

DOWNTOWN REDEVELOPMENT PLAN



Draft April 2021

Prepared for:



Prepared by:



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REDEVELOPMENT PLAN FOR THE DOWNTOWN REDEVELOPMENT AREA

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Adopted by Little Falls Council: _____, 2021

The original of this report was signed and sealed in accordance with N.J.S.A. 45:14A-12

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1.0 INTRODUCTION

1.1 BASIS FOR THE PLAN

This redevelopment plan has been prepared for the Downtown Area in Need of Redevelopment and Area in Need of Rehabilitation within the Township of Little Falls, Passaic County, New Jersey. The **Downtown Redevelopment Area** ("Redevelopment Area") comprises approximately 9.3 non-contiguous acres located in an area bounded by Main Street to the south, east and west of Paterson Avenue and east and west of Maple Street, in central Little Falls. The plan area within the Township, and Redevelopment Area lots are shown in **Figures 1 and 2**, respectively. The block and lots within the redevelopment area are listed in **Table 1**. The Little Falls Planning Board on September 25, 2017 determined by Resolution (See **Appendix A**) that these properties qualified as an "area in need of redevelopment" in accordance with the criteria specified in the New Jersey Local Redevelopment and Housing Law (LRHL) at N.J.S.A. 40A:12A-5. This redevelopment plan provides the development regulations and other standards to guide the redevelopment of the Downtown Redevelopment Area.

FIGURE 1: AREA MAP

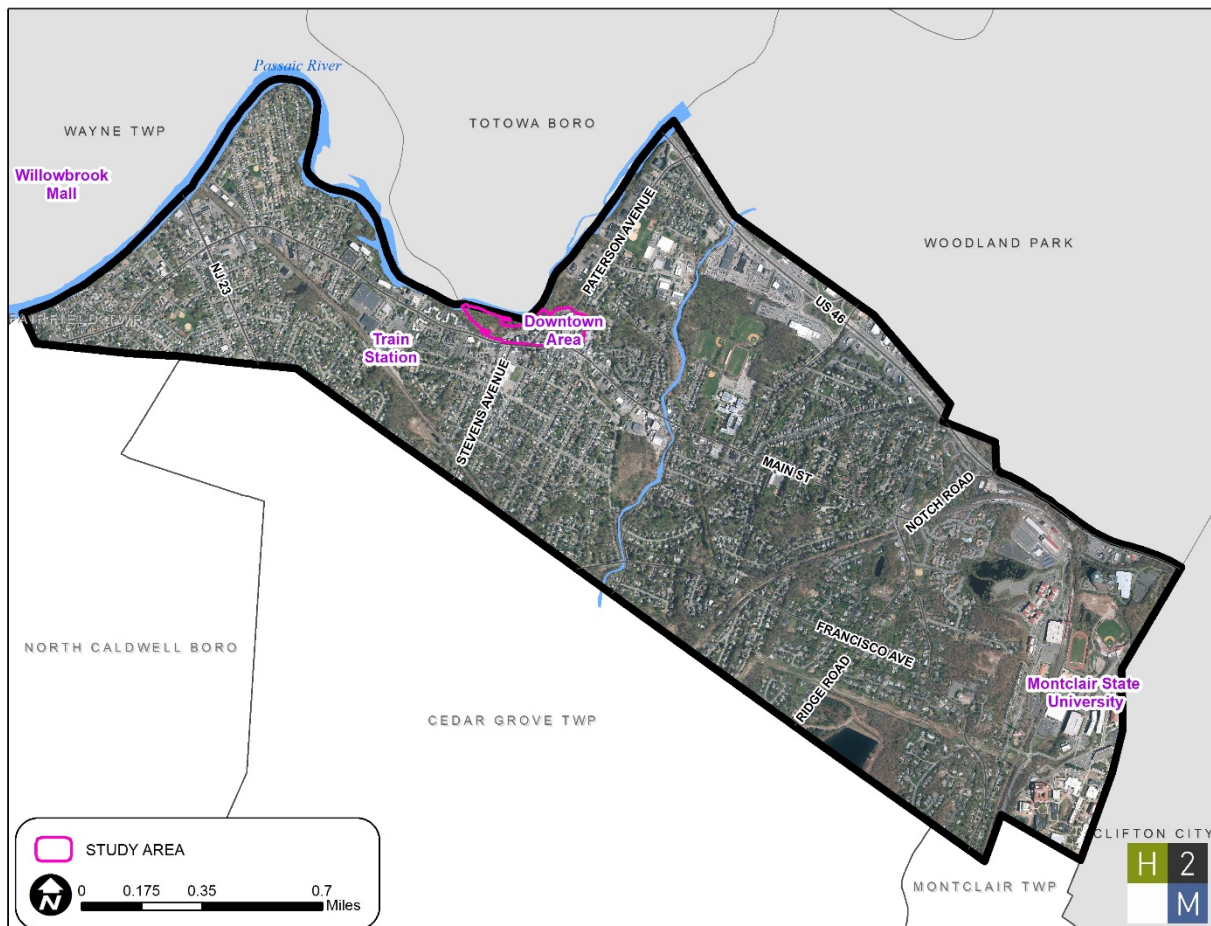




FIGURE 2: REDEVELOPMENT PLAN AREA MAP

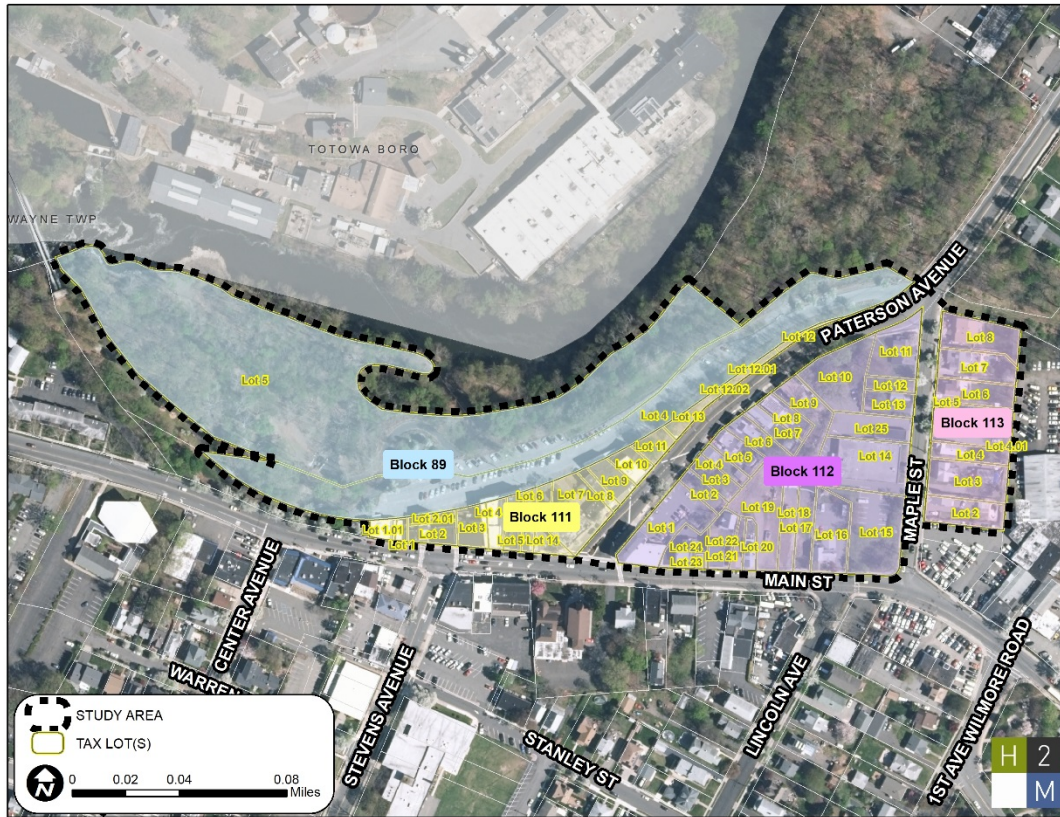


TABLE 1: PROPERTIES IN THE REDEVELOPMENT AREA

No	Block	Lot	Location	No	Block	Lot	Location	No	Block	Lot	Location
1	89	4	Main St.	16	111	12.02	29 Paterson Ave.	31	112	15	32-35 Main St.
2	89	5	Paterson Ave.	17	111	13	25 Paterson Ave.	32	112	16*	35-54 Main St.
3	111	1	104 Main St.	18	112	1	64-72 Main St.	33	112	22	56 Main St.
4	111	1.01	106 Main St.	19	112	2	16 Paterson Ave.	34	112	23	58 Main St.
5	111	2,2.01	96-102 Main St.	20	112	3	26 Paterson Ave.	35	112	24	60-62 Maple St.
6	111	3	94 Main St.	21	112	4	28 Paterson Ave.	36	113	2	12 Maple St.
7	111	4	90 Main St.	22	112	5	30 Paterson Ave.	37	113	3	16 Maple St.
8	111	5,6, 14	86 Main St.	23	112	6	36 Paterson Ave.	38	113	4	20 Maple St.
9	111	7	3-9 Paterson Ave.	24	112	7	38 Paterson Ave.	39	113	4.01	24 Maple St.
10	111	8	11 Paterson Ave.	25	112	8	40 Paterson Ave.	40	113	5	26 Maple St.
11	111	9	15 Paterson Ave.	26	112	9	46 Paterson Ave.	41	113	6	30 Maple St.
12	111	10	17 Paterson Ave.	27	112	10	50 Paterson Ave.	42	113	7	32 Maple St.
13	111	11	21 Paterson Ave.	28	112	11, 12	60 Paterson Ave.	43	113	8	34-36 Maple St.
14	111	12	Paterson Ave.	29	112	13	25 Maple St.	* Block 112, Lot 16 contains former lots 16, 17, 18, 19, 20, 21, & 25			
15	111	12.01	27 Paterson Ave.	30	112	14	15 Maple St.				



1.2 PURPOSE/VISION

The Downtown Redevelopment Plan sets standards for development and site improvements in the declared area in need of redevelopment. The Downtown Redevelopment Plan is intended to revitalize the Little Falls downtown area by creating a vibrant mixed-use community that capitalizes on its close proximity to the proposed Little Falls Bus Facility and the Train station, both with access to Newark, Hoboken, and Manhattan. The introduction of new housing and businesses to the area will activate the downtown streets and create a sense of place within the community, diversify housing stock in the Township, assist it in meeting its affordable housing obligation, and create an increase in bus and rail ridership.

This area of the Township has largely been a mix of small scale residential, mixed use buildings, single-story commercial uses and surface parking. An August 2013 Visioning Workshop, held by Passaic County, noted that existing building conditions within the Downtown received the lowest ratings partly because they lacked defining architectural elements. The redevelopment of this area will promote a vision of mixed use residential development that provides a greater degree of housing options for the Township, takes advantage of current household preferences for living arrangements, and leverages the site's proximity to commuter rail service, all of which will create architectural elements that vary in design which help create a visibly attractive downtown area for residents and visitors.

1.3 NOTE ON PLAN TERMINOLOGY

Throughout the Redevelopment Plan, a conscious distinction is made in the regulations between "shall" and "should." "Shall" means that a developer is required to comply with the specific regulation, without any deviations. "Should" means that a developer is encouraged to comply but is not required to do so.

1.4 REQUIRED COMPONENTS OF THE REDEVELOPMENT PLAN

N.J.S.A. 40A:12A-7 requires that a redevelopment plan include an outline for the planning, development, redevelopment, or rehabilitation on of the redevelopment area sufficient to indicate the following:

1. Its relationship to definite local objectives as to appropriate land use, density of population and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.
2. Proposed land uses and building requirements in the project area.
3. Adequate provisions for the temporary and permanent relocation, as necessary for residents in the project area, including an estimate of the extent of which decent, safe, and sanitary dwelling units affordable to displace residents will be available to them in the existing local housing market.
4. An identification of any property within the redevelopment area which is proposed to be acquired in accordance with the redevelopment plan.
5. Any significant relationship of the redevelopment plan to:
 - a. The master plans of contiguous municipalities
 - b. The master plan of the county in which the municipality is located
 - c. The State Development and Redevelopment Plan adopted pursuant to the "State Planning Act" P.L. 1985, c.398 (C.52:18A-196 et al.).
6. An inventory (as of the date of the adoption of the resolution on finding the area to be in need of redevelopment) of all housing units affordable to low and moderate income households, as defined pursuant to N.J.S.A. 52:27D-304, that are to be removed as a result of implementation of the redevelopment plan, whether as a result of subsidies or market conditions, listed by affordability level, number of bedrooms, and tenure.



7. A plan for the provision, through new construction or substantial rehabilitation of one comparable, affordable replacement housing unit for each affordable housing unit that has been occupied at any time within the last 18 months, that is subject to affordability controls and that is identified as to be removed as a result of implementation of the redevelopment plan.
8. The redevelopment plan may include the provision of affordable housing in accordance with the "Fair Housing Act," N.J.S.A. 52:27D-301 et seq. and the housing element of the municipal master plan.
9. The redevelopment plan shall describe its relationship to pertinent municipal development regulations as defined in the "Municipal Land Use Law," P.L.1975, c. 291 (C.40:55D-1 et seq.).
10. The redevelopment plan must state whether it shall supersede applicable provisions of the development regulations of the municipality or constitute an overlay zoning district within the redevelopment area.
11. All provisions of the redevelopment plan shall be either substantially consistent with the municipal master plan or designed to effectuate the master plan; but the municipal governing body may adopt a redevelopment plan which is inconsistent with or not designed to effectuate the master plan by affirmative vote of a majority of its full authorized membership with the reasons for so acting set forth in the redevelopment plan.

2.0 EXISTING CONDITIONS

2.1 2017 AREA IN NEED OF REDEVELOPMENT INVESTIGATION SUMMARY

The 2017 Downtown Area in Need of Redevelopment and Area in Need of Rehabilitation Study (AINR Study) adopted September 25, 2017 by the Township Planning Board established the boundary of the Redevelopment Area and the legal framework for issuing a determination of need for the area. Existing land uses, property conditions, zoning characteristics, municipal tax, fire, police and building records and relevant planning studies were examined and all parcels in the study area were analyzed to determine conformity with the required redevelopment criteria. The AINR Study found that parcels within the area met one or more of the following criteria **A, B, C, D, and H, and Section 3**. A summary of the necessary criteria as presented in the AINR and met by the study area is listed below.

- **Criteria A**
Buildings are unsafe, substandard, unsanitary, dilapidated, obsolescent, or possess any such characteristics, or so lacking in light, air, or space as to be conducive to unwholesome living or working conditions. Three (3) of the properties within the Study Area were classified as meeting the "A" criteria, as the properties were considered either substandard or of dilapidated condition.
- **Criteria B**
The discontinuance of the use of buildings previously used for commercial, manufacturing, or industrial purposes; the abandonment of such buildings; or the same being allowed to fall into so great a state of disrepair as to be tenantable. Three (3) properties met this criteria, as the property were vacant and had been allowed to fall to disrepair.
- **Criteria C**
Land that is owned by the municipality, the county, a local housing authority, redevelopment agency, or redevelopment entity or unimproved vacant land that has remained vacant for a period of at least 10 years and that by reason of its location, remoteness, lack of means of access to developed sections or portions of the municipality, or topography, or nature of the soil, is not likely to be developed through the instrumentation of private capital. Seven (7) properties were classified as meeting the "C" criteria, as the properties are either owned by the Township, have been vacant for a period of at least 10 years, or are constrained by steep slopes and shallow lot depths.



- **Criteria 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. Six (6) properties were classified as meeting the "D" criteria, as the properties are inconsistent with modern land use planning standards and practices.

- **Criteria H**

Designation of the delineated area is consistent with smart growth planning principles adopted pursuant to law or regulation. Smart Growth Area Classification commonly refers to growth that serves the environment, economy, and community equally. It attempts to concentrate development into already-existing communities when possible. Additionally, it addresses the inherent interconnections between environmental protection, social equity, public health, and economic sustainability. Selected areas throughout the State of New Jersey are designated as a Smart Growth Area. They are designated by the Department of State, Office for Planning Advocacy, from spatial data relating to the NJ State Development and Redevelopment Plan (NJSDRP). The 2001 New Jersey State Development and Redevelopment Plan was adopted pursuant to the State Planning Act and contains several Smart Growth policies and goals and a map that reflects the State's desired growth patterns. All forty-three (43) properties were classified as meeting the "H" criteria, as the properties are located within Planning Area 1 (PA-1) known as the Metropolitan Planning Area. PA1 areas contribute to smart growth planning principles pursuant to the SDRP under the State Planning Act. All properties are additionally located within a walkable setting, are located near to bus and train public transit facilities and located in an area with existing water and sewer.

- **Inclusion under Section 3**

Parcels may be included under Section 3 (N.J.S.A. 40A:12A-3) of the redevelopment statute whereby a redevelopment area may include lands and building, which of themselves are not detrimental to the health safety and welfare of the community, but the inclusion of which, with or without changes in their condition, is necessary for the effective redevelopment of the area of which they are a part. Thirteen (13) properties met this criterion.

2.2 SURROUNDING AREA CONTEXT

The Downtown Redevelopment Area is located in central Little Falls along Main Street, Paterson Avenue, and Maple Street. It is approximately 0.5 miles from the Little Falls train station and on Union Avenue and approximately 3 blocks from the proposed Transit Village Bus Hub on Stevens and Stanley., as shown in **Figure 3**. The optimal walking distance between a transit station or stop and a place of employment/residential use is between ¼ mile (1,320ft) and ½ mile (2,640ft), which places the Redevelopment Area within walking distance of good bus and commuter rail service.

FIGURE 3: EXISTING CONDITIONS



The Downtown Redevelopment Area is located north of Main Street (CR 639), east and west of Paterson Avenue (CR 631) and east and west of Maple Street. There is a mix of residential and commercial properties surrounding the area, with the Passaic River to the north.

The Downtown Redevelopment Area is currently zoned for Transit Village – Central Business District (TV-CBD) or General Business (B-1) (**Figure 4**). The TV-CBD zone permits the following uses:

- Mixed use – commercial/residential structure
- Live/work space located above the ground floor
- Public and civic uses including government/institutional uses, cultural exhibits and libraries, open space, public safety services, utilities and services
- Retail sales ^{*(1)}
- Personal service establishments
- Restaurants
- Taverns
- Art Studio
- Art Gallery
- Museum
- Bank-excluding drive through facility
- Theater



- Laundromat (no on-site processing)
- Convenience stores (not stand alone)
- Bakeries

**Retail use shall not be interpreted to include the sale of used or new cars; gasoline or diesel fuels*

(1) New structures require at least one floor of residential above; residential above existing structures is encouraged.

Accessory uses for the TV-CBD zone include uses customary and incidental to a permitted principal use, parking lots, and outdoor dining (for permitted restaurant only). Conditional accessory uses include parking structures.

The B-1 zone permits the following uses:

- Retail stores, markets and shops, excluding drive-ins and shopping centers
- Service establishments except automotive, funeral parlors, laundry and dry-cleaning establishments
- Enclosed eating and drinking establishments where food and drink is served within the building only
- Business, professional, and governmental offices
- Banks, without drive-in facilities
- Business signs complying with Article XVII

Conditional uses for the B-1 zone include drive-in banks, enclosed automobile sales, without repair or service not normally incidental to sales, telephone exchange and public utility stations in buildings matching character of neighborhood, funeral parlors, and fully enclosed theaters.

With the recent zone change to TV-CBD in 2013, there still remains a smaller commercial footprint than the extent of the zone boundary, with single-family residential still a predominant use, as shown in **Figure 5**. Within the redevelopment area, properties include two pizzerias, office units, two hair salons, two jewelry stores, a nail salon, a dentist, a diner, a sushi restaurant, an ice cream store, a bank, vacant commercial buildings, a fire station, a florist, a karate studio, a hot dog stand, and residential homes.

Generally surrounding the redevelopment area are single-family residential zones of various minimum lot sizes and the general business zone.



FIGURE 4: LITTLE FALLS ZONING MAP SECTION

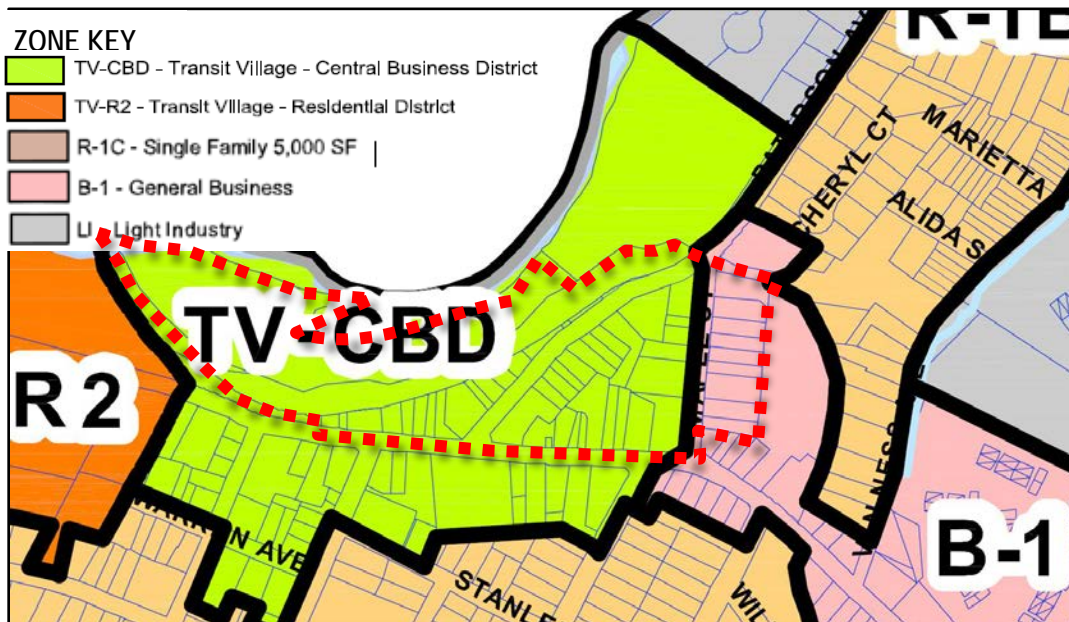


FIGURE 5: DOWNTOWN AINR LAND USE





2.3 RELATIONSHIP TO MASTER PLAN AND LOCAL GOALS AND OBJECTIVES

2.3.1 Master Plan Objectives

Little Falls' current Master Plan and most recent Master Plan Reexamination were adopted in 2002 and 2013, respectively. The Master Plan sets forth the goals and objectives for land uses within Little Falls. The following information from the plans relate to the redevelopment area:

2002 Master Plan

One of the Major Planning Issues identified for the whole of the Master Plan was to maintain Central Business District vitality. The downtown area is described as a modest area with a decent mix of retail businesses and offices with the biggest issue being a lack of parking. The Land Use Element identified the area around the Study Area as "a neighborhood-sized center ... in need of improvements... [that is] poorly located [with] insufficient parking and poor pedestrian access to parking facilities." The Plan recommended design guidelines and a parking study be conducted for the area.

2008 & 2013 Master Plan Re-examination Report

The Study Area is mentioned in the 2008 Master Plan Re-examination Report stating that the Township's CBD had remained in good condition since the 2002 plan. The 2008 plan further recommended that the Township investigate opportunities within the CBD that would expand economic vitality, create a more pedestrian friendly environment, discuss parking solutions, and link to the existing NJ TRANSIT station. The Re-examination Report also suggests that there are other possible redevelopment opportunities within the Township and that an analysis of future redevelopment opportunities should be determined.

The 2002 and 2008 Master Plan goals and objectives were replaced by those identified in the 2013 Re-examination Report. The new goals and objectives address the topic of redevelopment and are listed below:

Goal #10:	<i>"Balance redevelopment initiatives in a manner that considers the fiscal impacts to the Township while not adversely impacting traffic, population, safety and environment, character and privacy of existing residential are or placing increased demands on municipal services."</i>
Land Use Objective #9:	<i>"Plan for efficient and proper redevelopment for areas of transition."</i>
Economic Development Objective #8:	<i>"Facilitate the redevelopment or upgrade of existing non-residential properties where appropriate."</i>

The aim of the Township's 2013 Master Plan Re-examination Report is to plan for the transformation of Little Falls' underutilized industrial and commercial areas through redevelopment, which will ultimately allow Little Falls to increase rateables and reduce the residential tax burden and to provide different residential living and shopping options. The 2013 report makes several recommendations pertaining to the Downtown Study Area. One general recommendation made was for the downtown to support a mixed use, pedestrian-oriented "main street" environment, to be achieved through zoning changes. Specifically, ground-floor retail should be provided preferably at the front property line, joint access and parking should be encouraged, design guidelines should be adopted, a reduction in parking requirements should be considered, better sign regulations and consistent street/alley lighting should be explored, mixed-use should be encouraged, the establishment of a Business Improvement District (BID) should be investigated, and ideas on how to capitalize on the presence of Montclair State University should be formulated (i.e. shuttle stops). The 2013 Report also stated that the Township began developing a Transit Village Program beginning in December 2012 and it was recommended that the Township pursue Transit Village Designation. In terms of roadway safety, the 2013



report recommended that the Township explore developing a roundabout at the intersection of Paterson Avenue and Maple Street in order to reduce conflicts in turning onto Main Street. Zoning changes to the downtown area were also recommended, suggesting that the area be zoned from B-1 to a Central Business District (CBD).

2.3.2 *Redevelopment Plan Objectives*

The Township seeks to promote a continuation of its downtown including mixed-use development in areas that are well served by transit and have adequate access to employment, housing options and sufficient parking. The redevelopment plan intends to capitalize on its Main Street location and proximity to the proposed Steven Avenue Bus Center and the Little Falls train station, both of which are within walking distance from the Downtown Redevelopment Area. This enables the Township to provide mix of land uses that fit into the existing character of the downtown as well as provide residents with new retail, business, and housing options in the downtown.

The objectives for this Redevelopment Plan are to:

1. Activate the downtown and the economic vitality of the area by encouraging small-scale commercial and residential uses.
2. Preserve the downtown character by incorporating contemporary planning and design principles with existing architectural elements that instill a sense of place and an attractive livable environment.
3. Regulate façade elements to create visual interest and a defining sense of place.
4. Encourage opportunities that attract pedestrian foot traffic such as improving parking connections, improving open space connections, and incorporating pedestrian friendly streetscapes.
5. Provide a range of market rate and affordable housing options that meet the current and future needs of Township residents.
6. Revitalize an under-invested and underutilized area of the Township with high-quality development.
7. Improve connectivity to the proposed Bus Center in Stevens Avenue and the existing rail station in order to encourage walking and biking and minimize vehicular dependency.
8. Provide opportunities to support bicycle transportation, including adequate bicycle storage capacity within residential building design to encourage bicycle links to public transportation, employment centers, and commercial areas.
9. Improve circulation patterns that reduce pedestrian and vehicular conflicts as well as vehicular- vehicular conflicts.

2.4 RELATIONSHIP TO ZONING ORDINANCE

The Downtown Redevelopment Plan shall be redeveloped in accordance with the standards detailed in this redevelopment plan. The Downtown Redevelopment Plan shall supersede all provisions of the Zoning and Development Regulations of Little Falls regulating development in the Downtown Redevelopment Area. In all situations where zoning issues are not specifically addressed herein, the Little Falls Land Use Ordinance and Development Regulations shall, however, remain in effect. The Township's Zoning Map shall be amended to indicate the redevelopment area to which the Downtown Redevelopment Plan applies.

3.0 USE AND BULK REGULATIONS

The following land use and development standards provide a framework for the physical development of the Downtown Redevelopment Area and have been put forth in the interest of public health, safety, convenience, and general welfare. The standards allow for project flexibility, while requiring that the design of buildings and improvements be of high quality and performance, and that the physical integration of design elements be prudently employed to meet the goals and objectives of this redevelopment plan. The Township has not attempted in these controls to anticipate every



possible design or land use solution. Therefore, the land use controls set forth herein reinforce current zoning while providing guidelines for the types of uses the Township would like to see.

Relief/variances from the provisions of this section may be granted by the Township of Little Falls Planning Board in accordance with the provisions of Section 70(c) of the Municipal Land Use Law. To the extent that this establishes requirements from which the Planning Board cannot grant relief pursuant to Section 70(d) of the Municipal Land Use Law (e.g., permitted uses), then the procedure for amending the plan outlined in the report shall apply.

3.1 DEFINITIONS

The following terms are included within the redevelopment plan and defined herein:

BAR/TAVERN - A bar, lounge or tavern is a type of restaurant that is operated primarily for the dispensing of alcoholic beverages. The preparation and sale of food or snacks to customers may be permitted.

TOWNHOUSE DWELLING UNIT - One of a series of single-family dwelling units attached by a common wall between it and the adjacent unit or units together with individual front and rear entrances and yards designed as an integral part of each unit and having been constructed in conformity with an approved subdivision and site development plan.

TOWNHOUSE DWELLING STRUCTURE - A building containing two or more townhouse dwelling units.

TOWNHOUSE, STACKED - A townhome in which one unit is "stacked" on top of the other, up to two units total. Each of the units in a stacked townhome must have its own exterior entrance.

MULTI-FAMILY - An exclusively residential building designed for occupancy by five or more families living independently of each other in units attached at one or more common roofs, walls or floors. Typically, the unit's habitable area is provided on a single level with entrances provided from a common corridor. A common lobby and elevators are required when more than one story is built.

MIXED-USE BUILDING - A building of two or more stories comprised of retail, commercial, or office located on the ground floor and residential uses permitted on the upper floors.

SHARED PARKING - Joint utilization of a parking area for more than one use, either on site or between nearby properties, through a dedicated arrangement (if possible), in order to fulfill their individual parking requirements because their peak-period parking demands, such as entertainment and offices uses, do not overlap.

BREW PUB - An establishment that sells at least 25% or more of its product in-house and is accompanied by a restaurant area for dine-in use.

MICRO-BREWERY - An establishment that sells 75% or more of its product off-site and produces 15,000 barrels of beer or less a year. No loading shall be done on a public street such as Main Street, Maple or Paterson.

NANO-BREWERY - An establishment that sells 75% or more of its product off-site and produces 1,000 barrels of beer or less a year. No loading shall be done on a public street such as Main Street, Maple or Paterson.

OFFICE, PROFESSIONAL - An office for professionals such as physicians, dentists, lawyers, architects, engineers, artists, musicians, designers, teachers, accountants and others who through training are qualified to perform services of a professional nature and where no storage or sale of merchandise exists, except as accessory to the professional services.



PERSONAL SERVICE ESTABLISHMENT. A business that performs services on the premises for persons residing in nearby residential areas including but not limited to shoe repair, tailoring, beauty parlors, nail salons, or barbershops.

RETAIL SERVICES. The rendering of services, as opposed to products, to the general public. Retail services include recreation services and facilities, studios for the instruction of the arts, including dance studios, gymnastics, or martial arts, museums, and galleries.

RETAIL SALES. An establishment wherein goods, merchandise, produce, commodities or similar articles are offered for sale or sold to the general public or the ultimate consumer.

OUTDOOR RESTAURANT AND/OR BAR PERMIT (IF LOCATED ON THE ROOFTOP). An outdoor eating and/or drinking permit for eating and or drinking establishments within the Redevelopment Area, with an outside area on the rooftop of the building, shall be subject to the following conditions:

- (1) The rooftop area shall be associated with an establishment doing business within the principal building.
- (2) The floor immediately below the rooftop area is occupied by a nonresidential use.
- (3) If determined that the hours of operation of the outdoor area will not negatively impact the use and enjoyment of the neighboring properties, outdoor area activities (including music) shall not exceed the hours of operation for the principal use, excluding the sale of liquor, which may be further limited by the liquor license.
- (4) Screening shall be provided, either with landscaping and/or a fence, based on the specific site circumstances.
- (5) The main access to the rooftop patio shall be from the interior space of the business within the principal building.
- (6) Any lighting fixtures shall be designed to effectively eliminate glare, and sharply cut off lighting levels at the property line. All lights associated with the rooftop patio must be turned off when the rooftop area is not in use.

3.2 LAND USES

The purpose of the Downtown Redevelopment Area is to provide -use development within close proximity to the Little Falls Bus Transportation Hub, the train station, while preserving the quaint "downtown feel" of the area. The Downtown Redevelopment Plan also aims to promote an improved visual environment and spur economic growth along Main Street, Maple St. and Paterson Ave. The new market rate and affordable housing units will fill a housing need for new and future Township of Little Falls residents, provide ample on-site amenities for the new residents, increase ridership at the Little Falls rail station and NJ Transit bus lines, and provide housing options within the region. The revitalization of the Downtown Redevelopment Area will also improve the appearance and safety of the area and improve the Township's tax base. The redevelopment area is divided into **(4) sub-districts: Sub-district A, Sub-district B, Sub-District C, and Sub-district D.**



FIGURE 6: REDEVELOPMENT AREA SUB-DISTRICTS



Permitted Use Sub-districts

Use	Sub-district A	Sub-district B	Sub-district C	Sub-district D
Multi-family dwellings ¹		•	•	•
Mixed-use buildings		•	•	
Townhomes		•	•	•
Stacked Townhomes				•
Retail sales and services		•	•	
Restaurants		•	•	
Bar/Tavern		•	•	
Public facilities	•	•	•	•
Art galleries/art studios/museum		•	•	
Financial and banking institutions (excludes drive-thrus)		•	•	
Pedestrian walkways	•			
Parks & Open space	•	•	•	•
Personal Service establishment		•	•	
Professional offices		•	•	
Nano, Micro Brewery & Brew pubs		•	•	
Rooftop restaurant /bars		•	•	
Fitness Center (Maximum of 2,000 square feet)		•	•	



- 1- Stand-alone multifamily/townhouse units only permitted on north side of Paterson Avenue or lots fronting on Maple Street

PERMITTED ACCESSORY USES

1. The following are permitted accessory uses:
 - A. Signs, subject to the provisions of Chapter 280, Article XXI: Little Falls Sign Ordinance and this plan.
 - B. Fences and landscaping, subject to the provisions of this plan
 - C. Off-street parking facilities
 - D. Trash enclosures
 - E. Mailboxes, Drop-boxes
 - F. Sidewalk cafés
 - G. Detached garage in sub-district D

PROHIBITED USES

2. All uses not explicitly permitted are prohibited, including, but not limited to:
 - A. Check Cashing businesses
 - B. Massage Parlors
 - C. Kennels
 - D. Uses requiring storage or display of goods outside a fully enclosed building
 - E. Lumber yards
 - F. Sexually oriented businesses
 - G. Tattoo, body piercing or branding establishments
 - H. Manufacturing and other commercial uses deemed to be hazardous in the building code
 - I. Auto-oriented businesses including gas stations, mechanics, new and used auto sales or storage of such.
 - J. Restaurants with exterior drive-up window service or drive-thrus
 - K. Pawn Shops
 - L. Funeral Homes



3.3 BULK REGULATIONS

Development in the Downtown Redevelopment Area is subject to the requirements in the table below.

Sub-District Bulk Standards				
Regulation	Sub-district A	Sub-district B	Sub-district C	Sub-district D
Minimum Lot Area		2,000sqft	10,890 sqft/0.25 acre	5,000 sqft
Minimum Lot Width	--	<u>30 feet</u>	<u>100 feet</u>	100 feet or 20 feet per unit
Minimum Lot Frontage	-		100 feet	100 feet
Minimum Lot Depth	-	25 feet	60 feet	150 feet
Minimum Front Yard Setback	-	0 feet	0 feet	Min 10 feet ¹ Max 20 feet
Minimum Side Yard Setback	-	0 feet	0	15 feet or 0 feet when common wall joins 2 townhouses
Minimum Rear Yard Setback	-	0 feet	0	40 feet ²
Minimum Density	-	-	-	14 dwelling units/acre
Maximum Building Coverage	-		100%	55%
Maximum Lot Coverage	80%	95%	90%	90% & 80% ⁴
Minimum Accessory Structure Height	-	-	-	15'
Maximum Building Height	-	4 Stories/50 feet ³	4 Stories/50 feet ⁵	3 Stories/42 feet
Minimum Useable Open Space	-	-	-	15%

¹ Front porches and steps are permitted within the front yard setback.

² Patios and decks are permitted within the rear yard setback.

³ The four-story structures permitted in Sub-district B have secondary access in the rear of the building along the Morris Canal municipal parking area. The rear entrance shall be considered "basement level" and shall be counted as a story in building height calculations. Three stories will be visible in the front of the buildings along Main St. and Paterson. Height shall be measured from the rear of the building.

⁴ 80% coverage for parcels located on the eastern side of Maple St.

⁵ 4 stories only permitted on Paterson Avenue lots facing Paterson Avenue ROW and the Morris Canal Parking Lot.

** "Height" as it relates to any building means the vertical distance from the mean natural grade surrounding the building to: (a) in the case of a flat roof, the highest point of the flat roof or parapet wall, whichever is higher, or (b) in the case of a sloped roof, the midpoint of the sloped roof. The mean grade shall be calculated using the existing natural grade at ten-foot intervals surrounding the existing building foundation walls and any new construction. If soil or rock removal lowers the ground elevation around the perimeter of the foundation walls, building height shall be based on the lowered elevation. If the placement of soil or other materials raises the ground elevation around the perimeter of the foundation walls, building height shall be based on the elevation as it existed prior to the placement of soil or other material.

3.4 BUILDING AND UNIT DESIGN

1. **Multifamily Building Dwelling unit size:** One- or two-bedroom units are permitted, and must meet the following criteria:
 - a. One-bedroom rental units – minimum 800 square feet (with or without den)
 - b. Two-bedroom rental units– minimum 1,000 square feet (with or without den)



- c. Two-bedroom townhouse units (for sale) – minimum 1,200 square feet
 - d. Affordable Housing is required per the adopted Housing Element and Fair Share Plan
 - e. As it relates to any units with dens:
 - i. Dens must adjoin a living space
 - ii. Dens must be built without closets and at all times post-construction have no closets
 - iii. Dens must be accessed through a wider-than-usual opening,
 - iv. The addition of a door, wall and a closet is at all times prohibited.
 - f. Each change in lease occupancy (including lease assignment and lease sub-letting) would require the issuance of a certificate of continued occupancy to verify continue compliance with the foregoing, the reasonable cost of each such inspection to be borne by the owner of the improvements constructed in the Downtown Redevelopment Area.
2. Buildings with residential uses shall provide laundry facilities and central air conditioning for each dwelling unit either in the unit or in common areas accessible only to residents. Window air conditioning units are not permitted. Television connections shall be provided for each unit. One satellite dish shall be permitted per structure and may not be visible from any street.
3. **Townhouse/Stacked Townhouse**
- a. All townhomes shall have front facades and principal entrances fronting on Maple Street & Paterson Avenue.
 - b. No townhome dwelling structure shall have more than 10 dwelling units, stacked 20 units
 - c. Separation between structures shall be a minimum of 20 feet, and 25 feet when adjacent to a dedicated street or driveway.
 - d. There shall be no garages located on the front of the structure/units.

3.5 DRIVEWAYS & CURBS

1. Driveways shall not be located closer than five (5) feet from a property line, nor closer than ten (10) feet from an existing driveway on an adjacent property, unless pre-existing conditions warrant it and the site functions properly and safely.
2. Two-way driveways shall be a minimum of 24 feet wide; where a center median is proposed, the median shall be a minimum of 5 feet in width and the driveway shall be a minimum of 18 feet in width.
3. Curbs along public right-of-ways shall be Belgian block per Township regulations.

3.6 PARKING

1. Parking may be provided as surface parking or garage spaces.
2. All required parking must be provided on site.
3. Parking is prohibited in any required front yard setback.
4. Parking shall be located to the rear of a building and/or the interior of the site where its visual impact to adjacent properties and the public right-of-way will be minimized.
5. Tandem parking is permitted for dedicated residential 2 bedroom units of the principle building only
6. Adequate fire and emergency access must be provided subject to the Township of Little Falls Fire Department.
7. All parking spaces shall be at least nine feet by eighteen feet, except that two and one-half feet of the length may be included in any overhang.
8. On-site parking shall not be used for any purpose other than parking.
9. Pedestal-style parking is not permitted, unless provided in the rear of the building and not visible from the principal street.



10. Adequate parking facilities for accessibility to people with mobility impairments shall be provided as required by the Americans with Disabilities Act (ADA).
11. Parking Ratios. Parking in the Transit Village shall be required based on the following table. Where a use is not listed, refer to general parking requirements in Article XXIV of the Township Zoning Code.

Permitted Uses	Minimum Parking Requirements
Multi-Family Apartments	1.25 spaces per unit
Townhomes	2.0 spaces per unit
Retail	4 spaces/1,000 square feet
Personal services	1 per 200 square feet
Restaurants and Taverns	1 per 3 seats
Business and professional offices	2.5 spaces/1,000 square feet
Medical offices	4 spaces/1,000 square feet
Banks	2.5 spaces/1,000 square feet
Cultural and community facilities	1 space/3 seats or 1,000 square feet, whichever is greater

- a. On-street parking shall not be counted towards the parking requirements.
 - b. Residential uses shall adhere to the standards in the Residential Site Improvement Standards. However, with those standards, alternate parking standards may be accepted if the applicant demonstrates that these standards better reflect local conditions and factors such as household characteristics, mass transit options, urban versus suburban location, and off-street parking resources. The Planning Board may grant deviations and exceptions based on the ratios provided above.
12. Shared Parking. Shared parking is encouraged within the Downtown Redevelopment Area. The Planning Board is hereby given the authority to waive any or all of a use's parking requirements in the Downtown Redevelopment Area if a parking structure or surface parking lot with adequate capacity is located within 500 feet of the subject use or the Planning Board finds adequate on-street parking is available. The parking spaces required in the above standards may be reduced when two or more establishments share the same parking area, whether on the same lot or on abutting lots, subject to the following conditions:
- a. That some portion of the shared off-street parking area lies within 500 feet of an entrance, regularly used by patrons, into the buildings served by the shared parking facilities.
 - b. That access and parking easements are prepared and recorded for each property affected by the shared parking.

The minimum amount of shared parking required shall be calculated according to the following formula:

- a. Calculate the minimum amount of parking required for each land use as if it were a separate use.
- b. To determine peak parking requirements, multiply the minimum parking required for each proposed land use by the corresponding percentage in the table below for each of the five time periods.
- c. Calculate the column total for each of the five time periods.
- d. The column (time period) with the highest value shall be the minimum shared parking requirement.



Shared Parking Requirements						
Use	Weekdays			Weekends		
	8 am – 6 pm	6 pm – Midnight	Midnight – 8 am	8 am – 6pm	6 pm – Midnight	Midnight – 8am
Office	100%	10%	5%	10%	5%	5%
Retail	70%	90%	5%	100%	5%	5%
Hotel/Motel	75%	100%	100%	75%	70%	100%
Restaurant	60%	100%	10%	60%	100%	20%
Entertainment/Recreation	40%	100%	10%	80%	100%	50%
Residential	60%	100%	100%	80%	100%	100%

13. Overnight Parking. No person shall park a vehicle on any day between the hours of 2:00 am and 6:00am upon any street or any part of street within the Redevelopment Area, unless otherwise provided for by Township Ordinance.
- a. Overnight parking within the public parking area of the Downtown Redevelopment Area Sub-District A shall not be permitted, except for vehicles displaying an appropriate overnight parking sticker or permit.
14. Payment in Lieu of Parking (PILOP). When the proposed construction and use of any new building or structure or the proposed enlargement or increase in the capacity of new use of any existing building or structure results in practical difficulty or undue hardship in complying with the off-street parking requirements of the Downtown Redevelopment Area, the Planning Board, in its discretion, upon finding(s) that such difficulty or undue hardship exists, and if the applicant is otherwise in accord with the provisions of the Municipal Land Use Act, may permit the applicant to elect to contribute to the Township's Parking Improvement Program (PIP) Trust Fund in lieu of providing the total number of parking spaces required by Township ordinance.
- a. The Planning Board, when reviewing an application for development which requests a parking space variance, shall determine the number of off-street parking spaces required for the application to conform to the requirements of the Downtown Redevelopment Area, and then shall establish the number of parking spaces for which the applicant seeks a variance.
- b. The provisions of this section of the zoning and planning ordinance creating the parking improvement program shall not allow the waiver of required off-street parking spaces or facilities, where they can be installed by the applicant without undue difficulty or hardship, unless the approving authority, by resolution, agrees in its sole discretion that it has an excess supply of available on or off-street parking in the area of the development project. The Planning Board and/or Board of Adjustment is then authorized to permit a waiver of up to 10% of the applicant's overall parking requirement.
- c. The contribution and payment of the PIP fee, in lieu of providing the required off-street parking spaces, shall only be made at the request of an applicant, who would otherwise be required to install off-street parking based upon the applicant's proposed use, and is unable to do so in accordance with the requirements of the zoning and planning ordinance.
- d. Nothing in this subsection shall be deemed to serve as an automatic requirement to grant a PILOP agreement, and the entry into such agreement shall be a condition of any approval by the appropriate Board.
15. Fees for off-tract parking requirements.
- a. The applicant agrees, at its request, to be assessed a PIP fee for each parking space not otherwise provided by the applicant as required by the Redevelopment Plan.



- b. The Township has determined 400 square feet to be the parking industry standard for a nine-foot-by-eighteen-foot parking stall, including drive aisles and other common areas associated with the development of a parking lot or parking garage.
- c. The PIP fee to be assessed by the Township for each parking space for which the applicant seeks a waiver shall be calculated as follows, until otherwise amended or revised by ordinance: \$5,000
- d. In addition to the per parking space PIP fee assessment, the applicant shall pay pursuant to N.J.S.A. 40:55-D-3.2 the reasonable fees assessed by the municipality or applicable land use board for review of the developer's application and supporting information as well as preparation of documents necessary to effectuate the purpose of this article, including but not limited to planning review, attorney review, parking consultant, engineering cost estimates and appraisal services.
- e. In the event that the applicant has provided the Township with other payments, waived tax appeal rebates, deeded or contributed by nominal lease real property, constructed off-site improvements, constructed replacement parking facilities, etc., other than what may be negotiated as part of a Payment In Lieu of Taxes (PILOT) agreement, the Township Council in its sole discretion may credit the applicant with the reasonable value of such payment, contribution and/or improvements toward the PILOP required.
- f. The PILOP shall not relieve the applicant or any users of the parking spaces covered under a PILOP agreement from paying any other required parking fees to the Township

3.7 ON-SITE PEDESTRIAN REQUIREMENTS

1. Pedestrian walkways shall be provided connecting parking areas to Paterson Avenue and Main Street.
2. Where practical, pedestrian walkways shall be raised above the grade of streets, drives, parking lots and other paved areas. Where pedestrian walks cannot be raised, they shall be constructed of a material that is different from the adjacent pavement. Pedestrian walkways shall be of a different material than parking areas.
3. Walks, sidewalks and parking areas shall have lighting as required by the Township's land use ordinances and as otherwise required by the Planning Board.
4. Internal walkways shall be a minimum of four-feet wide and shall be designed to comply with the requirements of the Americans with Disabilities Act (ADA).

3.8 BICYCLE PARKING REQUIREMENTS

1. A designated area within the Downtown Redevelopment Area shall be provided for bicycle parking for any multi-family building. The area can be permitted inside the building or outside in a protected area. Parking shall be provided in such a way that allows for a bicycle to be properly secured, via a bicycle rack or locker.
2. A minimum of one internal (1) bike parking space per 10 units shall be required, with additional outdoor bike racks located for public and private use.



3.9 SIGNAGE

1. All design standards for signs shall be regulated by Article XXI: Signs of the Little Falls Zoning Ordinance.

4.0 BUILDING AND SITE DESIGN



These design guidelines shall be applied with the relevant use and bulk standards to reinforce the physical and spatial characteristics of Downtown Redevelopment Area. Any development that occurs in the Downtown Redevelopment Area should be considered in the context of the overall redevelopment area with regards to building height, massing, siting, materials, color or other design characteristic. These standards are intended to apply to renovations of existing buildings, to infill construction and to new construction.

The following guidelines are intended to create a plan that excels at providing comfortable, convenient and aesthetically pleasing high density residential development for the Township.

4.1 ARCHITECTURE AND RESIDENTIAL STANDARDS

1. **Dwelling Unit Mix.** The mix of dwelling units shall be of the size and the mix set forth in subsection 1 of Section 3.4 above in an arrangement that promotes the enjoyment of the dwelling units, other on-site facilities and the community as a whole by residents of the development. The Planning Board shall require, as a condition of final approval of the development plan, the provision that the locations of the dwelling unit mix conform with the above standards.
2. **Dwelling Unit Privacy.** Adjacent dwelling units shall be adjoined in such a manner as to provide code required STC values for soundproofing and privacy between such units.
3. **Site Layout.** The development plan shall locate buildings, parking areas and open space in an arrangement that promotes the enjoyment of dwelling units, other on-site facilities and the community as a whole by residents of the development. Dwelling units and buildings shall be oriented towards the public street and interior open spaces and away from parking lots and garages. Surface parking lots and garages are not permitted in the front yard setback of any property, any proposed side yard shall be masked with architectural or landscape features.
4. **Individuality of Dwelling Units and Buildings.** In order to provide attractiveness, identity and individuality to dwelling units, buildings and complexes of buildings within the entire development and to avoid the monotonous repetition of design elements and its undesirable visual effects, the following design standards shall be utilized:
 - a. Varying dwelling unit widths, staggering dwelling unit setbacks and altering building heights and rooflines;
 - b. Varying architectural embellishments to roofs between dwelling units, buildings or complexes of buildings including roof elements such as dormers, belvederes, masonry chimneys and similar elements, provided that such are architecturally compatible with the style, materials, colors and details of the building;
 - c. Varying the front entrance definition and articulation between dwelling units, buildings or complexes of buildings, provided that such are architecturally compatible with the style, materials, colors and details of the building.
5. **Entrance Lighting.** A minimum of one (1) warm LED light fixture, (2,700-3,000K) shall be provided outside each exterior entrance to a dwelling unit or building.
6. **Fire Escapes.** Buildings containing dwelling units located above the second story and requiring a second means of egress pursuant to the Uniform Construction Code shall not utilize an attached external fire escape as one of the required means of egress.
7. **Dwelling Unit Storage Space.** Each dwelling unit shall be provided with a completely enclosed, covered storage space. Such storage area shall be exclusive of normal interior closets and may either be contained within the dwelling unit or building, attached thereto or located separately.



8. **Community Space.** Any proposed multi-family development with 20 units or larger shall incorporate approximately 3,000 sq.ft. of interior community space, such as: a wellness/fitness center, business center, concierge services, recreation room, and library or jitney services. All these services should be for the use of building residents only.
9. **Common Open Space.** Active and passive recreational areas and other public and/or semipublic open space, such as courtyards, plazas, alleys and pedestrian walkways, shall be designed to promote use and enjoyment by residents of the development. Such areas shall be designed to utilize natural features of the site, including existing vegetation, where possible, and shall be extensively landscaped with a wide variety of plant materials. Where such areas are enclosed by buildings, such as courtyards and plazas, they shall be designed to be architecturally formal and geometrically logical, however, this shall not preclude the use of curvilinear designs for walkways or landscaped areas.
10. **Type of Lighting Source.** Low-wattage lamps shall be used along all sidewalks, walkways, courtyards and plazas and on any building or unit. Parking lot lighting shall be incandescent or another light source compatible with the same. Both shall comply with the Township's lighting standards.
11. **Cable Television Utility.** All dwelling units shall be provided with such facilities for potential linkage to the Township's cable television utility.
12. **Maintenance Equipment Storage.** An accessory building shall be provided for the storage of maintenance equipment, if such is to be stored on-site. Such accessory building shall be architecturally compatible with the style, materials, colors and details of the principal buildings.
13. **Common Entrances.** Multi-family buildings with common entrances, lobbies, elevators and/or stairwells shall be designed to promote safety and security of residents and visitors using such areas.

4.2 FAÇADE STANDARDS

1. Façades shall be expressed as building nodules to reduce the apparent size of larger buildings and to set up a rhythm in the façade that expresses the traditional scale of buildings. Architectural variety in building material, massing, cornice height, and window style/height/arrangement is encouraged.
2. All buildings shall provide scale-defining architectural elements or details, such as windows, spandrels, awnings, porticos, pediments, cornices, pilasters, columns and balconies.
3. All entrances to a building, except service and emergency egress doors, shall be defined and articulated by architectural elements such as lintels, pediments, pilasters, columns, porticoes, porches, overhangs, railings, balustrades and other elements, where appropriate. Any such element utilized shall be architecturally compatible with the style, materials, colors and details of the building as a whole, as shall the doors.
4. Building exteriors shall have vertical and/or horizontal offsets to create visual breaks on the exterior. Monotonous, uninterrupted walls or roof planes shall be avoided. Building wall offsets, including projections such as balconies, canopies, awnings, and signs, recesses, and changes in floor level, shall be used in order to add architectural interest and variety and to relieve the visual effect of a simple, long wall. Similarly, roofline offsets, dormers, or gables shall be provided in order to provide architectural interest and variety to the massing of a building and to relieve the effect of a single, long roof.
5. The architectural treatment of the front facade shall be continued in its major features around all visibly exposed sides of a building. All sides of a building shall be architecturally designed to be consistent with regard to style, materials, colors and details.
6. There shall be no blank facades and shall adhere to the standards listed above and in this document



7. Articulate the building entrance in the façade to make it easily identifiable by pedestrians and motorists and to provide architectural interest.

4.3 ROOFS

1. The shape, pitch, and color of a roof should be architecturally compatible with the style, materials, and colors of such building.
2. If the building has a flat roof, a parapet shall project vertically to hide any roof-mounted mechanical equipment. Additionally, a cornice shall project out horizontally from the façade and shall be ornamented with moldings, brackets, or other detailing.
3. Pitched roofs are encouraged to have dormers, chimneys, cupolas, and other similar elements to provide architectural interest. These elements shall be compatible with the style, materials, colors, and details of the building.
4. Roofline offsets shall be provided along any roof measuring more than 50 feet in length in order to provide architectural interest and articulation to a building.

4.4 MECHANICAL EQUIPMENT SCREENING

1. Screening of rooftop mechanical equipment is required.
2. All rooftop mechanical equipment including cell phone antennae shall be screened from view from all adjacent public streets, open spaces and parks in all directions and elevations to minimize the negative impact
3. Screening materials shall be consistent with the architectural detail, color and materials of the building; Wire mesh screening is not permitted
4. All roof and HVAC systems must meet the building code requirements and at minimum be set back from the building edge a minimum of 15' from any street or public open space and screened as to not be visible from any adjacent public street or public property within the Downtown Redevelopment Area
5. If wall pack ventilation units are being used, they are required to match the adjacent building material color



4.5 TRASH/TRASH ENCLOSURES/RECYCLING

1. All loading, refuse collection and service and utility areas must be sufficient to serve the business being conducted on the parcel without using adjacent streets. No such areas shall be visible from any neighboring property or adjacent street and must be setback 10' feet or more from adjacent streets. Provision must be made for handling all freight in rear yards or on those sides of the buildings which do not face a street. The recommended method of screening shall consist of walls and gates compatible in color and texture with the building material, buffered by a landscape strip. The strip shall have a minimum width of three (3) feet and shall be located on all sides that do not include an entry access or abut a windowless façade. Buffers shall be planted so as to sufficiently obscure the view of the facilities from public view throughout the year and walls and gates constructed as to minimize any emissions of noise or odor. The screen shall not be less than five (5) feet in height at the time of planting and eight (8) feet in height at the time of maturity.
2. All outdoor containers shall be visually screened within a durable, noncombustible enclosure, so as not to be visible from adjacent lots or sites, neighboring properties or streets. No collection areas shall be permitted between a street and the front of a building.
3. Collection areas shall be effectively designed to contain all material generated on site and deposited between collections. Deposited materials should not be visible from outside the enclosure.
4. Collection enclosures shall be designed of durable materials with finishes and colors which are unified and harmonious with the overall architectural theme.
5. Collection areas shall be located upon the site so as to provide clear and convenient access to collection vehicles. Refuse collection and recycling areas shall not be located within required landscaped yards and buffers.
6. An option to reduce the visual impact of the collection containers is to store and compact material inside the building, thus eliminating the need to screen outside containers.
7. Delivery, loading, trash removal or compaction, or other such operations may be limited by the Redevelopment Entity between certain hours where noise impacts at the lot line of any adjoining residential property or district shall be required to meet Township and State requirements. Also, the applicant shall provide an effective litter management plan, subject to Redevelopment Entity approval. Such management plan shall be submitted with an application for final site plan approval.
8. Garbage and recycling collection shall be through a private service to be paid by residents of the improvements constructed in the Downtown Redevelopment Area and not by the general revenue or tax collections of Little Falls Township. A recycling and trash pickup plan shall be submitted.

4.6 UTILITIES

All new utility distribution lines and utility service connections from such lines to buildings in the Downtown Redevelopment Area shall be located underground. To the extent possible, existing utility lines should also be relocated underground. Remote readers for all utilities, in lieu of external location of the actual metering devices, are preferred.

4.7 LIGHTING

1. Adequate lighting shall be provided for all parking areas and pedestrian walkways. All outdoor lighting, including streetlamps and accent lighting, should comply with "dark sky" standards intended to reduce light pollution. Dark sky standards require that lighting is downcast, illuminates only the intended areas, and does not cause disabling glare that affects driver safety and reduces the visibility of starry night skies. Lighting for



a building must be contained on the property on which the building is located. LED lighting shall be permitted in addition to all of the conditions of the Township ordinance standards for lighting.

2. Pedestrian light fixtures along sidewalks and walkways shall have a maximum mounting height of 15 feet.
3. Parking lot, service area and street lighting shall be provided by freestanding light fixtures designed to minimize glare to the street and adjacent lots. Such fixtures shall have a maximum mounting height of 25 feet.
4. The type and color of the light fixture and pole shall be evaluated for compatibility with existing street lighting in the vicinity of the site.
5. Blocks shall have uniform street lighting themes.
6. All lighting shall be serviced by underground wiring.
7. Spotlight-type fixtures attached to buildings are prohibited.
8. Where lights along lot lines will be visible from the interior of adjacent buildings, the lights shall be properly shielded and/or mounting heights reduced.
9. All lighting designs and installations are subject to Redevelopment Entity review and approval.
10. All lighting plans shall be accompanied by a point-by-point plan indicating numerical illumination levels. The plan shall indicate the average, minimum, maximum and minimum to maximum illumination levels for maintained foot-candles.

4.8 WINDOWS

Front windows in commercial buildings should allow for a clear view into the building from the sidewalk and follow the standards set forth in the sign ordinance for visibility.

4.9 STORMWATER MANAGEMENT

All stormwater runoff systems shall comply with the New Jersey Department of Environmental Protection Stormwater Management Rules via N.J.A.C. 7:8. The manual serves as a resource for guiding municipalities, planners, and local officials in adopting best management practices for dealing with stormwater runoff. The use of green infrastructure in accordance with N.J.A.C. 7:8 should be implemented whenever possible to avoid stormwater pollution related runoff into the river.

5.0 ROADWAY DESIGN AND CIRCULATION

Efficient circulation through the Downtown Redevelopment Area shall be maintained at all times. All uses within the Downtown Redevelopment Area shall ensure their operations do not interfere with the safe and efficient operations of any public roadway within the Downtown Redevelopment Area. Ingress/Egress to the firehouse located on Paterson Avenue shall be maintained and roadway design shall take into consideration potential "breakdown" scenario along Patterson Avenue, giving the fire vehicles and alternate way out.

5.1 ROADWAY DESIGNS

All roadways within the Downtown Redevelopment Area shall be designed and constructed in accordance with guidelines established by the American Association of State Highway and Transportation Officials. Any deviation from design guidance shall be approved by that roadway's jurisdiction and in accordance state and county statutes and shall provide purpose and professional reference for the requested deviation.



1. Within the redevelopment area, it is recommended that Paterson Avenue (CR639) eventually be converted to a one-way street oriented towards Main Street with a single travel lane. The street width shall maintain a minimum of 22 feet in width with minimum 24-foot roadway width at the intersection at Main Street.
2. Main Street within the redevelopment area shall remain a bi-directional roadway with minimum lane widths of 12 feet.
3. Maple Street shall remain a bi-directional roadway with minimum lane widths of 12-feet.

5.2 ON-STREET PARKING

1. Paterson Avenue
 - a. Striped on-street parking on both sides of Paterson Avenue shall be permitted. All on-street parking spaces shall be a minimum of 8 feet in width and 18 feet in depth.
 - b. Sixty-degree angled parking shall be permitted on Paterson Avenue; a minimum 14 feet backup distance is required.
2. Main Street
 - a. Striped on-street parking on both sides Main Street shall be permitted. All on-street parking spaces shall be a minimum of 8 feet in width and 18 feet in depth.
 - b. Parallel parking spaces shall have buffers for every two spaces. The buffer shall be a minimum length of 8 feet.
3. On-street parking on Maple Street is not permitted.

5.3 INTERSECTIONS

1. Paterson Avenue/Maple Street/Old Morris Canal Lane
 - a. The intersection of Paterson Avenue, Maple Street, and Old Morris Canal Lane shall be converted to an urban compact roundabout to be installed by developer.
 - b. The diameter of the roundabout shall be 80 feet, with travel lanes of 15 feet in width.
 - c. There shall be a 9-foot mountable apron in the central island to permit the navigation of the intersection by WB-50 Design Vehicles.
 - d. There shall be a non-mountable central island with a vertical enhancement (such as gateway signage, landscaping, sculptures, or a fountain). The purpose of these enhancements shall be to provide a visual indication of the intersection.
 - e. Splitter islands shall be provided at all approaches to the roundabout. From Maple Street and Old Morris Canal Lane approaches, the splitter may be painted. From the Paterson Avenue, the splitter island shall use raised channelization to control entry speeds into the redevelopment area.
 - f. Pedestrian crossings shall be located across Maple Street ahead of the roundabout entrance, and across Paterson Avenue at the roundabout westerly roundabout entrance.



*Example Roundabout with vertical enhancement.
Source: NACTO*



2. Paterson Avenue/Main Street, when converted to a one-way road and subject to County approval and coordination.
 - a. The approach from Paterson Avenue to Main Street shall be stop-controlled. Vehicles may turn left or right onto Main Street from Paterson Avenue. There shall be two lanes, a right turn and left turn, that shall each be 10 feet wide.
 - b. The roadway width from the Paterson Avenue approach onto Main Street shall be 20 feet in width. Curb extensions across Paterson Avenue shall be constructed to reducing the land width and crossing distance as required.
 - c. The existing crosswalk across Main Street at Paterson Avenue shall be shifted west to a crossing point along a new curb extension. The installation of pedestrian-actuated Rapid Rectangular Flashing Beacon (RRFB) at this crosswalk is encouraged.
 - d. The approaches from Main Street shall continue to be unsignalized.
 - e. There shall be a pedestrian crosswalk across Paterson Avenue at the intersection with Main Street.
3. Main Street/Maple Street
 - a. The intersection at Main Street and Maple Street shall be converted to a signalized intersection paid through escrow funds.
 - b. At the eastbound Main Street approach, there shall be a "thru-left" configuration with a minimum lane width of 20 feet. The eastbound receiving lane on Main Street shall be a minimum width of 12 feet.
 - c. At the westbound Main Street approach, there shall be separate "thru" and "right-turn only" lanes, with a minimum lane width of 13 feet. The westbound receiving lane on Main Street shall be a minimum width of 19 feet.
 - d. The southbound Maple Street approach shall be a "left or right turn only", with a minimum lane width of 13 feet. The northbound receiving lane shall be a minimum width of 12 feet. The stop line shall be set back to permit the safe maneuvering of a WB-50 Design Vehicle from westbound Main Street onto Maple Street.
 - e. A pedestrian crosswalk shall be installed across Maple Street. The existing crosswalk across Main Street at Lincoln Avenue shall be shifted east to the signalized intersection at Maple Street. A new crosswalk across Lincoln Street shall be striped.
4. Video detection systems shall be integrated into the traffic signal system to promote advanced traffic management and efficient operations at the intersection.

5.4 PEDESTRIAN CROSSINGS

1. All striped pedestrian crossings shall use a high-visibility continental style design. Longitudinal lines shall be 12-to-24 inches in width and made of thermoplastic material. Gaps between longitudinal lines shall be 12-to-24 inches in width.
2. Mid-block crossings are permitted along Paterson Avenue with review and approval. Mid-block crossings should be constructed with the installation of pedestrian-actuated RRFBs to improve visibility and safety.
3. All signalized intersections within the redevelopment area shall include pedestrian signals (hand/man) with countdown timers.
4. A blended transition for curb ramps are permitted where two curb ramps are in close proximity to each other.

5.5 REGULATORY SIGNAGE

All regulatory signage shall adhere to standards set forth by the Manual of Uniform Traffic Control Devices (MUTCD).



5.6 EMERGENCY-VEHICLE TRAFFIC CONTROL SIGNALS

An emergency-vehicle traffic control signal shall be located mid-block on Paterson Avenue to allow for the Little Falls Fire Department vehicles to enter and exit the Engine House 2 fire house without conflict. An "EMERGENCY SIGNAL AHEAD" supplemental sign shall be placed on Paterson Avenue in advance of the emergency-vehicle traffic control signal well in advance of the signal to give drivers adequate advanced warning.

5.7 ADA REQUIREMENTS

All circulation improvements shall adhere to Federal and State law with respect to the Americans with Disabilities Act.

5.8 COMPLETE STREETS

Little Falls has adopted a Complete Streets policy via Resolution [G]16-10-17-#7 to support and reinforce their commitment to creating a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and for all trips. As such, any application within the Downtown Redevelopment Area that results in a public street project shall ensure that such a project be designed and constructed as "complete streets" whenever feasible to do so in order to safely accommodate travel by pedestrians, bicyclists, public transit, and motorized vehicles and their passengers, with special priority given to pedestrian safety, and shall make affirmative statement to that project's adherence in the site plan application.

5.9 TRAFFIC IMPACT STUDY

As part of any application for site plan approval, a Traffic Impact Study shall be submitted for review by the Township Engineer. The Traffic Impact Study shall consider both vehicular and pedestrian traffic.

6.0 STREETSCAPE AND PUBLIC REALM DESIGN

Public realm improvements and furnishings within the Downtown Redevelopment Area are intended to create a pedestrian-friendly environment, provide an attractive gateway into Little Falls, and improve the aesthetics of the area. Where Little Falls has determined that existing streetscape and open space features have deteriorated, do not exist or need improvement, the applicant/owner/redeveloper may be required to make related site improvements at the time of site plan approval.

6.1 STREET TREES

1. Street Trees shall be planted along the streets within or adjacent to the Downtown Redevelopment Area. Shade trees should be planted to create a traditional allee (a line of trees along both sides of the street) that is appropriate given the surrounding residential character.
2. Where street trees are not currently provided, they shall be placed at regular intervals on all streets within the Downtown Redevelopment Area and shall be planted at approximately 40 feet on center. Exceptions to the 40-foot spacing are allowed for curb cuts to parking areas, lobby entrances and utility facilities located within the sidewalk area.
3. The genus-species of trees shall be consistent with the existing foliage to harmonize the natural setting in the surrounding area. Tree types and location shall be subject to approval by the Planning Board.
4. Trees shall not be planted in a way that would negatively impact pedestrian circulation and visibility.
5. Tree pits shall be at least one-third (1/3) larger in width and in depth than the existing root ball of the particular tree to be planted. The pit in which the tree is to be planted shall contain proper amounts of topsoil and peat moss, but no chemical fertilizer shall be added until the tree has been planted for one year.
6. Within sight triangles, a tree may be permitted only with the site-specific approval of the Township Engineer.



7. Root barriers shall be placed along the tree side of a sidewalk for a distance of 12 feet, centered on the trunk.
8. Street tree requirements may be waived by the Redevelopment Entity where existing preserved vegetation is considered sufficient to meet these requirements and is reasonably assured of continued survival.
9. Street trees shall be planted so as not to interfere with the installation, safe use, and maintenance of sidewalks, roadways, and utilities.
10. All trees shall be nursery-grown stock and shall have a root ball wrapped in burlap, with a replacement guarantee by the developer of two (2) years.



6.2 SIDEWALKS

1. Sidewalks shall be located along all streets and kept in good condition at all times to accommodate the safe travel of pedestrians and persons with limited mobility.
2. Sidewalks within the Redevelopment Area shall be a minimum of 5-feet wide, with a width of 8 feet or greater encouraged to promote well-placed street amenities and outdoor dining.
3. Existing curb cuts within the Downtown Redevelopment Area that will not be used by any proposed development shall be replaced with new sidewalks to match the surrounding sidewalk materials and design.
4. Sidewalks shall be constructed with dyed and stamped concrete for sidewalk and buffer in accordance with Township streetscape guidelines. Sidewalk design, colors, and materials shall be submitted for review, and subject to approval by the Planning Board.
5. Temporary uses such as signage (sandwich boards), goods for purchase, seasonal outdoor seating and dining are conditionally permitted on sidewalks where the sidewalk is at least 8 feet in width. Any temporary use may not impede the free flow of pedestrian circulation, keeping at least 4 feet of available space for circulation. Any temporary use shall be removed from the sidewalk at the close of business each day. All temporary uses are subject to the review and approval by the Township Zoning Officer and shall be in compliance with the Towns sign ordinance.
6. If Paterson Avenue is converted to a one-way street, a large outdoor seating area shall be located on the southwest corner of Paterson Avenue at Main Street.

6.3 STREETScape LIGHTING

1. Street lighting shall be constructed and located in accordance with Township streetscape guidelines. Lighting shall be of a type supplied by or approved by the utility and of a type and number approved by the Planning Board and shall be provided for all street intersections and along all streets within the redevelopment area as deemed necessary for safety reasons. Wherever electric utility installations are required to be underground, the applicant shall provide for underground service for street lighting.
2. Pedestrian-scale, decorative lighting (12 feet to 14 feet in height) shall be provided at regular intervals, as approved by the Planning Board, along the public right of way within the Downtown Redevelopment Area.
3. The lighting scheme shall be chosen to illuminate the sidewalks and walkways and promote an enjoyable pedestrian experience, sense of security, and unified look throughout the Downtown Redevelopment Area. Where possible, lighting should be located at pedestrian crossing locations to increase their visibility.
4. Decorative lighting may contain features such as hanging plant baskets and/or banners, where such features meet the approval of the Planning Board.

6.4 STREETScape FURNISHINGS

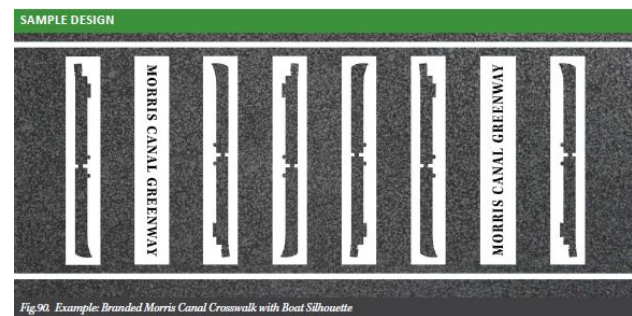
1. Street furniture in the area is encouraged. They should be generally uniform in style and placed in convenient and appropriate locations. Their design should be tasteful and visually appealing, consistent with the character of downtown Little Falls. Examples of streetscape amenities include:
 - a. Benches/wall seating
 - b. Public art
 - c. Lighting
 - d. Planters



- e. Bike racks
 - f. Trash and recycling containers
2. Because of the redevelopment area's location that includes the historic Morris Canal (Old Morris Lane and the public parking lot was once the route of the canal), the inclusion of streetscape features with design elements that reinforce the area's connection to the Morris Canal Greenway are highly encouraged. Streetscape designs shall be approved by the Township's Planner and Engineer. In 2018, the North Jersey Transportation Planning Authority completed the Morris Canal Greenway Corridor Study, which includes Design Guidelines for the Greenway in its Appendix A. This document can be viewed here:

http://morriscanalgreenway.njtpa.org/pdf/Appendix%20A_Design%20Guidelines_180628_MCG_Final%20Report.pdf

3. The property owner shall be responsible for the maintenance of all street furniture, including raised planter landscaping and care, the emptying of garbage and any repairs necessary.



Examples of Morris Canal Greenway branded streetscape furnishings. Source: NJTPA

4. Any publicly viewable art installation shall be done in keeping with the character and values of the community of Little Falls and shall be subject to the review and approval by the Little Falls Township Council.

7.0 PLAN CONSISTENCY

The Redevelopment Plan carefully considers the needs, issues and opportunities of multiple jurisdictions in an effort to further the goals of existing plans.

7.1 RELATIONSHIP TO LOCAL PLANNING OBJECTIVES

Little Falls Master Plan. This Plan acknowledges and serves to address many of the goals and objectives noted in the 2013 Master Plan Re-examination Report associated with the Downtown Redevelopment Area including:

Comprehensive Goals:

1. Encourage the promotion of practical and appropriate development controls in order to promote and be consistent with the goals of the MLUL (N.J.A.C. 40:55D-2), which advocates the protection of the general health, safety and general welfare of the residents
2. Continue to be a stable and diverse suburban community through the provision of a balanced land use pattern
3. To encourage the site specific appropriate production of a range of housing types and densities to meet the housing needs of the residents of Little Falls
4. Upgrade, preserve and increase the economic and aesthetic vitality of the existing commercial areas (US-46, Signac and Main Street), while being sensitive to adjacent and existing uses



5. Balance redevelopment initiatives in a manner that considers the fiscal impacts to the Township while not adversely impacting traffic, population, safety and environment, character and privacy of existing residential area or placing increased demands on municipal services.

Land Use Objectives:

1. Maintain, preserve and enhance the existing established residential character of Little Falls neighborhoods.
2. Expand opportunities for mixed use development in the business corridors and potential Transit Village area designation, including both the office and retail sectors and to encourage residential uses of many varieties including a mix of types that produce few schoolchildren, resulting in a positive fiscal impact on the Township.

Housing Objectives:

1. Although there is limited available land capacity where higher density inclusionary housing could be encouraged in the Township, appropriate residential development should be inclusionary and provide for its share of affordable housing.

Circulation Objectives:

1. Create pedestrian and bike connections within the Township between and among residential neighborhoods, community resources, commercial areas and transit facilities.

Economic Development Objectives:

1. Facilitate the redevelopment or upgrade of existing non-residential properties where appropriate.

7.2 RELATIONSHIP TO OTHER PLANS

Totowa Master Plan. The Downtown Redevelopment Plan Area is near the boundary of Little Falls Township and Totowa Borough. Totowa Borough last re-examined its Master Plan in 2016. The Downtown Redevelopment Area can be accessed from Totowa via Union Boulevard over the Passaic River. In Totowa, the land immediately adjacent to the Downtown Redevelopment Area and on the other side of the Passaic River is zoned for Public and Light Industrial. In Little Falls, the area is zoned for a commercial business district. The Passaic River acts as a natural boundary between the public and industrial uses in Totowa and the proposed redevelopment plan for downtown commercial, and as such, is substantially consistent with Totowa's Master Plan.

Woodland Park Master Plan. The Downtown Redevelopment Plan Area is also near the boundary of Little Falls Township and Woodland Park. Woodland Park last prepared a Master Plan in 2012, that states "these uses are complimentary to the uses and zones located in Woodland Park along the border with Little Falls." The Downtown Redevelopment Area can be accessed from Woodland Park via Paterson Avenue in Little Falls, which turns into McBride Avenue in Woodland Park. US Route 46 acts as a boundary between the uses in Woodland Park and the proposed redevelopment plan for downtown commercial, and as such, is substantially consistent with Woodland Park's Master Plan.

Passaic County Master Plan. The County of Passaic does not have a current Master Plan Land Use Element. However, the county completed its Transportation Element in 2012. The element developed a County Roadway Classification System based on Complete Streets guidelines. The section of Main Street (CR-631) in the redevelopment area is classified as a "Downtown Street", noting the corridors are "characterized by mixed-use commercial and traditional downtown services and needs". Also, they "tend to be highly transit-oriented and experience high levels of pedestrian activity". The section of Paterson Avenue (CR-639) in the redevelopment area is classified as a "Regional Street", which is characterized by the highest volume of traffic for County roadways, supporting all modes with single and mixed land uses. These streets should accommodate both larger trucks and continuous sidewalks for access to public transit. Main Street (CR-631) and Paterson Avenue (CR-639) are both classified as on-road bicycle and



pedestrian priority routes. The proximity to the train station and availability of NJ Transit bus service along Main Street makes the redevelopment area particularly suited to higher-density residential.

State Development and Redevelopment Plan. The objectives of the Downtown Redevelopment Plan are consistent with the goals, strategies and policies of the 2001 New Jersey State Development and Redevelopment Plan (SDRP). The entire Plan Area is located within the PA-1 Metropolitan Planning Area, where growth and redevelopment is recommended. Ultimately, the Redevelopment Plan will provide diverse housing options, affordable housing opportunities, and support the usage of public transportation because of the Downtown Redevelopment Area's proximity to the Little Falls train station.

8.0 IMPLEMENTATION

8.1 DESIGNATION OF REDEVELOPMENT ENTITY & ITS POWERS

1. The Little Falls Township Council shall be the designated Redevelopment Entity as permitted under the Local Redevelopment and Housing Law (N.J.S.A. 40A: 12A-1 et seq.) ("LRHL") and shall for the purposes of this report be identified as The Little Falls Redevelopment Agency (LFRA).
2. The governing body of Little Falls may designate an entity to implement redevelopment plans and carry out redevelopment projects in the area designated by this plan if necessary.
3. When necessary for the implementation of this plan, LFRA, as authorized shall designate and enter into a contract with a redeveloper for any construction or other work forming a part of this redevelopment plan (N.J.S.A. 40A: 12A-4(c)).
4. The designated redeveloper shall agree to retain interest acquired in the project until the completion of construction and development of the specified project, as required by this redevelopment plan. The redeveloper shall further agree not to lease (other than residential leases to residential end-users of the residential units and site improvements constructed in the Downtown Redevelopment Area), sell or transfer any interest acquired, or any part thereof, without prior written approval of the LFRA.

8.2 CRITERIA AND PROCEDURES FOR REDEVELOPER SELECTION AND IMPLEMENTATION OF THE REDEVELOPMENT PLAN

1. Applicants wishing to be designated as redeveloper(s) shall submit the following materials to the LFRA, together with any other materials requested by the LFRA (collectively, "Redeveloper Materials"):
 - a. Documentation evidencing financial responsibility and capability with respect to proposed development.
 - b. Estimated offering price and deposit for acquisition of any land(s) to be acquired from the municipality for development.
 - c. Estimated total development cost.
 - d. Fiscal impact analysis addressing the effect of the proposed project on municipal services and tax base.
 - e. Detailed description of proposed public amenities and benefits.
 - f. Estimated time schedule for start and completion of development.
 - g. Conceptual plans and elevations sufficient in scope to demonstrate the design, architectural concepts, parking, vehicle and pedestrian circulation, landscaping, active and/or passive recreation space, and sign proposals for all uses.
 - h. A detailed proposal for the transition and relocation assistance that will be provided to existing tenants, including where feasible incorporation of existing tenants in the project.



- i. A certification that no member of the governing body nor any member of the LFRA will receive any pecuniary benefit from the Redeveloper or as a consequence of the redevelopment of the subject properties.
 - j. The Little Falls Redevelopment Agency (LFRA) shall review such submissions, may request supplemental information (which supplemental information shall be considered within the scope of "Redeveloper Materials") and, in its reasonable discretion, determine the acceptability of such submissions and determine whether to proceed with redeveloper designation and negotiation of a redevelopment agreement. The LFRA shall have the authority to determine at what pace and in what order it shall designate redevelopers for redevelopment of the properties in the Redevelopment Area.
2. The redeveloper will be obligated to carry out the specified improvements in accordance with the Downtown Redevelopment Plan and the redevelopment agreement.
 3. The redeveloper shall devote land within the Downtown Redevelopment Area for the uses specified in the Downtown Redevelopment Plan.
 4. Upon completion of the required improvements, the conditions determined to exist on the subject property at the time the Downtown Redevelopment Area was determined shall be deemed to no longer exist, and the land and improvements thereon shall no longer be subject to eminent domain or deemed "in need of redevelopment" pursuant to the LRHL.
 5. No covenant, agreement, lease, conveyance or other instrument shall be effected or executed by the redevelopers, the Township, or successors, lessees, or assigns of any of them, by which the land in the Downtown Redevelopment Area is restricted as to sale, lease, or occupancy upon the basis of race, color, creed, religion, ancestry, national origin, sex, sexual orientation, or marital status.
 6. Neither the redeveloper nor Township and the LFRA, nor the successors, lessees, or assigns shall discriminate upon the basis of race, color, creed, religion, sexual orientation, ancestry, national origin, sex, or marital status in the sale, lease or rental in the use and occupancy of land or improvements erected thereon or any part thereof the Downtown Redevelopment Area.

8.3 GENERAL PROVISIONS

1. The LFRA and the Little Falls Planning Board specifically reserve the right to review and approve the redeveloper's plan and specifications with respect to their conformance to the redevelopment plan. Such a review shall be based on submissions to both agencies of a site context plan locating the proposed project in the Downtown Redevelopment Area; a site plan illustrating all site features; and building elevations for facades facing primary and secondary streets. If design changes are made after submission, no construction related to the changed project features can take place until a site plan and other pertinent drawings reflecting such additions or changes have been submitted and approved by both agencies. This pertains to revisions and additions prior to, during, and after completion of such improvements.
2. As part of the final site plan approval process, the Planning Board may require a developer to furnish performance guarantees pursuant to N.J.S.A. 40:55D-53. Either the Township Attorney or the Planning Board shall approve such performance guarantees. The amount of such performance guarantees shall be determined by the Township and shall be sufficient to assure completion or improvements within two years of final site plan approval.
3. The redeveloper shall also comply with the requirements of the Local Redevelopment and Housing Law, P.L. 1992, Chapter 79.
4. No building shall be constructed over an easement in the project area without prior written approval of the Township of Little Falls.



5. Utility easements, when necessary, shall be provided by developers and approved by the Township of Little Falls.
6. The developer of the Downtown Redevelopment Area shall submit, if needed, a storm water management plan as part of the design submission for review by the Planning Board in the Downtown Redevelopment Area is intended to minimize the quantity of storm water entering the municipal sewer system or flowing directly into any adjacent streams.

8.4 SITE PLAN AND SUBDIVISION REVIEW

1. Any subdivision of lots and parcels of land within the Downtown Redevelopment Area shall be in accordance with the requirements of this plan and the site plan and subdivision ordinance of Township of Little Falls, except that where this redevelopment plan contains provisions that differ from those in the subdivision ordinance, this plan shall prevail.
2. Prior to commencement of construction, site plans for the construction, and/or rehabilitation of improvements to the Downtown Redevelopment Area, prepared in accordance with the requirements of the Township Land Use Ordinance and the Municipal Land Use Law (N.J.S.A. 40:55D-1 et. seq.) and shall be submitted by the developer(s) to the Planning Board for approval.
3. Any revisions to plans previously approved by the Planning Board must also be submitted to the Planning Board for approval. This pertains to revisions or additions prior to, during, and after completion of the improvements.

8.5 INFRASTRUCTURE

The redeveloper, at its cost and expense, shall provide all necessary engineering studies for, and construct or install all on- and off-site municipal infrastructure improvements and capacity enhancements or upgrades required in connection with the provision of water, sanitary sewer, and stormwater sewer service to the project, in addition to all required tie-in or connection fees. The redeveloper shall also be responsible for providing, at the redeveloper's cost and expense, all sidewalks, curbs, street trees, street lighting and its pro rata share of on- and off-site traffic controls and road improvements for the project or required as a result of the impacts of the project. The redeveloper's agreement between the Township and the redeveloper will contain the terms, conditions, specifications, and a description of required performance guarantees (such as performance bonds or other acceptable performance security) pertaining to redeveloper's obligation to provide the infrastructure and improvements required for the project.

8.6 ACQUISITION AND RELOCATION

The Redevelopment Plan does not anticipate the need to acquire privately-owned property within the Downtown Redevelopment Area by the Township of Little Falls.

8.7 AFFORDABLE HOUSING REQUIREMENTS

During the preparation of the AINR Study for Downtown Redevelopment Area, there were no existing affordable housing units identified. All properties were acquired through private negotiation. Any proposed residential development within the Downtown Redevelopment Area shall provide the required percentage of affordable housing per the Township's Adopted Housing Element and Fair Share Plan , and will comply with accepted UHAC standards and be otherwise subject to all laws and regulations governing affordable housing in the Township of Little Falls and the State of New Jersey.

8.8 REQUESTS FOR DEVIATIONS AND DESIGN EXCEPTIONS

The Little Falls Planning Board may grant deviations from the regulations contained within this redevelopment plan, where by reason of exceptional topographic conditions or physical features uniquely affecting a specific piece of



property, the strict application of any bulk regulation adopted pursuant to this redevelopment plan would result in peculiar practical difficulties to, or exceptional and undue hardship upon, the redeveloper.

The Planning Board may also grant such relief where the purposes of this redevelopment plan would be advanced by a deviation from the strict requirements of this Plan and the benefits of the deviation would outweigh any detriments.

No relief may be granted under the terms of this section if such deviation or relief will have substantial detriment to the public good or substantial impairment of the intent and purpose of this redevelopment plan.

An application for a deviation from the requirements of this redevelopment plan shall provide public notice of such application in accord with the requirements of public notice as set forth in N.J.S.A. 40:55D-12a and b. Notwithstanding the above, no deviations should be granted that would permit any of the following: a use or principal structure that is not otherwise permitted by this redevelopment plan; or an increase in the maximum permitted height of a principal structure by more than 10 feet or 10%, whichever is less.

No deviation from the requirements herein shall be cognizable by the Little Falls Zoning Board of Adjustment.

8.9 ADVERSE INFLUENCES

No use shall be permitted which, when conducted under proper and adequate conditions and safeguards, will produce corrosive, toxic or noxious fumes, glare, electromagnetic disturbance, radiation, smoke, cinders, odors, dust or waste, undue noise or vibration, or other objectionable features so as to be detrimental to the public health, safety or general welfare.

8.10 PROCEDURES FOR AMENDING THE PLAN

This redevelopment plan may be amended from time to time upon compliance with the requirements of state law. A non-refundable application fee of \$5,000 shall be paid by the party requesting such amendment, unless the request is issued from the Township of Little Falls. The municipal governing bodies, at their sole discretion, may require the party requesting the amendments to prepare a study of the impact of such amendments, which study shall be prepared by a professional planner licensed in the State of New Jersey.

8.11 DURATION OF THE PLAN

The selected redeveloper(s) within the Downtown Redevelopment Area shall begin the development of land and construction of improvements within a reasonable period of time, as specified in a redevelopment agreement.

Provisions of this plan specifying redevelopment of the Downtown Redevelopment Area and requirements and restrictions with respect to thereto shall be in effect for a period of 30 years from the date of approval of this plan by the Township of Little Falls.

8.12 COMPLETION OF REDEVELOPMENT

Upon the inspection and verification by the Township of Little Falls that the redevelopment within the Downtown Redevelopment Area has been completed, certificates of completion shall be issued to the redeveloper. All redevelopment agreements associated with the implementation of this redevelopment plan shall be in effect until the issuance of such certificates.

8.13 SEVERABILITY

If any section, paragraph, division, subdivision, clause or provision of this redevelopment plan shall be adjudged by the courts to be invalid, such adjudication shall only apply to the section, paragraph, division, subdivision, clause or provision so judged, and the remainder of this redevelopment plan shall be deemed valid and effective.





APPENDICES