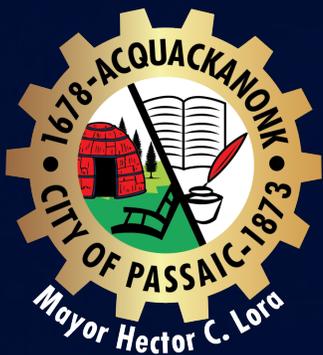
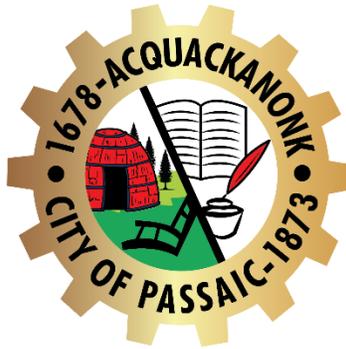


CITY OF PASSAIC  
**RE-EXAMINATION  
REPORT OF THE  
MASTER PLAN**  
2024





**City of Passaic  
County of Passaic, New Jersey**

November 2024

ADOPTED BY THE PLANNING BOARD ON December 4<sup>th</sup>, 2024

The Original of this document was signed and sealed in accordance with N.J.S.A. 45:145A-12

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## STATEMENT OF PURPOSE

The City of Passaic is conducting a Master Plan Reexamination Report as a multi-disciplinary guide outlining strategic initiatives and development goals aimed at enhancing the quality of life for all residents, fostering economic growth, and preserving the City's distinct character. It aims to ensure efficient investment in infrastructure, land use and the public welfare over the next decade. Additionally, the report will recognize the City's accomplishments since the completion of the last Master Plan in 2013 and establish new objectives for the future.

In preparation for this report, the City of Passaic has methodically gathered necessary data to analyze current trends, challenges, and opportunities facing the city to measure the achievements of previously set goals. From infrastructure improvements to housing affordability, from economic development to environmental sustainability, each aspect of Passaic's growth and development will be carefully examined and addressed. This reexamination process is not merely about charting a course for the future but also about honoring the past. We recognize the rich heritage and cultural significance that define Passaic and are committed to preserving and celebrating these elements as we move forward.

## INTRODUCTION

The City of Passaic embodies rich history, culture, and community spirit. With its diverse population, thriving businesses, and unique urban landscape, Passaic stands as a beacon of opportunity and potential. The City has experienced a thriving economy that has been growing consistently due to significant investments in redevelopment, job creation, and infrastructure. New residential and commercial developments continue to diversify the population and cultural markets. Passaic's location in the New York Metropolitan Area and its multi-ethnic and socio-economic diversity are all major assets to the City's current success despite facing various challenges and limitations since 2013, including the COVID-19 pandemic. The City has exceeded expectations and continues to make progress with the help of a stable administration and its resilient residents.

Passaic is a melting pot of cultures, languages, and traditions. One can experience the flavors of international cuisine, hear the rhythms of global music, and feel the warmth of community influences forged across generations. As the city's current Mayor Hector C. Lora often says, "*you can travel the world in one block within the City's diverse eateries.*" This is most evident in the City's Market Street and Broadway corridors.

The City has an extensive labor force, thriving commercial districts, and convenient access to multimodal forms of transportation, all tied together with an intricate sidewalk network that spans the entire city. Its designation as an Urban Enterprise Zone provides additional benefits to support existing businesses, draw in new investments and attract shoppers from surrounding municipalities through reduced tax sales incentives.

The purpose of this Reexamination Report is to assess and examine the status of planning and development in the City. It sets a framework to establish a road map to guide the future of the City of Passaic over the next ten years. It also seeks to reflect the previous and current growth patterns that are naturally occurring with the municipality. The Plan seeks to bring together the multitude of plans created for the city in a way that will provide consistency and structure for, not only future planning processes, but also for open space and community facilities.

## LEGISLATIVE CRITERIA

### REPORT OVERVIEW

The City of Passaic has enlisted Plan 2 Consultants (David R. Troast, PP, AICP, LLA) to assist Ricardo Fernandez, PP/AICP, QPA City Administrator and Economic Development Director to prepare a Master Plan Reexamination Report. The process is to compile the planning documents, “area in need” studies redevelopment/rehabilitation plans, examine current development trends, and new and pending legislation impacting development in the city that has occurred over the last ten (10) years.

The Municipal Land Use Law (MLUL) (NJSA 40:55D-1 et seq), is the governing legislation authorizing planning and zoning for municipal governments in the State of New Jersey. The MLUL defines ‘master plan’ as “a composite of one or more written or graphic proposals for the development of the municipality.” The master plan is prepared and adopted by the planning board of the municipality and establishes the land use policies, goals, and objectives to guide land development and public policy decisions consistent with goals of the community. The municipal master plan is the heart and soul of the zoning ordinance and the ordinances must be consistent with the policies of the adopted plan. The MLUL requires that a municipality conduct a periodic reexamination of the master plan a minimum of every 10 years to maintain consistency between both documents based on changes in the municipality, the region, legislation, and case law.

This 2024 Reexamination Report is based on the City’s major master plan update in 2013 and various additional planning studies. The purpose of this Report is to continue planning the City of Passaic in a way that would modernize and update the city’s land use and zoning regulations consistent with the current planning principles. The City of Passaic’s Mayor, Council, Planning Board and City Professionals have worked diligently over the last decade supplementing the 2013 Master Plan with additional planning, economic and redevelopment studies that will be identified and incorporated into this Report to clarify and update the development policies of the City of Passaic consistent with the MLUL. An extensive research process, collection of data, and community discussions provided a clear objective for the Reexamination Plan.

### *Legal Requirements For Reexamination Reports*

The MLUL provides each municipality the statutory requirements to prepare the periodic Reexamination Report as indicated in N.J.S.A 40:55D – 89 which specifies that “The Governing Body shall, at least every 10 years, provide for a general reexamination of its Master Plan and Development Regulations by the Planning Board.” The statute outlines six (6) areas at a minimum to reexamine and adopt by Resolution on the Report’s findings, a copy to be sent to the Office of Planning Advocacy, the County Planning Board, any military installation, and each adjoining municipality’s Clerk. The following constitutes the minimum six sections to be reexamined:

- a. The major problems and objectives relating to land development in the municipality at the time of the adoption of the last Reexamination Report.
- b. The extent to which such problems and objectives have been reduced or have increased subsequent to such date.
- c. The extent to which there have been significant changes in the assumptions, policies, and objectives forming the basis of the Master Plan or Development Regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition and recycling of designated recyclable materials, changes in the State, County and Municipal policies and objectives.
- d. The specific changes recommended for the Master Plan or Development Regulations, if any, including underlying objectives, policies, and standards, or whether a new plan or regulation should be prepared.
- e. The recommendations of the Planning Board concerning the incorporation of Redevelopment Plans adopted pursuant to the “Local Redevelopment” and Housing Law”, into the Land Use Plan Element of the Municipal Master Plan, and recommended changes, if any, in the local Development Regulations necessary to effectuate the redevelopment plans of the Municipality.
- f. The recommendations of the Planning Board concerning locations appropriate for development of public electric vehicle infrastructure, including, but not limited to, commercial districts, areas proximate to public transportation and transit facilities and transportation corridors, and public rest spots; and recommended changes, if any, in the local Development Regulations necessary or appropriate for development of public vehicle infrastructure.” (MLUL)

### **Requirements for Municipal Master Plans**

A Comprehensive Master Plan provides the City with the legal basis to manage and control land development in the various residential neighborhoods, commercial/industrial areas and on Main Street to reinforce and capitalize on the City’s assets and strengths. The legal requirements are established in the MLUL under section N.J.S. A. 40:55D-1 et seq. which outlines the criteria for the Planning Board to prepare a Master Plan to guide future development in a planned manner.

Under Section N.J.S.A 40:55D – 28 of the MLUL the following Master Plan Elements are minimum requirement:

1. A statement of objectives, principles, assumptions, policies, and standards upon which the constituent proposals for the physical, economic, and social development of the municipality are based;
2. A Land Use Plan Element that takes into account physical features, identifying the existing and proposed location, extent, and intensity of the development for the residential and non-residential purposes, and states the relationship of the Plan to any proposed Zone Plan or Zoning Ordinance.
3. A Housing Plan Element and Optional Plan Elements of a Master Plan include a Recycling Plan, Circulation Plan, Utility Plan, Community Facility Plan, Recreation Plan, Conservation Plan, Economic Plan, Historic Preservation Plan, Farmland Plan, Development Transfer Plan, Educational Facilities Plan, Green Buildings and Environmental Sustainability Plan and a Public Access Plan.

### *Current Master Plan, Reports And Study Documents*

The following is a list of all documents reviewed in connection with this reexamination report

- 2013 City of Passaic Master Plan
- 2004 Eastside Redevelopment Plan
- 2015 Economic Element of the Master Plan
- 2018 Amendment to the Eastside Redevelopment Plan
- 2021 Main Avenue Redevelopment Plan
- 2023 Market Street Redevelopment Plan
- 2013-2024 Scattered Site Redevelopment Plans

## **THE MAJOR PROBLEMS AND OBJECTIVES RELATING TO LAND DEVELOPMENT IN THE MUNICIPALITY AT THE TIME OF THE ADOPTION OF THE LAST REEXAMINATION REPORT**

The following Master Plan Goals & Objectives were incorporated into the 2013 Master Plan from the June 2007 Reexamination Report, 2010 update and the 2013 Master Plan/Reexamination and the 2015 Economic Development Element as noted.

### **1. Pertaining to Recreation:**

- a. To catalogue public recreational facilities within the City.
- b. To compare existing facilities to recreational standards and identify inadequacies.

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

**2. Pertaining to Housing and related issues:**

- a. To rehabilitate where practical or demolish and rebuild all currently vacant dwellings.
- b. To encourage private rehabilitation of units.
- c. To utilize available public funds to rehabilitate substandard units.
- d. To encourage home ownership.
- e. To encourage new middle and upper income housing.
- f. To use redevelopment powers to demolish substandard housing and construct new housing.
- g. To increase the number of housing units to at least match the increase in population.
- h. To allow and encourage significantly higher density housing in the immediate area around the train station.

**3. Pertaining to Economic Development:**

- a. To increase the number of jobs within the city so that the number of jobs more closely matches the number of residents employed
- b. To strategically replace or reuse obsolete industrial buildings (i.e. Big Apple West) with other uses
- c. To rehabilitate 663 Main Avenue
- d. To infill all vacant lots in the commercial corridors with in line stores
- e. To rehabilitate 585 Main Avenue
- f. To improve the appearance of the business districts through streetscape improvements, façade improvement, and enforcement of property maintenance standards
- g. To finish redeveloping the 8<sup>th</sup> Street fire site
- h. To encourage occupancy of upper story commercial space in the C-Commercial district
- i. To aid in industrial relocation by marketing the city, focusing on attracting businesses in growing industries
- j. To continue to upgrade infrastructure to accommodate existing and proposed businesses
- k. To assess areas for large scale commercial redevelopment and be opportunistic if private parties are found to implement larger scale redevelopment plans
- l. To attempt to have government better understand business issues through techniques such as surveys, participation in business events, (i.e. Chamber of Commerce), and public/private partnerships
- m. To assess the feasibility of creating ethnic & culturally based shopping districts that would be a destination point drawing customers from afar
- n. To assess utilizing the Passaic River frontage as an attraction rather than a nuisance
- o. Expand economic opportunities through job creation and retention

- p. Establish, stabilize, and expand businesses and neighborhoods

#### **4. Pertaining to Land Use:**

- a. To change and/or alter the zoning around the train station to allow and encourage high-density residential or mixed use development.
- b. To work with the property owners regarding the redevelopment of the former St. Mary's Hospital site on Pennington Avenue.
- c. To change the requirements of the C-commercial and C-R (commercial/residential) district so that only in line retailing is allowed along the major commercial corridors.
- d. To provide for an efficient development approval process.
- e. To review standards for houses of worship to ensure such uses do not negatively impact surrounding properties.
- f. Improve the safety and livability of neighborhoods.
- g. Increase access to quality public facilities and services
- h. Restore and preserve properties of special historic, architectural, or aesthetic value
- i. Conserve energy resources

#### **5. Other Issues:**

- a. To recognize that significant portions of Passaic's population utilize mass transit (bus and rail) and to seek improvements in the convenience, frequency, safety, speed, and aesthetics of mass transit systems.
- b. To upgrade the pedestrian system through the systematic replacement, and where needed, widening of sidewalks.
- c. To continue to upgrade the city's sanitary sewer and roadway infrastructure.
- d. To work with Passaic County on ways to upgrade the County Roads including the curbs and sidewalks.
- e. To realize that with population growth will come additional vehicular traffic and to pro-actively plan for this increased traffic with capacity upgrades at key sites such as Monroe Street and Main Ave.
- f. To determine the feasibility of development at the Van Houten Avenue tennis courts through the designation of a similar sized recreation area to the Green Acres Program.

#### **Additional goals from the 2015 Economic Element:**

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

- A. Facilitate business formation, preservation, and expansion
- B. Foster business and pedestrian friendly atmosphere
- C. Foster cohesive commercial communities within the City

- D. Identify, embrace, and promote the unique identity of each of the major commercial corridors and districts within Passaic Latin American Food Products Import/Distribution - Industrial and Redevelopment Areas
- E. Support the existing Latin American import/distribution businesses
- F. Formulate a welcoming strategy to attract and retain import and distribution businesses
- G. Provide for an environment that will attract new businesses to the industrial and redevelopment areas
- H. Ensure industrial and redevelopment areas are utilized to the highest and best use
- I. Plan efficient traffic circulation through industrial and redevelopment areas while ensuring pedestrian safety
- J. Better define and link commercial and industrial uses
- K. Education and Workforce Development
  - 1. Increase number of students that complete high school and are prepared to join the workforce through vocational opportunities or higher education available at neighboring colleges and universities including Montclair State University, William Paterson University, Fairleigh Dickinson University, Passaic County Community College, Bergen County Community College, and Felician College
  - 2. Expand and improve career development efforts
  - 3. Develop and expand English as a Second Language (ESL) programs throughout the City's public schools.

## THE EXTENT OF SIGNIFICANT CHANGES IN THE ASSUMPTIONS, POLICIES, AND OBJECTIVES FORMING THE BASIS OF THE MASTER PLAN OR DEVELOPMENT REGULATIONS SINCE THE LAST REVISION

### CHANGING DEMOGRAPHICS

Since the 2013 Master Plan, there has been substantial changes to demographics that significantly altered community needs and objectives. Understanding the fluctuations in population, income, age, and employment is crucial in developing effective programs, policies, and initiatives that will bring about tangible and positive change. These fluctuations serve as vital indicators of economic, social, and demographic trends, offering insights into the subtleties shaping communities. Population fluctuations provide insights into trends such as migration patterns, urbanization rates, and demographic shifts, enabling the City to anticipate infrastructure needs, healthcare demands, and educational requirements. Income fluctuations reflect the economic health of the City, levels of economic inequality, and purchasing power, guiding policies aimed at promoting equitable growth, poverty reduction, and prosperity for all citizens. Age demographics provide insights that help facilitate the development of age-appropriate policies and

programs and provides valuable data such as workforce composition and healthcare needs. Employment fluctuations highlight shifts in labor market demand, skills requirements, job opportunities, guiding strategies for training, job creation, and social welfare programs.

### Population Trends

Since 2010, Passaic has experienced a modest population growth from 69,861 to 70,048 residents. However, it is worth mentioning that the U.S. Census often underestimates a significant portion of the population. Factors contributing to this underestimation include language barriers, distrust of government, and difficulty in counting transient or marginalized populations. Despite the extensive measures taken during the decennial census, specific groups such as minorities, immigrants, and transient individuals are frequently missed or underrepresented. Consequently, this could lead to an underestimation of the total population of Passaic. Addressing the underestimation of the total population is crucial for ensuring that all individuals are counted and that resources are allocated fairly to support the needs of the City’s diverse community. A population forecast of 74,832 within the next two decades indicates the need for a range of development activities, housing, and alternate modes of transportation.

**Figure 1:**

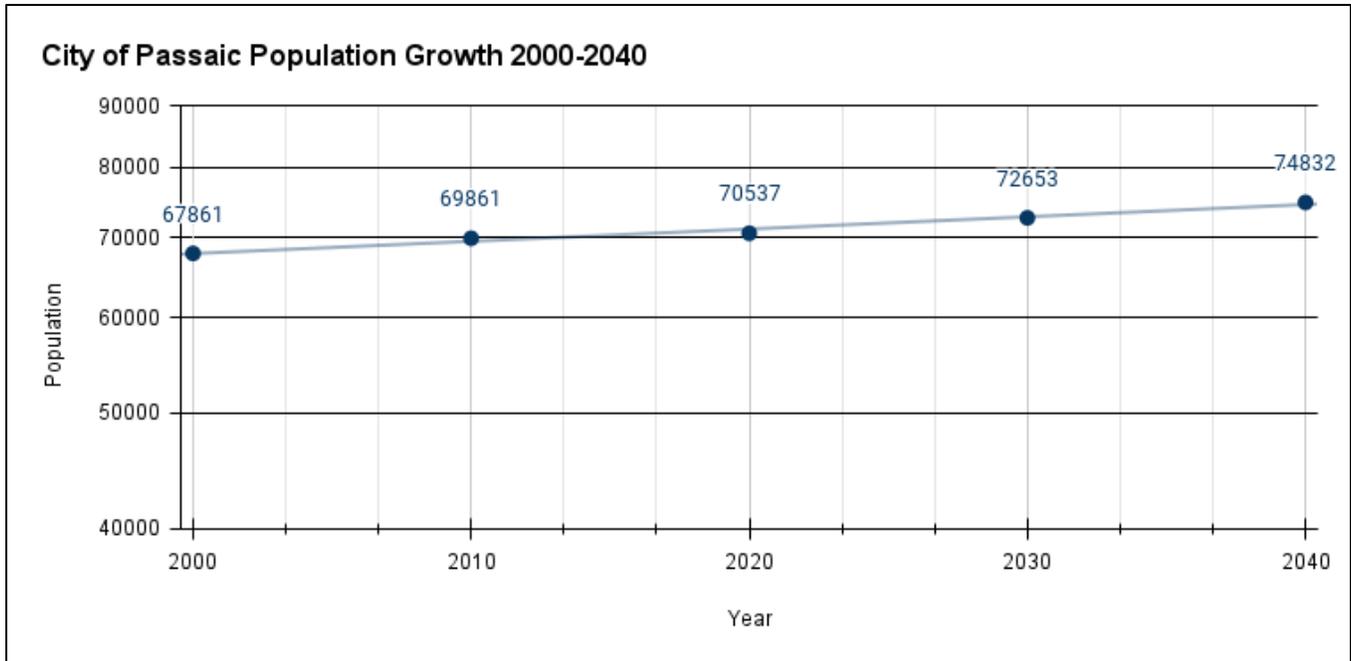


Figure 1 2022 American Community Survey, 5-Year Estimates

**Table 1:**

<b>Population Size Trends</b>				
	<u>Municipal Area</u> (sq. miles)	<u>2022</u>	<u>2010</u>	<u>Change</u> (Percentage)
<b>Passaic County</b>	186	519,986	501,226	1.05%
<b>Passaic City</b>	3.2	70,048	69,861	1.01%
<b>Clifton</b>	11.3	89,451	84,136	1.07%
<b>Paterson</b>	8.7	157,864	146,199	1.09%

*Table 1 2022 American Community Survey, 5-Year Estimates***Income & Employment**

In 2013, 36.70% of households in Passaic earned \$30,000 or less, which is significantly higher than the national average of 28.54 %. With a large part of the population at the federal poverty line, the city began to promote and create more job opportunities that would ensure income security. In 2019, the City began a job-training program in the fields of security, EKG and phlebotomy certifications to assist income qualified Passaic residents in areas where job opportunities exist within the City. Subsequently, the median household income has grown from \$32,384.00 to \$57,832.00 by 2022. When compared to the median household incomes of \$97,126 for the state and \$74,580 nationally, Passaic's income levels remain significantly lower than both the state and national averages. This equates to a 21.9% poverty in the City of Passaic, which is significantly higher than the national average of 12.6%.

**Table 2:**

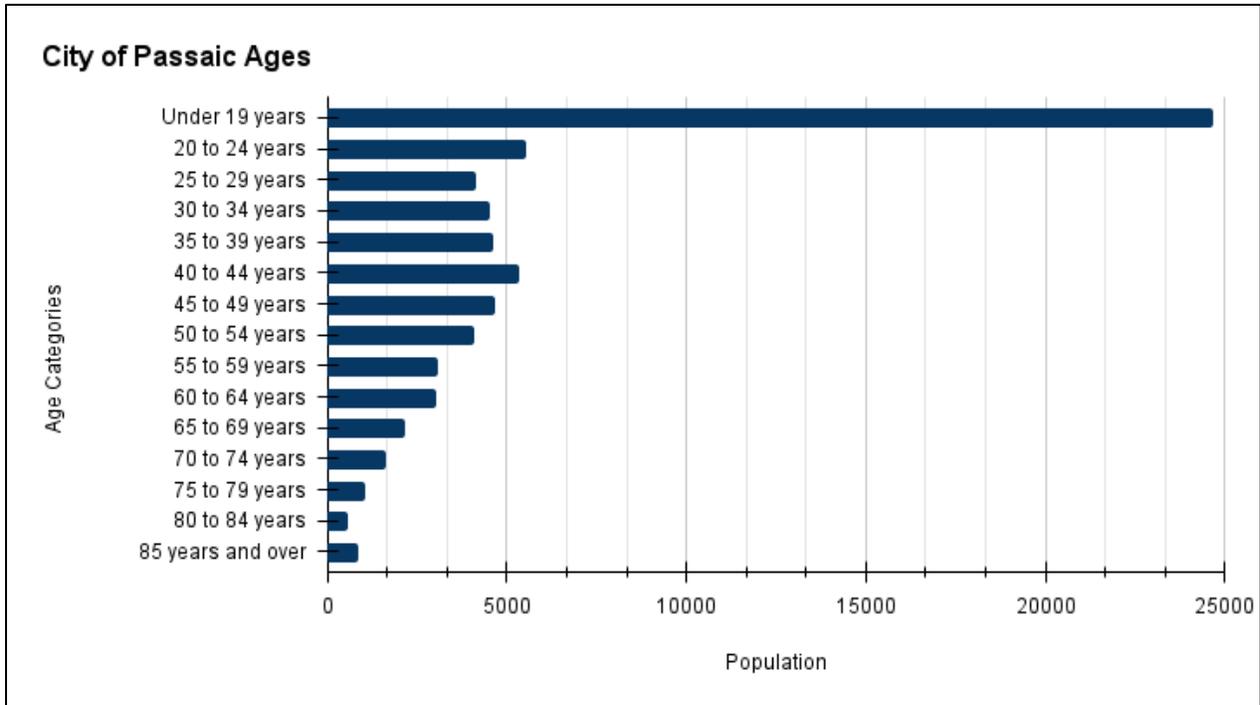
<b>2022 Income Levels</b>	
<u>Household Income</u>	<u>Estimate</u>
Less than \$10,000	4.4%
\$10,000 to \$14,999	6.4%
\$15,000 to \$24,999	9.8%
\$25,000 to \$34,999	11.5%
\$35,000 to \$49,999	12.1%
\$50,000 to \$74,999	18.7%
\$75,000 to \$99,999	12.2%
\$100,000 to \$149,999	13.8%
\$150,000 to \$199,999	5.5%
\$200,000 or more	5.6%

*Table 2 2022 American Community Survey, 5-Year Estimates*

Age

The City of Passaic consists of a young growing population, with a median age of 30.5 years with approximately 35.2% of the total population being under 19 years of age. This is less than the Passaic County median age of 37.5 and 10 years less than the State of New Jersey median age of 40.

**Figure 2:**



*Figure 2 2022 American Community Survey, 5-Year Estimates*

A younger population brings numerous advantages to the urban landscape. They stimulate the community by infusing fresh ideas, enthusiasm, and a desire for innovation. This demographic often serves as the driving force for economic growth, motivating productivity, and encouraging a culture of entrepreneurship and technological advancement. As noted in the 2013 Master Plan, the younger age groups continue to expand and it is part of the City’s goal to offer sufficient educational facilities, diverse recreational activities, and create opportunities for entering the job market for current and future generations.

Although the City has a smaller percentage of older residents than the state overall, with 23.6% of its population aged 50 or older, there is still a need to address the needs of the aging population. In May of 2023 the City had an “Aging-Friendly Land Use Plan” prepared by New Jersey Future which is incorporated into this plan. Some of the key takeaways were focused on

pedestrian safety and transportation. One solution is to create a shuttle service that would allow the aging population to navigate the City with greater ease. This initiative would help reduce feelings of isolation and loneliness for individuals who were previously unable to attend events and gatherings, thereby promoting emotional well-being and mental health. Investing in “aging in place” amenities can have economic benefits for cities and communities by attracting and retaining older residents who are active participants in community life and contribute to local economies through volunteerism, consumer spending, and civic engagement. Aging in place is not just beneficial for individuals but also for society and the City as a whole. By enabling older adults to remain in their own homes and communities, we can reduce the strain on healthcare systems and social services associated with institutional care. Providing these amenities within cities is essential for creating age-friendly environments that support the diverse needs of older adults.

**Foreign-born**

As of 2022, 63.5% of Passaic residents were born outside of the country, which equates to 44,480 people. While the foreign-born population has decreased by 3.29% since 2010, Passaic remains a city of immigrants, especially when compared to the state average of 42.3%. The City’s commercial districts are marked by the strong presence of diverse groups from countries such as Mexico, Ukraine, Peru, the Dominican Republic, and Puerto Rico, all of whom play a crucial role in driving the local economy. Immigrants bring with them a rich array of experiences, skills, and cultural perspectives that serve as powerful catalysts for innovation and economic development. Their businesses cover a broad spectrum of industries—from technology and finance to hospitality and retail—reflecting the wide-ranging talents and aspirations within these immigrant communities. The City’s embrace and support of their immigrant population and entrepreneurship fosters creativity, collaboration, and reinforces the fundamental values of inclusivity and opportunity. This acceptance from the City has created a community that many can identify with. An example of this is personified by Mayor Hector C. Lora’s slogan, “A Clean, Safe, and Welcoming Community for all”.

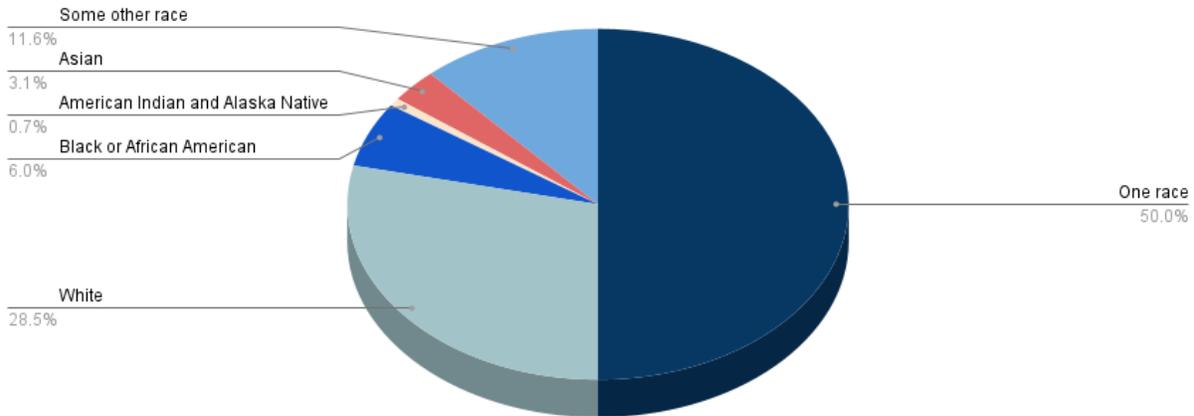
**Table 3:**

<b>Foreign-born population</b>			
	<b><u>New Jersey</u></b>	<b><u>Passaic City</u></b>	<b><u>Paterson City</u></b>
<b>Foreign-born population</b>	2,145,255	29,590	68,942
<b>Citizenship</b>			
Naturalized citizen	57.7%	36.5%	47.7%
Not a citizen	42.3%	63.5%	52.3%

*Table 3 2022 American Community Survey, 5-Year Estimates*

**Figure 3:**

**City of Passaic by Race**



*Figure 3 2022 American Community Survey, 5-Year Estimates*

The Census Bureau collects race data according to U.S. Office of Management and Budget guidelines, and this data is based on self-identification. People may choose to report more than one race group. People of any race may be of any ethnic origin.

**Educational Attainment**

The 2013 Master Plan indicated that 35.1% of Passaic residents had earned a high school diploma, while only 9.8% had obtained a bachelor’s degree. The City’s government, in collaboration with the school system, prioritized providing students with the necessary tools and resources for students to continue their education. Over the last 10 years, these efforts have led to significant progress. According to the U.S. Census Bureau’s 2022 Community Survey, 37% of residents now hold a high school diploma, and 15.9% have attained a bachelor’s degree, reflecting notable growth in educational attainment.

The correlation between educational attainment and household income has been well-established and reveals the importance of education as a determinant of economic success. Generally, individuals with higher levels of education tend to earn higher incomes compared to those with lower levels of education. In the City of Passaic, a comparison of Median Household Income by Census Tract (See Appendix A) and Educational Attainment by Census Tract (See Appendix B) indicates the census tracts where 10% or less of residents obtain a Bachelor’s degree are more likely to be in the lower income bracket of \$40,000 or less. In turn, those census tracts with the highest percentage of educational attainment are in the upper income brackets within the City borders. The correlation between educational attainment and income remains strong, highlighting the pivotal role of education in shaping economic success and social mobility. It is for this reason that this plan continues the recommendation of the 2013 Master Plan to promote the technical trades and apprenticeship programs for the City’s youth and young adults and

investigate the possibility of a public/private partnership between the City, School Board, and private technical trade companies to forward this goal.

**Homeownership**

The 2013 Master Plan showed that 75% of the City’s residents were renters; a considerable percentage when compared to the nearby cities of Paterson 73.7%, Clifton 42.5%, and Passaic County 47.6%. By 2022, the percentage of households owned by residents decreased by 3%, resulting in a renter population of 78%. The City has ten (10) census tracts have less than 25% of owner-occupied housing, while only five (5) census tracts are between 25 and 49% (See Appendix C). This is a critical data point as the City plans for the future. Homeownership contributes to the growth of generational wealth and passing down a home to future generations can be a means of creating intergenerational wealth and stability within families by creating financial security and the opportunity to build equity. This equity can serve as a valuable asset and can be leveraged for various purposes such as home improvements, education, or retirement.

**Table 4:**

<b>HOUSING TENURE</b>				
	<u>Passaic County</u>	<u>Clifton</u>	<u>Passaic City</u>	<u>Paterson City</u>
Owner-occupied housing units	52.4%	57.5%	22%	26.3%
Renter-occupied housing units	47.6%	42.5%	78%	73.7%

*Table 4 2022 American Community Survey, 5-Year Estimates*

While homeownership offers numerous benefits, it is essential to recognize that it also comes with responsibilities such as mortgage payments, property maintenance, and potential market fluctuations. This has led to a market change of young adults looking for better rental markets that offer greater “quality of life” amenities. These amenities include access to a diverse group of shops, restaurants, vibrant nightlife, and public transportation driving demand for local businesses and supporting the commercial corridors. Continuing to embrace the City’s strong rental market can help continue to strengthen the local tax base. A strong rental market offers individuals and families the flexibility to choose housing that suits their needs without the commitment of homeownership. This accessibility is especially crucial for young professionals, students, and newcomers to the city, enabling them to find housing without the significant upfront costs associated with purchasing a home. It also contributes to the City’s economy by generating demand for construction jobs, property management services, and related industries. Additionally, a thriving rental market encourages urban densification, which promotes sustainable development practices, reduces sprawl, and maximizes the efficiency of public services and infrastructure.

## **STATEWIDE POLICY CHANGES**

### **Changes to Affordable Housing**

The New Jersey State Legislature adopted the Fair Housing Act in 1985, the Council on Affordable Housing (“COAH”) had been the designated governmental agency responsible for facilitating the New Jersey Supreme Court’s mandate from its Mount Laurel I (1975) and II (1983) decisions that all municipalities must provide for their “fair share” of affordable housing.

The City of Passaic qualifies as an Urban Aid Municipality which excludes the city from the “fair share” housing obligation required by the Fair Share Housing Act and subsequent Court Decisions. The following standards (allocation factors) exclude the City of Passaic from the obligation:

- i. A level of existing low and moderate income (LMI) housing deficiency exceeding average (LMI) housing deficiency for the region in which they are located (as determined by the Present Need calculation described in Section 5 and shown in Appendix D); OR
- ii. A population density greater than 10,000 persons per square mile (as measured by a comparison of 2015 municipal population from the American Community Survey and municipal land area as reported by the New Jersey Department of Community Affairs); OR
- iii. A population density of 6,000 to 10,000 persons per square mile AND less than 5 percent of vacant, non-farm municipal land as measured by the average of the proportion of land valuation and the proportion of total parcels represented by vacant parcels (as reported by the New Jersey Department of Community Affairs for 2015).

The City of Passaic qualifies for the exemption by meeting the criteria for Housing Deficiency Region and for Population Density 10,000 per Sq. Mile.

### **Changes to the Local Redevelopment and Housing Law**

The State Legislature in 2013 amended the Local Redevelopment and Housing Law (LRHL) providing an option of designating a redevelopment area with or without condemnation powers. There were several modifications including added public notice requirements, added standards for designating a property or properties as an area in need of rehabilitation. The following is the specific language from the adopted legislation:

*“The governing body of a municipality shall assign the conduct of the investigation and hearing to the planning board of the municipality. The resolution authorizing the planning board to undertake a preliminary investigation shall state whether the redevelopment area determination shall authorize the municipality to use all those powers provided by the Legislature for use in a redevelopment area other than the use of eminent domain (hereinafter referred to as a "Non-Condensation Redevelopment Area") or whether the redevelopment area determination shall authorize the municipality to use all those powers provided by the Legislature for use in a redevelopment area, including the power of eminent domain (hereinafter referred to as a "Condensation Redevelopment Area").”*

The LRHL was again amended in 2019 permitting the local entity to determine an area to be in need of redevelopment in areas or properties with buildings used as, or were previously used as, a shopping mall, shopping plaza, or a professional office park. The buildings with significant vacancies for a period of at least two (2) consecutive years would qualify under Criterion “b”. The following is the specific language from the adopted legislation:

*“The discontinuance of the use of a building or buildings previously used for commercial, retail, shopping malls or plazas, office parks, manufacturing, or industrial purposes; the abandonment of such building or buildings; significant vacancies of such building or buildings for at least two consecutive years; or the same being allowed to fall into so great a state of disrepair as to be untenable.”*

Kevin Malanga v. Township of West Orange (A – 45 – 21) (086087) Decided March 13, 2023. NJ Supreme determined that the investigation for determining the West Orange Library did not meet the statutory requirements under N.J.S.A. 40A:12A-5(d) as stated in the report “HGA found substantial evidence to demonstrate that the library property exhibits faulty arrangement, obsolescence, and an obsolete layout which has a detrimental effect on the overall welfare of the community”. Further clarifying “HGA found that even though the library is ‘functional’ and actively provides services to the Township residents, its physical limitations...prevent it from offering the programs, technology, and function that the community desires, and from living up to the benchmark standard of modern libraries”

The LHRL statute provides that an “area may be determined to be in need of redevelopment” if “any of the following conditions is found”: (d) Areas with buildings or improvements which, by reason of dilapidation, obsolescence, overcrowding, faulty arrangement or design, lack of ventilation, light and sanitary facilities, excessive land coverage, deleterious land use or obsolete layout, or any combination of these or other factors, are detrimental to the safety, health, morals, or welfare of the community.”

COURT HELD: Like many older buildings, the library needed improvements in a number of areas. But the record did not establish that it suffered from obsolescence, faulty arrangement, or obsolete layout in a way that harmed the welfare of the community. To designate property for redevelopment under the LRHL, a municipality must demonstrate that certain specified problems exist and that they cause actual detriment or harm. There is insufficient evidence in the record to meet that standard. The designation of the library as an area in need of redevelopment is invalid.

NJ Supreme Court reversed the Appellate Division finding favor of the Malanga appeal. This decision narrows the standards to identify a parcel or parcels of land under the LRHL as an Area in Need of Redevelopment under Criteria (d).

### *Legalization of Cannabis History in New Jersey*

The State of New Jersey passed the “Compassionate Use Medical Marijuana Act” in 2010, which legalized the use of medicinal cannabis for individuals with medical conditions including: cancer; glaucoma; multiple sclerosis; HIV/Aids; seizure disorder; Lou Gehrig’s disease; several muscle spasms; muscular dystrophy; inflammatory bowel disease; Crohn’s disease; and any terminal illness.

The voters in the State of New Jersey voted yes with a strong majority on the 2020 ballot question as to whether or not recreational marijuana should be legalized. The State Assembly and Senate adopted Legislation, which Governor Murphy signed decriminalizing and creating a framework for the production, sales and use of recreational marijuana. On April 21, 2022, dispensaries in New Jersey began selling recreational marijuana products.

### *New Jersey Land Bank Law*

In July 2019, Senate Bill No. 1214, the “New Jersey Land Bank Law,” was signed into law. The New Jersey Land Bank Law permits New Jersey municipalities to form land banks by entering into an agreement with a nonprofit or public redevelopment entity to serve as the municipality's land bank. A land bank entity includes redevelopment entities, county improvement authorities, and departments and agencies of the municipality itself. Land bank entities will be permitted to acquire properties on its own and act as a municipality’s agent to purchase liens at a tax sale, carry out lien foreclosures, and take individual abandoned properties.

### *Statement of Smart Growth Strategy*

On January 8, 2018, the New Jersey State Legislature adopted bill A- 4540/S-2873 requiring any new land use plan element to incorporate a statement of strategy addressing the following issues:

- Smart growth which, in part, shall consider potential locations for the installation of electric vehicle charging stations (The City of Passaic has adopted the State ordinance as required),
- Storm resiliency with respect to energy supply, flood-prone areas and environmental infrastructure; and
- Environmental sustainability.

The City of Passaic is required add this requirement when adopting a new Land Use Plan Element or any amendment to the current Plan.

*Climate Change Hazard Vulnerability Assessment*

Governor Murphy signed Bill A-2785/S-2607 in law on February 2021 amending the MLUL (N.J.S.A. 40:55D- 28(2)(2)(h)) which requires that any Land Use Element of a Master Plan adopted after February 4, 2021, to include a climate change-related hazard vulnerability assessment. The assessment shall consider:

- i. Environmental effects associated with climate change and extreme weather-related events including, but not limited to, temperature, drought, and sea-level rise;
- ii. Contain measures to mitigate reasonably anticipated natural hazards including, but not limited to, coastal storms, shoreline erosion, flooding storm surge and wind following best management practices recommended by FEMA. Additionally, the bill requires the NJDEP, upon request by a planning board, to provide technical assistance to a municipality preparing a climate change-related hazard vulnerability assessment as required by law;
- iii. Analyze current and future threats to, and vulnerabilities of, the municipality associated with climate change-related natural hazards;
- iv. Include a build-out analysis of future residential, commercial, industrial, and other development in the municipality, and an assessment of the threats and vulnerabilities identified in (1) above related to that development;
- v. Identify critical facilities, utilities, roadways, and other infrastructure that is necessary for evacuation purposes and for sustaining quality of life during a natural disaster, to be maintained at all times in an operational state;
- vi. Analyze the potential impact of natural hazards on relevant components and elements of the master plan;
- vii. Provide strategies and design standards that may be implemented to reduce or avoid risks associated with natural hazards;
- viii. Include a specific policy statement on the consistency, coordination, and integration of the climate- change related hazard vulnerability assessment with certain other plans adopted by the municipality; and
- ix. Rely on the most recent natural hazard projections and best available science provided by the New Jersey Department of Environmental Protection.

### **Electric Vehicle Supply/Service Equipment**

Public law 2021, c. 171. Electric Vehicle Supply/Service Equipment requiring all municipalities to treat such equipment as an accessory use in all Zoning Districts and requiring adoption of the established State standards for all proposed development in each municipality. The City of Passaic adopted the mandated ordinances requirements under Chapter 317 Article IX.

### **COUNTY CHANGES**

#### **Corridor Enhancement Program**

The Passaic County Board of Commissioners established a Corridor Enhancement Program by resolution on June 13, 2005. As stated in the Plan “The purpose of the program is to bring more business and tourism to Passaic County by providing safer and more attractive environments along the commercial and recreational corridors in the County. The City of Passaic received \$11,814.60 in 2017 and \$12,458.60 in 2018 to improve Main Avenue or County Route 601.

#### **Green Infrastructure Element**

The Passaic County Planning Board adopted the Green Infrastructure Element as part the County Master Plan on January 10, 2019. As stated in the Element “The Element outlines a comprehensive strategy for stormwater management based on widespread application of low impact development and green stormwater management.” The Main Report includes a Stormwater Management Guidance Manual, Green Streets Guidelines, Land Development Regulations and other measuring and management tools.

#### **Parks, Recreation and Open Space Master Plan**

A Comprehensive Plan Element was adopted by the County Planning Board in July of 2014. The plan identified and evaluated all county owned parks, recreation and open spaces. The plan provides a foundation for management, maintenance, improvement, and expansion strategies described in the Passaic County Park System Strategic Plan. In the plan, the county did not own or identify any parcels of land in the City of Passaic for recreation and open space. However, a coordinated and joint effort in 2018 by the Legislature, County and the City, a parcel of land along the Passaic River was acquired and developed into Dundee Island Park, a modern state of the art active recreation playground and amphitheater abutting city land and the Passaic River.

## *Bike Passaic County*

Passaic County with a funding through the North Jersey Transportation Authority (NJTPA) prepared and adopted a “Bicycle Master Plan” for Passaic County in June 2022. The plans focus identified destinations and linkages to communities utilizing the county parks and regional trails. Alongside Passaic County, New Jersey Department of Community Affairs (DCA), and City officials, the City of Passaic is currently finalizing its Bicycle Master Plan. It outlines the City’s vision to transform Passaic into a place where cycling and other forms of micromobility are safe, enjoyable, and accessible to people of all ages and abilities.

### *Facilities Plan: Phase 1: Inventory & Needs Assessment*

The county revised the Facilities Plan in March of 2017. The Phase 1 Plan documented and analyzed all county occupied property, structures and buildings used for the operations of the Passaic County Government.

## LOCAL PLANNING

### *Legalization of Cannabis*

After the legalization of recreational cannabis in the State of New Jersey, municipalities were required to pass local laws regulating cannabis within their borders. Municipalities that failed to pass any regulations would automatically permit all cannabis licenses for a minimum of one year from the passage of the State Law. In 2021 the City of Passaic passed an Ordinance establishing criteria for recreational cannabis establishments permitting the cultivation, manufacturing, wholesaling, and distribution of cannabis. As of the preparation of this plan, the **retail sales of cannabis products is prohibited**. The full ordinance can be found in chapter 232 of the City code. Additionally, the City amended their Zoning Ordinance section 317-23E., to permit Cannabis Businesses as conditional uses. Cultivating and manufacturing cannabis uses are subject to the following conditions:

- Applicant must be a licensed as a Cannabis Business under Section 232 of the City Code and all requirement/conditions of Section 23 must be met.
- No part of any lot on which the business will be located, measured along the street can be within 1,000 feet of a public facility, park athletic field and or/public or private school.
- Cannabis business may be located in any pre-existing industrial use within 1,000 ft. measured along the street of any M-1 or M-2 Zone.

Legalizing cannabis can create new economic opportunities through taxation, job creation, and the growth of related industries such as retail, cultivation, and tourism. The cannabis ordinance in

the City of Passaic contains an economic benefit in the way of a transfer tax or user tax on the sale of any usable cannabis or cannabis products by a cannabis establishment. It established a 2% tax on the receipts from each sale by a cannabis cultivator; 2% of the receipts from each sale by a cannabis manufacturer or 1% of the receipts from each sale by a cannabis wholesaler. Legalization also allows for the regulation and control of cannabis production, distribution, and consumption, which can lead to safer products and better oversight to protect public health.

**Land Use**

Over the last ten years, the City Administration focused on supporting the major economic sectors, such as the Central Business District, Broadway and Monroe Street Commercial Corridors, and the South Main Commercial District. There was specific attention paid to the City’s eastside, which begins from the Route 21 corridor to the Passaic River. A number of Redevelopment and Rehabilitation designations were established in this area to acknowledge the areas strengths and weaknesses and provide support for future investments in the local economy. This included the increase in incentives for developers to invest in the City to ensure a mixture of residential and commercial opportunities to residents and consumers.

**Table 5: Land Use Amendments**

Plans	Purpose
Economic Development Plan	A blueprint for actions that can promote the health of current business, expansion of business, and the attraction of new capital investment to provide jobs and increase the City tax base.
Main Avenue Redevelopment Plan	Part of a comprehensive effort by the City of Passaic to strengthen this important and beloved area, with the ultimate goal of attracting new investment and creating a more vibrant and attractive district.
Market Street Redevelopment Plan	Recent public investments into this area of the City, such as the recently completed creation of Dundee Island Park, as well as redevelopment and rehabilitation of private properties in this area present an opportunity for the City to proactively plan for further investment. This Plan is intended to build upon these efforts and serve as a catalyst for greater investment that will benefit the City and its residents.
	Amending the Zoning Ordinance for the creation of additional affordable housing opportunities in all multifamily developments of five (5) dwelling

Ordinance Amending Chapter 317, “Zoning”, Article VIII “Affordable Housing Mandatory Set-Aside”	units or more. It will produce affordable housing units at a set-aside rate of 20% of for sale units and 15% for rental units.
Ordinance Amending Chapter 317, “Zoning”, Article III Permit Accessory Dwelling Units In All Zoning Districts	Amending the Zoning Ordinance to permit accessory units under conditional use for the creation of additional affordable housing opportunities in all zoning districts.

**THE EXTENT TO WHICH PROBLEMS AND OBJECTIVES HAVE BEEN REDUCED OR HAVE INCREASED SUBSEQUENT TO SUCH DATE**

The planning and redevelopment efforts of the City of Passaic over the last ten years, through creative design, changes to the zoning ordinance, and usage of the New Jersey redevelopment process have addressed many of the challenges, issues, and goals stated in the 2013 Master Plan. This section will evaluate how effectively these initiatives have addressed the 2013 Plan's concerns, identify any persisting issues, and highlight areas that still need further attention.

The City of Passaic has adopted a mixed-use and mixed income approach as the most practical strategy when dealing with a fully developed urban environment. Mixed-use developments raise economic diversity by attracting a variety of businesses and services. Mixed-income housing promotes economic stability by ensuring that different income groups can live together, supporting a stronger local economy. By integrating housing for various income levels, mixed-income developments help combat segregation and promote social inclusion. This approach ensures that lower-income families have access to the same amenities and opportunities as higher-income residents, promoting a sense of community. Combining different uses and income levels within a single development creates a more adaptable and resilient urban environment. This diversity can help shield against economic recessions and other challenges, as the community is not reliant on a single economic sector or demographic group. This approach is rooted in “Smart Growth Principles” to promote mixed land uses, take advantage of compact building designs and most importantly creating a range of housing opportunities.



# Land Use Element



### *Zoning Changes Around The Train Station*

The redevelopment of the former St. Mary's Hospital located a third of a mile from the City's train station, at 199-231 Pennington Avenue, remained vacant since 2007. This parcel was investigated as part of the City's Scattered Site Redevelopment program and was the first project, in close proximity to the train station, that was completed addressing the recommendations of the 2013 Master Plan Report.



In 2014 a Scattered Site Redevelopment Plan for the former St. Mary's Hospital was prepared, encompassing the hospital's three lots. The primary lot, which housed the main hospital building, permitted a maximum of 148 residential units. The second lot, at the corner of Pennington and Aycrigg, permitted a maximum of 22 townhomes and the final lot was set aside for open space. In 2018, the City of Passaic Planning Board approved the Preliminary and Final Site Plan to convert the existing hospital for a residential development and townhomes consistent with the Redevelopment Plan. The once vacant hospital is now completely redeveloped, offering the growing population of the city with new rental units and home ownership opportunities in close proximity to mass transit.

It is recommended for the City to continue its efforts with identifying parcels within a half a mile radius of the train station for possible inclusion within its Scattered Site Redevelopment Program with higher density and more inclusionary standards. This type of development is commonly known as Transit-Oriented Development (TOD) which focuses on creating a healthy and livable neighborhood through its close proximity to transit, pedestrian friendly measures, and high density. Access to train stations encourages the use of public transportation, reducing reliance on private vehicles and decreasing traffic congestion. High-density developments near train stations can attract businesses and investments, creating jobs and boosting local economies. Concentrating development around train stations promotes more efficient land use and curbs urban sprawl.

### *In-line Retailing Along the Major Commercial Corridors*

In-line retailing contributes to a consistent and attractive streetscape. Constant storefronts and signage along major corridors can enhance the visual appeal and character of the area, making it more inviting for residents and visitors. It supports sustainable urban development by encouraging walkability and reducing the need for car travel. It promotes the use of public

transportation, cycling, and walking. This is especially significant in a city like Passaic, which has one of the lowest car ownerships within the state.

The City's C commercial zone, C-R mixed commercial/ residential zone, Main Avenue and Market Street Redevelopment Plans aim to encourage commercial developments that emphasize high quality thoughtful structural design that takes into account Passaic's architecture and urban streetscape. One of the requirements in the Main Avenue and Market Street Redevelopment plans for sites proposing mixed-use commercial/residential developments is to have the commercial spaces on the first floor and residential in the upper levels (Topology, 2021; H2M, 2023). Retail and commercial spaces along the City's Main Avenue corridor can benefit from the increased foot traffic and accessibility. It will make it easier for consumers to access a variety of shops and services in one location, saving time, effort, and keep the continuity along the corridor. This, in turn, will create a vibrant, pedestrian-friendly environment.



The C-R zone allows for similar development patterns, as described above, but only for developments that are strictly commercial and mixed commercial/ residential. The zone also permits all the uses permitted in the City's R-3 multifamily residential zone. The permitted residential uses create an obstacle for maintaining in-line retailing in corridors within this zone. In

keeping with Passaic's focus on mixed use developments, it is recommended that the R-3 uses in the C-R zone be removed. This will contribute to continuing the City's economic growth, community strength, urban aesthetics, and sustainable development, making it a strategic approach for urban planning and development.

### *Approval Process for Efficient Development*

Establishing clear and concise guidelines for developers can help reduce confusion and ensure all parties are on the same page from the start. Streamlining the approval process by consolidating steps and reducing redundant requirements can significantly cut down on time and costs. Implementing an online submission and tracking system can further enhance efficiency by allowing developers to submit applications, receive feedback, and track progress in real time. Encouraging consistent dialogue and collaboration between developers, community stakeholders, and regulatory agencies can also help identify and resolve potential issues early in the process. Finally, ensuring the Planning and Zoning staff are well-trained can facilitate an efficient

development approval process. Having a certain amount of reliability in the process can reduce the risk associated with development projects, encouraging investment and simplifying project planning. Developers can make informed decisions about site selection, project design, and resource allocation.

The City of Passaic has embraced these types of efforts to provide a level of comfort to investors looking to develop within its borders. A new software program was instituted for all departments that allows different types of applications to be completed electronically, tracked by the applicants, and seen by other agencies. This creates greater collaboration between departments and greater access to information for the residents and developers.

The current Mayor also established a central clearing house for all development inquiries and reviews. One employee acts as the liaison between the developers, City administration, and the land use departments. Centralizing development inquiries can streamline the process, making it easier for developers, businesses, and residents to get the information they need quickly. It also ensures that all inquiries are handled consistently, reducing the probabilities of miscommunication or conflicting information. It improves accessibility by giving developers and residents a single point of contact, which simplifies the process of gathering information and submitting applications. A central location can provide a single platform for public access to development-related information, improving transparency. Additionally, the website has links to all guidelines, regulations, and requirements, giving developers and the public easy access ensuring to all the necessary steps and standards.



The City's robust Redevelopment Program also assists with forwarding the goal of an efficient development approval process. This program mitigates developer's risks by identifying and addressing potential challenges in advance, reducing the likelihood of

project delays or failures. It also ensures these development projects are aligned and working towards common objectives, avoiding fragmented or disorganized development. A well-defined redevelopment plan can attract private investment by providing a clear outline and reducing uncertainty for developers as well as streamlining the approval process reducing delays, administrative burdens, making it easier to secure funding and grants from federal, state, and private sources.

Development trends over the past 20 years have focused on “City Center” redevelopment and higher density housing projects in strategic areas based on the Fiscal Financing Policies, NJ State Plan and “Smart Growth” and “Sustainable Development” planning principles. The chart below details the proposed use of land for applications under the Zoning Board of Adjustments since 2013. The Multi-family and Mixed-Use Land Use categories have the highest totals.

**Table 6: Land Use for Zoning Board Applications**

LAND USE												
USE	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	totals
<b>1-Family</b>	0	2	0	2	3	3	4	0	3	3	2	22
<b>2-Family</b>	1	0	0	0	2	0	1	2	0	1	4	11
<b>Multi-family</b>	5	6	5	2	5	1	3	2	3	2	2	36
<b>Mixed Use</b>	6	1	5	5	4	4	3	1	1	4	0	34
<b>Commercial</b>	0	0	2	1	2	0	6	0	0	3	1	15
<b>Religious</b>	2	0	3	3	1	1	1	1	4	3	2	21
<b>Industrial</b>	0	1	0	0	0	5	0	1	0	0	0	7

The following Charts summarizes the Zoning Board of Adjustment applications and actions over the last ten years. The information was compiled from various data and reports provided by the Zoning Department.

**Table 7: 2013-2023 Zoning Board Applications**

APPLICATIONS												
Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	totals
<b># of Applications</b>	16	8	15	14	19	18	20	8	15	18	13	164
<b>Approved</b>	14	6	11	13	15	9	17	6	7	13	5	116
<b>Denied</b>	0	0	1	1	0	2	1	1	1	0	1	8
<b>Dis/WDrwn/Pend</b>	2	2	3	4	5	2	2	1	7	5	7	40
<b>New Residence</b>	172	37	27	13	28	10	15	13	12	19	11	357
<b>C-Variance</b>	64	29	2	10	26		46	14	42	47	40	320
<b>Site plan</b>	12	5	10	10	15	7	7	2	11	8	5	92
<b>Subdivision</b>	3	0	1	1	0	0	1	0	1	1	2	10
<b>D-1</b>	4	0	2	3	4	0	2	1	2	2	0	20

<b>D-2</b>	1	0	1	0	5	1	2	0	1	0	1	12
<b>D-3</b>	2	1	3	4	2	5	2	1	4	5	2	31
<b>D-4</b>	0	0	0	0	0	0	0	0	0	0	0	0
<b>D-5</b>	7	3	7	3	7	2	4	2	5	4	2	46
<b>D-6</b>	2	1	0	0	0	0	1	0	0	0	0	4

The city received 164 applications, of which 116 were approved, 8 were denied, and 40 were either dismissed, withdrawn, or are pending action by the Board. Approximately 357 new residential units were approved, with the most significant years being 2013, 2014, and 2015, accounting for 236 units. A notable number of Density D-5 variances (17) contributed to this growth. Based on recommendations of the 2013 Master Plan, the Mayor, City Council and Planning Board focused on implementing the Local Housing Redevelopment Act and the Scatter Site Redevelopment Plan to manage growth on distressed properties.

Since 2019, bulk or "c" variance requests have increased, except for a decline in 2020 due to the pandemic. There were 113 requests for "use" variances (D1-D6), with Density D-5 variances being the most common, making up 46 or approximately 35%. The next highest D Variance sought was D – 3 or a request for relief from a Conditional Use Standard.

**Table 8: Zoning District for Zoning Board Applications**

<b>ZONING</b>												
<b>ZONE</b>	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	totals
<b>R-1</b>			0	0	1	4	2	2	3	3	1	16
<b>R-2</b>			0	1	0	1	2	1	0	2	2	9
<b>R-3</b>			10	5	11	4	10	2	5	5	7	59
<b>R-1A</b>			0	0	2	0	1	0	0	1	0	4
<b>O-R</b>			0	0	1	0	1	0	0	0	0	2
<b>O-RIA</b>			0	2	1	1	0	0	1	1	0	6
<b>C-R</b>			3	2	3	5	1	2	1	3	1	21
<b>C-RHD</b>			0	2	0	1	0	0	1	1	0	5
<b>C</b>			2	1	0	0	0	0	0	0	0	3
<b>M-1</b>			0	0	0	1	1	1	0	1	0	4
<b>M-2</b>			0	0	0	1	0	0	0	0	0	1
<b>MX</b>			0	0	0	0	0	0	0	0	1	1

Between 2015 and October 2023, 59 out of 129 applications, or 46%, were submitted in the R-3 Zone District. The number of applications in the other Zones are evenly distributed over

the years. Since 2013, development throughout the City has been consistently growing as portrayed in the number of applications approved by the Zoning Board and areas designated under rehabilitation and redevelopment, consequently, altering the existing land use layout. The table above depicts such changes.

### *Improve The Safety And Livability Of Neighborhoods*

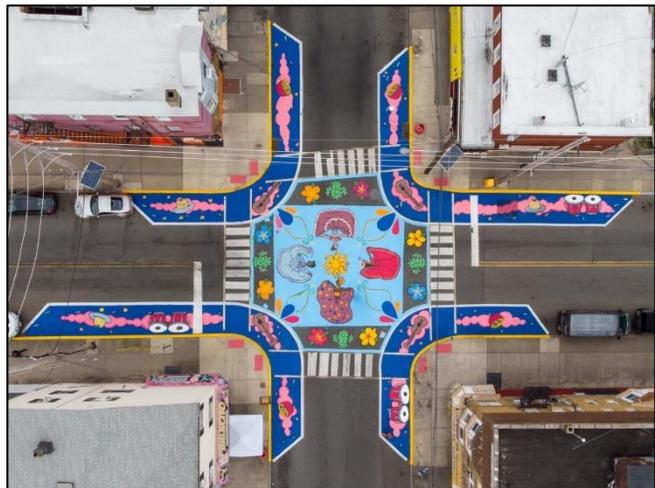
Improving the safety and livability of neighborhoods requires a multi-layered approach that addresses physical, social, and economic aspects. Most recently, the City of Passaic has begun to transform its infrastructure by implementing traffic-calming measures, such as speed bumps and curb extensions, to reduce speeding and enhance pedestrian safety. One of the safety measures



included a community painted mural to improve visibility for pedestrian crossing in one of the city's busiest area. The City has also enhanced surveillance and added lighting in key locations throughout the city such public parks, playgrounds, and communal areas to improve visibility at night and deter crime. A notable example is the upgraded lighting on Market Street, one of the City's major commercial/residential corridors in the Eastside area, which has the highest concentration of mixed use

parcels and residents.

When it comes to promoting community engagement, the City of Passaic has surpassed any previous reexamination cycles. Youth programs, cultural events and recreational activities has increased community engagement across all age groups. The City's cultural and community festivals such as summer carnivals, concert series, movies in the park, tree lighting ceremonies and fall festivals are prime examples. The city also hosts public hearings and workshops, allowing residents



and stakeholders to participate in decision-making processes, such as the Main Avenue Redesign. Passaic also supports its most vulnerable residents through its special needs program, offering activities such as movie outings, picnics, bowling, themed events, and painting. Additionally, the Police Department promotes community policing through events such as "Coffee with a Cop" and

National Night Out, where officers engage with residents in a collaborative, fun environment to address safety concerns.



The Senior Center plays a vital role in providing residents access to the city's resources. The Center provides various services and activities for Seniors to stay active in the community. Seniors also receive food services, nutritional education, and health care information. Additionally, the Senior Center connects seniors with home health aides, provides transportation to medical appointments, shopping, and activities

such as annual trips to Atlantic City. Residents can access addiction services and mental health support through the Passaic Alliance, while the Department of Human Services connects them to social services and housing. The city also encourages affordable and workforce housing through density bonuses and HUD funding.

It is recommended that the city continue supporting current initiatives that enhance safety and livability while introducing further infrastructure improvements, traffic and pedestrian safety enhancements to deter crime and increase nighttime visibility.

### *Restore And Preserve Properties Of Special Historic, Architectural, Or Aesthetic Value*

Historic properties contribute to a community's unique identity and sense of place, fostering pride and belonging among residents. They serve as landmarks and focal points for community gatherings and events. Historic buildings can be adapted for modern uses, such as converting old factories into loft apartments or repurposing historic homes as offices or museums. Adaptive reuse preserves the historical integrity of buildings while making them functional and relevant today. Restoring and repurposing historic buildings reduces the need for new construction materials, conserving natural resources. Preservation helps maintain the historical account and allows future generations to understand and appreciate their heritage. The City of Passaic just celebrated its 150<sup>th</sup> anniversary. It has many properties that are the cornerstone of the City's rich



history. In 2021, Latona-Griffin Park, a small pocket park at the dead end of Harrison Street, was revitalized with the addition of multipurpose exercise equipment. However, the park's most notable feature is the historic 113 Steps, which were also renovated with the installation of new lighting, trees, and additional vegetation. These steps hold significant historical value for many generations of residents.



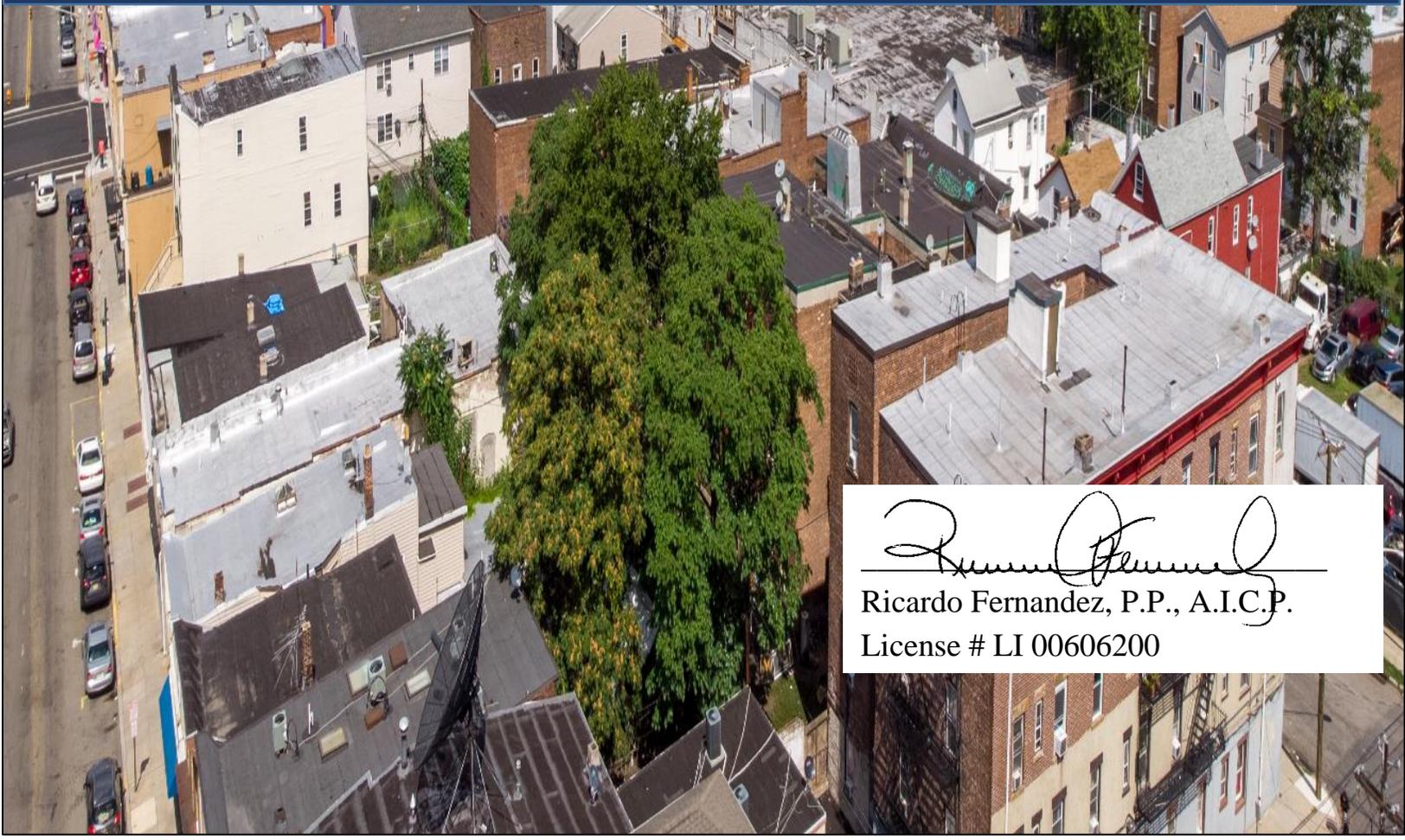
One of the most iconic historical buildings in the City of Passaic is 663 Main Avenue. Recommended for redevelopment in the 2013 Master Plan, the property is an 11 story commercial building in the heart of the City's downtown business district. By 1931, the building opened its door to business professionals and city residents. This 88,150 square foot stone and brick building was home to numerous professionals, mostly occupied by doctors and lawyers. A bank occupied the 7,070 square foot second floor and mezzanine levels with supplemental offices above. With the declining office market in urban settings, this structure was vacant for several decades. Using its Scattered Site Redevelopment authority, the City was able to designate a developer

to acquire and complete the building's revitalization. It became the new location for the Passaic Board of Education administrative offices, Blink Gym, and a fusion restaurant with a well-maintained and beautified outdoor eating area. The complete rehabilitation of the tower is part of the Plan's objective in promoting economic development, increasing the number of available jobs and creating a vibrant shopping district for residents and visitors alike. It became the location for the City of Passaic's New Year's Piñata drop celebration. A community event that brings Passaic residents from all over the city and visitors from surrounding municipalities to celebrates the New Year with live music, food and festivities.





# HOUSING ELEMENT



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## **INTRODUCTION**

The essential components of a municipality's housing element under section 52:27D-310 of the NJ Statute are designed to have cities and towns around the state to provide access to affordable housing within their borders and "with particular attention to low and moderate-income housing". It also requires a full analysis of the existing housing stock and projections for new development throughout the municipality. This analysis must consider not only the housing stock but also the municipal demographics and employment trends. This section of the re-examination report will provide an overview of the City's housing characteristics and offer recommendations to address the current and future housing needs in the City of Passaic.

Having a decent place to live is at the cornerstone of society and basic human needs. Housing offers shelter and protection from the elements, creating a secure environment where individuals can feel safe. It also supports social and family stability, serving as the foundation for nurturing relationships and fostering social integration and community engagement. Studies have shown that having a decent place to live is linked to higher educational attainment and increased economic mobility.

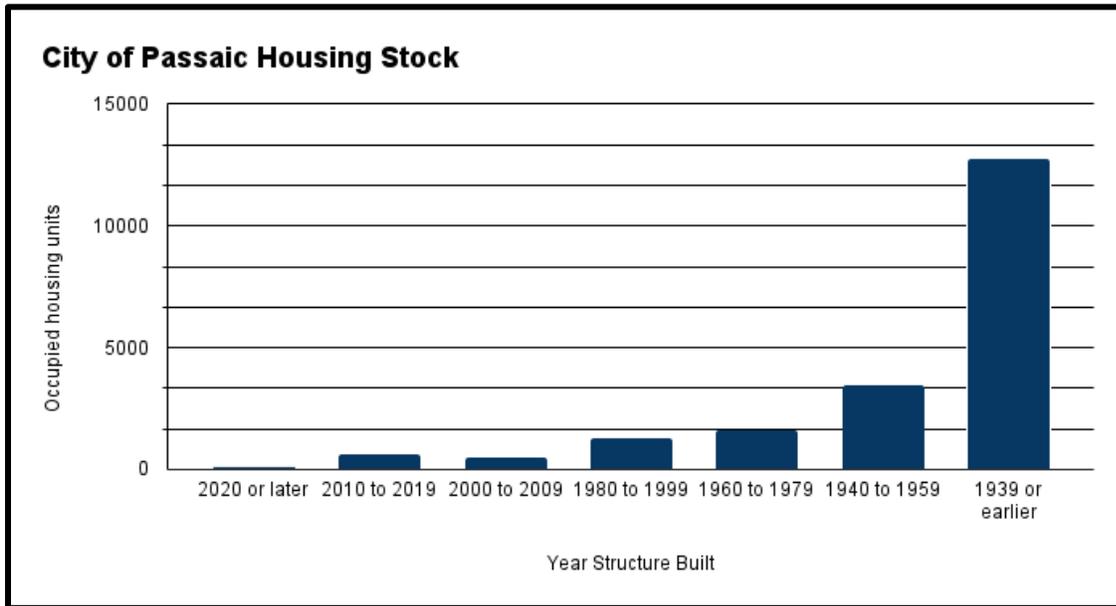
For a municipality, an adequate housing infrastructure is essential for sustainable community and economic development. It strengthens the City's ability to withstand social and economic challenges while promoting neighborhood stability. Providing decent housing in a community is more than just brick and mortar but fundamental to a city's well-being, security, and overall economic vitality.

## **EXISTING HOUSING CHARACTERISTICS**

### **Housing Stock**

The City of Passaic was established in 1873 and recently celebrated its 150<sup>th</sup> anniversary. The housing stock is consistent with a municipality of this age. The chart below displays that the grand majority of the housing stock was built prior to 1939. As housing continues to age in Passaic, a system for incentivizing the rehabilitation of units will need to be continued and expanded. The rehabilitation of the existing housing stock improves the conditions of homes and addresses safety and hazardous conditions. They provide a way to revitalize aging structures, improve housing quality and provides a path to strengthening neighborhood stability.

**Table 9: Housing Stock**



*Table 9: 2022 American Census Community Survey, 5-Year Estimates*

Through the City’s Community Development Department, Passaic has a housing rehabilitation program that provides eligible homeowners to receive financial assistance. This program provides help to homeowners that may not be able to afford the necessary repairs and upgrades. It is funded through the HOME program of the Federal Department of Housing and Urban Development (HUD). To be eligible for HOME funds, the homeowner must be low-income and occupy the property as a principal residence. Additionally, the value of the HOME-assisted property after rehabilitation must not exceed 95% of the median purchase price for the area. The program focuses on preserving and creating affordable housing. In a city where housing affordability can be a challenge, rehabilitating existing homes offers more affordable housing options compared to new construction. This is crucial for residents looking to remain in their communities. It becomes increasingly important as the renter-occupied housing increased by 1.07% while owner-occupied housing decreased by 1.16% since the last census as shown in Figure 2.

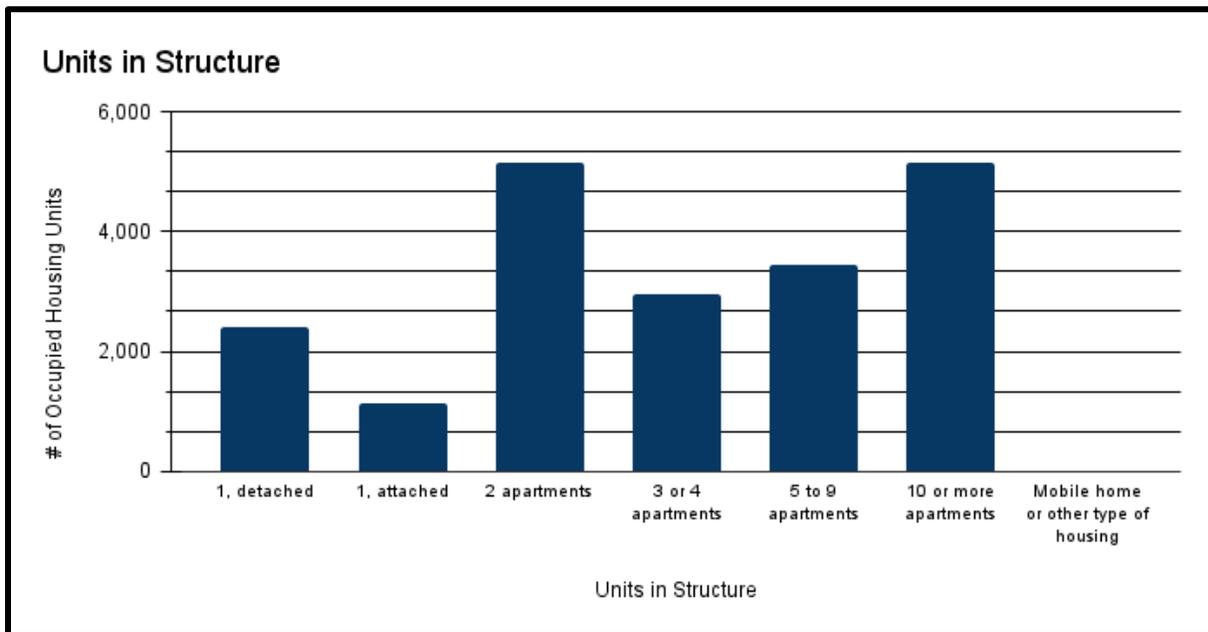
**Housing Type**

Despite having one of the highest population densities in the region, the housing scale in the City of Passaic is relatively low. Over 42% of the City’s housing units are in either single family or two-family structures, and that figure increases to nearly 57% when 3 and 4 unit structures are included. Units with 10 or more apartments make up 25.5% of the total occupied housing units. This indicates that there are few large housing developments in the City. Instead, the City primarily consists of small housing units rather than large- scale development projects.

Passaic is an urban area that is not dominated by high rises and towers, but rather by smaller-scale developments.

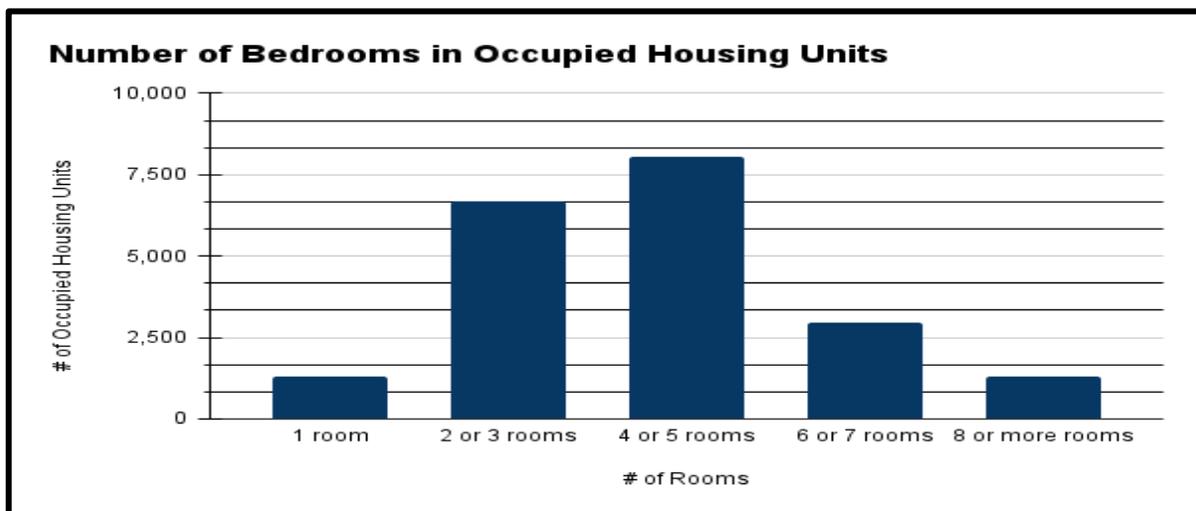
Within the City, 72.5% of the housing units consists of two to four bedroom units while only 6.5% are one bedroom units or less. These are critical statistics when we begin to compare these numbers with household sizes for planning the City’s future housing needs. Bedroom count play a crucial role in defining the livability, value, and marketability of residential properties. Bedroom count directly impacts a home's ability to accommodate different family sizes comfortably. Ultimately, it impacts a property's market value and attractiveness to potential buyers or renters. Homes with more bedrooms appeal to a broader range of demographics, including families, professionals, and investors.

**Table 10:**



*Table 10: 2022 American Census Community Survey, 5-Year Estimates*

**Table 11:**



*Table 11: 2022 American Census Community Survey, 5-Year Estimates*

### Housing Occupancy

As shown in the table below, the majority of the residents in the City of Passaic are renters. With 78.3% of residents living in rental units, the City of Passaic had one of the highest percentages of renters in the State of New Jersey, where the average renter-occupied housing rate is 35.4%. The distribution of the rental population is disproportionately distributed throughout different city wards. The highest percentage of renter-occupied units located in the First and Fourth wards with less than 25% of the residents owning their homes. The majority of owner-occupied homes are situated in the City’s Third ward, where the owner-occupancy rate is approximately 50%. Within this ward, census tract 1756.01 has over 80% owner-occupied and 13% renter-occupied housing units. This specific census tract falls within the City’s single-family zone district and predominantly consists of single-family homes, with only a few exceptions (See Appendix E).

**Table 12:**

<b>2010 &amp; 2022 Housing Occupancy Trends</b>		
	<u>Year 2022</u>	<u>Year 2010</u>
Total Housing Units	20,613	20432
Occupied housing units	20,280	19411
Owner-occupied	4,403	4925
Renter-occupied	15,877	14485

*Table 12: 2022 American Census Community Survey, 5-Year Estimates*

### Household Size

Household size has complex effects on economic stability, housing preferences, social dynamics, environmental sustainability, health outcomes, and policy implications. These effects vary based on cultural norms, socio-economic status, geographic location, and individual circumstances, highlighting the compound interchange between household size and larger societal aspects. Household size along with other household characteristics is a general indicator of the types of housing that may be needed to accommodate the population in appropriate housing units. Larger households generally require more living space and bedrooms to accommodate all family members comfortably. This can influence housing choices, such as the type of dwelling and preferred locations. It also effects energy use, water consumption, waste generation, access to education and the local economy, which directly impacts the allocation of resources from the municipality.

According to the 2022 U.S. Census ACS 5-Year Estimates, the City of Passaic’s average household size of 3.46 is much larger than the State and County averages of 2.64 and 2.89, respectively. The City’s average household size is nearly one person greater than typical households throughout the State.

In Passaic, 36.8% of households are 2 and 3 person households, while 42.1% of all households being of 4-persons or more. The average number of households with over 3 individuals is evenly distributed across all sections of the city.

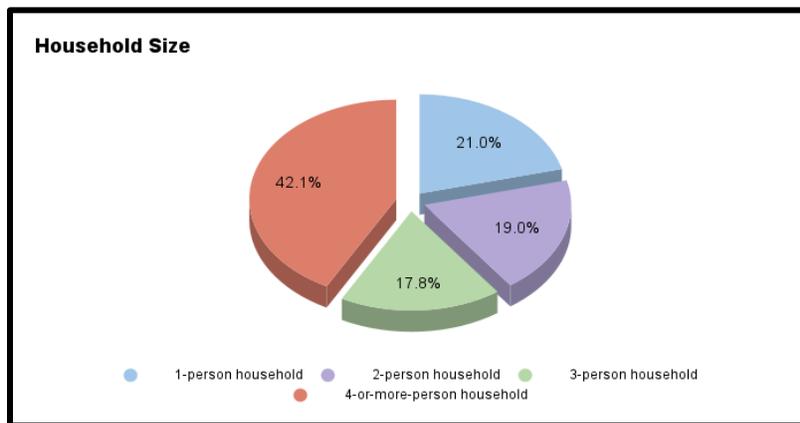
**Table 13:**

Household Size			
	<u>New Jersey</u>	<u>Passaic County</u>	<u>Passaic City</u>
1-person household	26.3%	23.4%	21.0%
2-person household	31.2%	27.7%	19.0%
3-person household	17.1%	18.0%	17.8%
4-or-more-person household	25.4%	30.9%	42.1%

*Table 13: 2022 American Census Community Survey, 5-Year*

The only exceptions are Census Tracts 1757.03 and 1758.01, which has an average of 2.6 people per household and Census Tracts 1756.01 and 1753.01, which has an average of 4.39 persons per household. This indicates the necessity to maintain emphasis on developing new two and three-bedroom units instead of one-bedroom and studio apartments. When the average household size, average bedrooms per unit and Census Tracts are compared, the census tracts with the highest number of single and two family dwellings contain the greatest number of persons per household. Census Tract 1756.01 is made up of over 80% single family dwellings and has the highest person per household of 4.55. On the other hand, Census Tract 1758.01 is made up of over 66% of 10 or more units with the lowest per person household of 2.59. It is not surprising that this is the case since single and two family homes in the City of Passaic contain the highest number of bedrooms per dwelling.

**Figure 11:**



*Figure 11: 2022 American Census Community Survey, 5-Year Estimates*

**Household Income**

The median household income in the City of Passaic is approximately \$57,832.00, which is significantly lower than the median income for both the County and the State. There is a large difference when renter-occupied housing units are compared to owner-occupied units. The median household income for renter-occupied units is \$47,388, which is lower than the City average

**Table 14:**

<b>Household Income</b>			
	<b><u>New Jersey</u></b>	<b><u>Passaic County</u></b>	<b><u>Passaic City</u></b>
<b>Median income (dollars)</b>	\$97,126.00	\$84,465.00	\$57,832.00

*Table 14: 2022 American Census Community Survey, 5-Year Estimates*

and significantly lower than the \$105,150 average for owner-occupied units, correlating to the land use patterns with the City. As shown in the “Median Income Map”, the areas of the city with the highest number of single and two family dwelling have the highest household incomes. The map reveals that the majority of lower-income households in Passaic are located in the eastside area. According to census data, 20.5% of the City’s occupied housing units in that area have an estimated income under \$25,000. This further conveys the need for continued social services provided by the Passaic’s W.I.C. program and Human Services Department

**Affordability**

The United States has faced various challenges in providing ample affordable housing, primarily caused by a persistent decline in residential construction rates. Between 2008 and 2018, the country experienced the lowest home construction rates as the construction industry continues to face high costs of material, labor, and shortage of skilled workers. Small-scale developers cannot compete with such uncertainties as time and financial standing are crucial factors to ensure projects are completed.

Since the 2013 Master Plan, the local rental market underwent significant changes caused largely by the COVID-19 pandemic. Since the end of 2019, followed by a nearly complete shutdown in 2020, the City of Passaic is experiencing notable fluctuations in housing rents as we navigate through the current recovery phase. Job loss, reduced work hours, and economic disruptions during lockdowns affected renters' ability to pay. This financial strain impacted both tenants and landlords, leading to negotiations and adjustments in rental agreements. The City implemented various rent relief programs to assist tenants, providing temporary financial support for rental payments. During the same time, New Jersey implemented eviction moratoriums to safeguard tenants from losing their homes due to financial restraints. This measure aimed to stabilize the rental market by preventing a surge in evictions and maintaining occupancy levels. Unfortunately, during the recovery period, many residents faced significant rent increases as

landlords attempted to make up for the loss of rental income during the moratorium. Despite the temporary freeze in rental rates in some areas, affordability remained a critical issue. In particular, lower-income households began facing disproportionate economic impacts caused by the pandemic. Moving forward, the rental market's recovery will depend on ongoing efforts to address housing affordability challenges in the local community.

According to the US Department of Housing and Urban Development (HUD) a generally accepted definition of affordability for housing costs is approximately 30% of household income. A family or household spending more than 30% of its income on housing mortgage or rent costs is likely making significant sacrifices in other essential areas, such as food, clothing, transportation, or medical care. Based on the most recent census data, 44.7% of owner-occupied and 52.5% of renter-occupied housing units are paying 30% or more of their income in housing costs. This means that more than half of households within Passaic are above or right at their affordable living expenses.

**Table 15:**

**Monthly Housing Costs As A Percentage Of Household Income In The Past 12 Months**

	<u>Percent owner-occupied housing units</u>	<u>Percent renter-occupied housing units</u>
Less than \$20,000		
30 percent or more	2.2%	15.2%
\$20,000 to \$34,999		
30 percent or more	5.2%	17.0%
\$35,000 to \$49,999		
30 percent or more	7.2%	10.9%
\$50,000 to \$74,999		
30 percent or more	15.5%	7.7%
\$75,000 or more		
30 percent or more	14.6%	1.7%

*Table 15: 2022 American Census Community Survey, 5-Year Estimates*

The City of Passaic has an active Housing Authority with 700 affordable units spread out throughout six buildings. There are approximately another 2,100 units in Passaic providing much needed affordable housing to City residents. As we analyzed data for this report, averaging household sizes and income levels of Passaic’s population, it is projected that the City would need to add several hundred affordable housing units over the next reexamination cycle to address the municipal needs. Additionally, the largest location of the Passaic Housing Authority is the Alfred Speer Village complex housing 384 families. The complex is currently showing its age and is in

need of significant rehabilitation. The Authority has been successful over the last ten years using the Rental Assistance Demonstration Program (RAD) and Low Income Housing Tax Credit program (LIHTC) for three of their structures. The LIHTC program is a vital resource for developing affordable housing in the United States. Created by the Tax Reform Act of 1986, the LIHTC program gives State and local LIHTC-allocating agencies the equivalent of approximately \$10 billion in annual budget authority to issue tax credits for the acquisition, rehabilitation, or new construction of rental housing targeted to lower-income households. RAD was created to give public housing authorities (PHAs) a powerful tool to preserve and improve public housing properties and address the huge nationwide backlog of deferred maintenance.

Utilizing these programs and partnerships alongside the City in a redevelopment process will assist in maintaining the property and possibly diversify the uses and income levels. As a result, carrying on the City's vision of mixed uses and incomes to create greater opportunities for its residents.

### *Housing Resources*

The City Administration has focused on the rehabilitation of dwelling units, utilization of available public funds, housing retention, and increase of housing resources and services for low and middle-income families. To ensure the preservation of neighborhoods and its residents, the City of Passaic has continued to actively source various methods to encourage affordable housing, supportive housing, home ownership, and reduce the number of vacant dwellings.

The City of Passaic is a HUD entitlement city, which receives a direct allocation of federal funding to administer its Community Development Block Grants (CDBG) and HOME funds. Many of the City's recovery efforts came through these programs run by its Community Development Department. They provide direct subsidies for the creation of affordable housing, rental assistance, home rehabilitation assistance, and a first-time homebuyer program. As part of the City's allocation, the department has to complete a five-year consolidated plan that covers from 2024 through 2028. This consolidated plan and its recommendation are made part of this re-examination report.

The City of Passaic has utilized the Local Redevelopment and Housing Law under NJSA 40A:12A to create innovative ways of designating areas in the city for redevelopment and rehabilitation. Scattered Site Redevelopment Planning and various amendments over the years has encouraged private investment and creative design techniques to meet and further the Housing Goals of the Master Plan, which continues to be relevant today and in the future. The Main Avenue and Market Street Redevelopment/Rehabilitation areas promote the adaptive reuse of existing buildings and development of mixed-use buildings that integrate quality housing, jobs, retail, and office spaces. As a result, these efforts not only provide additional services and employment opportunities, it also aims to increase mass transit opportunities, including walking, and bicycling as alternate modes of transportation to minimize the reliance on vehicles. These projects have started a rebirth along Main Avenue, Broadway, Market Street and the Passaic River,

reestablishing the City of Passaic as a desirable city to live, work, and raise a family. From 2020 to 2023, 76% (19 out of 25) of Scattered Redevelopment Plans contained an affordable housing component. The average set-aside for these inclusive plans is 16% of the total units. Both, the Main Avenue and Market Street Redevelopment Plans, require that 15% of units built be affordable and workforce housing for structures of 5 stories or less and 20% for structures of 6 stories or more.

In March 2024, the City passed an ordinance requiring all new developments to contain affordable housing units. Ordinance 2436-24 establishes a 15% mandatory set-aside for rental units and a 20% percent for-sale units for new projects composed of 5 or more dwelling units. The Affordable Set-Aside Ordinance in Passaic plays an important role in expanding affordable housing options. Integrating affordable housing units within market-rate developments promotes diversity within neighborhoods. This diversity is beneficial for fostering inclusive communities where residents of different income levels can live together, share access to amenities, services, and opportunities. It helps expand the overall supply of affordable housing, thereby minimizing the financial burden and fulfilling the needs of low and moderate-income families who are facing challenges in finding available and affordable housing options. Affordable housing in well-located areas can provide residents with better access to employment opportunities, transportation, healthcare, and educational resources, ultimately improving their quality of life and promoting upward mobility. An Affordable Set-Aside Ordinance helps mitigate the negative impacts of gentrification by ensuring that as property values rise and neighborhoods improve, housing options remain accessible to lower-income residents. This preserves neighborhood diversity and prevents displacement of current residents.

In conjunction with the affordable set-aside ordinance, the City passed Ordinance 2435-24 which permits Accessory Dwelling Units as a conditional use in the R-1 and R-2 Zones. An Accessory Dwelling Unit (ADU) is a residential living unit that is within or attached to a single – family or two-family dwelling that can provide independent living facilities for one or more persons. It includes provisions for sleeping, eating, cooking, and sanitation on the same parcel of land as the principal dwelling unit. A maximum of one ADU is allowed in the form of a basement, garage, attic and/ or the ground floor. ADUs add more living spaces to the housing market without the need for new land development-- addressing housing shortages in densely populated areas. It creates an opportunity for homeowners to generate rental income from ADUs, helping to offset mortgage payments, property taxes, and maintenance expenses. An ADU can increase the overall value of a property, making it a good investment for homeowners. ADUs offer a convenient solution for families to live close to each other while maintaining separate living spaces, making them ideal for accommodating aging parents, adult children, or other relatives. With the rising cost of living expenses, ADUs typically cost less to rent than traditional single-family homes, providing more affordable housing options for young professionals, students, seniors, and low-income families. Finally, ADUs contribute to a more inclusive community by offering diverse

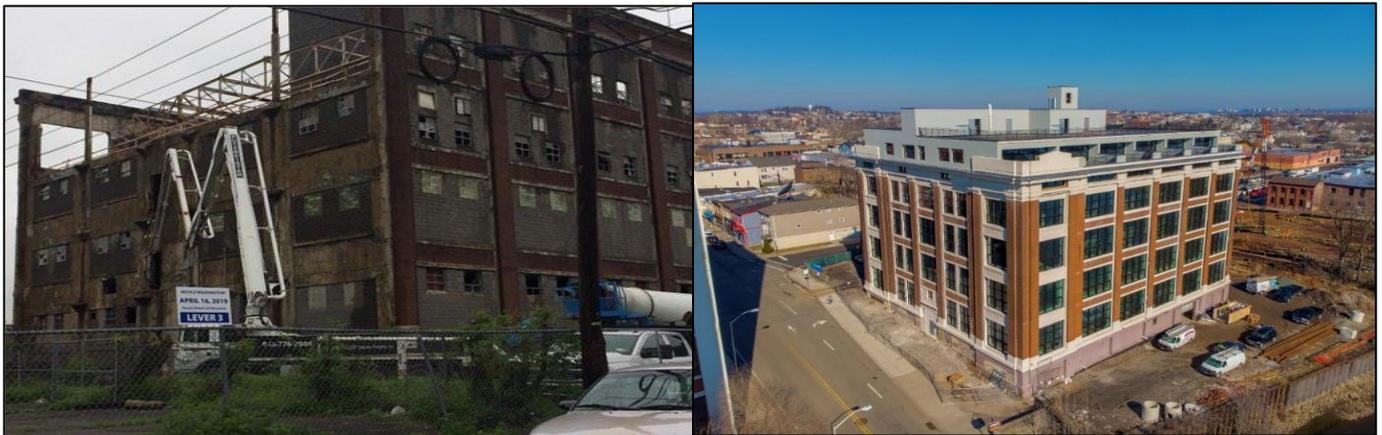
housing options by attracting a mix of residents. In 2020, the City Administration established the Dignity House, rehabilitating an abandoned firehouse. It has become a resource center for the unhoused population of the City, providing a shelter during extreme weather, laundry services, personal mailboxes, clothing, and counseling. In 2023, with the assistance of the Veterans Affairs and Passaic County Habitat for Humanity the Albert Lawson Memorial VFW Post 10117 was newly transformed. The remarkable collaboration led to the successful construction of the property, providing veterans with a meeting space on the ground floor and homeownership opportunities on the second.



*Various Housing Projects 2013-2024*



**199 Lexington: Redevelopment project consisting of 12 affordable residential units**



**2 Market Street Lofts: 63 residential loft units with ground floor retail**



**135 Summer Street: The VFW Albert Lawson Memorial Post was revived, creating 4 residential units for veterans on the second floor and hall space for VFW's public assembly on the ground floor.**



**18-20 Van Houten: New redevelopment project right off Route 21 consisting of 40 residential units.**



**228-230 Hope Avenue: This redevelopment project created 40 residential**



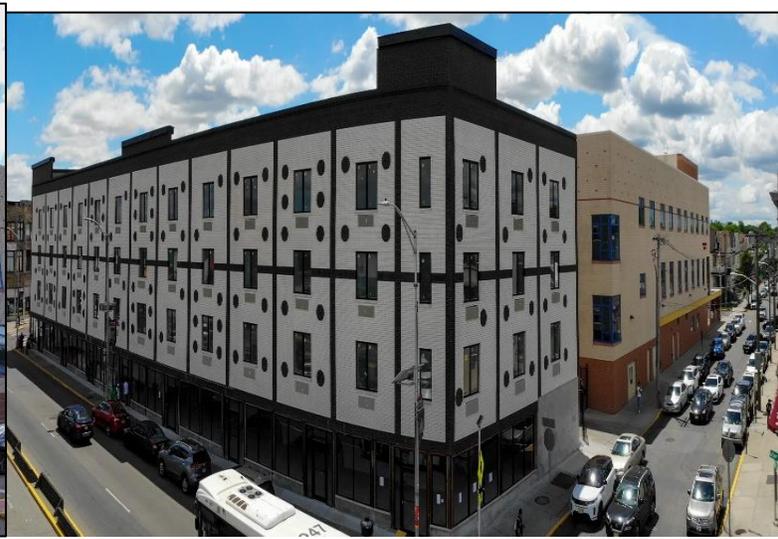
**230-232 Harrison Street: This underutilized, two family home was transformed into a 22 residential unit building**



**176 & 211 Pennington: Conversion of the Old St. Mary's Hospital to 148 residential units and 22 townhouses across the street**



**129- 137 Passaic Street: This mixed commercial and residential building will consist of 17 residential units**



**711 Main Avenue: This mixed commercial and residential building will consist of 15 residential units, 8 offices and 8 retail stores**



**54 Wall Street: A 5-story multi-family structure consisting of 35 residential units**



**99-111 Passaic Street: Conversion of an old railyard transfer station into a mixed used property composed of commercial space and 208 residential units**



**129-137 Passaic Street: This former automotive shop was demolished to create a mixed commercial /residential building with 17 residential units.**

## RECOMMENDATIONS

The following are recommendations for the future of the City's housing market based on all the data analyzed in this section. We took into account a multitude of factors and variables prior to coming to the conclusions below:

***Increase Home Ownership Opportunities:*** Homeownership offers numerous benefits that can positively impact individuals, families, and communities. It can lead to significant wealth accumulation, providing both financial stability and the opportunity to build wealth across generations and generational wealth. With a fixed-rate mortgage, homeowners can enjoy predictable monthly payments, unlike renters who might face regular rent increases. Each mortgage payment contributes to building equity. Over time, as homeowners pay down their mortgage and the property potentially appreciates in value, they accumulate wealth. It becomes a critical component of retirement planning because owning a home can eliminate housing costs in retirement, as accumulated home equity can be tapped into if needed. The City's First Time Homebuyer Program continues to play a pivotal role in expanding home ownership opportunities for low income families.

***Maintain Existing Affordable Housing Units:*** Maintaining the existing affordable housing stock is crucial for maintaining social equity and economic stability. Keeping affordable housing accessible helps prevent displacement of low- and moderate-income families. Existing affordable housing units are often more affordable than new construction, as they may have lower rents or mortgage costs. The City's Home Rehabilitation Program must continue to expand by providing greater opportunities for property owner to maintain in their homes.

***Continue to Encourage Inclusionary and Affordable Housing:*** Affordable housing contributes to community stability by allowing long-term residents to stay in their neighborhoods. Inclusionary housing supports socio-economic diversity, allowing people from various income levels to coexist and benefit from shared resources and opportunities. Affordable housing influences local economies by providing housing for workers in key industries, such as education and retail. These policies encourage developers to contribute to the creation of more equitable communities by ensuring new development benefits residents of all income levels.

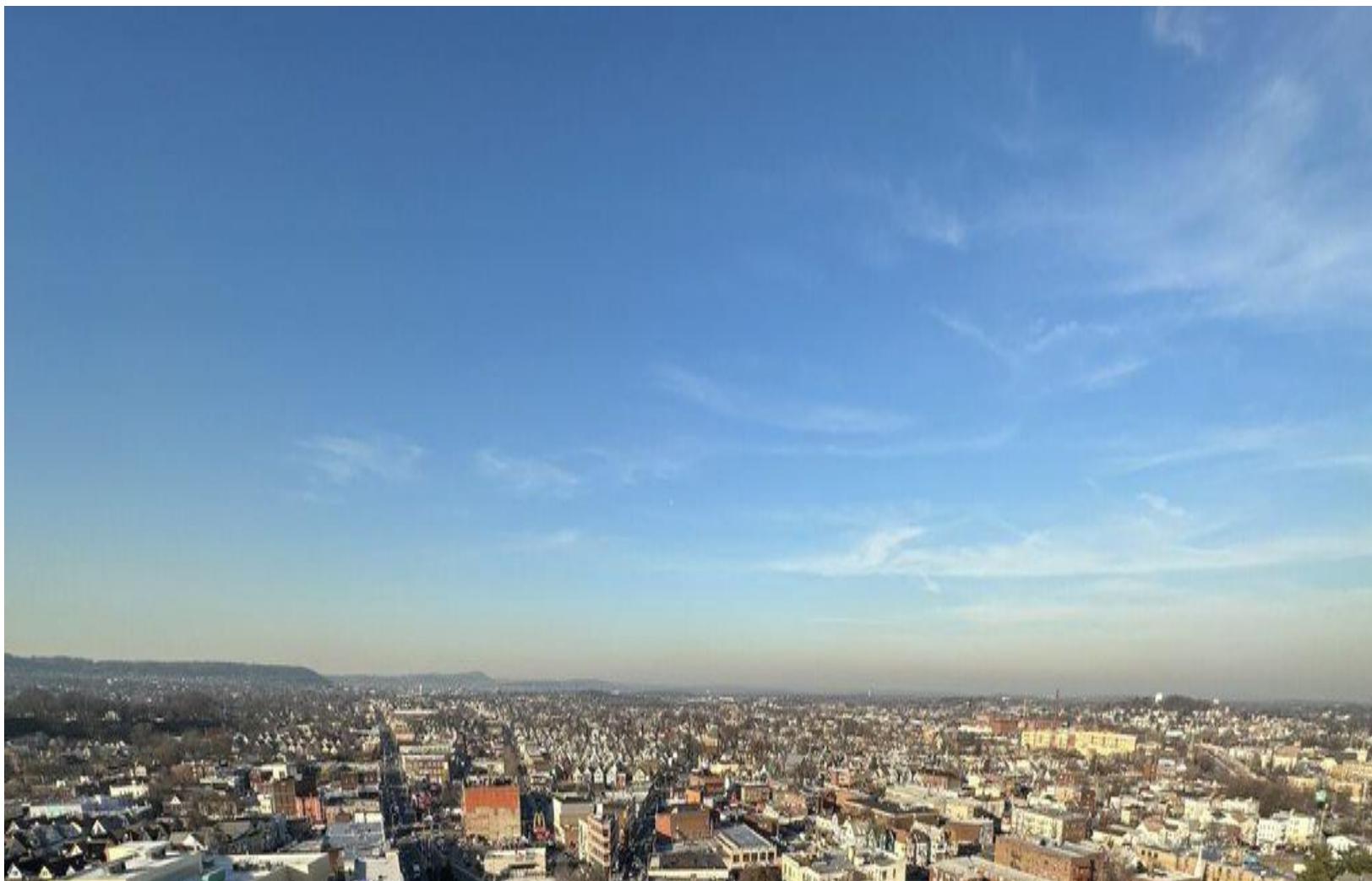
***Increase Market Rate Housing:*** Market-rate housing helps meet the demand for housing in, reducing shortages and stabilizing prices. By increasing the overall housing supply, market-rate housing can reduce pressure on affordable housing units, making them more accessible to those in need. It can lead to neighborhood revitalization, attracting businesses and improving public services. Market-rate housing adds variety to the housing stock, accommodating individuals and families with different income levels and housing preferences.

*(Note: While increasing market-rate housing is important, it should be done in conjunction with efforts to preserve and create affordable housing to ensure housing options for all income levels.)*

***Continue to use LHRL to promote Scattered Site Redevelopment:*** The City of Passaic has been extremely successful in rehabilitating and constructing new units in areas that have been vacant and/or neglected. Scattered site redevelopment can help revitalize blighted or underutilized areas, improving the overall aesthetics and functionality of neighborhoods. Many of the projects listed above were part of the City’s Scattered Site Redevelopment Program. Redevelopment can provide a mix of housing types and sizes, meeting the diverse needs of residents and promoting socio-economic diversity. Redevelopment projects should continue to include affordable housing components, helping to address the need for affordable homes in Passaic. The Alfred Speer Village Complex, as part of the redevelopment process, will provide necessary incentives to upgrade units and incorporating a mix of uses and income levels into the existing 384 units currently on site.

***Provide assistance and resources to low-income families to avoid becoming homeless:*** The City of Passaic’s Dignity House serves as a resource center for individuals struggling with homelessness and temporary displacement through fires, floods, or other adverse weather conditions. Preventing homelessness is often more cost-effective than addressing it once it occurs. The costs associated with emergency shelters, healthcare for homeless individuals, and other services are typically higher than preventative measures. The City’s Human Resources Department will continue to play an important role as the bridge to these services.

***Utilizing Redevelopment powers to construct higher density housing, where appropriate:*** The State Local Housing and Redevelopment Law gives the City the tool to select key locations that would be great candidates for higher density developments. High-density developments use land more efficiently by accommodating more people in a smaller area, which can help preserve green spaces and reduce urban sprawl. They can help increase the supply of housing in desirable areas, potentially leading to more affordable housing options for residents. Economic opportunities can be created by attracting new businesses, supporting local shops, and fostering a vibrant urban environment. As an older industrial City, Passaic has numerous opportunities to revitalize and redevelop underutilized industrial and commercial structures. It is not uncommon to find incompatible industrial uses in the center of residential areas.



# ECONOMIC ELEMENT



The economic development component focuses on highlighting the strengths, challenges, and room for growth to ensure a sustainable and vital community for future generations to come. A diverse mix of industries, income, labor market, and education characterizes the local economy. The City of Passaic continues to adhere to the 2013 Master Plan goals to safeguard the vitality of our local businesses and our key commercial corridors.

**Business Resources and Increase the Number Of Jobs Within The City**

New Jersey's Urban Enterprise (UEZ) Authority, enacted in 1983, is in the State's Department of Community Affairs. The UEZ Program exists to promote an economic environment that revitalizes designated urban communities and encourages their growth by supporting businesses to develop and create private sector jobs through public and private investment. The City of Passaic is a designated UEZ community and has taken part of the program for many years. In 2011, the program was discontinued by the State of New Jersey (Swedberg & Swedberg, 2023). Through careful budgeting, the City of Passaic Enterprise Zone Development Corporation (PEZDC) was able to continue with the City's popular Graffiti Eradication and Clean Sweep projects and with the administration of the programs for several years after the State UEZ was defunded.



In 2021, Governor Phil Murphy reinstated the program, giving back Passaic a needed funding source to assist its businesses. With the reinstatement of the program, the City was once again able to expand the resources they could provide to the business community. Businesses participating in the UEZ Program can charge half the standard sales tax rate on certain purchases (See Appendix F). The business itself could receive tax exemptions on certain purchases, including capital equipment acquired and investments made to build a new facility, expand, or upgrade an existing facility. The City can use their allocation for specific projects that benefit the business located within the City's UEZ zones. The following is a list of a few projects and incentives provided by the City of Passaic Enterprise Zone Development Corporation:

<p><b>Loan Program:</b> It allows businesses to apply for loans not to exceed \$75,000 for any purpose, but working capital loans are capped at \$20,000. Eligible businesses are UEZ certified and in business for at least two years.</p>
<p><b>Signage/Façade Program:</b> It provides grants of up to \$7,500 per business on a 50-50 matching basis.</p>
<p><b>Graffiti Eradication Program:</b> The project funds the ongoing graffiti eradication program. UEZ businesses can request the removal of graffiti from their buildings and storefront free of charge. It also funds the ongoing efforts to eradicate graffiti throughout the entirety of the EZ districts</p>
<p><b>Passaic UEZ Business District Surveillance Cameras Project:</b> It allows the City to install surveillance cameras at various intersections in the business district, thereby providing law enforcement with an important tool to deter and respond to incidents in the business districts and provide a safer environment for business and shoppers.</p>
<p><b>Passaic UEZ Business Expansion Grant:</b> The \$100,000 project is intended to serve as a grant to businesses that are expanding and increasing employment. Maximum Grant award is up to \$50,000.</p>
<p><b>Passaic Quality of Life Police Project:</b> This project establishes a police walking patrol in the UEZ district which will provide an additional visible law enforcement presence, thereby enhancing security to the area and providing shoppers and businesses additional comfort related to their safety. We are in the process of hiring a new part time cohort of seven "Special Police " that routinely walk the various areas to take actions on issues such as parking violations, loitering, graffiti, public drinking, littering, unlawful vendor operations, excessive noise, etc.</p>
<p><b>Passaic UEZ Marketing Campaign:</b> This project is for the purpose of creating marketing material to entice visitors to the UEZ districts. The City has used this funding for billboards, television commercials, newsletters, and a business directory.</p>

**Improve The Appearance And Infrastructure Of The Business Districts**

Improving the appearance and infrastructure of business districts can lead to significant economic, social, and environmental benefits, making it a vital aspect of urban development and community planning. The City of Passaic Enterprise Zone Development Corporation (PEZDC) is permitted to use its funding for infrastructure upgrades within the UEZ zone. Passaic has funded numerous road reconstruction projects, lighting installations, and vermin-resistant trashcans that have benefited businesses within the UEZ zone.

The City is in the process of a Market Street Streetscape Project, which is nearing its final stages of design and will be publically bid for construction. This project focuses on numerous improvements based on complete street concepts and modernized infrastructure within the corridor. It will encourage public spaces, such as parklets, where community members can gather, promoting social interaction and a sense of community. Anticipated features of the project include bicycle racks, street trees, trash receptacles, news racks, and wayfinding signs.

The City is part of NJ Department of Community Affairs Neighborhood Preservation Program (NPP), which has facilitated the installation of wayfinding signs, new parking meters, parking kiosks, and façade/signage improvements of businesses in the NPP designated area. These improvements provide residents with an enhanced and safe shopping experience.



In 2023, through a partnership with EZ ride, NJ Transportation Planning Authority, and NJ Division of Highway Safety, the City created a safety mural on the corner of Hope Avenue and Monroe Street with an aim to reduce vehicle collision, prevent illegal parking on corners, and increase pedestrian/bicyclist safety. Due to the success of this mural in 2024, Bloomberg Philanthropies awarded the city with the necessary funds to create a new permanent

safety mural on the intersection of Monroe Street and Columbia Avenue. Overall, pedestrian safety is a critical aspect of urban planning that offers wide-ranging benefits, from saving lives and improving health to enhancing economic vitality by making shoppers feel safe to visit the commercial corridors.

It is recommended that the City of Passaic continue with a focus on complete street concepts and on programs that will enhance the appearance and infrastructure of the business districts. A well-maintained business district with modern infrastructure attracts businesses and investors. Improved aesthetics and infrastructure create a conducive environment for business growth and operations. With Passaic’s large number of small businesses, attractive and accessible commercial districts provide a positive atmosphere for these businesses to thrive. This approach will encourage entrepreneurship and strengthen the local economic diversity. Modernizing infrastructure, including utilities and transportation, ensures that businesses can support current and future demands, improving flexibility against economic and environmental challenges.



### *Replace Or Reuse Obsolete Industrial Buildings*

Passaic's industrial roots date back to the early 1900s, with many of its industrial buildings located on the city's Eastside. Notable companies such as U.S. Rubber, Botany Mills, Okonite Cable Works, Continental Can, Manhattan Rubber, and Hewitt Robins were among the large industrial operations in the area. These large industrial users, plus numerous small to mid-size industries, formed the foundation of Passaic's economy through the 1950's. It became a primary location during that time due to its access to the Passaic River. Buildings were constructed to meet the industrial needs of the time, often built closely together with minimal space for parking or large vehicles. As industrial business needs changed throughout the century, these buildings could no longer accommodate the uses, leaving the City with multiple underutilized and abandoned industrial structures. This led to a loss of employment opportunities, lower real estate tax revenues, negative aesthetic impacts on the surrounding areas, hazardous conditions, and an inability of the City to attract modern industry to the obsolete space. Over the last ten years, the City began an adaptive reuse initiative to address these outdated buildings.

This approach takes advantage of existing infrastructure, buildings and lots. It supports the creation of mixed-use spaces and conversion of unused buildings into residential, addressing the City's housing needs. Older buildings can be retrofitted with modern energy-efficient technologies, reducing overall energy consumption. Adaptive reuse aligns with sustainable development goals and offers a practical solution to urban challenges, making it a valuable approach in modern urban planning and development.

With the use of the Local Housing and Redevelopment Law (LHRL) and zoning ordinance amendments, the City has seen an unprecedented investment for the alternatives and reuse of obsolete industrial buildings.

The following are just a few of the projects in the process of revitalizing older obsolete industrial buildings:

**217 Brook Avenue:** A former industrial site that was once the home of Passaic Metal Ware Co. has been repurposed into a new mixed-use project. Completed in the summer of 2021, Phase 1 was completed in the summer of 2021, which included a parking deck and Aisle One, the largest kosher supermarket in the region. This is the first part of a multi-phased, multi-use project. Once fully completed, the project will include 128 residential units, retail space and a banquet facility.



**74-120 Eighth Street:** This property was the subject of a horrific fire in 1985, destroying approximately twenty-five (25) acres of high-density industrial properties. Using the LHRL, the City developed a Redevelopment Plan for the area. In late 2022, an application was submitted to the Planning board for the construction of a 300,000 square foot logistic center. The project is at its final stages of construction.



**99-111 Passaic Street:** Property was previously a rail yard transfer station and rail line. The Federal Internal Revenue Service (IRS) foreclosed on the property for non-payment of Federal Taxes and auctioned off the properties to collect the value to off-set the taxes owed by the previous owner. Once again, the City used the LHRL to designate the parcels as “areas in need” and created a redevelopment plan for the site. The city sought to remediate the properties that will remove the presence of illicit activities and unsafe railroad crossings. The site improvements, in turn, increase the general welfare, health and safety of the surrounding neighborhoods. The site is currently under construction, with two of the five buildings of the project completed. A notable significance of this project was the opened opportunity to acquire a portion of the rail line, which divided the City’s Pulaski Park and Passaic County’s Dundee Island Park, allowing the City to connect both parks into one cohesive open space amenity for the residents of the area.



**26 Jefferson:** The old Pantasote site consisted of seven acres abutting Jefferson Street, Hope Avenue, Madison Street, and the Dundee Canal. The environmentally contaminated property contained a large percentage of vacant space, obsolete industrial buildings at various stages of disrepair. In 2018, the City amended the Eastside Redevelopment Plan to accommodate for a modern industrial site, allowing a redevelopment of the 100,000 square foot industrial space. It is currently occupied by one anchor tenant.



It is recommended that the City of Passaic continue its adaptive reuse approach to rehabilitate obsolete industrial buildings and replace them, when appropriate. This strategy not only preserves historical and architectural heritage, fostering a sense of community identity, but also promotes sustainability by reducing the need for new construction materials and minimizing waste. Economically, it revitalizes neighborhoods, increases property values, and creates job opportunities. By converting these buildings into modern, mixed-use spaces, we can address housing shortages, enhance urban vibrancy, and support sustainable development goals.

## MOBILITY AND TRANSPORTATION INFRASTRUCTURE

The 2022 U.S Census indicates that 26.2% of Passaic residents do not have access to a vehicle, with over 15% relying on public transit, and 18% carpooling to work. As a result, residents primarily rely on alternative modes of transportation. Simultaneously, the census data shows a rising number of vehicle ownership from the 2010 census making parking limitations a rising concern. Since 2011, citywide vehicle ownership has increased by 17% of vehicle ownership per household. When compared to the 88.7% of car ownership in the State of New Jersey, the City of Passaic continues to have one of the lowest percentages in the State.

**Table 16:**

VEHICLE OWNERSHIP (RENTERS AND OWNERS)						
	New Jersey		Passaic County		City of Passaic	
	Percent owner-occupied housing units	Percent renter-occupied housing units	Percent owner-occupied housing units	Percent renter-occupied housing units	Percent owner-occupied housing units	Percent renter-occupied housing units
No vehicle available	3.7%	24.7%	3.3%	27.3%	4.0%	32.5%
1 vehicle available	27.4%	47.1%	25.9%	46.5%	32.1%	45.7%
2 vehicles available	43.2%	22.5%	42.5%	21.2%	42.8%	17.6%
3 or more vehicles available	25.8%	5.7%	28.3%	5.0%	21.0%	4.1%

Table 16 2022 American Community Survey, 5-Year Estimates

**Table 17:**

VEHICLE OWNERSHIP			
	New Jersey	Passaic County, NJ	Passaic, NJ
Vehicles Available	Percent occupied housing units	Percent occupied housing units	Percent occupied housing units
No vehicle available	11.3%	14.7%	26.2%
1 vehicle available	34.5%	35.7%	42.8%
2 vehicles available	35.7%	32.4%	23.2%
3 or more vehicles available	18.5%	17.2%	7.8%

Table 17 2022 American Community Survey, 5-Year Estimates

The City of Passaic must continue to improve and establish more walkable areas and access to public transportation. Weighing the pedestrian and mass transit needs with parking requirements in a city involves a delicate balance to create an accessible, and sustainable urban environment. The City has focused on creating a safer atmosphere for pedestrians and bicyclists in an attempt to accommodate the needs of all forms of transportation. Prioritizing pedestrian-friendly infrastructure, such as wide sidewalks, safe crosswalks, and green spaces, encourages walking and enhances the quality of life for residents and visitors. Integrating comprehensive mass transit systems, including buses, trains, and bike-sharing programs, reduces reliance on personal vehicles, alleviating traffic congestion. The current administration has focused on access to mass transit primarily on its Downtown/Eastside due to the predominant use of public transportation, which accounts for 40% of transportation methods used (See Appendix H). The projects are designed to promote the use of public transportation, limiting the use of vehicles, and more walkable sidewalks. These proactive actions are part of the City's Complete Streets policy that aims to create streets that are for everyone.

With a 17% rise in car ownership since the last census, accommodating parking needs is crucial for those who rely on personal vehicles, especially in areas where mass transit may not be fully developed or accessible. To address the increase in vehicle ownership over recent years, the City has added more than 800 parking spaces across all wards. A previously vacant lot at the corner of Colombia and Jefferson Avenue has been converted into a parking area with 29 spaces. New parking spaces have been created in strategic areas including Myrtle Avenue, Hoover Avenue, Third Street, Broadway, Pulaski Park, Ridge Avenue, Main Avenue, Gregory and Paulison Avenue. One of the City's largest parking projects, a municipal parking deck at Passaic and State Street, will offer over 300 spaces to accommodate, shoppers, visitors, and residents. Strategically planning and managing parking facilities can mitigate potential conflicts with pedestrian and transit priorities. Implementing measures such as parking garages, park-and-ride systems, and smart parking solutions helps optimize space and reduce surface parking.

The City remains committed to encouraging alternative transportation options and advancing policies that support the use of public transit, such as reduced parking requirements for new developments near transit hubs, can gradually shift the urban transportation dynamic towards a more balanced, multimodal approach.

### *Transit Village*

A Transit Village designation offers numerous benefits to municipalities in New Jersey, fostering sustainable development and enhancing community livability. The Transit Village Initiative creates incentives for municipalities to redevelop or revitalize the areas around transit stations using design standards of transit-oriented development (TOD). The Transit Village

Initiative is an excellent model for Smart Growth as it encourages growth in areas where infrastructure and public transit already exist. The Main Avenue corridor, between Monroe Street and Prospect Street, is a great zone for a transit village designation as it has the foundation of transit-oriented development standards. With the passage of the Main Avenue Redevelopment Plan, the City is poised to take advantage of this program. This portion of Main Avenue includes a complementary mix of uses including residential, offices, shops, markets, restaurants, salons, services, and coffee shops.

It is recommended that the City continue to investigate and apply for a Transit Village designation. With the imminent construction of a new bus terminal by New Jersey Transit on Main Avenue and Passaic Street, and the City's multi-story deck one block away, this area is ideal for the NJDOT Transit Village designation.

### **Bus Terminal**

For several years, the City of Passaic has negotiated and entered into a partnership with Passaic County, The Passaic Parking Authority, and NJ Transit for the construction of a new bus terminal on Main Avenue and Passaic Street. This location is in the heart of the City's central business district, one block away from Passaic City Hall, and a new multi-story parking deck. The advent of having a new bus terminal in a central business district (CBD) brings numerous benefits, such as increased foot traffic that can lead to higher sales for local businesses, including retail stores, restaurants, and cafes. A new bus terminal can enhance the public transportation network, making it easier for people to commute. It can facilitate connections between different modes of transportation, such as buses, trains, and bikes, improving overall mobility. A centrally located bus terminal can make it easier for people from different parts of the city to access the CBD.

### **MICRO MOBILITY**

Since 2016, transportation has been the largest source of greenhouse gas emissions in the United States. Implementing policies and goals that allow city planners to reimagine urban planning with bikeways and street designs that are multipurpose will allow the ability to accommodate pedestrians, bicyclists, and motorists alike. Providing Passaic residents with a well-connected, accessible, affordable and seamless mobility options can reduce traffic, noise and pollution.

As previously mentioned in other sections of the Reexamination report, the City's goals are to create a community that is safe, resilient and sustainable. Micro mobility plays an integral role in providing affordable mobility, improving air quality, reducing energy consumption,

improving mobility efficiency, reducing road congestion and lowering transportation footprint. The City of Passaic has been proactively working in reaching said goals, through innovative projects:

### *Passaic Shuttle Service*

Providing a free shuttle service to the City's bus terminal and its commercial district offers significant benefits for urban mobility and the local economy. It enhances accessibility, bridging the gap between residential areas and major transportation hubs, making it easier for commuters to reach buses, trains, and other forms of public transit. This convenience encourages more people to use public transportation, potentially reducing traffic congestion. Additionally, the shuttle service can help alleviate the "last mile" problem (getting people from transit stops to their final destinations). Thus, promoting a more seamless and efficient transportation network.

From an economic perspective, free shuttle services can stimulate local economies by increasing foot traffic to commercial districts. By providing a reliable and cost-free way for people to reach shopping centers, restaurants, and other businesses, shuttle buses can boost sales and attract more visitors to the area. This, in turn, can lead to job creation and higher revenues for local businesses. Additionally, such services can enhance the overall attractiveness of a city or town, making it a more appealing place to live, work, and visit. By improving accessibility and supporting economic growth, free shuttle services can play a vital role in fostering vibrant, connected, and sustainable communities. It can provide reliable transportation options for low-income individuals who may not have access to private vehicles.

The City should continue to work with the Passaic Enterprise Zone Development Corporation to assist with funding the project. By enhancing accessibility, promoting economic growth, and encouraging sustainable practices, a new shuttle service to the City's different business districts can significantly contribute to the functionality of the area, lead to a boost in the local economy, and increase access to alternate, affordable, and reliable modes of transportation.

### *Bike Share*

The City of Passaic's Bicycle Master Plan proposes adding 19.44 miles of dedicated bicycle lanes, 8.25 miles of bicycle boulevards, 2.4 miles of shared-use paths, 2.47 miles of shared lanes with road signs, 1.89 miles of buffered lanes and a two-way cycle track. As the City moves towards finalizing the plan, implementing a bike share program would be a complementary step. Bike share programs offer an affordable and convenient transportation option that can enhance existing public transit systems. Building the necessary infrastructure to support such a program is

crucial, as it can reduce traffic congestion by encouraging residents and visitors to choose bicycles over cars for short trips, especially during peak hours.

Bike sharing can also improve access to areas underserved by traditional public transit, bridging transportation gaps and making the city more accessible. By offering easy access to bicycles, Passaic can create a transportation network that better meets the diverse needs of its residents. Promoting cycling as a daily mode of transport encourages physical activity, which can significantly improve public health. Bike sharing also supports the creation of a more active and engaged community, as cycling fosters social interactions and a stronger connection to the urban environment. By integrating bike share programs into the urban landscape, cities can cultivate a more sustainable urban ecosystem.

It is recommended the City of Passaic continue to explore options for a bike share program and design roadways that accommodate bike lanes and boulevards. It will reduce the reliance on personal vehicles and promote the use of alternatives.

## **ROAD, SEWER AND STORM INFRASTRUCTURE**

The City encompasses a network of roadways totaling over 70.1 miles, with jurisdiction divided among the City (78.8%), Passaic County (16.7%), and the New Jersey Department of Transportation (NJDOT) (4.4%). After decades of focusing on road networks that benefit only vehicles, pedestrians are left with unsafe sidewalks and street crossings, thus, a well-designed roadway system with attached sidewalks is crucial for promoting safe, accessible, and active communities. Sidewalks provide pedestrians with a dedicated space, reducing the risk of accidents and enhancing the overall safety of the transportation network. This infrastructure promotes walkability, encouraging healthier lifestyles and reducing reliance on motor vehicles, which in turn can alleviate traffic congestion. Additionally, sidewalks contribute to social equity by ensuring that all individuals, regardless of age or mobility, have the means to navigate their surroundings independently. They also enhance the economic vitality of neighborhoods by improving access to local businesses and amenities.

Maintaining an older roadway network is vital for preserving the functionality and safety of a community's infrastructure. Aging roads often serve as critical arteries for daily commutes, emergency services, and commercial areas, making their upkeep essential to avoid disruptions that can significantly impact local economies and quality of life. Proper maintenance extends the lifespan of these roads, preventing costly and extensive repairs in the future. It also ensures that safety standards are met, reducing the risk of accidents caused by deteriorating road conditions. The City of Passaic has been successful in leveraging funds to maintain their road network.

The City of Passaic has a complete sanitary and storm water system to accommodate the needs of the residents and businesses. It is a gravity flow system and does not necessitate a pumping system to maintain the proper operation of the infrastructure. Most importantly, as mandated by the State of New Jersey, the storm and sanitary systems are separate and not combined. Having a separate sewer and stormwater system is crucial for protecting public health and maintaining an efficient infrastructure management. By keeping wastewater and stormwater flows separate, municipalities can prevent the overloading of treatment facilities during heavy rainfall. Neglecting to do so, often leads to the discharge of untreated sewage into local bodies of water, causing significant environmental contamination and health hazards. Separate systems ensure that wastewater receives proper treatment before being released, reducing the risk of waterborne diseases. Additionally, they enable more effective management of stormwater through sustainable practices, like retention ponds and green infrastructure, mitigating flooding risks and promoting groundwater recharge. This separation enhances the overall resilience and efficiency of urban water management systems, supporting the sustainable growth and well-being of the City.

Due to the age of the infrastructure, it is recommended that the City focus on full road reconstructions that include sidewalk repairs and sanitary and storm system upgrades. A list of many of the infrastructure projects since the 2013 Master Plan are attached in Appendix L, Climate Resiliency Plan.

## **ELECTRIC VEHICLE INFRASTRUCTURE**

Creating an infrastructure for electric vehicles (EVs) is essential for accelerating the transition to sustainable transportation and reducing reliance on fossil fuels. The City of Passaic has begun this process by passing an EV ordinance, adding electric vehicles to their fleet and installing multiple charging station in the vicinity of City Hall. By establishing a robust network of EV charging stations, the City can support the widespread adoption of electric vehicles. This infrastructure is critical for alleviating "range anxiety," the concern that EVs will run out of power before reaching a charging station, which is a major barrier to EV adoption. A well-distributed and accessible charging network ensures that drivers can confidently switch to electric vehicles, knowing they can recharge conveniently.

Developing this infrastructure encourages technological advancements and investments in the renewable energy sector. EVs often integrate with smart grid systems and renewable energy sources such as solar and wind power. A strong EV infrastructure can attract environmentally conscious businesses and residents, bolstering the city's reputation as a forward-thinking, sustainable community. By prioritizing the development of EV infrastructure, cities and regions can lead the way in the global shift towards cleaner, more efficient transportation systems, ultimately benefiting the environment, economy, and public health.



The City should continue to grow their EV fleet for cost saving measures and continue to set the example for residents and visitors. The City and the Planning and Zoning Boards should continue with making sure that there is strict adherence to the EV ordinance by applicants and property owners.

## COMMUNITY/RECREATIONAL FACILITIES ELEMENT

Throughout the past 10 years, the City of Passaic has prioritized and addressed the deficits of recreational areas and opportunities. In the 2013 Master Plan, the need to expand the accessibility and availability of adequate public recreational facilities and activities was identified. The Community Facilities Element focuses on the quality and access to parks and open space, recreation, and education.

### IMPROVING RECREATIONAL STANDARDS

Since 2010, the City Administration has organized a Summer Series, offering residents “Movies at Park”, “Fitness in the Park”, and “Concerts in the Park”, evenly spread throughout the city parks for all to attend, providing children and families with outdoor community events throughout the summer months. To ensure residents reap all the benefits of the city parks, focus was given to the beautification, rehabilitation, and accessible amenities of the parks. The Boathouse Café came into fruition in 2014, offering community members who visit Third Ward Memorial Park an additional amenity, offering a



variety of foods and drinks. Throughout the years, it has become a local coffee spot with a pleasant atmosphere for people to sit and enjoy their time. Hughes Lake was dredged and restocked with fish to provide fishing opportunities for residents and support the activities of the city’s new fishing club.

In 2021, the City of Passaic installed a synthetic ice skating rink in Third Ward Memorial Park, offering a space for skating year round as well as an outdoor dining area and community sukkot. This new amenity has attracted hundreds of residents of all ages, providing a popular recreational option throughout every season.



The Recreation Department organizes year-round events that are tailored to each season, such as the Fall Festival, Trick or Trunk, cooking classes, yoga, Christmas Tree Lightings and parade, painting classes, and a variety of arts and craft workshops. Additionally, the Recreation Department has recently hosted its free 2<sup>nd</sup> annual Family Campout, allowing families to camp out in Third Ward Memorial Park, enjoying a

weekend full of activities, movies, a camp fire and great company before children return to school. As the Recreation Department consistently provides a variety of activities that are accessible to children, adults, seniors, and those with disabilities, the number of total participants continue to exponentially grow.

**Table 18: 2013-2023 Participation in Recreation Events**

YEAR	TOTAL PARTICIPANTS
2013	4,243
2014	4,344
2015	3,437
2016	3,737
2017	1,893
2018	2,099
2019	2,750
2020	1,518
2021	6,975

2022	3,971
2023	4,104

**CONSTRUCTION OF AN INDOOR ATHLETIC FACILITY**

The City Administration recognized the need for an indoor athletic facility to accommodate various sports, and by 2014, the facility was built. The facility supports activities such as soccer, baseball, softball, wrestling, football, and teen nights, and is also used by the local high school. In addition to hosting sports, the facility has served as the venue for the annual book bag drive and provides an indoor option for events during inclement weather.



**REHABILITATION OF PARKS**

For several years, Dundee Island was a forgotten and dreary stretch of land. Through the collaboration with the County of Passaic, Dundee Island Park was completely renovated in 2019, providing residents with a playground, soccer field, amphitheater, spray park, concession and restroom facilities, exercise equipment, a boat launch, and canopy in an area that has historically lacked green spaces.



Recreation Improvement Grant to add a rubberized surface to Pulaski Park's Officer Robert Strone playground. In September of 2023, the Benson and Howard Avenue Tennis Courts located within Third Ward Memorial Park were newly renovated, increasing access to recreational opportunities for residents of all ages. These courts also accommodate pickle ball and volleyball. Managed by the Passaic Recreation Department, children of all ages can participate in summer and winter programs that teach them the foundations of various sports, such as tennis, soccer, baseball, basketball in well-maintained recreational areas. As part of its commitment to an inclusive community, the City launched the "Blue Parks" initiative, which aims to make parks safer and

more welcoming for children with special needs. This includes the installation of sensory equipment and fencing for added security.



In 2023, the City of Passaic was awarded by New Jersey Green Acres Program to enhance the playground and amenities at Mayor Johnson Park (Tennyson) and add a rubberized walking track around third ward.



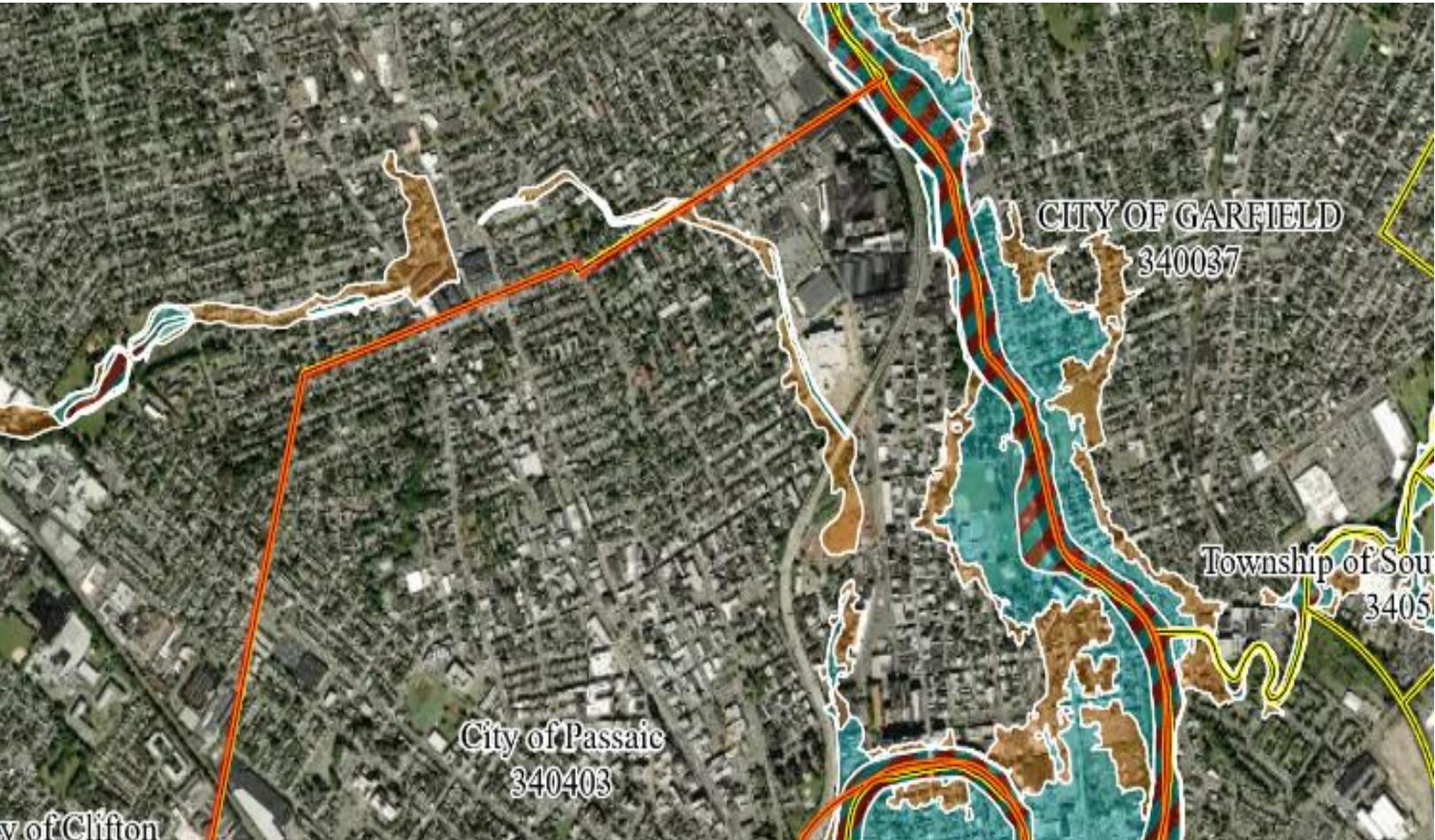
In 2024, the City of Passaic was once again awarded by New Jersey’s Green Acres Program to fund a complete rehabilitation of Colonel Johnson Park. The park has lost most of its attraction as the playground, basketball court, and canopy have been deteriorating. The City of Passaic will be installing a new spray pad, bicycle racks, new park benches, rain garden along low points, trees, and recycling system to reduce water consumption and waste.



**Recommendations:**

The City of Passaic has accomplished the majority of all Recreation Goals detailed in the 2013 Master Plan, and has gone beyond the rehabilitation of Christopher Columbus Park and the Veteran's Memorial Park to the rehabilitation of Pulaski Park and Colonel Johnson Park. The improvements and expansion of the public parks and recreational programs over the last ten years have addressed the needs of adults, teenagers and children of the City of Passaic.

- Continue the beautification, maintenance, and protection of all City parks
- Continue to expand programs that allows children, families, and seniors to gather within open space
- Continue to accommodate all residents and their needs in parks and playgrounds



# CLIMATE CHANGE VULNERABILITY ASSESSMENT



The Municipal Land Use Law, pursuant to N.J.S.A. 40:55D-28(2)(h), requires a Land Use Plan Element to include a Climate Change-Related Hazard Vulnerability Assessment. The Assessment is required to:

1. Analyze current and future threats to, and vulnerabilities of, the municipality associated with climate change-related natural hazards including, but not limited to, increased temperatures, drought, flooding, hurricanes, and sea-level rise.
2. Include a build-out analysis of future residential, commercial, industrial, and other development in the municipality, and an assessment of the threats and vulnerabilities identified above (subparagraph #1) related to that development.
3. Identify critical facilities, utilities, roadways, and other infrastructure that is necessary for evacuation purposes and for sustaining quality of life during a natural disaster, to be maintained at all times in an operational state.
4. Potential impacts of natural hazards on components and elements of the Master Plan.
5. Strategies and design standards available to reduce or avoid risks associated with natural hazards.
6. Policy statement on the consistency, coordination, and integration of the climate-change related hazard vulnerability assessment with any existing or proposed natural hazard mitigation plan, floodplain management plan, comprehensive emergency management plan, emergency response plan, post-disaster recovery plan, or capital improvement plan.

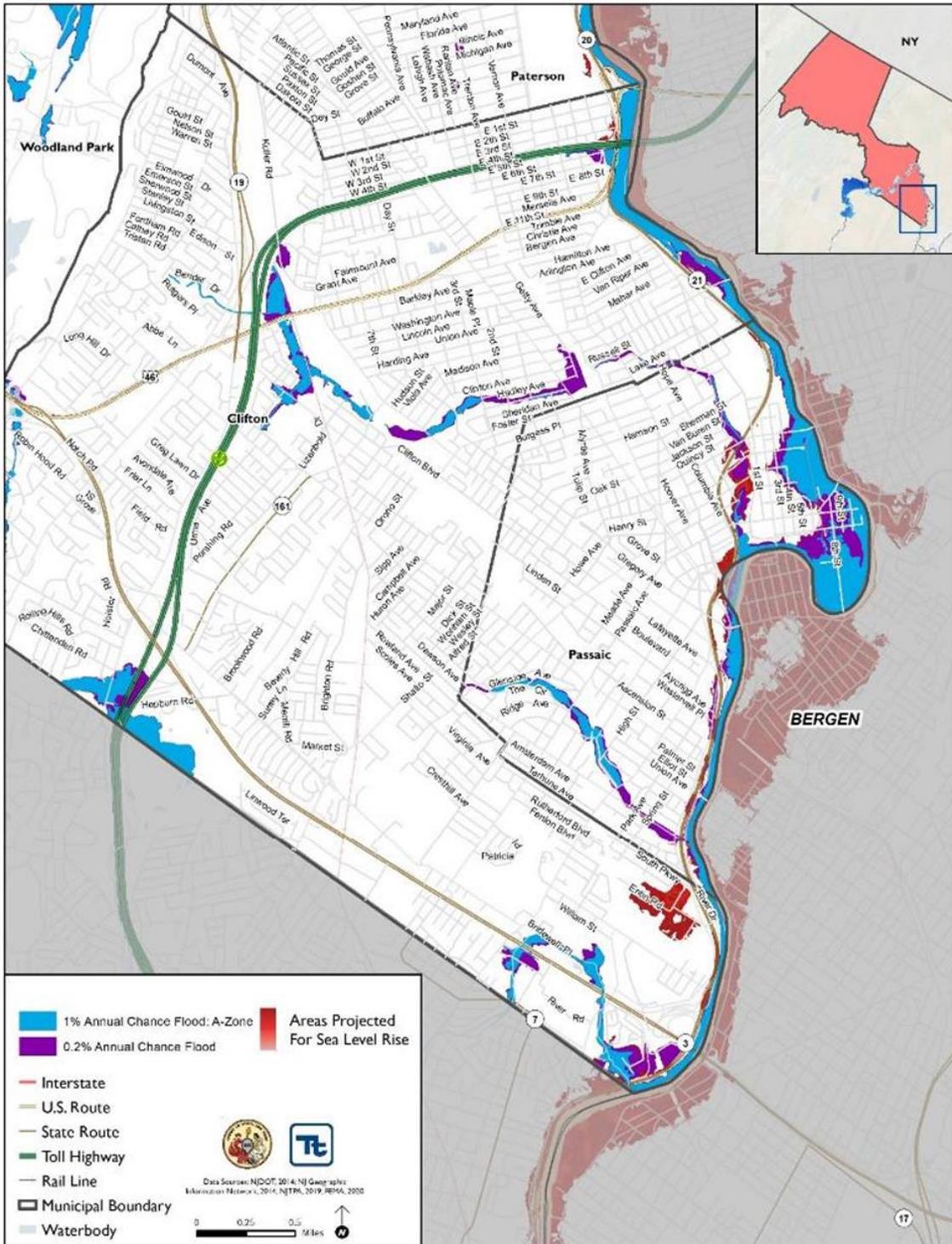
This section was completed using FEMA best management practices for hazard mitigation planning and is consistent with the *State of New Jersey Climate Change Resiliency Strategy* report dated October 12, 2021 (“NJ Resiliency Report”). The City of Passaic is located in southeastern Passaic County and shares its eastern and western boundary with the City of Clifton and the Passaic River, respectively. According to the 2020 Census, the City of Passaic has about 70,537 residents - the third largest population in the county - after the City of Paterson and City of Clifton at 159,732 and 90,296, respectively. It is primarily urban with dense neighborhoods consisting of single-family residential, multi-family residential, and areas of mixed commercial, office, and residential uses. The main business or commercial districts are along Main Avenue, Lexington Avenue, and Monroe Street. Saint Mary’s General Hospital, an acute care facility, is located near the western border of the city. There is a mix of heavy and light industrial zones near the northeastern border of the city.

As mentioned earlier, the Passaic River traverses along the eastern boundary. The Passaic River Basin, the second largest and the longest river in New Jersey, has three distinct geophysical regions – the Highlands, the Central Basin, and the Lower Valley. The City of Passaic is located in the Lower Valley, which defines the stretch from Little Falls to Newark Bay. The Passaic River Basin is one of the most densely developed floodplains in the eastern U.S. As a result, the areas near the Passaic River in the city are susceptible to riverine flooding. A portion of the overall

municipality is within an identified Flood Hazard Area (FHA), totaling approximately 489 acres in area or approximately 23.6% of land area.

The majority of the flood hazard areas are located to the east of New Jersey Route 21 and the eastside neighborhood along the Passaic River. Based on the most current FEMA RS Means for Passaic County dated 2020, there are 67 buildings located in the 100-year (1%) floodplain and 336 buildings located in the 500-year (0.2%) floodplain. Based on the FEMA data, approximately one tenth (9.6%) of all buildings in the City are in an identified flood hazard area.

According to the 2020 Passaic County Hazard Mitigation Plan (2020 HMP), the current and most significant future threats to Passaic include flooding, thunderstorms, severe storms, hurricanes/tropical storms, and nor'easters/severe winter storms. These future threats are likely to impact the areas of the city bordering the Passaic River rather than specific locations within the City of Passaic. Sea level rise may not have a major impact on Passaic due to the municipality's distance from and elevation above the major bodies of water to have any significant impact. However, as depicted in Figure 1, the HMP identifies a few areas surrounding the banks of the Passaic River and Weasel Brook that may be impacted by sea level rise. Increasingly intense storm events due to climate change will make the potential for the types of future threats discussed above more likely. This report also addresses drought and increased temperatures as required by the MLUL; however, these were not identified as major threats to Passaic.



Source: Passaic County Office of Emergency Management (2020.) Passaic County Hazard Mitigation Plan: Projected Area Impacted by Seas Level Rise in Passaic County.

## ANALYSIS OF CURRENT AND FUTURE THREATS

The City of Passaic, located in northeastern New Jersey and southeastern Passaic County, is susceptible to coastal storms and flooding. Given that Passaic River runs along the eastern boundary of the city, flooding poses a consistent threat in the community. This is because areas in the vicinity of the river are located in special flood hazard areas. Thus, flooding is a high ranked hazard in the city. Based on the 2020 HMP, the following hazards are of high, medium, or low levels of risk for the City of Passaic:

Hazard Type	Level of Risk
Coastal Storms	High
Dam Failure	Low
Disease Outbreak	Medium
Drought	Medium
Earthquake	Medium
Extreme Temperature	Medium
Flood	High
Geological Hazards	Medium
Hazardous Substances	Medium
Infestation and Invasive Species	Medium
Severe Weather	Medium
Severe Winter Weather	Medium
Wildfire	Low

### Increased Temperatures/Extreme heat and Cold

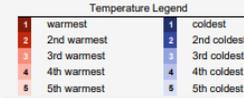
N.J.S.A. 40:55D-28(h)(i) requires a land use plan to address increased/extreme temperatures. This, according to the 2020 HMP, is a medium threat to the City of Passaic. According to National Oceanic and Atmospheric Administration (NOAA) National Centers for Environmental Information, New Jersey's annual average temperatures have increased by three degrees Fahrenheit over the past century, and it is predicted that heat waves will become more intense in

the future. While temperatures are variable on a year-to-year basis, the general trend over a long span of years shows a clear increase in average temperatures. For example, comparing 2019 to 2020 does not indicate much of a temperature difference; but, when looked at over a period of 100 or more years it is evident that there is an overall increase in temperature, as seen in Figure 2. Data featured in this analysis is from the National Centers for Environmental Information (NCEI) divisional climate dataset, nClimDiv. This analysis from 1895 to 2022 shows that 77% of the five warmest months have occurred since 1990 and none of the top five coldest months have happened since 1990.

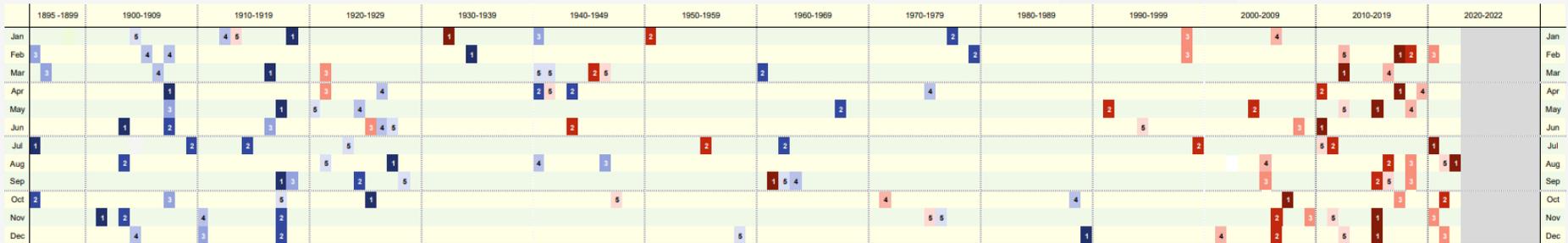
Typically, hazard mitigation planning addresses extreme heat or extreme cold as it relates to the Centers for Disease Control (CDC) extreme events. The 2020 HMP identified extreme temperature as a hazard with medium impact for the county as a whole. Extreme heat events can sometimes cause short periods of utility failures, commonly referred to as “brownouts,” due to increased usage from air conditioners, appliances, etc. Similarly, heavy snowfall and ice storms, associated with extreme cold temperature events, can cause power interruption as well. In this context, backup power is recommended for critical facilities and infrastructure. More specifically, the HMP acknowledges that Passaic has obtained generators to ensure continuity of operations at critical facilities and to assist medically vulnerable populations with mobile generators.

The 2020 HMP also notes that inland urban areas are more vulnerable to heat waves due to the urban heat island effect. In the occurrence of an extreme temperature event, which includes both heat and cold events, loss of business function is possible due to unexpected repairs (e.g., pipes bursting), power failures, or additional operational costs due to increased use of generators, thermal expansion, and other impacts to infrastructure. Although Passaic is a highly urbanized area, the HMP identifies extreme temperatures as a medium risk. This may be attributed to the numerous acres of parkland present in the city. As per the 2013 Master Plan, out of the total 3.2 square miles about 1.25 square miles have been reserved for open space.

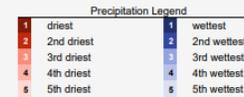
## New Jersey's Extreme Temperature and Precipitation Months, 1895-2022



### Temperature - For each calendar month the 5 warmest and 5 coldest years in New Jersey



Observation: The extreme warmest months tend to be after 1990. The extreme coldest months tend to be before 1930.



### Precipitation - For each calendar month the 5 driest and 5 wettest years in New Jersey



Observation: There is no obvious trend in the distribution of extreme wettest and driest months.

**Explanation**

- Each month has two sets of 1-5, one set in shades of red for warmest/driest and one set in shades of blue for coldest/wettest.
- Ties are indicated by the same number appearing two or three times for the same month.
- The period of record is January 1895 to December 2022.
- Monthly rankings are based on State-wide averages of monthly temperature and precipitation.
- All data are from the web page of the New Jersey State Climatologist, [http://climate.rutgers.edu/stateclim\\_v1/nclimdiv/](http://climate.rutgers.edu/stateclim_v1/nclimdiv/)
- In 2014, NOAA altered the way it estimates monthly statewide precipitation and temperature. All years were re-analyzed using this procedure resulting in minor changes from previously reported values and rankings. For more information on NOAA's new nClimDiv approach visit <https://www.ncdc.noaa.gov/monitoring-references/maps/us-climate-divisions.php>.



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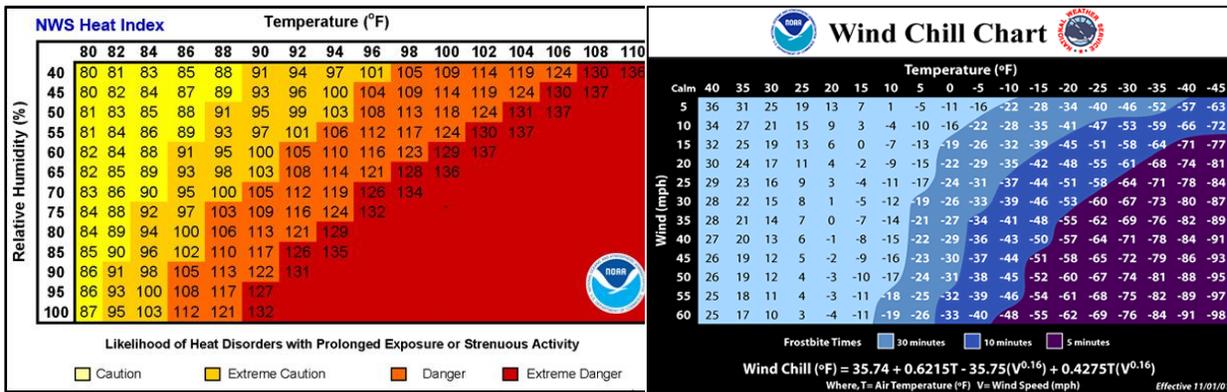


February 2023

'Source: Office of New Jersey State Climatologist. 2023. <https://climate.rutgers.edu/stateclim/>, accessed on May 30, 2024.

## DESCRIPTION OF THE EXTREME TEMPERATURE HAZARD

Temperatures that are significantly above normal are considered extreme temperatures. There is no specific point when air temperatures are defined as significantly above normal. However, the National Weather Service (NWS) will initiate alert procedures such as special weather statements when the heat index is expected to exceed 105°F-110°F (depending on local climate), for at least two consecutive days. Heat stress can be indexed by combining the effects of temperature and humidity.



Source: National Weather Service. (n.d.) What is the Heat Index?  
<https://www.weather.gov/safety/cold-wind-chill-chart>,  
accessed May 30, 2024

Source: National Weather Service. (n.d.) Wind Chill Chart  
<https://www.weather.gov/safety/cold-wind-chill-chart>,  
accessed May 30, 2024

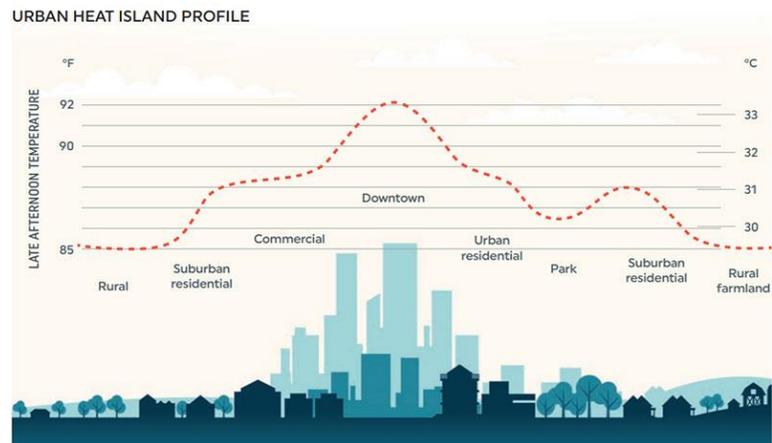
Temperatures that are significantly below normal are considered extreme cold temperatures. What constitutes extreme cold, and its effect varies across different areas of the United States. In areas unaccustomed to winter weather, near freezing temperatures are considered "extreme cold." Freezing temperatures can cause severe damage to citrus fruit crops and other vegetation. Pipes may freeze and burst in homes that are poorly insulated or without heat. In the northeast, below zero temperatures may be considered as "extreme cold." The consequences of extreme cold on humans are intensified by high winds that increase the rate of heat loss and have the effect of making it feel colder than the actual air temperature. Extreme cold temperatures combined with high winds can lead to frostbite, permanent damage to the body, or even death.

## OCCURRENCES OF EXTREME TEMPERATURE

The 2020 Passaic County HMP identified that there were nine (9) instances of heat / extreme heat events from 1950 to 2019 and four (4) cold/wind chill / extreme cold/wind chill events during the same period. Passaic County and the City of Passaic have a high probability of experiencing times of extreme heat, and it is likely that 70% of summers in the county will be hotter than the current warmest summer on record by around 2050. Record-setting cold temperatures are expected to continue decreasing, as they have since the early 1990's. This decrease in record setting low temperature will be due to the increasing average temperatures caused by climate change.

### Vulnerability Mitigating Risk

As indicated earlier in this document, excessive heat or cold is a medium health threat in Passaic. Passaic County and the City of Passaic often retain more heat due to a greater number of impervious surfaces and buildings. These conditions can be exacerbated with the heat island effect, which is more prevalent in highly urbanized communities like Passaic. As future growth occurs, Passaic should consider the ability of new developments to withstand extreme temperatures through sustainable building design (e.g. Leadership in Energy and Environmental Design [LEED]) and consistent enforcement codes and regulations for new construction. The city, like other municipalities that experience an increase in population, may require utility system upgrades. These upgrades will help to keep up with increases in utility demands during extreme temperature events and prevent increased stresses on systems.

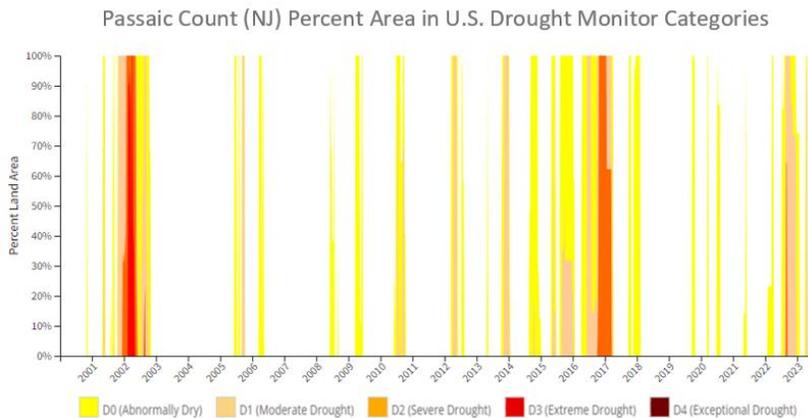


Source: Urban Land Institute. *Urban Heat Island Profile from (2020).*  
<https://urbanland.uli.org/sustainability/four-approaches-to-reducing-the-urban-heat-island-effect>, accessed May 30, 2024.

Projected Climate Data							
Year	Baseline	Moderate Emissions (RCP 4.5) <sup>1</sup> Change from Baseline			High Emissions (RCP 8.5) <sup>1</sup> Change from Baseline		
	1981-2010	2030	2060	2090	2030	2060	2090
Days Above 95°F (Days) <sup>2</sup>	<= 4	+5 to +10	+5 to +20	+11 to +20	+5 to +10	+11 to +20	+31 to +50
Cooling Degree Days (Degree Days) <sup>3</sup>	401 to 1200	+200 to +400	+400 to +600	+400 to +800	+200 to +400	+600 to +800	+1200 to +1400
Max Temp. July (°F) <sup>4</sup>	81°F to 85°F	+2°F to +3°F	+3°F to +4°F	+4°F to +5°F	+2°F to +3°F	+5°F to +6°F	+8°F to +10°F

Source: NJ Climate Change Resource Center at Rutgers University (n.d.) Projected Climate Data

## DROUGHT



Source: National Integrated Drought Information System. (2023.) Historic Conditions for Passaic County. <https://www.drought.gov/>

According to NOAA’s National Integrated Drought Information System database, Passaic County has experienced one (1) extreme drought event in the period from 2000 to 2023.

Droughts are characterized between D1- Moderate Drought to D4- Exceptional Drought. Since 2000, Passaic County has experienced eighteen (18) drought events. Of

the events, thirteen (13) were moderate droughts, four (4) were severe droughts and one (1) was considered an extreme drought.

While droughts can have detrimental effects on different types of communities, agricultural communities are the most susceptible to direct impacts of drought. The drought hazard is a concern for Passaic County because the county’s water is supplied by both surface water and groundwater. Surface water supplies are affected more quickly during droughts than groundwater sources. The City of Passaic, being a dense urban community with no significant agricultural activity, may not

necessarily be susceptible to drought. However, the impacts of drought could potentially affect water supply. In a future scenario of extreme and exceptional drought, the city may need to consider certain mitigation efforts to conserve water. Mitigation efforts can include moratorium on watering of lawns and washing of cars among other non-essential uses. The establishment of water conservation tactics such as rain collection systems is another way of ensuring efficacy in water usage.

**D0 - Abnormally Dry**

- Crop growth is stunted; planting is delayed
- Fire danger is elevated; spring fire season starts early
- Lawns brown early; gardens begin to wilt

**D1 - Moderate Drought**

- Irrigation use increases; hay and grain yields are lower than normal
- Honey production declines
- Wildfires and ground fires increase

**D2 - Severe Drought**

- Specialty crops are impacted in both yield and fruit size
- Producers begin feeding cattle; hay prices are high
- Warnings are issued on outdoor burns; air quality is poor

**D3 - Extreme Drought**

- Crop loss is widespread; Christmas tree farms are stressed; dairy farmers are struggling financially
- Well drillers and bulk water haulers see increased business
- Water recreation and hunting are modified; wildlife disease outbreak is observed

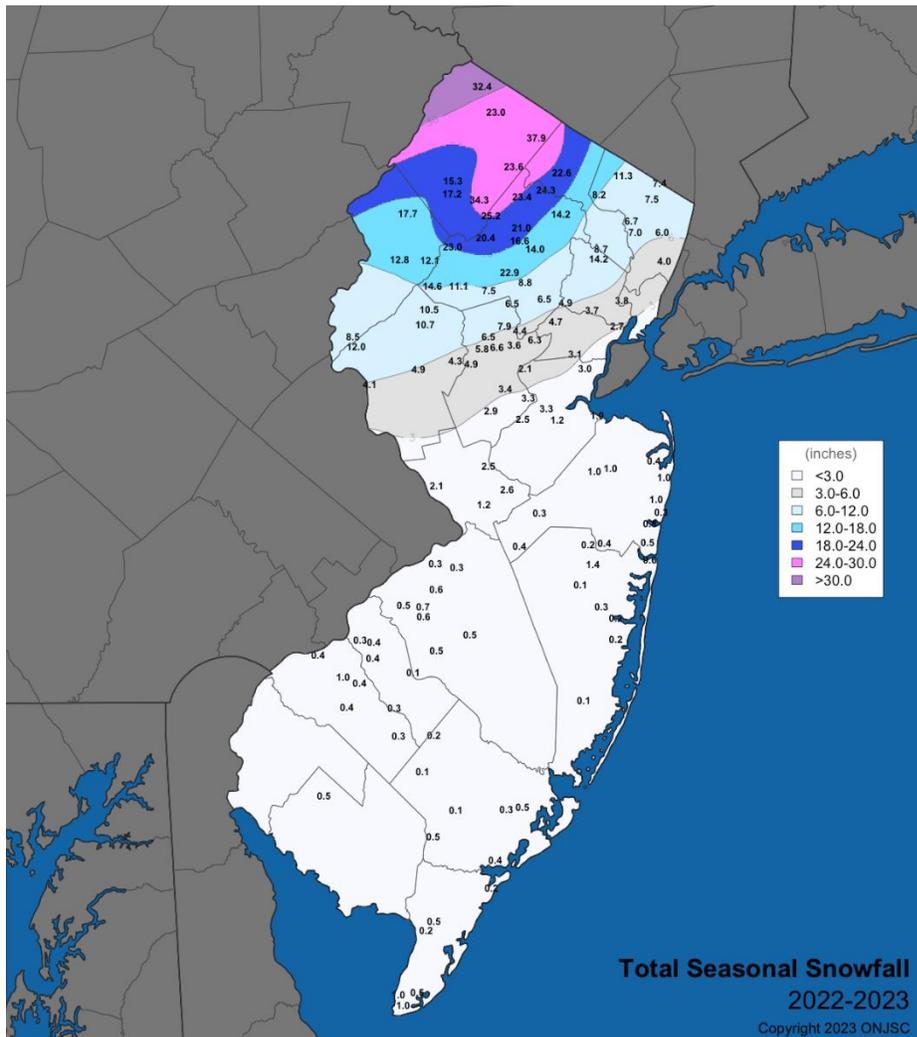
**D4 - Exceptional Drought**

- New Jersey has experienced little or no exceptional (D4) drought, so there are no D4-level drought impacts recorded in the Drought Impact Reporter.

NOAA defines drought as “a period characterized by long durations of below normal precipitation. Drought conditions occur in virtually all climatic zones, yet characteristics of drought vary significantly from one region to another, relative to normal precipitation within respective regions. Drought can affect agriculture, water supply, aquatic ecology, wildlife, and plant life. Drought is a temporary irregularity in typical weather patterns and differs from aridity, which reflects low rainfall within a specific region and is a permanent feature of the climate of that area.”

## SEVERE WEATHER (HURRICANE, NOR'EASTER, SEVERE STORMS, WINTER STORM)

The City of Passaic and Passaic County primarily experience extreme storm events associated with winter weather. According to NOAA's Storm Events database, Passaic County experienced 130 severe weather events between 2017 and 2023. In that eastern Passaic County, which includes the City of Passaic, experienced 31 severe weather events. These 31 severe weather events involved winter weather (11), heavy snow (3), flash flood (5), high wind (3), thunderstorm wind (2), winter storm (6) and tropical storm (1).



Source: Office of the State Climatologist at Rutgers University (2023.) Winter Storm Totals.  
<https://climate.rutgers.edu/stateclim/?section=menu&%20target=wint2223snowtotals>, accessed on May 30, 2024.

In New Jersey, winter storms include blizzards, snowstorms, and ice storms. Nor'easters are also common type of storms that may occur during winter months within the state. Winter weather impacts include lost productivity, traffic accidents, downed trees, medical events (such as

heart attacks), and hypothermia (which rarely causes any significant or long-term problems). Traffic accidents and road closures due to wintry conditions are most likely to cause damage. Projecting future vulnerability to Passaic from winter weather events is difficult due to climate change. As described in the 2019 New Jersey State Hazard Mitigation Plan, there are two climate change trends affecting winter weather in the state. First, rising temperatures are likely to decrease the number of days when the temperature is cold enough for winter weather, as was experienced during the Winter of 2022-2023 and this past winter. The countervailing trend is that the climate has gotten wetter. It is likely that there will be fewer winter events but when they do occur, then the intensity of the winter storms may increase. In order to mitigate the adverse impacts of winter storm events, the city should ensure that there is adequate green space and vacant areas available for the city's public works to clear off snow from the roadways. It is also important that the city maintains adequate right of way widths to have enough area for snowplows to be able to deposit the snow from the cartway during a winter storm event.

## **WIND DAMAGE**

Significant damage can occur from high winds associated with severe weather events like hurricanes, nor'easters, tropical storms, and winter storms. FEMA classifies these threats to be accompanied by high winds. The risk is present across all of Passaic County and equally impacting all the municipalities therein. The threat of wind damage to the City of Passaic is not unique compared to surrounding municipalities. Because the probability of the City of Passaic experiencing a high wind event during a severe storm and winter storm is high, Passaic is likely to experience wind damage. These potential damages are discussed below.

### **Wind Damage Impacts and Hazard Vulnerability**

The City of Passaic is a densely populated urban community, with a mix of multi-family and single-family residences, industrial buildings, and mixed-use offices and retail with apartments above. The city has a mix of multi-story reinforced buildings, balloon frames, and unreinforced masonry. As discussed in the 2020 HMP, wind profiles in this area of the county indicate a relatively low potential for severe events, and adequate construction techniques and building codes have generally sufficed to keep risks low. There are two main sources of potential wind damage in such communities: (1) structural damage to residential and non-residential buildings, and (2) power losses, mainly due to trees falling on above-ground lines. There are established methodologies for completing general risk assessments for these hazards.

Hazus is a regional multi-hazard loss estimation model that was developed by FEMA and the National Institute of Building Sciences. Hazus' methodology is an established technique to assess potential risk to existing structures in the scenario of high-wind events. These high-winds are projected to occur during extreme weather events that could potentially affect Passaic such as Nor-easters, tropical storms and hurricanes. Based on Hazus model data for the Passaic County

HMP, it is projected that a 100-year wind event would result in a loss of \$3,468,783. In a 500-year probabilistic wind event, the resulting damage would result in a loss of \$16,624,328.

Table 1 below summarizes the estimated losses related to a high wind and flood event for both the 100-year and 500-year event in City of Passaic.

<b>Table 1: Total Damage for 100- and 500-year Hurricane Wind Events in Passaic</b>		
<b>Cause</b>	<b>100-year Risk</b>	<b>500-year Risk</b>
<b>Wind Damage</b>	\$3,468,783	\$16,624,328

The numbers noted above, in Table 1, are the total damage to buildings (structure only). The HMP notes that the total economic loss due to a 100-year hurricane and flooding in a 100- and 500-Year Mean Return Period Event is \$3,593,517 and \$8,408,327, respectively.

There are several recommendations that the City of Passaic could adopt to mitigate the potential damage from high winds in a severe weather event. The city should adhere to the most up-to-date building codes to ensure the highest quality of construction. The city should have an active tree inventory that includes an assessment of tree conditions and a prioritization list for trees that should be removed, based upon their potential to cause damage to utilities and structures in a high wind event. Where feasible, the city should move utilities underground to make them less susceptible to outages in high wind events. Provision of backup generators for all critical facilities is one mitigation action and the other is updating municipal codes as required. As per the 2020 HMP, the city has obtained backup generators to ensure continuity of operations at critical facilities and assist vulnerable populations. The city should continue to obtain backup generators and also update municipal codes, as required.

# FLOOD HAZARD

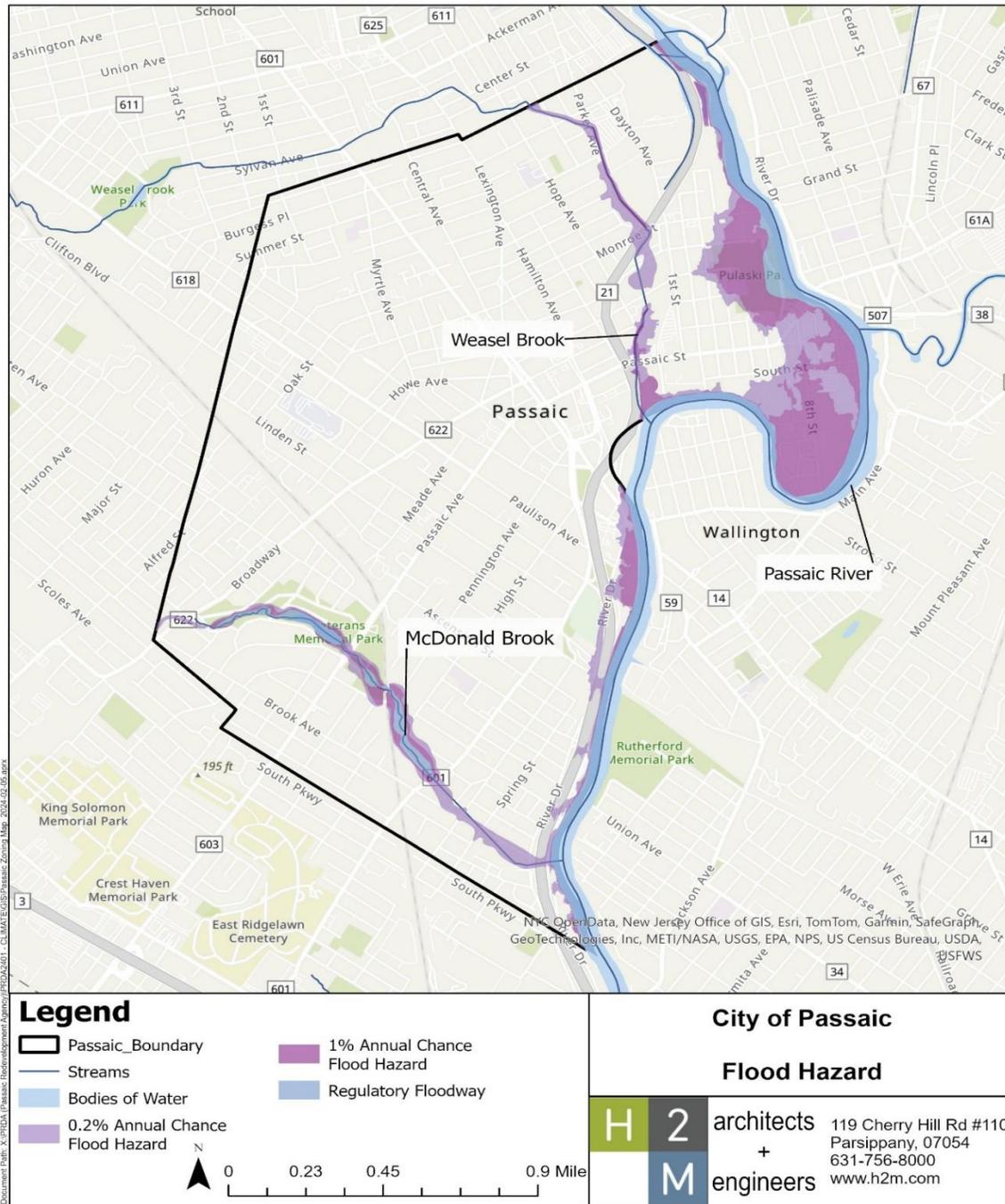
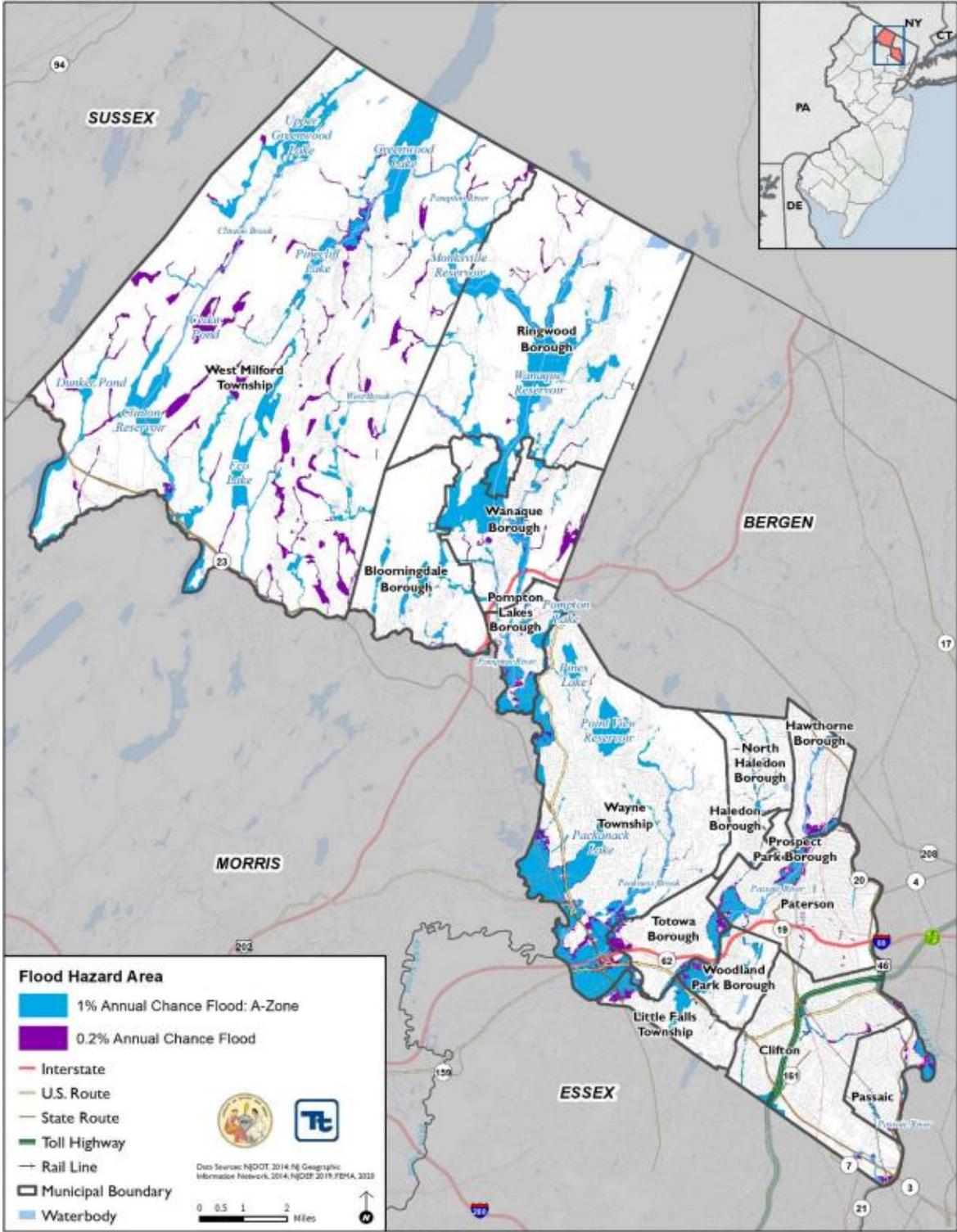


Figure 8, above, shows the areas affected by the flood zones near the Passaic River, McDonald’s Brook, and Weasel Brook.

There is localized flooding during storm events such as severe thunderstorms, nor'easters, and sometimes hurricanes / tropical storms. Flooding most often occurs in or near the areas described below:

1. Passaic River – this area is a major flood area in the city that runs along the eastern boundaries of the city. Much of the area east of Route 21– along the river are within the 1% and 0.2% annual chance of flooding or in other words within the 100-year and 500-year floodplain, respectively.
2. McDonalds' Brook– this flood area runs through Third Ward Memorial Park. There are very few buildings in this area, most of which fall within the 500-year flood plain.
3. Weasel Brook – The Weasel brook is largely covered within the boundaries of the city, with the surrounding area located in the 500-year floodplain.

One of the best resources for determining flood risk in a jurisdiction are FEMA's Flood Insurance Rate Maps (FIRMs). The FIRM is the official map of a community on which FEMA has delineated both the special flood hazard areas (1% annual chance of flooding) and the risk premium zones applicable to the jurisdiction. The effective FIRM date for Passaic County is April 17, 2020, and the delineated areas are depicted below.



Source: Passaic County Office of Emergency Management (2020.) Passaic County Hazard Mitigation Plan: Flood Hazard Area.

Current FEMA guidance uses the term extent as analogous to potential severity. The extent of the flood hazard in the City of Passaic is of high rank. The most flood-prone areas of the

jurisdiction can expect to experience a depth of flooding ranging from one to three feet, with more frequent rain events causing a few inches of inundation at low spots, and those adjacent to culverts and stream channels. The current engineering design standard for the jurisdiction is a 25-year event (i.e., one with a 4% annual chance of occurring), so events more significant than that have the potential to inundate areas. However, projecting for future flooding events likely requires assuming that properties that are located outside the identified flood hazard areas are potentially susceptible to flooding from the Passaic, as was the case during Tropical Storm Ida.

Passaic has 67 buildings located in the 100-year (1% annual) floodplain and 336 buildings located in the 500-year (0.2% annual) floodplain. Although these figures offer some insight into the flood hazard in this jurisdiction, they are not particularly reliable as a risk indicator because in many cases structures and infrastructure (where the risk-producing impacts occur) are not located in the specific areas that are in the floodplain.

Another potential indicator of the damage that could occur as the result of flooding events is to review the number of FEMA repetitive loss properties and the cumulative amount of money paid out for flood damaged properties. Compared to other municipalities within Passaic County, the City of Passaic has a moderate number of repetitive loss properties and damage caused by repetitive flooding. In the city, there have been a total of 119 losses and a total of \$10,577,415 in payments. There are currently 10 repetitive loss (RL) properties and only one (1) severe repetitive loss (SRL) property in the city. In order to minimize the potential damage that can occur in future flood events, it is recommended that the city consider conducting an outreach to the property owners to enquire about the preferred mitigation actions such as elevating the properties or buyout and based upon the input compile a list of property owners interested in applying for a grant. The city may want to consider developing a FEMA FMA grant application to mitigate these properties.

The City of Passaic may want to consider participating in the Community Rating System (CRS), a voluntary incentive program that recognizes and encourages community floodplain management practices that exceed the minimum requirements of the National Flood Insurance Program (NFIP). Flood insurance premium rates are discounted in CRS communities to reflect the reduced flood risk resulting from the community's efforts that address the three goals of the program: reduce and avoid flood damage to insurable property; strengthen and support the insurance aspects of the National Flood Insurance Program; and foster comprehensive floodplain management.

In addition to flood damage caused by riverine flooding in the identified floodplains, the city is also susceptible to flooding due to surface water runoff and flash flooding. These two categories

of flooding can occur throughout the City as it is not necessary for a body of water to be the source of flooding. This is explained in detail in the following section.

### **URBAN STORM WATER FLOODING**

Heavy rainfall that overwhelms a developed area's stormwater infrastructure and causes flooding is commonly referred to as urban flooding. Urban flooding can be exacerbated by aging and inadequate infrastructure and over development. The growing number of extreme rainfall events that produce intense precipitation are resulting in increased urban flooding (Center for Disaster Resilience 2016). While riverine and coastal flooding is mapped and studied by FEMA, urban flooding is not.

NOAA defines urban flooding as the flooding of streets, underpasses, low lying areas, or storm drains. Urban drainage flooding is caused by increased water runoff due to urban development and inadequate drainage systems. Drainage systems are designed to remove surface water from developed areas as quickly as possible to prevent localized flooding on streets and other urban areas. The systems make use of a closed conveyance system that channels water away from an urban area to surrounding streams. This bypasses the natural processes of water filtration through the ground, containment, and evaporation of excess water. Because drainage systems reduce the amount of time the surface water takes to reach surrounding streams, flooding in those streams can occur more quickly and reach greater depths than prior to development in that area. On August 11, 2018, flash flooding was recorded in Passaic that required evacuation of the flooded areas.

Surface runoff occurs if the rainfall intensity exceeds the evaporation rate and infiltration capacity of the soil, or rainfall falls on impervious surfaces and local drainage conditions are inadequate to accommodate rainfall through a combination of evaporation, infiltration into the ground, and surface runoff. Due to the increased intensity of heavy rainfall events and the City's older stormwater infrastructure, these types of flooding events are likely to be more frequent in the future.

### **FLOOD MITIGATION EFFORTS**

Flooding from the Passaic River, as a result of Tropical Storm Ida, caused renewed efforts to address long standing issues with flooding along multiple portions of the river. The city is currently engaged in the McDonald Brook and Benson Avenue Realignment Flood Control Project, which encompasses 7,000 feet of stream channels bound by Park Road on the upstream and the confluence of the McDonald Brook with the Passaic River on the downstream. The project

will evaluate the hydrologic and hydraulic condition to initiate appropriate improvements to waterways, structures, and dams to reduce the frequency and intensity of flooding. The city is also considering installing barriers—that comply with Department of Environmental Protection Barriers— around the brook to prevent people and vehicles from entering the flood area at times when flash flooding is likely.

From the prior Passaic County HMPs, the City of Passaic has completed the following mitigation actions:

- Obtain backup power generators to ensure continuity of operations at critical facilities and to assist vulnerable populations.
- Tie the Hazard Mitigation Plan into the Master Plan redevelopment/revitalization.
- Develop all hazards public education and outreach program for hazard mitigation and preparedness.

Additionally, the City of Passaic identified the following mitigation activities that were completed but not identified in the 2015 HMP mitigation strategy:

- The city has resource centers in place for warming and cooling centers.
- Public Services has been proactive with tree trimming and participating in the Community Forestry Program.

### **NJDEP BLUE ACRES PROGRAM**

The NJDEP is in the process of redesigning the Blue Acres buyout program to be more proactive in targeting properties in flood-prone areas. It is likely that the program will focus on areas along river valleys that are particularly vulnerable to fluvial flooding. Given that the flood prone areas of the City of Passaic are along the river, it is likely that the DEP will be looking at properties along the Passaic River to focus on the future buyout program. The city may want to be proactive and begin the process of working with vulnerable property owners for potential buyouts. Doing so could help mitigate the potential damage done by future flooding events. It is likely that funding for the buyout programs will grow over time as governments at both the state and federal levels increase attention on climate resiliency. The city should prioritize gaining support among property owners and the public in general for this strategy in tandem with other efforts occurring to improve the flow of the Passaic River.

## **BUILD-OUT ANALYSIS**

### **Development Trends**

As an older urban community in the New York metropolitan area, Passaic is left with little vacant land available for development. The existing land use patterns highlight the little amount of vacant land in the city.

Since 2013, the City has seen building permits issued for 361 new residential units, most of these in multifamily structures with some one- and two-family units. The development trends highlight the relatively high amount of multi-family residential development in the city over the past decade.

<b>Number of Housing Units Authorized by Building Permits for New Construction</b>			
<b>Year</b>	<b>1&amp;2 Family</b>	<b>Multifamily</b>	<b>Total</b>
2013	8	117	125
2014	0	0	0
2015	0	0	0
2016	0	0	0
2017	0	0	0
2018	6	9	15
2019	15	22	37
2020	4	56	60
2021	3	40	43
2022	0	0	0

<b>2023</b>	43	38	81
<b>Total</b>	<b>79</b>	<b>282</b>	<b>361</b>
Official site of the State of New Jersey. New Jersey Department of Community Affairs (DCA)   Building Permits: Yearly Summary Data. <a href="https://www.nj.gov/dca/codes/reporter/building_permits.shtml">https://www.nj.gov/dca/codes/reporter/building_permits.shtml</a> , accessed on May 30, 2024.			

**ANALYSIS**

A build-out analysis was performed as a part of the master planning process to understand the potential impact that proposed recommendations and recently approved development would have on the city. Land Use recommendations that could affect future build-out are concentrated in the area east of Route 21, which are adjacent to recognized floodways along the Passaic River and in the neighborhoods surrounding the McDonald Brook. These recommendations were made with Priority 1 of the NJ Resiliency Report. The city has adopted ordinances with regards to stormwater management that are designed to:

- Protect human life and health
- Minimize expenditure of public money for costly flood control projects
- Minimize the need for rescue and relief efforts associated with flooding and generally undertaken at the expense of the general public
- Minimize prolonged business interruptions
- Minimize damage to public facilities and utilities such as water and gas mains, electric, telephone and sewer lines, streets, bridges located in areas of special flood hazard
- Help maintain a stable tax base by providing for the second use and development of areas of special flood hazard so as to minimize future flood blight areas
- Ensure that potential buyers are notified that property is in an area of special flood hazard, and
- Ensure that those who occupy the areas of special flood hazard assume responsibility for their actions.

Any potential impact from severe weather events is likely to be applicable to the city as a whole and are not confined to specific areas where the recommendations are primarily focused, as these

areas do not have any unique characteristics that make them acutely susceptible to these events. Land Use recommendations made in this document are not intended to exacerbate any of the existing flood hazards in the city. The results of the build-out analysis can be found below.

<b>Table 3: Projected Build-Out Analysis</b>				
	<b>Total Projected Retail Space (SQ FT)</b>	<b>Total Projected Retail Employees</b>	<b>Total Projected Units</b>	<b>Total Projected Residents*</b>
<b>Eastside Redevelopment</b>	0	0	50	100
<b>Main Avenue Redevelopment</b>	29,784	8	79	158
<b>Market Street Redevelopment Area</b>	0	0	305	610
<b>Other Redevelopments</b>	52,266	105	578	1,097
<b>Total</b>	59,568	8	434	1,965

\*Assumption: Two (2) residents per unit

It should be noted that the projected build-out analysis represents a high-end estimate for planning purposes based on existing and recommended zoning regulations. These estimates are intended for the timespan of the Master Plan and may not come to fruition in totality due to factors such as market forces, site-specific environmental issues, site constraints, and bulk standards.

Given the small amount of vacant land existing in Passaic, the most significant development activity would occur through redevelopment. While most areas designated in need of redevelopment are located away from flood-prone areas, portions of the Eastside Redevelopment Area and the Market Street Redevelopment Area are at greatest risk of flooding as they are within the 1% and 0.2% Annual Chance Flood Hazard area or 100-year and 500-year floodplain, respectively.

### **EMERGENCY FACILITIES**

Critical facilities for emergency response in the city include volunteer fire stations, office of emergency management, a police station, and gas stations. The Office of Emergency Management (OEM) is housed in the City Hall building at 330 Passaic Street. The OEM coordinates all the emergency services for the city including emergency medical services, fire, health department, police, public works, and all additional agencies contributing to any large-scale emergency incident or disaster.

#### **Police Facility**

- Police Department at 330 Passaic Street

Fire Stations

- Westside Firehouse on Paulison Avenue
- Eastside Firehouse on Jefferson Street

Potential Emergency Shelters

According to FEMA’s National Shelter System database, there are five locations within the City of Passaic that would serve as potential shelter in case of an emergency. These are listed below:

Shelter	Address
Passaic High School Gym	143 Gregory Ave
Reception Center - Senior Citizen Building	330 Passaic St
Martin Luther King Jr. Elementary School	85 Hamilton St
Etta Gero #9 Elementary School	140 EAST FIRST STREET
Daniel F. Ryan Elementary School # 19	320 Highland Ave.
Dignity House*	276 Broadway

\*This was identified by the City of Passaic.

The 2020 HMP identifies Number 8, Pulaski Elementary School as a critical facility located within a 100-year floodplain.

Gas Stations

Gas service stations are an important resource in case of power outage and during other emergency events. There are several gas stations located throughout the City of Passaic with alternative gas stations in neighboring Clifton, Garfield, and Wallington.

Hospitals

St. Mary’s General Hospital, a critical care facility, is located at 350 Boulevard in the City of Passaic. The hospital campus has frontage along four streets, namely Boulevard to the south, Lafayette Avenue to the north, Oak Street to the west, and Crescent Place to the east.

## **POTENTIAL IMPACTS OF NATURAL HAZARDS ON COMPONENTS AND ELEMENTS OF THE MASTER PLAN**

The city intends to promote redevelopment projects that are located in safe areas, away from the flood zones. Please refer to the Land Use Plan Element for specific recommendations. Additionally, the recommendations are intended to promote resiliency and ensure that future development will be able to withstand significant damage that affects the older built out areas along known floodways. In fact, it is likely that the recommendations set forth in this document along with the city's stormwater management ordinance requirements will help mitigate any potential impacts of future extreme weather events.

### **CITY OF PASSAIC MITIGATION STRATEGY**

This section contains the strategies and recommendations that are intended to reduce or avoid risks associated with natural hazards. These recommendations are consistent with and are in addition to the mitigation strategies identified in the 2020 HMP. Refer to Section 9.8.16 of the HMP for the County's mitigation strategies for the city.

- Update municipal codes as required.
- Repetitive loss outreach
- Consider CRS participation
- Tie the Hazard Mitigation Plan into the Master Plan redevelopment/revitalization.

A policy statement regarding consistency, coordination, and integration of the Vulnerability Assessment with various existing or proposed plans

The City of Passaic participated in Passaic County's 2020 HMP and intends to continue to prepare for future hazards as per the 2020 HMP. The City's Master Plan Reexamination is intended to be consistent with and effectuate the Passaic County 2020 HMP.



The specific changes recommended for the Master Plan or Development Regulations, if any, including underlying objectives, policies, and standards, or whether a new plan or regulation should be prepared. The recommendations of the Planning Board concerning locations appropriate for development of public electric vehicle infrastructure, including, but not limited to, commercial districts, areas proximate to public transportation and transit facilities and transportation corridors, and public rest spots; and recommended changes, if any, in the local Development Regulations necessary or appropriate for development of public vehicle infrastructure. The incorporation of Redevelopment Plans adopted pursuant to the “Local Redevelopment” and Housing Law”, into the Land Use Plan Element of the Municipal Master Plan, and recommended changes, if any, in the local Development Regulations necessary to effectuate the redevelopment plans of the Municipality.

### **As It Relates To:**

#### **Electric Vehicle Infrastructure**

- Develop strategies with PSEG for Federal and State funding of the necessary upgrades to infrastructure in the City of Passaic. Specifically in the Main Avenue NJ Transit Bus Station and Market Street Development Areas to promote economic growth and stability for the existing and proposed businesses and residential development
- Partner with NJ Transit to install charging facilities at the Passaic Rail Station
- Continue to grow the number of electric vehicles in the municipal fleet
- Enforce strict adherence of the City’s electric vehicle ordinance by property owners and developers
- Design all applicable City projects with electric vehicle infrastructure

#### **Transportation**

- Implement a shuttle service for users to navigate key locations within the City
- Develop a bike share program for residents to have an alternate means of transportation
- Design future roadway projects to accommodate bike lanes and boulevards
- To upgrade the pedestrian system through systematic replacement, and where needed, widening sidewalks
- To work with Passaic County on ways to upgrade the County Roads including the curbs and sidewalks
- To realize that with population growth will come additional vehicular traffic and to proactively plan for this increased traffic with capacity upgrades at key sites such as Monroe Street and Main Avenue

#### **Economic Development**

- Expand job training
- Forward technical trades and apprenticeship programs
- To strategically replace or reuse obsolete industrial buildings with other uses
- To infill all vacant lots in the commercial corridors within inline stores
- Expand economic opportunities through job creation and retention.
- Foster business and pedestrian friendly atmosphere
- Provide for an environment that will attract new businesses to the industrial and redevelopment areas
- Continue with a focus on complete street concepts and on programs that will expand the appearance and infrastructure of the business districts

### **Land Use**

- Continue to utilize the Scatter Site Redevelopment Planning Tool in specific areas in the city to address development challenges and issues

### **Development Regulations**

- Evaluate the “bulk Standards” in the R – 3 Residential Zone District particularly lot area and building setbacks
- Review and update Article III Definitions and Word Usage
- Consider developing Conditional Use Standards for Day Care and Child Care Centers to establish a consistent set of standards to minimize impacts on other land uses
- Review Conditional Use Criteria for Religious Uses permitted in all zones in regard to impacts to neighborhood residential uses
- Amend the C-R zone to remove all R-3 permitted uses
- Amend the R-1 and R-2 Zone to include townhouses as permitted uses

### **Housing**

- Increase Home Ownership Opportunities
- Maintain Existing Affordable Housing Units
- Continue to Encourage Inclusionary and affordable Housing
- Increase Market Rate Housing
- Continue to use LHRL to promote Scattered Site Redevelopment
- Provide assistance and resources to low-income families avoid becoming homeless
- Utilizing Redevelopment powers to construct higher density housing, where appropriate
- Review the permitted densities for all multi-family housing types in each Zone (specifically the R – 3 Residential Zone District) and make appropriate modifications in-conjunction with the Housing Element
- To allow and encourage significantly higher density housing in the immediate area around the train station

### Roadway Infrastructure

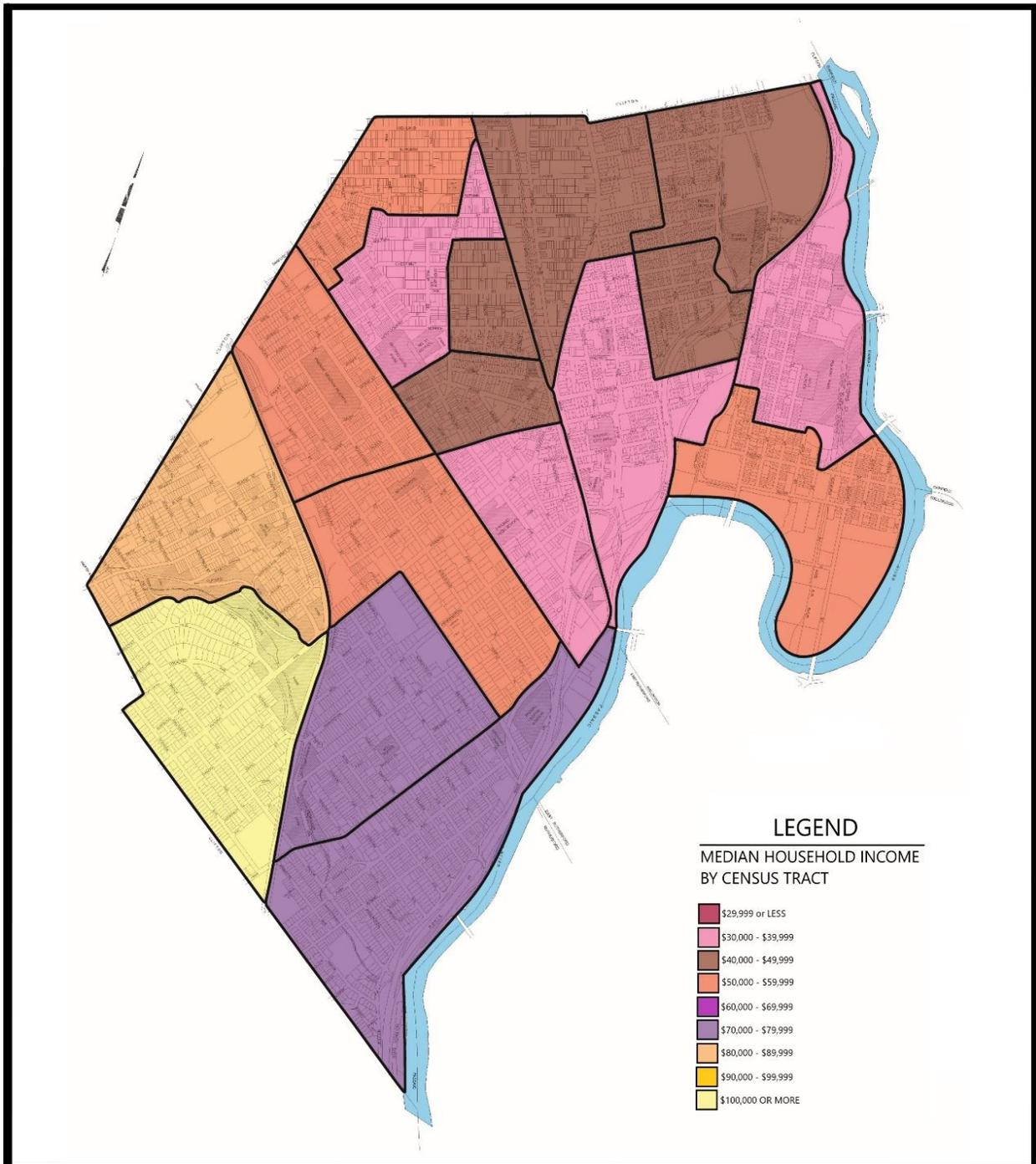
- Complete full road reconstructions that include sidewalk repairs and sanitary and storm upgrades, whenever possible

### Climate Vulnerability

- Update municipal codes as required
- Repetitive loss outreach
- Consider Community Rating System participation
- Tie the Hazard Mitigation Plan into the Master Plan redevelopment/revitalization
- Allow a wider mix of residential and non-residential uses in existing zoning districts.
- Amend existing residential districts to allow more types of housing by right
- Clearly define artisan manufacturing uses as commercial uses and allow them in more zoning districts
- Require high levels of accessibility and connectivity for pedestrians, bicycles, and motor vehicles in all new development and significant redevelopment
- Reduce minimum off-street parking requirements in areas where those requirements serve as significant barriers to investment and are not necessary to protect public safety of pedestrians, bicyclists, motorists, older adults, or persons with disabilities
- Encompasses a wide variety of housing at a range of costs, types and tenure. This ensures that the housing supply provides for the diverse needs of residents
- Facilitate the development of small-scale residential projects such as duplexes, triplexes, and other neighborhood-scale housing types
- Allow flexibility for residential use on land owned by faith-based or educational organizations
- Expand the list of residential use types permitted in neighborhoods to include nontraditional and missing middle housing, including modest-scale multifamily residences
- Allow multifamily and mixed-use developments in all commercial areas
- *Update live/work and occupational use regulations:* Accommodating the demands of remote work and desire for mixed use requires updating rules and zoning for occupational use and live/work arrangements

# APPENDICES

# Appendix A: Median Household income By Census Tract



**Mayor Hector C. Lora**

Passaic City Hall  
 330 Passaic Street  
 Passaic, N.J. 07055

## MEDIAN HOUSEHOLD INCOME BY CENSUS TRACT

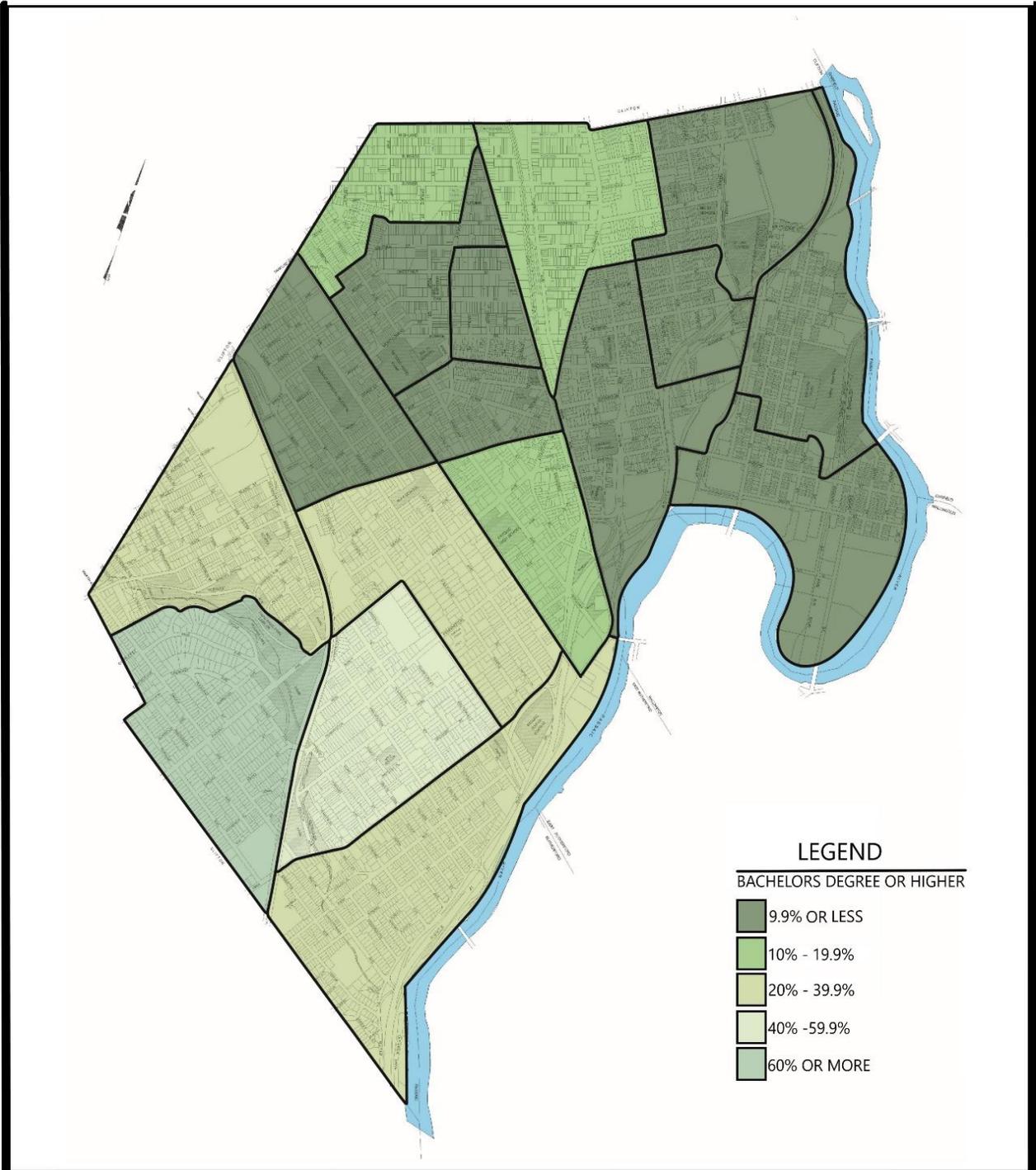
All legal boundaries and names are as of January 1, 2020. The boundaries shown on this map are for Census Bureau statistical data collection and tabulation purposes only. Their depiction and interpretation for statistical purposes does not constitute a determination of jurisdictional authority or rights of ownership or entitlement.

Geographic, Vintage: 2020 Census (census.gov) (as of 1/1/2020)  
 Data Source: U.S. Census Bureau's 2019 TIGER/Line database (19620)  
 Map Created by Geography Division, January 05, 2021  
 U.S. DEPARTMENT OF COMMERCE U.S. Census Bureau

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## Appendix B: Bachelor's Degree or Higher



**Mayor Hector C. Lora**

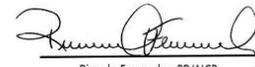
Passaic City Hall  
330 Passaic Street  
Passaic, NJ, 07055

### EDUCATIONAL ATTAINMENT BY CENSUS TRACT

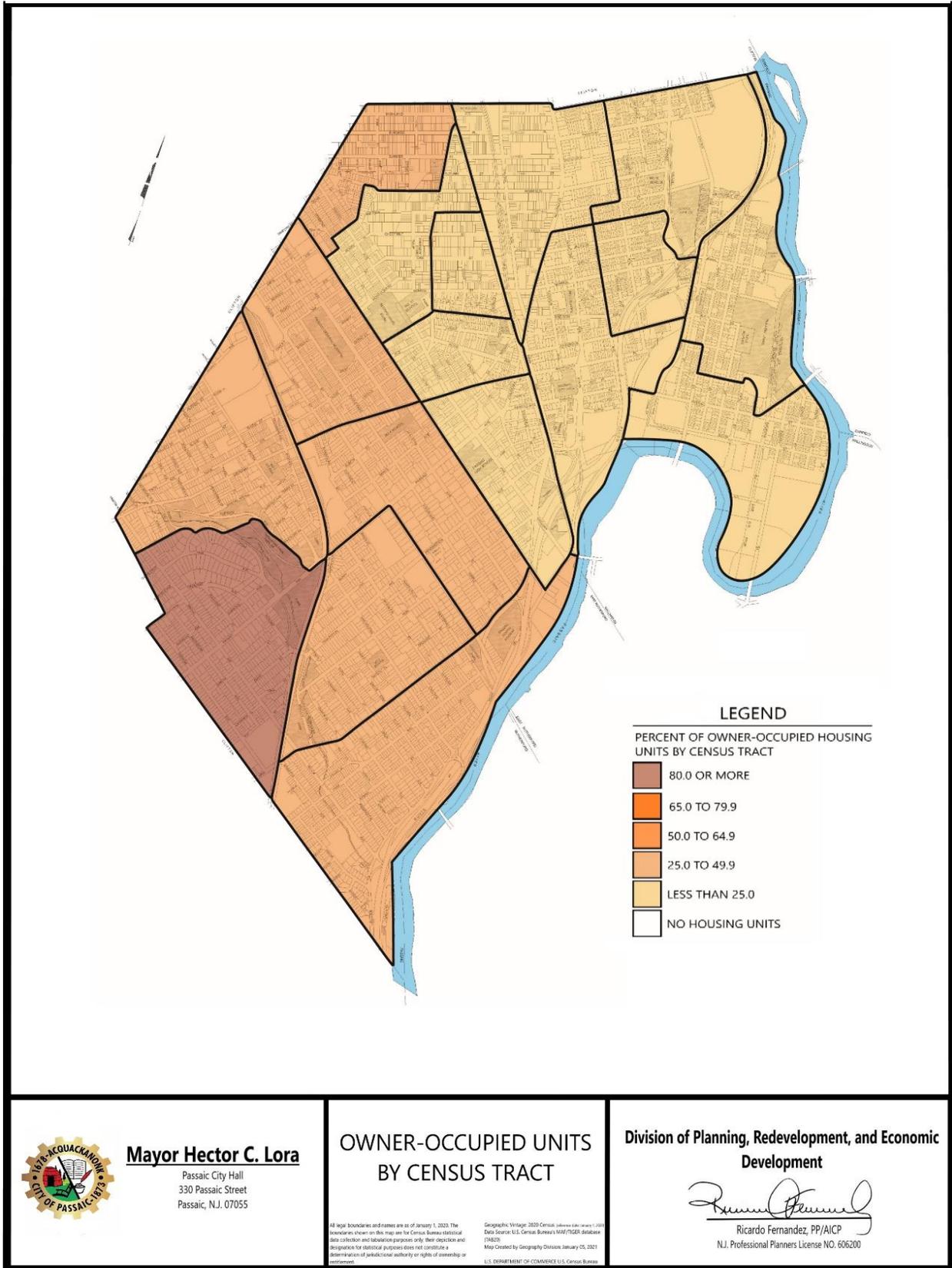
All legal boundaries and names are as of January 1, 2020. The boundaries shown on this map are for Census Bureau statistical data collection and tabulation purposes only. Their depiction and designation for statistical purposes does not constitute a determination of jurisdictional authority or rights of ownership or entitlement.

Geographic Vintages: 2020 Census (data as of January 1, 2020)  
Data Source: U.S. Census Bureau's 2017/2018 database (TRACS)  
Map Created by Geography Division January 05, 2021  
U.S. DEPARTMENT OF COMMERCE U.S. Census Bureau

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Development**

  
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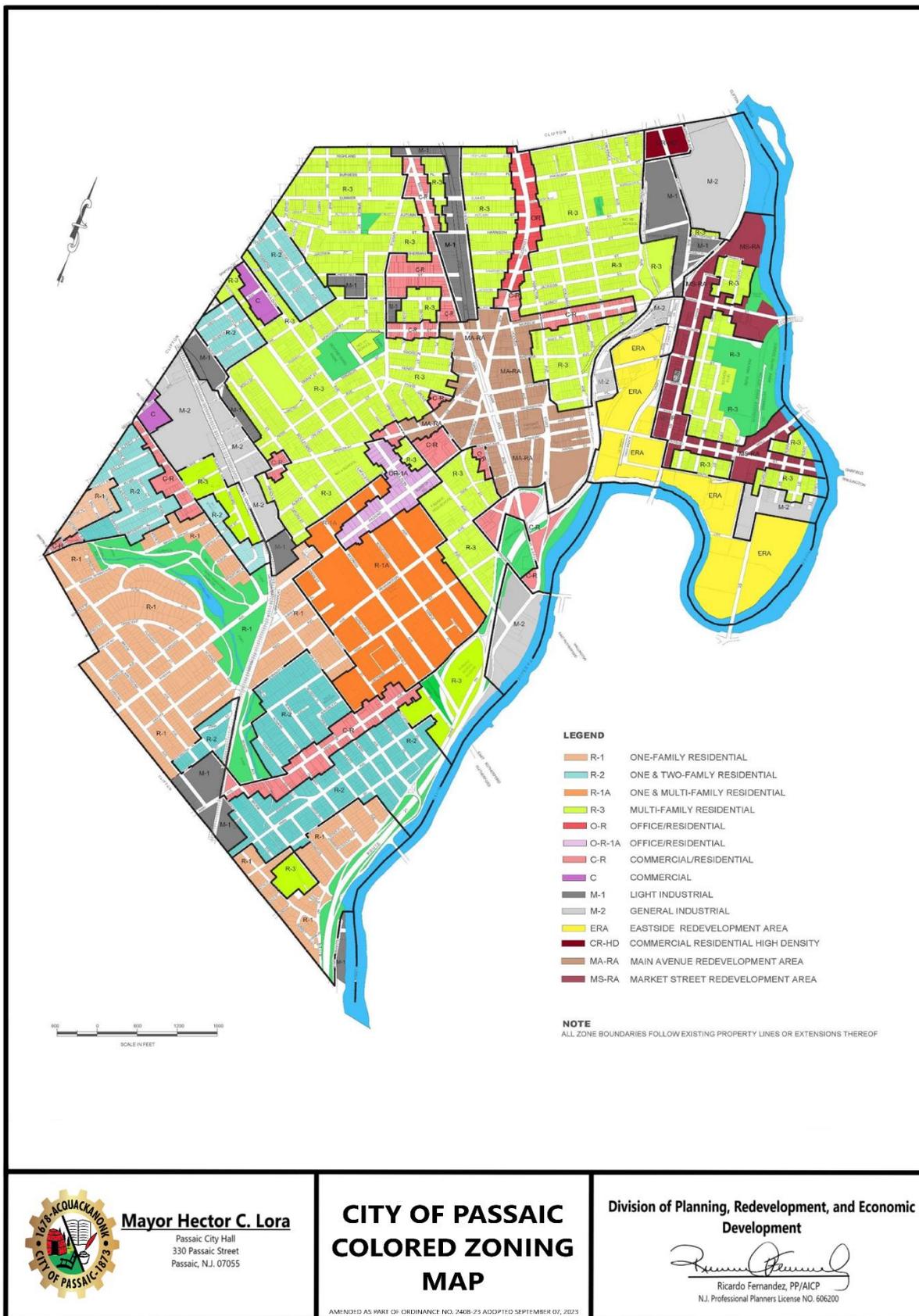
# Appendix C: Percent of Owner-Occupied Housing Units By Census Tract



## Appendix D: Traditional Present Need By Municipality

Municipality	County	Reg	Prior Round (87-99) Initial Obligation (unadjusted)	Present Need	Gap Present Need	Prospective Need
Tenafly borough	Bergen	1	159	18	97	264
Teterboro borough	Bergen	1	106	0	8	0
Upper Saddle River borough	Bergen	1	206	21	188	316
Waldwick borough	Bergen	1	81	53	77	100
Wallington borough	Bergen	1	5	83	34	38
Washington township	Bergen	1	85	8	187	316
Westwood borough	Bergen	1	87	44	64	117
Woodcliff Lake borough	Bergen	1	170	40	245	175
Wood-Ridge borough	Bergen	1	38	3	24	0
Wyckoff township	Bergen	1	221	34	171	340
Bayonne city	Hudson	1	0	716	0	284
East Newark borough	Hudson	1	3	37	12	59
Guttenberg town	Hudson	1	23	1	0	0
Harrison town	Hudson	1	30	157	123	546
Hoboken city	Hudson	1	0	314	0	4
Jersey City	Hudson	1	0	4,055	0	2,557
Kearny town	Hudson	1	211	266	220	514
North Bergen township	Hudson	1	0	835	0	165
Secaucus town	Hudson	1	590	78	223	532
Union City	Hudson	1	0	1,000	0	0
Weehawken township	Hudson	1	3	200	0	3
West New York town	Hudson	1	0	688	0	0
Bloomingtondale borough	Passaic	1	168	17	32	44
Clifton city	Passaic	1	379	987	0	0
Haledon borough	Passaic	1	5	88	41	26
Hawthorne borough	Passaic	1	58	131	103	146
Little Falls township	Passaic	1	101	77	138	226
North Haledon borough	Passaic	1	92	0	121	219
Passaic city	Passaic	1	0	1,000	0	0
Paterson city	Passaic	1	0	1,000	0	0
Pompton Lakes borough	Passaic	1	102	46	49	0

# Appendix E: City of Passaic Zoning Map



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Passaic, NJ. 07055

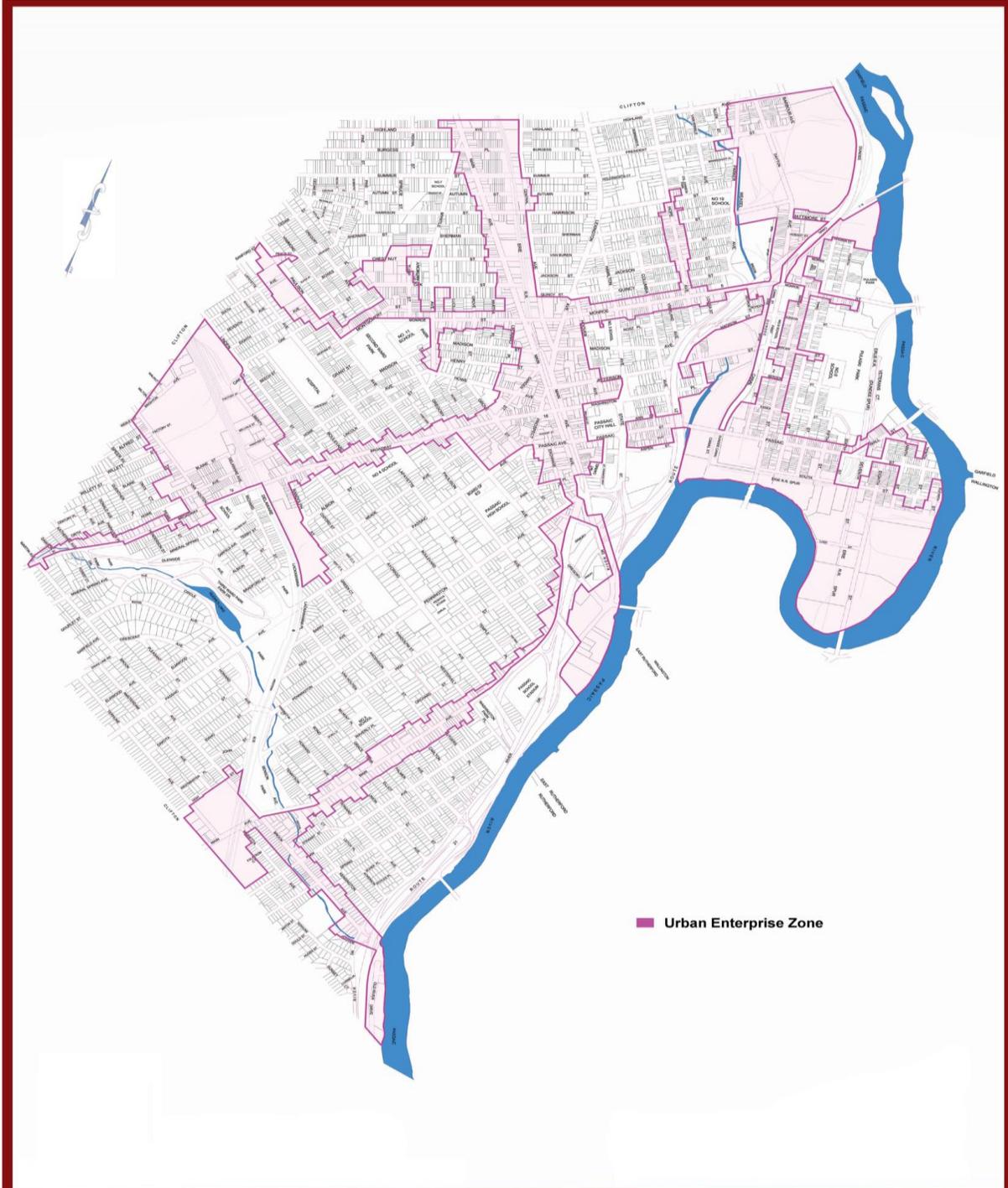
## CITY OF PASSAIC COLORED ZONING MAP

AMENDED AS PART OF ORDINANCE NO. 2408-23 ADOPTED SEPTEMBER 07, 2023

Division of Planning, Redevelopment, and Economic  
Development

*Ricardo Fernandez*  
Ricardo Fernandez, PP/AICP  
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## Appendix F: UEZ Areas



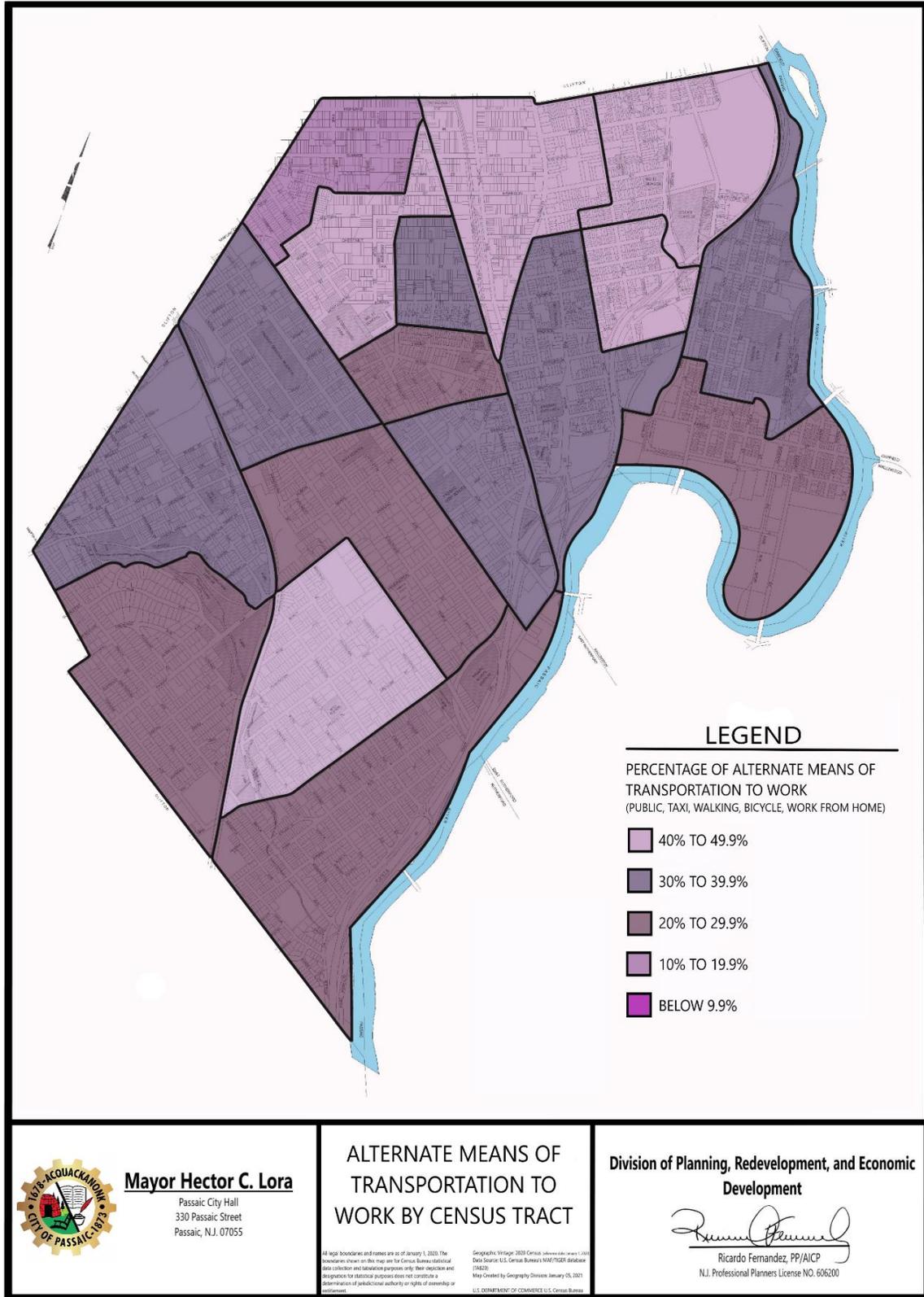
**Mayor Hector C. Lora**  
Passaic City Hall  
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Passaic, NJ. 07055

## Urban Enterprise Zone

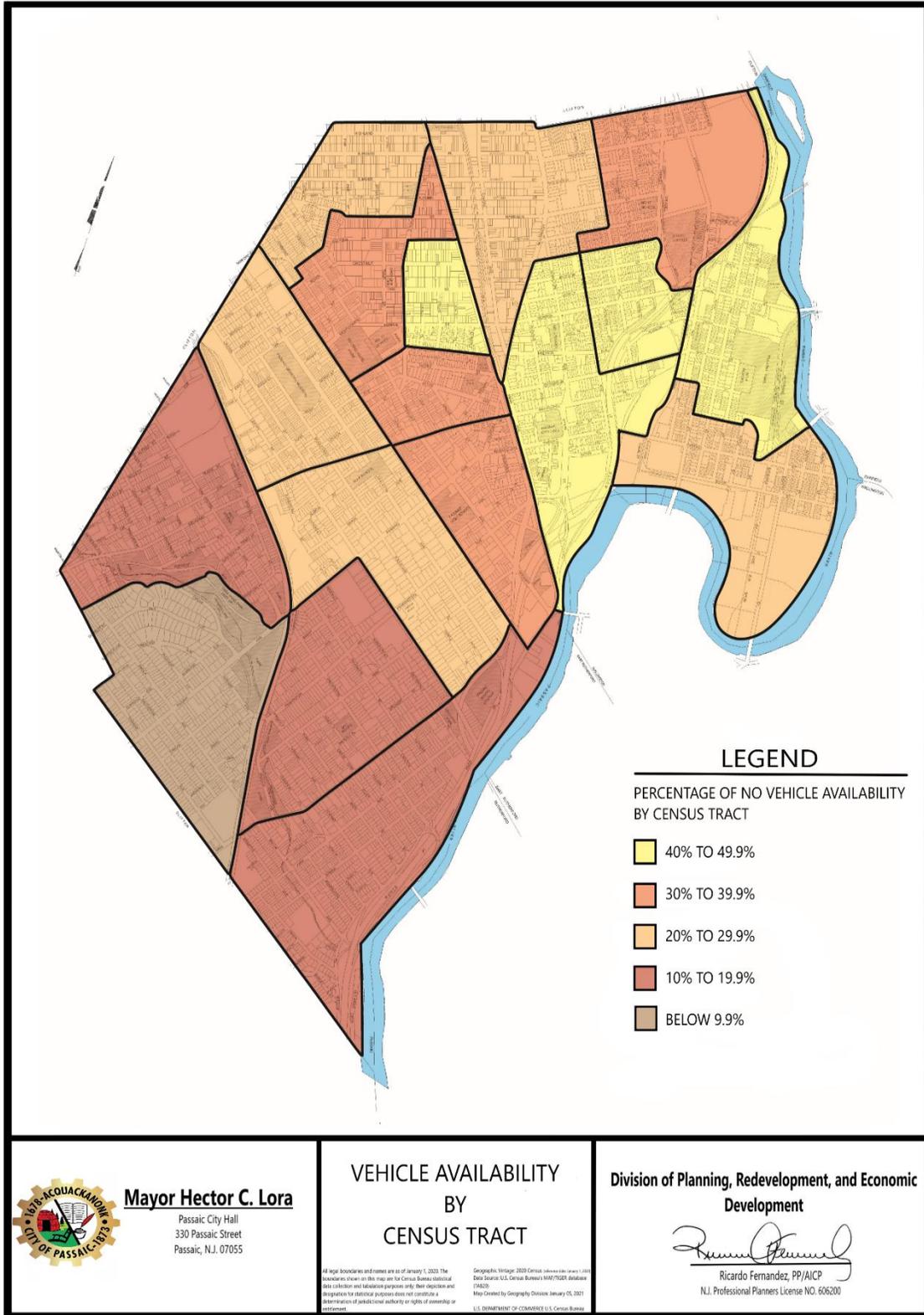
Division of Planning, Redevelopment, and Economic  
Development

  
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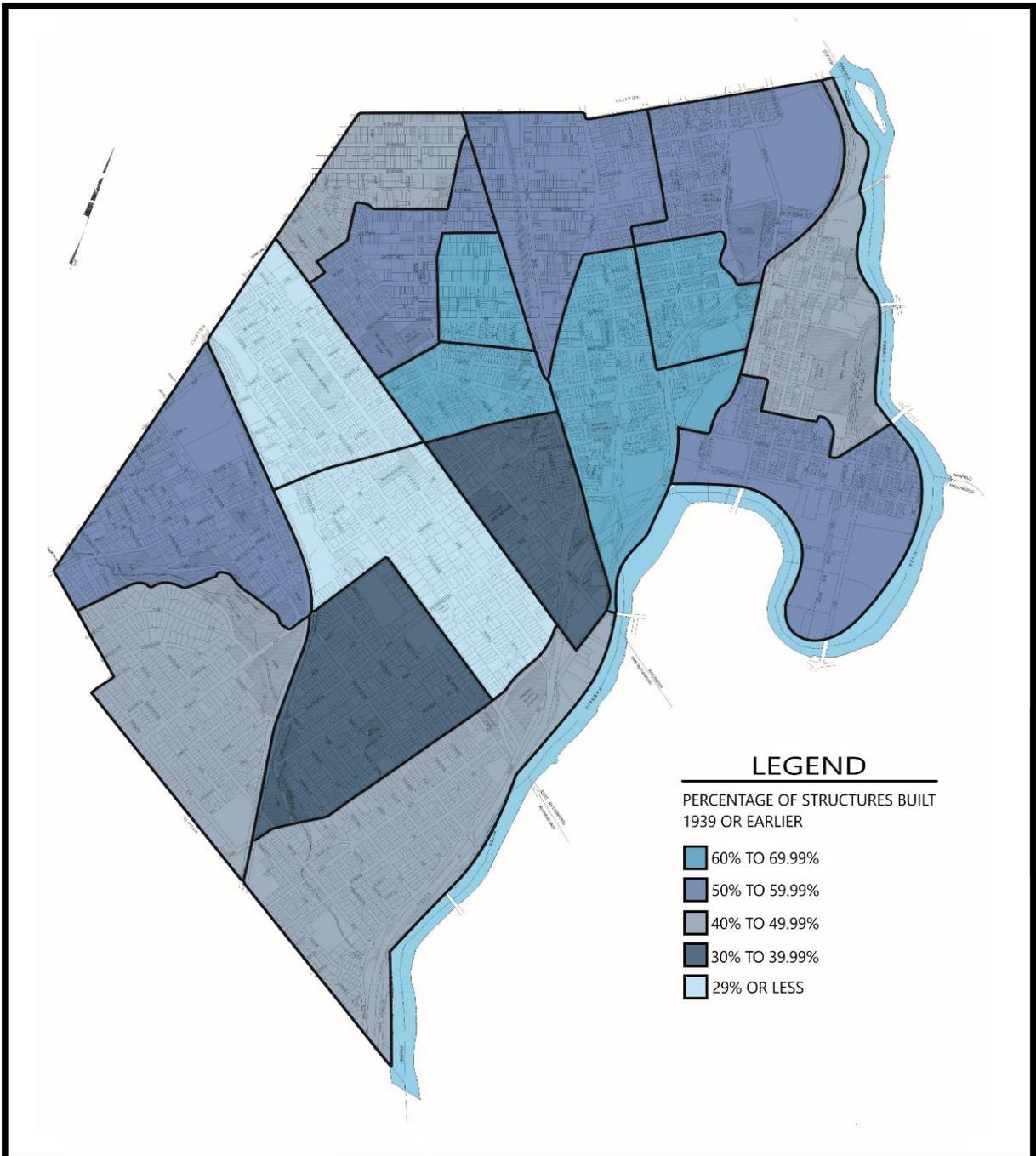
## Appendix G: Percentage of Alternate Means of Transportation to Work



## Appendix H: Percentage of No Vehicle Availability By Census Tract



## Appendix I: Percentage of Structures Built 1939 or Earlier



**Mayor Hector C. Lora**

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330 Passaic Street  
Passaic, NJ 07055

PERCENTAGE OF  
STRUCTURES BUILT PRIOR  
TO 1940  
BY CENSUS TRACT

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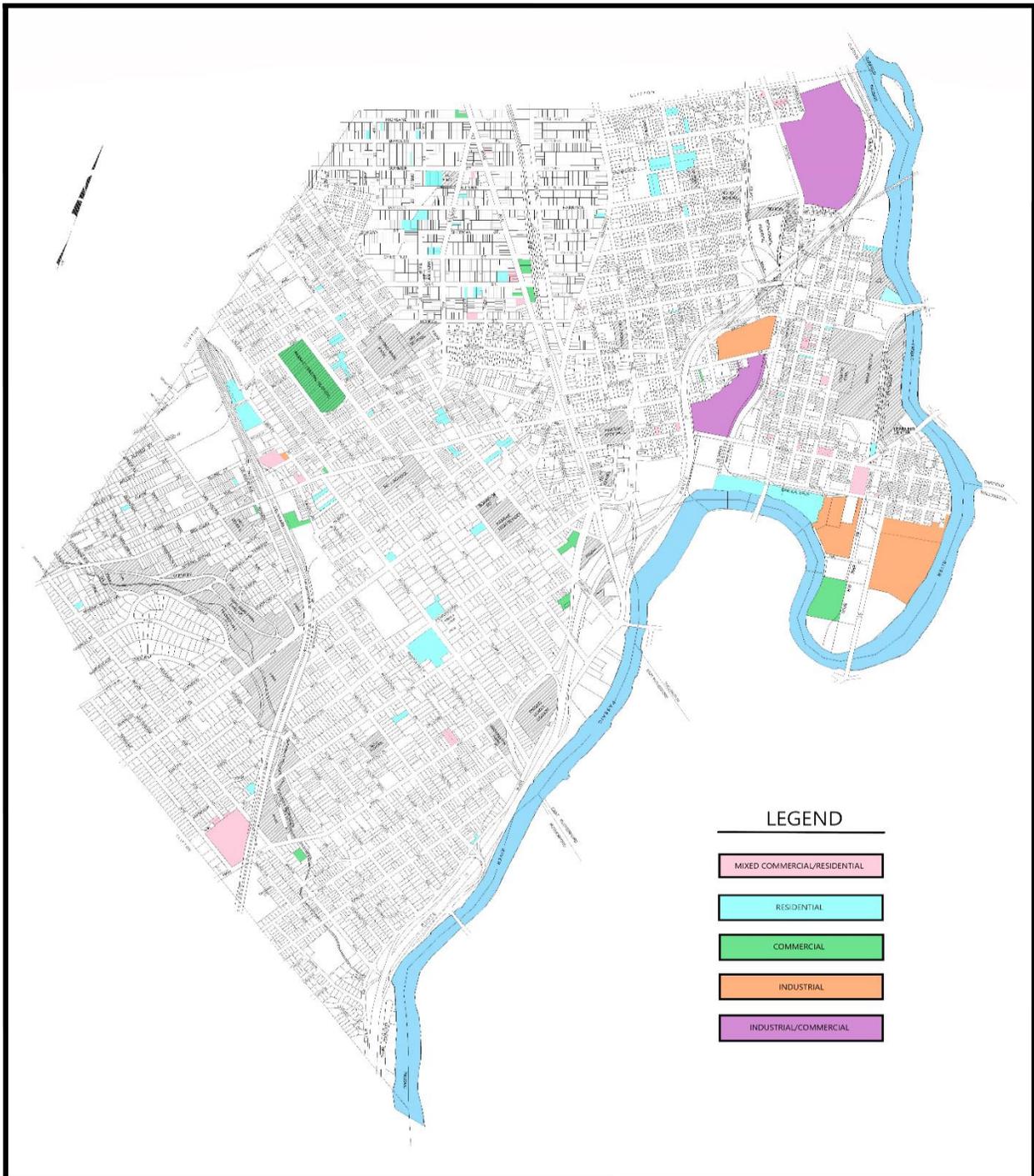
Geographic: Vantage 2020 Census tabulation (www.census.gov)  
Data Source: U.S. Census Bureau's MIST/ISER database (7/2020)  
Map: Created by Geography Division, January 05, 2021  
U.S. DEPARTMENT OF COMMERCE U.S. Census Bureau

Division of Planning, Redevelopment, and Economic  
Development

*Ricardo Fernandez*

Ricardo Fernandez, PP/AICP  
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## Appendix J: Scattered Sites Redevelopment 2013-2023



**Mayor Hector C. Lora**

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Passaic, N.J. 07055

City of Passaic  
Scattered Site Redevelopment  
2013-2023

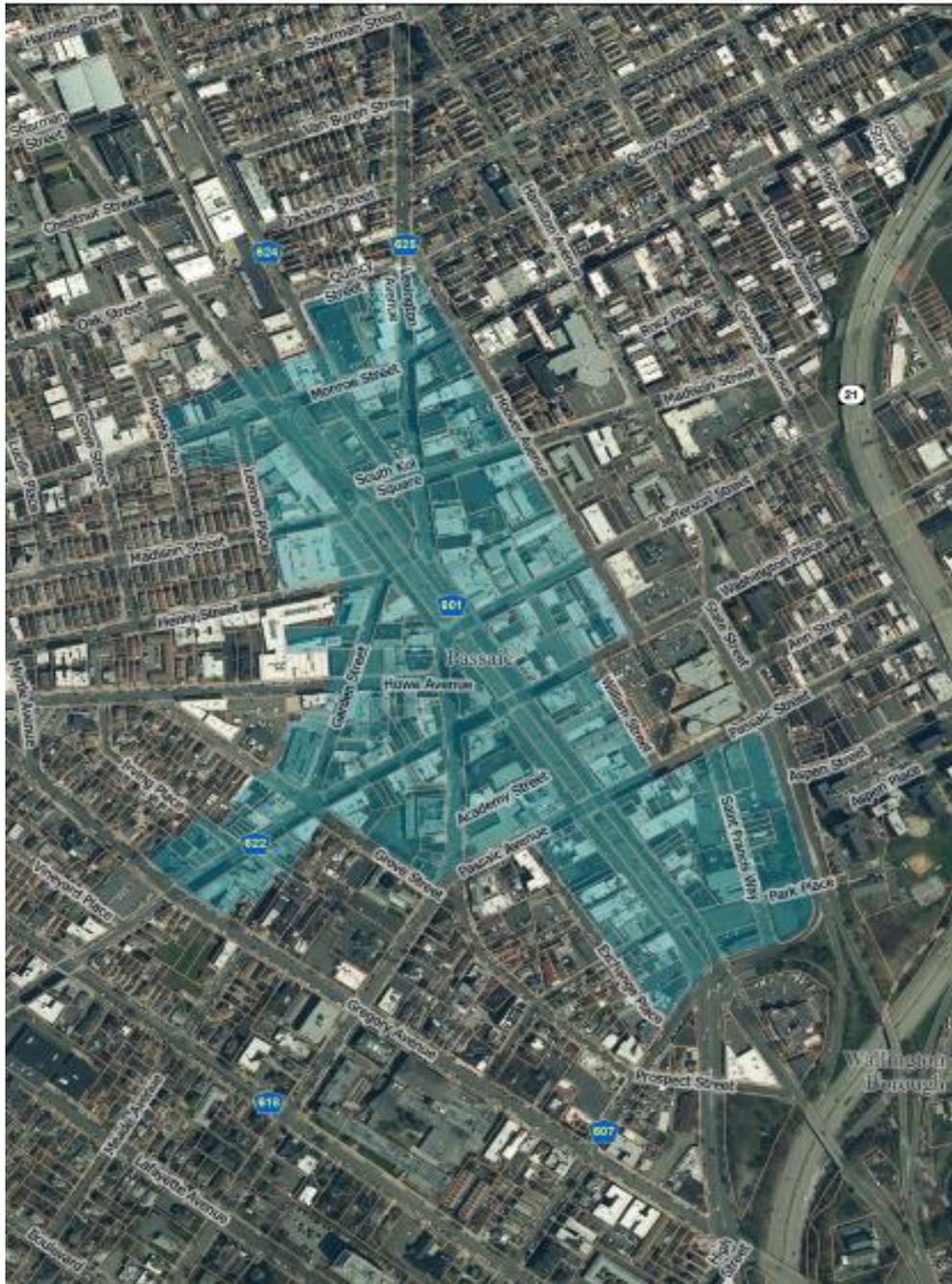
Date: 10/22/2023

Division of Planning, Redevelopment, and Economic  
Development

Ricardo Fernandez, PP/AICP  
N.J. Professional Planners License NO. 606200

## Appendix K: Neighborhood Preservation Program Map

### Main Avenue/Downtown, Passaic Neighborhood Preservation Program Approved Neighborhood District (Year 2)



- Parcels
- NPP District
- Municipal Boundary

0 250 500 Feet

Data sources: NJOGIS, NJDCA  
Aerial imagery: 2020, NJOGIS  
Map created: April 22, 2022

**Appendix L: Climate Resiliency Action Plan City of Passaic Division of  
Engineering**



870 Main Ave, Passaic, NJ

TEL (973) 365-5624

FAX (973) 365-5536

**Climate Resiliency Action Plan  
City of Passaic  
Division of Engineering**

Revitalizing Efforts to Bolster Adaptation & Increase Resilience

April 2023

Prepared By: Vivian B. Vergel

Reviewed By: Yasseen Saad

As cities around the world face the impacts of climate change, many are taking steps increase their resilience and prepare for the challenges ahead. For the past decade, the City of Passaic has been working on implementing measures that will reduce its vulnerability to climate hazards, such as extreme heat and flooding, while also taking advantage of opportunities to create a more sustainable and livable community. Through a combination of policy, infrastructure, and community engagement strategies, the plan seeks to ensure that the City of Passaic remains a vibrant and resilient place to live and work for generations to come.

The world is facing an existential climate crisis that presents a significant and growing risk to the safety, effectiveness, equity and sustainability of the City’s infrastructure systems. In order to address this risk, the City of Passaic Engineering Department has implemented solutions and policies that will help preserve the community from the adverse effects of climate change.

The Engineering Department oversees the safety and effectiveness City’s infrastructure systems. The range of impacts from these threats may include flooding and damage to roadways weakened structures such as bridges, brooks and areas within the vicinity of the Passaic River where the flooding directly affects the properties and residents. Severe conditions may reduce the life of capital assets, increase operational disruptions, and create the need to improve the existing infrastructure.

The scope of the Engineering Department includes, but is not limited to:

- 1- Improving roadway conditions enhancing drainage, reducing pollution, and increasing safety
- 2- Decrease total GHG emissions from transit fleet by 25% by 2033 providing to the facilities to accommodate electric vehicles.
- 3- Implementing safety measures in order to avoid flooding in areas where the life has been lost
- 4- Funding studies and design projects to provide solutions in areas where the flooding could be minimized or completely avoided.

#### Projects from 2013-2023

- MacDanold Brook Flood Control Phase 1, 2, 3, 4 (2015-2018)
- Broadway & Liberty Street Drainage Improvements (2016)
- Broadway & Liberty Street Drainage Installation System (2016)
- Burgess Pl Drainage Installation System (2016)
- Van Buren St Drainage Installation System (2016)
- John St Drainage System Improvement (2018-2019)
- Linden St Storm Sewer System Cleaning (2018)
- Dundy Island Park Phase I (2017-2019)
- Passaic Ave Drainage Improvements (County) (2020-2021)
- Pennington Culvert Replacement (County) (2022-2023)
- Passaic Ave Culvert / Bridge Replacement (County) (2022-2024)
- Speer Village Sink Hole Repair (2022-2023)
- Pulaski Park Extension with Bioretention Rain Gardens as Non-Structural Stormwater Management

### Policy & Regulations 2013 - 2023

- Adoption of new NJDEP Stormwater Control Ordinance
- Adoption of new FEMA Flood Damage Prevention Ordinance
- Redevelopment Plans that include stricter stormwater regulations & requirements
- Municipal Stormwater Management Plan
- Stormwater Pollution and Prevention Plan
- GIS Assessment Management & Implementation Services (Mapping of all City-owned Stormwater Infrastructure)

### Roadway Improvement Projects 2013 -2023

- 8<sup>th</sup> St from Wall Street to Lodi St (2014-2016)
- Aycrigg Ave from River Dr to Eight St
- Factory St form Van Houten Ave to Dead-end.
- Passaic St from Old Rail Road/ Passaic St to Passaic River
- Monroe St from Monroe Bridge to Lexington Ave
- Howe Ave from Grove St to Paulison Ave
- Terhune Ave from Rover Dr to Park Ave
- Spring St from Brook to Marietta St
- Madison St from Hope Av to Lexington Ave
- 8<sup>th</sup> Ave from Linden St to Dead-end
- First St from Passaic St to Monroe St
- Ascension St from Passaic Ave to Pennington Ave
- Pine St from Mac Kenly St/ Harrison St to Summer St
- Federal St from Summer St to City Border
- Summer St from Lexington Ave to Central Ave
- Passaic St from 4th St to Market St
- Oak St form Linden Ave to Paulison Ave (Paulison Ave -County Road)
- Howe Ave from Oak Ave to Howe Ave
- Linden St from Oak St to Howe Ave.
- Hope Ave from Monroe St to Van Buren St
- Pine St from Summer St to Highland Ave (Highland Ave -County Road)
- Gregory Ave from Passaic Ave to Pennington Ave (Pennington Ave - County Road)
- Columbia Ave from Passaic St to Aspen Pl
- Garden St from Oak St to Howe Ave
- Summer St from Central Ave to City Border (Central Ave - County Road)
- Vreeland Ave from Madison St to Washington Pl
- Third St from Passaic Ave to Monroe St
- Parkview Pl from Orth Ave to Broadway (Broadway- County Road)
- Orth Ave from Katherine Ave to Donald Ave
- Donald Ave from Orth St To Dead End
- Ball Ave from Orth Ave to Dead End
- 8th St from Lodi St to 8<sup>th</sup> St Bridge (8<sup>th</sup> St Bridge -County Bridge)

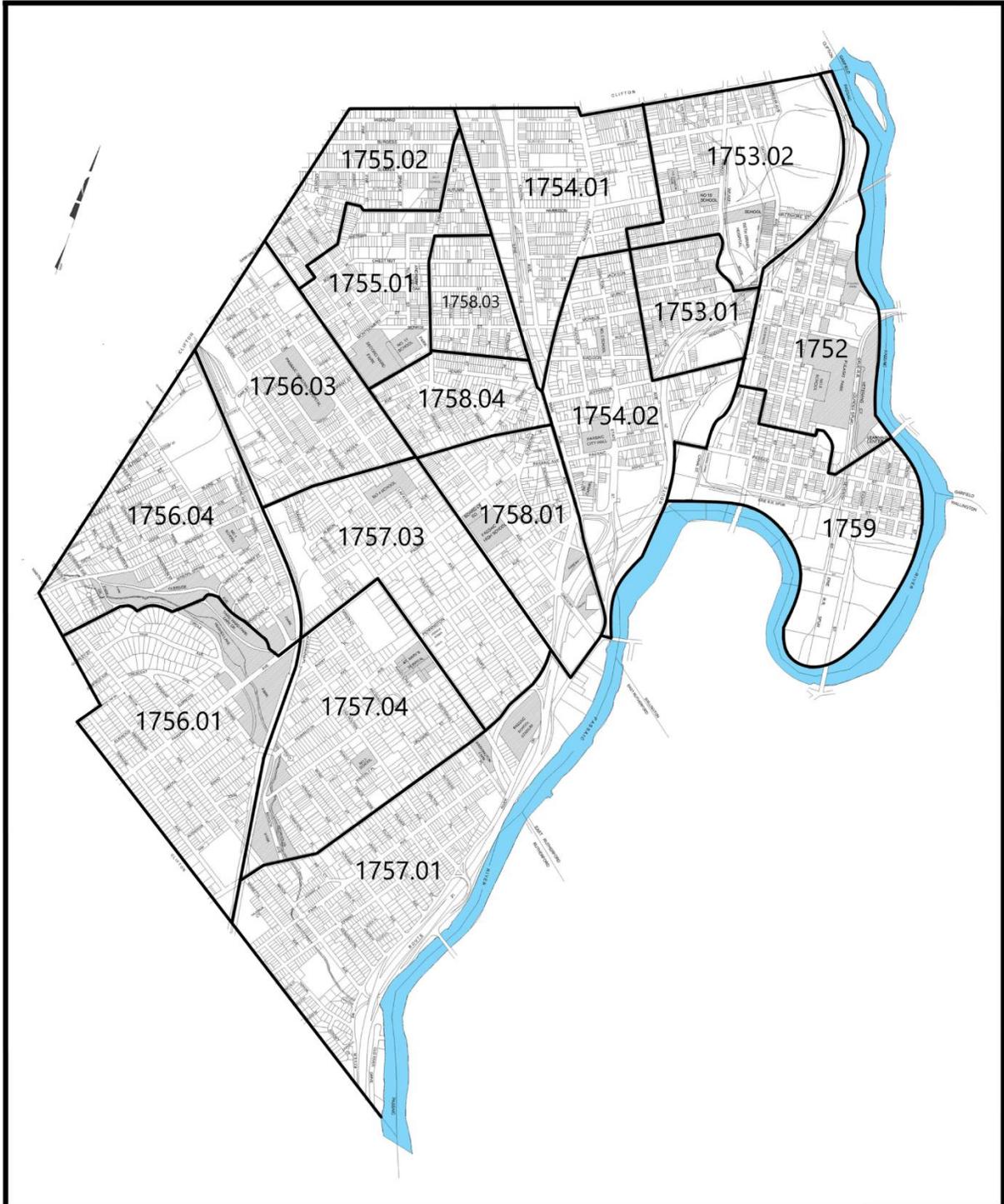
### Parking Lots:

- Christopher Columbus (Paulison Ave)
- Myrtle Ave
- First St
- Hoover Ave
- Christopher Columbus (Gregory Ave)
- Pulaski Park

#### Future Projects

- 1- Oak St Storm Sewer System Improvements & Gregory Ave Sanitary Sewer Improvements (2023-2024)
- 2- Hammond St Sanitary & Storm Sewer Improvements (2023-2024)
- 3- Passaic Ave & NJ Transit Bridge Overpass
- 4- Benson Ave & MacDanold Brook Realignment Project (2024-2026)
- 5- Parking Deck at State St with EV Parking (2023)
- 6- Reconstruction of Outfalls (2025-2028)
- 7- Installation of Prevention flood Valve in the Outfalls (2025-2033)
- 8- FEMA Flood Mitigation Projects:
  - a. Hughes Lake Dam & Spillway reconstruction
  - b. Installation of Rip-rap aprons at all culvert discharge points
  - c. Howard Avenue Tennis Courts Drainage Improvements
- 9- Planting flood-resistant vegetation and landscaping in flood-prone Areas (2023-2033)
- 10- Implementation of Green Infrastructure and Non-structural stormwater management measures (2023-2033)
- 11- Ongoing Roadway Improvements at multiple locations (2023-2033)

## Appendix M: City of Passaic Census Tracts



**Mayor Hector C. Lora**  
 Passaic City Hall  
 330 Passaic Street  
 Passaic, N.J. 07055

### CITY OF PASSAIC 2021 CENSUS TRACTS

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 Geographic Village: 2020 Census (released on June 1, 2020)  
 Data Source: U.S. Census Bureau's MAP/TIGER database (2020)  
 Map Created by Geography Division (January 05, 2021)  
 U.S. DEPARTMENT OF COMMERCE U.S. Census Bureau

**Division of Planning, Redevelopment, and Economic  
 Development**

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 Ricardo Fernandez, PP/AICP  
 N.J. Professional Planners License NO. 606200

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