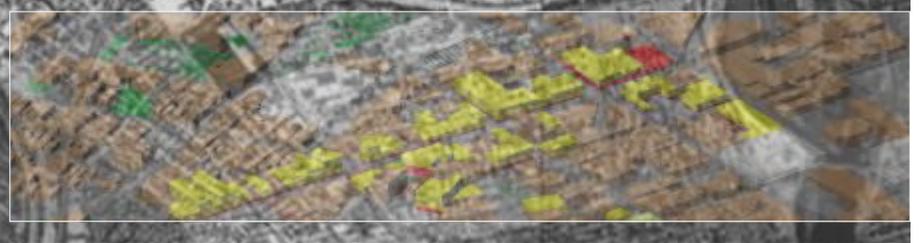


PATERSON

Research Initiative



Paterson Research Initiative

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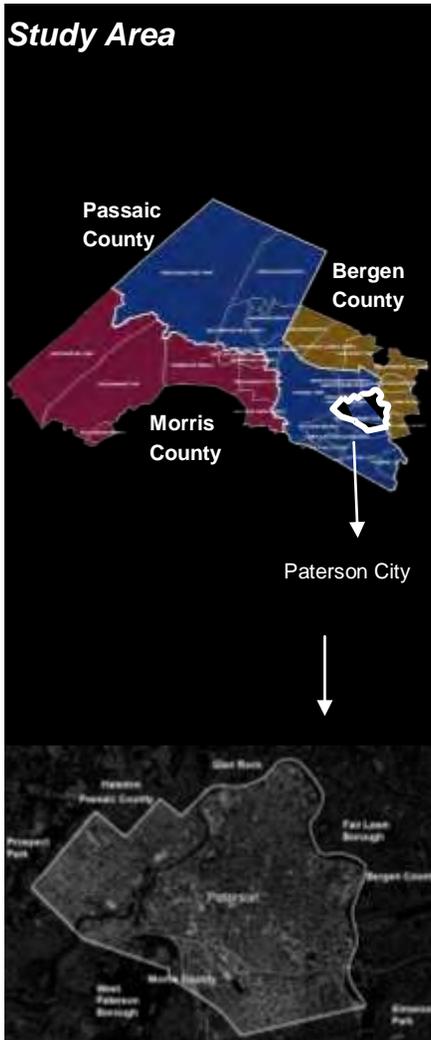
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The Paterson Research Initiative is a three-year planning study undertaken by the Infrastructure Planning Program of NJIT's New Jersey School of Architecture to help restore effective planning to the City of Paterson, New Jersey. The effort is funded by the New Jersey Office of Smart Growth (OSG). The goal of these activities is to provide a comprehensive planning platform to launch effective Smart Growth planning, design and development in Paterson and give the City the necessary momentum to continue these initiatives on its own. This report documents the research, assessment, and implementation strategies for long-lasting change for the City. The work presented here has three foci:

- (1) to revitalize Paterson's **cultural resources**,
- (2) to expand and coordinate **transportation** opportunities, and
- (3) to foster a sustainable and equitable mix of **housing** types.

These recommendations are organized according to short term (immediate), mid term (beginning in 5 – 10 years) and long term (more than 10 years away).

Preparation for the Paterson Research Initiative began in the spring of 2003 when the New Jersey School of Architecture submitted a Planning Grant Application to the US Department of Housing and Urban Development (HUD) as part of the Community Outreach Partnership Centers (COPC) Program on behalf of Paterson. Although the grant was ultimately not awarded, the endeavor was notable in two ways. First, NJIT raised an in-kind match of over \$800,000 (exceeding the required match by over \$500,000) and a leveraged match (ongoing projects that will be coordinated with these efforts) of over \$2.1 million. Second, it fostered extensive new collaborations at the local, regional and state level that rallied around furthering the statewide initiatives of Smart Growth. Because of these two achievements, OSG stepped in to fund the project when HUD declined.

The collaborations forged in the initial application have been maintained throughout the project guided by an effective steering committee of local, regional and state level officials listed on the previous page. To provide



critical support for an Urban Land Institute (ULI) Advisory Services Panel investigating development opportunities in Paterson, NJIT began work even before notification from HUD. Through a subsequent grant to NJIT, Jennifer Senick, a private planning consultant, provided management support to relieve Mayor Joey Torres of the burden of single-handedly coordinating Paterson's many initiatives. To understand Paterson as part of a larger region, the Initiative coordinated with communities of greater Passaic and Morris Counties through the Planning Departments of each county and the Regional Planning Association (RPA). The RPA also administered a livability survey conducted by the Rutgers Community Planning Support and Development Initiative. Passaic County Community College provided valuable assistance, providing centers on both its Paterson and suburban Wanaque campuses for community outreach. Three important Community Development Corporations in Paterson: New Jersey Community Development Corporation, St Paul's CDC and Habitat for Humanity were critical allies in populating all outreach with involved citizenry.

The most fruitful collaboration of the Initiative was NJIT's helping to administer a \$280,000 grant for the New Jersey Urban Parks Competition, a national design competition sponsored by the New Jersey State Council on the Arts and the Departments of Treasury and Environmental Protection (<http://cameo.njit.edu/urbanparks>). This invited competition resulted in \$10 million capital construction commitment for a new 20-

acre park surrounding Paterson's Great Falls. NJIT was asked to participate in the summer of 2005 because of the success of the Initiative to date. Responsibilities included selecting the jury, writing the brief, organizing background materials, briefing jurors and design teams, managing the website and other critical tasks. In March of 2006, an overflow crowd of 300 stakeholders attended presentations by the competitors at the Paterson Museum, where each of their designs including models were on display. In November of 2006, Governor Jon S. Corzine announced the winner: the internationally renowned landscape design firm Field Operations.

For both the Competition and the Initiative, students played a core role. Students briefed competitors and were pivotal in all community outreach presentations related to the Initiative.

The primary research of the Initiative was conducted by five graduate design studios taught by a range of NJIT Faculty and members of the RPA (see previous page). The studios focused on the following topics:

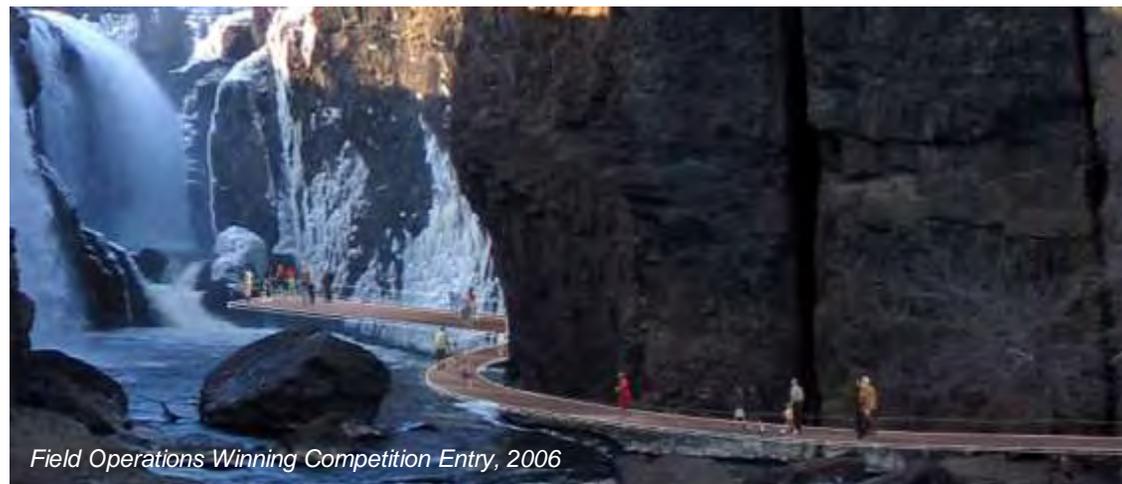
Transit Village (Fall 2003)

Regional Influences (Fall 2004)

Housing (Spring 2005)

Transportation (Fall 2005)

Urban Design Framework (Spring 2006)

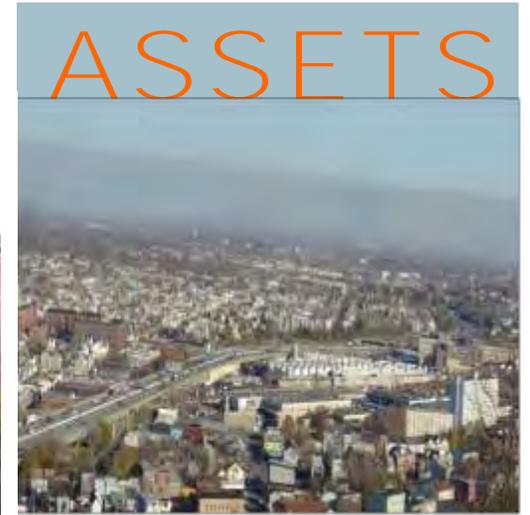
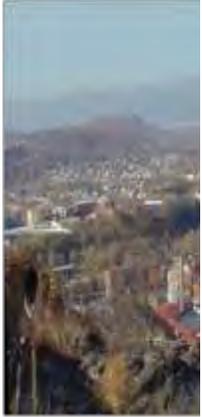


Field Operations Winning Competition Entry, 2006

The report that follows describes Paterson's assets and implementation strategies for the immediate, near and longer-term future. All are culled from the work of the studios. A separate appendix describing the complete work of each is available on the NJIT Infrastructure Planning website. References to where work can be found in the appendix are made in each section.



Field Operations Winning Competition Entry, 2006



Assets

History



Paterson 1832



Falls in 1865 .



Raceways circa 1840.

The City of Paterson holds extraordinary assets. Its reason for being is a waterfall that pours from mountain foothills to coastal plane. The waterfall attracted individuals with a vision to create a new kind of City, an industrial dynamo powered by water and close enough to the coast and other cities to sell its wares. Over the two hundred years since its emergence, great events happened here that have left an indelible pride. Canals, railroads, and highways connected Paterson to the rest of the world and people came in multitudes, attracted to its energy. And they still come today, even though the factories that lured past immigrants are now silent. They come to this City of tremendous diversity because those from their home country are there to welcome them; welcoming them to thriving neighborhoods with busy shopping streets, where different languages are heard and delicious food can be found. They come because the housing that once housed factory workers is plentiful and affordable. They come because the things that attracted those visionaries over two hundred years ago are still here today.



View of Courthouse

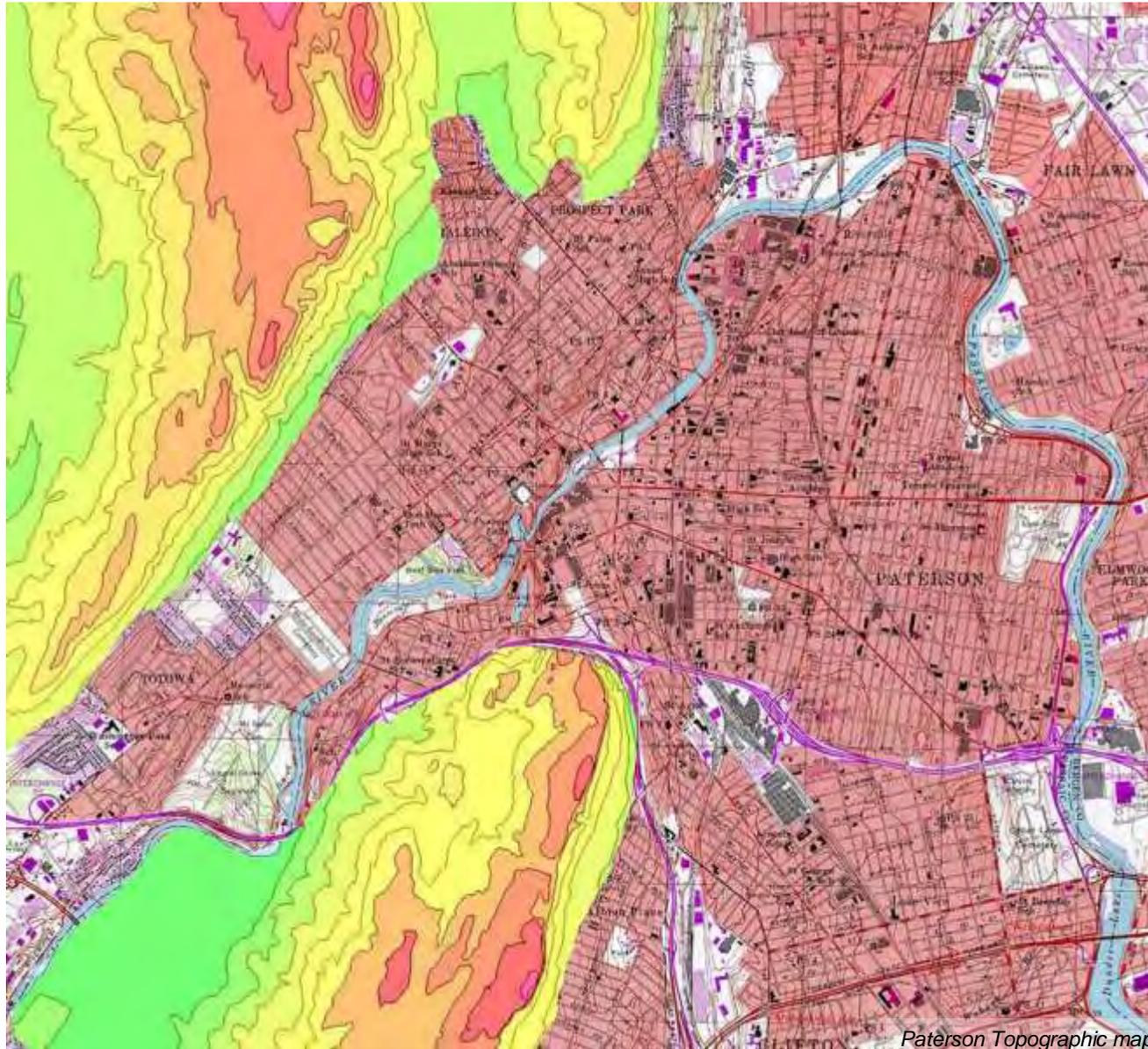


Paterson Raceways 2000

This section organizes those of the City's assets that the following section recommends for implementation. They are organized according to the broad themes of this report: culture (and history), transportation and housing.



Paterson 1880



Feet above sea level

- 0 - 50'
- 51 - 100'
- 101' - 150'
- 151' - 200'
- 201' - 250'
- 251' - 300'
- 301' - 350'
- 351' - 400'
- 401' - 450'
- 451' - 500'
- 501' - 550'

Paterson extends to the edge of the Highlands. The higher elevations to the north and west are part of the highlands while the lower elevations to the east are the

flatter, more densely populated portion of the region. Topography and the Passaic River have largely shaped and contained Paterson's urban fabric.

Assets

History



Culture - History

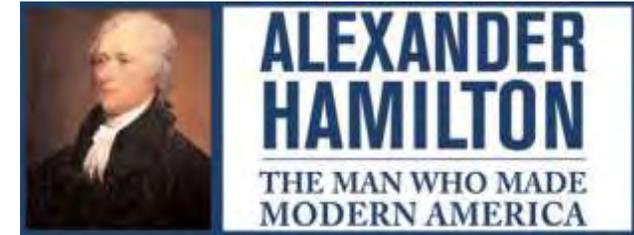
Paterson is what it is today because of a unique natural feature: the Great Falls of the Passaic River. The falls were formed at the end of the last ice age (approximately 13,000 years ago) when a small earthquake created a cleft in the basalt of the Watchung Mountains, unleashing the waters of a glacial lake that had formed to the west. Whatever Paterson's future, the Great Falls will remain its most salient physical feature and greatest physical asset.

Paterson lies at the base of the Watchung Mountains at the notch where the river breached the ridge and the Watchung's Garret Mountain watches over the City below. The higher elevations to the north and west are the foothills of the Appalachian Mountains, part of the now protected Highlands region, discussed further in the section. The lower elevations to the east are part of the coastal plain, the flatter, more densely populated portion of the region. Paterson occupies a unique location: the point near the center of the sprawling urbanity of the United State's northeastern seaboard, but at point touching the mountains that are this megalopolis' natural boundary.

The 77-foot high Falls were a prime hunting and fishing locations of the native Lenni-Lenape people, although no significant native settlement was formed there. The



Paterson Falls, 2003.



most visible remnant of the Lenni-Lenape is the v-shaped fishing weir visible today upstream from the Fair Lawn Bridge.

The place was first visited by Europeans in March of 1680 when two Labadist missionaries sailed up the Passaic River with an Indian guide. They were impressed by the beauty of the area and the combination of waterfall, forests and hills. Paterson's first map dates from 1714 and the first permanent European settlers arrived in 1719. They found an area that was mainly swamp interspersed with small streams, ponds and springs, which they cultivated, even exploiting its beauty for tourism with a hotel built in 1755. Settlers also used the water potential the Passaic River building grist and saw mills, shipping their production to New York City.

Paterson's significant milestone came in November of 1791 with the founding of the Society for Establishing Useful Manufactures (SUM) by Alexander Hamilton. Hamilton, who first visited the falls in 1778 with George Washington, was impressed with its industrial potential. In establishing this state-chartered private corporation, Hamilton sought to establish a "national manufactory" that would make the young country independent of overseas imports, making "America independent of the rest of the world in all the essentials of life." The SUM named the new City after William Paterson, the then Governor of New Jersey and signer of the Declaration of Independence, who was instrumental in its creation. The corporation was the de-facto City government until 1831 when the legislature gave Paterson a town charter over the SUM's strenuous objections.

The SUM continued to operate until its charter and property were sold to the City of Paterson in 1945. To take hydrological advantage of the Fall's 77 foot drop, the SUM retained the French architect, engineer, and city planner Pierre L'Enfant as superintendent. L'Enfant proposed to channel water through the basalt and over an aqueduct in a system of raceways to power waterwheels. The SUM soon grew frustrated with L'Enfant, whose plan exceeded their budget and was proceeding very slowly. (Local Paterson historian Nick Sunday argues that L'Enfant was more concerned with a baroque plan for the City, similar to the one he would later devise for Washington DC. Sunday argues that traces can still be seen in Paterson's plan). L'Enfant was replaced by Peter Colt who devised a simpler reservoir system that put water into the raceways by 1794. Ironically, after four iterations, a system similar to L'Enfant's was eventually built in 1846 because Colt's system could not be sustained. The raceways have remained unchanged since and flowing water has recently been restored to them. After the Falls, the raceways are one of Paterson's greatest physical assets.

The raceways sparked a can-do spirit that led to countless engineering and industrial innovations such as the Colt revolver, the Rogers steam locomotive, the Holland submarine and Lindbergh's engine, along with textile and silk manufacturing. Christopher Norwood, in her book About Paterson, describes this spirit:

It became a magnet for men with ideas as raw as the city itself. In Paterson people did not just invent; they tried everything – a repeating revolver, a submarine, an airplane that could fly across the Atlantic. And Paterson did not just manufacture; it produced articles that redefined the limits of life. It is impossible to think of any other city whose products cut so deeply into the



Raceway, 2003

texture of the United States and not only transformed its national character, but revolutionized American relations with the world.

It seemed Paterson's spirit was indomitable, as floods, and fires, did nothing to hinder its growth. In the nineteenth century, its population doubled every decade. The buildings where workers toiled, merchants traded and industrialists flaunted their riches are largely intact. Global changes after World War II slowly stripped away Paterson's industrial power, a pattern common to so many American industrial cities of its scale and type. But in Paterson, many of its structure, and most important, its spirit, remains.



Colt Revolver



Rogers Steam Locomotive



Holland Submarine



Lindbergh Engine





Culture - People

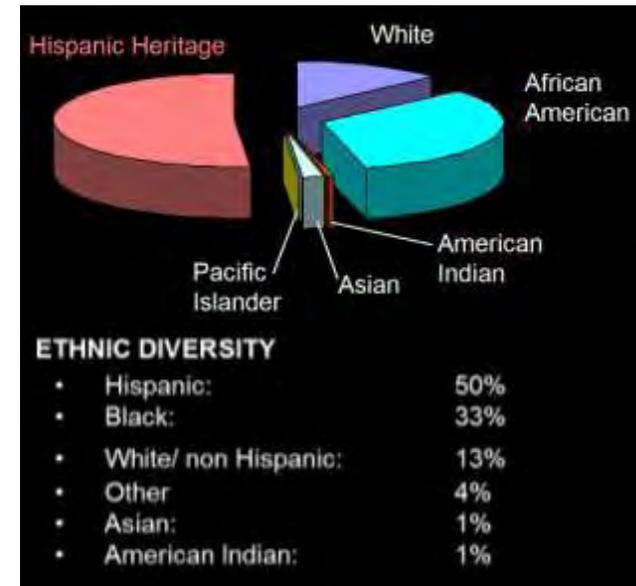
Today, Paterson is New Jersey’s 3rd largest city with a population of 149,000 people. But as Paterson’s Consolidated Plan - Five Year Strategy 2000-2005 points out: “the Paterson we see today is but a mere shadow of the past. Gone are the smokestacks and the factories which once existed as monuments to an era of unbridled economic growth.”

Today poverty in its once teeming communities threatens to overshadow its distinction as the nation’s first industrial city, its mighty mills, even the sublime splendor of its thundering falls. Paterson’s 2000 median household income of \$32,778 was 49 percent below that of the surrounding counties (the Bergen-Passaic PMSA) and 25 percent below the national level. Of its population, 22 percent are below the poverty line. Increases in the last decade in single parent households, overcrowded households, homelessness, persons with AIDS, mental illness and chemical dependency, challenge many of its neighborhoods.

While Paterson indeed faces many challenges, it maintains many assets that can be built upon. Its diversity is arguably the greatest of these. Today it remains the “gateway community” for immigrants from many countries that it has been since its beginnings.

It is an ethnically diverse City, home to over 56 different immigrant nationalities. Its first immigrants came from

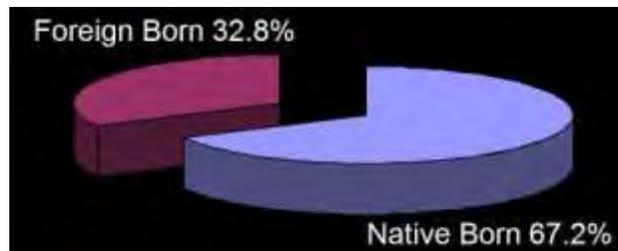
northern, and then southern Europe to work in the mills. Soon after, an African-American community of Southern heritage came; today it has been joined by blacks from the Caribbean and Africa. Late in the nineteenth century, Syrian and Lebanese Christians arrived. They later offered sanctuary to Muslim immigrants from the Middle-East as political instability increased there beginning in the late 1960’s. Consequently, Paterson has the second largest Arab-American population after Dearborn, Michigan, and is one of two New Jersey school districts that observe Muslim holidays.



After World War II, Hispanics established a strong presence in the City, first from Puerto Rico, and later followed by immigrants from the Dominican Republic, Peru, Colombia, Mexico and other Central American countries.

As an industrial city, Paterson was and still is a City of workers. Throughout the nineteenth century, those workers challenged Paterson’s industrialists for workers rights, largely to no avail. Emboldened by the successful strike in Lowell, MA, Paterson workers began the Silk Strike of 1913 to protest against child labor and demand an eight-hour day, among other conditions. The six-month long strike was defeated by

Strike of 1913





the employers, and workers had no choice but to return under pre-strike conditions. The mill owners prevailed in the strike because they could still meet their orders by subcontracting work to other mills. This eventually gave them the confidence to move their factories to the South where there were no labor unions, thus precipitating the collapse of Paterson’s industrial base.

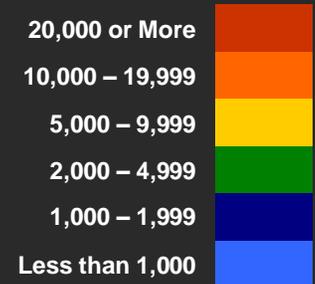
Although World War II helped Paterson with the aircraft engine industry, when it ended, it left the City plagued with high unemployment rates. By 1980, Paterson was one of the most distressed cities in the United States. Its factories had largely gone silent, it no longer had a movie theater, and all its once famous department stores closed.

Today, the unemployment rate is just below ten percent. Just one quarter (13,544) of Patersonians work in the

City while the large majority (37,075) working outside. Jobs offered in the city are in the transportation, material moving, sales and office sectors. While it has lost jobs in manufacturing and retail, sectors traditionally associated with Paterson, it has gained 2,546 arts and entertainment jobs and 1,713 professional ones. In 2000, the New Jersey Transportation Planning Authority projected Passaic County to have the smallest employment projection of any other northern New Jersey county.



Persons Per Square Mile

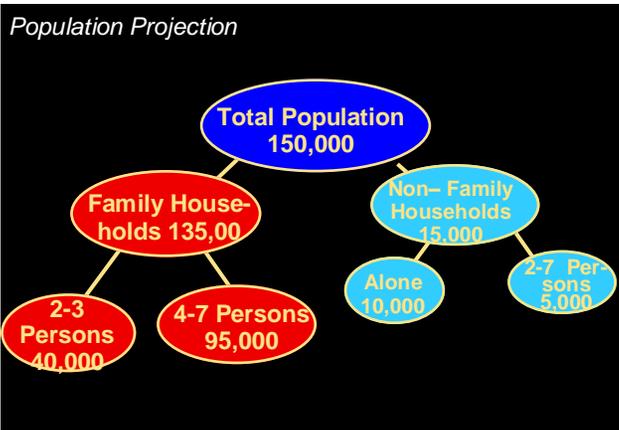


Employment Projections (in thousands)

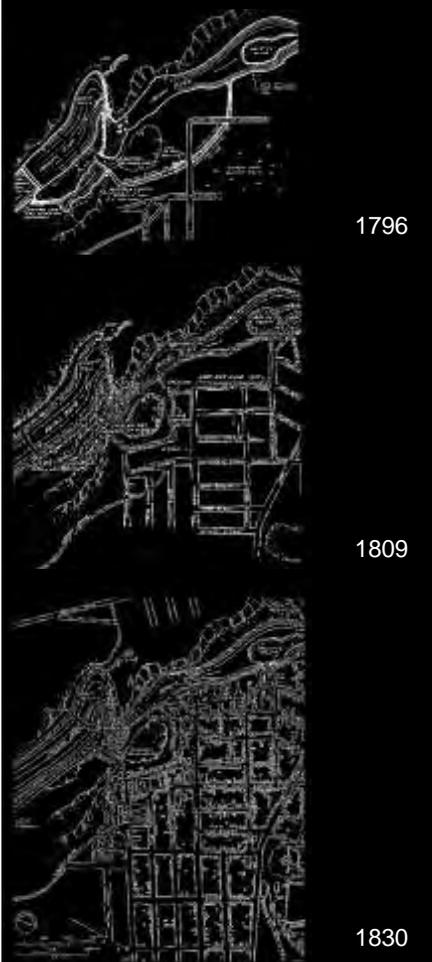
	2000	2025	% Change
Bergen	455	505	10.9
Essex	360	410	13.8
Hudson	245	320	30.6
Hunterdon	55	95	80
Middlesex	425	510	20
Morris	275	360	30.9
Passaic	180	182	1.11
Somerset	175	280	60
Sussex	35	52	48.5
Union	255	300	17.6
Warren	35	50	14.2

Growth Comparison (1990 vs. 2000)

Numbers of Jobs	Numbers of Jobs
Retail trade:	Arts, entertainment:
2000: 6,339	2000: 3,046
1990: 9,830	1990: 500
- 3,491 (-35%)	+2,546 (510%)
Wholesale trade:	Professional and related:
2000: 2,935	2000: 4,498
1990: 3,878	1990: 2,785
- 943 (-24%)	+1,713 (61%)
Manufacturing:	Personal services:
2000: 11,235	2000: 2,851
1990: 12,157	1990: 1,859
- 922 (-7%)	+1,001 (53%)



Paterson Streets Historic development



Transportation

Paterson's natural features also influenced its transportation network. The cleft in the Watchung Mountains that created the falls also allowed for a palimpsest of different transportation systems to pass through it over the years. Native trails were followed by the Paterson Pompton Turnpike. Inspired by the success of the Erie Canal, builders of the Morris Canal snaked it beneath the foot of Garrett Mountain, but it never survived competition from the railroads, which arrived shortly after it was complete. Eventually the railroads purchased the right of way. The canal was filled in 1920 and the combined rail and canal rights of way became Route 80, which climbs through the notch today on a viaduct visible from downtown.

The most visible features in Paterson today are the scars left from an unfinished urban renewal strategy from thirty years ago. In 1962, the City commissioned Victor Gruen, a noted urban designer, to develop a master plan for downtown Paterson. The plan intended to save Downtown Paterson's economic vitality from the perceived threat of the Willowbrook Mall planned nearby in Wayne. The plan advocated for a grade separated highway to follow the banks of the Passaic River. Two interchanges would lead traffic onto a ring road with parking garages along it, which would surround a largely pedestrian downtown. The highway would have passed through the heart of the Mill District, which had largely fallen into disrepair. Elevated public awareness thwarted the highway project, stopping Route 19 where it intersects with Route 80, but not before major tracts of the City were cleared for the ring road and adjacent development. The ring road, today's Memorial Drive, was eventually completed along with a direct connection to Main Street from Route 19. Major tracts cleared for these projects remain vacant today,



Consequences of Unbuilt 19 Extension

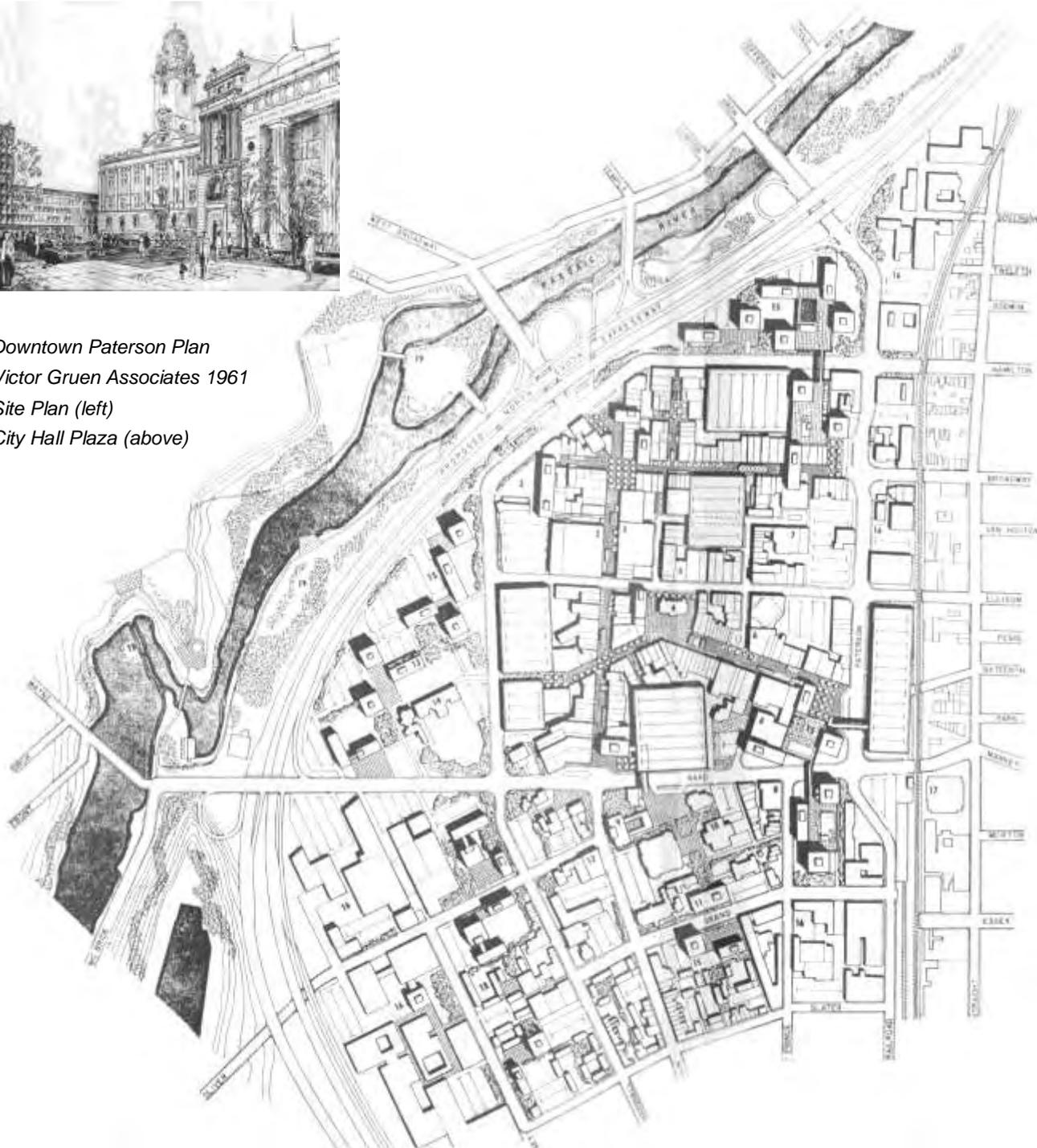
- Unbuilt Extension Route 19
- Memorial Drive as built
- Connection to Route 19 as built
- Demolished Properties
- Housing and Institutions

while others have been infilled with Passaic County Community College, Housing and Institutions. Public awareness raised to save the mills led to the creation of the Great Falls Historic District and ultimately designation by the Department of Interior in 1975.





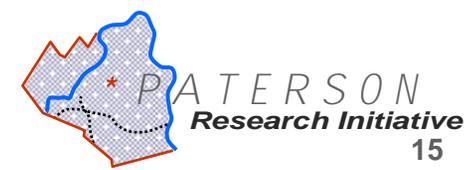
Downtown Paterson Plan
 Victor Gruen Associates 1961
 Site Plan (left)
 City Hall Plaza (above)



LEGEND

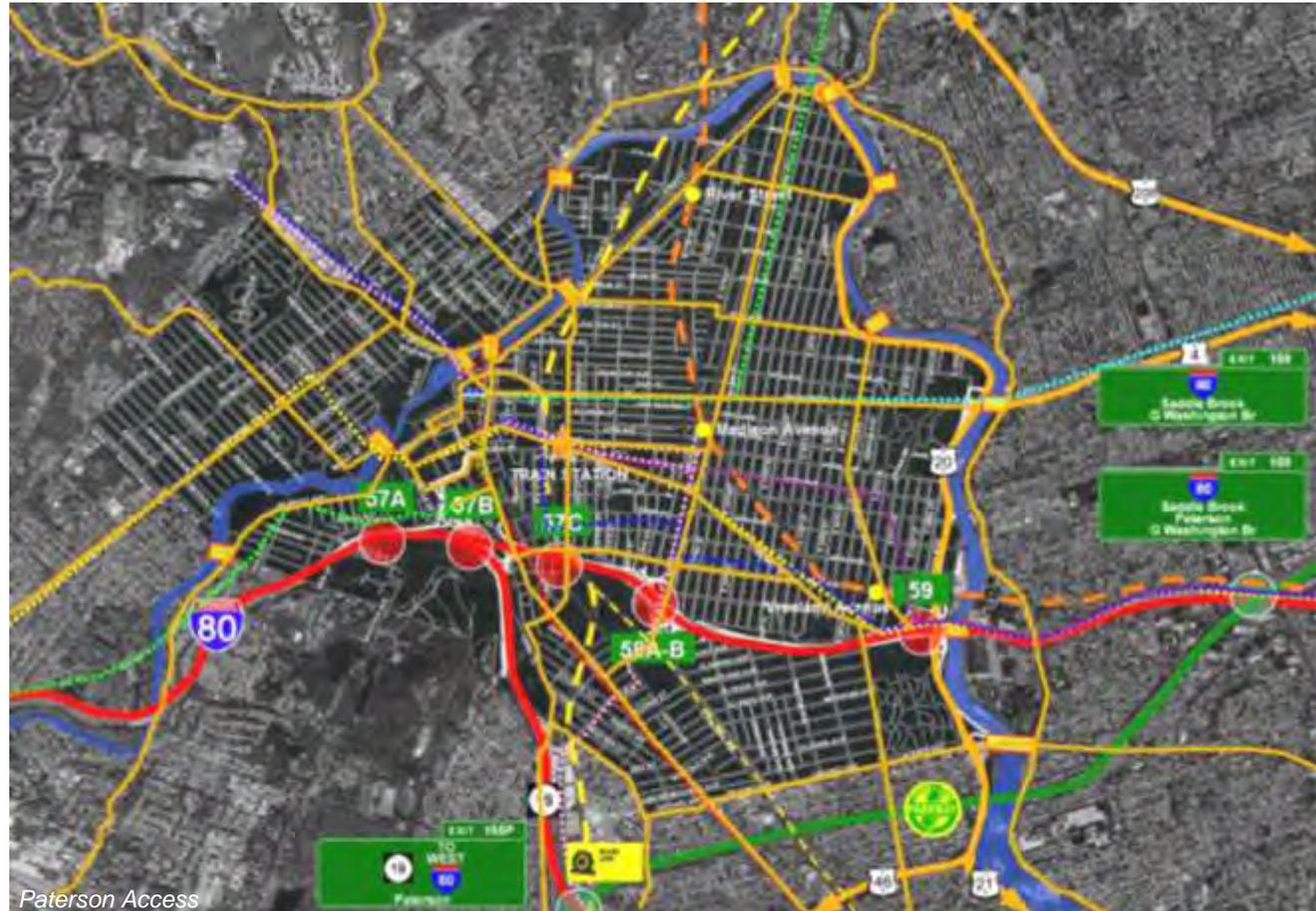
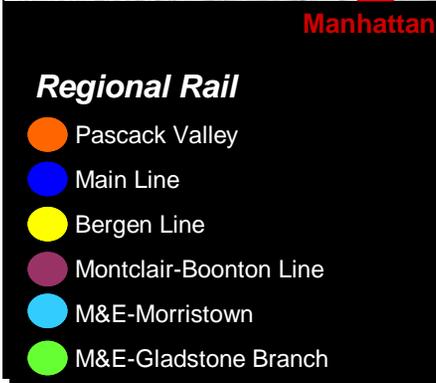
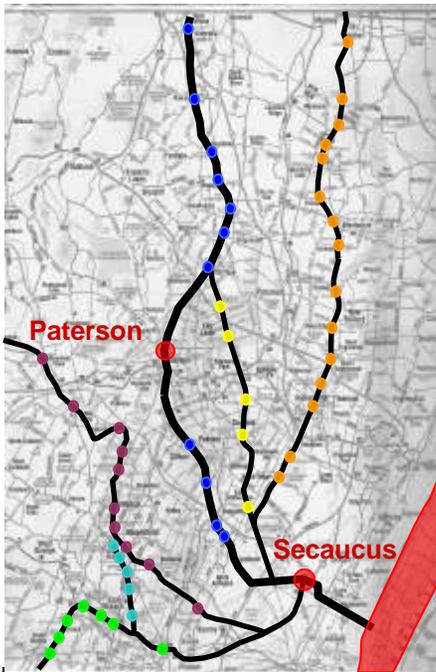
- 1 PRODUCE & WHOLESALE OUTLETS
- 2 BUS TERMINAL
- 3 DEPARTMENT STORE
- 4 CITY HALL
- 5 EXPANDED POLICE STATION
- 6 HOTEL OR MOTEL
- 7 YMHA
- 8 YMCA
- 9 NEW CITY ADMINISTRATIVE OFFICES
- 10 COURT HOUSE
- 11 NEW COUNTY OFFICES
- 12 NEW FIRE STATION
- 13 HOUSING FOR SENIOR CITIZENS
- 14 EXPANDED SCHOOL #2
- 15 NEW APARTMENT SECTOR
- 16 INDUSTRY & WAREHOUSE
- 17 POST OFFICE
- 18 PASSAIC FALLS
- 19 PARK

SCALE 1" = 100' 1" = 500' 1" = 1000'
 SEPTEMBER 1961
PATERSON, N. J.
 VICTOR GRUEN ASSOCIATES



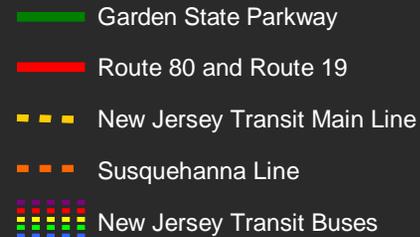
Assets

Transportation



Paterson Access

Paterson Transportation



While Routes 80 and 19 bring major traffic volume - trucks, buses, and cars - to the secondary streets of the downtown area, access to the highway network is still regarded as one of Paterson's assets. It is at the crossroads of a number of major highways, well connected to the regional movement infrastructure of the tri-state region; most significant of these is Interstate 80. Other major roads in and around Paterson include Routes 46 and 4 and the Garden State Parkway.

Paterson's train access lies on NJ Transit's Main Bergen Line. In 2002, NJ Transit completed an 8 million dollar renovation of the viaduct and train station. This renovation focused on improving the security, safety, and accessibility of the train station. The train connects Paterson with New York City via the recently completed Se-

caucus Transfer Station. While similar recent improvements on other NJ Transit lines have significantly increased both ridership and the property values of resi-

Transportation

dences near stations, this effect has yet to reach Paterson as ridership remains low.

The proposed new Trans-Hudson passenger rail tunnel, also know as the Access to the Regions Core (ARC) project, will allow for a one-seat rail service from Paterson to New York. This project, scheduled for completion sometime in the next decade can potentially have a dramatic impact on development in Paterson.

NJ Transit is currently investigating providing new service on an existing freight line owned by the New York Susquehanna & Western Railroad (NYS&W) that traverses Paterson north/south. The NYS&W would own and operate the system for NJ Transit. Known as the Bergen-Passaic Cross County Corridor, service would extend 17 miles between Hawthorne and Hackensack. Transfers would be available to NJ Transit rail at Elmwood Park and Hackensack. There would be three stops in Paterson at River Road, Madison Avenue and Vreeland Avenue. Because it would share track with heavy rail freight, a special vehicle would be used that requires high level platforms at each station. Opportunities for transit oriented development at these stations is discussed later in this report.

Three different bus systems serve Paterson: NJ Transit, Spanish Transportation, and the Jitney or Paterson Trolley. NJ Transit offers ten routes to the downtown area with a majority beginning or ending at the Broadway Terminal. Destinations include the George Washington Bridge and Port Authority Bus Terminals and points in New Jersey including Newark and Jersey City. This terminal is located peripheral to downtown where little commercial activity takes place. Other transfer points include City Hall and St. Joseph's Hospital.

Spanish Transportation is a state licensed private operator that largely serves the Spanish-speaking community throughout Paterson at less cost than NJ transit. They pickup and drop off along Main Street to South Paterson and Market Street to Elmwood Park. The remainder of the trip is on major arterials to the same New York and Jersey City destinations served by NJ Transit. Spanish Transportation parallels NJ transit's most popular routes but allows a degree of flexibility. The Paterson trolley is free but has no scheduled service.

Paterson's street revitalization is led by the New Jersey's Urban Enterprise Zone, a program generating economic opportunities for residents and businesses in the state. A \$3.5 million project is underway for Main Street and Market Street, while the section from Railroad to Spruce Street is still in the design stages. Design features propose a coordinated appearance to increase business activity along these corridors.



Paterson train station



NJ Transit bus



Paterson trolley



GWB

NY Port Authority

Hackensack

E Rutherford

Newark

Paramus Park

Wayne

- Bus # 72, 74 & 190
- Bus # 161
- Bus # 171
- Bus # 703
- Bus # 722
- Bus # 704
- Bus # 712
- Bus # 744

Assets

Regional Influences



The Highlands Protection

Housing –Regional Influences

Despite its many assets, Paterson’s needs are many. This report recognizes that its problems are not entirely of its own making and cannot be looked at in isolation, but in the context of the region in which it resides and to which it is still tethered. Its Consolidated Plan states that “suburbanization and out-migration of families and industry from the City, as well as aging housing stock and related problems continue to pose challenges.”

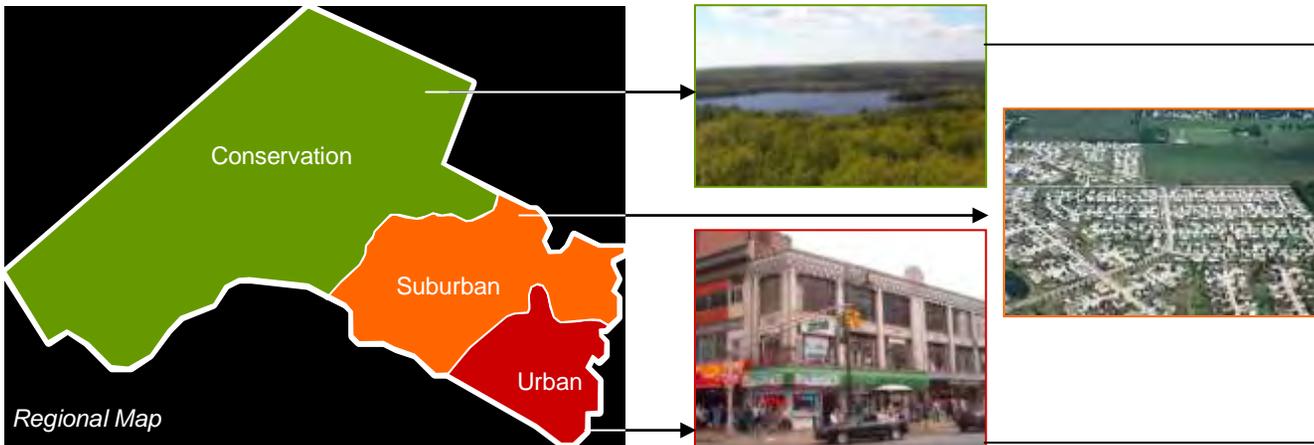
Once a magnet for workers coming to the factories and despite recent in-migration, for the past fifty years, Paterson has seen a great outflow of people moving to not only the immediate surrounding areas, but to areas further out in Bergen, Morris and Passaic counties.

Paterson lies in a region of Urban, Suburban, and Conservation Areas as defined by the New Jersey State Plan. Until 2000, Bergen and Morris County housing values skyrocketed while Passaic County remained flat.

However, between the years 2000 and 2003, Passaic County has seen a dramatic increase upwards of 60 percent, putting significant development pressure on the region.

Other actions outside of Paterson’s borders have made those pressures more complex. In 2004, The Highlands Water Protection and Planning Act was passed to protect natural resources and 800,000 acres (1250 sq. miles) of open space. This act seeks to protect water supplies for over 5 million people and preserve New Jersey’s dwindling open space. The Act effectively removes half of this Initiative’s study area from development, affecting 88 municipalities in 7 counties. This will undoubtedly change the regions dynamic as it continues to grow. Before the Highlands Protection Act, Passaic County’s Cross Acceptance projected as significant an amount of growth in the Conservation Areas as in the Urban Areas. With the Highland’s status changed, can the Urban and Suburban areas absorb the 5 percent projected for it?

Population Projections	(in thousands)				
	1990	2000	2025	% Change (00)	
Urban Centers	271	296	323	27	8%
Suburban Towns	127	137	149	12	7%
Conservation Areas	55	57	61	4	5%



Regional Influences

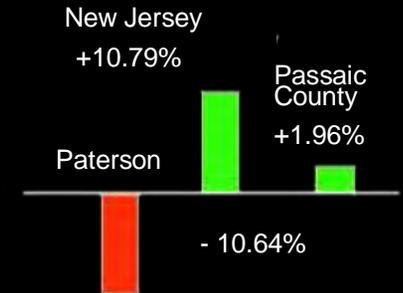
According to NJ State Plan projections, 1 million more people will be living in New Jersey within the next 20 years, an additional 42,000 people in Passaic County alone. This study asks where will they go?

Three options stand out: to re-legislate and continue development into the Highlands, revitalize urban centers such as Paterson following state guidelines, employing

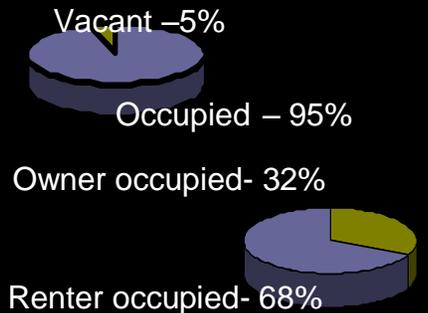
Smart Growth ideas, or forego this opportunity and tell those 42,000 to go elsewhere, that the region is full and its doors are closed. Clearly, this report supports the second of these options. Paterson has been adversely affected by regional if not global changes. If it carefully builds upon its assets it can benefit, not suffer, these changes.

Average Home Values			
Urban Centers			
	2000	2003	%Change
Passaic	145,000	215,000	48%
Paterson	127,000	186,000	47%
Clifton	185,000	272,000	47%
Conservation Areas			
Wanaque	172,000	258,000	50%
Bloomington	178,000	278,000	56%
Ringwood	212,000	314,000	48%
West Milford	166,000	244,000	47%
Suburban Towns			
	2000	2003	%Change
Haledon	167,000	252,000	51%
Hawthorne	220,000	318,000	44%
Prospect Park	151,000	238,000	57%
Little Falls	190,000	281,000	47%
West Paterson	230,000	305,000	32%
Pompton Lakes	175,000	250,000	43%
Totowa	216,000	287,000	33%
North Haledon	251,000	378,000	51%
Wayne	282,000	372,000	32%

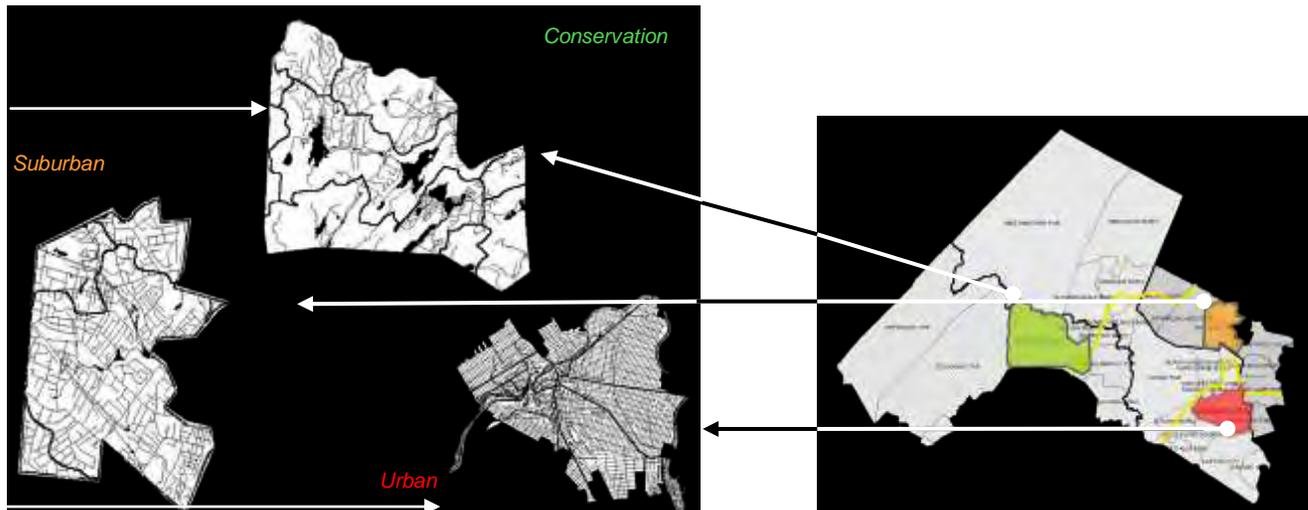
Population Projection



Paterson: % Total Units



Total Units in 2000 = 47,000



Assets

Regional Influences



As it has since its beginnings, Paterson's location near the center of the Eastern Seaboard of the United States still offers significant advantages. It is close to New York and its labor markets. It is half way between Boston and Washington D.C., four hours from either on Route 95. Paterson's strategic location remains important in today's information economy.

That Paterson is a compact City of just under 18,000 people per square mile is another of its assets. In a world facing the looming threat of global warming, a

City like Paterson with good infrastructure, a history of dense development and high quality neighborhoods will become a magnet for new development. Even though it has many open lots in its residential neighborhoods and much vacant industrial land, it is already denser than the two most populated cities in New Jersey. It is less than other areas nearby like Union City and almost one quarter the density of Manhattan. Paterson is not even the densest city in the area; a distinction that resides with Passaic City. Arguably, Paterson can absorb more people.

Neighborhoods

Paterson is a City of neighborhoods with two adjacent nuclei. Downtown, centered on City Hall, is its commercial and political heart; while the Great Falls Historic District, centered on the Falls, is its cultural one. Market and Main Streets are Paterson's principal shopping streets and bustle throughout the day. Deborah Hoffman of the Passaic County Economic Development Office has confirmed that square foot rents are comparable to those of the nearby Willowbrook Mall although Downtown serves an entirely different market than that of Willowbrook's national mall retailers. Downtown businesses are largely sole proprietorships serving Paterson's local immigrant clientele, in many cases in spaces subdivided with subletting retailers.

As the County Seat, virtually all office space in Downtown is occupied by either City, County, State or Federal entities. Passaic County Community College, approaching 7,000 students in population is a significant presence as are the County Courts. Both bring thousands of individuals (mostly by car) into the Downtown every day. Aside from at grade retail and government offices, the upper floors of Downtown buildings are largely vacant. Many of these are of outstanding architectural quality. These represent a significant opportunity described later in this report.

In contrast to downtown, many of the upper stories of mill buildings surrounding the Falls are populated with residences and professional services. Many of these are historic, solid buildings, with a similar architectural quality to those of downtown. A fledgling residential community, initially of artists, has occupied the Essex and Phoenix Mills. Today, these are rent subsidized with approximately 70% reserved for artists. The Franklin Mill is entirely office space, mostly professional. A local developer, Longstreet Development, is converting the Congdon Mill to 89 units of market rate housing. The adjacent Harmony and Edison Illuminating mills are currently under consideration for similar projects.

Combined, these two neighborhoods provide a solid foundation for future revitalization.



Downtown Paterson



Historic District mill

Paterson's diversity is reflected in its neighborhoods, which cluster around shopping streets filled with ethnic stores and restaurants. Many of these restaurants maintain a loyal clientele, one not necessarily linked to ethnicity. Many who travel from around the region to eat and shop there. While most of the original Irish and Italian families have left Paterson, some businesses remain, mostly near the Mill District. Peruvians have

Assets

Neighborhoods



Assets

Neighborhoods

Neighborhood

- A Brooksloate
- B Bunker Hill
- C Downtown
- D Dublin
- E Eastside
- F Haledon
- G Hillcrest
- H Lackawanna
- I Lakeview
- J Near Eastside
- K People's Park
- L Railway

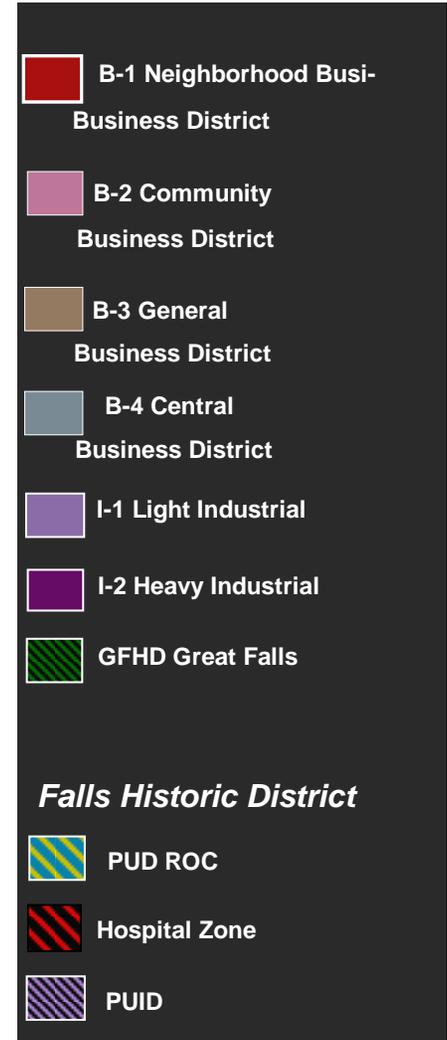
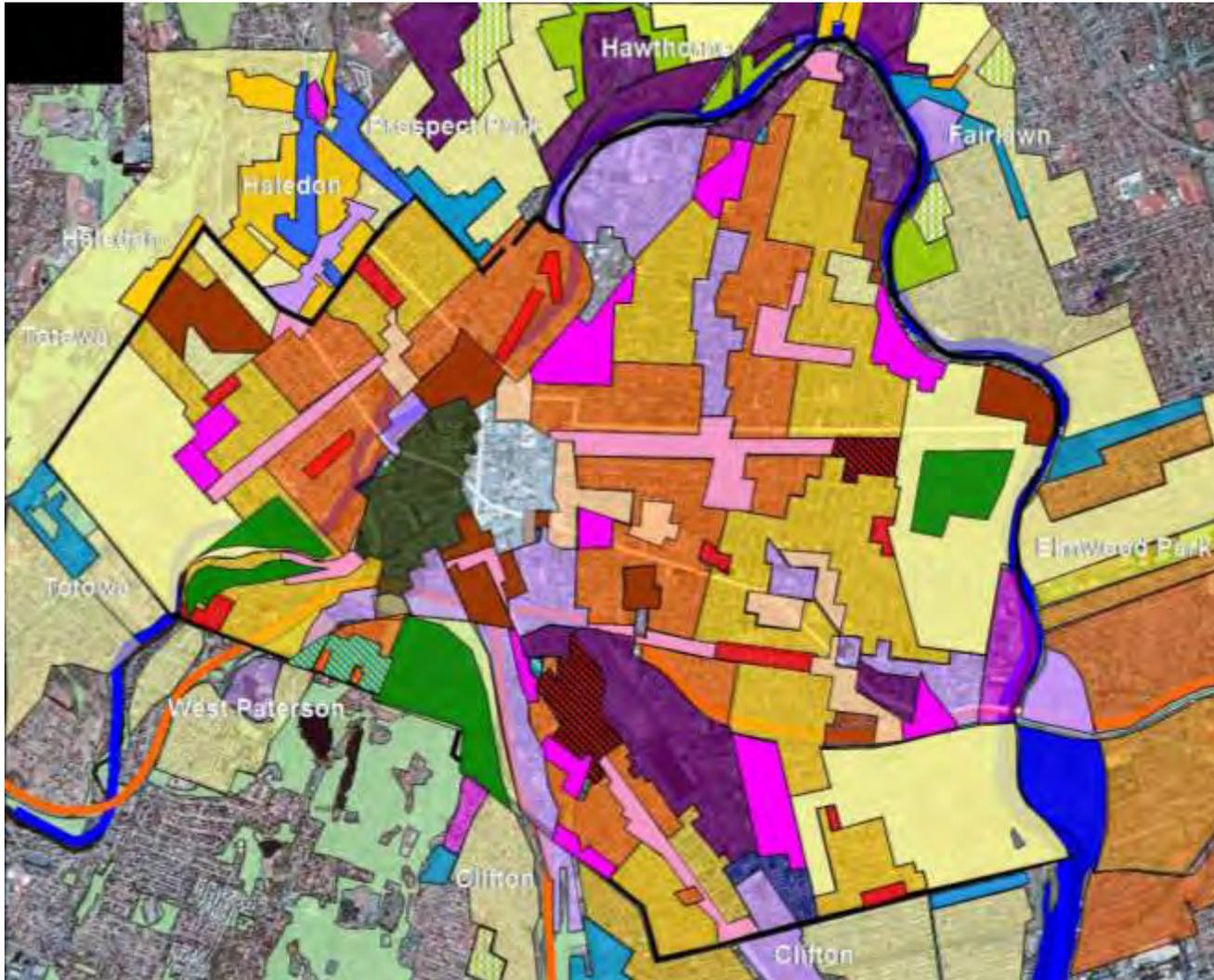
Redevelopment

- 1st Ward
- 4th Ward
- 5th Ward



established a strong presence along Market Street west of Main know as Little Lima. Other Hispanic communities have established strong nodes across the City: Dominicans and Puerto Ricans along 21st Avenue and East Market. These are joined by a growing Mexican community south of downtown. Paterson's African-American community centers largely on Broadway (renamed Martin Luther King Jr. Way) and to the north and east of the City. The Middle Eastern community clusters around lower Main Street extending

into Clifton. Each summer, the main streets of these neighborhoods host African-American, Dominican, Puerto Rican, Peruvian and Turkish-American Day Parades. Today, many of these 18 traditional neighborhoods are memorialized as historic districts within the City, designated as historic by the Paterson Preservation Commission. Although three Redevelopment Zones have been designated, they have not been advanced.



Land Use and Zoning

Most of the City is zoned for low to medium density housing. Paterson has four residential Zones that differ on the basis of unit densities. **R-1** comprises of single family detached dwellings. **R-2** includes low medium density residential district with single and double family dwellings. Housing tends to become more dense toward downtown. **R-3** comprises of multifamily units and

apartments, making it a high medium density zone and **R-4** consists of mostly high density subsidized housing. Paterson contains over 47,000 housing units with over 68 percent renter occupied and a vacancy rate of 5 percent. It is and expects to remain a port of entry for immigrants needing entry-level jobs, hence requiring affordable housing.

Assets

Land Use and Zoning



R-1 Detached Single Family Units



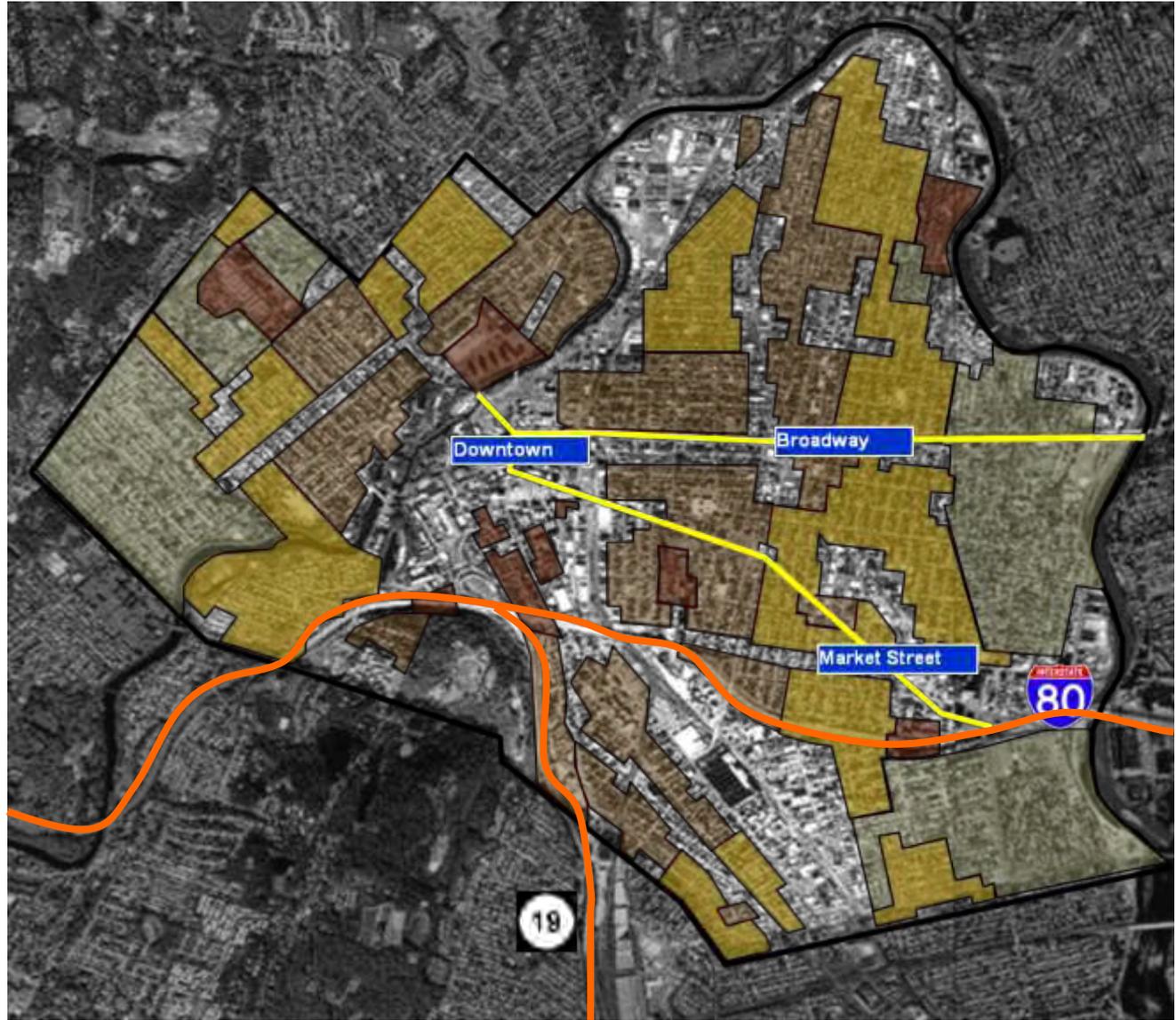
R-2 Single & Double Family



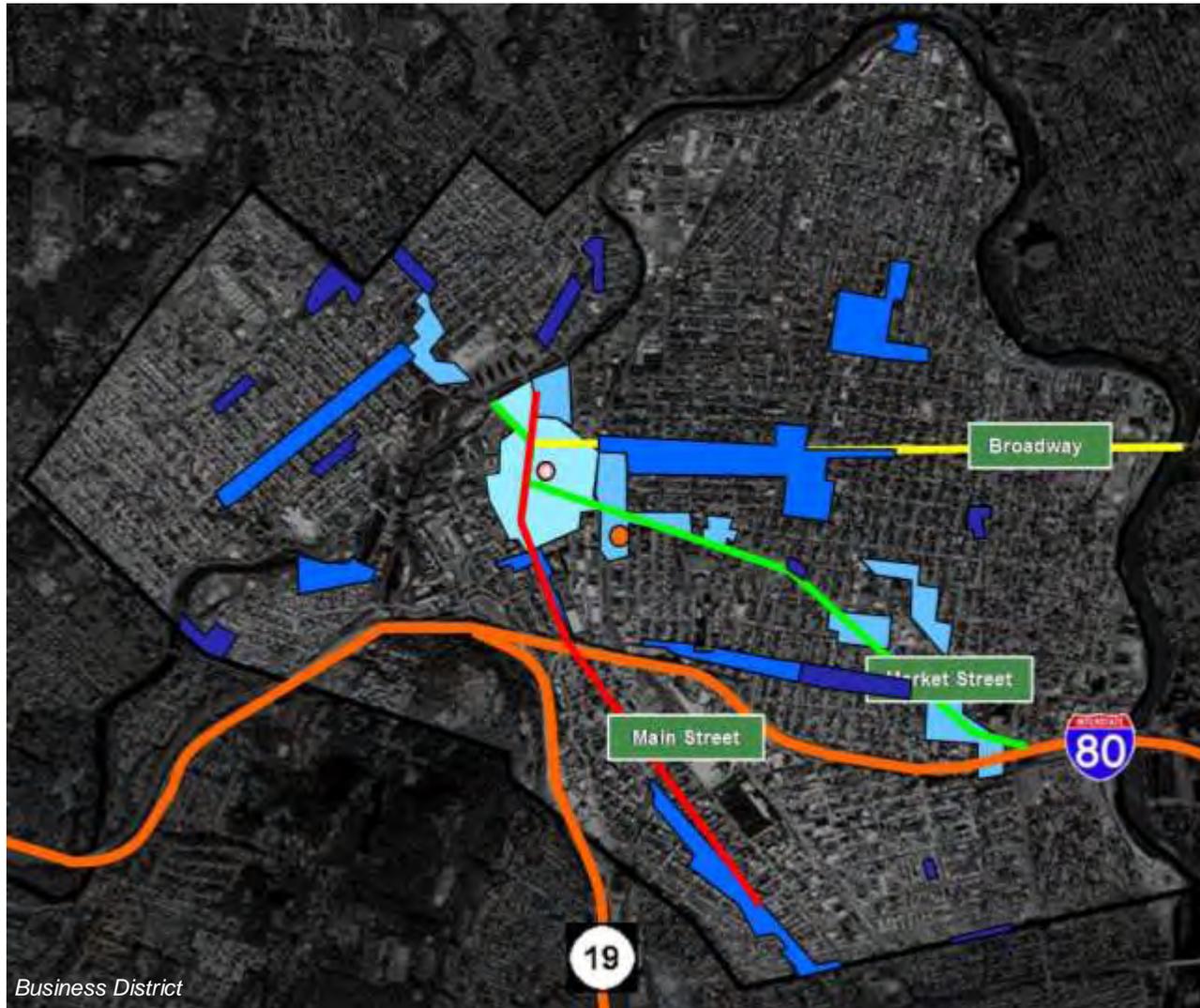
R-3 Multifamily Dwellings



R4 Multi-story Residential -Units



-  R-1 One Family Residential
-  R-2 Low Medium Density Residential
-  R-3 High Medium Density Residential
-  R-4 High Density Residential



Historically, Paterson was a major commercial hub of northern New Jersey. While Paterson’s main streets still satisfy shopping and service needs, large retail stores outside of the City have drawn shoppers away. Willowbrook Mall, Garden State Plaza and the strip along Routes 3 and 46 have systematically undermined Paterson’s commercial vitality.

Paterson’s smaller business districts, B-1 and B-2, the “Neighborhood and Community” business districts include barber shops, and small delis. The B-3 general

-  B-1 Neighborhood Business District
-  B-2 Community Business District
-  B-3 General Business District
-  B-4 Central Business District

Business districts contain small chain malls. The B-4 Central business district is home to downtown Paterson.

Downtown Paterson



B-1



B-2



B-3



B-4

Assets

Schools

Institution/Community

- Public Services ●
- Health Services ●
- Recreation ●
- Religious ●
- Community Facilities ●
- Parks ■

Schools

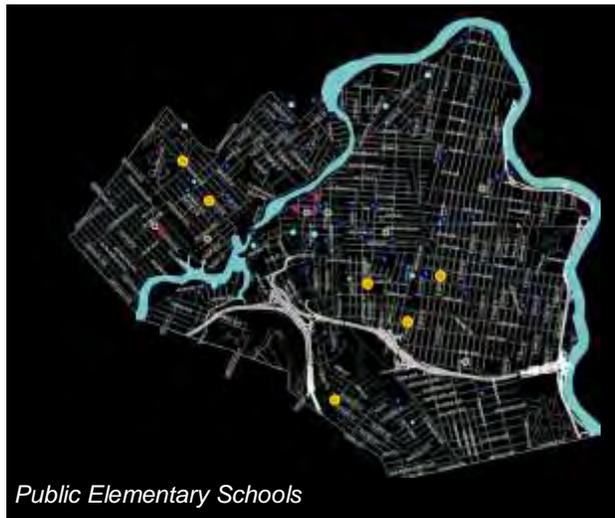
- Public ●
- Private ●
- Primary ○
- Secondary ●
- Continuing ●

Paterson' neighborhoods focus on its institutions. Historically, these were churches. Approaching from the south on Route 19, their spires rise above the City. Today, schools are anchors to the communities.

Paterson's 35 Public Schools serve a total of 26,000 students, although it remains under the control of the State Department of Education.



There are 34 public elementary schools in the City, 60 percent of which were built before 1900.



Paterson is an Abbott School District and has been allocated \$734 million for renovating and rebuilding its schools. To date, several schools have been built, or renovated. Given that the program has exhausted its funds, it remains unclear how many more will be affected.

There are 15 private schools in the City, most of them church affiliated.



There are 4 public high schools and 8 institutions of higher learning.



Paterson is home to virtually every conceivable urban housing type. There are single family homes ranging from wood frame houses on small lots in the Dublin section to stately homes on lots of over an acre near East Side Park. Throughout the City, multiple dwelling units

range from duplexes to high rise apartments. Key typologies, are listed on the following pages. Adapting to the conditions of the twenty first century, these can be the building blocks to Paterson’s redevelopment.

ZONE	TYPE	CONFIG	STORIES	UNITS	DENSITY	PERCENT
R-2 Low-Med. Density	Duplex	Fully Detached	2-4	1 2 3 4 5 6+	12-16	10-20%

LOT SIZE

Width: **50' Min.**
 Depth: **100' – 150'**
 Area: **5,000-11,250 SF**

CHARACTERISTICS

Structure: **Wood Frame**
 Materials: **Brick, Wood, Vinyl**
 Issues: **Plentiful**
Min. 2 Cars
 Variations: **Variations: Very Varied**
 Years Built: **1800's-Present**

Duplexes take many shapes, accounting for a great percentage of Paterson’s housing stock. Most popular is the “over-under” duplex, better known as a typical two-family. Owners of this housing type typically use income from a tenant to offset mortgage payments.

Double units can also be found around Paterson, and generally act like typical single family types but are cheaper to build and maintain due to shared walls and less thermal escape respectively.

Assets

Housing: Townhouses

LOT SIZE

Width:
25' Min.

Depth:
100' – 150'

Area:
2,500-7,500 SF

CHARACTERISTICS

Structure:
Wood Frame

Materials:
Brick, Wood

Issues:
Recognizable
Common

Variations:
Very Varied, Stairs

Years Built:
1800's-Present

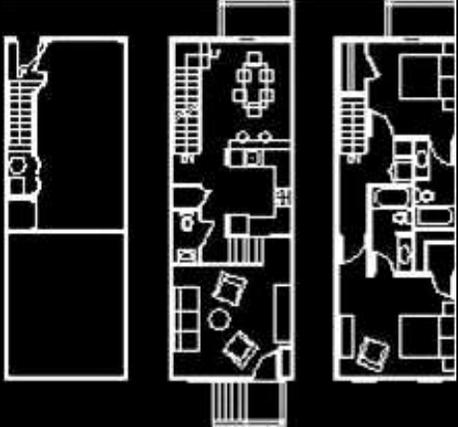
LOCATIONS



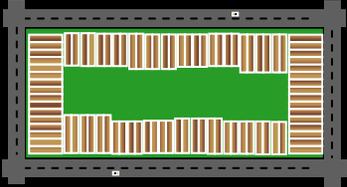
TAX MAP



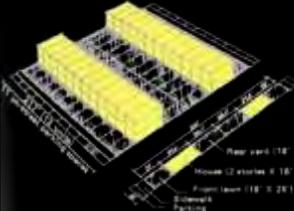
TYPICAL UNIT PLAN



TYPICAL BLOCK



TYPICAL MASSING



TYPICAL LOT



CONTEXT



EXAMPLES



Source: <http://www.michaelmostoller.com/TrentPlans.htm>

ZONE	TYPE	CONFIG	STORIES	UNITS	DENSITY	PERCENT
R-3 High-Med. Density	Townhouse	Fully Attached	2-4	1 2 3 4 5 6+	12-16	5%

Townhouses are a standard urban housing type which takes many forms in Paterson, where they differ in height, apartment size, and style. Townhouses can be occupied by a single household, or divided into several

apartments, with the owner often occupying the primary units. They can be condominiums or rentals. As owner occupied units, a townhouse offers the advantage of ownership without many of the responsibilities of a detached home.

ZONE	TYPE	CONFIG	STORIES	UNITS	DENSITY	PERCENT
R-3 High-Med. Density	“Walk-up”	Fully Attached	2-4	1 2 3 4 5 6+	8-25	10-20%

LOT SIZE

Width: **50' Min.**

Depth: **100' – 150'**

Area: **5,000-15,000 SF**

CHARACTERISTICS

Structure: **Wood Frame**

Materials: **Brick, Wood**

Issues: **Recognizable Common**

Variations: **Very Varied, Stairs**

Years Built: **1800's-Present**

“Walk-up” buildings are a staple housing type in northeastern cities. These apartment buildings traditionally have between two and four stories (low enough to be “walked up to” without an elevator) although ADA requirements now typically require

elevators. These buildings create an urban density which can support mass transit, local shopping districts, and a large job force. The units are often sized for childless couples, singles, or those entering the housing market.

Assets

Housing: Garden Apartments

LOT SIZE

Width:
100' Min.

Depth:
100' Min.

Area:
10,000-25,000 SF

CHARACTERISTICS

Structure:
Wood , Masonry

Materials:
Brick

Issues:
Large paved areas
Spread out

Variations:
Colonial / Modern

Years Built:
1950's

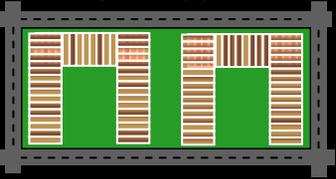
LOCATIONS



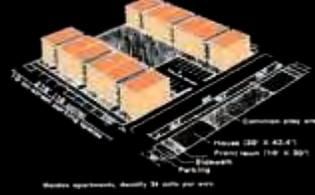
TAX MAP



TYPICAL BLOCK



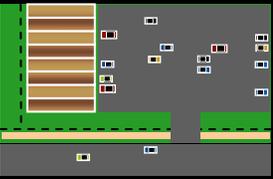
TYPICAL MASSING



TYPICAL UNIT PLAN



TYPICAL LOT (DETAIL)



CONTEXT



EXAMPLES



<http://www.glenwoodapartments.com>

ZONE	TYPE	CONFIG	STORIES	UNITS	DENSITY	PERCENT
R-3 High-Med. Density	Garden Apartments	Multiplex	2-3	1 2 3 4 5 6+	24-36	30%

Garden apartment buildings and complexes can be a great asset to a neighborhood, providing density while still creating green space amenities for the City as a whole. They often include provisions for parking that are sometimes well integrated with open space.

Typically made up of two bedrooms, these apartments can best serve families without children—singles, young families and retirees although open space is an asset for young families.

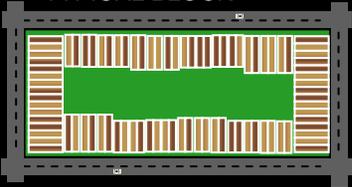
LOCATIONS



TAX MAP



TYPICAL BLOCK



TYPICAL LOT



CONTEXT



EXAMPLES



ZONE	TYPE	CONFIG	STORIES	UNITS	DENSITY	PERCENT
R-3 High-Med. Density	Mixed-Use	Varies	2-4	1 2 3 4 5 6+	-	-

LOT SIZE

Width:
25' Min.

Depth:
100' — 150'

Area:
2,500-15,000 SF

CHARACTERISTICS

Structure:
Wood Frame

Materials:
Brick, Wood, Vinyl

Issues:
**Non-conforming
Add Vitality**

Variations:
Services, Retail

Years Built:
Varies

Mixed-use buildings can support a host of uses above the ground-floor retail spaces. Housing is the most widely used component in mixed-use developments, with many different possibilities for development. Traditionally, many of these buildings supported

professional office space. Although today market demand no longer exists, emerging live work scenarios based on the information economy may revive this typology. Like garden apartments and townhouses, they are best suited to childless households.

Assets

Shared Identity

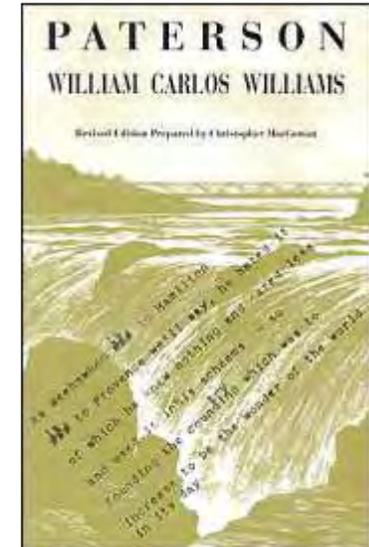


A final asset of Paterson is the sense of attachment that many feel for the City. As a gateway community, Paterson has touched many generations of Americans. Joel Kotkin, in his book *The City: A Global History*, remarks that:

... a great city relies on those things that engender for its citizens a peculiar and strong attachment, sentiments that separate one specific place from others. Urban areas, in the end, must be held together by a consciousness that unites their people in a shared identity.

Perhaps like few other cities, Paterson embodies a “peculiar and strong attachment” to it. Every year, the Paterson Alumni Association convenes retirees in Florida to reminisce. William Carlos Williams and Allen Ginsberg have used it as a subject of deeply personal poetry. Like Ellis Island, many in this region passed through Paterson on their way to becoming citizens.

Today’s Patersonians have that deep association with their City as do many of its “alumni.” If the Great Falls are its greatest physical asset, this shared identity is its greatest spiritual asset and should not be underestimated as Paterson reinvents itself in the twenty first century.



IMPLEMENTATION



The implementation section that follows represents a vision for the City of Paterson that has developed through extensive outreach over the course of the Smart Futures Grant. It is organized in three sections: short term, mid term and long term. Each individual section is subdivided according to the themes of the grant: cultural resources, transportation and housing. Short term items are those that can be acted on immediately or are already underway. Mid term items are those that are not likely to start immediately, but planning for them can begin at any time. Long term items are those that require actions by other communities or agencies, or given existing circumstances, are unlikely to begin planning at this time. Their priority, however, can be reorganized in any order as circumstances permit.

The contents page places these in a matrix directing one to a specific page. There, references are provided for each item directing one to further discussion in the appendices, available on the NJIT Infrastructure Planning website at <http://architecture.njit.edu/MIP/home>.

For clarity, certain items are organized according to phases in the section where they begin. For example,

Downtown Housing has several phases. Rather than parse these in each short term, mid term and long term section, they are all described in the Short Term section where first introduced. Certain recommendations are not easily categorized, or cover multiple themes. Consequently, they are located where they are most relevant. For example, while the Market Street Parking Garage is clearly a transportation initiative, it is discussed in the Cultural Resources section because other items there rely on it for their success.

The possible implementation and priority of these activities has been determined by members of the Initiative in consultation with individual steering committee members and other members of the public. It should be noted that their identification here is the sole initiative of the NJIT team with any due diligence limited by the scope of the Smart Futures Grant and does not imply the expressed consent of the Paterson government or any other involved parties.

Implementation

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Short Term - Cultural Resources

Catalyze the State Park



State Park Competition Site



In November of 2006, Governor Jon S. Corzine announced the winner of a national competition to design a new state park to showcase the natural beauty of the Great Falls. Field Operations, an internationally renowned urban design and architectural firm, was awarded the contract by a jury of professional designers and local stakeholders. The stated goals of the park, according to NJDEP Commissioner Lisa P. Jackson, are to "provide Paterson residents with high quality open space that will also contribute to the revitalization of one of New Jersey's largest cities." NJIT Faculty participating in the Initiative worked together with the Department of Environmental Protection, the Department of Treasury and the New Jersey State Council on the Arts to plan and supervise the nationwide competition.

Design work by Field Operations began in March 2007 with \$400,000 from the Garden State Preservation Trust, while an additional \$500,000 has been set aside for the first phase of construction. The project's \$10 million budget is planned to be completed in multiple phases over several years.

Field Operations's design is consistent with many of the aspirations of Paterson residents that had been conveyed throughout the Initiative. These include:

- placing the Falls and its surrounding industrial ruins center stage without building distracting structures,
- conceptualizing the area as "Paterson's Living Room,"
- creating a series of looped pathways that emanate from the Falls, and
- maintaining the area's remarkable ecology.

The boundaries of the new park are the two existing City parks immediately adjacent, roughly half of the ATP site and the Riverwalk. This leaves much of the surrounding areas outside the boundary and the budget of the park. The relationship between these areas is clearly reciprocal: the State Park can catalyze development there and the success of the park depends largely on those neighborhood's revitalization. For these reasons, those areas are included in the pages that follow for their potential of being catalyzed by the State Park.



Field Operations's Great Falls Cultural Center design proposal rendering

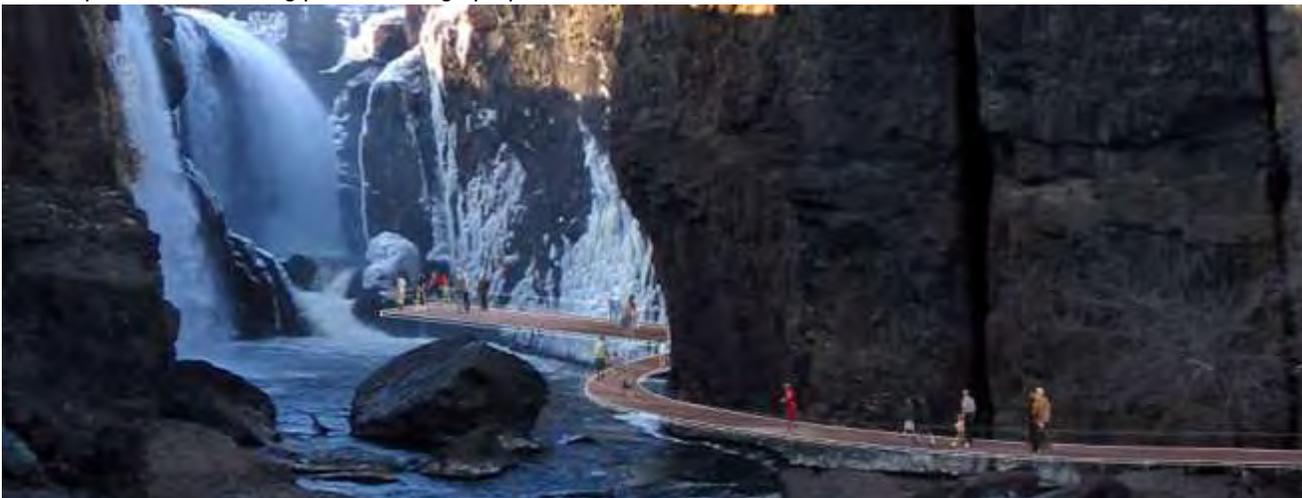
Short Term - Cultural Resources
Catalyze the State Park



Field Operations's Great Falls open space design proposal



Field Operations's teaching platform design proposal



Field Operations's Great Falls walkway design proposal

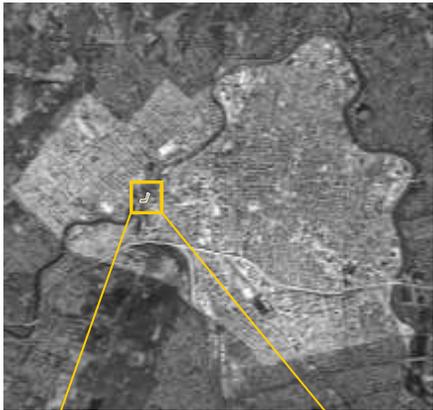


Field Operations' s Great Falls State Park Site Plan design proposal

References:
Appendix 6

Short Term - Cultural Resources

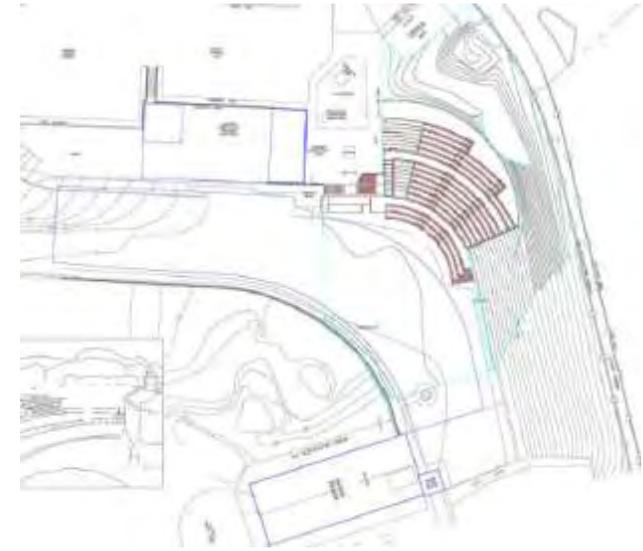
Catalyze the State Park



Falls Amphitheater



As of May 2007, the City remains poised to begin the Phase I construction of a new 500+ seat amphitheatre built into the berm between McBride Avenue and the Passaic River. Design work by L&C Design has been completed and all environmental and historical reviews have been completed. The Initiative recommends that construction of the amphitheater be postponed and coordinated with the Master Plan Process. The amphitheater not be built simply to maintain momentum for its own sake. Field Operations's design shows an amphitheater form in the same location, but in a different configuration than that of the L&C Design. Field Operations also proposes an interpretive center next to the amphitheater. Components of the L&C Design proposal, such as the accessibility ramps, will be unnecessary once the interpretative center is completed because it will likely have an elevator.



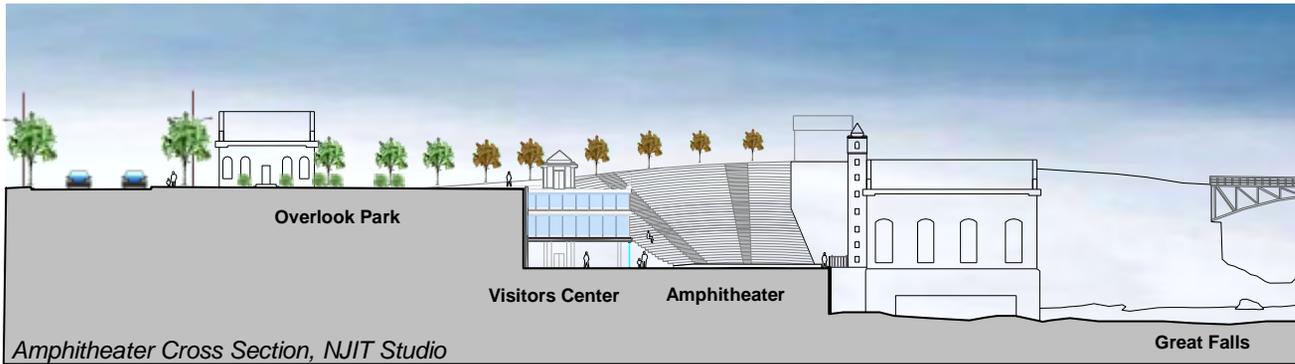
Amphitheater Plan, L&C Design



*Steam Plant Site: today (left), historic (right)
Amphitheater rendering, L&C Design (below)*



Short Term - Cultural Resources
Catalyze the State Park



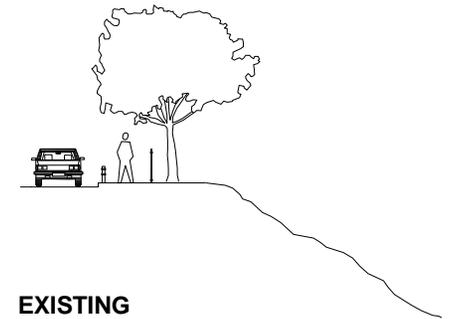
Amphitheater Cross Section, NJIT Studio



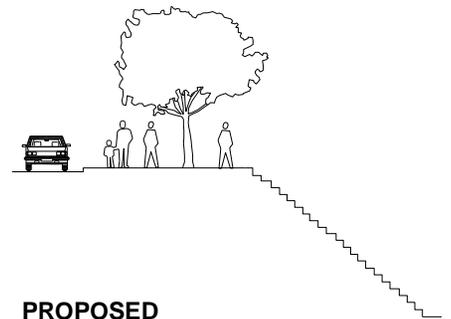
Alternative amphitheater, rendering, NJIT Studio

In either configuration, the amphitheatre will be built into a berm that was constructed as an embankment for the raceways, filling in what remained of Lake Totowa, the large lake that once existed at the Falls' base. Next to the proposed amphitheater are the foundations and remaining lower levels of the steam generating plant demolished in the 1950's. The amphitheater was first proposed in a study by Anton Nelessen and Associates of 1994 to provide a place for casual viewing and performances with the waterfall as a backdrop.

The Initiative further recommends that, whatever the configuration, the top of the berm include better pedestrian circulation along McBride Avenue, incorporating the mature cherry trees located there (see figures this page).



EXISTING



PROPOSED

McBride Avenue Sidewalk Proposal

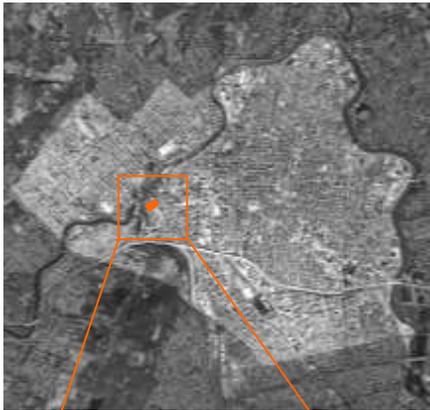
References:
Appendix 1, pages 5-7
Appendix 4, pages 42-54
Appendix 6

Alternative amphitheater, rendering, NJIT Studio



Short Term - Cultural Resources

Market Street Garage



Market Street Garage Location



The Market Street Parking Structure is currently being planned by the Paterson Parking Authority. With minor amendments described on these pages, the garage can serve as the entry portal to the Paterson Great Falls State Park, its finishes and spatial sequences carefully calibrated to perform this critical function. In addition to serving tourists, it can serve local institutions, the anticipated retail shoppers at the Paterson Trolley Barn and guests of the Paterson Great Falls Hotel.

A possible second entry from the McBride Avenue Extension can specifically serve hotel guests. The first level can accommodate school and tour buses. Groups will exit to a concourse along the structure's northern edge that will lead to an exterior courtyard. The concourse will provide access to restrooms and other spaces designed for the tour and school groups expected to visit the park.



Existing images. Proposed deck in yellow



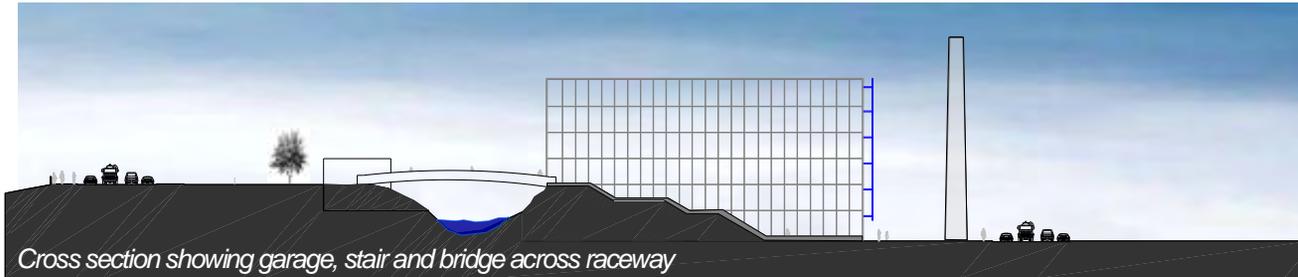
Nylon screens used at Essex County's Turtle Back Zoo



View toward parking structure signage from Route 19



Elevation of Market Street Garage with nylon screens



Cross section showing garage, stair and bridge across raceway

The entry court is bound by the parking structure and the nineteenth century mill currently housing a charter school. To the south across Market Street a view of the Paterson Museum is dominated by the two locomotives in front of the museum.

Components of the parking structure can also serve a welcoming role. The structure's elevator will satisfy accessibility requirements by connecting the courtyard, raceway and footbridge levels. Nylon fabric screens, similar to those used on the recently completed Turtle Back Zoo Garage, can clad two elevations. These are visible from Route 80, heralding the presence of the State Park.

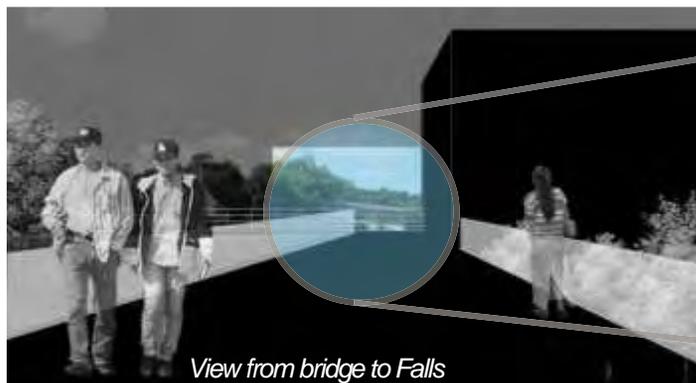


Entry court and stair



Cross section of garage looking east on Market Street

To the north, a broad staircase will lead to the middle raceway pedestrian path and ultimately to a footbridge across the raceway. This staircase will double as an amphitheater where large groups will be welcomed. Object in the courtyard, such as a water-driven kinetic sculpture will animate this welcome. After being welcomed, visitors will ascend the stairs toward the falls. At the apex of the footbridge, the falls first come into view.



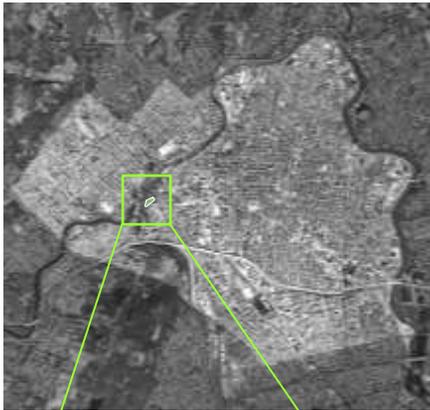
View from bridge to Falls



References:
Appendix 1, pages 19-21
Appendix 2, pages 7-11
Appendix 4, Page 68

Short Term - Cultural Resources

Great Falls Hotel



Great Falls Hotel Location



Based on recommendations by stakeholders and independent reports, the Initiative proposes a hotel at the Great Falls to restore hospitality facilities to the City. A 100 room hotel and a banquet/conference facility could be built on City-owned property opposite Overlook Park (currently occupied by the Visitors Center) and a privately held property adjacent to it. This location has many advantages. The falls would be visible from many interior spaces. Guests would be treated to a view of the adjacent park space and walking networks as extensions of hotel amenities. The hotel would take advantage of the growing trend toward heritage tourism.

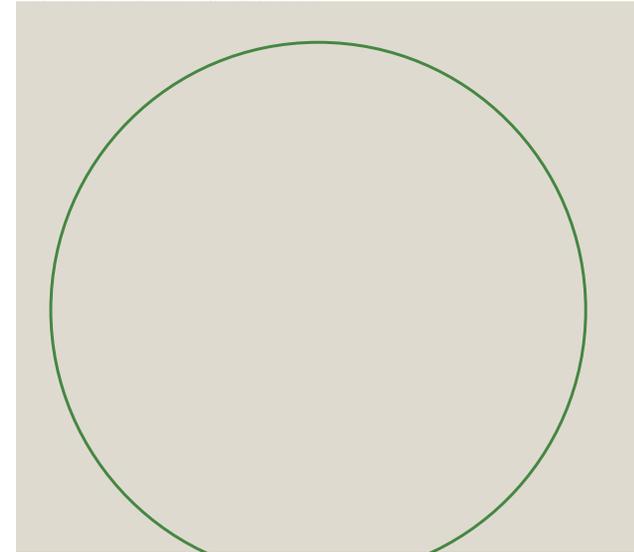
The hotel could use parking spaces in the planned Market Street Garage directly behind it, even having its own ramp. Because of an elevation change, this ramp would access the garage's third level, making it virtually proprietary to the hotel. The hotel would be ideal for wedding celebrations that begin with a ceremony in one of Paterson's many religious or civic institutions, followed by photographs with the falls as a backdrop, and culminating in a reception in the hotel's banquet facility. The wedding party, along with many guests, can stay in the hotel.



Garage (a), bridge (b), hotel (c), and cultural center (d).

Selected Area Hotels			
Name of Establishment	Location	Rooms	Meeting/ Banquet
Holiday Inn Express Hotel Paramus	Paramus, NJ	83	-
Holiday Inn Totowa Clifton	Totowa, NJ	155	300
Holiday Inn Wayne Fairfield Area	Wayne, NJ	139	-
Wellesley Inn Wayne	Wayne, NJ	146	-
Howard Johnson Express Inn Paramus	Paramus, NJ	81	-
Howard Johnson Express Inn Clifton	Clifton, NJ	116	-
Wellesley Inn Clifton	Clifton, NJ	225	250
Radisson Inn Paramus	Paramus, NJ	120	150

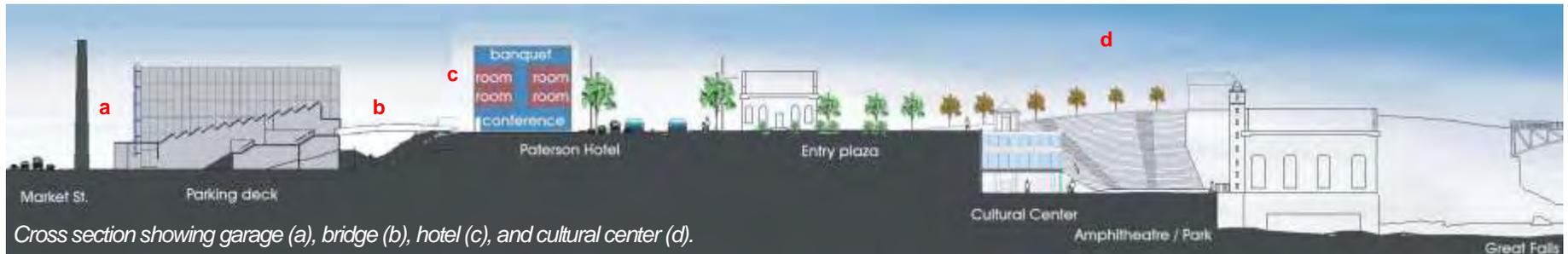
Source: Smith Travel Research; Hunter Interests Inc.



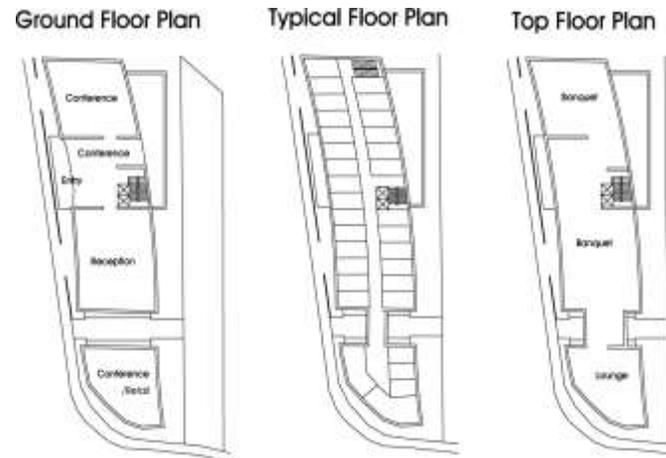
Hotels within a 10 mile radius.



View from pedestrian walkway.



Existing site, proposed hotel.



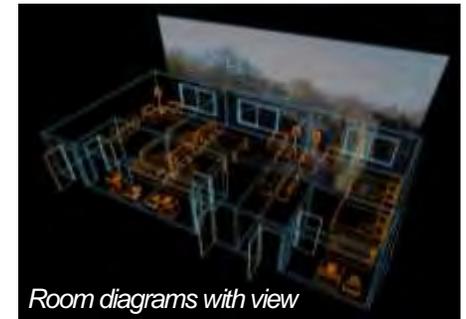
Hotel Plans

Two recent independent reports (Urban Land Institute, Hunter Interests) describe the feasibility of such a scenario. Hotel facilities within a ten mile radius are largely unremarkable, situated along strip highways. The City and the Passaic County Economic Development Office have begun discussions with a Paterson-based and regionally successful wedding banquet facility. This business already reserves rooms in one of the nearby hotels. This business expressed a strong interest in this opportunity.

References:
Appendix 1, page 26

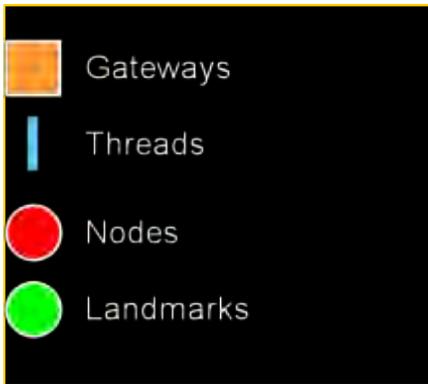


Weddings at Niagara Falls. What about Paterson?



Short Term - Cultural Resources

Landmark Lighting



Street lighting



While Paterson may have signage that is easy to use during the day; at night, inadequate lighting makes signs unreadable and gives a sense of insecurity. Maintaining better lighting will promote security and encourage retail and recreational activities after sunset. The Initiative recommends a strategy comprehensive in scope, improving the way finding and lighting starting in the historic district and downtown and expanding to include the entire City.

A thorough lighting strategy should be extended beyond street and signs, to buildings and infrastructure. How is it appropriate that White Castle seems to be more important than the Court House?



Smokestacks illuminated

Paterson's industrial history could be celebrated using lighting. The smokestacks of the City could be lit to enhance the City's skyline and marked as cultural monuments to the City's industrial past. They could also be used as navigational tools to travelers and residents.



Illuminated smokestack cross section

In major cities, the power of light at night plays a great role as a safety, mobility and a navigation feature. As night falls in most parts of Paterson, its beauty and exuberance is lost in the darkness that befalls most of its streets, bus stops, landmarks and navigation signs. At night, this creates a sense of insecurity for residents walking the City streets and for drivers who can no longer see signs and familiar way-finding symbols. Businesses lose economic opportunities from late night potential shoppers, and exuberant landmarks commanding spaces during the day lose their lifelines.

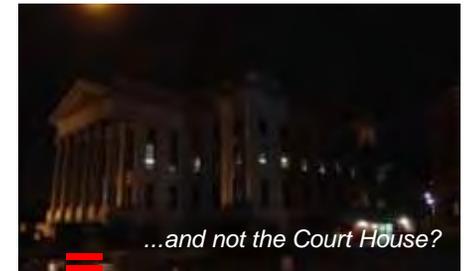
In addition to a comprehensive street lighting strategy, the Initiative also recommends lighting gateways such as major roads, sidewalks, and rail lines; nodes such as bus stops and parking decks; and landmarks including smokestacks, the Great Falls and important buildings.



Parking decks illuminated



Why is White Castle lit...



...and not the Court House?



The Courthouse?



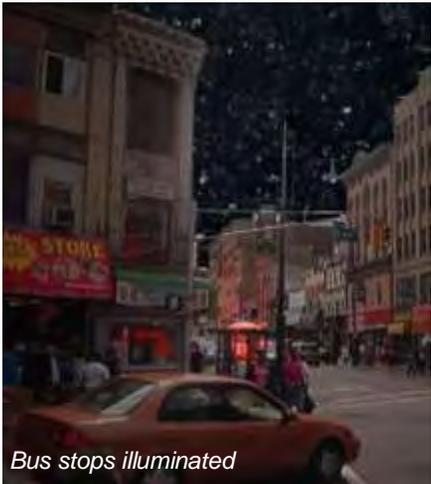
Can we take advantage of this extraordinary view of Paterson?

Short Term - Cultural Resources

Landmark Lighting



Rail viaduct illuminated



Bus stops illuminated

References:
Appendix 2, page 11
Appendix 6 , pages 54-79



Paterson Falls illuminated



Niagara Falls



Niagara Falls

History is on display everywhere in Paterson, but most, including many residents, do not know it. The Initiative recommends bringing students from the City and throughout New Jersey and the region to the Great Falls and the Historic District. This will provide a memorable experience that lays a strong foundation within the next generation. A trip might also rekindle dormant roots as there is a strong statistical probability that someone in their family can trace their roots back to this gateway City. Museum programmers argue that “skipping generation” -connecting grandchildren and grandparents - is a proven strategy to bring visitors.

Given Paterson’s negative reputation in the news media today, school boards and parents outside the City might be skeptical. Although this negativity is largely exaggerated, it provides a clear opportunity for the City to set a standard for its historic areas to assure parents of their children’s safety. This standard should be comprehensive. The State Park should be a safe and pleasant place to pass the time. Security should be visible but not overbearing, appearing more as rangers than police. Ideally, they should be on horseback in keeping with the historical character of the place.

Circulation and events should be choreographed for the trip, including how buses arrive. Buses would approach the City following the old Morris Canal either from the south on Route 19 or from the west on Route 80. Both approaches present dramatic views. For Paterson residents, the School Board could facilitate similar approaches using a city-owned vehicle. Buses arrive in the Market Street garage and proceed to a gathering space where a docent prepares them for their day. A hydraulic sculpture there serves to demonstrate how water was first used in Paterson. From this starting point, students proceed along a pedestrian-only path to the State Park, where the visitor’s center offers interpretive venues and other amenities. From there, students would follow pedestrian loops as described in the pedestrian network implementation section. Interspersed among these destinations would be play areas marked by additional hydraulic sculptures. Students would return to the visitors center for lunch and at days end to pick up mementos. There are more loops than can be traversed in a day, a strong encouragement to return.



Potential school trip features



School trips in Paterson in 2005 at the intersection of Spruce and McBride Avenue.

References:
Appendix 1, pages 4-8



Short Term - Cultural Resources

Pedestrian Network



Great Falls area pathways



The Initiative proposes a comprehensive pedestrian and bicycle network to improve the quality of life in Paterson, giving residents an alternative to congested driving conditions, attracting visitors and new residents. People walking and biking make streets feel safer and deter crime. Intersections, such as the critical one at Spruce and McBride extension near the Falls, must be improved with priority placed on the safety of the pedestrian, not the convenience of drivers. Narrow sidewalks in the Historic District can be supplemented by pathways through parkland.

Historically, Paterson was served by an extensive network of paths connecting residences with factories. These include paths along the raceways, the proposed Riverwalk and a path through the Valley of the Rocks. Maintaining this connectivity, especially for local residents, restores Paterson's historic qualities.

For visitors, it is important that these paths be organized in loops so that new discoveries are made at every step. These paths should not be limited to the historic district but extend out to other neighborhoods and ultimately places such as Garret Mountain through the Connector (described under long-term implementation).

Cyclists use both pedestrian and automobile infrastructure and should be encouraged to continue to do so. Where there are points of conflict, especially where there is fast-moving traffic or at hills, the Initiative recommends parallel accommodations.



Valley of the Rocks



Reservoir



Raceway Park



Bicycle Path Network

Short Term - Cultural Resources
Pedestrian Network



Pathway Loops

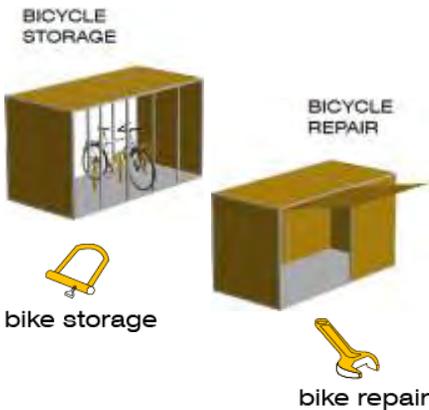
- West Side Park Loop..... 1
- Falls Loop..... 2
- Upper Raceway Loop..... 3
- Reservoir Loop..... 4
- ATP Site Loop..... 5

- Existing** ———
- Planned** - - - - -
- Proposed** - - - - -

References:
Appendix 1

Short Term - Cultural Resources

Ecocity Strategy



If Paterson is indeed at a point of new beginning, accepting ecological responsibility will allow it to distinguish itself. The Initiative recommends three strategies that can transform it into an eco-city: Bicycle Paterson, Recycle Paterson, and Foodcycle Paterson.

Bicycle Paterson: Paterson’s downtown area is heavily congested. A major contributor to downtown traffic is the dropping off and picking up of students at local schools. The introduction of bicycle transit will reduce the congestion, reduce pollution, and encourage healthier lifestyles.

Paterson has no visible bike lanes, although signs exist and Paterson’s streets do have the capacity to incorporate bike lanes. Other cities have found that removing the traditional separation between traffic and people in urban areas can make streets safer and less congested. Removing standard curbs, barriers, and road markings forces motorists to use eye contact with other road users and pedestrians results in slower, more careful traffic, and increased safety for cyclists and pedestrians.

The Initiative recommends three new bicycle routes connecting important areas of Paterson. The first route



Bicycle Paterson



connects the train station to schools in the downtown area through the one-way portion of Market and Park Streets. The second route connects the train station and bus station with Passaic County College. The third route connects the Train Station to the Great Falls area.

Recycle Paterson: The existing sanitation system in Paterson is weak and unorganized, imparting a negative image on the City. The introduction of a new recycling network improves Paterson’s health, aesthetics and local economy.

The Initiative recommends relocating trash receptacles at some bicycle sites and other locations around the City. It also recommends introducing a reward program in which Paterson residents receive food coupons for recycling deposits modeled after a program implemented in Curitiba, Brazil.

Foodcycle Paterson: Many people come to Paterson’s Farmer’s Market for its fresh food and affordable prices, although it has several drawbacks: it is hard to find, almost invisible to outsiders, has heavy traffic, lacks parking, and is poorly linked to downtown, a potential source of new customers.

To improve the existing market three elements need to



Recycle Paterson



be implemented: a) walk-able market, b) visible market and c) portable market.

a) To transform the existing market and make it more pedestrian friendly, the Initiative recommends introducing walk-able surfaces and eliminating cars on the streets. Market shoppers can leave their cars in nearby surface parking and walk to the market.

b) The market lacks proper signage to lead people to the market area. Increased signage is necessary to improve the market's visibility and increase its potential customer base.

c) To bring fresh, affordable food to a greater number of people, the Initiative recommends creating portable markets in the downtown area. Food vendors can sell fresh food on weekends in municipal and school parking lots.

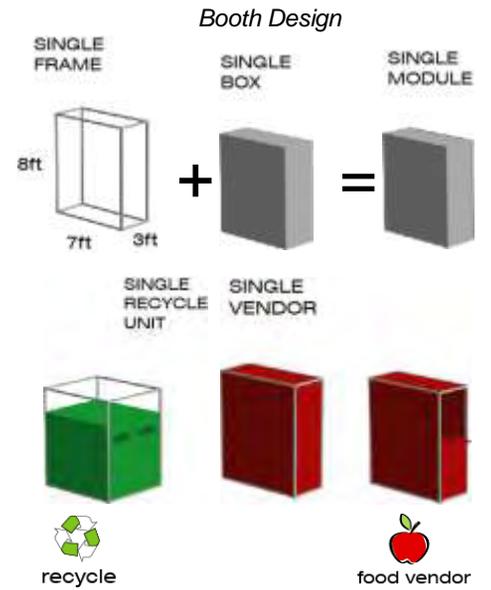
Eco Paterson: transforms the main transportation nodes in Paterson - at the train station, bus station and the

Great Falls - sparking numerous job opportunities for Paterson's residents. These would include bike taxi drivers, bike repair services, garbage recyclers, and food vendors.

Short Term - Cultural Resources
EcoCity Strategy



An EcoCity Site



References:
Appendix 4, pages 80-105

Short Term - Cultural Resources
Armory Revitalization



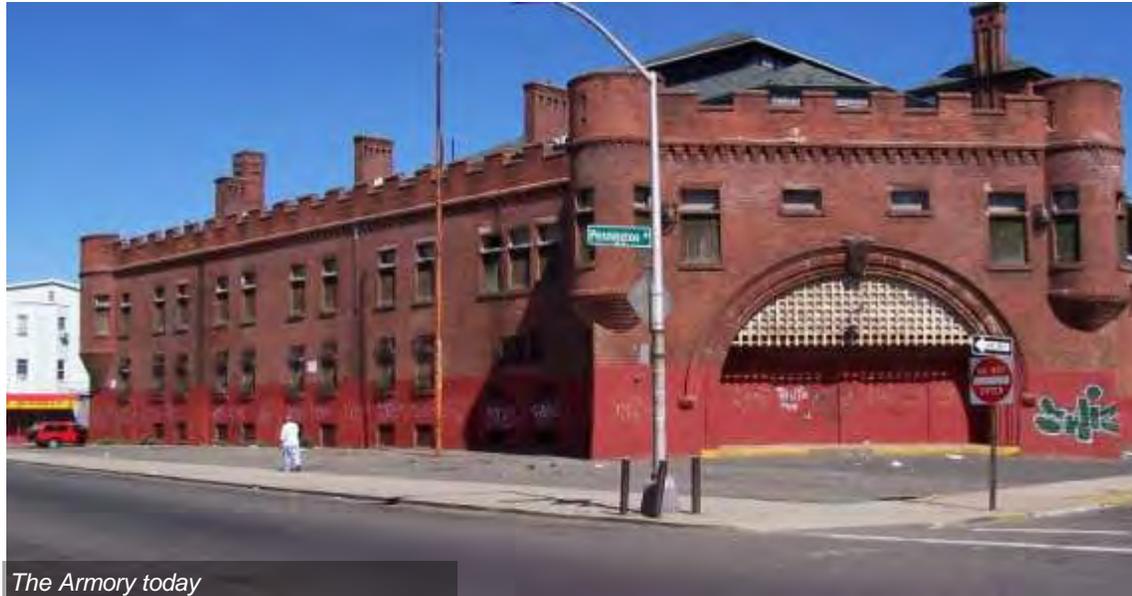
Paterson Armory



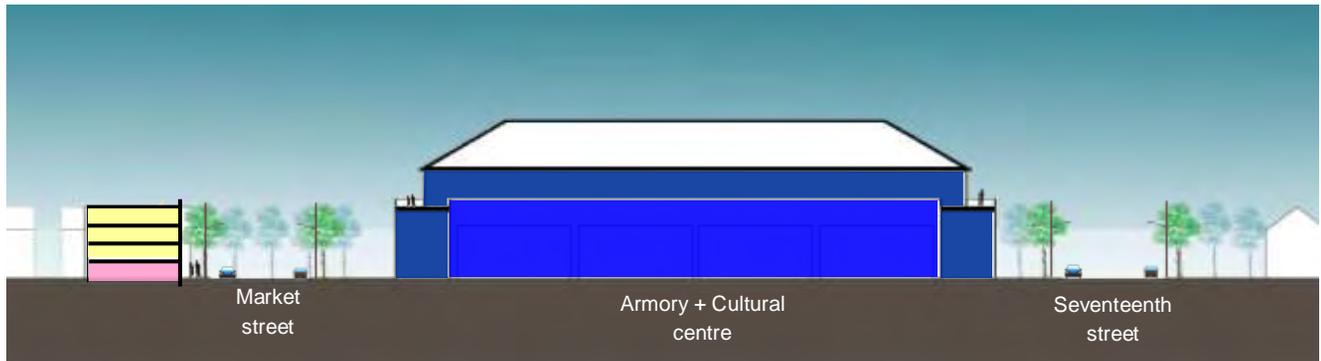
References:
Appendix 3, page 31

The currently unused historic Paterson Armory is a recognizable architectural and visual gem in the City.

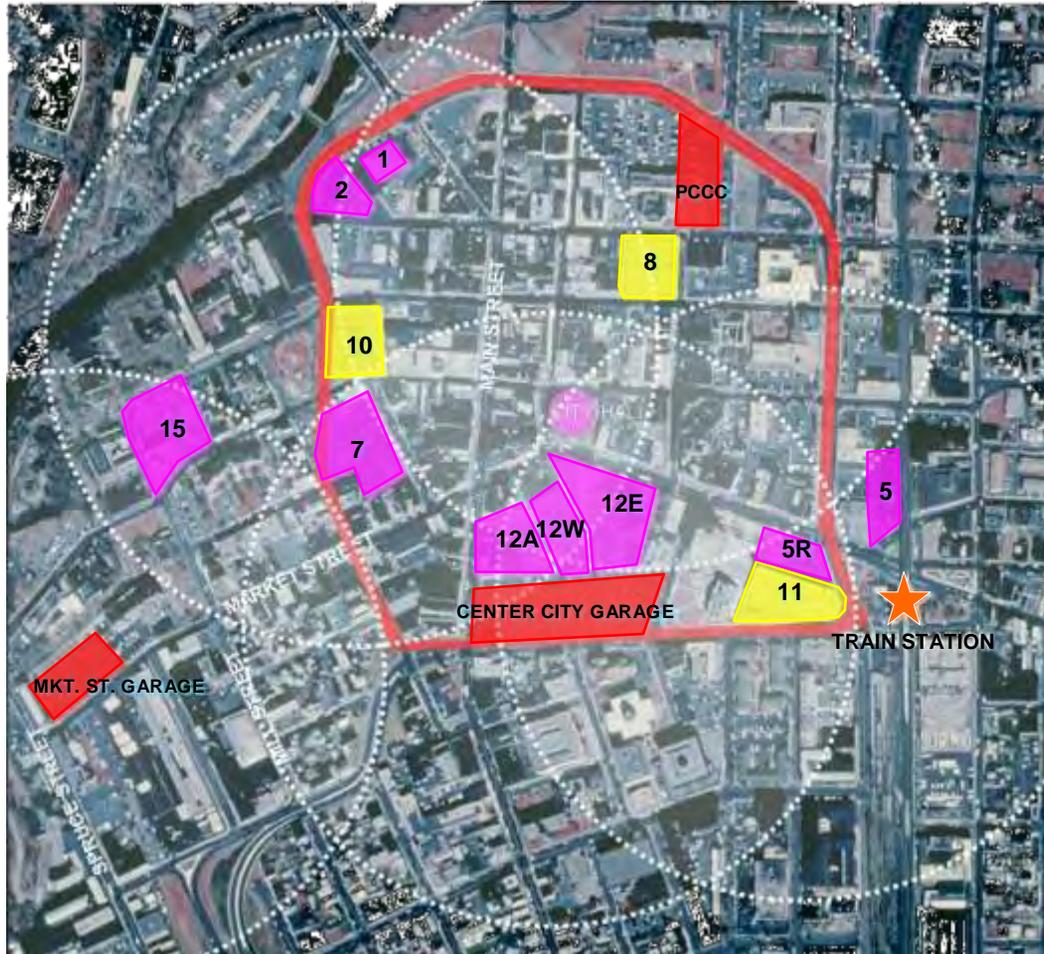
A recent request for proposals elicited only one viable bid as a storage facility, which the City rejected. A principal inhibitor for adaptive re-use is the perceived lack of parking. The Initiative recommends that the armory be converted into a community cultural center; a place for the exhibition of art, a venue for public speaking and an active place for indoor soccer and dancing. The facility can utilize dedicated on street parking and shared parking options at the nearby East Side High School and the Roberto Clemente School.



The Armory today



1/4 Mile Radii circles radiating from existing and proposed parking garages



The Paterson Parking Authority (PPA) is responsible for over 4,000 parking spaces in the downtown area, approximately 2,000 of which are in parking garages. These garages serve daytime office, government and institutional users. All but a small surface lot are unavailable for overnight parking. Three new facilities are in various stages of development. The Passaic County Community College Garage will add 960 spaces and is nearing completion as of this writing. The Center City Garage will add 625 spaces below grade and is also under construction. An additional 650 above grade spaces will be added in phase two. The Market Street Garage is currently proposed for 625 spaces and is currently in the planning stage, where the City is urging

the PPA to increase capacity by 30percent, which will place its envelope in violation of the City’s historical guidelines. Additional design recommendations for the Market Street Garage are made elsewhere in this report.

The Initiative recommends that the PPA make its facilities available around the clock, seven days a week to accommodate residential needs in the downtown area and historic district. The PPA is currently working with Longstreet Development to accommodate the overnight parking requirements of its development of the Congdon Mills in the Ellison Street Garage. Longstreet will pay the cost of upgrading the garage’s security systems to allow overnight use. This should be used as a test case for all the PPA’s facilities.

Short Term - Cultural Resources
Open Existing Parking Structures 24/7



Existing		
	Surface Parking	1,082
	Structured Parking	2,000
	Metered Parking	927
	TOTAL EXISTING	4,009
Proposed		
	Structured Parking	4,000

References:
Appendix 2, page 6

Short Term - Cultural Resources

St. Joseph's Hospital



In the St. Joseph's Hospital Area, the Initiative recommends a careful development of new programs and opportunities for the creation of a health care campus that will act as the engine for economic growth in south Paterson.

Our analysis was based on data which recognizes St. Joseph's as a major job provider for Paterson. It is an integral component of the City's economy and it helps to support the area's commercial and service activities.

South Paterson is a diverse mix of residential and industrial districts. The area is separated from the Downtown by Route 80. St. Joseph's Regional Hospital is a 792-bed medical center that treats 30,000 inpatients and 350,000 outpatients per year. Research and laboratory facilities are part of St. Joseph's active involvement in a teaching program affiliated with Seton Hall University's School of Graduate Medical Education. This major institution in



south Paterson serves the residents of the City and the surrounding county with efficient clinical services as well as a high standard of patient care. The Hospital lies within a mixed-use neighborhood with industrial areas, many underutilized warehouses, a freight line and a large amount of vacant open space, all of which offer great potential for growth and development.

The Hospital area is connected by two major streets: Main Street caters mainly to local traffic, while Getty is more frequently used by industrial vehicles. Route 80 and Madison Avenue also have direct access to the site. By creating green pedestrian-friendly routes within a quarter-mile radius of the Hospital, walkability will improve for people who work, live, and play around the campus. It will also better link to the neighboring sections of Paterson, reducing automobile traffic and increasing street activity.

New Jersey Transit and other bus services link the Hospital to Downtown; however there is no specific bus system or schedule that connects the entire City with the hospital site. To alleviate this, a proposed shuttle service would connect the hospital with the rest of the City. A light rail service and train stop at the campus could connect the Hospital with the rest of the region, especially to the south along the freight line.



The Middle Eastern neighborhood of south Paterson generates some of the most important commercial activity surrounding St. Joseph's Hospital. This rich collection of ethnic restaurants full of economic and social energy does not reach the hospital area, but instead extends out of the City towards Clifton. By adding mixed use programs and reprogramming many of the buildings near the hospital, this energy will flow into the St. Joseph's campus. The implementation of Smart Streets will help connect the Campus to Downtown and to the

ethnic restaurants and services to the south, allowing the campus to act as a center between two strong areas of Paterson.

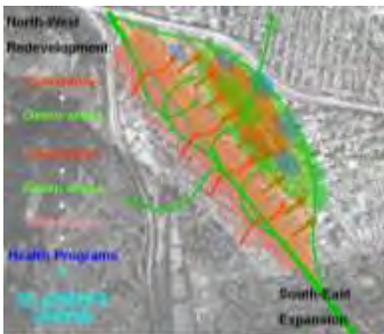
The illustrations across the page show how a street can be changed to incorporate a green path and open space. St. Joseph's Hospital would be the leader in integrating healthy lifestyles and specialized health services into the community.

Short Term - Cultural Resources

St. Joseph's Hospital

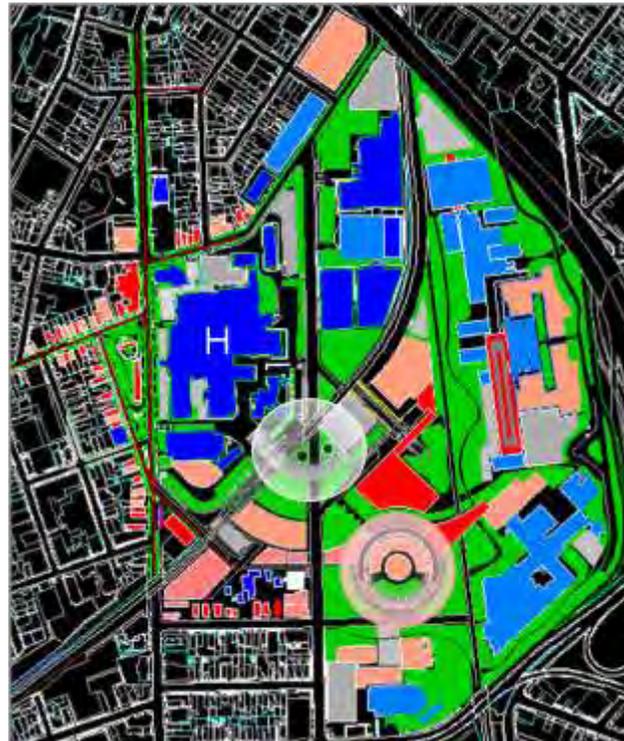


Campus Access: The Green



Vision for a New Center

A conceptual Master Plan was developed in the studio for the St. Joseph's Campus. The access plaza includes two major buildings, one containing mixed uses and the other offices and retail, as well as reprogrammed surrounding buildings. The addition of a train stop and pedestrian plaza in the future would combine all the uses into a unified environment.



Campus: New Uses and Program

The new campus node would include health care facilities, commerce, parks, green zones, various transportation options, parking, and a variety of services. Mixed use programs will cover a wide range of community and regional needs. It will stimulate housing development in the southeastern sector of the City where opportunities for relatively large projects exist.

By increasing commercial activity along the part of Main Street located in front of the hospital, these uses can be connected with the various mixed-use programs and spaces of the campus.

ST. JOSEPH'S HOUSING

A study of the options for housing in the St. Joseph Hospital District in South Paterson assessed the opportunities created by the hospital's expansion, development of community amenities and improvements of neighborhood areas.

To date, these areas of Paterson have been overlooked for substantial redevelopment. With many underutilized warehouses, a wide freight right-of-way and an abundance of open space, there are many possibilities for revitalization. Currently, a market facility is surrounded by many underutilized buildings, yet this amenity is a focal point for the community and a possible magnet for new housing.

St. Joseph's Hospital has great potential as a Regional Health Care Center. As it relates to housing, its leadership in integrating healthy lifestyles and specialized health services for the residents will reinforce the hospital's role in community life.



Short Term - Cultural Resources

St. Joseph's Hospital



Before

Adaptive re-use of industrial building



After

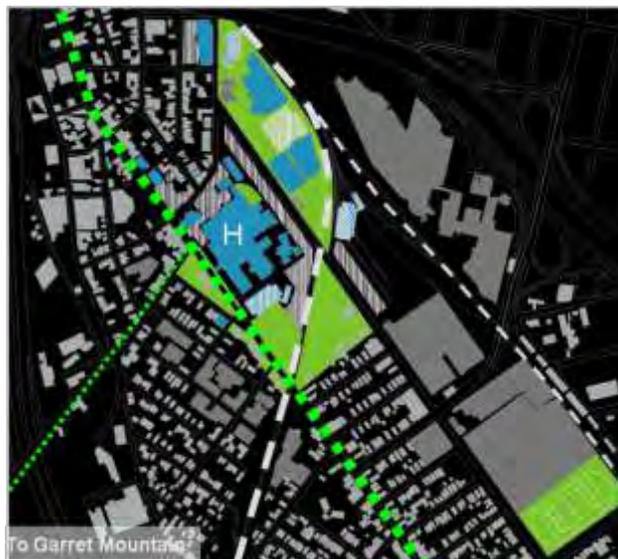
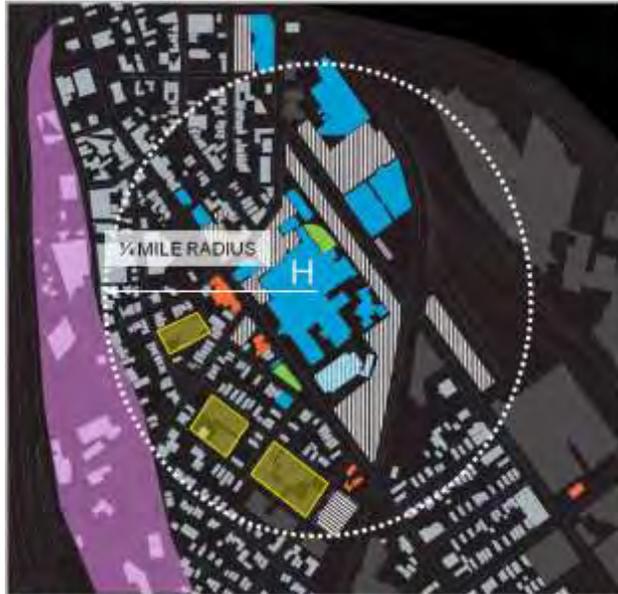


Before



After

References:
Appendix 5, pages 26-28, 38-39



There are vacant and underutilized industrial buildings in the vicinity of the hospital that could form the core of the residential area. These warehouse sites should be seen as housing opportunities that the community can benefit from. The resulting housing can serve the need for apartments and family units for hospital staff in close proximity to the campus.

Increasing green open space as well as community amenities such as a sports and recreation facilities on obsolete industrial land will enhance the community at large and support local schools. The streetscape around the Hospital can be improved with a network of green pathways for jogging as well as bicycling.



Market

With market facilities in a once problematic area, south Paterson could be strengthened by revitalizing existing facilities, which together would form a major community center. This would also make the proposed housing scenarios feasible in the study area. Furthermore, the market and new public open spaces can be used as connectors between the neighborhoods currently divided by the freight line.

Short Term - Transportation

Wayfinding



Different focus groups held both within and outside the City both concluded that many people are reluctant to come to Paterson. While Paterson's negative image is a contributing factor, confusing signage and inadequate lighting were also cited as significant impediments.

A casual visit to the City proves this to be true. When one leaves the highway, signs are often displaced, faded or hard to read. Paterson's complex street grid of older narrow streets compounds any apprehension that visitors might have. Motorists find it difficult to find their way out of Paterson since signage to major highways lack directions.



What sign?



Confusing signage



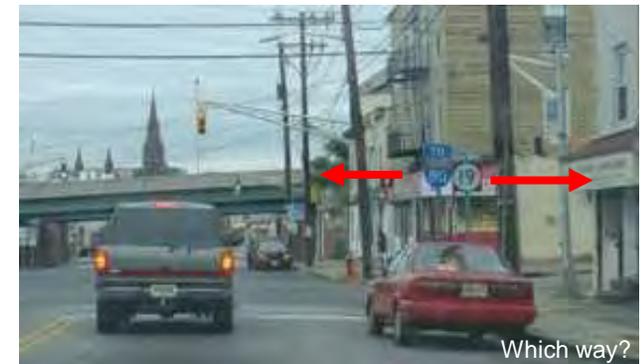
Appropriate scale?

The Initiative recommends a comprehensive strategy to reorganize and maintain signage. To do this prior to the opening of the State Park is both timely and essential. This must also be coordinated with a comprehensive lighting strategy described earlier in this section.

References:
Appendix 2, page 10

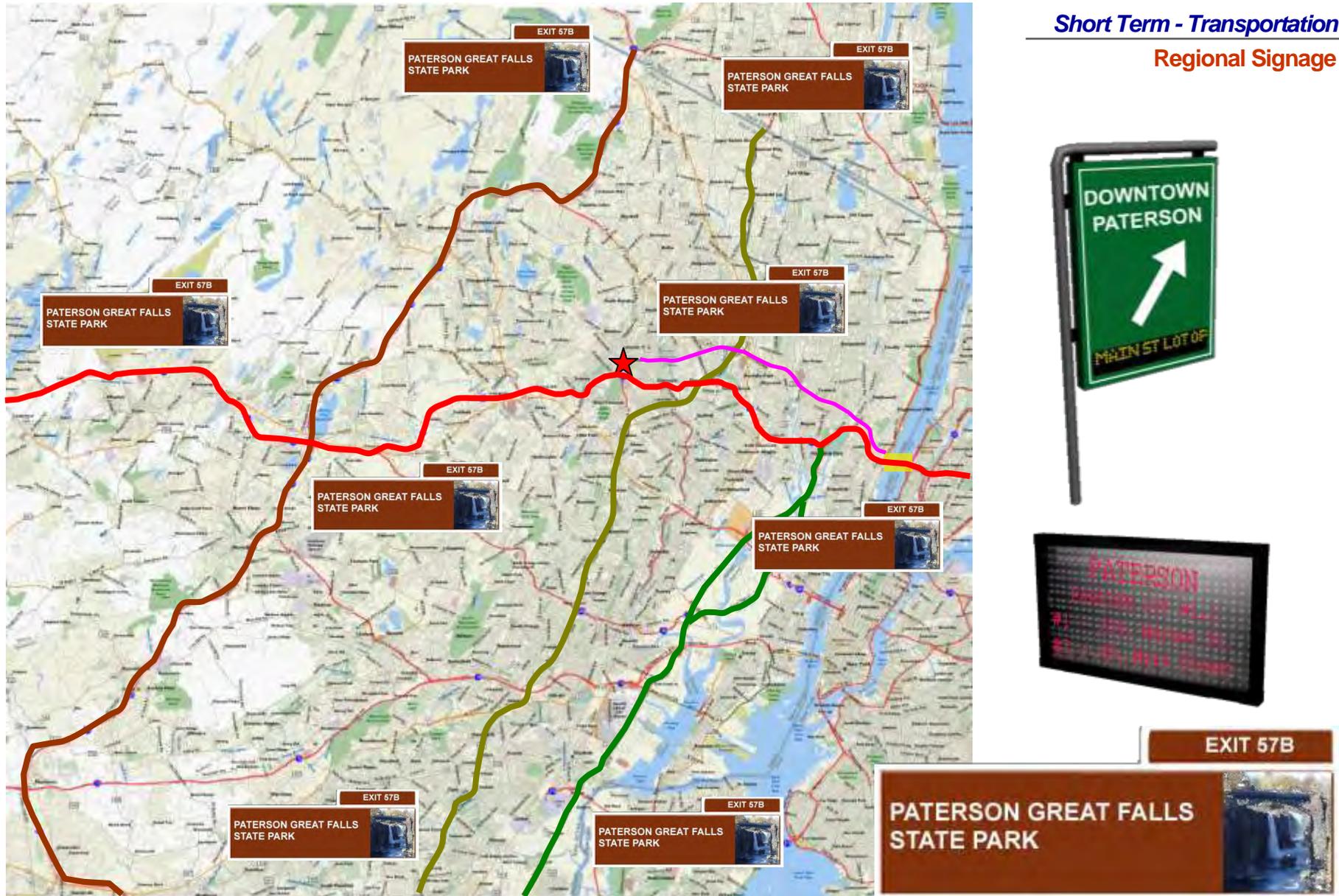


Where am I?



Which way?

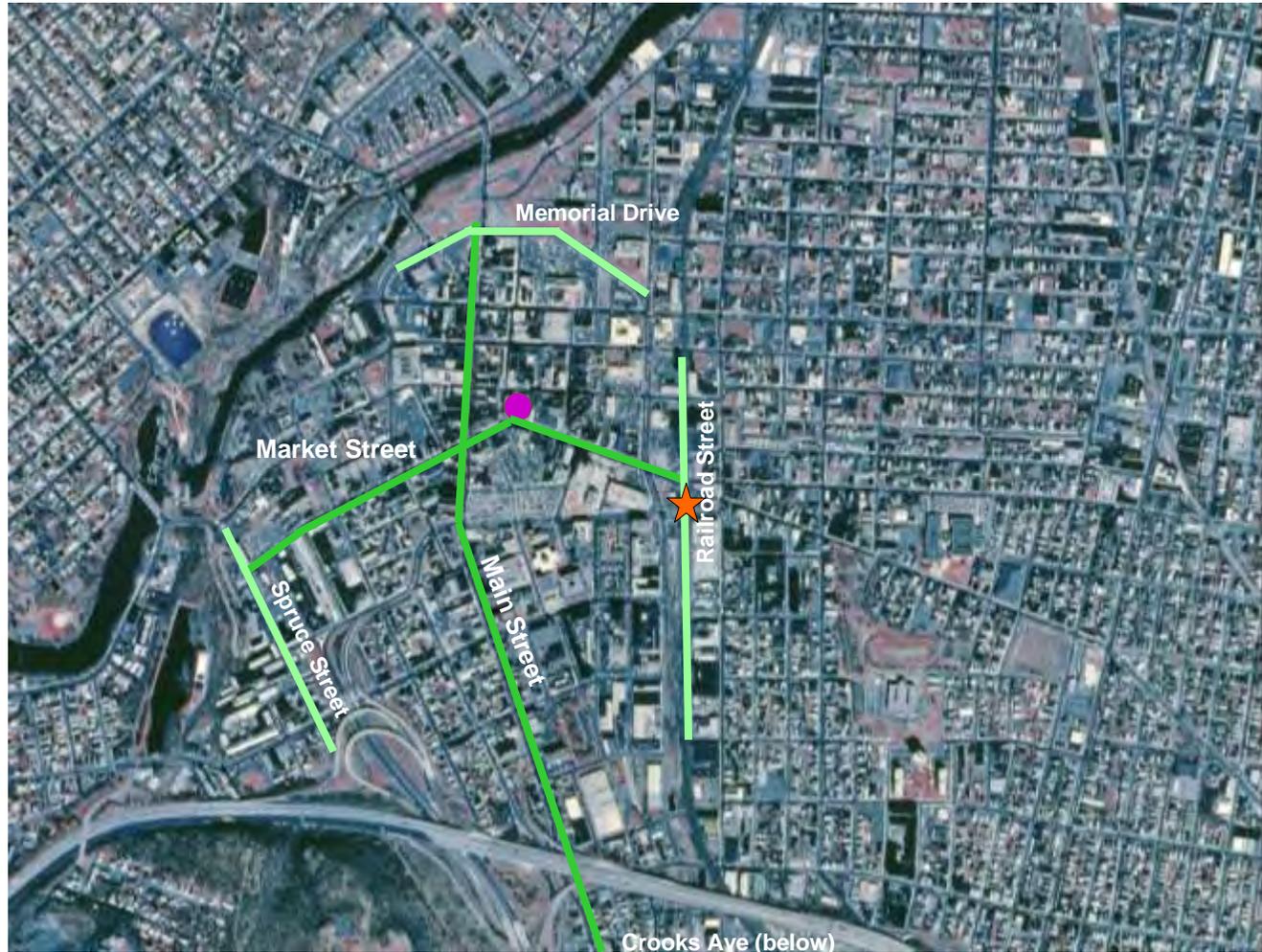
Short Term - Transportation
Regional Signage



The Initiative also recommends a comprehensive signage strategy for the Great Falls State Park at major intersections throughout the region. Signage should include graphics that distinguish it from other text-based signs.

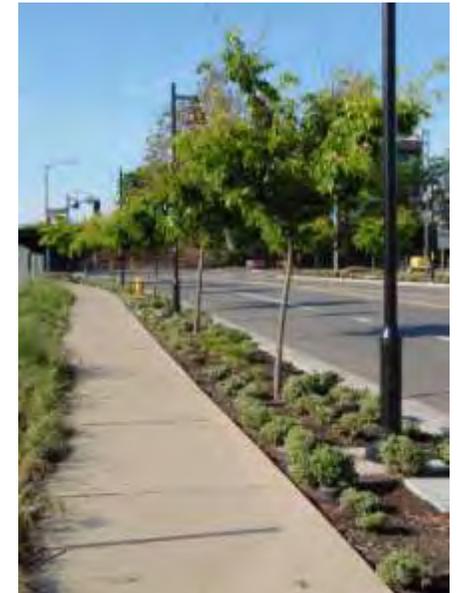
Variable message technology should be deployed as it becomes available.

References:
Appendix 2, page 38



Paterson's street revitalization is funded through New Jersey's Urban Enterprise Zone (UEZ). The recently completed \$3.5 million project revitalized Main Street from Crooks Avenue to Memorial Drive, and Market Street from Railroad Street to Spruce Street. The scope included light posts, banners, trees, trash receptacles, benches, signage, crosswalk striping and bus shelters.

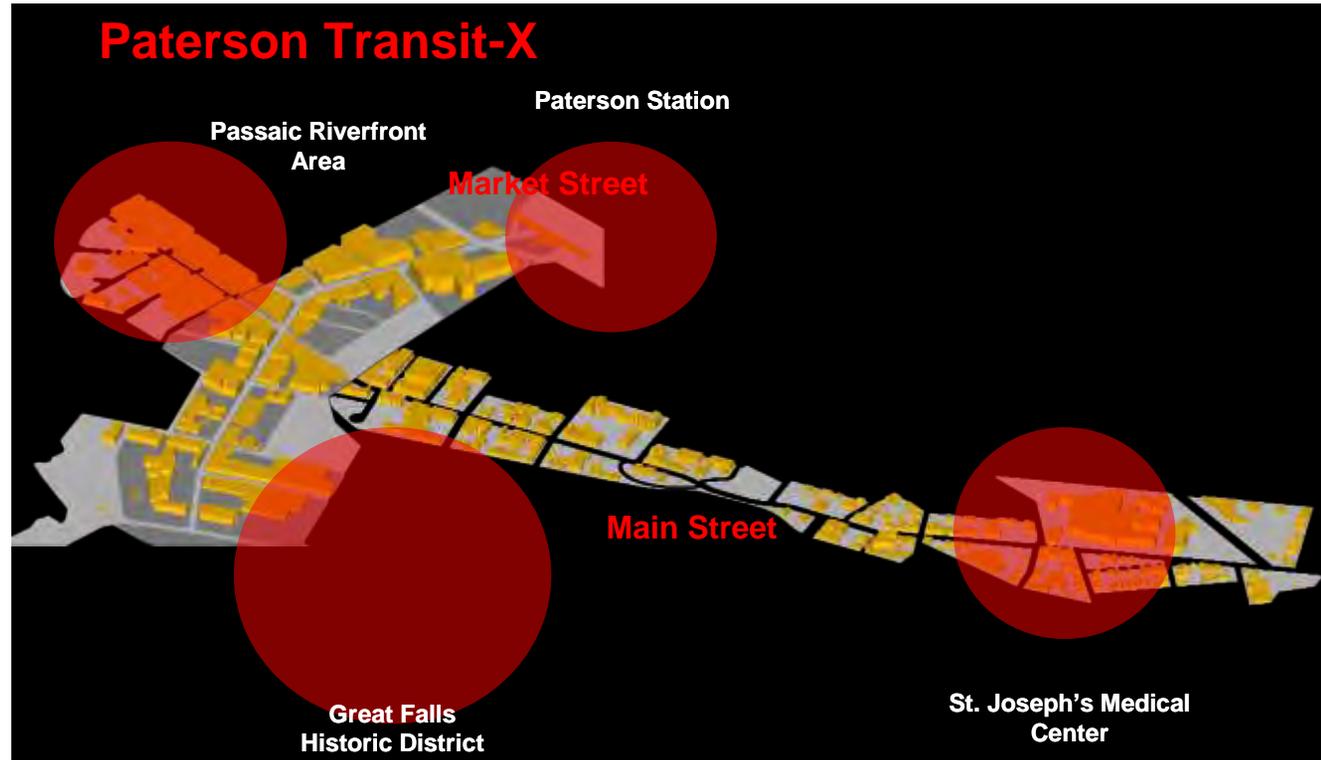
The program is meant to coordinate with the UEZ Main Street Façade Program which provides matching grants for store owners to improve storefronts. This has had limited success as store owners complain of onerous paperwork. The Initiative recommends streamlining incentives and continuing the Streetscape program to other corridors of the City.



References:
Appendix 1, pages 10-13
Appendix 5, pages

Over the last five years, Paterson received twenty thousand trees, as part of a program to plant 100,000 trees in New Jersey. This project has a budget of \$1 million and it is managed by the City of Paterson.

This initiative is aimed at creating a more livable City by cooling the environment and improving air quality for its residents. The Initiative recommends continuing this program to other neighborhoods throughout the City.

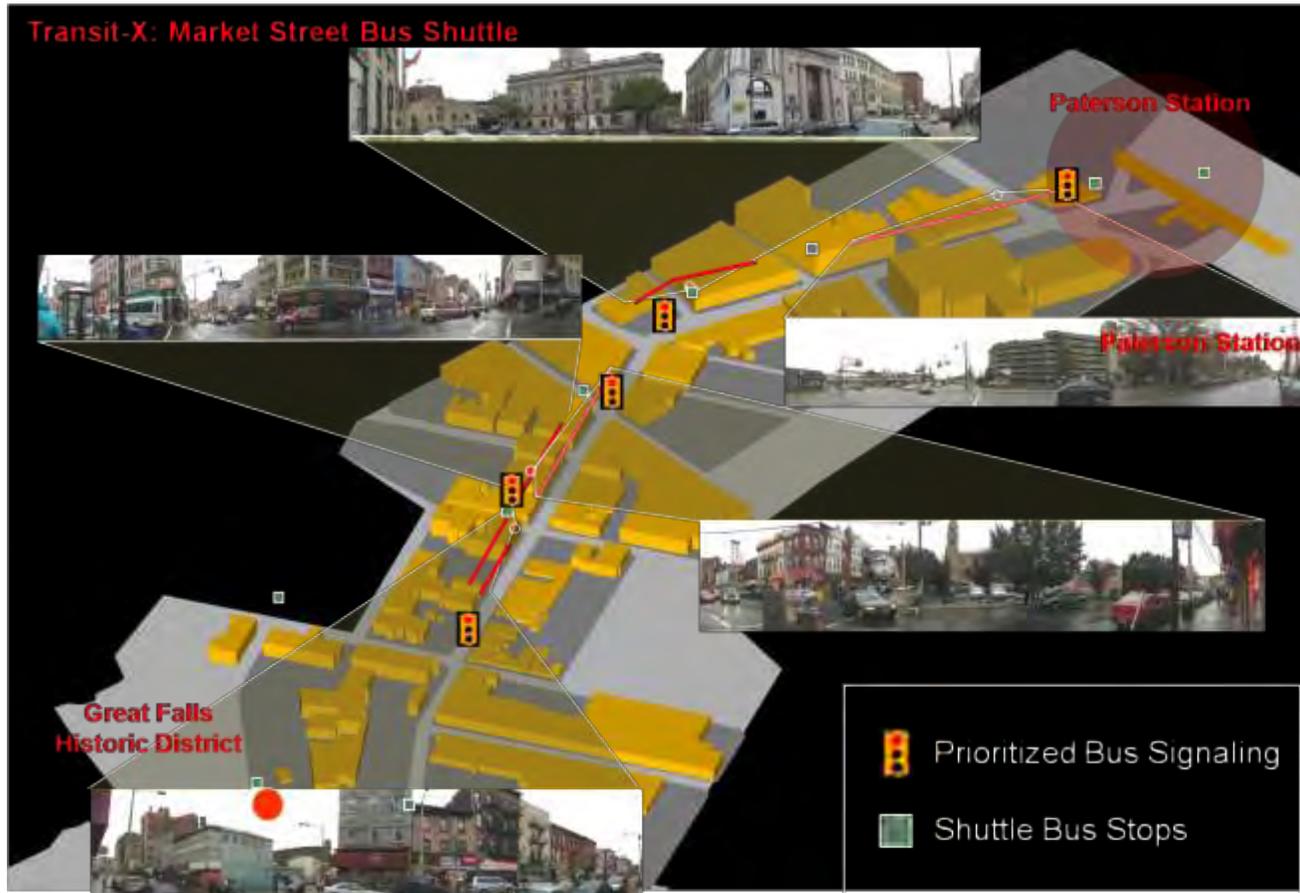


Downtown Paterson and the Great Falls area are some of Paterson's most congested. Since neither Market Street nor Main Street can be widened, the Initiative recommends a strategy called the Transit-X to increase the volume of traffic on both streets and to connect important areas in Paterson, linking the Train Station with the Great Falls Historic District and the projected growth of St. Joseph's Medical Center as a regional health care center with future development of the Passaic Riverfront area along Main Street. To combat this congestion, and to help visitors reach both the station and Great Falls with ease, buses that currently run along Market Street could be funneled into a new bus priority lane with priority signalization along Market Street to enhance service between the two nodes.

The re-striping of Market Street would happen in Phase One. This would include the prioritized central lane for public transit. The section of Market Street between

McBride Avenue and City Hall has one lane in each direction with a central priority two-way lane. The portion between City Hall and the Train Station has two lanes in each direction along with the priority lane in one direction and one side of on-street parking. To include the upcoming City Centre project, part of the bus shuttle route loops through Ward Street, and back onto Market Street. This allows all transit buses on Market Street to run in one direction towards the Train Station.

Prioritized signaling would allow smooth transit of the bus and cars in their respective lanes. When a light turns green, the bus has priority over other vehicles, and can proceed to the bus stop to load and unload, and allows time to get back into its personal lane. Then other vehicles can proceed as normal. The whole cycle takes approximately 30-45 seconds.



In order to re-stripe Market Street, on street-parking will be relocated to nearby streets and garages. Approximately 27 spaces on the north side of Market between Colt Street and Memorial Drive will be moved to Main Street above Market, and would be rezoned from “No Stopping” to on-street parking. An additional 30 spaces on Market between Cianci and Prospect will be moved to a proposed pocket parking garage. New garages are part of a mixed-use development scheme for downtown.



References:
Appendix 6, pages 23-38



Eileen Adams

Clifton resident

Eileen Adams

Clifton resident

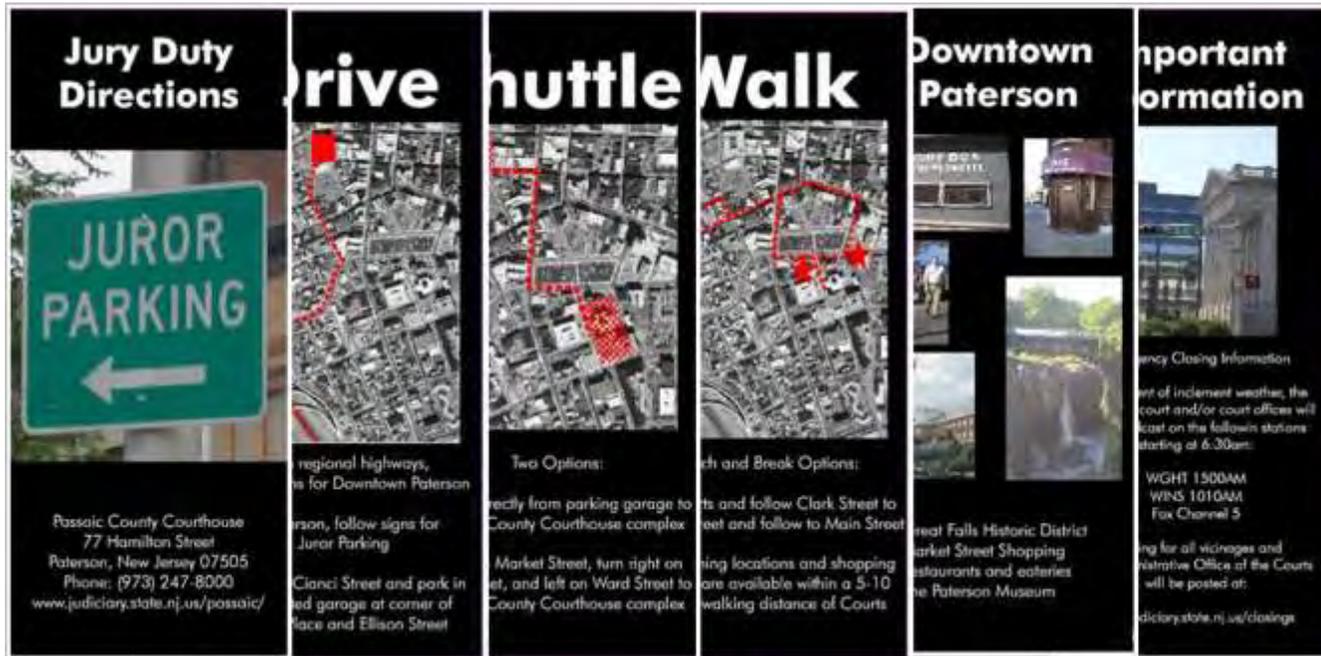


A Juror's Route

The transportation studio interviewed Clifton resident Eileen Adams about her experience as a juror. Like most Passaic County residents, Ms. Adams chooses to drive to Paterson for jury duty out of convenience. To do so, Ms. Adams follows signs for Downtown Paterson and then those for juror parking, which direct her to turn left onto Cianci Street to park in the designated juror parking in the Ellison Street Garage. The garage is

roughly 10 minutes from the courthouse complex on foot.

While many jurors could easily walk to the courts, most use the free bus transportation that shuttles jurors between the parking garage and the courts. The shuttle follows many of the same routes that jurors could experience on foot, such as Main and Market Streets.



The Juror's Brochure

The Initiative recommends that all the information a potential juror would need to navigate Downtown Paterson on foot during their jury duty could be included in a simple brochure. The brochure could be divided into the segments of a juror's daily itinerary, beginning with how they arrive in Paterson. The brochure could map out a walking path around Paterson, as well highlight restaurants and other attractions in Downtown Paterson, as well as the nearby Great Falls Historic District. And

finally, it could be a source of important information for jurors about the courts.

Additionally, since the Passaic County Courts pay the Paterson Parking Authority for each juror to park, couldn't it also pay to have jurors take transit?

Short Term - Housing

Downtown Housing

CRITERIA FOR PHASING

- Proximity to Parking
- Architectural Quality
- Ease of Conversion



Potential Phasing for Conversion

Phase 1: 1 to 5 years

Residential: 295,000 SF;
Units: 300; Parking: 375
Retail and office: 90,000 SF

Phase 2: 5 to 10 years

Residential: 300,000 SF
Units: 306; Parking: 306
Retail and office: 100,769 SF

Phase 3: 10 to 15 years

Residential: 141,502 SF
Units: 145; Parking: 130
Retail and office: 100,769 SF



Considerable opportunity exists today in Paterson to convert former commercial and industrial lofts to combination of market-rate and affordable housing. In the downtown, these are primarily the upper stories of commercial buildings that became largely vacant by in the 1970's as professional services left the City, lured in part by government incentives. Property owners could not lease them and successfully appealed to the County to remove them from the tax rolls, leaving only the ground floor retail which remained viable and is still so today. Loft spaces became vacant when industry left the City (and ultimately the country) beginning after WW II.

Through working with City Planning and Tax Departments, the Initiative identified at least one million square feet of vacant space in a 14- block area of the downtown alone. Of this amount, 740,000 square feet is available for potential residential use and nearly 300,000 square feet for retail or office use. The success of market-rate conversions in the last five years indicates a potential market. However, the principal inhibitors, in the opinion of Charlie Parmelli, The City's tax assessor are:

1. zoning that does not allow residential
2. architectural issues: in many cases access to these spaces have been absorbed into ground floor retail, requiring new lobbies, egress stairs and elevators.
3. insufficient parking to address both regulatory and market needs.

The Initiative argues that each of these can be addressed and are not insurmountable. Its recommendations are:

1. Rezone appropriate areas as mixed use to allow residential uses. In so doing, establish an affordability ratio no less than 5 percent and no more than 20 percent, or, require a developer to contribute to the construction of a mix of affordable and market-rate construction elsewhere in the City.
2. Develop a demonstration project that addresses the architectural demands working closely with City inspectors. This demonstration should include the consolidation of properties to show how a larger scale can be utilized to satisfy egress and accessibility concerns. A similar project undertaken

but not completed for the old Quackenbush department store was never completed.

3. Initiate overnight parking in Parking Authority facilities and develop a Payment in Lieu of Parking (PILOP) mechanism that allows developers to contribute to the maintenance or construction of structured parking with ¼ mile of a property in return for spaces that equal City requirements. Rescind the City's recent adoption of State Residential Site Improvement Standards (RSIS) which are based on suburban demand.

Market Analysis

Total # Res. Units: 751

Conversion Cost vs. Revenue

	\$/SF	Sale \$/SF	Rent \$\$/yr
Residential	\$ 100	\$ 250	\$ 10
Retail/office	\$ 80		\$ 20- 35

Cost of conversion

	SF Convertible	Cost
Residential	736,502	103,110,280
Retail/ Office	291,538	34,984,560
Total		138,094,840

Gross Income vs. Profit

	Gross Income	Profit
Residential	184,125,500	81,015,220

Tax revenue for the City

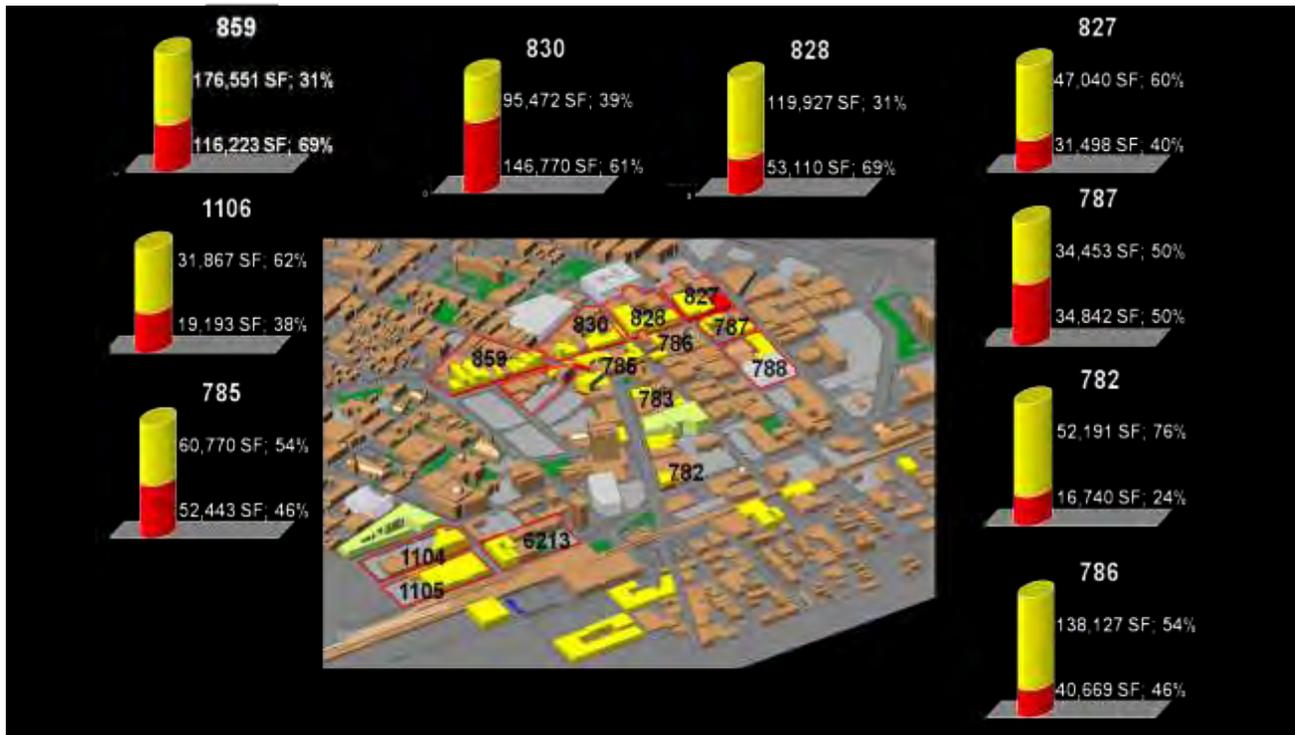
	Sales \$/SF	Rent \$/SF
Residential	2.4	2
Retail		51

Vacant and underutilized Spaces



- Existing 1st Floor Retail
- Existing Vacant Space
- Existing Parking Locations

14 blocks assessed downtown = **one million square feet vacant!**



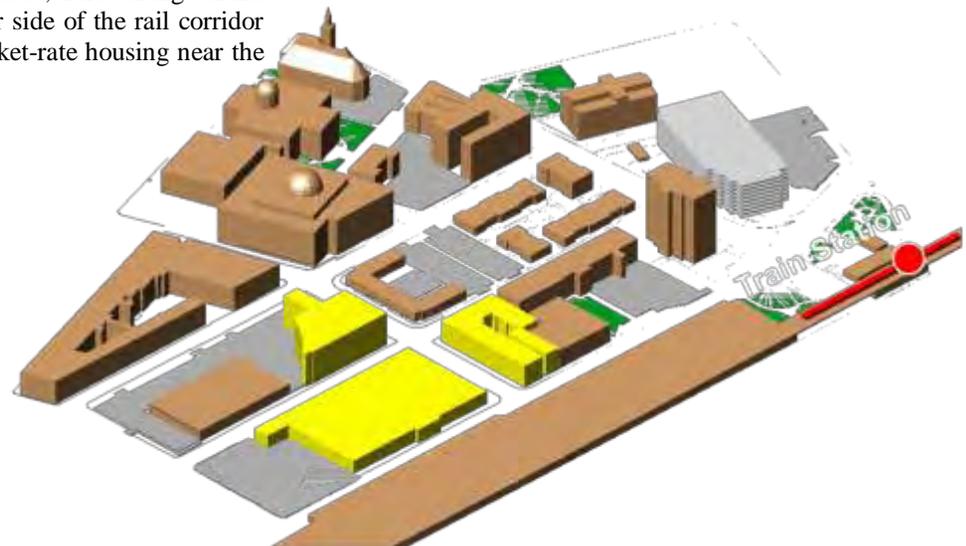
Tax Revenue

	Phase 1		Phase 2		Phase 3	
	Ownership	Rental	Ownership	Rental	Ownership	Rental
Residential	95 Units	205 Units	107 Units	199 Units	58 Units	87 Units
	92,925 SF	202,075 SF	94,500 SF	205,500 SF	58,000 SF	87,000 SF
	\$223,020	\$404,150	\$226,800	\$441,000	\$139,200	\$174,000
Retail/Office		90,000 SF		100,769 SF		100,769 SF
		\$4,590,000		\$5,139,219		\$5,139,219
Total	\$5,217,170		\$5,807,019		\$5,452,419	

In the example of conversion near the train station, intermodality of transit creates ideal conditions for adaptive re-use of numerous lofts in the vicinity. This strategy supports street level commercial activity and improves the pedestrian experience associated with transit oriented development. With the proposed relocation of many industrial uses, lofts along Grand Street and in the areas on either side of the rail corridor can provide higher-density market-rate housing near the station.



Loft Conversion Strategy

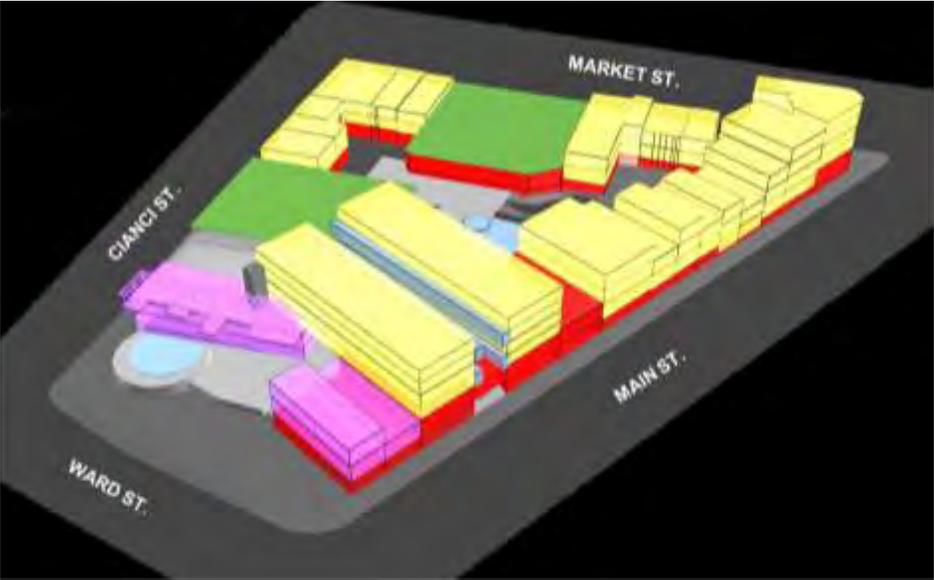


Short Term - Housing
Downtown Housing

In a few instances, it is possible to undertake the renovation of an entire city block incorporating a variety of building types. Although this can be a complex operation, this process can yield a desirable urban mix of residential, office, and commercial uses, including open space and on-site parking. The example at the

corner of Main and Ward Streets is a case in point; high-vacancy levels and great location make this block suitable for this form of redevelopment. The reuse of this block can be a key component in the transformation of Main Street as the focal point of Downtown.

References:
Appendix 2, page 17
Appendix 5, pages 29-34



USES

Ground Level	– Retail: 61,370 SF
	Restaurant: 2,020 SF
	Parking: 36,000 SF
2nd Level	– Retail: 29,240 SF
	Restaurant: 8,320 SF
	Residential: 47,380 SF
	Parking: 18,000 SF
3rd Level	– Residential: 47,380 SF
	Restaurant / Lounge: 6,460 SF
	Parking: 18,000 SF
4th Level	– Residential: 28,155 SF
	Green Space: 28,160 SF
	Gym: 5,500 SF
5th Level	– Residential: 21,885 SF
6th Level	– Residential: 19,055 SF

PARKING:

105 Residential Units:	160 Spaces
90600 SF Retail:	363 Spaces
16800 SF Restaurant:	68 Spaces
Deck in Res. Block:	250 Spaces
Deck in Retail:	460 Spaces

Short Term - Housing

Madison Ave. Transit Village



Existing Key

Existing Residential Units	
Mixed use	
Light Industrial	
Retail	
Institutional	
Light Industrial to be Removed	
Retail to be Removed	



The Madison Avenue Transit Village is located at one of three proposed stops in Paterson of the Passaic Bergen Light Rail. Because the City owns approximately four acres of vacant and underutilized property, this stop was studied in advance of the others as a possible transit village employing transit oriented development strategies.

The neighborhoods that surround the station hold approximately 7,000 residents in a ¼ mile radius. The privately held parcels that surround it include strip style retail with a high percentage of automotive retail and light industrial; uses arguably not conducive to transit related development. This Initiative's goal is to simultaneously introduce mixed use residential on City-owned parcels and recommend zoning changes for the larger station area.

Madison Ave. Transit Village



Proposed Key

- Existing Residential Units
- Mixed Use
- Light Industrial
- Retail
- Institutional
- New Single Family Residential
- New Multi Family Residential
- Light Rail Station
- New Parking
- New Green Space

The proposed transit village integrates the station platforms with a plaza, retail complex, and multi family residential units. First floor retail space accommodates small stores and cafés, while higher floors are designed for professional offices. The train station serves as an activity center and visual focus for the neighborhood. A pedestrian pathway midway through this block reconnects the now separated residential zones.



Cross section key

Madison Ave. cross section



References:
Appendix 3, pages 62-69

Short Term - Housing
4th Ward Infill Strategy



Existing Land Use Key

- R-2 Low- Medium Density Res.
- R-3 High- Medium Density Res.
- B-2 Community Business
- I-1 Light Industrial
- MU Mix Use
- Park
- School N.6
- Major Street
- Train Track



4th Ward Housing Infill Strategy

The Initiative identified multiple infill opportunities in the 4th Ward, located a 1/2 mile northeast of the Central Business District. It is bordered to the south by Martin Luther King Boulevard (also known as Broadway), Lafayette Street to the north, NYS&W rail line to the east and the Erie Railroad Viaduct to the west.



Existing Zoning

The 4th Ward is characterized by a variety of zones. It is characterized by poor streetscape with dilapidated buildings, empty lots and few pedestrian amenities. Adjacent to the rail corridors, numerous vacant, abandoned, or underutilized former industrial buildings present safety concerns and inhibit progressive redevelopment. Despite these disadvantages, there are multiple opportunities for redevelopment.



Existing Land Use

Currently, more than half the study area has been acquired, or proposed for acquisition. Since green space is limited to only two public parks, the Initiative recommends incorporating green spaces within the blocks themselves.



Land Use Proposal

The Initiative proposes a strengthened street hierarchy with Rosa Parks Boulevard, Governor Street and Carroll Street as main corridors with pedestrian amenities, including tree planting and maintenance programs. Incorporating infill mixed and commercial uses along Rosa Parks makes it primary among them. The existing housing fabric will be continued along these streets complemented by the clean-up of old industrial sites near the rail lines.

Short Term - Housing
4th Ward Infill Strategy



Existing Block Conditions



- Existing Residential
- Dilapidated Housing
- Vacant Lots

Existing Block Condition

Throughout the 4th Ward, the Initiative recommends a revitalization strategy integrating infill housing, parking and streetscapes. To demonstrate this, a centrally located block off Rosa Parks Boulevard was chosen as a prototype. The prototypical block incorporates existing housing in good condition, but identifies dilapidated houses to be demolished. The resulting consolidation of large and small vacant lots allows for a larger area.

Proposal—Infill strategy

The prototypical development fronts Rosa Parks with mixed use, commercial / residential structures and adds a public plaza as an added amenity to the Ward. Other areas within the block are in-filled with a variety of housing types designed with 10 foot wide front yards and 15-20 foot deep back yards. Parking is incorporated within the block and accessed through alleys. An open green space is accessible to all residents. It connects to a mid-block pedestrian pathway that makes the block more walkable.

- Rosa Parks with a plaza space.
- Variety of housing type with existing housing, internal parking, back and front yards, and mid-block pedestrian pathway

Proposal Infill Strategy



View towards Governor Street showing dilapidated housing



View showing the large vacant lot



Short Term - Housing

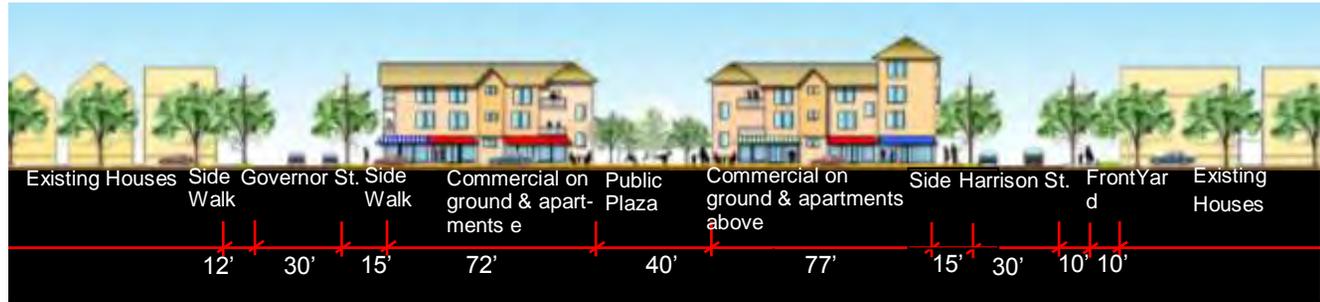
4th Ward Infill Strategy

Elevation and Plan Key



Mixed Use

- Total first floor area - 6800 sqft.
- No. of two BR apartments - 7
- Studio Apartments - 2
- Three BR apartment - 1



Mixed Use Building on Rosa Parks Boulevard

Illustrated on this page are a typical plan and street elevation of the mixed-use building that fronts Rosa Parks Boulevard. The first level includes 6800 sq ft of neighborhood commercial use while the upper two floors are occupied by one, two and three bedroom apartments with terraces and balconies. The public plaza between the two structures helps revitalize Rosa Parks Boulevard.

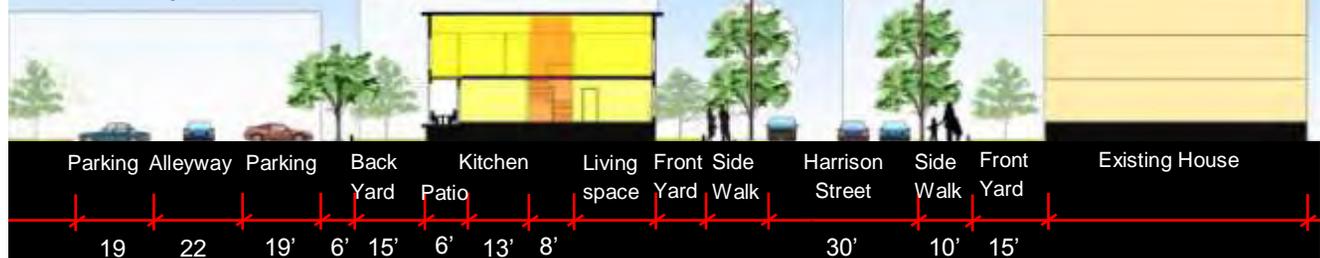


Duplex units—3 BR Units

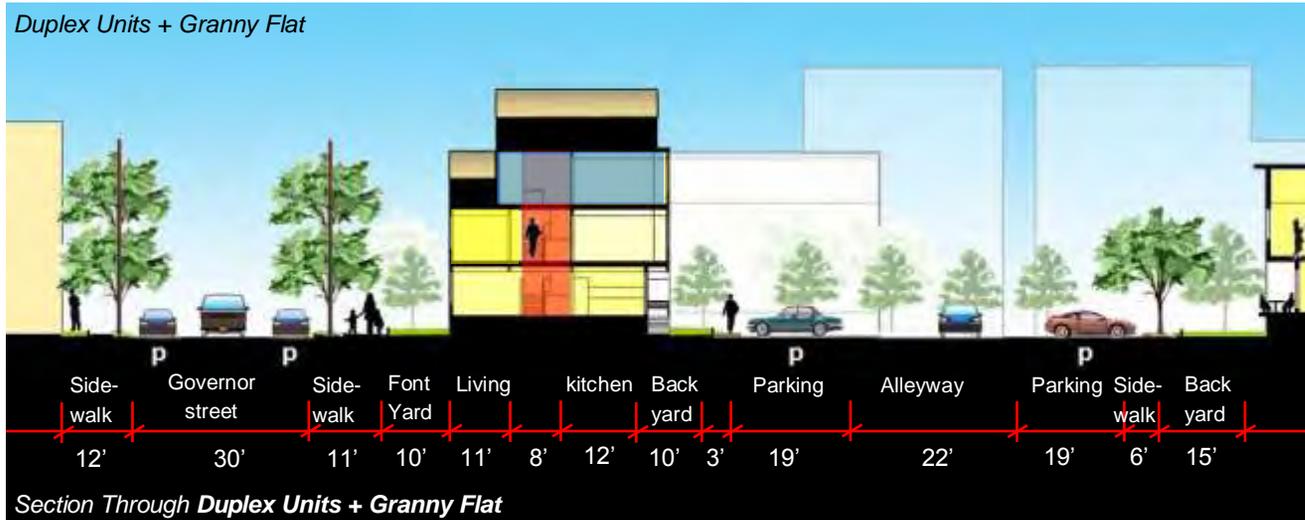
The image below shows single family housing units fronting Harrison Street. Two units are combined, each with its own entrance, a large porch and front yards. The housing units are provided with balconies on the upper level. In addition each unit has a patio and a 15 foot deep private backyard. Parking has been provided behind the units accessed through the alleyway.



Section Through Duplex Units



Duplex Units + Granny Flat



Duplex units + granny flat– 3 BR Units

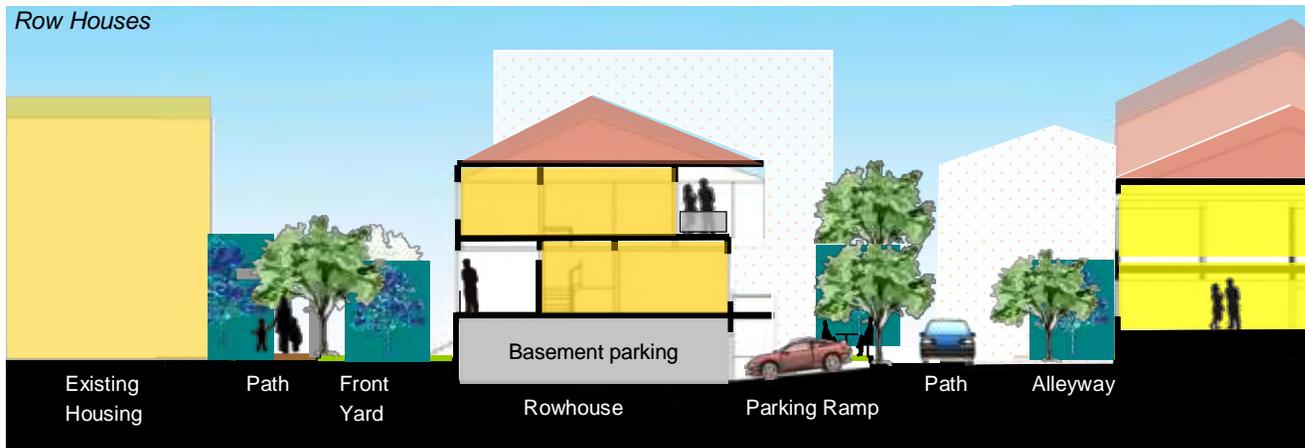
The duplex unit is further expanded by introducing a granny flat for family use or rented for added income. This flat has its own separate entrance and if needed can be incorporated to the main unit for additional space. Parking again is in the rear of the units.

Row houses– 3 BR Units

Built over parking one-half level below grade, these row house units share backyards, include terraces and balconies, and are accessed from the mid-block path.



Row Houses



Short Term - Housing

4th Ward Infill Strategy

References:
Appendix 3, pages 34-46

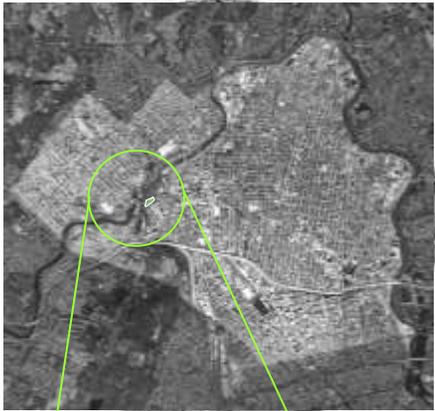
Duplex Units + Granny Flat Location



Location of Row Houses



Mid Term - Cultural Resources
State Park - Phase Two
Recommendations



Alfano Island
Valley of the Rocks
Lower ATP Site
Hinchliffe Stadium

Upper Raceway Park
Stanley Levine Reservoir

Phase One ■
 Phase Two ■
 Raceways ■



During the design competition, firms were asked to consider how to incorporate areas adjacent to the Core Area of the State Park but not included in the Phase One \$10 million budget. These Phase Two areas include the Valley of the Rocks, the full extent of the Raceways, the portion of the Allied Textile Printing (ATP) site east of the Colt Gunmill, several occupied mill buildings adjacent to ATP, Upper Raceway Park and the Stanley Levine (Grand Street) Reservoir.

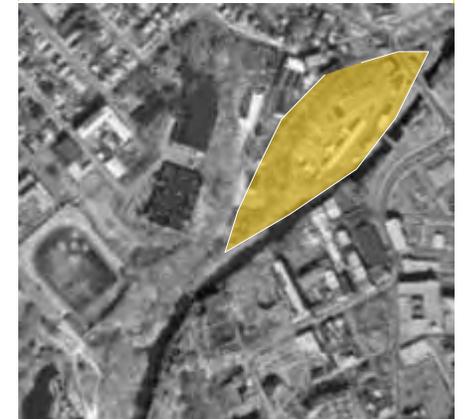
Whether these areas might fall within the park is unknown at this time. What is clear is that if these areas remain in the condition they are in today, they will hamper the success of the State Park when it opens. The Initiative recommends that these areas be addressed independently of any development at the State Park but consistent with its overall public mission.

Alfano Island, also known as SUM Island, is opposite the ATP site; Broadway crosses the northernmost part. The island is also connected to the downtown by a narrow vehicular bridge and is almost entirely paved. It is currently occupied by a furniture business that recently built several new structures. An unoccupied fast food restaurant is also located on the island fronting on Broadway. Alfano Island's average elevation is approximately nine feet below the flood plain, which limits what can be built on it according to current regulations. The Passaic's northern channel, adjacent to the island, is almost completely silted in.



The Initiative recommends that the City, in concert with NJDEP, work with the current owners to plan for the eventual transfer to public ownership. The island can be critical to the looped pathways of the State Park. Its ideal use would be recreational, but of a type that would not be damaged by, or contribute to, flooding. The northern channel should be dredged to restore it as an active part of the river with a footbridge built to span it.

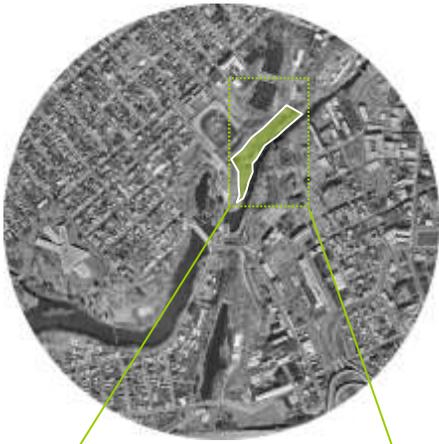
References:
Appendix 1, pages 4-8
Appendix 3, pages 108-125
Appendix 6



Mid Term - Cultural Resources

State Park - Phase Two

Valley of the Rocks

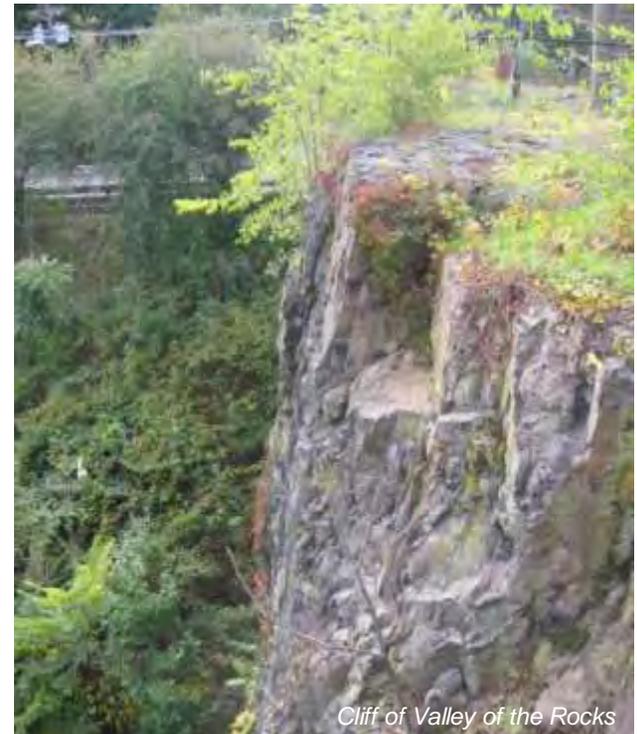


The Valley of the Rocks is a rocky, wooded area between sheer cliffs and the Passaic River's northwest bank. A steep, single-lane, paved road, currently signed as a bike path, traverses it lengthwise, eventually becoming Ryle Road. A rather noisy, City-run dog pound lies just within the publicly owned portion of the site. Aside from its extraordinary natural features, the Valley of the Rocks has the potential to connect the state Park to parts of Paterson to the northwest and downstream from the falls. In the nineteenth century, a bridge for pedestrians and water mains, known as the 'broomstick bridge,' connected the Valley of the Rocks to the ATP site.

The Dornoch Partnership already owns several of the mills on Ryle Road and the property atop the cliffs, where they intend to develop high density, market rate, residential housing. Their proposal also indicates residential construction and surface parking on portions of the City-owned Valley of the Rocks. To build as described in their redevelopment proposal in the Valley of the Rocks will require regulatory approvals, as

Paterson has included this space in its Open Space Inventory filed with NJDEP.

The Initiative recommends maintaining the public status of the Valley of the Rocks and integrating it with State Park programs. The City should immediately begin the relocation of the Dog Pound to an industrial portion of the City. The City should work collaboratively with Dornoch to assure that the Valley of the Rocks is an asset to both Dornoch's tenants and Paterson residents.

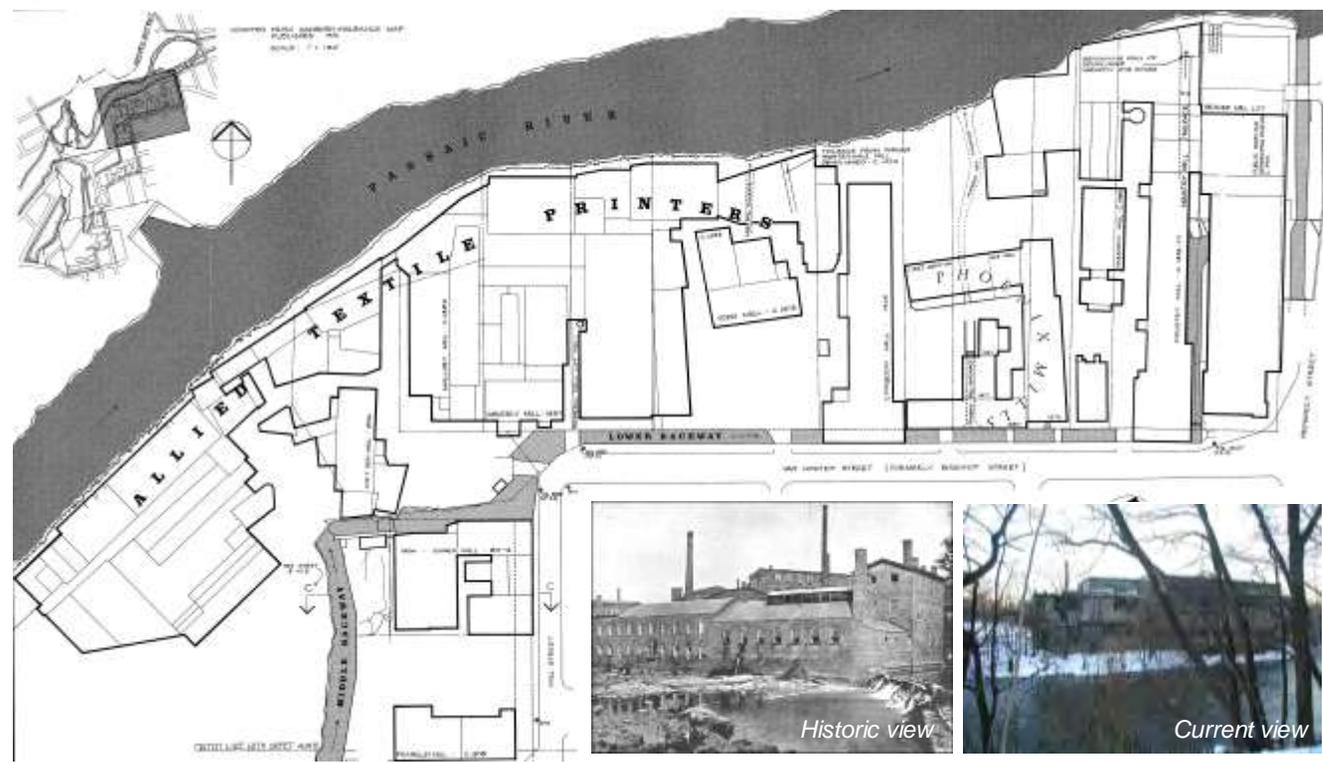


The 7-acre ATP site lies at the heart of the Historic District and is critical to an understanding of Paterson's history. Manufacturing activity began here in the early nineteenth century and ceased in 1983, after which over a dozen fires have nearly destroyed the property. What was once an extremely dense complex of over 30 different mill buildings remain today in various states of ruin. The lower raceway, including head and tailraces, course through the site. Past redevelopment efforts to build primarily housing on the site have been unsuccessful.

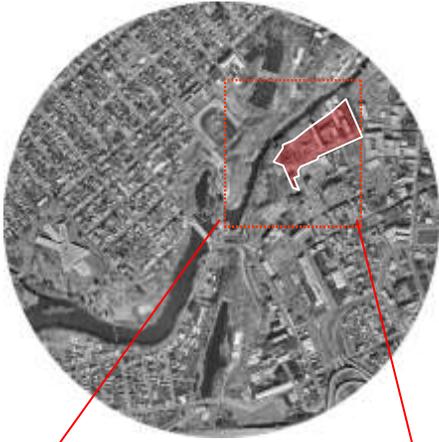
Roughly half the ATP site falls within the State Park, including the Riverwalk, the Quarry site, and the Colt Gun Mill including its forecourt. The portions not part of the State Park include the Boiler Plant, Waverly, Passaic and Todd Mills, all of which have suffered heavy fire and water damage. Today, the City of Paterson owns the site. The Initiative recommends that the ruins in the area be stabilized and either included in the Park or maintained as City-owned, public open space.

References:
Appendix 1, pages 4-11
Appendix 3, pages 42-56
Appendix 6

Mid Term - Cultural Resources
State Park - Phase Two
Lower ATP Site



Mill Conversions



A significant number of mills adjacent to the ATP site are privately owned. All are in significantly better condition than any found on the City-owned portion next door. The Essex and Phoenix Mills are rent subsidized with approximately 70 percent reserved for artists while the Franklin Mill is entirely office space. As of this writing, the Congdon Mill, immediately east of the ATP site, is in the process of conversion into 89 units of market-rate condominiums by Paterson based Longstreet Development. Building on their success at developing other properties in the historic district, as of this writing, Longstreet has received planning board approvals for the project, including satisfying its off-street parking requirement by using the nearby Ellison Street Garage. Renovation is planned according to National Parks Service Historic Standards in order to potentially apply for historic tax credits.

The Initiative recommends that other mills proximate to the ATP site follow the example of the Congdon Mills conversion. These include the Harmony Mill, Industry Mill (Fabricolor) and the Edison Illuminating Mill. Their rehabilitation will add a considerable residential population who will use the public areas of the park, thereby contributing to its success.



Sluceway adjacent to Essex Mills

References:
Appendix 2, page 17
Appendix 5, pages 29-34

Built in 1932, using public funds, the 9,500-seat Hinchliffe Stadium hosted municipal football and baseball games, midget car races and the Negro League Baseball (Larry Doby, a pioneer of professional baseball de-segregation, played there). A local organization, the Friends of Hinchliffe Stadium, is active in preserving this history and advocating for its preservation. In 2004, the stadium was placed on the State and National Registers of Historic Places.

Current plans anticipate a renovation of the stadium in conjunction with the construction of a sports academy high school adjacent to it. Once renovated, the stadium will generate significant pedestrian traffic through the park. With overgrown vegetation removed, the U-shaped stadium directs views to Paterson and New York City beyond. The Initiative recommends that the large enclosed space be coordinated with State Park programs.



Hinchliffe Stadium

References:
Appendix 3, pages 108-125
Appendix 6



School #5 & Hinchliffe Stadium

Mid Term - Cultural Resources
State Park - Phase Two
Hinchliffe Stadium



Raceway Park



Raceway Park has the distinction of being the most recently restored park in Paterson. This restoration was completed in December of 2005 after an extended period of construction. Bordered by McBride Avenue, Spruce Street, the Levine Reservoir site, and the private properties on Spruce Street, the park includes the entire Upper Raceway, the Ivanhoe Wheelhouse, the Lou Costello Pool, the Stony Road, and densely wooded areas. In an earlier construction phase, pathways, railings and pedestrian bridges made from heavy timber were constructed. Recent construction completed this work and rehabilitated the entire Upper Race.

The Lou Costello Pool, which abuts the Stanley Levine reservoir but falls within the Park, is managed by the Paterson Public Works and Recreation Departments. A small playground and parking area surround the pool. Currently, portions of the parking lot are used for composting leaves and material storage. The wooded area separates the reservoir from the Falls and contains a narrow rock ridge that ends in a perch high above

References:
Appendix 2, pages 34-42
Appendix 6

Spruce Street. The Ivanhoe Wheelhouse is periodically used by the Paterson Cultural Center for arts exhibitions, and is where a contingent of local artists meet on a regular basis. The view from the park of the remaining mills below is perhaps the finest extant view of Paterson's nineteenth century industrial landscape, offering a similar view to that of the ATP site prior to the fires.

Beginning with the recently completed Lautenberg Transportation Opportunity Center and the Rogers Locomotive Millwright Shops (currently converting to housing), these mills are steadily converting from industrial to other uses. The Initiative recommends that Raceway Park be fully integrated with both the State Park and these new uses. All deleterious municipal uses, such as composting, should be relocated elsewhere.



Stanley Levine Reservoir

The 1884 Grand Street Reservoir, only recently renamed after Stanley M. Levine, is the last remaining of four reservoirs built by the Passaic Water Company. The original brick structure and smoke stack across Grand Street from the reservoir still serve as its pump house, which today is managed by the Passaic Valley Water Commission. The Lou Costello Pool abuts the reservoir and is surrounded by parking areas.



View of Paterson from Garret Mountain

References:
Appendix 2, pages 34-42
Appendix 6



Located on a ridge above the falls, the reservoir is bounded by dramatic rock outcrops and continues the open space of Upper Raceway Park. To the west, the reservoir borders a mixed-use neighborhood. The areas immediately adjoining the reservoir offer dramatic views of Garret Mountain, Paterson below, and the New York Skyline in the distance. Separated by elevation and woods, the site is remarkably peaceful, considering the dense City that surrounds it. While the reservoir itself is currently off limits for reasons of public health and safety, this feature can be an extraordinary passive park amenity.



Mid Term - Transportation
Station Area Redevelopment



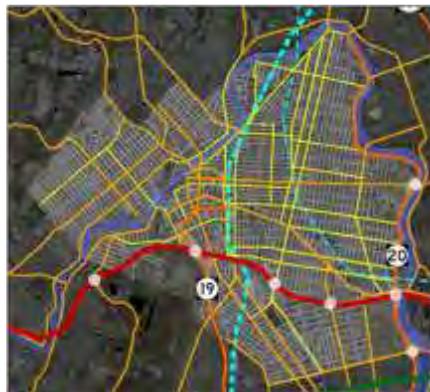
Paterson Station Today



Paterson station tomorrow—proposal 1: pages 84-85



Paterson station tomorrow—proposal 2: pages 86-87



The Paterson Train Station holds a key role and location in the City and the Passaic and Bergen County region. On the NJ Transit Main Line with direct service to Hoboken and Manhattan; the station is set to capitalize on the potential for office, commercial and residential development in this growing region. It will also become the portal to one-seat service to Manhattan once the Mid-Hudson Tunnel Project is completed in the next decade. In the following pages, the Initiative proposes two different strategies for the Paterson station and the surrounding areas. Both proposals share common site strategies described on the following page.

To achieve full potential, certain concerns regarding the station and the surrounding areas must be addressed. Few opportunities exist within Paterson's transit network for intermodal connections and current bus-to-rail connections are inadequate at best. Poor streetscape and badly misused and deteriorated properties lend a sense of abandonment and insecurity to the area. Furthermore, there is no significant civic or public space at or around the station.



Poor intermodal connections



Identity crises



Poor streetscapes



No real public or civic space

The station is a key link between the commercial heart of downtown and the lively neighborhoods to the east of the rail line. The current NJ Transit bus terminal at Broadway and Main Streets can be easily relocated to the Train Station to provide an intermodal transit connection between bus and rail. The large underutilized lot to the immediate west of the station can be transformed into either a civic square or a larger waiting room accommodating various amenities. The reorganization of existing parking facilities and the construction of a new parking structure along the NJ Transit right of way to the south of the station can ease traffic congestion and promote rail and bus ridership.

Mid Term - Transportation **Station Area Redevelopment**

Existing Conditions



References:

Appendix 1, pages 16-21

Appendix 4, page 29

Appendix 5, Pages 20-23

Paterson Train Station
Proposal One



Gateway to Paterson

- Central Position within Paterson
- Connects Downtown and City to the East
- Potential for New Inter Modal Transit Center
- Potential for Large Public Civic Square
- NJ Transit Right of Way Parking Structure
- Relocation of 911 Memorial

The first proposal for the Paterson Train Station begins with construction of a new station hall beneath the rail lines that will promote pedestrian activity in the area and provide a safe, lit place for travelers and commuters. The renovation of area roadways, including Market Street beneath the tracks, a street closing, and the adjustment of right hand turns at Memorial Drive and Ward Street will ease traffic congestion, provide safe pedestrian crossings and coordinate with the new bus routes to provide quick inter modal connections around the station.

A new civic square and colonnade will provide a covered pedestrian walkway from the station to Market Street, creating a safe, well lit and sheltered pedestrian crossing across the major traffic intersection at Market Street and Memorial Drive.

Redevelopment at the station will create new opportunities for residential and commercial growth in the district, including renovation of the existing Parking Authority Garage and new infill development on Market Street and surrounding sites. The current 9/11 Memorial to the south of the station could be relocated to the existing park to the east of the station, directly in front of the Post Office, a far more prominent location.

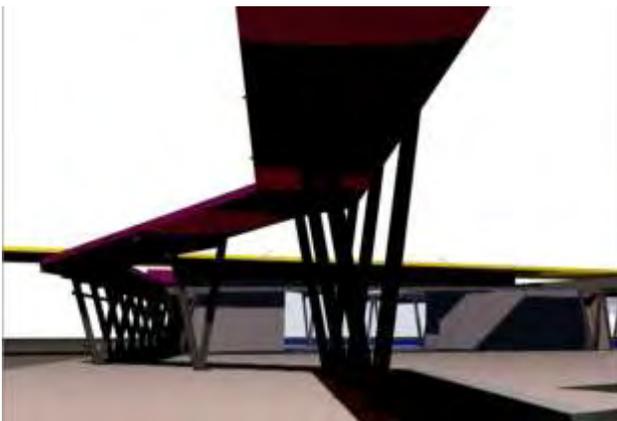
With the relocation of the Broadway Bus Terminal to the station and re-routed bus routes, quick direct access from the station to key points in Paterson can be accomplished. The Jitney service would center its operations on designated stops at the station for the four loops that connect to different parts of the City. New streetscape and crosswalk treatments will encourage pedestrian movement to and through the station. A kiss-and-ride drop off and taxi stand can be provided.



New station building

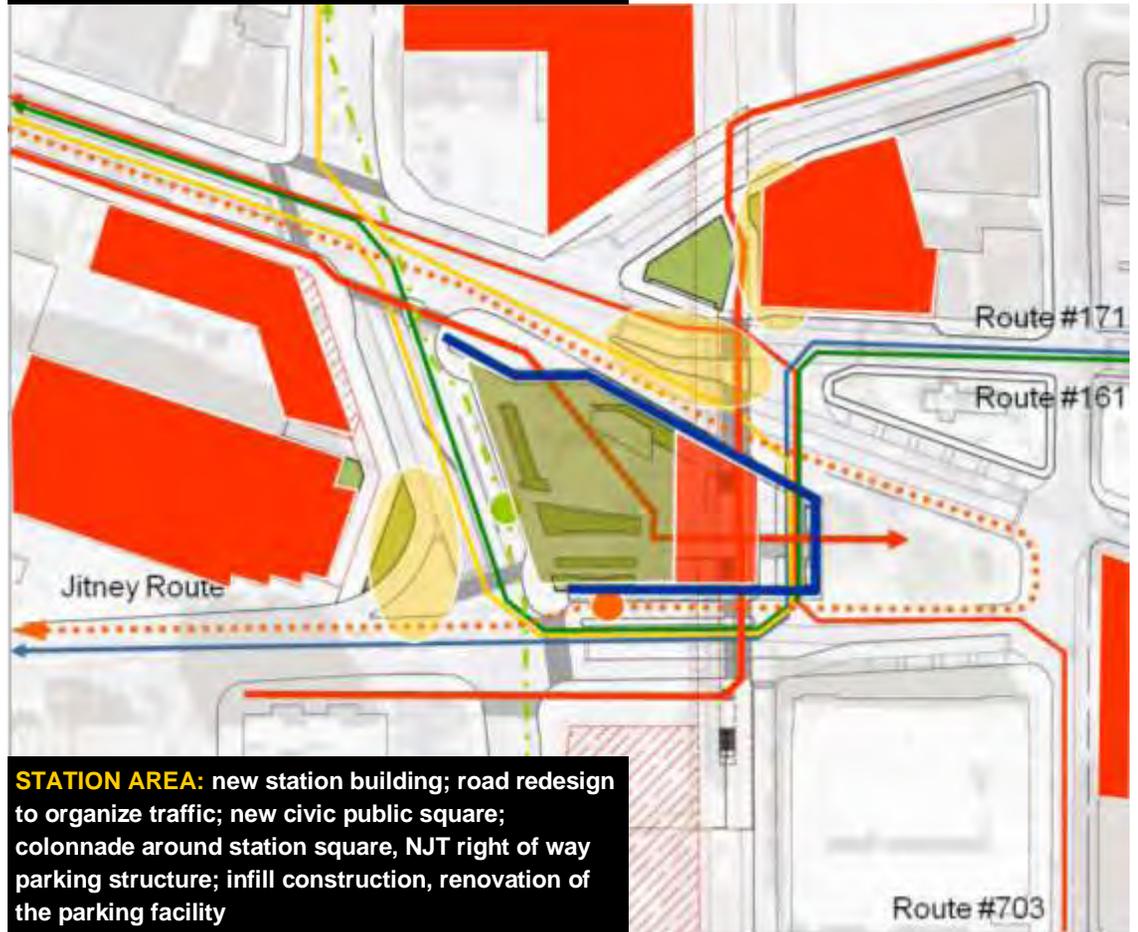


Road renovation to organize traffic



Intermodal Transit Hub

THE STATION: bus lines rerouted; jitney services to Great Falls; pedestrian paths connect at station; taxi stand & kiss'n'ride.



STATION AREA: new station building; road redesign to organize traffic; new civic public square; colonnade around station square, NJT right of way parking structure; infill construction, renovation of the parking facility

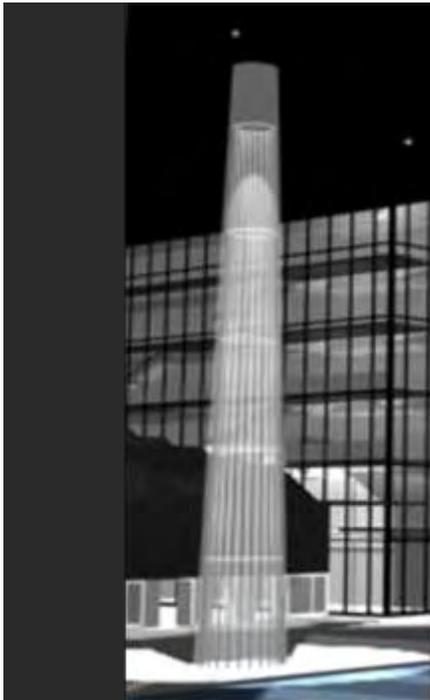
Infill construction, renovation of parking facility

References:
Appendix 5, pages 30-23

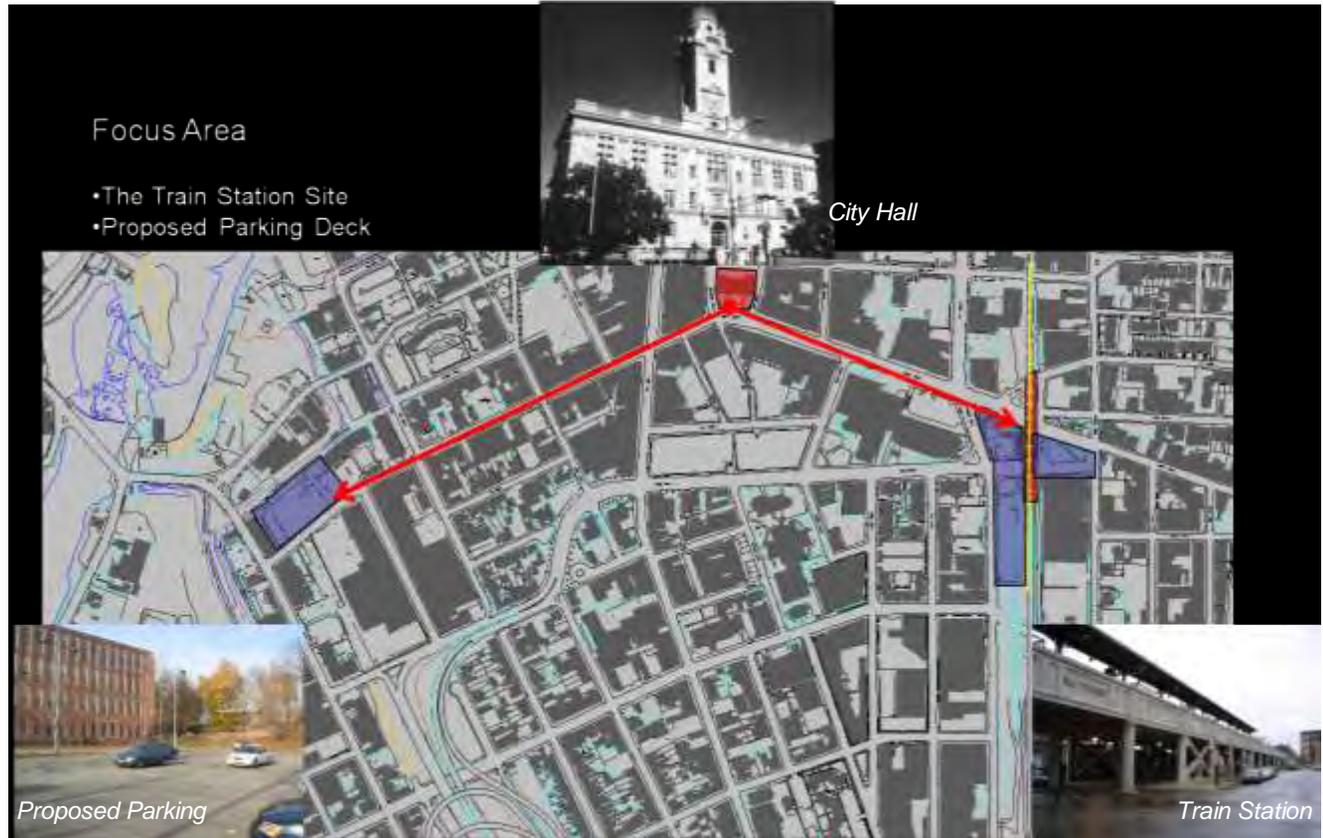


Mid Term - Transportation

**Paterson Train Station
Proposal Two**



Paterson's silk pattern



The Initiative's second proposal for the train station shares common elements with the public portion of the Market Street Parking Garage; the architecture of both is simple and modest in cost. Both are modern buildings that signal a new period in the City's history, employing fabric screen friezes on their facades, reminders that

Paterson is known as the Silk City. These screens use graphics that promote Paterson and can change over time. A community charrette suggested that symbolic smoke stacks be located around the City. Made of the same fabric, these can be visual nodes placed in front of both sites. At night, they light up landmarks for those returning to their car or train.



View of proposed Market street Parking Garage and Train Station proposal 2

The site is developed in four phases. In Phase 1, the bus center will be relocated to the train site and the shuttle “loop service” will be rerouted. Along with the construction of the new bus station, the existing gas station and convenience store will remain open, improving accessibility and intermodality. In Phase 2, the symbolic fabric smoke stack will be installed. In Phase 3, a new waiting hall will meet the needs of increased activity. The hall could display exhibits from the Paterson Museum. In Phase 4, if additional parking is required downtown, the interim parking adjacent to the viaduct can be developed as structured parking, requiring that the 9/11 Memorial be relocated to the small park in front of the Post Office, arguably a more suitable location.

All design alternatives place a strong emphasis on the smooth, easy transition between transit modes, creating the sense of Paterson Station as the intermodal transit hub for the region.



View of proposed Market street Parking Garage and Train Station proposal 2

Mid Term - Transportation

**Paterson Train Station
Proposal Two**



Train Station

Proposed Train Station

Phase 1

- Relocate Bus Center to Train Station Site
- Reroute Shuttle “Loop Service” with adjacent surface parking
- Preserve 9/11 Memorial

Phase 2

- Symbolic Smokestack

Phase 3

- Waiting Hall/Room
- Civic Spaces both outdoor and indoor

Phase 4

- Adjacent parking structure

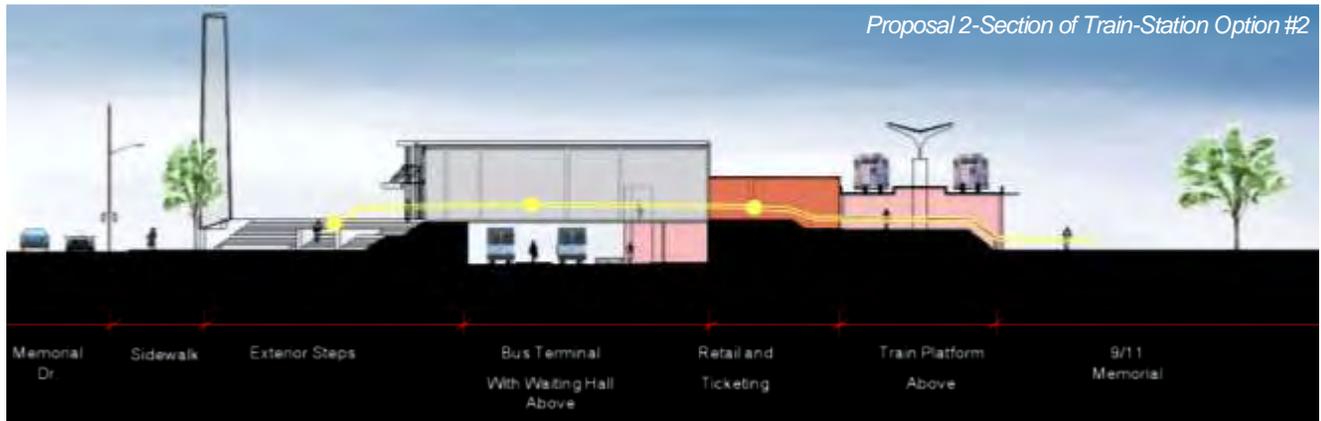
The flexible multi-purpose waiting hall becomes an important interior public space of the City with the historic Rogers Locomotive as its primary object on display. Convenience retail, tickets and possible a small nursery school serving commuters would be located there. The waiting hall becomes a space of arrival that one descends into from the platforms above. The

rerouted buses stop behind the viaduct. A wide sidewalk affords connections to taxis and downtown destinations. An alternative design locates the bus terminal beneath the waiting room, allowing for an interior connection to outbound trains. Arriving visitors would leave the building and descend grand steps toward downtown.



Proposal 2 Section of Train-Option #1

Memorial Drive Taxi Drop Off Sidewalk Waiting Hall Retail + Ticketing Train Platform above Shuttle Bus Park



Proposal 2-Section of Train-Station Option #2

Memorial Dr Sidewalk Exterior Steps Bus Terminal With Waiting Hall Above Retail and Ticketing Train Platform Above 9/11 Memorial





References:
Appendix 1, pages 16-21

Mid Term - Transportation
Trolley Barn Conversion



The “Trolley Barn” refers to the current NJ Transit Bus Maintenance Facility located at the corner of Market and Oliver Streets. It was once part of the Rogers Locomotive Works that occupied much of this portion of the historic district. NJ Transit intends to move the bus maintenance facility once a suitable site is located, leaving the Trolley Barn available for a number of uses.

When vacated, the Initiative recommends converting the building’s industrial “basilica” form into an indoor public market similar to Quincy Market in Boston. The Trolley Barn would showcase the various ethnic foods – Middle-Eastern, South American and African-American – a cultural feature that Paterson is becoming increasingly known for. A movable demising wall could be moved as the building becomes occupied.

The regional success of Corrado’s in neighboring Clifton can be viewed as a comparable retail type. Similar to the hotel project, the Trolley Barn would avail itself of ample parking in the Market Street facility across the street. The Trolley Barn would target many markets: current Paterson residents, especially those beginning to occupy the downtown and historic district, and those traveling from the surrounding suburbs. The retail facility would provide a critical counterpoint to its institutional neighbors in the adjacent Paterson Museum and the recreational amenities unfolding around it at the Falls and ATP site. The Initiative recommends the reference to trolleys (which were once serviced there) as representative of Paterson’s prowess in the twentieth century.

References:
Appendix 3, pages 32



Existing



Proposed



Proposed



-  Downtown (5 min Headway)
-  Historic District (8 min Headway)
-  East Side Neighborhood (8 min Headway)

References:
Appendix 1, page 15
Appendix 1, Page 12

Jitneys, like those used in suburban communities throughout New Jersey would follow these proposed loops beginning at the Train Station and serving Downtown, Madison Avenue, and The Falls District. Jitneys would serve residents, shoppers, tourists,

students and jurors. The Initiative recommends that this be developed as a free community service, as proven successful in many other New Jersey towns such as Montclair, Glen Ridge and Bloomfield.

Mid Term - Transportation

Historic District Access



Current access to the Great Falls Historic District today is chaotic, a consequence of the truncated highway plans of 50 years ago. A driver approaching the City is presented with two options, neither of which leaves one within the district. That drivers can clearly see their destination, yet are eventually deposited far away from it, leads to frustration.

Access to the State Park should be clarified. The Initiative proposes three design options that are part of a comprehensive strategy that integrates elements already discussed, including the Market Street Garage and the Trolley Barn.



Current entry sequence



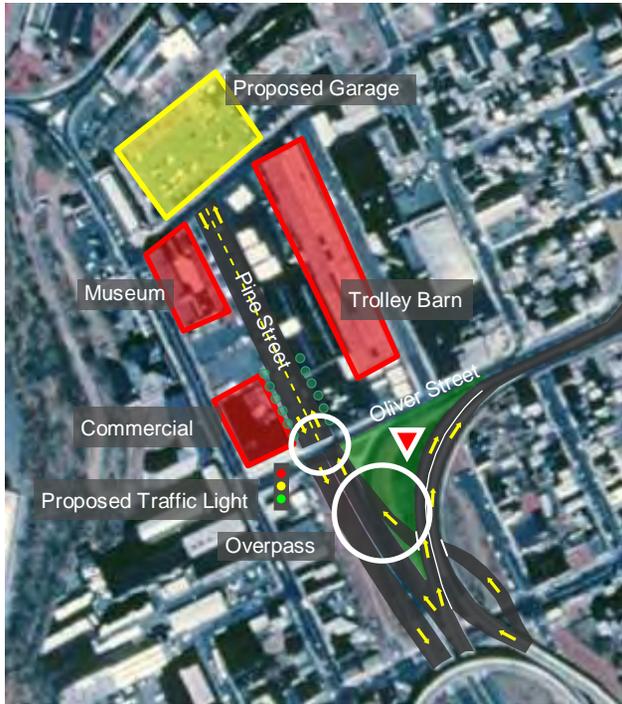
View of Mill District as one enters the City

1 All three designs restore the decommissioned Pine Street, providing direct access to the Great Falls Historic District, with the option of proceeding directly to the Market Street Garage or Trolley Barn. This design simply re-directs drivers using the existing Grand Street onto Pine Street. While this is by far the simplest and cheapest solution, it relies heavily on signage and will require an awkward intersection at Oliver Street.

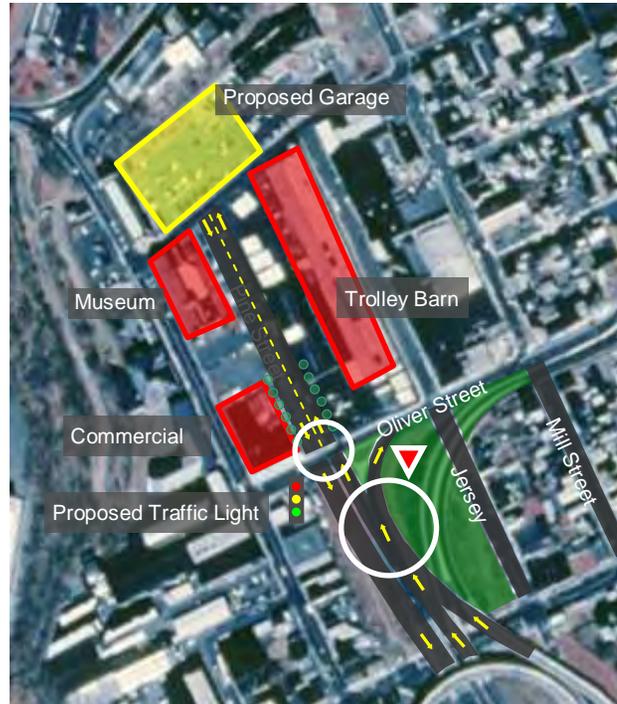


View veers away toward downtown

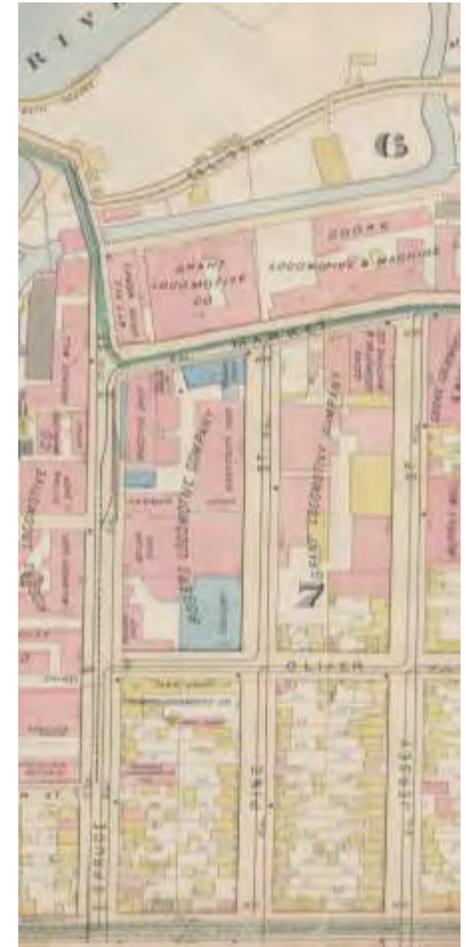
2 This design will require that the current entrance to Route 19 shift to the west and the exit from Route 19 divide to allow drivers a choice between accessing the Historic District or Downtown. A similar strategy would create access from both east and westbound Route 80, but this would require a new underpass. A new signalized intersection will be required at Oliver and Pine Street.



3 In this alternative, the merge from Routes 19 and 80 is further north, eliminating the overpass but still requiring the signalized intersection at Oliver and Pine Street. With this option, Jersey and Mill Streets are re-connected with the street grid.



Mid Term - Transportation
Historic District Access



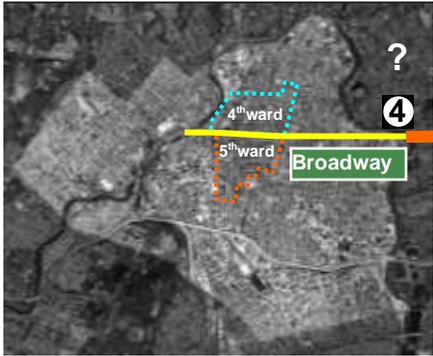
References:
 Appendix 2, pages 7-9



Nylon Signage and detail

Mid Term - Transportation

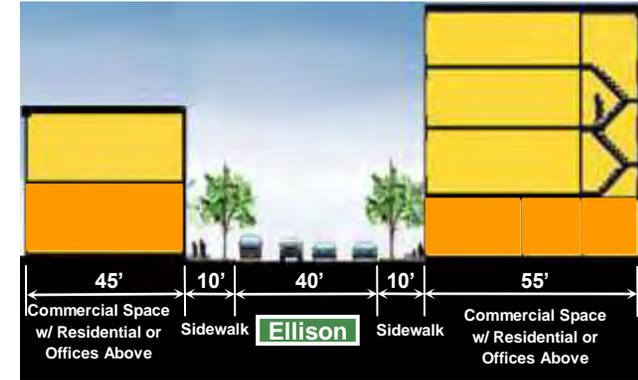
Broadway Corridor Street-scapes Typologies



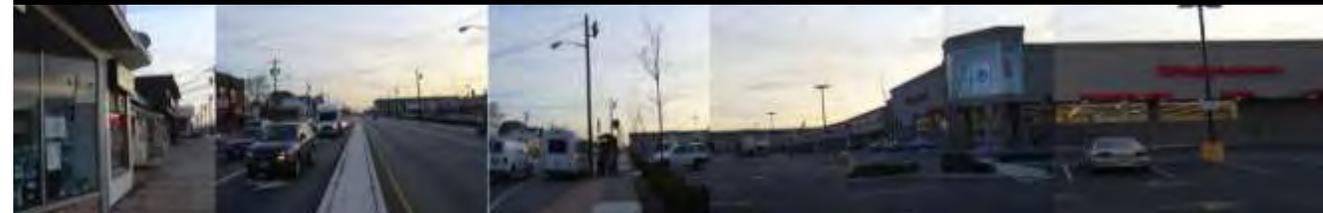
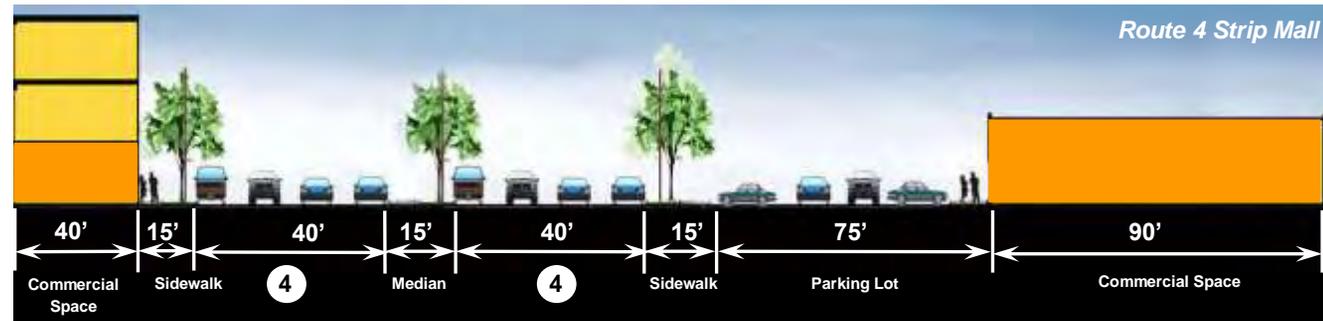
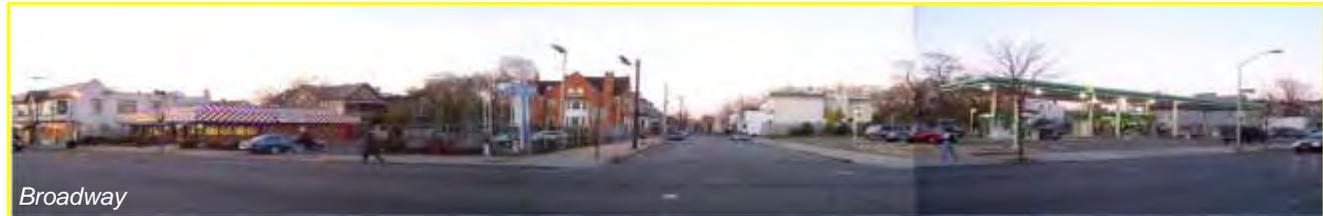
Main Street

Paterson's Fourth and Fifth Wards both look to Broadway as their primary commercial street. Outside Paterson, Broadway becomes Route 4. Given current zoning, the strip mall nature of Route 4 is creeping into Paterson via Broadway. What had been a street of vibrant shops and stately homes has become patchwork of parking lots fronting the sidewalk. And given that the population in the neighborhoods that straddle it has declined, many businesses have closed. The few that have opened are national retail chains: drugstores and gasoline station convenience stores largely replacing the corner grocery, and drive through fast food replacing the coffee shop and grille. These retailers bring with them suburban parking standards and design practices; both allowable under current zoning.

As redevelopment plans repopulate these neighborhoods, the Initiative recommends that the streetscape be restored in a way that accepts chain retailers, but amends their standards and redefines their design. Precedent already exists in the City; a Burger



King in the historic district is situated and designed in a way that softens its otherwise suburban character. As a general precedent, the City should use the current zoning of Main as a template for restoring Broadway.



According to this new standard, a chain store like CVS will front the street, meeting its parking requirement in the rear, or as a last resort, beside its structure. Its parking requirement will be roughly half that currently required and on-street parking will be included. The retailer will also be encouraged through bonuses to situate adjacent to others, clustered around transit stops and sharing parking. Additional bonuses will be provided for transit waiting areas provided for and administered by the retailer.

These standards will foster a new downtown typology for corner-located gasoline convenience stores, one that inverts the current arrangement, bringing the store to the property line. When gas stations began to appear in the urban environment, they favored corner lots for better exposure and access. In this arrangement, the service garage was situated as far back on the property as possible with the fuel pumps located in front of it on a broad asphalt apron. Over the years, signs sprouted on the corner and grew taller as a canopy evolved to protect the pumping area from the elements. In many locations,

convenience retail largely replaced the service garage. The retail undercut local competition, putting any nearby traditional corner stores out of business.

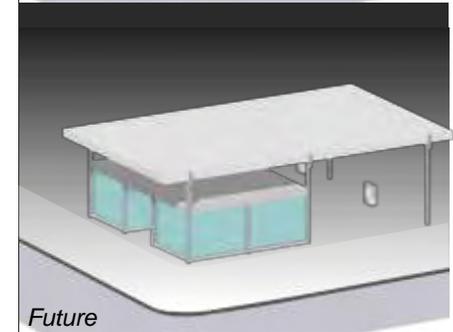
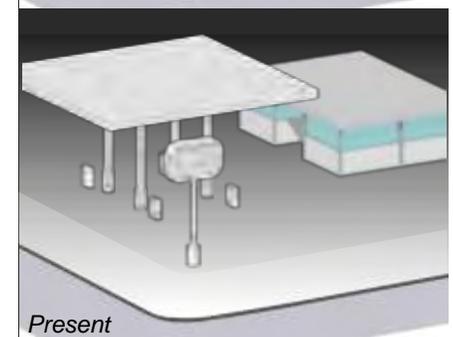
The new typology would keep all the elements, except in new arrangement. The pumps would be placed behind the store and the store brought to the front property line, to the same location of the corner stores and coffee shops it once replaced. At transit locations, a bus stop with an interior waiting area is incorporated into the convenience store, bringing more activity and a feeling of security to both functions. The canopy will remain to still indicate the presence of a gas station and will extend beyond the store to shelter waiting passengers.

References:
Appendix 2, pages 28-32



Mid Term - Transportation
Broadway Corridor Street-scape Typologies

Gas Station Convenience Store Typology



Mid Term - Transportation

Big Box Zoning

Big Box in Paterson



"This will spur redevelopment on Route 20 and turn it into a commercial corridor."

Mayor Jose "Joey" Torres

"Paterson has an unbelievable housing stock that needs to be upgraded, so there will be a lot of contractors coming in just for that."

Gordon LaForge,
HDI Realty

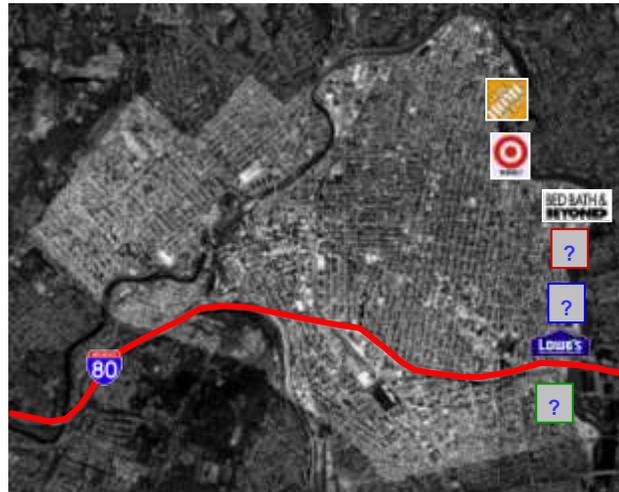
"Traffic will ruin Paterson's best neighborhoods."

Focus Group Participant

References:
Appendix 2, pages 27

In 2002, Paterson approved its first big box store, a new Home Depot at McLean Boulevard and Fifth Avenue. Home Depot's rival Lowe's will follow by locating at the intersection of Routes 20 and 80. Now Target, Bed Bath and Beyond, and other big box retailers have expressed interest in Paterson. Proponents for the big box argue that they create jobs, clean up brown fields, and increase rates. Others fear they will take business away from Downtown, while others fear that a row of big boxes will bring congestion to Paterson's finest residential neighborhood and permanently sever their connection to the Passaic Waterfront. Can Paterson find a way to benefit from the advantages of big box without compromising its urban setting?

Big box retailers are not averse to urban locations. Even Home Depot, a purveyor of bulky construction materials, has stores in Manhattan on 23rd and 59th streets. And in Queens and Secaucus, big box stores incorporate structured parking. The Initiative recommends that Paterson introduce special big box zoning that requires large retailers to respect the streetscape, provide parking in the rear of properties, on its roof or in structured parking. And where public structured parking is available (or planned), that parking requirements be met in that facility. The Quackenbush Department Store on Main Street, utilizing parking in the Ellison Street Garage directly behind it, could be an excellent first candidate.



Home Depot Store in Manhattan, 23rd St



Ellison Street Garage, directly behind Quackenbush



Paterson's Quackenbush Department Store circa 1930



Goals:

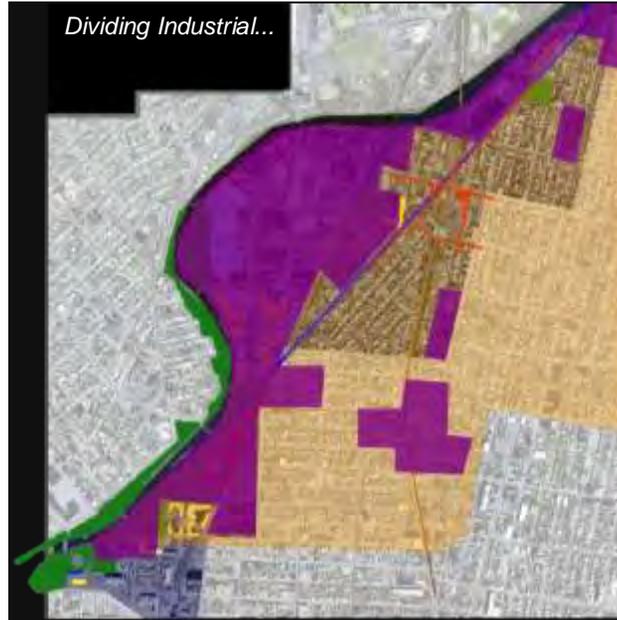
improve neighborhood residential zoning uses
 street-scape improvements, concentrated increase positive density.

The River Street corridor naturally divides between north and south portions. The Initiative recommends strengthening both, allowing them to become stronger residential neighborhoods. This can be achieved by improving the physical conditions of the area and consolidating land uses, thereby allowing for an increase of positive density within the larger neighborhood. Currently, many residential streets in the River Street district lack character and appeal. The absence of trees contributes greatly to this problem.

Many distinctive buildings have been marred over time by neglect. Simple corrective measures could potentially transform this area into one of the most distinctive in the City.



Before
 After
 trees added
 curbs and pavement improvements
 lighting improvements
 signage improvements
 sub surfacing power lines



The same industrial park that bring economic prosperity to the neighborhood is also bringing it down aesthetically as a haphazard dispersion of land uses contributes to a fragmented neighborhood. The Initiative proposes that industrial uses be relocated to the industrial park, freeing residential neighborhoods from conflicting industrial uses and disruptive truck traffic.

There are numerous loft-type industrial buildings in predominantly River Street residential areas which could be used for redevelopment. These sturdy buildings are emblematic of Paterson's history and can promote pride in the City. Other buildings exist in key locations for economic development, and the introduction of housing in these areas will allow the location of workers near the industrial park. A general restructuring of zoning will help make neighborhood improvement more viable.

The southern part of the River Street area immediately adjacent to Downtown is ready for redevelopment, with large tracts of vacant land and under-utilized buildings. It's largely located within the floodplain and contains various brownfield sites, but has a strong relation to the river as well as many intra-city roads. Much of this neighborhood is either vacant or underutilized for its location.



References:
Appendix 5, pages 37-35



Area Advantages:

Downtown location, Access to river, Convergence of many major streets, Most land vacant.

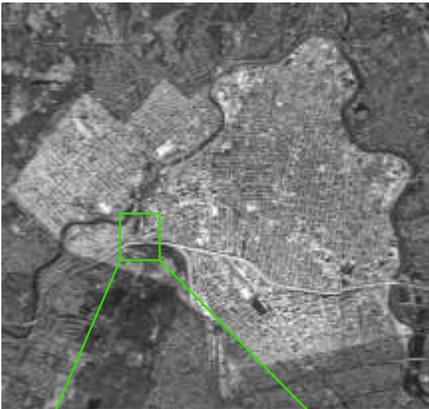
Vacant sites in this area can be rezoned to be Downtown worker housing, with considerations for a local shopping and office district along Straight Street. The waterfront can be developed as a linear park, connecting with the neighborhoods across River Street for continuity and the Passaic River Promenade. New housing can reach a workable density of 30 to 35 units per acre. Improved connections with Downtown, as well as residential neighborhoods to the east, can make this one of the premier neighborhoods in the City. A focal point for the South River Street area can take the form of a boulevard along Bridge Street. This boulevard would add much needed green space and act as a gateway to the Downtown / Memorial Drive area. Four lanes of parking will help to offset the parking needs from the residential units, while still allowing the area to remain pedestrian friendly.



Redevelopment Considerations:

Rezoning: Mix of residential types, Addition of park space, Creation of a boulevard, Job creation, Create a neighborhood identity.

Long Term - Cultural Resources
Garret Mountain Connector



New Jersey's Emerald Necklace.

The Garret Mountain Connector is a landscaped bridge proposed to connect the public space surrounding the Grand Street Reservoir with Garret Mountain Reservation, a large Passaic County Park.

The connector will span across Grand Street and Route 80, reconnecting the City and the mountain that have been severed since construction of the Morris Canal.

The bridge will serve pedestrians and cyclist but be large enough to accommodate emergency vehicles. Conceptually, the bridge is modeled on the three land bridges spanning Route 78 in Union County, which were built to maintain continuity of green open space primarily for species habitat.

The connector will employ signage to serve as an appropriate entry marker to those entering Paterson from the west.

It is ultimately intended to make the Great Falls an important stop on a greenway that will traverse the many county parks, that like Garret Mountain Reservation, occupy mountain ridges in the northern part of the State. The greenway will become New Jersey's own Emerald Necklace, a variant on Olmsted's famous series of parks in Boston.



Signage from highway.



Route 78 plan showing land bridge locations; view of land bridge from road.

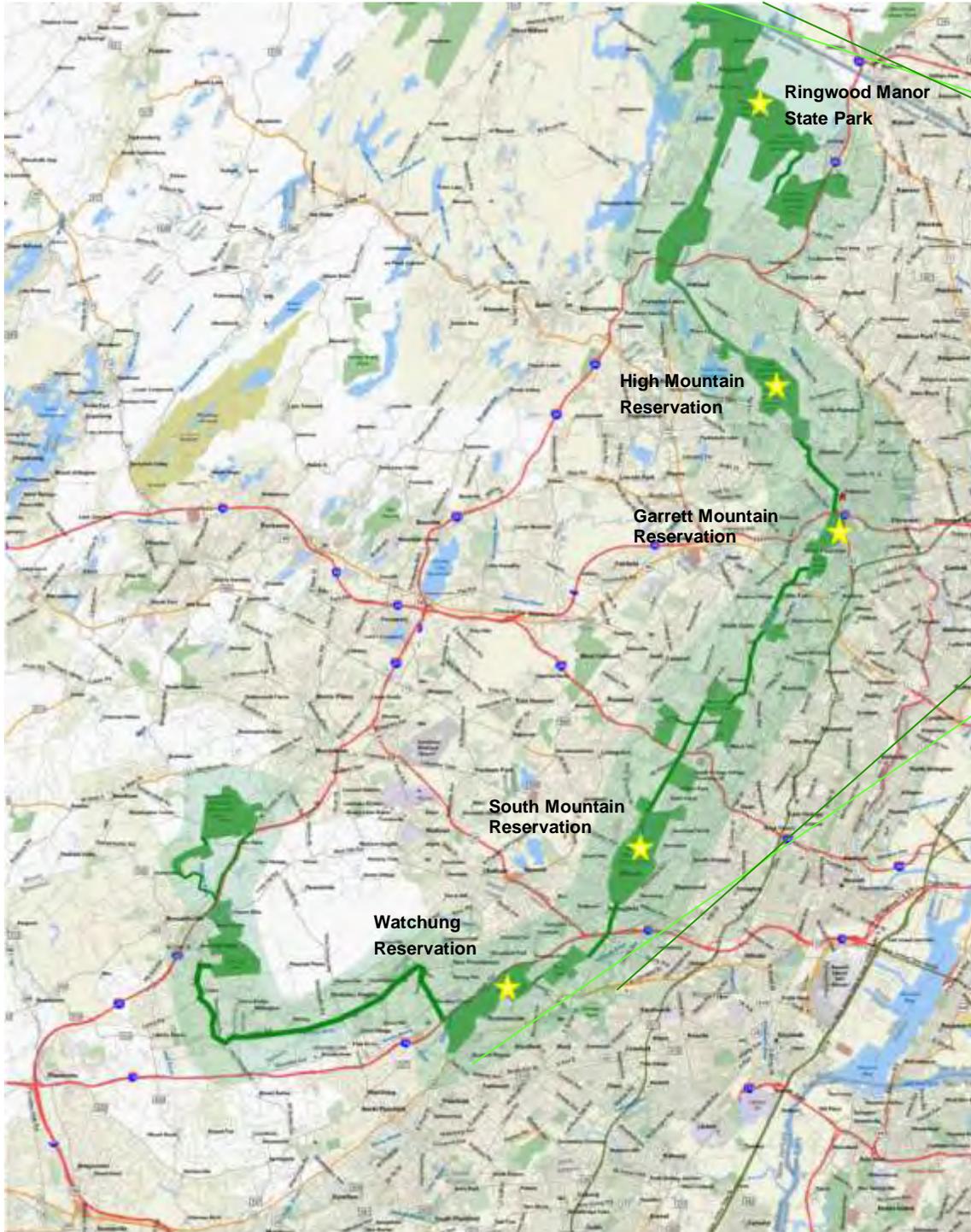


View of proposed land bridge looking west on Route 80.



View of proposed walkway entrance.

Long Term - Cultural Resources
Garret Mountain Connector



References:
Appendix 2, pages 39-41

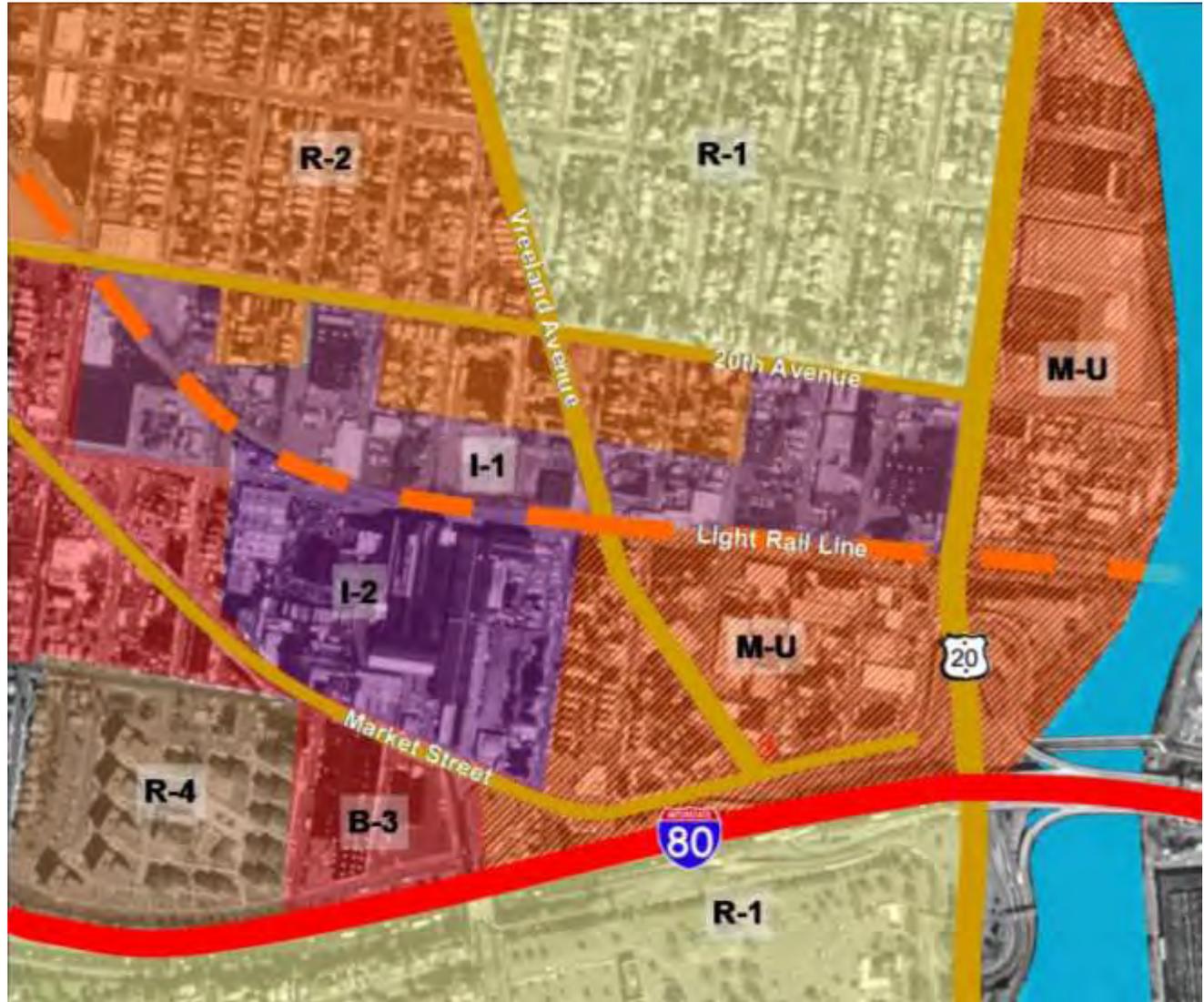
Long Term - Cultural Resources

**Vreeland Avenue
Development**



Existing Zoning

- R-1 One Family Residential
- R-2 Low-Mid Density Residential
- R-4 High Density Residential
- MU Mixed Use
- I-1 Light Industrial
- I-2 Heavy Industrial
- B-3 General Business
- Major Highway
- Primary Road
- Light Rail Line



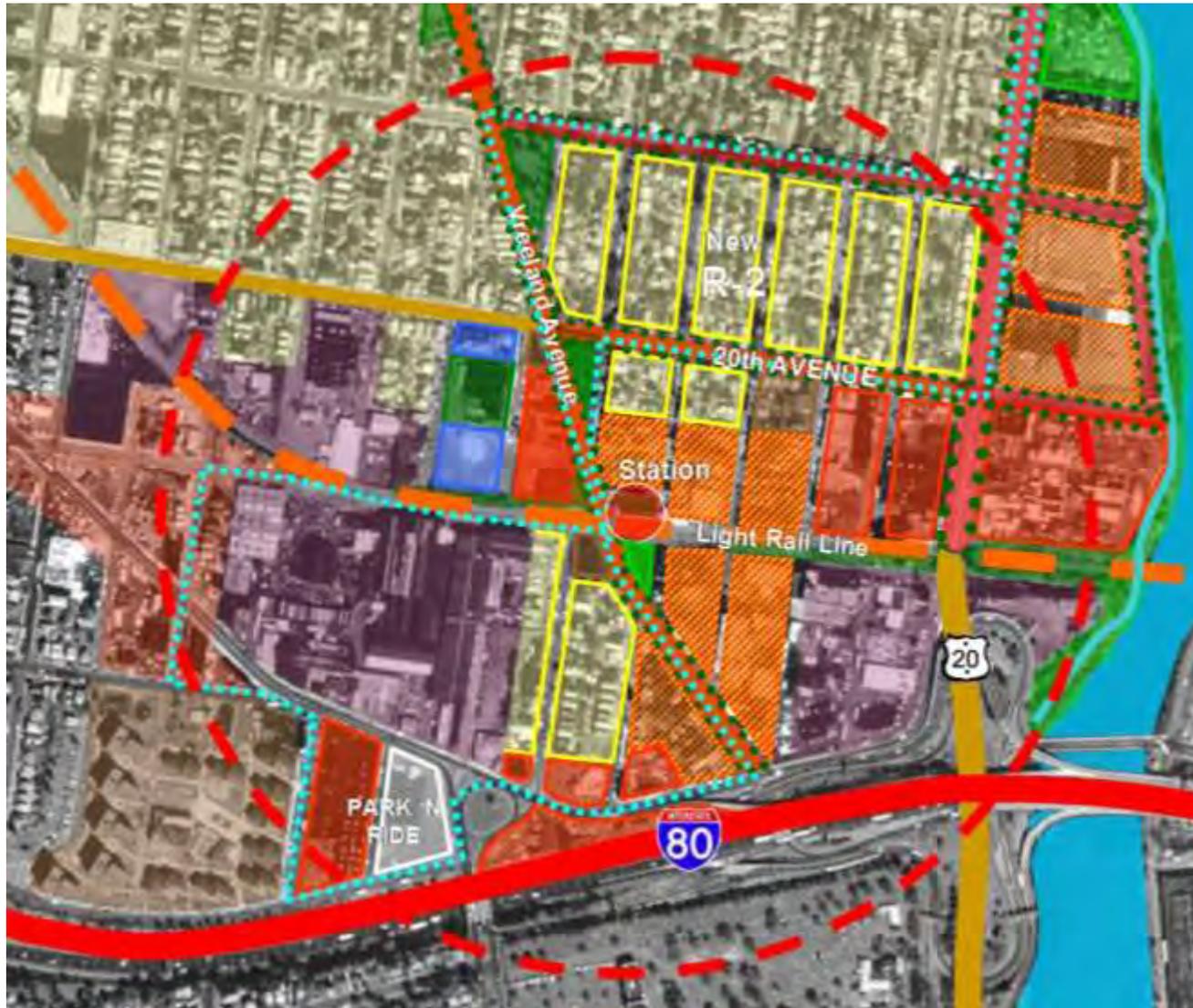
Existing Zoning

Today, the area surrounding the proposed Vreeland Avenue Light Rail Station is characterized by fragmented lots and broken street grids. Many lots are underutilized or vacant. The Passaic River to the east holds great potential for enhancing adjacent neighborhoods as a green recreational resource and future recreation link. Current zoning is generally mixed use at the center with low density residential to the north and south, and me-

dium and higher residential densities to the west. Industrial areas straddle the core. The residential density of the mixed-use district is quite low. This area lacks an identity and exists at the edges of adjacent neighborhoods, which are economically and culturally mixed. Overall, signage and street lighting are inadequate.

Long Term - Cultural Resources

**Vreeland Avenue
Development**



Design Framework

-  Mid Density Residential
-  High Density Residential
-  Mixed Use: Residential,
-  Commercial
-  Industrial (existing)
-  Institutional: Magnet Schools
-  Parks
-  Pedestrian Friendly
-  Parking Lot
-  Shuttle Bus Route
-  River Walk
-  Light Rail Line
-  Light Rail Station
-  1/4 Mile Radius

Design Framework

The Design Framework the Initiative recommends for this area includes a Transit Oriented Development, or TOD, at the proposed station area. This forms a more cohesive public, commercial and transportation hub with mixed-use redevelopment, pedestrian friendly walks, and parking. Zoning for housing densities increases near the station. Also, a reconfigured Riverfront creates a mixed-use residential, retail and office district as a gateway to a new river park.



Long Term - Cultural Resources

**Vreeland Avenue
Development**

Proposed Zoning

-  Mid Density Residential
-  High Density Residential
-  Mixed Use: Residential,
-  Commercial
-  Industrial (existing)
-  Institutional: Magnet Schools
-  Parks
-  Pedestrian Friendly
-  Parking Lot
-  Shuttle Bus Route
-  River Walk
-  Light Rail Line
-  Light Rail Station
-  1/4 Mile Radius



Proposed Zoning

Future improvements extend to neglected residential and commercial/industrial areas to the west, reconnecting these to the City grid. A Shuttle Bus reaches more distant areas.

The Light Rail Station is at the center of a T-shaped civic space formed in part by continuation of the street grid. It includes a variety of outdoor amenities.

Long Term - Cultural Resources

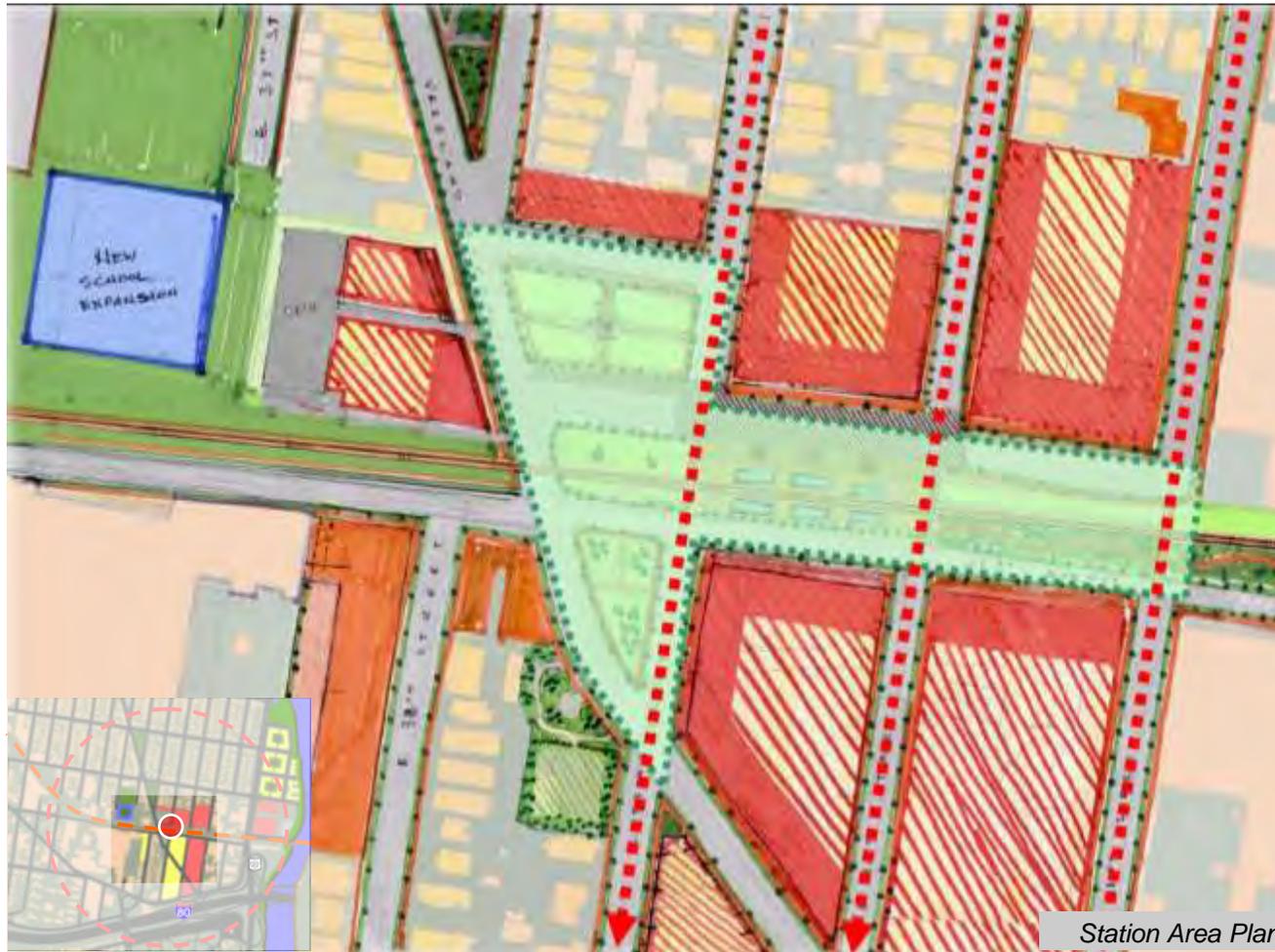
**Vreeland Avenue
Development**



Proposed Light Rail Station Type

Site Plan

-  Mid Density Residential
-  High Density Residential
-  Mixed Use: Residential, Local Retail and Office
-  Commercial
-  Industrial (existing)
-  Institutional: Magnet Schools
-  Parks
-  Pedestrian Friendly
-  Civic Space
-  Proposed Street Grid



Station Area Plan



Station area rendering looking west

The existing site for the Vreeland Station is a barren lot. Proposed improvements include parks with trees, seating, walkways, play areas, information kiosk, newsstands, and the train platforms. Changes in grade, paving textures and colors help distinguish between areas for pedestrians, vehicles, and people with special needs.

The pedestrian-friendly streetscapes provide for street-level local retail and office building entrances. The proposal creates large, mixed-use blocks, combining commercial and residential that includes short-term street parking, commuter “kiss-n-ride” lots, and longer term parking decks. Remaining industrial lots are efficiently consolidated away from the station core.

Long Term - Cultural Resources
Vreeland Avenue
Development



Proposed Area 1 location



Proposed Area 2 location



Existing



Proposed: Area 1



Section Area 2



Continuation of Section Area 2



Views of Route 20



The Initiative also proposes that the Riverfront, already zoned for mixed use, be completely reshaped, using the stable adjacent neighborhood as a base. The street grid is redefined based on existing patterns and Route 20 made pedestrian-friendly, with new crossings marked with traffic lights, pedestrian crossing strips and expanded islands.

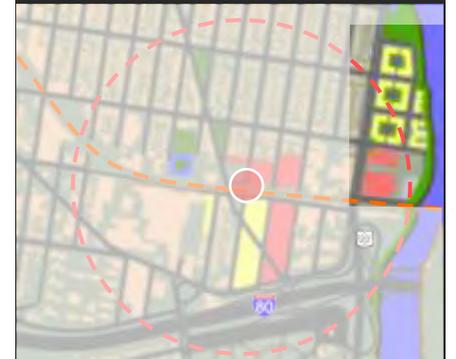
Long Term - Cultural Resources

Vreeland Avenue Development

River Front Area



Pedestrian friendly Street

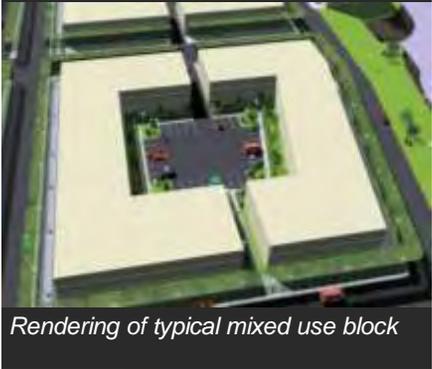


-  Existing Traffic Light
-  Proposed Traffic Lights
-  Pedestrian Crossings
-  Extended Street Grid
-  Pedestrian Friendly Street

Long Term - Cultural Resources

**Vreeland Avenue
Development**

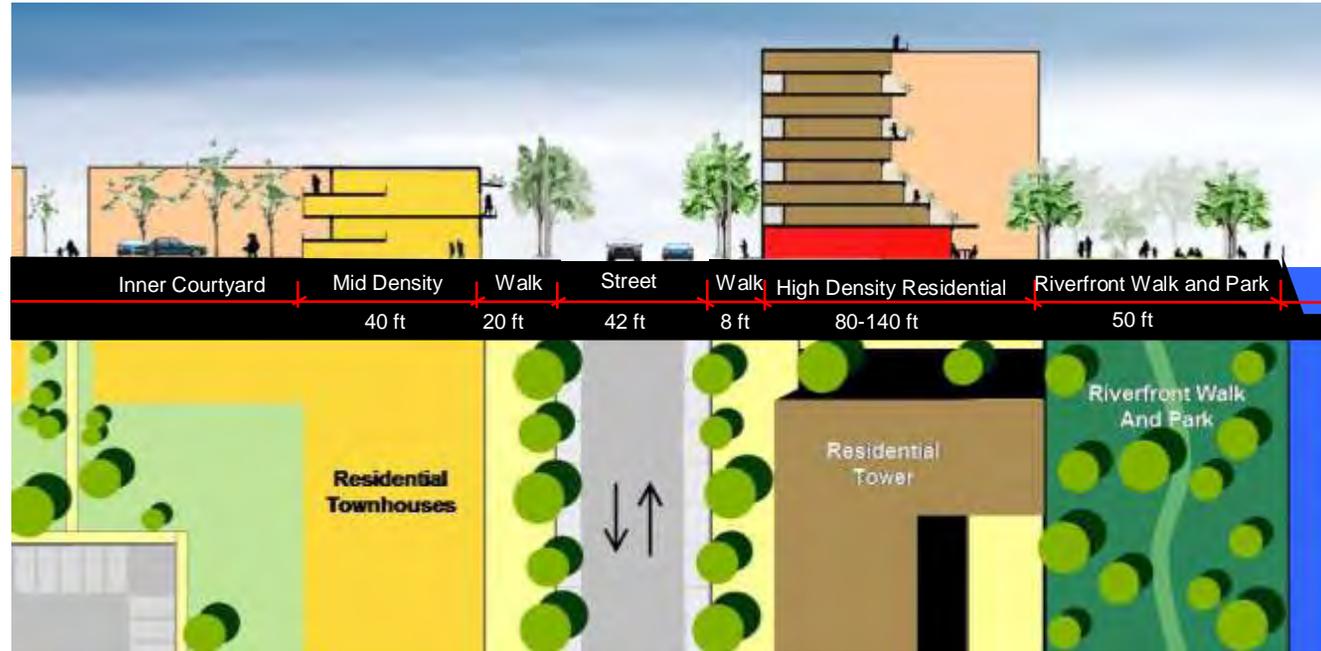
River Front Housing



Rendering of typical mixed use block



Rendering of townhouses



The proposal introduces mixed-use blocks of 3 and 4 story residential townhouses with ground floor, local retail on corners and viable mid-block locations, with mid-rise, 8-12 story apartment/condos on the riverfront. A Riverfront Park with an esplanade and active and passive use recreation areas—seating, playgrounds and exercise areas—borders the entire site. The park adjoins a sports park to the north, and an open green area to the south.

Streets lead to attractive retail or civic activities and focus views to the river. At the south end, a currently planned “big box” retail store shares the block with smaller retail and utilizes ground-level parking which can be converted to structured parking. When the need arises, this parking will also serve a larger “Home Design” retail center to be established in between the river site to east and the TOD site to the west.

Long Term - Cultural Resources
Vreeland Avenue
Development



Home Design Park



Big Box retail store



View of proposed Home Design Park

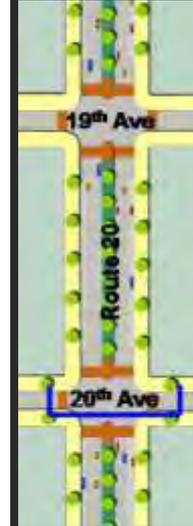
References:
Appendix 3, pages 67-78

Route 20 Cross Section



River Front Area

*Portion of proposed
Route 20 streetscape*



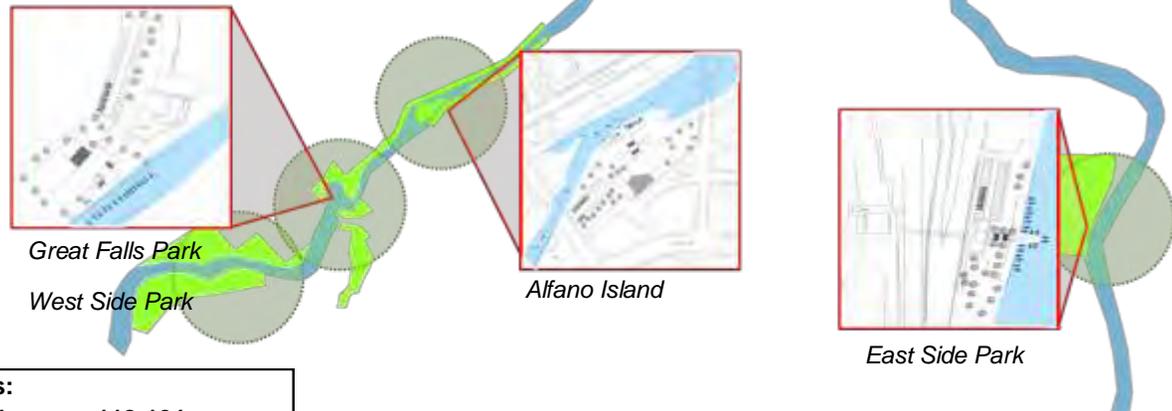
Route 20 typical intersection

Passaic River Utilization

Precedent



Xochimilco Park in Mexico



References:
Appendix 4, pages 118-124

Improving infrastructure and adding programs to existing sites in Paterson will attract larger numbers of residents and visitors. With a series of improvements that utilize the Passaic River, Paterson has the potential to be the Region's outdoor destination. The Transportation Studio found inspiration in Xochimilco Park in Mexico, where the town integrated the river as a part of their urban scene. Families use the water like a park, spending a good part of a day boating, eating, and listening to music.

The Initiative proposes several locations where the Passaic River can be engaged. The first is with a footbridge to connect Pennington Park to West Side Park. The area is further enhanced with various activities like boating and fishing. Both of the parks' boundaries will be extended towards the Great Falls Region in order to create the western side of Paterson as a continuous recreational entity.

At the north end of River Street the Initiative proposes a boat launch near an existing flower market. This is a great location to connect the residents from both sides of the bridge.

The Initiative proposes a footbridge to connect the existing East Side Park to the river bank across Route 20 as the extension of the present park. By including a boat launch, this area could be linked to other parts of Paterson via river transportation.

The proposal could be developed in three phases, with revenue from the initial phases used for the later ones. The first phase includes identifying and cleaning of the sites. Creation of pedestrian walkways, street lights addition, and boat launches are included in this phase. The second phase includes pedestrian bridges in the Pennington, West Side, and East Side Parks. The third phase includes construction of buildings and additional parking to accommodate various programs.

Long Term - Cultural Resources
Passaic River Utilization



New Pedestrian Footbridge



River Street Flower Market



East Side Park River Access

Phasing

PHASE 1

- Site cleaning
- Pedestrian walkways
- Lighting
- Boat launches



PHASE 2

- Pedestrian bridges

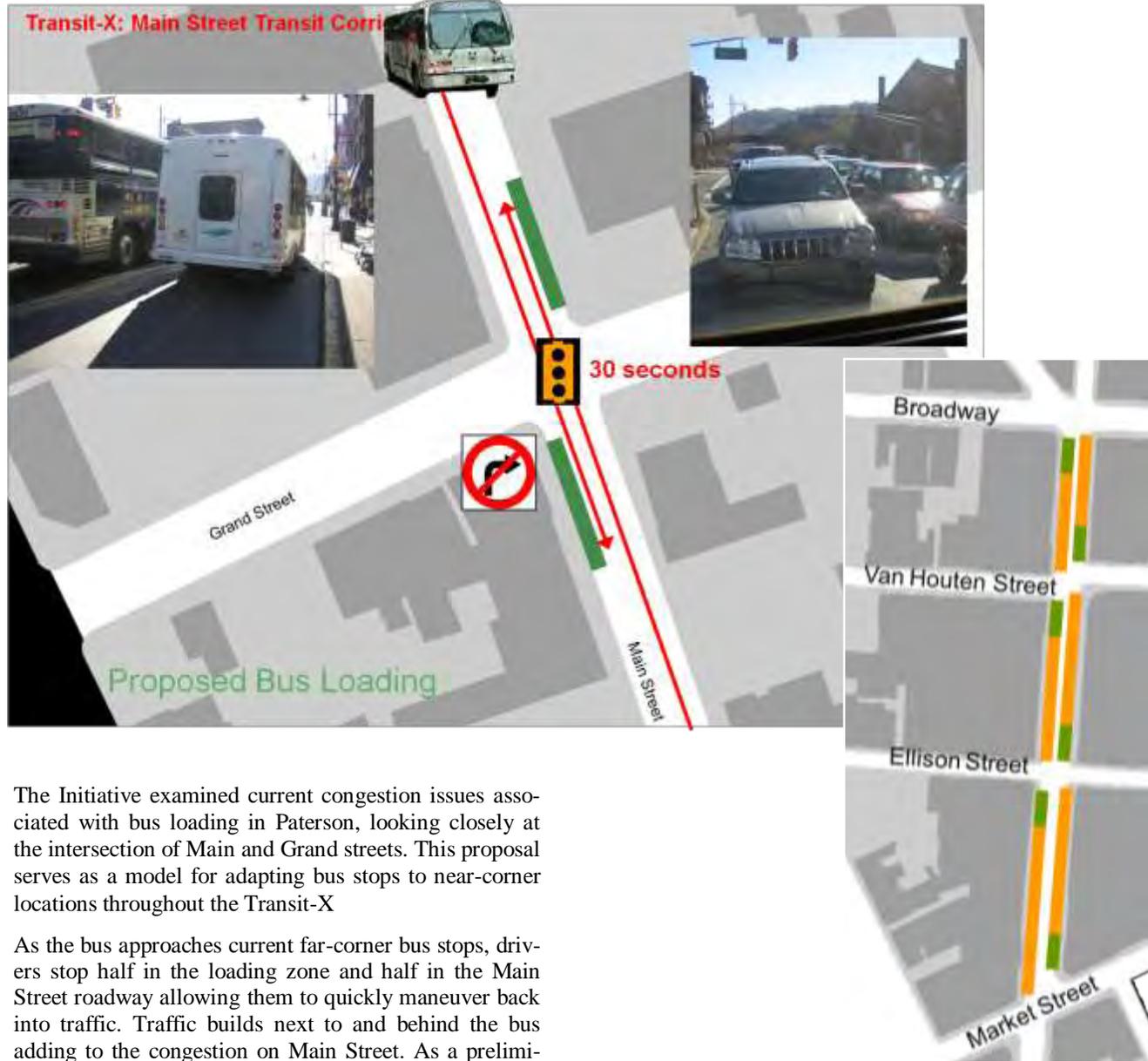


PHASE 3

- Programs implementation
- Buildings
- Additional Parking



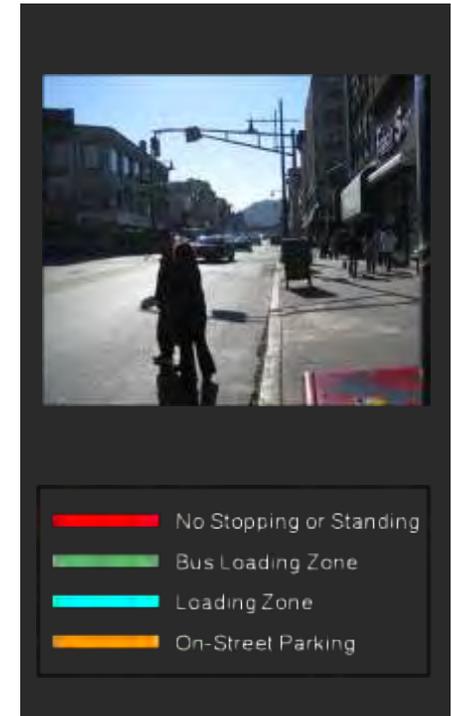
Long Term - Transportation
Bus Signaling



The Initiative examined current congestion issues associated with bus loading in Paterson, looking closely at the intersection of Main and Grand streets. This proposal serves as a model for adapting bus stops to near-corner locations throughout the Transit-X

As the bus approaches current far-corner bus stops, drivers stop half in the loading zone and half in the Main Street roadway allowing them to quickly maneuver back into traffic. Traffic builds next to and behind the bus adding to the congestion on Main Street. As a preliminary step, a driver education program could provide tips on how to navigate Paterson's narrow and busy roadways. In the second phase, all far-corner bus stops could be moved to near-corner locations. Buses proceed through busy intersections, stop to load and unload passengers in loading zones that accommodate one NJ

Transit Bus and Express shuttle. Traffic signalization can be adapted to give buses 30 seconds to move back into traffic. Under this proposed system, existing near-corner bus stops would remain in place.



Currently, there are several blocks on both Main and Market Streets with large loading zones for deliveries to Paterson’s stores. These zones should be considered as space to enlarge bus loading zones and add on-street parking. Since loading zones are crucial to Paterson’s retail, they cannot be eliminated, but could be reduced, rationalized, and used for parking during off-peak loading times, similar to street cleaning restrictions. In a second proposed phase, reduced loading zones could be moved to rear-alley and side street locations. Then entire

stretches of Main and Market Streets would be available for intelligent 2-hour muni-meter parking, which could further enhance retail activity in Paterson.

In conjunction with the new priority bus lane on Market Street and the reconfigured bus and loading zones, the current “No Stopping or Standing” zone on upper Market Street, with over 50 available spaces, could be rezoned as on-street parking, and new bus loading zones at near-corner locations.

References:
Appendix 4, pages 27-42

Existing Conditions

- HOSPITAL ZONE
- I-2
- B-2
- MIXED USE
- R-3
- R-1
- EXISTING PERMANENT MARKET STORES
- EXISTING MARKET ZONE
- EXISTING NJ TRANSIT MAIN LINE
- EXISTING FREIGHT RAIL LINE



Existing

This area, which the Initiative terms the Industrial South, is isolated from the City center, yet its proximity to major facilities makes it valuable. The Initiative's proposal highlights the expansive linear area of nearly

one mile paralleled by East Railway Avenue and West Railway Avenue. It focuses on the development of a transit core, which includes the thriving, existing Paterson Farmer's market.



Proposed redevelopment

Proposed Redevelopment

- PROPOSED LIGHT RAIL LINE (dotted line)
- PROPOSED MARKET SPACE (red square)
- PROPOSED HOUSING REDEVELOPMENT (orange square)
- CONVERTED FACTORY BUILDING INTO LOFTS (orange square)
- PROPOSED GREEN SPACE (green square)
- PROPOSED MARKET ZONE (red circle)
- PROPOSED LIGHT RAIL/ MAIN LINE JUNCTION (blue circle)



The combination creates a new regional destination and connectivity with the greater Paterson area.

Revitalization Plan



1. Break down physical barriers between East and West Railway Ave.

The Initiative proposes a multi-phased revitalization plan. Its first objective reconfigures the nearly 260' wide avenue to allow multiple means of transportation to coexist within it and to create a "spine" for the development of the area. Its second objective converts an existing warehouse and its surrounding block to mixed use.

To attract and benefit residential life and visitors, the Initiative proposes a new light rail system to tie the market area to Saint Joseph's Hospital, which in turn connects to the New Jersey Transit Main Line. It also proposes green elements such as parks and landscaping strips along the avenues. A new market structure, similar to those on East Railway Avenue, added to West Railway Avenue, can extend the market area, fostering activity at the new rail station stop between the two buildings.



2. Begin Redevelopment of the converted factory into a residential block.



3. Beautification: Convert triangle to a park, begin adding green strips on each side of rail tracks, and erect sidewalks and attractive street lights for Market Corridor



4. Mirror permanent market on West Railway Ave.



5. New Light Rail that connects the Market to the hospital to NJT Main Line.



7. New School located on Maryland and Pennsylvania vacant lot

The final objective consolidates the remaining industrial areas, creating potential for a new school and new stadium, thus creating additional activity and attractions for the community.



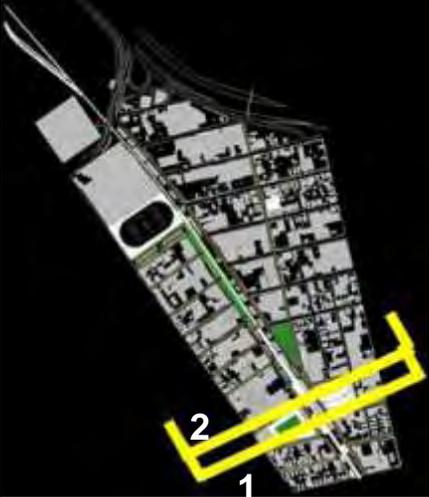
6. Relocate and condense industrial uses to underutilized warehouse space in the northern part, buffering the heavy industry from the existing residential.



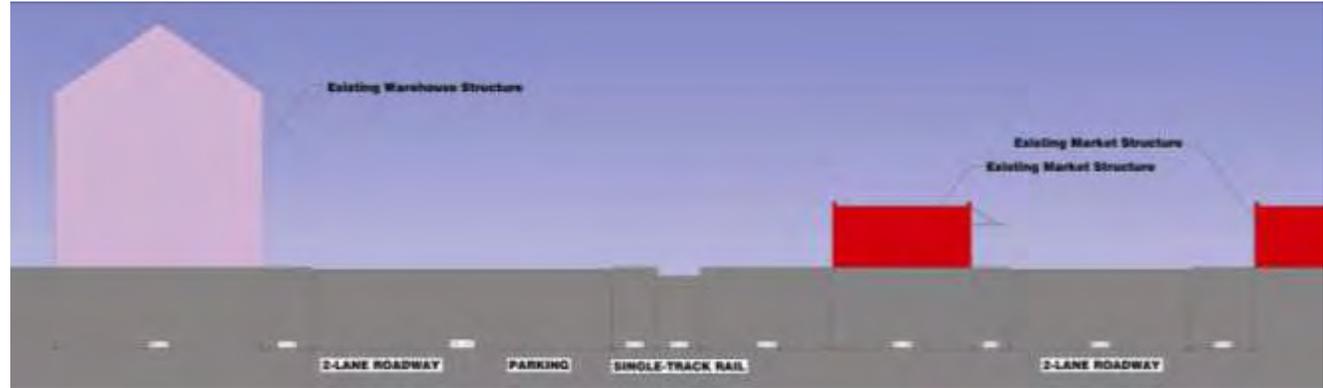
8. New Stadium created in under-utilized warehouse



Proposed Market/Rail Station



Key section map



Section 1. Existing Site Section



Section 2. Proposed Market/Rail Station Section

The site for the proposed transit station currently has confusing traffic circulations patterns, with excessively wide travel lanes and little designated parking. The cross section above shows a new streetscape with planting, reorganized traffic lanes, a new market structure, and the proposed station.



Existing Site



Proposed Market/Rail Station



Section 1. Proposed parking section

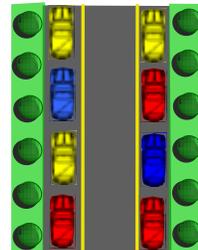


Section 2. Proposed Hardscape Park

Further north, the haphazard parking is replaced with parallel parking on both sides, a pattern that can be repeated along the avenue as needed for future development. Highlighted in this section, is a semi-depressed hardscape park and a paved walk along the track to serve commuters and residents alike.

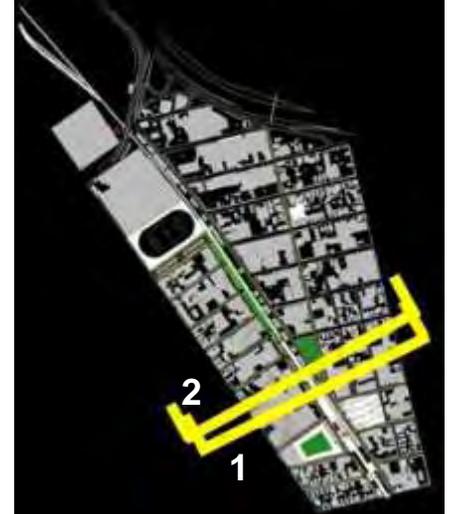


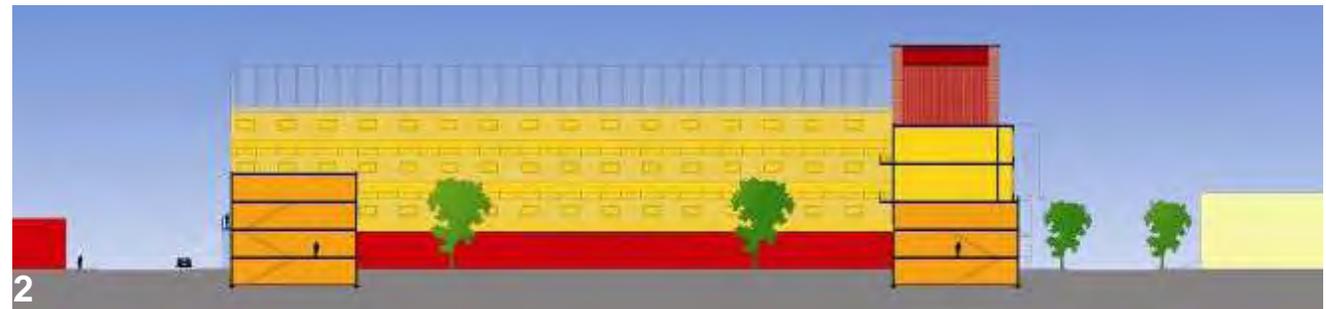
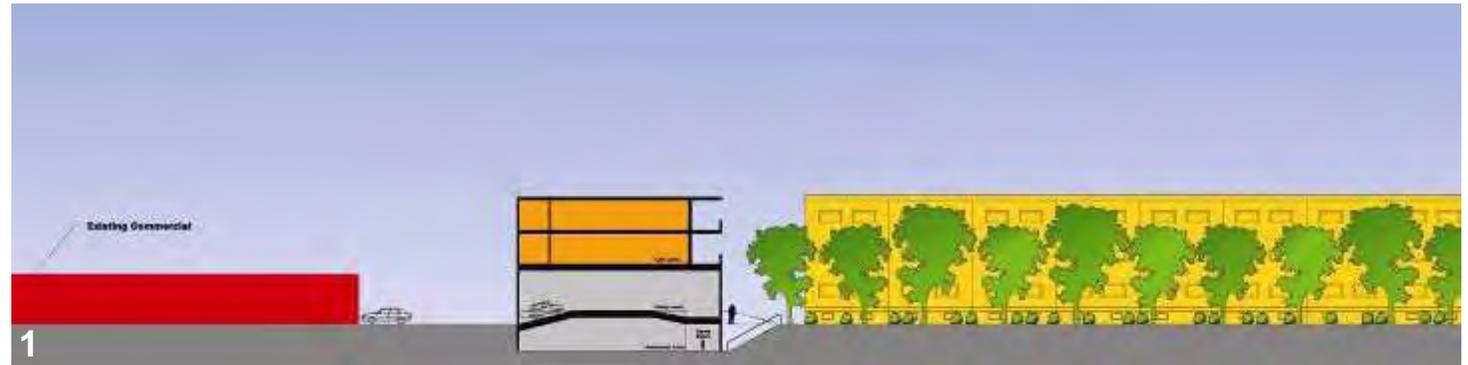
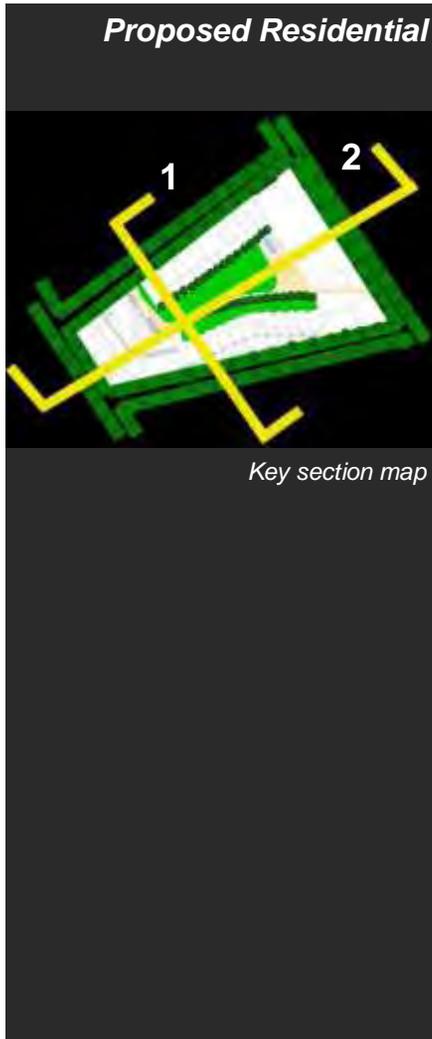
Proposed Hardscape Park



Parallel parking both sides

Proposed Parking and Park

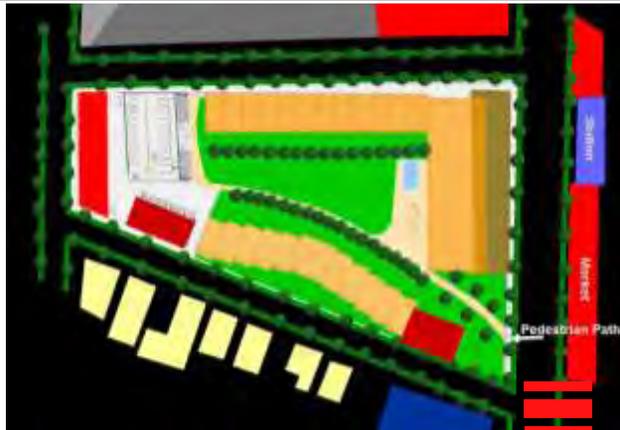




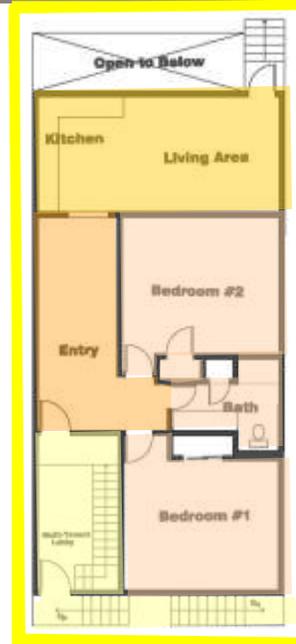
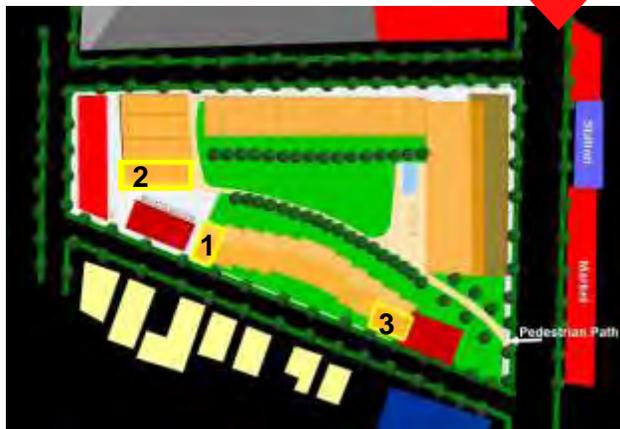
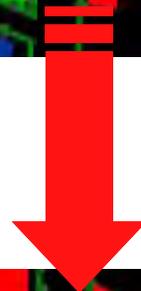
The Initiative proposes new development and loft rehabilitation on block next to the proposed station. Its mixed-use development includes retail, office space, garage parking, and various housing typologies including both market-rate and affordable.

Section 1 above shows the renovated warehouse building with the loft structure above and the rear elevations of proposed townhouses. Section 2 shows the numerous balconies that overhang the interior court as well as the building's height relationship to surrounding structures.

The plan on the opposite page shows the warehouse and wrapped loft structure that forms the eastern edge of the block. Townhouses on the north and south, and multi-family housing with a parking garage below complete the courtyard's enclosure. Internal circulation allows pedestrian access through the courtyard and a direct connection with the transit station without interfering with the personal backyards of residents. Also shown are typical plans for each housing type.



72 Townhouse Units (1250 sqft)
 12 Penthouse Units (1750 sqft)
 8 Loft Units (2000 sqft)



1 Townhouse

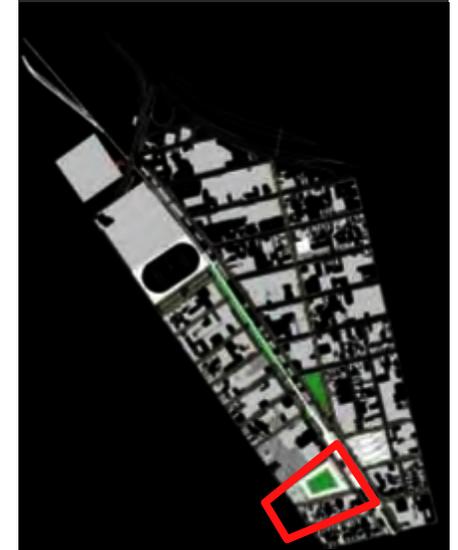


3 Loft



2 Penthouse

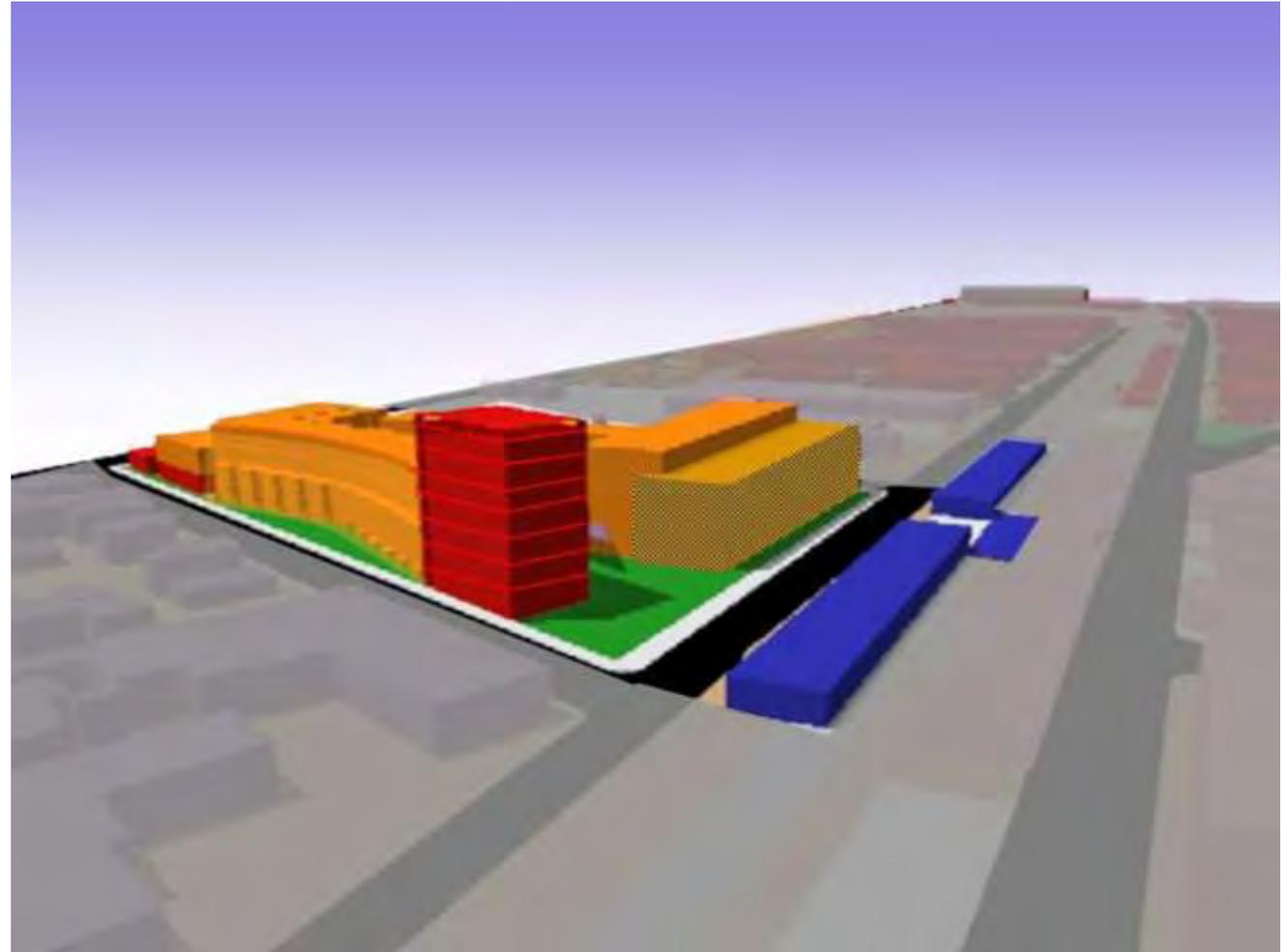
Proposed Residential



Location of proposed redevelopment block

Proposed Residential

-  COMMERCIAL BELOW/OFFICE SPACE ABOVE
-  AFFORDABLE HOUSING
-  CONVERTED FACTORY BUILDING INTO LOFTS
-  NEW LOFT APARTMENTS
-  GREEN SPACE
-  MARKET/ LIGHT RAIL STATION
-  EXISTING MARKET IN MIXED USE ZONE
-  EXISTING MIXED USE ZONING
-  EXISTING RESIDENTIAL
-  EXISTING BUSINESS



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Appendix 3, pages 79-81

Plan view of proposed residential area



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