated area”), meets the criteria of the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-14) as an “Area in Need of Rehabilitation”; and

WHEREAS, the City’s planning consulting firm, Topology NJ, LLC (“Topology”), has investigated and researched the status of the existing conditions in the delineated area on the City of Passaic Tax Map including the age of the existing housing stock; and

WHEREAS, Topology’s findings, presented in a report dated June 16, 2020 the “Area In Need of Rehabilitation Report: City of Passaic” include the fact that over 50% of the residential housing structures in the delineated area were built before 1970 and, therefore, are at least 50 years old and that a program of rehabilitation may be expected to prevent further deterioration and promote the overall development of the community; and

WHEREAS, on July 8, 2020, the City of Passaic Planning Board heard testimony from Philip Abramson and Chris Colley regarding the age and physical condition of the City’s housing stock, that a program of rehabilitation may be expected to prevent further deterioration and promote the overall development of the community; and that the delineated area meets criteria (a)(2) of N.J.S.A. 40A:12A-14; and

WHEREAS, the City of Passaic Planning Board recommends that the Municipal Council designate the Study Area as an area in need of rehabilitation; and

WHEREAS, the City of Passaic’s Topology Report and testimony from Philip Abramson and Chris Colley shall form the principal basis for making the determination that the delineated area is an “Area In Need of Rehabilitation”; and

WHEREAS, the City of Passaic Planning Board has provided its recommendation that the conditions that warrant designating the delineated area on the City of Passaic Tax Map as an “Area In Need of Rehabilitation” to the Municipal Council for consideration of adoption.

NOW, THEREFORE, BE IT RESOLVED BY THE MUNICIPAL COUNCIL OF THE CITY OF PASSAIC, NEW JERSEY, THAT:

Section 1. The delineated area on the City of Passaic Tax Map be and is hereby designated as an “Area In Need of Rehabilitation” pursuant to the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-14).

Section 2. The City Clerk is hereby directed to serve within ten (10) days a copy of this Resolution upon each person who filed a written objection thereto and stated, in or upon the written submission, an address to which notice of determination may be sent.

Section 3. This Resolution shall be forwarded for approval to the Commissioner of the Department of Community Affairs for the State of New Jersey before this Resolution shall become effective.

Section 4. Upon approval of the Resolution by the Commission of the Department of Community Affairs for the State of New Jersey, the City of Passaic Planning Board is hereby authorized to prepare one or more redevelopment plans indicating that the delineated area on the City of Passaic Tax Map has been declared an Area In Need of Rehabilitation pursuant to this resolution, and to make such other amendments as may be necessary and appropriate in furtherance of each redevelopment plan’s goals and objectives.

STATEMENT OF PURPOSE

This Resolution designates the delineated area on the City of Passaic Tax Map entirety as an "Area In Need of Rehabilitation" in accordance with the Local Redevelopment and Housing Law N.J.S.A. 40A:12A-14.

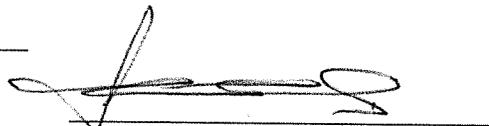
INTRODUCED BY COUNCILPERSON: Terrence Love

SECONDED BY COUNCILPERSON: Jose Garcia

Record of Council Vote on Final Passage	Aye	Nay	Abstain	Absent
GARCIA, J.	x			
MELO, T.	x			
LOVE, T.	x			
MUNK, C.	x			
PATEL, S.				x
SCHAER, G.	x			
SCHWARTZ, D.	x			

ADOPTED ON: July 21, 2020

  
\_\_\_\_\_  
Gary S. Schaer, Council President

  
\_\_\_\_\_  
Amada Curling, City Clerk