Green Street
Redevelopment Plan

Block 82.01, Lots: 25.01, 27, 28, 30.01, 30.02, 30.03

CITY OF HACKENSACK,
BERGEN COUNTY, NEW JERSEY

July 2020

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1.0: BACKGROUND INFORMATION:

The City of Hackensack is in the midst of a renaissance. Over the past few years the City has taken tremendous steps in implementing and adopting new zoning through the creation of a Rehabilitation Plan, which provides a clear vision to transform the downtown into a mixed use, pedestrian friendly environment.

The Plan, which was adopted in 2012 promotes:

1. Smart growth principles by creating zoning which increases development flexibility, reduces parking ratios and promotes mixed-use, pedestrian friendly development in the downtown;
2. Connectivity to existing public infrastructure, including the two NJ Transit Rail Stations, the NJ Transit Regional Bus Station and Routes 4, 17, 46, Interstate 80 and the Garden State Parkway;
3. A mixture of uses with a variety of residential housing options to encourage walkability and active streetscapes;
4. Redevelopment and rehabilitation through architectural, neighborhood design standards that ensure high quality development;
5. The implementation of a two way street system; and
6. Strategies which include municipal tools and mechanisms to promote revitalization.

In only a short period of time since the adoption of the plan, the City has already begun to see the benefits of these strategies. As of the date of this Redevelopment Plan, the City has over 1,000 residential units within the downtown area either completed or under construction and another 2,000 units that are in the planning process. These include 100 State Street, 240 Main Street, 18 East Camden and 149 Main Street while construction continues on the 170, 210, 383 and 437 Main Street projects and 155 River Street.

In addition, the City has seen a wave of additional development and improvements within the downtown including the completion of Aldi’s Supermarket, the renovation of Giant Farmers Market, the opening of the Performing Arts Center and the Atlantic Street Park. On-going efforts to separate the City’s combined storm water sewer system continue as does to conversion of Main Street back to two way which is scheduled for later in the year.

Hackensack represents a premier location in Bergen County that supports higher density mixed use residential development. The City has two New Jersey Transit Stations, which run directly to Hoboken as well as the regional New Jersey Bus Station that provides direct access throughout the county and to New York City. The downtown has access to Routes 4, 17, 46, Interstate 80 and the Garden State Parkway and is located eight miles from the George Washington Bridge, and 13 miles from the Lincoln Tunnel.

With over 43,000 residents and a day time population estimated at over 100,000 the City is home to the two largest employers in Bergen County including the Hackensack University Medical Center and the County Administration Offices. With the recent start of construction a $700 million expansion by Hackensack Meridian Health along with the presence of Fairleigh Dickinson University, Bergen Community College, and Eastwick University the City is poised for continued growth over the next decade.

As a part of the on-going initiatives to promote revitalization within and adjacent to the downtown, the City has put together this redevelopment plan for a high density mixed use predominantly residential development that would support the goals and objectives of the downtown rehabilitation plan.
2.0: INTRODUCTION:

A. BASIS FOR THE PLAN:

This redevelopment plan has been prepared for Block 82.01, Lots: 25.01, 27, 28, 30.01, 30.02, 30.03, which is located at the corner of Essex and Green Streets adjacent to the New Jersey Transit Station. On February 23rd, 2016 the Mayor and Council determined by Resolution #73-16-15 that Block 82.01, Lots: 25.01, 30.01, 30.02 and 30.03 and on May 21st, 2019 the Mayor and Council determined that Block 82.01, Lots: 25.02, 27, and 28 qualified as an “area in need of redevelopment” without condemnation in accordance with the criteria specified in the New Jersey Local Redevelopment and Housing Law (LRHL) at N.J.S.A. 40A:12A-5. The LRHL allows a municipality to prepare a redevelopment plan which provides the development regulations and other standards to guide future development for this area. The intent of this Redevelopment Plan is to supercede the underlying zoning.

B. SURROUNDING AREA CONTEXT:

The properties are located between Green Street to the east, Essex Street to the north, S. Newman Street to the west and Lodi Street to the south. Green, Essex, and S. Newman Streets are two way streets with S. Newman Street running parallel to the Pascack Valley rail line. The New Jersey Transit Essex Street Train Station is located within the study area.

Figure 1.3: Redevelopment Plan Area
C. PROPERTY INFORMATION:

The Green Street properties which serve as the current location for the City of Hackensack salt storage and recycling center and is comprised of four (4) lots (Block 82.01 Lots 25.01, 30.01, 30.02 & 30.03). The total area for all the lots is approximately 1.15 ac. The properties are located adjacent to the New Jersey Transit property and the Essex Street Train Station.

**Block 82.01 Lot 25.01 (9 Green Street):**
The approximately 27,106 SF property is surrounded by Green Street and Essex Street. The property is owned by the City and is used for salt storage and recycling. There is a two story buildings on the property as well as a parking lot.

**Block 82.01 Lot 30.02 (147 Essex Street):**
The approximately 4,104 SF property is surrounded by Green Street and Essex Street. The property is owned by the City and is used for salt storage and recycling.

**Block 82.01 Lot 30.01 (149 Essex Street):**
The approximately 11,780 SF property is surrounded by Green Street and Essex Street. The property is owned by the City and is used for salt storage and recycling.

**Block 82.01 Lot 30.03 (151 Essex Street):**
The approximately 7,325 SF property is surrounded by Green Street and Essex Street. The property is owned by the City and is used for salt storage and recycling.

**Block 82.01 Lot 28 (141 Essex Street):**
The property consists of a 2 1/2 story residential building located on Essex Street.

**Block 82.01 Lot 27 (137 Essex Street):**
The property consists of a 2 1/2 story residential building located at the corner of Essex and Green Street.

Figure 1.3: Redevelopment Plan Area
D. DEFINITIONS:

It is the intention of this Redevelopment Plan for the Main Street Rehabilitation Area to supersede existing zoning (except as noted herein) as provided under the Local Redevelopment and Housing Law, N.J.S.A 40A:12A-1, et seq. However, this plan adopts the definitions of the City’s Land Use Ordinance Section 175-2.2 by reference.

The definitions of the City’s Land Use Ordinance shall apply to this plan, unless this plan provides a superseding definition. The definitions defined in Section 175-2.2 apply to the redevelopment area with the exception of the following terms:

BUILDING HEIGHT: The vertical distance of a building measured from the average of the top of curb of the two corners of the proposed building to the highest roof beams of a flat roof. For projects located at a corner lot, the height will be measured from the top of curb of the two corners located along the primary building facade. For project that have a grade change an additional level of parking may be provided at the lower grade of the property.

BUILDING SETBACK LINE: The distance measured from the back of existing or proposed curb (whichever is greater) to the primary building facade.

DUPLEX UNIT: A single dwelling unit comprising 2 floors and connected by an interior staircase.

ENTERTAINMENT USES: Any live act, including vocalists, actors, dancers, floor shows, instrumentalists and recorded music played by a DJ, excluding adult entertainment;

GREEN ROOF: A roof covered with vegetation, designed for aesthetic value, recreation and to optimize resource conservation.

LAUNDRY MATS: Coin-operated self-service laundry operations.

MAKER SPACE (WORKSHARE): A maker space is a community space in a school or other gathering place where students are able to take part in hands-on learning in creative ways. They are called maker spaces because they provide opportunities for students to design, create, manufacture, and invent new things.

MULTI-FAMILY: Housing accommodations that are designed principally for residential use, conform to standards satisfactory to the Secretary of Housing and Urban Development, and consist of not less than five (5) units on 1 site. These units may be detached, semidetached, row house, or multifamily structures.

PARKING STRUCTURE / STRUCTURED PARKING: A building or structure consisting of more than one level and used to store motor vehicles.

POP-OUT / PROTRUSION: A portion of the primary building facade that projects into the building setback.

PRIMARY FACADE: The exterior building facade as measured from the face of curb.

REDEVELOPER: Any person, firm, corporation or public entity that shall voluntarily seek and be designated as a Redeveloper by the City Council or Redevelopment Entity and shall enter into a Redevelopment Agreement as set forth in Section 5 of this Rehabilitation Plan, all in accordance with the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq.

RESIDENTIAL MICRO-UNIT: A residential unit less than 550 gsf.
RESTAURANT: A building or structure designed, used or intended for use in which food and beverages are sold and consumed.

STACKED FLAT: For sale multi-family unit located on top of another for sale multi-family unit.

STORY, GROUND: Also, first story, ground floor. The first story of a building other than a basement or cellar.

STORY, UPPER: All stories and floors above the first story.

STREET FURNITURE: The elements of streetscape, including but not limited to benches, bollards, newsracks, trash receptacles, tree grates, hardscape, seat-walls, street lights, and street trees.

TANDEM PARKING: Two parking spaces with one car in front of the other to be allocated to a single apartment.
3.0: GENERAL PROVISIONS:

A. SITE PLAN & SUBDIVISION REVIEW:

Prior to commencement of any construction within the Redevelopment Area, a site plan prepared in accordance with the requirements of the Municipal Land Use Law (N.J.S.A. 40:55D-1 et seq.) and the Land Development Ordinance of the City of Hackensack shall be submitted by the applicant for review by a Design Review Committee specific to this Redevelopment Plan for completeness and compliance, prior to any submission to the Planning Board of the City of Hackensack, so that compliance with the Redevelopment Plan can be determined. This shall also pertain to revisions or additions prior to, during and after completion of the improvements.

B. ADVERSE INFLUENCES:

No use or reuse 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.

C. NON-DISCRIMINATION PROVISIONS:

No covenant, lease, conveyance or other instrument shall be affected or executed by the City Council or by the developer or any of his/her successors or assignees, whereby land within the Redevelopment Area is restricted upon the basis of age, race, creed, color, national origin, ancestry, marital status, affectional or sexual orientation, gender identity or expression, disability, or sex in the sale, lease, use or occupancy thereof. Appropriate covenants, running with the land forever, will prohibit such restrictions and shall be included in the disposition instruments. Any contractor or subcontractor engaged to perform work within the Redevelopment Area shall, where applicable, state in all solicitations or advertisements for employees placed by or on behalf of the contractor, or subcontractor, that all qualified applicants will receive consideration for employment without regard to age, race, creed, color, national origin, ancestry, marital status, affectional or sexual orientation, gender identity or expression, disability or sex.

There shall be no restrictions of occupancy or use of any part of the Redevelopment Area on the basis of age, race, creed, color, national origin, ancestry, marital status, affectional or sexual orientation, gender identity or expression, disability, or sex in the sale, lease, use or occupancy thereof.

D. DURATION OF THE PLAN:

The provisions of this Redevelopment Plan and the restrictions with respect thereto shall be in effect for a period of thirty (30) years from the date of approval by the City Council.

E. DEVIATION REQUESTS:

In accordance with N.J.S.A. 40:55D-70 c(1), the Planning Board may grant variances allowing deviations from the regulations contained within this Redevelopment Plan where, by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions.
conditions, pre-existing structures or physical features uniquely affecting a specific piece of property, the strict application of any such regulation adopted pursuant to this Redevelopment Plan, would result in peculiar practical difficulties to, or exceptional and undue hardship upon, the developer of such property.

In accordance with N.J.S.A. 40:55c(2), 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 the Plan and the benefits of the deviation would substantially outweigh any detriments. No relief may be granted under the terms of this section unless such deviation or relief can be granted without substantial detriment to the public good and without substantial impairment of the intent and purpose of this Redevelopment Plan. An application for a variance 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, any changes to the uses permitted in the Redevelopment Area, any deviation from any of the Conditional Uses or any change requiring a “d” variance in accordance with N.J.S.A. 40:55D-70 shall be permitted only by means of an amendment of the Redevelopment Plan by the Borough Council and only upon a finding that such amendment would be consistent with and in furtherance of the goals and objectives of the Plan.

F. PROCEDURE FOR AMENDING THE APPROVED PLAN:
This Redevelopment Plan may be amended from time to time upon compliance with the requirements of State law. If the designated redeveloper requests such amendment said redeveloper shall pay an application fee of $3,500 and shall further reimburse the City for reasonable costs, fees and expenses to undertake such amendment.
4.0: REQUIRED COMPONENTS:

A. 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, or redevelopment, 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 this plan.

5. Any significant relationship of the redevelopment plan to:
   • The master plans of contiguous municipalities;
   • The master plan of the county in which the municipality is located;
   • 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 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.). The redevelopment plan shall supersede applicable provisions of the development regulations of the municipality or constitute an overlay zoning district within the redevelopment area. When the redevelopment plan supersedes any provision of the development regulations, the ordinance adopting the redevelopment plan shall contain an explicit amendment to the zoning district map included in the zoning ordinance. The zoning district map as amended shall indicate the redevelopment area to which the redevelopment plan applies. Notwithstanding the provisions of the “Municipal Land Use Law,” P.L.1975, c.291 (C.40:55D-1 et seq.) or of other law, no notice beyond that required for adoption of ordinances by the municipality shall be required for the hearing on or adoption of the redevelopment plan or subsequent amendments thereof.

10. 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.
B. NOTE ON PLAN TERMINOLOGY:
Throughout this Redevelopment Plan, a distinction is made between “shall” and “should.”
“Shall” means that a developer is required to comply with the specific regulation, without deviation.
“Should” means that a developer is encouraged to comply but is not required to do so.

C. TEMPORARY AND PERMANENT RELOCATION:
The Local Redevelopment and Housing Law requires that any redevelopment plan make adequate provision for temporary or permanent relocation of any resident in the project area.

D. IDENTIFICATION OF PROPERTY TO BE ACQUIRED:
The Local Redevelopment and Housing Law requires that any redevelopment plan identify any property within the redevelopment area which is proposed to be acquired in accordance with the redevelopment plan. The area has been designated as a non-condemnation Redevelopment Area; as such, the City will not use eminent domain to acquire any properties within the Redevelopment Area.

E. AFFORDABLE HOUSING:
The developer shall either construct affordable housing units within the development or contribute to the City’s affordable trust fund to assist the City in meeting its COAH obligations.

F. LONG TERM FINANCING CONSIDERATIONS:
Due to the size, scale, vital location and anticipated nature of the potential projects contemplated under this plan, the City anticipates that it would be eligible for a PILOT if the project commences within five (5) years of plan adoption. After that time, the specific economic conditions would have to be reevaluated to determine the duration of an exemption that would be deemed financially feasible and appropriate. The actual entry of any financial agreements for a long term tax exemption are subject to governing body approval under the processes required by law. In order for the City to determine if a PILOT is necessary the developer would be required to submit a preliminary fiscal impact analysis as part of the process.

G. TRAFFIC IMPACT ANALYSIS:
A traffic impact analysis should be provided as a part of any site plan submission to the Planning Board. The analysis should forecast additional traffic associated with both the proposed development and taking into account all approved projects within a 1/4 mile. The study should determine vehicular and pedestrian improvements necessary to accommodate the proposed development to help ensure safe and reasonable traffic conditions and reduce the negative impacts created by the development.

H. SHADOW STUDY:
A shadow study shall be provided as part of any site plan application pertaining to this redevelopment in order to determine if there are any impacts to the adjacent property owners.

I. PROJECT SIGNAGE:
The Redeveloper shall erect signage at locations to be determined by the Redeveloper and City within 30 days of receiving approval from the Planning Board that contains a rendering or renderings of the finished Project and other details concerning the Project that shall be agreed to by the Redeveloper and City Manager.
J. EXISTING ZONING:

B-1 DISTRICT

Permitted Principal Uses

“No building or premises shall be erected, altered or used except for uses designated for the B-1 District as follows:

a) Retail stores and shops where products to be sold are stored within a fully enclosed building, but specifically excluding pawnshops, the sale of used furniture, appliances, machinery, clothing or other used manufactured goods, including antique shops. Recognized charitable rummage sales for a limited period (2 weeks) are not included in this exclusion;

b) Art gallery, studios for dancing, photography, sculpture or musical instruction or instruction in physical self defense;

c) Bakery where products prepared are retailed on the premises;

d) Bank or trust company or savings and loan institutions, except drive-in facilities;

e) Club, lodge, meeting hall and social recreation building affiliated with a national or international organization;

f) Day nursery, nursery school, child care center;

g) Delicatessen store;

h) Drug stores;

i) Florist shop;

j) Funeral parlors, undertaking establishments;

k) Hardware stores;

l) Mixed commercial/residential buildings on lots that abut Main Street, provided 100% of the mixed-use building coverage lies within 200 feet of Main Street;

m) Multi-family dwellings;

n) Municipal, county, state or federal governmental building, library, park or recreation facility, firehouse;

o) Package liquor store;

p) Personal service establishments, including tailor, dressmakers, shoe repair, barbershop, beauty parlors, nail and hair salons, specifically excluding public garages;

q) Pet shops;

r) Professional offices, business offices, governmental offices, office buildings;

s) Townhouses;

t) Travel agencies or offices.

Accessory Use

Any of the following accessory uses may be permitted within the B-1 District, only on the same lot(s) as a permitted principal use.

a) Accessory uses customarily incidental to a permitted principal use;

b) Off-street parking and loading facilities;

c) Fences;

d) Signs;

e) Steam or wet-wash laundries, shirt laundries or any other laundry shall be permitted only as an accessory use to a hotel.
Conditional Use

The following conditional uses are permitted within the neighborhood business district (B-1) subject to the area, yard, and bulk regulations and other controls identified in the conditional use regulations of this ordinance.

a) Automatic coin-operated laundries (launderettes) meeting the requirements of this Chapter;
b) Showroom for the sale of new automobiles. The sale of used cars and the servicing of automobiles shall be permitted only as an accessory use;
c) Drive-in banking facilities;
d) Gas or service station;
e) House of worship, rectory, parish house

Area, Yard and Bulk Regulations

<table>
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<tr>
<th>Description</th>
<th>Townhouses</th>
<th>Hotel / MF</th>
<th>Com./Res.</th>
<th>Non Res.</th>
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<td>15,000</td>
<td>5,000</td>
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<tr>
<td>Min. Lot Width (ft.)</td>
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<td>100</td>
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<tr>
<td>Min. Front Yard (ft.)</td>
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<td>20</td>
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<tr>
<td>Min. Side Yard, Interior (ft.)</td>
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<td>15</td>
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<td>note e</td>
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<tr>
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<td>15</td>
<td>15</td>
<td>note 10</td>
</tr>
<tr>
<td>Min. Rear Yard (ft.)</td>
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<td>15</td>
<td>15</td>
<td>note 10</td>
</tr>
<tr>
<td>Max. Height (stories/ft.)</td>
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<td>-/150</td>
<td>3/35</td>
<td>-/150</td>
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<tr>
<td>Max. Lot Coverage (%)</td>
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<td>33 1/3</td>
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<tr>
<td>Min. lot Area per Dwelling unit (Sq. ft.)</td>
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<td>871 mf only</td>
<td>1,000</td>
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<tr>
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<td>note d</td>
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<tr>
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<td>rear 4:1</td>
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<td>note d</td>
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<tr>
<td>Max. Length of Building</td>
<td>note b</td>
<td></td>
<td></td>
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</tbody>
</table>

(a) Where individual townhouse lots will be created and sold, section 175-6.8 shall apply in lieu of the standards hereunder.
(b) 6 dwelling units or 180 feet, whichever is lesser.
(c) front Bldgs. exceeding 25 ft. in height; 6: 1, but not less than Note 10
(d) side Bldgs. exceeding 25 ft. in height; 6: 1, but not less than Note 10
(e) No side yard is required, however, if a yard is provided, it shall be no less than six (6) feet.
K. REEXAMINATION PLAN GOALS:

This Reexamination Report recommends that the City make minor changes to the 10 existing Master Plan objectives and add an 11th objective to ensure consistency with the City's other planning documents.

1. Maintain and enhance the quality of established neighborhoods in Hackensack and promote compatibility of new development with existing or specifically defined character;

2. Provide housing opportunities and a variety of housing for various income levels of the population, including low and moderate income housing, middle income housing and senior citizen housing; encourage multi-family and mixed-use development and redevelopment within the central business district and along the Hackensack River; promote housing that appeals to and meets the needs households at various stages of life and formation and accommodates aging in place;

3. Promote new construction that embraces sustainable or green building practices;

4. Promote adequate community services for all portion of Hackensack with emphasis on improving the quality, accessibility, and adequacy of education, storm-water drainage, sewer, transportation, parking and recreation facilities;

5. Improve and upgrade traffic circulation and safety throughout the City, including the provision of additional passenger rail service and improved inter-modal transportation facilities;

6. Protect lives and property from severe flooding and storm surge and from inundation related to sea level rise and changing climate. Make a comprehensive effort to reduce impervious coverage near the Hackensack and its tributaries, use a mix of gray and green infrastructure in public and private facilities, ensure effective and reliable drainage and infrastructure, and employ other creative and proven techniques to protect at-risk sections of the City;

7. In addition, the plan recommends the following as it pertains to transit oriented development:

   a. Adopt zoning for the areas within one-half mile of the Essex Street and Anderson Street train stations that permit medium density development and a mix of commuter-oriented commercial services such as drop-off dry-cleaning, day care, restaurants, hair and beauty services, and convenience retail;

   b. Proposed zoning closest to the existing stations should include greater permitted density and heights than the areas that abut existing residential neighborhoods within the 1/2 mile radius;
L. REDEVELOPMENT PLAN OBJECTIVES:

The City is looking to promote a mixed use predominantly residential development that would support the continuing revitalization efforts as a part of the 2001 Master Plan, 2009 Re-examination Report and the 2012 Downtown Rehabilitation Plan.

The objectives for this Redevelopment Plan are to:

1. Promote increased quality of life for all residents in the City of Hackensack;
2. Promote the development of a mid to high density predominantly residential mixed use project and a mix of commuter-oriented commercial services;
3. Support existing businesses and property owners while creating new construction and permanent jobs in the City;
4. Generate new tax ratables and revenue from the sale of the property to support additional revitalization activities and community facilities;
5. Require architectural, neighborhood and sustainable design standards that promote high quality development.
6. Provide parking to support the residential and retail uses in the redevelopment area;
7. The redevelopment plan is intended to capitalize on its prime location and proximity to the Downtown Rehabilitation Plan, the New Jersey Regional Bus Station, the two New Jersey Transit Stations (Essex and Anderson Street), as well as to the major transportation including Route 4, 46, 17, Interstate 80 and the Garden State Parkway.
5.0: USE AND BULK REQUIREMENTS:

A. PERMITTED LAND USES:

1. Purpose: This section establishes the uses permitted within the Redevelopment Area including accessory uses. These standards aim to promote a mixed-use, predominantly residential development.

2. Permitted Principal Uses: The following uses are permitted as liner or over parking structures without use-specific conditions:
   a. Residential:
      i. Multi-family (apartments/condominiums/stacked flats/lofted);
      - Residential over retail/commercial;
   b. Commercial:
      i. General, professional and medical office;
      - Physical therapy, basic research only;
      ii. Workshare, Maker spaces, Locker / Package services;
      iii. Financial consulting, insurance services and banking related services;
      iv. Pet grooming;
      v. Entertainment;
      vi. Hotel;
   c. Retail:
      i. Restaurants (eating and drinking establishments, cafes, coffee shops, food markets);
      ii. Dry cleaning, wash & fold, laundry services (No on-site chemicals permitted);
      iii. General stores (shops, coffee, bakery, delicatessen, book and stationery, florist);

3. Prohibited Uses: Any use not expressly stated as a permitted or accessory use is considered a prohibited use for this Redevelopment Plan. In addition, the following are also considered prohibited uses:
   a. Hair and nail salon, barber shop;
   b. Gas Stations;
   c. Tattoo Parlors;
   d. Drive-thru establishments;
   e. Vape and Marijuana sales, distribution or manufacturing;
   f. Convalescent homes;
   g. Cell phone towers / antennas;

4. Permitted Accessory Uses:
   a. Any uses which are clearly or customarily ancillary and incidental to a principal or conditional permitted use on the same property including but not limited to;
      i. Lobby, sales, management, leasing offices;
      ii. Conference center, meeting rooms, business center, billiards, pool, game, arcade, simulator, spa, lounge (for tenant use only);
      iii. Community kitchen;
      iv. Drop off / package delivery area, loading spaces and docks, recycling and refuse storage areas;
      v. Recreational facilities (indoor / outdoor) including but not limited to active or passive amenity courtyard space and/or terraces, roof top, pool, fitness center and multipurpose rooms;
      vi. Surface or structured parking;
      vii. Child care, pet boarding (for tenant use only);
viii. Lockers and storage including for mail parcels and packages (for tenant use only);
b. Accessory structures shall comply in all respects with the requirements of the principal structure;
i. No accessory structure shall be located closer to the street right-of-way line than the required front yard setback of the principal use;
ii. No portion of an accessory structure shall include living quarters except parking structures;
iii. Accessory structures below grade shall have a minimum rear or side yard, when not abutting a street, of five feet;
iv. No accessory structure shall be constructed or placed on any lot unless the principal structure is first constructed or placed upon said lot, with the exception of parking facilities, which may be constructed prior to the primary use;
v. In no event shall the height of an accessory structure exceed the permitted height of the principal building with the exception of parking structure and rooftop access (elevator / stairwell).
   - Access will be allowed to exceed the permitted building height by a maximum of 12’-0”, subject to all building code requirements.

5. Additional Regulations for Permitted and Accessory Uses:
   a. Any use not specifically stated as a Permitted Principal Use is not permitted.
   b. All building facades facing a public street as well as the NJ Transit line shall be designed as a primary building facade and shall be designed to include all of the required components of the Building Architectural Materials & Character within the Design Development Standards of this redevelopment plan.
   c. All maneuvering for loading, refuse, recycling and service areas shall done be within the property.
   d. All structured parking shall be architecturally screened so that no vehicles can be seen from any public street with the exception of the garage entrance per the Development and Place Making Design Standards of this Redevelopment Plan;
   e. Rooftop amenities are permitted.

B. DENSITY, AREA, YARD AND HEIGHT REQUIREMENTS:

The following requirements apply to the Redevelopment Area:

1. **Minimum Lot Size:**
   1.25 acres;

2. **Minimum Dwelling Unit Size:**
   470 sf;
   a. A maximum of 5% can be less than 550 sf
   b. A maximum of 20% can be over 1,200 sf;

3. **Maximum Number of Units:**
   210 Units;

4. **Minimum / Maximum Number of Stories / Height:**
   6 stories / 72'-0”;

5. **Min. Number of Phases:**
   One (1);

6. **Minimum Building Setback:**
   a. The minimum building setback for the first level along Essex Street is 18'-0” as measured from the existing or proposed back of curb (which ever is greater);
      - Up to 10% of the facade can bump out a maximum of 2'-0” into the 18'-0” setback along the Essex Street building facade.
b. The minimum building setback for the first level along Green Street is 12'-0” as measured from the existing or proposed back of curb (which ever is greater);

c. Utility structures, exhaust air vents, backflow preventers, or other similar devices when located above grade, must be located behind the setback. Utility structures located below grade may be located within the setback of any street;

7. **Minimum Front/Side/Rear Yard:** None;

8. **Minimum Retail/Commercial SF:** 4,500 sf;

9. **Maximum Building / Lot Coverage:** 90%

10. **Flood Mitigation / Storm-water Management Requirements:**
    a. The storm-water management facilities shall be provided on all projects in order to ensure that the post-construction peak runoff rates for the 2 year, 10 year, and 100 year storm events are 50, 75 and 80 percent, respectively, of the pre-construction peak runoff rates.

11. **Infrastructure Improvements:**
    a. Any redevelopment project shall provide adequate water, storm, sewer and other necessary utilities to the site, to the satisfaction of the Municipal Engineer. All costs necessary for the infrastructure improvements (on-site) associated with a development project are the responsibility of the redeveloper.

12. **Other Requirements:**
    a. See Section Development / Place-Making Design Standards for all building design requirements;
    b. The building shall have a flat roof and shall include a base, middle and top;
    c. Streetscape improvements are required along the property frontage of all public streets in the entire redevelopment area;
    d. A shadow study shall be provided by the developer at the site plan application process to determine if the building negatively impacts any adjacent properties.

C. **PARKING STANDARDS:**

1. **Parking Requirements:**
   The minimum parking requirements for the Redevelopment Area are as follows:

<table>
<thead>
<tr>
<th>Use</th>
<th>Parking Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Multi-family:</td>
<td>1.0 sp per dwelling unit</td>
</tr>
<tr>
<td>- Commercial:</td>
<td>3.5 per 1,000 gfa</td>
</tr>
<tr>
<td>- Retail:</td>
<td>3.5 per 1,000 gfa</td>
</tr>
<tr>
<td>- Medical Office:</td>
<td>6.0 per 1,000 gfa</td>
</tr>
</tbody>
</table>

   **Notes:**
   a. When the formula or parking spaces required results in a fraction of a space exceeding 0.49, a full space shall be required;
   b. Gross Floor Area is the total interior floor area of all floors determined by measuring the inside dimension of the outside walls of the structure;
   c. Up to 20% of the required parking stalls may be designated for compact cars;
d. Outdoor seating areas do not count toward the required parking ratios;
e. Accessory uses do not require parking;
f. Tandem parking is permitted up to the number of two bedroom units. Tandem spaces account for one space per two bedroom unit and cannot be counted toward the required number of parking spaces for the remaining unit types.
g. All parking shall be screened based on the Design Standards indicated in this Redevelopment Plan;

2. **Shared Parking:** A determination of the actual parking requirement for the Project shall be based upon the shared parking opportunities provided by the mixed-use nature of the projects. The Applicant shall be required to submit a shared parking analysis as part of the site plan application before either the Planning Board. The shared parking analysis must be prepared by a qualified parking expert or licensed professional planner based on the anticipated hours of operation and specific operational characteristics of the anticipated users in the proposed development. The shared parking study should include the following steps;

a. Determine the minimum parking requirement for the individual uses in the development project- The minimum number of parking spaces that are to be provided for each use shall be based on the parking ratios included in the City Zoning Ordinance;
b. Adjust for shared parking- The minimum parking requirement for each use shall be multiplied by the “occupancy rate” as indicated in the table below. The applicant and it’s professionals shall provide documentation to the Board for any land uses not included in the table that are proposed for inclusion in the project. Absent documentation, which is subjective to review and approval by the Board, 100% of the required parking shall be included in the Shared Parking Study;
c. Tabulate the minimum parking requirement for each time period- Sum of the adjusted minimum parking requirements for each land use for each of the six time periods shall be calculated to determine an overall project minimum parking requirement for each time slot;
d. Total minimum parking requirement- The highest of the six time periods total shall be the minimum parking requirement for the mixed use development project;
e. In the event there is a change in the size, distribution or use of any of the project components than the property shall be required to appear before the approving Board to demonstrate the modifications do not negatively affect the results of the approved Shared Parking Study and analysis;
f. The Shared Parking Study is subjective to review and approval by the Board and its professionals.

If the shared parking analysis is deemed acceptable, the Board may relax the aggregate total of required parking spaces to account for the shared use of the provided spaces. The application and acceptance of this policy is at the sole discretion of the approving Board;

3. **On-Street Parking Spaces:** Parking spaces located along the portion of a public street(s) abutting the project may be counted toward the minimum number

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Weekdays</th>
<th>Saturday &amp; Sunday</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>8am-6pm</td>
<td>6pm-Midnight</td>
</tr>
<tr>
<td></td>
<td>8am-6pm</td>
<td>6pm-Midnight</td>
</tr>
<tr>
<td>Education</td>
<td>100% 20%</td>
<td>10%</td>
</tr>
<tr>
<td>Entertainment</td>
<td>40% 100% 10%</td>
<td>80% 100% 50%</td>
</tr>
<tr>
<td>Hotel</td>
<td>80% 100% 10%</td>
<td>80% 100% 100%</td>
</tr>
<tr>
<td>Institutional</td>
<td>100% 20% 5%</td>
<td>10%</td>
</tr>
<tr>
<td>Office</td>
<td>100% 20% 5%</td>
<td>10%</td>
</tr>
<tr>
<td>Theater</td>
<td>40% 80% 10%</td>
<td>80% 100% 50%</td>
</tr>
<tr>
<td>Religious</td>
<td>20% 40% 5%</td>
<td>100% 50% 10%</td>
</tr>
<tr>
<td>Residential</td>
<td>60% 100% 100%</td>
<td>80% 100% 100%</td>
</tr>
<tr>
<td>Restaurant</td>
<td>70% 100% 10%</td>
<td>70% 100% 20%</td>
</tr>
<tr>
<td>Retail/Commercial</td>
<td>90% 80% 5%</td>
<td>100% 70% 5%</td>
</tr>
</tbody>
</table>
of parking spaces as required by this ordinance for commercial / retail uses only. Residential parking requirements are not permitted to count any on-street parking toward the requirements. Those on-street parking spaces must be located on the same side(s) of the street as the use and have a dimension of at least 20’ feet in length.

4. **Bicycle Parking:** Bicycle parking is required for new developments at one bicycle parking space for every 10 vehicle parking spaces, up to 200 vehicle parking spaces.
   a. Thereafter, one bicycle parking space shall be provided for every 25 vehicle parking spaces. Fractions equal to or greater than one half resulting from this calculation shall be considered to be one bicycle space;
   b. Bicycle parking shall not be located on Essex Street, but can be located along the railroad frontage.

5. **Setback Maneuvering:** No surface parking or maneuvering space is permitted within any required setback, or between the permitted use and the required setback, except driveways providing access to the parking area may be installed across these areas.

6. **Handicapped Accessible Parking Requirements:** Refer to Section 175-10.01C Handicapped Parking Schedule in the City of Hackensack Zoning Ordinance.

7. **Additional Off-Street Parking Regulations:** For all parking standards not covered in this section refer to Section 175-10.2 Additional Off-Street Parking Regulations A through K and Section 175-10.5 Design Criteria A through H of the City of Hackensack Zoning Ordinance with the exception of the following:
   a. A minimum of 80% of the off-street parking shall have a clear dimension of 9’-0” x 18’-0” as measured from the mid-point of the parking stall. (Columns are permitted along the aisles for an 8’-6” dimension).
   b. Drive aisles are permitted to be 23’-0”;

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   b. Drive aisles are permitted to be 23’-0”;

Use and Bulk Requirements
D. CONCEPTUAL SITE PLANS:

The following Figures represent conceptual plans for the proposed redevelopment area and are intended to only provide context. The written requirements of this redevelopment plan supercede any conceptual site plans or elevations shown within this report.

Figure 1.6: Conceptual Essex Street Perspective Rendering

Figure 1.7: Conceptual Essex Street Elevation
Figure 1.8: Conceptual Ground Level Layout

Figure 1.9: Conceptual Second Level Parking Layout
Figure 1.10: Conceptual Residential Floor Plan Layout with Amenity at the Courtyard Level

Figure 1.11: Typical Conceptual Residential Floor Plan Layout
6.0 DEVELOPMENT / PLACE-MAKING DESIGN STANDARDS:

The design standards in this section provide the criteria for the redevelopment area. Any future development is subject to these provisions and shall be built in accordance with the minimum design standards specified in this section.

**Building Architectural Materials & Character:**
1. All buildings shall be constructed with high quality materials that reinforce pedestrian scale;
2. All new structures shall take into consideration the relationship to other existing or proposed buildings, in terms of light air, usable open space, height and massing;

Primary building materials shall include: brick, stone, and/or glass which cover a minimum of 75 percent of each building façade, exclusive of windows and doors with accent materials comprising a maximum of 25% for each building façade;
   - Vinyl siding of any type or grade is strictly prohibited on any portion of building façade in the redevelopment area;
   - Synthetic stucco materials such as EIFS are prohibited on any facade along a public street or along the facade facing the NJ Transit rail line.

3. Elements such as cornices, belt courses, corbelling, molding, string courses, ornamentation, changes in material or color, and other sculpturing of the base are strongly recommended and should be provided to add special interest;
4. Special attention must be given to the design of windows at the base of buildings. Ribbon windows are discouraged. Recessed windows that are distinguished from the shaft of the building through the use of arches, pediments, mullions, and other treatments are encouraged;

*Figure 2.0: Distinct residential entrance

*Figure 2.1: Mid-rise Multi-family Residential

*Figure 2.2: Conceptual Building Design with unique first floor design to provide variety at the streetscape
6. Buildings shall be broken up horizontally into a base, a middle and a top and vertically into bays, through the use of building articulation or change in materials. The base should not extend beyond the first levels with an emphasis on providing design elements which enhance the pedestrian environment particularly at the street level;

7. Retail and commercial storefront design as well as the lobby entrance shall face Essex Street with a minimum 80% usable space.
   - Retail and/or commercial uses shall wrap around the corner of the building facing the NJ Transit Rail line with a minimum 35'-0” of usable space.

**Building Orientation:**
1. The building shall be oriented toward Essex Street with separate entrances for the residential, retail and commercial areas;

2. The first floor of the building, including structured parking, must be designed to encourage and complement pedestrian-scale and activity (See Parking Structure Requirements);

3. Ground floor commercial / retail and residential lobbies facing Essex Street shall have a 14'-0” minimum floor to floor height;

**Building Entrances:**
1. Building entrances should be easily identifiable with unique and interesting signage for each individual use through the use of canopies and individual retail / commercial signage;

2. Up to a 2'-0” pop-out / protrusion / recess into the 18'-0” setback for columns or other architectural features that distinguish the building on the ground floor;

3. Entrances for residential uses should be separate and distinct from retail / commercial uses;

**Street Level Frontage / Uses:**
1. Retail/amenity areas are required to front Essex Street;
   - Outdoor dining along Essex Street is encouraged within the 18'-0” building setback.
   - All outdoor dining should meet the City of Hackensack Building and Health Department requirements.

**Structured Parking:**
1. Parking structures shall be screened with building uses or shall include at a minimum architectural materials, elements and treatments that are consistent with the design and quality of the residential building(s) it services;
   - Parking Structures or access to parking structures are not permitted to be located on Essex Street;
   - Parking structures are permitted at the street level along Green Street and along the NJ Transit Rail line frontage, so long as it meets the Design Standards of this section;
   - Structures shall include decorative architectural details such as building materials, windows, window treatments and detailing that are similar in size, scale and design to the residential buildings.
   - Window openings alone do not comply with this requirement.
   - Other than at the parking entrances, no vehicles shall be visible from the center line of any public street and the structure shall have the appearance of a residential building in all physical aspects.

2. Ramps shall be internal to the parking structure and shall not be visible from any public street.
3. Parking structures shall either be screened from Green Street and the railroad frontage with, at a minimum, the same building materials and architectural treatment as the residential facades above. These elements shall include decorative architectural details such as building materials, windows and detailing.
   - Cabling or exposed concrete alone does meet the screening requirement;
4. Driveway and garage openings should not exceed 28'-0” in width and should include traffic calming measures and a change in surface materials where driveways cross the sidewalk to help ensure pedestrian and bicycle safety;

**Canopies and Balconies:**
1. Canopies, awnings, and similar architectural accents are required along Essex Street. Such features should be constructed of rigid materials designed to complement the tenant’s identity and architecture at the street level.
2. Any canopy may extend from the building up to one half of the width of the setback area in front of the building, or eight (8) feet, whichever is less;
3. Ground supports are not permitted in the minimum setback, sidewalk or in the public right-of-way;
   - These features should not extend over or interfere with the growth or maintenance of any required tree plantings;
4. The minimum overhead clearance shall be ten (10'-0”) feet. If a canopy, awning, cornice, or other appurtenance extends into the public right-of-way, an encroachment agreement shall be required;
5. Balconies/balconettes can be incorporated into the building façade and are allowed to project into the building setback up to 4'-0” starting at the second level;

**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;
5. If wall pack ventilation units are being used they are required to compliment the building material color;

**Building Service Locations:**
1. All service and delivery locations for the redevelopment area shall be provided on Green Street;
2. All service and delivery maneuvering into the loading area shall occur entirely within the property other than for ingress and egress to the lot.
Doors and Windows:
1. The first floor and street level shall be designed to address all public streets;
2. For retail uses operable windows are encouraged;
3. No development subject to these provisions may have exterior walls with a reflectivity value in excess of 35 percent.

Openings / Ventilation:
1. Any openings for ventilation, service, or emergency access located at the first floor level must be decorative and must be an integral part of the overall building design;
2. Openings as well as pedestrian and vehicular entrances must be designed so that cars parked inside are not visible from the street.

Signage Design Standards:
1. The signage standards for the redevelopment area shall meet the requirements identified in the Downtown Rehabilitation Plan.
A. STREETSCAPE DESIGN STANDARDS:

A successful neighborhood is not complete until its parks, open space, sidewalks and streetscape have been designed and “furnished”. The items that are referred to as streetscape elements include street lights, sidewalks, benches, trash receptacles and other street furniture which reinforce the character of the street and the neighborhoods.

The following section addresses an overall approach for the design of streetscape elements that are to be considered as part of the redevelopment plan. These standards are meant to establish the minimum criteria that will be required for the design and implementation of streetscape, parks and open space improvements.

Street Trees:

1. Street trees shall be planted in either grates or open landscape areas equivalent to 30’ on center along all public street frontage, open space and waterfront areas within the redevelopment area.
2. Recommended street trees: Gleditsia Tricanthos (Honey Locust - thornless and pod free);
3. Trees should be installed at a 4” caliper;
4. Prior to installation a 4’-0” by 8’-0” minimum area should be treated and prepared for tree root growth;
5. A minimum 2 year watering plan should be put into place (Gator bags);
6. Trees planted in open landscape areas shall have a minimum 4’ x 8’ landscape area;
7. Above ground planters may be considered to fulfill the street tree requirement only in situations where underground utilities prevent tree pits;
8. Street trees shall be planted with a minimum four inch 4” caliper, shall be trimmed up to 8’-0” and shall be in accordance with the “American Standard for Nursery Stock” published by the American Association of Nurseriesmen;

Street Lighting and Power:

1. All lighting located on any street and along the Hackensack River shall be the City of Hackensack city standard pedestrian scale light pole, and fixture, black finish;
2. Poles should include the mounting brackets and banner extensions (two banners) on each pole;
3. The conceptual layout was based on 16’-0” pole every 60’-0” on center at maximum.
4. Lights should be centered between the street trees within the 4’-o” street furniture zone;
5. Street light specifications and locations shall be submitted for review and approval prior to installation;
6. Luminaires should be translucent or glare-free using opaque glass or acrylic lenses;
7. Diffusers and refractors should be installed to reduce unacceptable glare; particularly adjacent to residential areas;
8. 120 V ground mounted GFI receptacles should be located at the base of every street tree;
9. Tree up lighting fixtures should be located at the base of every street. (Hadco #BT1-AL, 75 W MR16 Lamp or equal);
10. Conduit for all power should be located a the back of the 4’-o” street street furniture area (under the pavers) and next to the concrete sidewalk;

Seating, Benches & Bus Shelters:
1. Seating should be grouped together as much as possible and be placed at busier pedestrian nodes or gathering places;
2. Seating should be designed and placed appropriately to provide an amenity to the public;
3. Seating should not obstruct views for vehicles, sidewalks for pedestrians, or signs and displays for businesses;
4. Benches should be Timberform Crest 2311-6 Steel Bench with middle arm rest 6’-o” long anchored to sub-grade concrete slab with black finish or other approved bench;
5. Two benches and one trash receptacle should be located between street trees where street lights are not located and should be at minimum every 90’-o” o.c.;

Planting Pots & Planters:
1. Pots and planters should be used in addition to landscape planting areas to complement the surrounding streetscape by adding color and variety;
2. Pots and planters can be placed anywhere pedestrian or vehicular traffic is not disturbed, but may function as a separation between pedestrians and vehicles;
3. Pots and planters are ideally located near seating areas, but plant materials should not interfere with circulation or comfort;

Tree Grates:
1. Tree grates when used should be Ironsmith Starburst Series 2 (4814) Powder coated Black every 30’-o” on center;
2. Tree grates should allow for tree growth and be made of ductile iron and should be factory painted;
3. Electrical outlets should be provided within the grate area to allow for lighting opportunities;
4. Tree grates should be designed to support up lighting;

**Trash Receptacles:**
1. Trash receptacles: Timberform Renaissance Model 2811 - DT Litter Container anchored to sub-grade concrete slab, black finish;
2. Every other receptacle should be: 2817-22 Litter/Recycling Container which includes a second recycling container;
3. Trash receptacles should be located conveniently for pedestrian use and service access in significant areas and gathering places;
4. Restaurants with outdoor seating should provide additional trash receptacles near seating;

**Bicycle Racks:**
1. Bicycle racks should be permanently mounted and placed in convenient locations to encourage bicycle use, so as not to obstruct views;

**Bollards:**
1. Bollards should integrate with and aesthetically complement the overall streetscape concept; respond to the area it supports (Plaza vs Services); setback from curbs to allow un-obstructed opening of parked car doors;
2. Removable bollards should be used where service vehicles need access and for street closures in the event of festivals or community events;

**Fountains:**
1. Fountains or water features can be located in key public areas such as parks or plazas;

**Public Art:**
1. Public art should be “accessible”; tie to the history of Hackensack and/or the site if possible, should be created by a local source; include water, seating, planting, decorative architectural elements or plaza space design;
2. Public art should be visible, but not interfere with pedestrian circulation or create a traffic hazard; made of durable, weatherproof materials; and should be designed to avoid physical hazards;

**Utility Accessories:**
1. Utility boxes, meters, man hole covers and fire hydrants should be coordinated with other streetscape accessories;
2. Utilities should be readily accessible and placed so as not to obstruct pedestrian movement;
3. Utility locations should minimize visual and physical impact as much as possible;
7.0 RELATIONSHIP OF THE REDEVELOPMENT PLAN TO STATE / COUNTY / LOCAL MASTER PLAN STUDIES:

A. State Development and Redevelopment Plan (SDRP):

In reviewing the New Jersey State Development and Redevelopment Plan Volumes 1 - 4 the following information pertains to goals and policies for a program of rehabilitation which discuss the development and redevelopment policies for urban areas.

1. Volume II – State Plan Goals and Policies include the following:
   a. **Revitalize the State’s Cities and Town Centers**: Revitalize New Jersey’s cities and towns by investing wisely and sufficiently in improvements in their infrastructure systems, public spending programs, tax incentives and regulatory programs to leverage private investment and to encourage infill and redevelopment in ways that are consistent with the State Plan’s vision and goals.
   b. **Conserve the State’s Natural Resources and Systems**: Conserve the State’s natural resources and systems by planning the location and intensity of growth to maintain natural resource capacities and systems and make the necessary infrastructure investments to protect natural resources and systems in ways that guide growth and development in ways that are consistent with the State Plan’s vision and goals.
   c. **Promote Beneficial Economic Growth**: Promote beneficial economic growth in locations and in ways that improve the quality of life and the standard of living for all New Jersey residents by providing infrastructure in advance of, or concurrent with, the impacts of new development sufficient to maintain adequate facility standards, by encouraging partnerships and collaborative planning with the private sector and by capitalizing on the State’s strategic location, economic strengths including its existing business enterprises, entrepreneurship, the research and development capacity of its institutions of higher learning, skilled workforce, cultural diversity and logistic facilities in ways that are consistent with the State Plan’s vision and goals.
   d. **Protect the Environment, Prevent and Clean up Pollution**: Protect the environment, prevent and clean up pollution by planning for growth in compact forms at locations, densities and intensities that protect land, air and water quality, allow expeditious regulatory reviews and encourage multi-modal transportation alternatives to the automobile to help achieve and maintain acceptable air quality standards.
   e. **Provide Adequate Public Facilities and Services at Reasonable Cost**: Provide adequate public facilities and services by supporting investments based on comprehensive planning and by providing financial incentives for jurisdictions that cooperate in providing public infrastructure and shared services. Encourage the use of infrastructure needs assessments and life-cycle costing. Provide adequate public facilities in ways that are consistent with the State Plan’s vision and goals.
   f. **Provide Adequate Housing at Reasonable Cost**: Provide adequate housing at reasonable cost through public/private partnerships that create and maintain a full range of attractive, affordable, and environmentally sensitively-designed and developed housing, particularly for those New Jersey State Development and Redevelopment Plan most in need, at densities and locations that provide greater efficiencies and serve to support public transportation alternatives and reduce commuter time and expense and easily accessible to employment, retail, cultural, civic and
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recreational opportunities to reduce housing and commuting costs in ways that are consistent with the State Plan’s vision and goals.

g. **Preserve and Enhance Areas with Historic, Cultural, Scenic Open Space, and Recreational Value:** Preserve, enhance, and use historic, cultural, scenic and recreational assets by collaborative planning, design, investment and management techniques. Locate and design development and redevelopment and supporting infrastructure to improve access to and protect these sites. Support the important role of the arts in contributing to community life, civic beauty and redevelopment in ways that are consistent with the State Plan’s vision and goals.

h. **Ensure Sound, Coordinated and Integrated Statewide Planning:** Ensure sound, coordinated and integrated statewide planning by using the State Plan as a guide to planning and growth related decisions at all levels of government in ways that are consistent with the State Plan’s vision and goals.

i. **Increase Energy Efficiencies and Reduce Greenhouse Gas Emissions:** Increase Energy Efficiencies and Reduce Greenhouse Gas Emissions by promoting the improved coordination and integration of transportation planning and land-use planning and decision-making to reduce vehicle miles traveled (VMT); and by the citing, development, design and use of green-building construction materials and techniques in ways that are consistent with the State Plan’s vision and goals.

2. **The State Planning Act (N.J.S.A. 52:18A-196 et. seq.) states:**

   a. “Among the goals of the act is the following: ... conserve its natural resources, revitalize its urban centers, protect the quality of its environment, and provide needed housing and adequate public services at a reasonable cost while promoting beneficial economic growth, development and renewal.”

   b. “It is in the public interest to encourage development, redevelopment and economic growth in locations that are well situated with respect to present or anticipated public services and facilities, giving appropriate priority to the redevelopment, repair, rehabilitation or replacement of existing facilities and to discourage development where it may impair or destroy natural resources or environmental qualities that are vital to the health and well-being of the present and future citizens of this state.” (N.J.S.A. 52:18A-196 (d))

3. **The State Plan Policy Map (SPPM)**
a. Recognizes that New Jersey requires different approaches in its Metropolitan, Suburban, Rural and Environmentally Sensitive Planning Areas. The New Jersey State Development and Redevelopment Plan adopted by the State Planning Commission, places the City of Hackensack in Planning Area 1 - the Metropolitan Planning Area and states:

b. The Metropolitan Planning Area: This Planning Area includes a variety of municipalities that range from large Urban Centers to 19th century towns shaped by commuter rail and post-war suburbs. The Communities in this Planning Area have strong ties to major metropolitan centers – New York/Newark/Jersey City metropolitan region; the Philadelphia/Camden/Trenton Metropolitan Region; and on a smaller scale the Easton/Phillipsburg Metropolitan Region.

c. These municipalities have many things in common: mature settlement patterns; infrastructure systems that are approaching their reasonable life expectancy; an aging housing stock in need of rehabilitation; recognition that redevelopment will be the predominant form of growth; and a growing realization of the need to regionalize services and systems. In addition, the wide and often affordable choice of housing in proximity to New York and Philadelphia has attracted significant immigration, resulting in noticeable changes in demographic characteristics overtime.

d. In the Metropolitan Planning Area, the State Plan’s intent is to do the following:

- Provide for much of the State’s future development and redevelopment;
- Revitalize Cities and Towns;
- Take advantage of increased densities and compact building design;
- Encourage distinctive, attractive neighborhoods with a strong sense of place;
- Provide for mixed-use concentrations of residential and commercial activity;
- Create a wide range of residential housing opportunities and choices with income mix;
- Provide for a variety of multi-modal transportation alternatives;
- Prioritize clean-up and redevelopment of brownfields and greyfields sites;
- Create cultural centers of state-wide significance;
- Re-design any existing areas of low-density sprawl;

B. Bergen County Master Plan:

In reviewing the Final Draft Bergen County Master Plan the following information pertains to goals and policies for a program of rehabilitation which discuss the development and redevelopment policies for urban areas.

1. Bergen County Master Plan Overview:

a. The Bergen County Department of Planning and Economic Development is undertaking a county-wide planning effort that will result in the first County Master Plan in some time.
b. The Master Plan will create a unifying vision for the County’s 70 municipalities and help them plan for sustainable growth while protecting environmental resources. Development of the Master Plan will be a collaborative process involving the County, municipalities, regional agencies, public and private sector stakeholders and Bergen County citizens.

2. Draft Report:

a. The Draft Report provided on the Bergen County Master Plan website includes the following descriptions:

- Future growth will primarily occur through redevelopment and infill;
- Redevelopment provides opportunities to create new public spaces and green areas in places that have none;
- Redevelopment on a large scale using green guidelines has the potential over time to significantly ameliorate many of the county’s storm water run-off and water quality issues;
- Redevelopment can occur spontaneously and be privately driven, or it can take place as a result of a public initiative, usually under the jurisdiction of a local redevelopment agency.

C. City of Hackensack 2001 Master Plan Study and 2009 Reexamination Report:

The City’s Master Plan report provided strategies for redevelopment. The Master Plan report noted that:

1. Goals and Objectives stated in the Master Plan Reports excerpts include:

   a. Maintain and enhance the quality of established neighborhoods in Hackensack and promote compatibility of new development with existing or specifically defined character;
b. Encourage public and private redevelopment to assist in the rehabilitation of areas in need of improvement and upgrading including utilization of State and Federal Assistance programs, where applicable, as well as public/private partnerships;

c. Provide housing opportunities and a variety of housing for various income levels or the population, including low and moderate income housing, middle income housing and senior citizen housing; encourage multi-family and mixed-use development and redevelopment within the central business district.....

d. Improve the quantity, quality and availability of parks and open space including active and passive recreational facilities, neighborhood parks and environmentally sensitive areas. Encourage open space within major new developments and redevelopment. Promote the establishment of a publicly accessible linear greenway (riverside) park along the Hackensack River;

e. Encourage adaptive re-use of historic and character defining structures, where appropriate; encourage context sensitive design of replacement structures;

f. Promote adequate community services for all portions of Hackensack with an emphasis on improving the quality and adequacy of education, stormwater drainage, sewer, transportation, parking and recreation facilities;

g. Promote and upgrade the downtown area of Hackensack including the four spheres of influence with an emphasis on assuring a vibrant, mixed use and appealing downtown;

3. The City’s 2009 Master Plan Re-examination Report contains a significant amount of narrative related to areas in need of rehabilitation which included the following:

a. Regarding Areas in Need of Rehabilitation the document states: “A viable alternative to the use of eminent domain is available to the City for stimulating private redevelopment in the form of Areas in Need of Rehabilitation. This simpler approach to side-scale rehabilitation and redevelopment does not involve
eminent domain, but it provides a means for making substantial progress at minimal cost.

b. Regarding the program of Rehabilitation the document states: “In addition, the Mayor and Council must determine that a program of rehabilitation, as defined in the LRHL, may be expected to prevent further deterioration and promote the overall development of the community.

c. Regarding Infrastructure Age the document states: “While the City’s housing stock as of the 2000 US Census indicated that 45% was built before 1960, it is probable that more discreet, yet fairly extensive areas of the City would qualify under the age of housing criteria. The age of water and sewer infrastructure may also qualify designation of the entire city as an area in need of rehabilitation.

d. Regarding Rehabilitation Area Options the document states: “The City’s options for redevelopment in an area in need of rehabilitation are basically the same as for an area in need of redevelopment, except that eminent domain cannot be used unless a formal designation of one or more properties as an area in need of redevelopment is made by the Mayor and Council. Thus, proceeding with the rehabilitation route does not preclude pursuing special properties for designation as an area in need of redevelopment if needed later on. In addition, the rehabilitation designation requires a simple resolution (no public hearing or special notice required) by the Mayor and Council, thus avoiding the time and expense of a redevelopment designation study.

e. The document also states: “The available options for an area designated as an area in need of rehabilitation include the following:

   - Planning for redevelopment in a collaborative process with property owners, rather than an adversarial one, resulting in a shorter path to actual re-investment in the designated area.
   - Property owners can be afforded tax abatement over five years to allow their capital to be directed to property upgrades and expansions, which ultimately enhance the tax base due to the positive effects on the subject property and those around it.
   - The City may prepare a redevelopment plan for any area designated for rehabilitation, select a redeveloper, provide special redevelopment zoning standards and design criteria and phase the development over a predetermined schedule.
   - Off-site improvements can be accomplished without the need for meeting the “rational nexus” criteria.
   - Each project can be guided by a redeveloper’s agreement or simply the requirements of the redevelopment plan.

4. Regarding the Rehabilitation Approach the document states: “The area in Need of Rehabilitation approach has been effectively used in number of New Jersey Municipalities and holds great promise for the City of Hackensack. Therefore this report strongly recommends the pursuit of this approach in all areas of the City that meet the criteria.

5. The City’s 2001 and 2009 Master Plan Reports provide strategies for redevelopment which includes the properties under investigation. The 2001 and 2009 Master Plan report states:

   a. Master Plan Goals and Objectives
- Maintain and enhance the quality of established neighborhoods in Hackensack and promote compatibility of new development with existing or specifically defined character;
- Encourage public and private redevelopment to assist in the rehabilitation of areas in need of improvement and upgrading including utilization of State and Federal Assistance programs, where applicable, as well as public / private partnerships;
- Provide housing opportunities and a variety of housing for various income levels or the population, including low and moderate income housing, middle income housing and senior citizen housing; encourage multi-family and mixed-use development and redevelopment with in the central business district ..... 
- Improve the quantity, quality and availability of parks and open space including active and passive recreational facilities, neighborhood parks and environmentally sensitive areas. Encourage open space within major new developments and redevelopment. Promote the establishment of a publicly accessible linear greenway (riverside) park along the Hackensack River;
- Encourage adaptive re-use of historic and character defining structures, where appropriate; encourage context sensitive design of replacement structures;
- Promote and upgrade the downtown area of Hackensack including the four spheres of influence with an emphasis on assuring a vibrant, mixed use and appealing downtown;

6. City of Hackensack: 2009 Master Plan Re-examination Report:
   a. Regarding Infrastructure Age the document states: “While the City’s housing stock as of the 2000 US Census indicated that 45% was built before 1960, it is probable that more discreet, yet fairly extensive areas of the City would qualify under the age of housing criteria. The age of water and sewer infrastructure may also qualify designation of the entire city as an area in need of rehabilitation.”
   b. Regarding Rehabilitation Area Options the document states: The City’s options for redevelopment in an area in need of rehabilitation are basically the same as for an area in need of redevelopment, except that eminent domain cannot be used unless a formal designation of one or more properties as an area in need of redevelopment is made by the Mayor and Council. Thus, proceeding with the rehabilitation route does not preclude pursuing special properties for designation as an area in need of redevelopment if needed later on. In addition, the rehabilitation designation requires a simple resolution (no public hearing or special notice required) by the Mayor and Council, thus avoiding the time and expense of a redevelopment designation study.
   c. Planning for redevelopment in a collaborative process with property owners, rather than an adversarial one, resulting in a shorter path to actual re-investment in the designated area.
   d. Property owners can be afforded tax abatement over five years to allow their capital to be directed to property upgrades and expansions, which ultimately enhance the tax base due to the positive effects on the subject property and those around it.
   e. The City may prepare a redevelopment plan for any area designated for rehabilitation, select a redeveloper, provide special redevelopment zoning standards and design criteria and phase the
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development over a predetermined schedule.

f. Off-site improvements can be accomplished without the need for meeting the “rational nexus” criteria.

g. Each project can be guided by a redeveloper’s agreement or simply the requirements of the redevelopment plan.

D. Neighboring Community Master Plans:
Information for the Master Plans of the adjacent municipalities have been included as stated in the 2009 Master Plan Reexamination Report which includes the following information:

1. Borough of Bogota: The 2003 Master Plan for Bogota recommends a rezoning of properties located in the Planned Development zone. This zone directly abuts the City’s southeast boundary. The planned development zone has existed since the last master plan was adopted and no planned development has occurred on these parcels for the past ten years. Currently, these properties contain a driving range and have been there for a long time. The Borough’s master plan therefore recommends that this area be zoned for 1-2 zones, which permits light-industry use, warehouses, and offices, indoor and outdoor recreational use.

2. Borough of Hasbrouck Heights: The 2003 Master Plan Reexamination Report recommends that the Borough should consider redeveloping portions of lands along Route 17, which connects Hasbrouck Heights to Hackensack City. However, these projects, if and when they are built, will not significantly impact Hackensack.

3. Borough of Little Ferry: The Borough’s 2004 Master Plan Reexamination Report recommends significant redevelopment along the waterfront. The plan recommends developing the area around Bergen Turnpike and Valley Road intersection that currently contains an under utilized shopping center to be redeveloped to include hotel, high-end large retail anchors, restaurants and a mix of offices. The plan recommends redevelopment along the waterfront that would include low-rise (1-3 story) mixed-use development with an array of recreational amenities and pedestrian walkways along the riverfront. The recommended projects are consistent with the development currently occurring along River Street in Hackensack.

4. Borough of Maywood: The Borough of Maywood 2003 Master Plan recommends that redevelopment study should be undertaken for areas along the southwesterly side of the Borough that have access from Route 17. This, however, will not impact Hackensack.

5. Borough of Paramus: The 2005 Master Plan Reexamination Report recommends that the Borough should evaluate for any areas in need of redevelopment within the Borough. The Plan also suggests rezoning certain residential properties that directly abut the Maywood Borough boundary. However, this will not impact Hackensack.

6. Borough of River Edge: The Borough does not have any significant plans that would affect Hackensack.

7. Borough of South Hackensack: The Borough prepared a land use element of the Master Plan in 2001; however, no changes are proposed at this time.

8. Borough of Teterboro: The 2006 Master Plan Reexamination Report recommends that the
Borough should evaluate potential properties within the existing industrial area that are in need of redevelopment.

9. **Borough of Teaneck:** The 2006 Master Plan Reexamination Report recommends that the Borough should evaluate potential properties within the existing industrial area that are in need of redevelopment.

10. **Borough of Lodi:** The Borough does not have any significant plans that would affect Hackensack.

11. **Village of Ridgefield Park:** Portions of the industrial area that abut the Hackensack boundary to the east are being redeveloped. As part of the riverside park system plan, a new bike path is proposed along the river. These improvements are consistent with the waterfront redevelopment projects that Hackensack and Bergen County are proposing.”