

**Eastside
Redevelopment Plan
City of Passaic
New Jersey**

Revised as of July 6, 2004

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I. INTRODUCTION

The Eastside Redevelopment Area (the Redevelopment Area or Area) comprises a tract of industrial properties totaling approximately 99 acres located in the eastern portion of the City of Passaic adjoining of the Passaic River. (Map #1 – Project Area with Block and Lots).

Through the early part of the twentieth century the Area was a vibrant industrial center made active by excellent access to both railroad and water borne transportation systems. During the second half of the twentieth century, industrial activity in the Area declined. This was due in part to the general decline of the industrial activity in the northeast and especially in the older urban centers. However, this decline was exacerbated within the Redevelopment Area due to the age of the buildings. Many of the buildings were constructed in the late 1800's and the early 1900's; designs conceived for manufacturing principles of an earlier labor intensive era and not easily be adapted to modern industrial and material transport practices.

Recognizing this decline in industrial activity, the growing lack of proper utilization and the underutilization of properties within the Redevelopment Area, the obsolescence of the existing buildings and other factors; the Area was declared an "Area in Need of Redevelopment" in three separate actions; Block 1024, Lots 43 on May 6, 20002 by resolution 9150-02; Block 4075, Lots 2 & 45 on October 21, 2002 by resolution 9297-02; and the remainder of the properties on February 2, 2004 by resolution 9966-04.

The purpose of The Eastside Redevelopment Plan (the Plan) is to guide the redevelopment of the Area in a comprehensive and economic manner. It is the intent of this Plan to ensure coordinated and harmonious growth within the Eastside Redevelopment Area, taking into account the character and nature of the current and proposed land uses, in order to benefit not only the Redevelopment Area itself, but also the surrounding neighborhoods and the City of Passaic as a whole. The plan will endeavor to reposition and concentrate the existing industrial activities to the southeast portion of the Area. In the north and west portions of the area the plan objectives will be to develop new commercial, retail and residential opportunities around the available roadway and waterfront resources.

II. BOUNDARIES

The Eastside Redevelopment Area is generally bound by Route 21 on the west, the Passaic River on the south and east and an irregular line following local streets to the north and northeast. Madison Street forms the northern most boundary of the Area until its intersection with First Street. The boundary then follows First Street to Passaic Street. The boundary then follows Passaic Street, Market Street and South Street. At Seventh Street the boundary turns to the south until Lodi Street, where it again turns to the east to Eighth Street. At Eighth Street, the boundary proceeds to the north for about 400 feet before turning to the east until it meets the Passaic River.

The Block and Lot numbers of the properties within the Redevelopment Area are as follows:

SP#	Block	Lot	Additional Lots	Address
1	4075	2	3,35A, 37A, 39, 40 41, 42, 43, 44, 47	26 Jefferson Street
2	4075	45		60 Jefferson Street
3	1076	1	8,12,18,35,37,39,55,Block 1038, lot 2	Canal and Jefferson Street
4	1076	15		25 Jefferson Street
5	1076	16		27 Jefferson Street
6	1076	17		29 Jefferson Street
7	1076	19		33 Jefferson Street
8	1076	20		35 Jefferson Street
9	1076	21		37 Jefferson Street
10	1076	22	26	39-57 Jefferson Street
11	1076	33		12 Hope Avenue
12	1076	34		10 Hope Street
13	1083	1		41 Washington Place
14	1083	29		252 Passaic Street
15	1083	30		250 Passaic Street
16	1038	5		51-85 First Street
17	1038	17	16, 24, AND 26	43 First Street
18	1030	53		1-11 Market Street
19	1030	70	Block 1078, 17	1-11 Canal Street
20	1036	1	8	177 and 187 Passaic Street
21	78	1		225 Passaic Street
22	1030	1		101 Seventh Street
23	1030	4		79 South Street
24	1030	9		Intersection South Str
25	1030	15		111 South Street
26	1030	23	33	125 South Street
27	1030	33		125 South Street
28	1030	43		2 Market Street
37	1029	1	13	27 Eighth Street
38	1029	20		1-25 Eighth Street
39	1029	25		65 Lodi Street
43	1024	54		2-120 Eighth Street

Because Block and Lot numbers may change from time to time due to subdivisions, lot consolidations or renumbering, the Project Area Map with Block and Lots located in this report shall prevail in the case of discrepancies between the Map and the Block and Lot list above.

III. REDEVELOPMENT OBJECTIVES

- A. Eliminate blighting influences and to create opportunities for new development in the Eastside Redevelopment Area. Provide for the orderly phased conversion of vacant land, dilapidated buildings and underutilized and antiquated industrial land-uses and buildings within the Redevelopment Area to a modern integrated mixed-use community.
- B. Develop regional commercial/retail opportunities adjacent to Route 21, attract additional retail traffic to the City of Passaic and develop an area presence along the regions prime transportation corridor as a portal and anchor to the existing established retail district.
- C. Develop a riverfront residential area along the Passaic River establishing a 24-hour community presence within this important public resource, passive recreational opportunities, and a population base to enhance and expand the retail service opportunities within the adjacent development areas.
- D. Refocus and expand industrial activities to the southeast portion of the Redevelopment Area, allow for the development of modern warehouse and manufacturing facilities.
- E. Coordinate vehicular circulation system that will allow for the efficient movement of vehicles to and from, as well as within, the Redevelopment Area.
- F. Improve the pedestrian environment and appearance of streets within the Redevelopment Area; develop a safe and attractive pedestrian connection between the existing downtown, the regional retail activities and the waterfront.

IV. PROPOSED REDEVELOPMENT ACTIONS

A combination of redevelopment actions are proposed to substantially improve and upgrade the Eastside Redevelopment Area. The actions will provide a uniform and consistent attack on blight within the Area through the orderly and systematic removal of blighting influences, starting with vacant land and those structures and properties most deleterious to the Area.

- A. Demolition of structures determined to be impediments to sound and comprehensive redevelopment.
- B. Acquisition, consolidation and re-subdivision of land within the Redevelopment Area into suitable parcels for development for the new anticipated land uses.
- C. Relocation of the existing viable businesses to other locations within the Redevelopment Area to the greatest extent practicable.

- D. Provision for a full range of public infrastructure necessary to service and support the new development in the Redevelopment Area.
- E. Construction of new structures and complimentary facilities that are consistent with the recommendations of this Redevelopment Plan, and which provide for a broad range of residential, commercial, and industrial uses and open space.

V. GENERAL ADMINISTRATIVE PROVISIONS

- A. This Redevelopment Plan shall supercede the applicable provisions of the development regulations of the City of Passaic consistent with 40A: 12A-7c and the existing redevelopment plan for Block 1024, Lot 54, Resolution 9150-02.
- B. All development within the Redevelopment Area shall be consistent with the guidelines, standards, and requirements of this Plan and the Proposed Zoning Map.
- C. The regulations and controls in this section may be implemented, where applicable, by appropriate covenants, or other provisions, or through agreements for land disposition and conveyances executed thereto.
- D. No building or structure shall be constructed over public rights-of-way or easements, without the prior, written approval of the Municipal Engineer and Site Plan approval by the Planning Board. No building or structure shall be constructed in the bed of a mapped street unless such street has been vacated by an act of the Municipal Council and the Site Plan has been approved by the Planning Board.
- E. Prior to the commencement of any new construction, reconstruction, or rehabilitation of any existing structure; a site plan for such shall be submitted by the developer or property owner to the Planning Board for review, so that compliance of such plans with this Redevelopment Plan can be determined. No Building Permit shall be issued for any such work within the Area, without prior review and site plan approval of such work by the Planning Board. Regular maintenance and minor repair shall not require Planning Board review.
- F. The provisions of this plan specifying the redevelopment of the project area and the requirements and restrictions with respect thereto shall be in effect for a period of thirty (30) years from the original date of approval of this Plan by the City of Passaic Municipal Council. Subsequent amendments hereto shall not alter or extend this period of duration, unless specifically extended by such amendments.
- G. Site plan review shall be conducted by the Planning Board pursuant to NJSA 40:55D-1 et. seq.

- H. Any subdivision of lots and parcels of land within the Redevelopment Area shall be in accordance with this Plan's requirements.
- I. The Planning Board may grant deviations from the regulations contained within this Redevelopment Plan, where, by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions, pre-existing structures or physical features uniquely effecting a specific piece of property, the strict application of any area, yard, bulk or design objective or regulation adopted pursuant to this Redevelopment Plan, would result in peculiar and exceptional practical difficulties to, or exceptional and undue hardship upon, the developer of such property.
- J. The Planning Board may also grant a deviation from the regulations contained within this Redevelopment Plan related to a specific piece of property where the purposes of this Redevelopment Plan would be advanced by such deviation from the strict application of the requirements of this Plan; and the benefits of granting the deviation would outweigh any detriments.
- K. The Planning Board may grant exceptions or waivers from design standards, from the requirements for site plan or subdivision approval as may be reasonable and within the general purpose and intent of the provisions for site plan review and/or subdivision approval within this Plan, if the literal enforcement of one or more provisions of the plan is impracticable or would exact undue hardship because of peculiar conditions pertaining to the site. No deviations may be granted under the terms of this section unless such deviations can be granted without resulting in substantial detriment to the public good and will not substantially impair the intent and purpose of the Redevelopment Plan.
- L. No deviations may be granted which will result in permitting or expanding a use that is not a permitted use within this Redevelopment Plan, an increase in the maximum height of greater than ten (10%) percent, or an increase in the permitted density of that permitted within this Redevelopment Plan. An application requesting a deviation from the requirements of this Redevelopment Plan shall provide public notice of such application in accordance with the public notice requirements set forth in NJSA 40:55D-12.a & b.
- M. If any word, phrase, clause, section or provision of this Plan shall be found by a court of competent jurisdiction to be invalid, illegal or unconstitutional, such word, phrase, clause, section or provision shall be deemed severable and the remainder of the ordinance shall remain in full force and effect.

VI. GENERAL DESIGN STANDARDS AND PROHIBITIONS

- A. Where practical, it is an objective of this Plan to retain the distinctive industrial architectural themes of the area through the preservation of structures or the application of architectural elements, patterns and finishes.

- B. All structures within the project area shall be situated with proper consideration of their relationship to other buildings, both existing and proposed, in terms of light, air and usable open space, access to public rights of way and off-street parking, height and bulk. Within the residential and commercial/retail districts, grade parking shall be minimized to the maximum extent practicable through the use of parking decks.
- C. Buildings shall be designed and grouped to present a harmonious appearance in terms of architectural style and exterior materials. Buildings shall be designed so as to have an attractive, finished appearance when viewed from all vantage points within and outside the Area.
- D. To the maximum extent feasible rooftop mechanical equipment, satellite dishes, television and radio antennas shall be screened from view from all directions and elevations to minimize the negative aesthetic impact upon the view from neighboring residential zones and from street level. Said screening shall be constructed in a manner that is pleasing to the eye and consistent with the surrounding architecture and the architecture of the building.
- E. All trash receptacles, compactors etc. shall be located within buildings or in specified loading areas, and shall be enclosed in appropriately designed structures, adequately screened, and secured.
- F. All utility distribution lines and utility service connections from such lines to the project area's individual uses shall be located underground. Remote readers for all utilities, in lieu of external location of the actual metering devices are preferred. Developers are required to arrange for connections to public and private utilities.
- G. Except for the Industrial District, chain link fence shall be prohibited along street frontages. Chain link fence may be proposed for use within the residential and commercial districts only as a temporary construction control. Chain link fence installed for temporary construction purposes shall be dismantled and removed prior to the issuance of a Certificate of Occupancy.
- H. The use of razor wire, barbed wire or other similar material is expressly prohibited within the Redevelopment Area.
- I. No junked motor vehicles or parts thereof shall be permitted to be stored on any lot within the Area. Outdoor parking of vehicles that are inoperable or unregistered shall be prohibited.
- J. No use or reuse shall be permitted, which produces toxic or noxious fumes, hazardous discharges, glare, electromagnetic disturbances, radiation, smoke, cinders, odors, dust or waste, undue noise or vibration, or other objectionable

features that are detrimental to the public health, safety or general welfare, or that are damaging to the physical environment.

VII. BUILDING & DESIGN STANDARDS AND OBJECTIVES

A. Residential Development

1. Where practical, it is an objective of this plan to preserve within the residential zone, the distinctive industrial character of the area. This may be accomplished through the preservation of existing buildings which exhibit distinctive architectural design or local character for rehabilitation and reuse or the incorporation of design details and materials evocative of late 18th Century industrial buildings. The preservation/rehabilitation of an existing structure shall recognize the industrial character the building; the scale, proportions and rhythm of windows, doors and other architectural features; and utilize materials that are compatible with the original design and construction of the structures.
2. The windows and glazing of a building are a major element of style that gives character to the building. Windows should contain both lintels and sills. The sill should be emphasized more than the window header. The bottom of a window can use the emphasis of a shadow line, while the top already has one.
3. Windows in residential portions of a building should be arranged such that the vertical dimension, or height, is greater than the horizontal dimension, or width. However, bay windows, bow windows and other similar architectural features may also be incorporated into the façade to provide interest and character.
4. All corner buildings shall have windows on both street frontages. The window sill of any residential window shall not be less than five (5) feet above the elevation of the adjoining sidewalk, unless the building is setback at least 10 feet from the sidewalk or other adequate visual screening methods are employed.
5. Facade treatments, materials, colors and architectural treatments shall be compatible with the buildings architectural style. Artificial stone and artificial brick veneer ("Permastone" & "Brickface"), EIFS, asbestos and asphalt shingles are not permitted.
6. Residential buildings should front upon a public street and be oriented toward the street, wherever possible, so as to define, contribute to and sustain the overall pedestrian environment.
7. Front yard parking, which is parking between the building and the public street line, is prohibited in Residential District.
8. Retail uses which support residential use or activate the street and waterfront use are encouraged.

B. Commercial Development

1. Commercial / retail centers shall be designed to present a harmonious appearance in terms of architectural style and exterior materials. Buildings shall be designed so as to have an attractive, finished appearance when viewed from all vantage points within and outside the Area.
2. The windows and glazing of a building are a major element of style that gives character to the building. Windows and glazing on ground floor retail uses should be broad and expansive providing views into the store and display areas.
3. Sign areas should be incorporated into the façade of the buildings above the display windows or as part of a sub-cornice or other architectural feature such that the signage size, scale and design is harmonious and compatible with the overall architectural design of the commercial facility. An overall sign package shall be presented to the Planning Board at the time of site plan review, which shall indicate at minimum the location, size, materials and method of lighting for all signs proposed for the subject development.
4. Front yard parking is permitted in commercial portions of the Redevelopment Area, after site plan review and approval, but must be adequately screened and landscaped in conformance with this plan. To the extent practical, surface parking should be minimized through the use of parking structures in conjunction with parking lots.
5. It is important that commercial development be designed to be supportive of the existing streets and development pattern in the surrounding area. Care should be taken to "soften" and screen the edges of large commercial developments, especially along First Street and Passaic Street. Building facades with active entrance ways and display windows should be located along these streets to the extent practical.
6. Loading areas shall be incorporated into the design of the building. Walls constructed of the same material and of a compatible architectural style as the building shall be utilized to define the loading area and screen it from view. Landscape materials shall also be used to buffer and screen loading areas.

C. Industrial Development

1. All industrial structures constructed within this Redevelopment Area shall conform with the general design standards and prohibitions of this Plan.
2. To the extent practical, loading areas should be incorporated into the design of the building. Walls constructed of the same material and of a compatible architectural style as the building shall be utilized to define the loading area and

screen it from view. Landscape materials shall also be used to buffer and screen loading areas.

3. All loading and truck maneuvering shall be accommodated on site. No loading area shall be so located that any portion of a street right-of-way is obstructed by any vehicle utilizing a loading dock or area.
4. The frontage of all industrial facilities along a public street shall be designed to be aesthetically pleasing. To the extent practical; decorative fencing, lower scale decorative lighting and other architectural treatments should be utilized along any public right-of-way. Decorative landscaping shall be incorporated into the site design of all industrial facilities where appropriate.

D. Streetscape, Landscape, Lighting and Open Space

1. Each development area shall be developed around a streetscape plan which defines the area and integrates a unified theme for the redevelopment area. The streetscape plan shall feature a pedestrian friendly environment with an emphasis placed on portals/transitions to waterfront, central business district and adjoining neighborhoods. The plan shall identify a unified program of sidewalk materials, colors, patterns, and, landscape, tree guards and/or grates, benches, trash receptacles, lighting and other decorative street furniture. The streetscape plan shall be designed to be appropriate to the adjoining land uses. Streetscape within the industrial area may be simpler in its design, while a streetscape as part of a residential development shall be more decorative and pedestrian scale.
2. All new projects must include a landscape plan for the subject site, including the sidewalk area adjoining the site. Landscaping shall be required for any part of a parcel not used for buildings, off-street parking, sidewalk area or other similar purposes. All proposed site plans shall include plans for landscape improvements indicating the location, size and quantity of the various species to be used.
3. Parking lots for five (5) or more vehicles shall provide planting areas along any street line and along all property lines except in those instances where a building intervenes or where the proposed planting may interfere with sight triangles. The landscape plantings in said areas shall consist of evergreen material, flowering trees and shrubs and shade trees that are planted on a center that is consistent with the mature spread of the species planted in order to provide screening and buffer areas for the parking. Where possible, planting areas shall serve as a collection/recharge point for storm water runoff.
4. Within surface parking areas, a minimum of one tree shall be planted for every 10 parking spaces. These trees should be interspersed throughout the parking area, but may be located in the planting areas around the perimeter of the parking area if space limitations dictate.
5. Landscaping shall be maintained with shrubs not higher than three (3) feet, except where a taller buffer or visual screen is required, and with the branches of shade

- trees no lower than ten (10) feet. The landscape design shall provide for dispersed plantings within and bordering the parking area in an aesthetically pleasing manner.
6. Trees shall be planted along curb lines of streets at a maximum of 35 feet on center to further enhance the aesthetic quality of the pedestrian environment in the Area.
 7. All plant material used must be able to withstand the urban environment and shall be planted consistent with standards as established by the American Association of Nurserymen. A planting schedule shall be provided by the developer as part of the Site Plan Application. Any landscaping that dies within one (1) year of planting shall be replaced. Wherever practical, irrigation should be with collected and reused storm water.
 8. Lighting within each site and along all street rights-of-way shall be provided in such number and location to provide a safe, evenly illuminated environment.
 9. On-site lighting fixtures shall be in scale with the size of the project. Bollard type lighting and/or pedestrian scale lighting is encouraged in commercial and residential development areas.
 10. Sidewalk areas shall be durably paved in conformance with Municipal standards. Porous paving materials are encouraged where appropriate, including the street tree planting strip along the curb line.
 11. Only decorative style fences, such as tubular steel, "wrought iron", or other similar type fences, are permitted along street frontages in commercial and residential areas. The fence design shall be in keeping with and appropriate to the architectural style of the building. Fences along all street frontages shall not exceed three (3) feet in height.
 12. A contiguous riverfront walkway / public easement shall be provided along the Passaic River except where physically precluded by the reuse of an existing structure. The walkway shall provide a minimum clear walkway of 16-feet and a 16-foot clear landscaped buffer.
 13. Additional open space shall be provided within the residential area to accommodate passive recreational activities and children's playground for the use of the residents. Facilities within this open space may include benches, game tables, decorative lighting, play equipment and such other street furniture or equipment as may be appropriate to the anticipated use of the open space. This space can be developed individually within each project area or grouped within the zone as a neighborhood park. The space allocation shall be appropriate to the density of the proposed development.
 14. The construction of a significant water feature, reflecting the location of the former Dundee Canal, is encouraged to be constructed within the residential

portion of the Redevelopment Area. This proposed site amenity would act as a focal point and gather place for area residents and strengthen the area's connection to the Passaic River waterfront.

VIII. SPECIFIC LAND USE REGULATIONS

A. Residential District

The intent of the Plan is to develop a series of mid-rise residential buildings organized and directly relating to either a street grid or series of residential courtyards. Ground floor space design should provide commercial retail space oriented to the service needs of the residential population.

1. Permitted Principal Uses:
 - a. Re-use and rehabilitation of existing buildings for residential use.
 - b. Mid-rise residential buildings.
 - c. Governmental uses & Essential services.
 - d. Parks, playgrounds, open space.
2. Permitted Accessory Uses and Structure
 - a. Off-street parking, including private garages and parking structures.
 - b. Fences and walls.
 - c. Signs.
 - d. Home Occupations.
 - e. Decks and Patios, Swimming Pools and Recreation areas as part of a mid-rise residential development.
 - f. Commercial uses as listed within the Commercial District of this plan, limited to the ground floor of permitted residential buildings.
3. Bulk Standards:
 - a. Minimum Lot Size: 10,000 s.f.
 - b. Minimum Lot Width: 150 feet
 - c. Minimum Lot Depth: 100 feet
 - d. Front Yard Setback: Min. 10 feet, Max 25 feet
 - e. Minimum Side Yards: 10 feet
 - f. Minimum Rear Yard: 25 feet
 - g. Maximum Building Height: 6 stories, 60 feet
 - h. Maximum Building Coverage: 65%
 - i. Maximum Lot Coverage: 75%
 - j. Maximum Density: 30 units/ acre
4. Parking Requirements
 - a. 1 space for 1 bedroom units
 - b. 1.5 space for 2 bedroom units

B. Commercial District

The intent of the Plan is to develop a district of commercial retail or office uses oriented to the Route 21 roadway corridor. The district is to be organized in such a manner as to preserve the existing roadway connections between the area and the central business district and minimize the development of large expanses of grade parking.

1. Permitted Principal Uses:
 - a. Retail sales of goods and services.
 - b. Offices.
 - c. Financial institutions.
 - d. Restaurants.
 - e. Theaters and museums.
 - f. Governmental uses & Essential services.
 - g. Parks, open space and playgrounds.
 - h. Any combination of the above.

2. Permitted Accessory Uses and Structures:
 - a. Off-street parking, including parking structures.
 - b. Loading areas and facilities.
 - c. Fences and walls.
 - d. Signs.

3. Bulk Standards:
 - a. Minimum Lot Size: 15,000 s.f.
 - b. Minimum Perimeter Setback: 25 feet
 - c. Maximum Building Height: 35 feet
 - d. Maximum Building Coverage: 50%
 - e. Maximum Lot Coverage: 90%

4. Parking Requirements:
 - a. 1 space per 500 s.f.

5. Off-Street Loading:
 - a. Retail: 1 per 5000 s.f. over 7,500
 - b. Office: 1 per 10,000 s.f. over 10,000 s.f.

C. Industrial District

The Intent of the Plan is to develop the district as modern industrial manufacturing, warehousing distribution or flex-office space.

1. Permitted Principal Uses:

- a. Assembly and packaging
- b. Manufacturing
- c. Warehousing, wholesaling and distribution
- d. Printing
- e. Offices
- f. Service stations
- g. Industrial parks
- h. Car washes
- i. Hotels

2. Permitted Accessory Uses and Structures:

- a. Off-street parking.
- b. Fences and walls.
- c. Loading areas and facilities.
- d. Signs.
- e. Garages for parking and storage of vehicles
- f. Guardhouses and employee cafeterias

3. Bulk Standards:

- a. Minimum Lot Size: 10,000
- b. Minimum Lot Width: 100
- c. Minimum Lot Depth: 100
- d. Front Yard Setback: 15
- e. Minimum Side Yards: 10
- f. Minimum Rear Yard: 15
- g. Maximum Building Height: 50
- h. Maximum Building Coverage: 60
- i. Maximum Lot Coverage: 90

4. Parking Requirements:

- a. Manufacturing, assembly, printing, packaging: 1 space per 3,000 square feet of gross floor area
- b. Warehousing, wholesaling and distribution: 1 space per 5,000 square feet of gross floor area
- c. Offices: 1 space per 600 square feet of gross floor area
- d. Car washes: See CA parking standards
- e. Service stations: See CA parking standards
- f. Hotels: 1 space per each bedroom and 1 for each 3 employees on maximum shift

5. Off-Street Loading:

- a. 1 per 10,000 s.f. over 10,000 s.f.

6. Minimum requirement facility traffic:

- a. 1 per 10,000/sf, developer to provide report

IX. SIGNAGE REQUIREMENTS

Signs of a temporary or permanent nature are not permitted within the district except as described herein. Advertising (billboards) signs are expressly prohibited.

A. Permitted Signs

1. Commercial spaces within the Residential District shall be permitted a single sign of 20 square feet or 5 % of the ground floor area of that portion of the primary building façade applicable to the commercial use, whichever is smaller.
2. Buildings within the Commercial and Industrial districts shall provide a signage plan for site plan review and approval.

B. Construction Signage

During construction, one (1) sign for each project or development may be displayed indicating the name of the project, developer, design professionals, general contractor, sub-contractor, financing institution and/or public agency officials (as applicable and appropriate). The sign area shall not exceed three hundred (300) square feet. Said sign shall be removed upon completion of the project or development.

C. Exempt Signs

1. Public notice or warning required by a valid and applicable federal, state, county or local law, regulation or ordinance.
2. Any sign which is inside a building, not attached to a window or door, and is not readable from a distance of more than three (3) feet beyond the lot line of the lot or parcel nearest to where the sign is located.
3. Any sign indicating the name of a building and/or date of construction which may be cut into masonry or made of bronze or similar permanent nature.
4. Traffic control signs on private property which conform with Department of Transportation standards and which contain no commercial message of any sort.
5. Flags of the United States, New Jersey, the City of Passaic and flags of foreign nations.
6. Signs or banners advertising public or quasi-public events that are posted with the permission of the City Council or any person to whom the City Council has delegated this authority according to guidelines set by the City Council.
7. Pump mounted fuel price signs, limited in size to 216 square inches in accordance with State and Federal regulations.
8. Political signs displayed for a period of not more than 30 days before the elections and not more than 3 days post election.

X. PARKING AND LOADING DESIGN STANDARDS

- A. All required full-sized parking spaces must be a minimum of 9 feet wide by 18 feet deep. The placement of a curb up to two (2) feet within the required 18 foot depth of the parking space is permitted, provided that there is adequate area for an automobile occupying the parking space to over-hang the said curb a like distance without infringing on required landscaping, pedestrian areas or adjacent parking spaces. All aisles shall be a minimum of 24 feet wide. Compact spaces may be provided with the approval of the Planning Board and shall be a minimum of 8 feet wide by 15 feet deep.
- B. Off-street parking and loading areas shall be coordinated with the public street system serving the Redevelopment Area in order to avoid conflicts with vehicular traffic and/or obstruction to pedestrian walkways and thoroughfares. Large concentrations of surface parking should be avoided.
- C. Lighting used to illuminate off-street parking and loading areas shall be arranged and shielded to prevent the spillage of light off the premises.
- D. All required parking and loading areas shall be provided off-street. All such parking and loading areas shall be graded and paved with a durable dust free surface, adequately drained, and use poured in place concrete curbs.
- E. Parking and loading areas shall be separated from streets. Access to said areas shall be clearly designated and arranged so as to avoid the backing in and out of vehicles onto the street right-of-way to the greatest extent practical, and to limit conflicts with pedestrian areas.
- F. Where buildings incorporate internal above grade parking garages, the parking use shall be masked from the street by habitable building or by the use of a facade treatment that provides architectural interest and integrates their appearance with that of the building as a whole.
- G. Developers shall demonstrate that sufficient off-street loading will be provided to meet the needs of the proposed use. Loading operations shall be conducted so as to minimize conflicts with traffic circulation.
- H. On-street loading shall be limited to light deliveries that support the day-to-day functioning of the building with which they are associated.
- I. Required off-street parking may be located on the same site as the use which the parking is intended to serve, or may be provided on another site within the Redevelopment Area.

XI. CIRCULATION PLAN REQUIREMENTS

- A. The street system encompassed by the Eastside Redevelopment Plan is an integrated portion of the urban grid of the City of Passaic. The existing grid and vehicular circulation patterns must be considered within each district plan to avoid street closings and disruption of the vehicular circulation patterns. A traffic study shall be prepared for any development proposal. The study prepared by a licensed engineer shall include a plan of mitigation that maintains traffic service at acceptable levels.
- B. Sidewalk areas must be provided along all streets and shall be properly sized for the safe and convenient movement of pedestrians through and around the Redevelopment Area taking into consideration such factors as: the volume of traffic on the street, the width of the roadway, and the adjoining land uses. In general, streets with higher levels of traffic and more active or dense adjoining land uses shall have wider sidewalks. Sidewalk widths may be increased by the use of building setbacks or other appropriate design techniques.
- C. Sidewalk areas shall be attractively landscaped and durably paved in conformance with Municipal standards and shall be provided with adequate lighting. Within residential and commercial portions of the Redevelopment Area, decorative paving materials and pedestrian scale lighting is required to be incorporated into the design of the sidewalk areas.

XI. ACQUISITION PLAN

(See Map 2 – Proposed Zoning Map).

The Eastside Redevelopment Area is primarily comprised of a mixture of industrial buildings and properties. Some of the properties are occupied by active businesses in locations appropriate to continued industrial use. Other properties consist of vacant land, vacant and underutilized buildings or incompatible industrial land uses in locations nearer to existing neighborhoods. Even in the area where the majority of the more active and stable industrial businesses are located, there are large tracts of vacant land which could serve as a relocation resource for active businesses in other portions of the Redevelopment Area designated for commercial or residential redevelopment.

It is therefore important that the Redevelopment Area be redeveloped in a comprehensive manner that preserves the active businesses located in appropriate locations and provides relocation opportunities for those desirable businesses that wish to remain in the area, but are not located in inappropriate locations. At the same time it is important that incompatible land uses, vacant land, underutilized property, dilapidated buildings and other impediments to proper development be removed in an orderly, planned and phased manner.

As such, the following properties within the Study Area are proposed as To Be Acquired:

SP#	Block	Lot	Additional Lots	Address
1	4075	2	3,35A, 37A, 39, 40 41, 42, 43, 44, 47	26 Jefferson Street
2	4075	45		60 Jefferson Street
3	1076	1	8,12,18,35,37,39,55,Block 1038, lot 2	Canal and Jefferson Street
4	1076	15		25 Jefferson Street
5	1076	16		27 Jefferson Street
6	1076	17		29 Jefferson Street
7	1076	19		33 Jefferson Street
8	1076	20		35 Jefferson Street
9	1076	21		37 Jefferson Street
10	1076	22	26	39-57 Jefferson Street
11	1076	33		12 Hope Avenue
12	1076	34		10 Hope Street
13	1083	1		41 Washington Place
14	1083	29		252 Passaic Street
15	1083	30		250 Passaic Street
16	1038	5		51-85 First Street
17	1038	17	16, 24, AND 26	43 First Street
18	1030	53		1-11 Market Street
19	1030	70	Block 1078, 17	1-11 Canal Street
20	1036	1	8	177 and 187 Passaic Street
21	78	1		225 Passaic Street
22	1030	1		101 Seventh Street
23	1030	4		79 South Street
24	1030	9		Intersection South Str
25	1030	15		111 South Street
26	1030	23	33	125 South Street
27	1030	33		125 South Street
28	1030	43		2 Market Street
37	1029	1	13	27 Eighth Street
38	1029	20		1-25 Eighth Street
39	1029	25		65 Lodi Street
43	1024	54		2-120 Eighth Street

At this time, it is anticipated that any property to be acquired within the Study Area will be purchased and assembled by private development interests. However, if acquisition in this manner proves to be unsuccessful, municipal acquisition by eminent domain will be pursued in order to create properly planned and developable parcels of land. The developer shall reimburse the City of Passaic for the costs associated with the acquisition pursuant to a redeveloper's agreement or contract between the designated developer and the City of Passaic Redevelopment Agency.

XII. RELOCATION PLAN

There is expected to be only very limited required relocation of persons and businesses to fully implement the Redevelopment Plan. This is the result of the limited and selective acquisition of property, the amount of vacant land within the Redevelopment Area and the fact that acquisitions are currently proposed to be carried out by private means. Nonetheless, should relocation become necessary, the process of relocating the affected persons and businesses will receive the careful attention of local officials and the City of Passaic Redevelopment Agency. All persons and businesses to be relocated will be interviewed to determine their housing, occupancy and/or relocation needs. Assistance will be provided in locating suitable relocation opportunities and will be conducted in accordance with the requirements of all applicable Federal, State and Local laws. As part of this process, a "Workable Relocation Assistance Plan" will be developed in accordance with law and filed with the State of New Jersey.

XIII. PROVISIONS NECESSARY TO MEET STATE AND LOCAL REQUIREMENTS

In accordance with NJSA 40A:12A-1 et seq., Chapter 79, Laws of New Jersey 1992, known as "The Local Redevelopment and Housing Law", the following statements are made:

- A. The Plan herein has delineated a definite relationship to local objectives as to appropriate land uses, density of population, and improved traffic and public transportation, public utilities, recreation and community facilities and other public improvements.
- B. The Plan has laid out various strategies needed to be implemented in order to carry out the objectives of this Plan.
- C. The Plan has given proposed land uses and building requirements for the Study Area.
- D. The Proposed Zoning Map, which is a part of this Plan, indicates all properties to be acquired as a result of this Plan.
- E. The Plan is in compliance with the City of Passaic Master Plan. According to the City of Passaic Master Plan's Land Use Element dated May 1995, the City of Passaic encourages new housing construction, provides for the re-use of vacant industrial or

commercial buildings, and provides for industrial redevelopment programs where they are feasible. The Land Use Element also states that the City of Passaic encourages plans for new business and industrial uses in connection with the completion of Route 21.

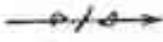
The Plan complies with the goals and objectives of the New Jersey Development and Redevelopment Plan in that this Plan and the State's plan both recognize the need to redevelop urban land.

- F. The Plan is also consistent with New Jersey's Office of "Smart Growth" planning principles. "Smart Growth" means: planning, designing, and building livable communities in ways that make more efficient use of land and infrastructure improvements and in ways that protect the environment and valuable natural resources. The twin aspects of "Smart Growth" are revitalizing cities and towns to encourage redevelopment and infill development, while also discouraging sprawl in suburban and rural areas through more compact development.
- G. This Redevelopment Plan shall supersede all provisions of the Passaic Zoning Ordinance that are specifically addressed herein. Any zoning related question that is not addressed herein shall refer to the Passaic Zoning Ordinance for clarification. No variance from the requirements herein shall be cognizable by the Zoning Board of Adjustment. The Planning Board alone shall have the authority to grant deviations from the requirements of this plan, as provided herein. Upon final adoption of this Plan by the Municipal Council of City of Passaic, the Passaic Zoning Map shall be amended to rezone the Study Area covered by this Plan as the Eastside Redevelopment Area, and all underlying zoning will be voided.

XIV. PROCEDURE FOR AMENDING THE PLAN

- A. This Plan may be amended from time to time upon compliance with the requirements of law. A fee of \$1,000 plus all costs for copying and transcripts shall be payable to the City of Passaic for any request to amend this Plan. If there is a designated developer, as provided for under NJSA 40A:12A-1 et. seq., said developer shall pay these costs. If there is no developer the appropriate agency shall be responsible for any and all costs.
- B. No amendment to this Plan shall be approved without the review and recommendation of the Planning Board, and a public hearing and adoption by Municipal Council. A copy of any proposed change to the Plan shall be filed with the Office of the City Clerk.

MAPS



Legend
 [] Project Area



DEVELOPER

FORNEM
 317 West Street, Jersey City, NJ 07310
 (TEL) 201.217.5000 (FAX) 201.217.5007

PROJECT EASTSIDE
 RECREATION
 PROJECT

LOCATION CITY OF PASSAIC
 PASSAIC COUNTY, NEW JERSEY

PROJECT TITLE PROJECT AREA
 BLOCK AND LOTS

OWNER	U.S.	DOB BAKER'S	8.17.18
DESIGNED BY	FM	FILE	Final Plan
DATE	8/18/18	APPROVED BY	
NOTED	Chief of Public Safety Chief of Police Chief of Fire Chief of Public Works Director of Planning Director of Public Safety Director of Public Works Director of Transportation Director of Utilities Director of Water	APPROVED	1



LEGEND



INDUSTRIAL

COMMERCIAL/OFFICE

RESIDENTIAL



APPROXIMATE SCALE
(IN FEET)

Eastside Redevelopment Plan
City of Passaic New Jersey

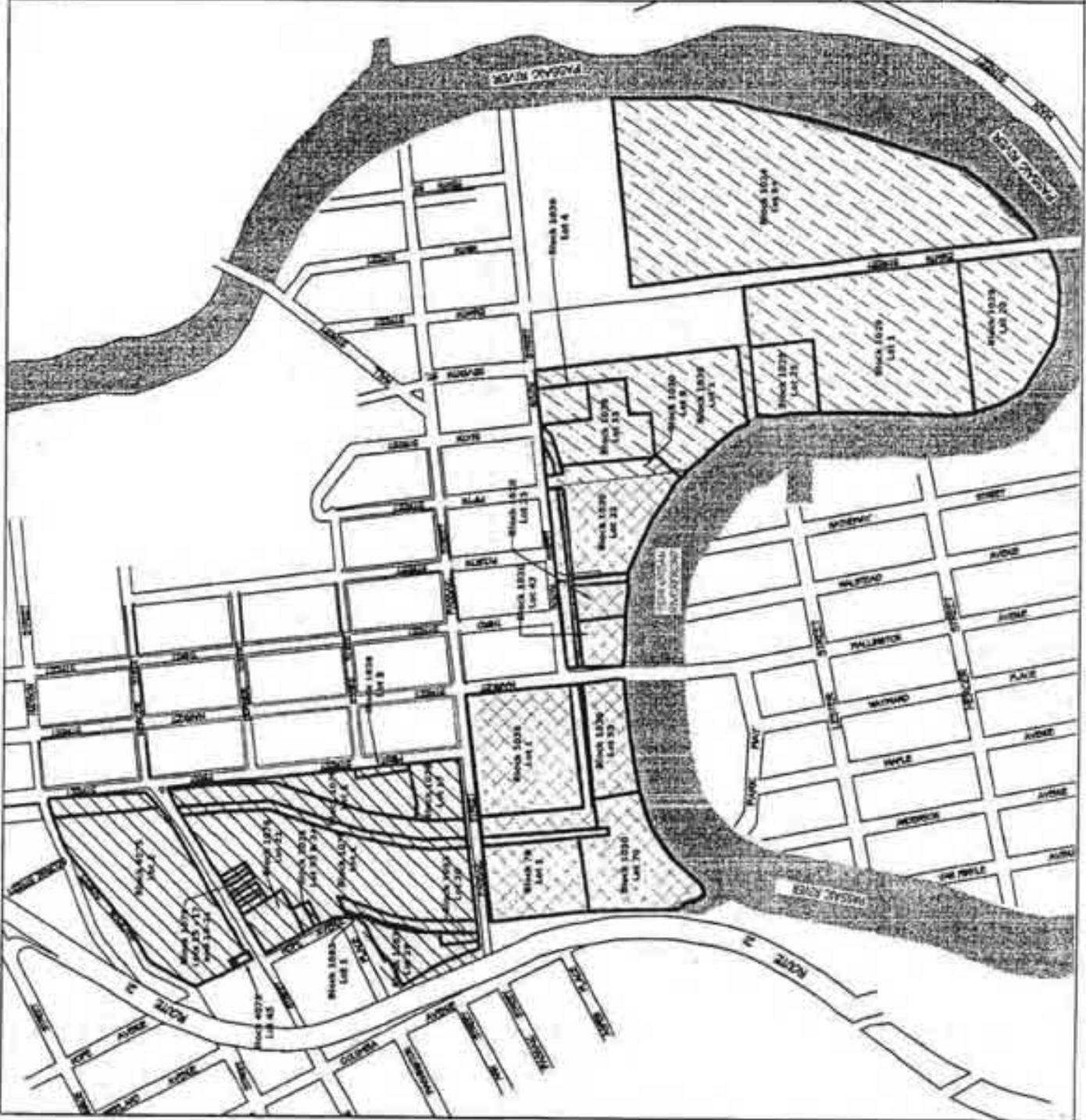
City of Passaic, Passaic County,
New Jersey

PROPOSED ZONING MAP

DRESDNER
ROBIN

DATE OF JOB SUBMITTAL
APRIL 18, 2017-08
CHECKED BY
JLR
DATE
12/22/2016
JOB NUMBER
100-2016-0001
DRAWN BY
JLR

FIG-2



CITY OF PASSAIC

RESOLUTION NO. 12-07-200

RESOLUTION APPROVING AMENDED REDEVELOPMENT PLAN FOR THE EASTSIDE REDEVELOPMENT AREA

WHEREAS, by Resolutions 09130-02, 09297-03, and 09966-04 the City Council of the City of Passaic designated the area commonly known as the, "Eastside Redevelopment Area" as an area in need of Redevelopment in accordance with N.J.S.A. 40A:12A-1 et. Seq; and,

WHEREAS, there are various modifications that will clarify the purpose and intent of the plan, alter how development standards are to be interpreted, and recognize the permitted and accessory uses within the area; and

WHEREAS, the City of Passaic wishes to amend the Eastside Redevelopment Plan as follows:

On page 11, Section VII Subsection D:

"15. As discussed at length within this plan, bulk standards shall be used whenever existing structures must be demolished for new construction. Whenever existing structures are retained for permitted uses within this plan, the bulk standards established in the foregoing plan shall not apply."

On page 11, Section VIII Subsection A:

"1.e. Commercial uses as listed within the Commercial District of this plan, limited however, to the ground floor."

On page 11, Section VII Subsection A:

"1.f. Commercial uses as listed within the Commercial District of this plan limited to the ground floor of permitted residential buildings."

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Passaic that the proposed amendments to the Eastside Redevelopment Plan be referred to the City of Passaic Planning Board for recommendations; and

BE IT FURTHER RESOLVED by that the City Council of the City of Passaic finds the contents of the proposed plan revisions to be acceptable and consistent with the Master Plan of the City of Passaic.

INTRODUCED BY COUNCILPERSON: Zeida Polanco

SECONDED BY COUNCILPERSON: Hector Loza

Record of Council Vote on Final Passage	Aye	Nay	Abstain	Absent
GARCIA, J.				X
LOZA, H.	X			
LOVE, T.				X
MUNK, C.	X			
POLANCO, Z.	X			
SCHER, G.	X			
SCHWARTZ, D.	X			

Adopted On: July 17, 2012

Gary S. Scher, Council President

Amalia Carling, City Clerk

CITY OF PASSAIC

RESOLUTION NO. 12-05-125

RESOLUTION REFERRING AMENDED REDEVELOPMENT PLAN FOR THE EASTSIDE REDEVELOPMENT AREA TO THE CITY OF PASSAIC PLANNING BOARD

WHEREAS, by Resolutions #9150-02, #9297-02, and #9966-04 the City Council of the City of Passaic designated the area commonly known as the, "Eastside Redevelopment Area" as an area in need of Redevelopment in accordance with N.J.S.A. 40A:12A-1 et. Seq.; and,

WHEREAS, there are various modifications that will clarify the purpose and intent of the plan, alter how development standards are to be interpreted, and reorganizes the permitted and accessory uses within the area; and

WHEREAS, the City of Passaic wishes to amend the Eastside Redevelopment Plan as follows:

On page 11, Section VII Subsection D:

"15. As discussed at length within this plan, bulk standards shall be used whenever existing structures must be demolished for new construction. Whenever, existing structures are re-adapted for permitted uses within this plan, the bulk standards established in the foregoing plan shall not apply."

On page 11, Section VIII Subsection A:

"1.e. Commercial uses as listed within the Commercial District of this plan; limited however, to the ground floor."

On page 11, Section VIII Subsection A:

"2.f. Commercial uses as listed within the Commercial District of this plan, limited to the ground floor of permitted residential buildings."

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Passaic that the proposed amendments to the Eastside Redevelopment Plan be referred to the City of Passaic Planning Board for recommendations; and

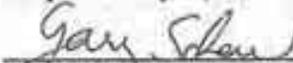
BE IT FURTHER RESOLVED by that the City Council of the City of Passaic finds the contents of the proposed plan revisions to be acceptable and consistent with the Master Plan of the City of Passaic.

INTRODUCED BY COUNCILPERSON: Daniel Schwartz

SECONDED BY COUNCILPERSON: Zaida Polanco

Record of Council Vote on Final Passage	Aye	Nay	Abstain	Absent
GARCIA, J.	x			
LORA, H.	x			
LOVE, T.	x			
MUNK, C.	x			
POLANCO, Z.	x			
SCHAER, G.	x			
SCHWARTZ, D.	x			

Adopted on May 22, 2012


Gary S. Schaer, Council President


Anaida Curling, City Clerk