210 - 214 Main Street &
210 Moore Street Redevelopment Plan
Block 311: Lots 14, 16 - Block 309: Lot 2

CITY OF HACKENSACK,
BERGEN COUNTY, NEW JERSEY

October 2014

Prepared by:
DMR Architects
777 Terrace Avenue
Hasbrouck Heights, NJ 07604

Francis Reiner, LLA - PP
License #: LI00616700

Date: 10-07-2014
# TABLE OF CONTENTS

Acknowledgements .............................................................................................................. ii

Background Information ..................................................................................................... iii

Introduction .......................................................................................................................... 1
  Basis for the Plan
  Surrounding Area Context
  Property Information
  Required Components of the Redevelopment Plan
  Definitions
  Existing Zoning
  Redevelopment Plan Goals
  Redevelopment Plan Objectives

Use and Bulk Regulations .................................................................................................... 11
  Permitted Land Uses
  Accessory Land Uses
  Density, Area, Yard & Height Regulations
  Parking Standards
  Conceptual Site Plans

Development and Placemaking Design Standards ............................................................... 30
  Architectural
  Streetscape
  Signage

Relationship to Other Master Plans .................................................................................... 40
  State Development and Redevelopment Plan
  Bergen County Master Plan
  City of Hackensack 2001 Master Plan and 2009 Reexamination Report
  Neighboring Community Master Plans
ACKNOWLEDGEMENTS

Mayor and Council
Mayor John Labrosse
Deputy Mayor Kathleen Canestrino
Councilman Leonardo Battaglia
Councilwoman Rose Greenman
Councilman David Sims

Planning Board
John Labrosse - Mayor
Kathy Canestrino - Deputy Mayor
Fernando Garip, Jr. - Chairman
Art Koster
John Chiusolo
Mike Allegretta
Nita Kundanmal
Ray Kaminsky
Regina DePasqua

Planning Board Attorney
Mr. Joseph L. Mecca Jr., Esq.

City Manager
Mr. David Troast
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. For the first time in over thirty years, a significant residential development of approximate 220 units is under construction. In addition, the City has seen a wave of developer interest throughout the rehabilitation area with several other mixed use projects that are either in the design or entitlement process.

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 announcement of a partnership between Georgetown University and the
Hackensack University Medical Center, there will soon be four colleges/universities located in and adjacent to the downtown including, Fairleigh Dickinson University, Bergen Community College, Eastwick University and Georgetown University.

As a part of the on-going initiatives to promote revitalization within and adjacent to the downtown, the City of Hackensack designated 210-214 Main Street and 210 Moore Street as an area in need of redevelopment in May 2014. As a continuation of that process the City has put together this redevelopment plan for a high density mixed use predominantly residential development with a total of 327 units and 4,100 sf of retail that would support the goals and objectives of the Downtown Rehabilitation Plan.
INTRODUCTION

BASIS FOR THE PLAN:

This redevelopment plan has been prepared for Block 311 – Lots 14 & 16 and for Block 309 Lot 2. The addresses for the plan includes 210 and 214 Main Street as well as 210 Moore Street. The approximately 1.02 acre sites are located in the Downtown Rehabilitation Area between Main and River Streets.

The City of Hackensack Mayor and Council determined by resolution this property 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-14. 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.
INTRODUCTION

SURROUNDING AREA CONTEXT:
The three (3) parcels (Block 311 Lots 14 and 16 and Block 309 Lot 2, are located between Main, and River Streets within the Downtown Rehabilitation Area Zoning District which was adopted in June 2012. The current land use for the properties include an ten (10) story art deco building on 210 Main Street, a four story brick building on 214 Main Street and a three story parking structure on 210 Moore Street.

PROPERTY DESCRIPTION / INFORMATION:

**Block 311 - Lot 14:** 210 Main Street is an existing vacant ten (10) story former bank building which is approximately +/-100,000 sf. The property fronts on Main Street with an entrance and former bank drive-thru off Moore Street. Parking for this property was historically located at the 210 Moore Street parking garage (approximately +/-235 spaces) which is also located in the Investigation Area. The property is approximately 190.65’ deep and has a width of 68.63’ along Main Street and a width of 150.2’ along Moore Street, which includes the former drive thru area. The property is bound by a one (1) story masonry building to the south (206 Main Street - located outside the Investigation Area) and a four (4) story masonry building to the north (214 Main Street - located inside the Investigation Area). The building is setback approximately 7’-0” from the Main Street Right-of Way and approximately 16.12’ from the Moore Street Right of Way. The existing building encompasses the majority of the property from Main to Moore Street with the exception of approximately 90’ x 100’ area on Moore Street which includes the former bank drive thru.

**Block 311 - Lot 16:** 214 Main Street is an existing four (4) story vacant commercial / office building which is approximately +/-42,000 sf. The building has entrances on both Main and Moore Streets and the property does not include any on-site parking. The property is approximately 190.65’ deep and has a width of 39.99’ along Main Street and a width of 68.38’ along Moore Street. The property is bound by a four (4) story masonry building to the north (216 - 218 Main Street - located outside the Investigation Area) and a ten (10) story masonry building to the south (210 Main Street - located inside the Investigation Area). There is a 10’ separation between 214 and 210 Main Street. The building is setback approximately 3.3’ from the Main Street Right-of Way and approximately .6’ from the Moore Street Right of Way. With the exception of the setbacks at the front and rear, the existing building encompasses the entire property from Main to Moore Street.
**Introduction**

**Block 309 - Lot 2:** 210 Moore Street includes a 235 space three (3) level parking structure with the entrance off Moore Street. The garage has been closed due to structural issues. When the garage was operating it included approximately 130 monthly users and 60 to 70 daily users in the facility.
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 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 with the redevelopment area which is proposed to be acquired in accordance with the redevelopment 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;

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.).

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.
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:

FACADE: Any exterior building face or wall.

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.

BUILDING PROPORTION: The width to height relationship of one building to another.

PEDESTRIAN SCALE: The relationship of a particular building, in terms of mass and scale to a pedestrian.

VISUAL COMPATIBILITY: The design of buildings which is consistent in scale and character with adjacent buildings in the area from a pedestrian perspective in which the design is consistent with the architectural and neighborhood design standards set forth in this document.

BUILDING BASE: The building base refers to the first three levels of a particular building:

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 or the mean level of the highest gable or slope of a hip 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.

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

PRIMARY BUILDING FACADE: The primary building facade is defined as the facade with the primary residential, commercial or office entrance.

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

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.

RESTAURANT: A building or structure designed, used or intended for use in which food and beverages are sold and consumed.
EXISTING ZONING:

The properties are located entirely within the designated Downtown Rehabilitation Area which includes zoning based on the Redevelopment Plan for the Area in Need of Rehabilitation. The Redevelopment Plan for the Downtown Rehabilitation Area includes the following permitted uses:

1. Residential, multi-family, apartments, residential over retail/commercial, residential lining or over parking structures;

2. Commercial, general office, medical, physical therapy, basic research, professional uses, banks with all uses being permitted as freestanding, liner or over parking structures;

3. Retail including, restaurants, eating and drinking establishments, open air markets and sidewalk cafes, supermarkets, general stores, outdoor seating and eating areas, banks, book and stationery stores, florists, with all uses being permitted as freestanding or as a liner to parking structures;

4. Civic, cultural, institutional and religious facilities, recreation centers, athletic and sports facilities, YMCA’s, health clubs (public or private), libraries, museums, theaters, art galleries, police and fire stations, public/private elementary, junior and senior high schools and daycare and adult care facilities;
5. Colleges, universities, trade schools, adult training facilities, dormitories, fraternity or sorority houses;
6. Health institutions (hospitals, outpatient care facilities and health clubs);
7. Hotels, conference centers and spas;
8. Outdoor open markets for selling fresh food and plants based on state laws and regulations;
9. Parks, plazas, open space, greenways and arboretums;
10. Structured parking as permitted or accessory use;
11. Live work/studios for artists, designers, photographers, musicians, sculptors, gymnasts, potters, wood and leather craftsmen, glass blowers, weavers, silversmiths, antique dealers and designers of ornamental and precious jewelry;
12. Transit stations and associated parking facilities, including “Park and Ride” and “Kiss and Ride” facilities;
13. Utility and related facilities such as distribution lines, railroad rights-of-way, telephone repeater stations, and water storage tanks. (These uses are not permitted to front Main Street);
REDEVELOPMENT PLAN GOALS:

This property is identified as a potential redevelopment area in both the 2001 Master Plan and the 2009 Re-examination Report and as a part of the Downtown Rehabilitation Planning process the city and its residents developed goals and objectives for the revitalization of the downtown into a vibrant mixed use pedestrian friendly environment. The following is a list of the goals which relate to the redevelopment area:

1. To promote and strengthen existing businesses with the creation of a livable, real and clearly defined downtown district, made up of a series of interconnected, newly formed, mixed-use neighborhoods which are connected to their immediate context;

2. To promote the development of a place-based environment where people live and work connected by great streets and activated by appropriate street retail, food and entertainment uses;

3. To promote a balance between pedestrian and vehicular importance through the design of a hierarchy of streets, roads, gateways and boundaries which promotes activity and vitality;

4. To promote a series of memorable public places and spaces connected by great sidewalks and streetscape elements, enhanced by public art, safe lighting and on-street parallel parking, that promote outdoor dining, walking, people watching and gathering, activated by a clearly organized program of street retail and restaurants;

5. To promote improved pedestrian and vehicular connectivity into and through the downtown and to adjacent existing residential and commercial neighborhoods as well as to transportation and transit options;

6. To promote an overall approach to parking based on a shared vertical strategy reflective of a mixed use environment which emphasizes quality, accessibility, location, size, scale, configuration, management and aesthetic character over quantity;

7. To promote and take advantage of the physical relationship of the downtown to the County Complex, Bergen Community College, Fairleigh Dickinson University and Hackensack University Medical Center;

8. To promote the development of a compact urban environment with improved connectivity to the existing rail and bus transit in order to encourage walking and minimize vehicular dependency;

9. To promote and improve the efficiency and capacity of the existing street network to better accommodate vehicles, pedestrians and bicycles in the context of a complete street;

10. To promote a high density, mixed use development with a diverse residential population of varied ages, races and socio-economic backgrounds;

11. To promote the principles of sustainable design for individual buildings and for the district as a whole.
REDEVELOPMENT PLAN OBJECTIVES:

The City is looking to promote a mixed use predominantly residential development that would support the continuing revitalization efforts in the downtown 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;
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;
5. Implementation 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.

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.
USE AND BULK REQUIREMENTS

PERMITTED LAND USES:
The following uses are permitted in the Redevelopment Plan:

RESIDENTIAL:
Multi-family, apartments, condominiums, townhomes, residence halls, lofts, and live work studios; over or lining retail, commercial and parking structures;

RETAIL:
Retail stores and shops, restaurants, eating and drinking establishments, bakery, delicatessen, book and stationery, florists, banks, health clubs, art galleries and studios; as liner uses around parking structures;

COMMERCIAL/OFFICE:
General office, medical, physical therapy and professional uses; as a liner around parking structures; hardware

STREETScape, PLAZAS & OPEN SPACE:
Parks, plazas, open space including hardscape, softscape and streetscape, including on top of the existing structure or over a proposed parking structure;

PARKING:
Structured parking as a permitted use serving other uses and users;

Additional Regulations for Permitted Land Uses

1. **210 Main Street**:
   - Retail uses only are required for the first level fronting Main Street
   - Accessory uses for residential are permitted on the first level.
   - A residential entrance on Main Street is required
   - The residential lobby can be accessed from Main Street but the primary residential entrance will be on Moore Street.
   - Retail must include a minimum of 3,300 sf on the first floor and can be divided into a maximum of two separate retail spaces.
   - Residential, and accessory uses, retail and commercial uses are permitted on the first level for those areas not fronting on Main Street.

2. **214 Main Street**:
   - Retail uses only are required to front Main Street on the first level.
   - Retail shall include a minimum of 600 sf.
   - Residential, Retail and Commercial is permitted on the first level.
   - Residential, and accessory uses, retail and commercial uses are permitted on the first level for those areas not fronting on Main Street.

3. **210 Moore Street**:
   - Residential, Retail, Commercial and Parking is permitted on the first level (Moore Street elevation).
- Basement uses (River Street elevation) include building services, garbage, recycling, mechanical and parking.
- The basement level must meet the requirements of the Development Design Standards of this Redevelopment Plan.

4. Any use not stated as a Permitted Use is not allowed in the redevelopment area;
   - Drive-thru’s are strictly prohibited;

5. Parking structures are not permitted to front Main Street on the first level even if they are architecturally screened.
   - Parking structures that are above adjacent building and are visible from Main and Moore Street shall be architecturally screened to match the quality of the existing building(s) and to meet the Development and Place Making Design Standards.
CITY OF HACKENSACK

210-214 MAIN STREET REDEVELOPMENT PLAN

USE AND BULK REQUIREMENTS

DMR Architects

Redevelopment Plan - Conceptual Perspective from Main Street

Redevelopment Plan - Conceptual Perspective from Moore Street
ACCESSORY LAND USES:

1. Lobbies on the ground floor providing access to residential uses on the upper floors;

2. Parking as an accessory use to a permitted use shall be screened of view from all public streets per the Development and Place Making Design Standards;

3. Loading spaces and docks, recycling and refuse storage areas shall be located within the parking structure and screened from any public street;

4. Retail, commercial, office and service uses shall be permitted provided they are subordinate to the principle permitted use including:
   a. Management and Leasing Offices;
   b. Conference center, meeting rooms;
   c. Fitness Centers;
   d. Outdoor pool and amenity facilities
   e. Walk up ATM’s;
   f. Spa, beauty and coffee shops;
   g. Dry cleaning services;

5. The developer may use the smaller retail space as a commercial sales, rental office of the residential uses only for a maximum of 5 years from a Certificate of Occupancy.

6. Accessory structures shall comply in all respects with the requirements of the principal structure;
   a. No accessory structure shall be located closer to the street right-of-way line than the required setback;
   b. No portion of an accessory structure shall include living quarters except parking structures as an accessory use may contain residential over the structure;

7. When an accessory structure is attached to the principal structure, it shall comply in all respects with the requirements applicable to the principal structure;

8. 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 (surface or structure) which may be constructed prior to the primary use;
210 MAIN STREET: DENSITY, AREA, YARD AND HEIGHT REQUIREMENTS:

The following requirements apply to the Redevelopment Area:

1. **Provisions for Density, Area, Yard and Height Requirements:**
   a. The existing building shall remain. *(The one-story former bank teller drive-thru located at the rear of the building on Moore Street can be demolished and removed for the purposes of a parking structure and amenity only).*
   b. Two additional stories of residential uses are permitted on top of the existing building behind the existing cupola, but shall not in any case extend above the existing building height.
   c. An architectural feature (unoccupied space) such as a dome of no more that 35’-0” may be added to the top of the existing octagon tower at the front of the building.
   d. A residential entrance, lobby and amenities are permitted on the ground floor facing Moore Street. A residential entrance is required on Main Street.
   e. Solar panels, building mechanical, stair and elevator bulkheads are permitted on the roof of 210 and 214 Main Street.

2. **Minimum Lot Size:** None

3. **Minimum Dwelling Unit Size:** 500 sf

4. **Maximum Dwelling Unit Size:** 1,600 sf *(An exception may be considered during the development application process for up to 5% of the units being more than 1,600 sf)*
   a. The unit breakdown for 210 Main Street shall consist of a maximum of 20% studio units and maximum of 25% two bedrooms.
   b. Three bedroom units or two bedroom units with a den and closet are not permitted.

5. **Maximum Number of Dwelling Units for 210 Main Street:** 96 units

6. **Minimum Amenity Space / Size:** 3,300 sf
   a. Amenity spaces will consist of a minimum of a roof garden on top of the parking structure, gym, IT and entertainment room.

7. **Maximum Number of Phases:** One (1)

8. **Minimum Building Setback for New Structures:**
   a. The existing building setback on Main Street shall remain. Outdoor dining is permitted between the building and the existing curb. *(Improvements to the streetscape are required by the developer per the Streetscape Design Standards of this Redevelopment Plan.)*
   b. The minimum building setback for new structures is 12’-0” on Moore Street;
   c. A vehicular drop off may be considered by the Planning Board during the development application process on Moore Street.
   d. Utility structures, exhaust air vents, backflow preventers, or other similar devices when located above grade, must be located behind the setback, be screened and cannot be located on Main Street *(siamese connections can intrude into the setback)*;
   e. Utility structures located below grade may be located within the setback of any street so long as they meet all other building code requirements;

9. **Minimum Front/Side/Rear Yard:** None
a. The existing (approximately 10'-0") separation between 210 and 214 Main Street shall be maintained for public access. *(Appropriate lighting shall be provided per the City of Hackensack Zoning Ordinance)*
b. A physical / bridge connection between 210 and 214 Main Street is permitted over the existing public access.

10. **Minimum Retail SF:** 3,300 sf for retail use only on the first level.
   a. The first floor shall include a minimum of two retail spaces both of which shall have entrances from Main Street. The minimum sf for each space shall be 900 sf and 2,400 sf respectively.
   b. A minimum of 60% of the existing first floor lobby space shall be maintained to include the minimum retail that has a direct connection with the retail spaces fronting Main Street. Residential access/hallways are permitted in the existing first floor lobby space.
   c. The existing lobby ceiling height shall be maintained as required in the Development and Placemaking Standards.
   d. The developer may use the smaller retail space as a commercial sales, rental office of the residential uses only for a maximum of 5 years from a Certificate of Occupancy.

11. **Maximum Office SF:** 6,400 sf for office on the two mezzanine levels facing Main Street.
   a. The mezzanine levels at the front of the building facing Main Street can have office or up to a maximum of four residential units.

12. **Maximum Building / Lot Coverage:** None

13. **Maximum Number of Stories/Building Height:** Building height for new construction shall not exceed the existing building height with the exception of an architectural feature located on top of the existing octagon tower and mechanical equipment *(See Screening Standards)*.
   a. See Section Development / Place-Making Design Standards for all building design requirements.

14. **Parking Structure:**
   a. The parking layout and configuration can be automated. *(Partially automated parking shall include an attendant and fully automated parking does not require an attendant).*
   b. Parking is not permitted without a Certificate of Occupancy for the building.
   c. A parking structure of up to four stories with a maximum of 58'-0" in height is permitted on the Block 311 - Lot 14 (210 Main Street), so long as it faces Moore Street and meets the Development and Place Making Design Standards as seen from any public street *(rooftop mechanical and stair bulkheads are permitted above the maximum height).*
   d. The parking structure shall provide the parking requirements for the 210 and 214 Main Street developments as stated in the Redevelopment Plan.
   e. A plaza, outdoor space is permitted on top of the

---

Example of Automated Parking
210 Main Street - Conceptual Floorplan 9 - 10

- Unit 10: Studio, +/- 120 sf
- Unit 2: 2 Bedroom, +/- 861 sf
- Unit 3: 1 Bedroom, +/- 373 sf
- Unit 4: 1 Bedroom, +/- 604 sf
- Unit 5: 1 Bedroom, +/- 502 sf
- Unit 6: 1 Bedroom, +/- 714 sf
- Unit 7: 2 Bedroom, +/- 951 sf
- Unit 8: Studio, +/- 304 sf
- Unit 9: 1 Bedroom, +/- 1,054 sf

210 - 214 MAIN STREET REDEVELOPMENT PLAN

DMR Architects
Redevelopment Plan - Conceptual Parking Structure Elevation

Redevelopment Plan - Conceptual Parking Structure Plan
214 MAIN STREET: DENSITY, AREA, YARD AND HEIGHT REQUIREMENTS:

The following requirements apply to the Redevelopment Area:

1. **Provisions for Density, Area, Yard and Height Requirements:**
   a. The existing building shall remain.
   b. Parking for the building shall be located in the Block 311 - Lot 14 (210 Main Street) Parking Structure or as permitted in the Parking Standards of this Redevelopment Plan.

2. **Minimum Lot Size:** None

3. **Minimum Dwelling Unit Size:** 500 sf

4. **Maximum Dwelling Unit Size:** 1,800 sf *(An exception may be considered during the development application process for up to 5% of the units being more than 1,800 sf)*

5. **Maximum Number of Dwelling Units:** 39 units
   a. The unit breakdown for 214 Main Street shall consist of a maximum of 20% studio units and maximum of 25% two bedrooms.
   b. Three bedroom units or two bedroom units with a den and closet are not permitted.

6. **Maximum Number of Phases:** One (1)

7. **Minimum Building Setback for New Structures:**
   a. The existing building setback on Main and Moore Street shall remain. *(Improvements to the streetscape are required by the developer per the Streetscape Design Standards of this Redevelopment Plan.)*

8. **Minimum Front/Side/Rear Yard:** None
   a. The existing 10’-0” separation between 210 and 214 Main Street shall be maintained for public access. *(Appropriate lighting shall be provided per the City of Hackensack Zoning Ordinance)*
   b. A physical / bridge connection between 210 and 214 Main Street is permitted over the existing public access.

9. **Minimum Retail SF:** 600 sf
   a. The first floor shall have a minimum of 600 sf of retail with a minimum depth of 27’-0” due to existing finished floor elevations in the building.
   b. The retail shall include access from Main Street into the retail space.

10. **Maximum Building / Lot Coverage:** Existing to remain. Additional lot coverage is not permitted.

11. **Maximum Number of Stories/Building Height:** Existing to remain.
   a. Additional stories or building height is not permitted.
   b. Mechanical equipment is permitted above the building height for up to 13’-0” per the Screening Requirements of this Redevelopment Plan.
CITY OF HACKENSACK

210-214 MAIN STREET REDEVELOPMENT PLAN

DMR Architects

210 MAIN STREET

214 Main Street - Ground Level Concept Plan

214 Main Street - Levels 2 through 4 Concept Plan
210 MOORE STREET: DENSITY, AREA, YARD AND HEIGHT REQUIREMENTS:

The following requirements apply to the Redevelopment Area:

1. **Provisions for Density, Area, Yard and Height Requirements:**
   a. A development shall meet the Development and Place Making Design Standards.
   b. All required parking shall be provided on Block 309 - Lot 2 (210 Moore Street) and shall provide at minimum the required parking for the 210 Moore Street development per the requirements of this Redevelopment Plan and shall access directly onto Moore Street.
   c. The existing 6’-0” (six foot) sidewalk shall be maintained/reconstructed on the southern property boundary which connects River Street to Moore Street.

2. **Minimum Lot Size: NA**
3. **Minimum First Floor Building Height:** 18’-0” floor to floor on Moore Street
4. **Minimum Dwelling Unit Size:** 500 sf
5. **Maximum Dwelling Unit Size:** 1,800 sf (An exception may be considered during the development application process for up to 5% of the units being more than 1,800 sf)
6. **Maximum Number of Units:** 192 Units
   a. The unit breakdown for 210 Moore Street shall consist of a maximum of 20% studio units and maximum of 25% two bedrooms.
   b. Three bedroom units or two bedroom units with a den and closet are not permitted.
7. **Minimum Amenity Space / Size:** 2,500 sf
   a. Amenity spaces will consist of a minimum of a roof garden, gym, IT and entertainment room.
8. **Maximum Number of Phases:** One (1)
9. **Minimum Building Setback for New Structures:**
   a. The minimum building setback is 12’-0” on Moore Street and 20’-0” on River Street from the existing or proposed curb;
   c. A vehicular drop off may be considered by the Planning Board during the development application process on Moore Street only.
   d. Utility structures, exhaust air vents, backflow preventers, or other similar devices when located above grade, must be located behind the setback, be screened and cannot be located on Moore or River Street;
   e. Utility structures located below grade may be located within the setback of any street so long as they meet all other building code requirements;
10. **Minimum Front/Side/Rear Yard:** See building setback requirements for front and rear setbacks.
    a. The minimum building setback from the side property lines are 6’-0”.
11. **Minimum Retail SF:** Retail and office are not permitted uses (accessory uses are permitted).
12. **Maximum Building / Lot Coverage:** 80% for new construction
13. **Maximum Number of Stories/Building Height:** 16 Stories with a maximum building height of 176’-0”.
    a. The building height is measured from the average of the four corners of the property at Moore and River Street.
    b. The number of stories are measured from Moore Street.
c. Mechanical equipment is permitted above the building height for up to 13'-0" per the Screening Requirements of this Redevelopment Plan.

d. See Section Development / Place-Making Design Standards for all building design requirements.

13. Parking Structure:

a. The parking layout and configuration can be automated. *(Partially automated parking shall include an attendant and fully automated parking does not require an attendant).*

b. Parking is not permitted without a Certificate of Occupancy for the building.

c. A parking structure of up to four stories with a maximum of 58'-0" in height is permitted on the Block 311 - Lot 14 (210 Main Street), so long as it faces Moore Street and meets the Development and Place Making Design Standards as seen from any public street.

d. The parking structure shall provide the parking requirements for the 210 Moore Street developments as stated in the Redevelopment Plan.

e. A plaza, outdoor space is permitted on top of the parking structure and on the building roof to serve as an amenity for the residential uses.

f. Service, trash and deliveries shall be located off all public streets and can be provided on the basement level below the Moore Street grade.

g. The design of any parking structure that is visible from any public street shall comply with the Development Design Standards of this document.
210 - 214 MAIN STREET REDEVELOPMENT PLAN

USE AND BULK REQUIREMENTS

210 Moore Street - Floors 6 - 15 Conceptual Floor Plan

210 Moore Street - Level 5 Conceptual Floor Plan

DMR Architects
CITY OF HACKENSACK

210-214 MAIN STREET REDEVELOPMENT PLAN

USE AND BULK REQUIREMENTS

DMR Architects

26
### PARKING STANDARDS:

Parking Requirements for the redevelopment area include:

<table>
<thead>
<tr>
<th>Use**</th>
<th>Parking Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multi-family:</td>
<td>1.25 sp per dwelling unit</td>
</tr>
<tr>
<td>Retail/Commercial/Office:</td>
<td>3.0 sp/1,000 GFA*</td>
</tr>
</tbody>
</table>

**Notes:**

1. The parking requirements for 210 and 214 Main Street shall be provided on Block 314 Lot 14 and/or Lot 16.
2. The parking requirements for 210 Moore Street shall be provided on Block 309 Lot 2.
3. Any existing building on Main Street may change its first floor use to a restaurant without requiring additional parking so long as the change in use does not propose more than a 20% expansion of the existing building square footage.
4. When the formula for parking spaces required results in a fraction of a space exceeding 0.49, a full space shall be required.
5. 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.
6. Automated parking is permitted and shall meet the Development / Place-Making Design Standards for this Redevelopment Plan.
7. Up to 10% of the required parking stalls may be designated for compact cars.
8. Outdoor seating area does not count toward the required parking ratios.
9. Accessory uses do not require parking.

**Shared Parking:**

Joint use of up to 50% of the required retail parking spaces only may be permitted for two or more uses located on the same parcel, provided the development can demonstrate the uses will not substantially overlap in hours of operation, or in demand for the shared spaces. The shared parking analysis must demonstrate the shared parking plan is feasible and that the parking spaces will be available based upon a “Shared Parking Analysis” using Urban Land Institute’s (ULI) Shared Parking Software or a comparable software model. The Shared Parking Analysis shall be prepared by a credible expert, such as an experienced parking or land use consultant, planner, architect or engineer and shall be provided as part of a development application.

**Payment in Lieu of Parking:**

At the discretion of the Planning Board and based on the specific merits, number of spaces, and the location of available spaces, the developer may request that required parking for the retail spaces only, may be addressed through a formal payment in lieu of parking agreement between the applicant and the City of Hackensack Parking Utility. A property owner or applicant can make a one time payment into a fund for number of parking spaces that can not be met on site.
In addition, the deficient number of spaces must be leased in an available parking facility within 800 linear feet of the proposed project. The Payment in Lieu funds will assist the City in creating new public parking and maintaining existing public parking facilities in the downtown area. Any such payment in lieu of parking agreement shall be provided to the Planning Board as part of a site plan application or be required as a condition of approval by the Planning Board. Evidence of such payment in lieu of parking agreement shall be provided to the Zoning Officer and the City of Hackensack Parking Utility.

**On-Street Parking Spaces:**
Existing on-street parking spaces located in front of the properties on Main Street and Moore Street may be counted toward the minimum number of parking spaces for either 210 Main, 214 Main or 210 Moore Street as required by this ordinance. In the event any required on-street parking spaces are removed by the applicant for access into any of the properties, those required spaces will need to be provided on-site. In the event any required on-street parking spaces are removed by the City, the existing use will not be required to make up the difference.

**Off Street Parking Requirements:**
Automated parking is permitted and shall have attendant parking. The design, layout, functionality and cueing for all peak hours shall be provided in a report as part of a development application or be required as a condition of approval by the Planning Board. Stacking of up to a maximum of two automated systems are permitted. A contingency plan shall be provided by the applicant during the development application process for annual maintenance as well as for repairs in the event that one or more of the automated structures breaks.

**Setback Maneuvering:**
No surface parking, loading, deliveries, cueing or maneuvering space is permitted in the public right of way of any street, any required setback, or between the permitted use and the required setback, except driveways providing ingress and egress to the parking or service area may be installed across these areas.

**Bicycle Parking:**
Bicycle parking is required in publically accessible areas for new developments at one bicycle parking space for every 25 vehicle parking spaces, up to 200 vehicle parking spaces.

  a. Thereafter, one space shall be provided for every 100 vehicle parking spaces. Fractions equal to or greater than one half shall be considered to be one bicycle space;
Handicapped Accessible Parking Requirements:
Refer to Section 175-10.01C Handicapped Parking Schedule (City of Hackensack Zoning Ordinance).

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. Allow off-street parking dimensions can be 8’-6” x 18’-0”.
  b. Two lane drive aisle dimensions can be 23’-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.

Rehabilitation Standards:
1. For 210 Main Street the following items shall apply:
   a. The exterior facade and size of openings shall be maintained to preserve the architectural character of the building.
   b. The construction of a parking structure is permitted on Block 311-Lot 14 as it fronts on Moore Street.
   d. Deteriorated exterior architectural features shall be repaired instead of being replaced where feasible. In situations where replacement is necessary, the same materials are encouraged to be used and the replacement should meet the same visual, design, composition, color and texture of the original feature.
   d. The existing interior lobby ceiling shall be reconstructed to mimic the existing shape and form, utilizing modern materials and construction techniques.
   e. Non functional features that diminish the marketable value, may be removed, so long as they do not diminish the historic character of the interior or exterior of the building;
   f. The design and construction of the two additional floors on top of the building do not need to match the architectural style or character of the building.
   g. An architectural feature (unoccupied space) may be added to the top of the existing octogon tower. This feature shall have a maximum height of 35’-0” but can be reviewed during the development application process.
2. Any existing building may change its first floor use to a restaurant without requiring additional parking, so long as the change in use does not propose more that a 20% expansion of the existing building square footage.
   a. In the event of a change in use to a restaurant, all submittal, review and approvals are required.
Building Architectural Materials & Character:
1. All buildings shall be constructed with high quality materials that reinforce pedestrian scale;
2. 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 (which may include composite metal panels) can comprise up to a maximum of 25% for each building façade;
   - Vinyl siding or windows of any type or grade are strictly prohibited on any portion of building façade in the redevelopment area;
3. Elements such as cornices, belt courses, corbelling, molding, string courses, ornamentation, changes in material or color, and other sculpturing of the base are appropriate and are strongly encouraged to add interest;
4. Special attention shall be given to the design of windows at the base of buildings. Ribbon windows are not permitted. Recessed windows that are distinguished from the shaft of the building through arches, pediments, mullions, and other treatments are encouraged;
5. Buildings shall be broken up vertically into a base, a middle and a top and horizontally into bays, through the use of building articulation or change in materials. The base should not extend beyond the first three levels with an emphasis on providing design elements which enhance the pedestrian environment particularly at the street level;
   - Material changes should occur at logical points delineated by a change in the building or cornice.
   - For buildings in excess of 120’-0” in length a vertical demarcation should be included every 60’-0”;
6. Any retail, commercial or office storefront design at the first level should reflect the individual tenant’s brand identity;
Building Orientation:
1. 210 and 214 Main Street shall have retail located on Main Street with at least one entrance for residential also being located on Main Street. Additional residential entrances / lobbies are permitted off Moore Street.
2. For 210 Moore Street the main entrance shall be located on Moore Street.
2. The first floors of all buildings, including structured parking, must be designed to encourage and complement pedestrian-scale;

Building Entrances:
1. Building entrances should be easily identifiable with unique and interesting signage for each individual use;
2. Retail entrances can have up to a 4’-0” pop-out / protrusion / recess into the setback or adjacent public open space for columns or other architectural features that distinguish the commercial or retail storefront;
3. Entrances for residential uses should be separate and distinct from retail uses and should be located on Main and/or Moore Street;

Street Level Frontage / Uses:
1. Retail uses are required to front onto Main Street;
2. Parking Structures are not a permitted use on Main Street;
3. Parking structures are permitted at the street level on Moore Street so long as they meet the Design Standards of this document;
4. Outdoor dining on Main Street is encouraged within the building setback.
   - All outdoor dining should meet the City of Hackensack Building and Health Department requirements.

Canopies and Balconies:
1. Canopies, awnings, and similar architectural accents are encouraged at entrances to buildings and in open space areas. Such features should be constructed of rigid or flexible material designed to complement the tenant’s identity 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
Canopies and balconies for residential 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;

Building Service Locations:
1. For 210 Main Street all service and delivery locations for the redevelopment area shall be provided on Moore Street;
2. For 210 Moore Street service and delivery locations can be provided on Moore or River Street depending upon County approvals and Planning Board review.
2. All service and delivery maneuvering into the loading area shall occur entirely within the parking structure.

Doors and Windows:
1. Where expanses of solid wall are necessary, they may not exceed 30'-0” feet in length without architectural enhancements;
2. The first floor and street level shall be designed to address all public streets;
3. For buildings fronting two streets or one street and a public open space the entrance should provide access from the primary street and is encouraged to provide access from the secondary street or public open space;
4. For buildings that do not provide access from the secondary street or open space, the building facade should provide windows and/or architectural details that are aesthetically interesting;
5. For retail uses operable windows are encouraged;
6. 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;

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;
   - Mechanical equipment including antennae that is visible from anywhere within the Rehabilitation Area is not permitted.
- The applicant shall provide a site analysis if proposing anything that would extend beyond 13'-0" above the roof structure.
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 Rehabilitation Area;
5. If wall pack ventilation units are being used they are required to match the adjacent building material color;

Structured Parking:
1. Parking structures shall be screened from Main Street and Moore Street 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;
   - 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.
   - Parking structures shall be fully ventilated.
   - 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. In the event of ramps, they shall be internal to the parking structure and shall not be visible from any public street.
   - Cabling or exposed concrete alone does meet the screening requirement;
3. Driveway and garage openings should not exceed 25'-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;
4. Automated garages are permitted. The design, layout, functionality and cueing for all peak hours shall be provided as part of a development application or be required as a condition of approval by the Planning Board.
   - Trash collection, deliveries, service areas and cueing are not permitted in the public right of way or in the building setbacks.
   - All parking shall be fully provided within the envelope of the parking structure.
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 downtown.

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.

In lieu of constructing these improvements the City may request the developer pay into a fund for the cost of the required improvements as a part of the development application process.

Main and Moore Street Streetscape:
- The design and pattern of the sidewalks should match the materials and pattern indicated in the Main Street - Typical Streetscape Layout.
- Asphalt of any type or grade is not permitted as a sidewalk material;
Street Trees:

a. Street trees shall be planted in grates on Main Street or open landscape areas on Moore Street equivalent to 30’ on center along all public street frontage;
   - Tree grates shall be a minimum of 60” x 144” with a typical starburst pattern.

b. Above ground planters may be considered to fulfill the street tree requirement only in situations where underground utilities prevent tree pits;
   - In the case of above ground planters 12” double hoop iron tree guard shall be provided to separate the landscape area from the sidewalk.

c. Street trees shall be planted with a minimum six inch (4.5” to 6”) 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 Nurserymen;

d. A single street tree species as determined by the City of Hackensack shall be installed along public streets.

Street Lighting:

a. Street lights shall be the City of Hackensack city standard pedestrian scale light pole and fixture;

b. They shall be shielded from second floor uses and shall be a maximum of 16’ in height, located on center between street trees, at a maximum of 60’-0” on center (Photo-metrics shall be provided to determine the final street light spacing);
c. Street light specifications and locations shall be submitted for review and approval prior to installation;
d. Street lights should be located as part of the streetscape and function as a unifying element of other streetscape items including trees, benches and paving;
e. Building light fixtures should exhibit an aesthetic as well as functional purpose to create interest and a sense of scale for the pedestrian;
f. LED Lighting is encouraged;

**Seating, Benches:**

a. Seating should be grouped together as much as possible and placed in public open spaces, plazas or gathering places;
b. Seating should be designed and placed appropriately to provide an amenity to the public;
c. Seating should not obstruct views for vehicles, sidewalks for pedestrians, or signs and displays for businesses;
d. The type of bench will be determined during the design phase and can vary along Main Street so long as the same bench is used for a minimum of two block lengths and for both sides of the street;

**Trash Receptacles:**

a. Trash receptacles should be located conveniently for pedestrian use and service parks, plazas and other public gathering places.
b. Trash receptacles should be permanently attached to deter vandalism and have sealed bottoms with sufficient tops to keep contents dry and out of pedestrian view;
Planting Pots & Planters:
  a. Pots and planters can be used particularly in areas with retail as a complement to the surrounding streetscape and are permitted in the setback with review and approval of the Building Department;
  b. Pots and planters can be placed as a separation between pedestrians and vehicles;
  c. Pots and planters are ideally located near seating areas, but plant materials should not interfere with circulation or comfort;

Tree Grates:
  a. Tree grates are permitted and can be used wherever a tree is placed within a high traffic area;
  b. Tree grates must allow for tree growth and be made of ductile iron and should be factory painted;
  c. Electrical outlets should be provided within the grate area to allow for lighting opportunities and should be designed to support up-lighting;

Bicycle Racks:
  a. Bicycle racks should be permanently mounted and placed in convenient public locations to encourage bicycle use;
  b. Bicycle racks should be placed so as not to obstruct views or cause hazards to pedestrians or drivers;

Bollards:
  a. Bollards should integrate with and aesthetically complement the overall streetscape concept;
  b. Bollard design should respond to the area it supports (Plaza vs Services);
  c. Bollards may be chained or cabled together to ensure pedestrian safety or define areas for public functions;

Public Art:
  a. Public art should be “accessible”; tie to the history of Hackensack and if possible, should be created by a local source;
  b. Public art may include water, seating, planting, decorative architectural elements or plaza space as part of the design;
  c. Public art should be visible, but not interfere with pedestrian circulation or create a traffic hazard and should be made of durable, weatherproof materials and should be crafted, not “sharp”;

Parking Meters:
  a. On-street parking meters are required along any existing and new public street in the redevelopment area;
  b. Parking meter specifications and locations shall be determined by the City of Hackensack;
Utility Accessories:

a. Utility boxes, meters, manhole covers and fire hydrants should be coordinated with other streetscape accessories;

b. Utilities should be readily accessible and placed so as not to obstruct visibility and movement;

c. Utility locations should minimize visual and physical impact as much as possible and should blend in with the surroundings or enhance the area;

SIGNAGE STANDARDS:

a. Projects are encouraged to explore a variety of signage types, sizes and styles with the objective of integrating the design of the signage into the overall project.
   i. The goal is to maintain creative consistency that identifies the project and potential tenant’s identity;
   ii. Emphasis should be on durable, natural materials and quality manufacturing and can include cast, polished or painted metal; painted, stained or natural wood; glazed and ceramic tile; etched, cut, edge-lit or stained glass; cast stone and carved natural stone;

b. For all signage standards refer to City of Hackensack Rehabilitation Plan and Section 175-7.14 SIGNS: A through M of the City of Hackensack Zoning Ordinance.
4.0 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 and systems capacities 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 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 over time.

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 in the Study Area which included developing the downtown based on spheres of influence. 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 with in 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;
2. Strategies for Redevelopment:

In the City’s Master Plan the report provides strategies for redevelopment in the Study Area which include developing the downtown based on spheres of influence. These include:

a. Main Street is too long to be developed continuously, and thus must be developed in “spheres of influence”; the government sector, the banking / educational / cultural sphere containing the urban node, the retail sector which would focus on conventional and household shopping and the Packard area …..

b. The downtown study should focus on the following:
   - The potential for redevelopment of the Main Street Area;
   - A reduction in the scale of the retail/shopping sector. Main Street is too long to be developed continuously. The downtown area is not pedestrian friendly;
   - The provision of additional parking and the dichotomy between long term (monthly) parking and short term shopper parking needs to be resolved;
   - The ERA report believes that (mid-rise) apartment uses which can overlook the Hackensack River in the downtown are potentially marketable and can provide an alternative market for goods and services in the downtown corridor.

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 within 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 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.”
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. As there are no residential buildings in the redevelopment area, there is no need to make provision for temporary or permanent relocation of any resident.

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.

While it is the City’s fervent hope that a private developer will obtain the necessary property interests to privately develop the entire redevelopment area; the City does not rule out acquiring each and every property in the redevelopment area in order to redevelop the area in accordance with the goals and objectives stated in this redevelopment plan.

Affordable Housing:
See City of Hackensack Zoning Ordinance for requirements.

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.