Land Use

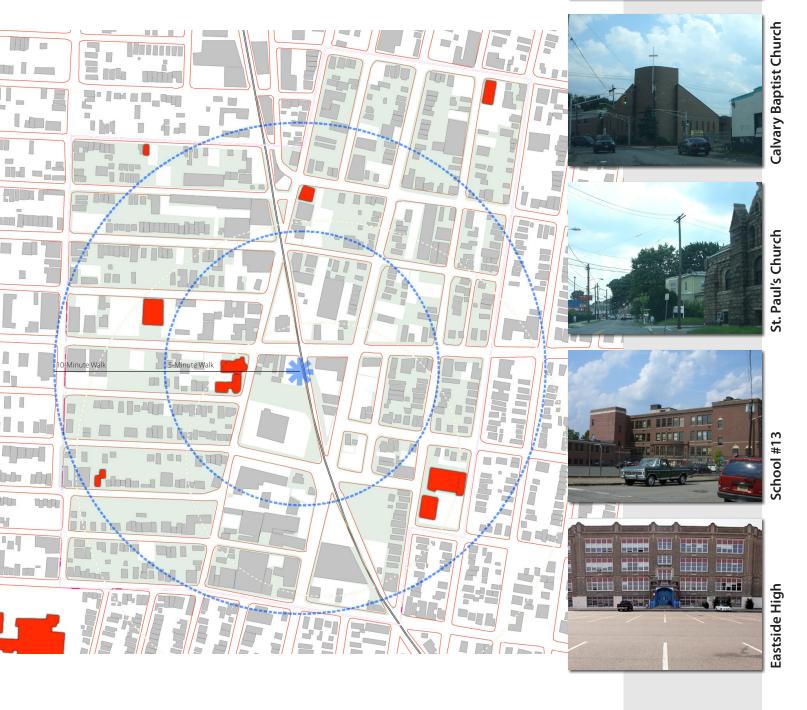
INSTITUTIONS

Within the station planning area are a number neighborhood institutions – churches, schools, and social clubs. School #13 and St. Paul's Church are within a 5-minute walk of the future Madison Broadway Station. These institutions:

- are enduring assets for the community
- bring a mix of users to streets, businesses and the station vicinity
- bring out people at different "peak" times
- become associated with place and cultural identity



Love of Jesus Church



Land Use

IMPORTANT ARCHITECTURE

In the vicinity of the planned station there are many beautifully detailed early 20th century buildings. Some, such as the former Scottish Rite Temple, are constructed of enduring materials – marble, limestone, or brick. Residential buildings such as the porched houses along William Street, create a handsome ensemble that conveys a sense of neighborly watchfulness. Buildings and urban places of this quality endure and hold value if architectural heritage is preserved by public policy and if normal private investment in maintenance, rehabilitation and adaptive reuse is economically viable over time.

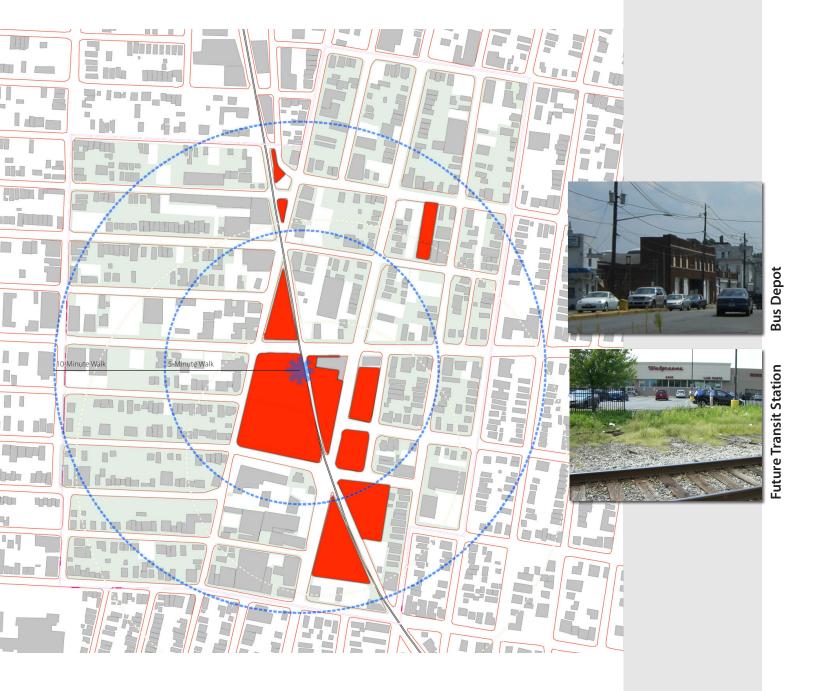


Residential Hom



SITES IN FLUX

Rail corridors in cities are often lined by derelict industrial buildings and empty workyards. "Company Towns" such as Paterson are able to rejuvinate themselves in part because manufacturing sites were surrounded by homes of people who worked there. When the Passaic-Bergen Line is reactivated for passengers, former industrial sites like the Wonder Bread facility on Madison Avenue are likely to support new uses such as retail shops and offices patronized by the surrounding residential units. Additionally, it makes it more likely that over time, recent development projects like the CVS and the AutoZone will be reevaluated to test if these sites can accommodate additional uses.



Land Use

LARGE EMPLOYERS

Major employers in the Madison Avenue Corridor are important stakeholders in the station area improvement plan. Just as local factories were historically able to prosper because of economic rail transport of materials and product, increased employment opportunities will be a benefit to today's employers with the return of passenger service on the Passaic-Bergen line. Employers who remain will benefit from greater visibility and easier access to the region's employment pool.



CONTIGUOUS RETAIL

Streets like Broadway, with intact strips of contiguous retail storefronts, can be built upon to serve and feed off of increased pedestrian traffic that will come with a Commuter rail station neraby.



IMPORTANT PLACES

With the guidance of a good plan, opportunities for social contact can occur in many locations throughout the Station Area.



SINGLE-FAMILY HOMES

A Single-Family Home is a residential building detached from other buildings or portions of buildings. Some of the older examples in the study area have beautiful wood details which has been covered over and hidden by aluminum siding in the past few decades.

A majority of buildings in the City of Paterson are Single-Family Homes, although there are very few in the blocks immediately adjacent to the rail corridor, and they are especially scarce within a 5-minute walk of the proposed station.



esidential Hom



MULTI-FAMILY

Multi-Family buildings are Apartment Buildings or Condos that feature multiple dwellings above or beside each other in a building that occupies most of its lot width and is placed close to the sidewalk. Many Multi-Family structures in Paterson have been converted to that use from an Industrial or other Commercial Use.

This typology is dispersed throughout the study area (and the City) with opportunities to add more near the proposed Station.

