321 Main Street
Redevelopment Plan

Block 407.01, Lots: 2, 5, 6.01, 6.02, 7, 34, 36.01, 36.02, 37, 39 & 40

CITY OF HACKENSACK,
BERGEN COUNTY, NEW JERSEY
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1.1 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 with 220 units has been completed and two other mixed use projects with approximately 500 units are now 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.
In addition, Hackensack has three college campuses located in and adjacent to the downtown including, Fairleigh Dickinson University, Bergen Community College and Eastwick University.

As a part of the revitalization efforts to promote mixed use development within and adjacent to the downtown, the City of Hackensack designated these properties as an area in need of redevelopment. As a continuation of that process the City has put together this redevelopment plan for a mixed use development 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 407.01 – Lots 2, 5, 6.01, 6.02, 7, 34, 36.01, 36.02, 37, 39 & 40. The addresses for the plan include: 122-32 Camden Street, 316 State Street, 320-324 State Street, 309 Main Street, 311-321 Main Street, 307 Main Street, 305 Main Street, 301-303 Main Street, 293-295 Main Street, 289-291 Main Street. The approximately 1.72 acre site is located in the Downtown Rehabilitation Area between Main and Moore Streets.

The City of Hackensack Mayor and Council in 2015 determined by resolution (514-15) this property qualified as an “area in need of redevelopment” with condemnation in accordance with the criteria specified in the New Jersey Local Redevelopment and Housing Law (LRHL) at N.J. S.A. 40A:12A-6. 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. Since the adoption of this plan in 2016, the Downtown Rehabilitation Plan was amended and finalized in August of 2018. The amendments within this plan reflect those changes.
SURROUNDING AREA CONTEXT:

The eleven parcels (Block 407.01 – Lots 2, 5, 6.01, 6.02, 7, 34, 36.01, 36.02, 37, 39 & 40.) are located between Main and State Streets within the Downtown Rehabilitation Area Zoning District which was adopted in June 2012. The current land use for the properties include surface parking lots, and commercial establishments ranging from one story to two story buildings.

PROPERTY INFORMATION:

Block 407.01 Lot 2 (22-32 Camden Street): This approximately 17,524.89 sf lot contains a parking lot with approximately 51 spaces. The parking lot looks like it was paved several years ago with painted parking lines. The parking lot is used for the Bergen Community College for Students, Faculty, Staff and Visitors only. This parking lot requires special decals & permits in order to park in the parking lot. The parking lot is surrounded by a chain link fence with two openings, one on Camden Street and the other on State Street. At the North end of the Parking lot there is are several “posts” sticking from the ground with a chain running from each one to the next, to serve as a barrier from the medical building next door.

Block 407.01 Lot 5 (316 State Street): This approximately 15,105 sf lot contains a one and a half story brick building with a parking lot which contains approximately 20 parking spaces. There is a singular entrance to the lot from State Street. In front of the building there are several metered parking spaces. The building itself is run as an office building for The Greater Bergen Community Action, Energy Assistance Programs, HUD Housing Counseling, Bergen County Housing Coalition, Right at Home in home care & assistance, and Glenn R. Silber, M.D. Ophthalmology.

Block 407.01 Lot 6.01 & 7 (320-324 State Street): This approximately 9,224.91 sf lot contains a parking lot which is surrounded by landscaping. The parking lot abuts the building on Lot 5 and contains approximately 41 parking spaces. There is only one entrance to this parking lot, which is located on Berry Street. Surrounding the outer edge of the parking lot there are metered parking spaces. This lot is a two hour free parking lot from the Upper Main Alliance for shoppers.

Block 407.01 Lot 6.02 (309 Main Street): This approximately 24,872 sf lot contains a parking which is surrounded by landscaping and Lot 34. The parking lot abuts the parking lot located on Lots 6.01 and 7 along with the building located on Lot 34. The parking lot contains approximately 55 parking spaces, 6 of these parking spaces are tandem parking spaces. There is only one entrance to this parking lot, which is located on Berry Street. Located on the outer edge of the parking lot on Berry Street there are several metered parking spaces. The South side of the lot has a chain link fence that runs in tandem with the chain link fence on lots 6.01 and 7.
**Block 407.01 Lot 34 (311-321 Main Street):** This approximately 8,252.75 sf lot contains a two and a half (2 1/2) story masonry building which is currently occupied by Oritani Bank on the first floor and the Academy of Massage Therapy Massage School and Student Massage Clinic on the second floor. The bank has an ATM located outside on Main Street, there is also a drive thru banking ATM located in the Lot 6.02 parking lot. There are several metered parking spaces located on Main Street and Berry Street. The entrance to the building faces the intersection of Berry Street and Main Street.

**Block 407.01 Lot 36.01 (307 Main Street):** This approximate 7,714 sf lot contains a one story masonry building which is currently vacant and a small parking lot shared with 301-305 Main Street. The building is made up of two retail stores, both of which appear to be vacant. The parking lot in the back is in a state of disrepair, there is trash in a corner and weeds that are tall. The back of the building has as entrance for one of the shops.

**Block 407.01 Lot 36.02 (305 Main Street):** This approximate 2,200 sf lot contains a one story masonry building which is currently undergoing renovations. This lot while it does not have the back parking lot within its boundaries, it has access via a back entrance to the building.

**Block 407.01 Lot 37 (301-303 Main Street):** This approximate 10,118 sf lot contains a two story building that is divided into three (3) businesses and a small parking lot shared with 301-305 Main Street. The first at 301 is Santa’s Beauty Salon, 301A is the Miracle Ear, and at 303 is the Record King. There also appears to be a 303A, which seems to be a basement unit for either retail or residential, it is not stated as to which. The three street level stores also have back entrances to the stores. Located behind the building is a small parking lot. On the South side of the parking lot there is a chain link fence that prevents cars from going into the lot next door. There are very few parking spaces in this lot so parking must be for owners and employees only.
Block 407.01 Lot 39 (293-295 Main Street): This approximate 17,375 sf lot contains a one story masonry building that fronts Main Street, and a connected two story building that fronts Camden Street. The building appears to be divided into two Municipal / County run establishments on Main Street. 293 Main Street is the Gateway High School, and 295 Main Street is the Bergen County Special Services. On the side that fronts Camden Street there are two entrances; one for Bergen County Special Services and another for Main Street Bridging the Gaps. On Camden Street the building appears to be two stories tall. In the back of the building there is a singular entrance used for exiting the building only. On the North side of the building coming from Camden Street there is an upper level “terrace” area that is fenced in with chain link fence and has only one door.

Block 407.01 Lot 40 (289-291 Main Street): This approximate 5,751 sf lot contains a one story building that is made up of several stores. Some that front Main Street and others that front West Camden Street. The businesses on Main Street are: a Health Care Center Staffing Agency, a Cell Phone Store, a Bohemian Restaurant, a Hair Salon, A Food Market, a Day care Center and a Boutique.
Figure 1.5: Hackensack Rehabilitation Area
Regional Context Map
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:

ADULT ENTERTAINMENT: A business in which, as the major activity, customers congregate primarily for the purpose of viewing or associating with employees who display anatomical areas designed to provide sexual stimulation or sexual gratification.

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

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

FAÇADE: Any exterior building face or wall.

FENCE: An artificial barrier constructed of durable materials including brick, stone, other masonry material, wood posts and planks, metal or other materials designed for fencing with a maximum height of four feet. (A chain link fence of any type does not satisfy the definition of a fence)

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.

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

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.

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.

STREET FURNITURE: The elements of streetscape, including but not limited to benches, bollards, news-racks, 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.

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.
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;

Figure 1.6: Hackensack Redevelopment Area Aerial Map
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.
2.0 USE AND BULK REQUIREMENTS

PERMITTED LAND USES:
1. The following uses are permitted in the Rehabilitation Plan for the Rehabilitation Area:
   a. **Residential**: Multi-family, apartments, residential over retail/commercial, residential lining a parking structure or residential uses over parking structures;
   b. **Commercial**: General office, medical, physical therapy, basic research, hospital, outpatient care facilities, health clubs, professional uses and banks, hotel, conference center, day spa permitted as freestanding structures or as a liner around or over a parking structure;
   c. **Retail**: Restaurants, eating and drinking establishments, cafes, general stores, shops, drinking establishment, bakery, delicatessen, movie theater, grocery store / supermarket, book and stationery, florist, as freestanding structures or as a liner around parking structures;
   d. **Civic, Cultural, Institutional and Religious**: (Must meet the requirements of Section 175-8.5 Churches, Temples and Other Places of Worship in the City of Hackensack Zoning Ordinance), 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 day-care and adult care facilities;
   e. **Higher Education**: Colleges, universities, trade schools, adult training facilities, dormitories, fraternity or sorority houses;
   f. **Outdoor Open Markets**: For selling fresh food and plants based on state laws and regulations;
   g. **Outdoor Music**: Permitted per the City’s Noise and Outdoor Cafe Ordinance;
   h. **Structured Parking**: Permitted or accessory use;
   i. **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;
   j. **Transit Stations**: Including parking facilities, “Park and Ride” and “Kiss and Ride”;
   k. **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);
   l. **Live Entertainment Uses**: Any live act, including vocalists, actors, dancers, floor shows, instrumentalists and recorded music played by a DJ;

REGULATIONS FOR PERMITTED USES
1. Any use not specifically stated as a Permitted Use is not permitted.
2. All development shall meet the requirements of the Development / Place-Making Design Standards.
3. Retail or commercial uses are required on the first level of any building fronting Main Street with the exception of the following.
   - A maximum of 10% of the first floor, as measured by the length of commercial/retail development on Main Street can be dedicated to the residential / office uses above.
4. Loading, refuse, recycling and service areas are not permitted on Main Street.
5. Parking structures are not permitted to front Main Street on the first level even if they are architecturally screened.
6. Streetscape improvements are required along the frontage of all public streets where development is being proposed.
7. Any redevelopment project that includes an existing building that will remain is required to meet the Rehabilitation Standards of this Redevelopment Plan.
ACCESSORY LAND USES:

1. Lobby, sales office or amenity on the ground floor provided they do not exceed the permitted percentage of the development.

2. Loading spaces and docks, recycling and refuse storage areas. (See Design Standards for loading requirements);

3. Other uses that are permitted provided they are subordinate to the principle permitted use include:
   a. Management and Leasing Office;
   b. Conference center, meeting room;
   c. Fitness Center;
   d. Outdoor pool and amenity facility;
   e. Storage lockers / facilities for residents only;
   f. Dry cleaning / laundry facility services within the building but not as the retail component on Main Street;

4. 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 front yard setback of the principal use;
   b. No portion of an accessory structure shall include living quarters except parking structures as an accessory use may contain residential over the structure;
   c. Accessory structures below grade shall have a minimum rear or side yard, when not abutting a street, of 5 feet;

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

6. 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;

7. In no event shall the height of an accessory structure exceed the height of the principal building with the potential exception for parking structures which will be allowed to exceed the primary structure for access only;

8. The aggregate area covered by accessory structures shall not exceed twenty-five percent (25%) of the rear yard, with the exception of parking structures exclusive of required buffer areas.

9. The following accessory retail and service uses shall be permitted within hotels and office buildings provided they are located on the first or second floor.
   a. Bank branch, walk-up ATM’s;
   b. Retail shops;
   c. Barber, beauty and coffee shops;
   d. Confectionery and tobacco sales;
   e. Dry cleaning establishments;
   f. Travel agencies and automobile rental services;
   g. Conference center, meeting rooms;

10. The following accessory uses shall be permitted within retail uses including:
    a. Outdoor beer gardens;
    b. Roof-top amenity and restaurant uses;

11. Other Entertainment Uses: Activities involving skill that holds the interest of either an audience or its users that is directly associated with a permitted retail uses including the following: Bowling, Darts, Hatchet Throwing, Arcade, Escape and Destruction Room, Dance;
    a. Any Entertainment Use not specifically stated shall require approval by the Planning Board;

12. Massage therapy is permitted as an accessory use;
CATALYST DEVELOPMENT PROJECTS:
Density, Area, Yard and Height Requirements:
The following requirements apply to Catalyst Development Projects which meet the following characteristics:

**Project Characteristic:** A Catalyst Development Project should be significant enough in size and scale to create a change or influence the physical character on Main Street and meet the Vision, Goals, Objectives of the 2012 Rehabilitation Plan.

**Project Size:** A Catalyst Development Project should be over 250,000 leasable or habitable square feet not including any portion of a parking structure and should include a minimum 200’-0” contiguous linear feet on Main Street.

- For projects with less than 200’-0” but greater than 100’-0” contiguous linear feet on Main Street that meet the Project Characteristics of a Catalyst Development project, the Planning Board can consider density, area, yard and height requirements appropriate for such a development above any beyond those identified in the Non-Catalyst Development requirements.
- Catalyst Development Projects are encouraged to include a plaza, park or open space which is accessible from a public street, preferably on Main Street;
- A Catalyst Development Project can be separated into phases that collectively equal the required project size, scale and characteristics, but shall be part of a single site plan submittal.

1. **Minimum Lot Area:** None

2. **Minimum Dwelling Unit Size:** 500 sf
   - A maximum of 5% can be less than 550 sf
   - A maximum of 15% of the units can be between 550 sf and 650 sf;
   - A maximum of 25% of the units can be over 1,200 sf;

3. **Minimum Setback:** The minimum setback for new vertical construction is 18’-0” feet from the back of the existing or proposed curb along Main Street and 12’-0” for all other streets in the Redevelopment Area. If the renovation or addition of an existing structure is located within the required setback, the setback for the addition may be reduced to the setback established in Chapter 175.
   - The minimum setback applies to all public street frontages, not just to the street toward which the structure is oriented;
   - Alleys are not considered public street frontages;
   - Utility structures, exhaust air vents, backflow preventers, or other similar devices when located above grade, must be located behind the setback, be screened and should not be located on Main Street;
   - Utility structures located below grade may be located within the setback and on Main Street.

4. **Minimum Side and Rear Yard:** None

5. **Minimum / Maximum Number of Stories/Building Height:**
   - 3 / 14 Stories (36’-0” / 176’-0”).
   - Height is measured from the average of the top of curb of the two corners of the proposed building. 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 buildings over eight (8) stories a minimum 6’-0” step back (on any level at or below the eighth stories) is required with the exception of building corners;
   - See Section 3.0 Development / Place-Making Design Standards for all building design requirements.

6. **Rehabilitation of Existing Structures:** If the rehabilitation of an existing structure is encompassed within a Catalyst Development Project, the rehabilitation standards found in Section 3.1 shall apply.
   - Section 3.1 Rehabilitation Standards for all architectural and neighborhood design requirements.
7. **Shared Parking:** Shared parking as indicated in Section 2.6 of the Rehabilitation Plan is permitted and encouraged for Catalyst Development Projects.

8. **Non-conforming Projects:** For projects which do not meet the minimum requirements for a Catalyst Development Project, as defined herein, but which exceed any of the Non-Catalyst Development Project requirements found in Section 2.5, a variance review and approval process will be required by the governing body.

![Figure 2.0: Residential over Retail](image-url)
NON-CATALYST DEVELOPMENT PROJECTS:
Density, Area, Yard and Height Requirements:
The following requirements apply to Non-Catalyst Development Projects which meet
the following characteristics:

**Project Characteristic:** Any project that does not meet the project characteristic or
size for a Catalyst Project would be classified as a Non-Catalyst Development Project.

1. **Minimum Lot Area:** None

2. **Minimum Dwelling Unit Size:** 500 sf
   a. A maximum of 5% can be less than 550 sf
   b. A maximum of 20% can be between 550 sf and 650 sf;
   c. A maximum of 25% can be over 1,200 sf;
      - Note: Three bedroom units are prohibited in this Redevelopment Plan.

3. **Minimum Setback:** The minimum setback for new vertical construction is 18’-0”
   feet from the back of the existing or proposed curb along Main Street and 12’-0”
   for all other streets in the Redevelopment Area. If the renovation or addition of an
   existing structure is located within the required setback, the setback for the addition
   may be reduced to the setback established in Chapter 175.
   a. The minimum setback applies to all public street frontages, not just to the
      street toward which the structure is oriented;
   b. Alleys are not considered public streets;
   c. Utility structures, exhaust air vents, backflow preventers, or other similar
      devices when located above grade, must be located behind the setback, be
      screened and should not be located on Main Street;
   d. Utility structures located below grade may be located within the setback and
      on Main Street.

4. **Minimum Side / Rear Yard:** None

5. **Minimum / Maximum Number of Stories/Building Height:**
   a. Main Street: 2 /6 Stories (24’-0” / 72’-0”)

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**Figure 2.1:** Residential over Retail
**Figure 2.2:** Residential over Retail
**Figure 2.3:** Tivoli lights over street
**Figure 2.4:** Example of potential residential over retail
**Figure 2.5:** Example of potential Banta Place design
6. **Rehabilitation of Existing Structures:** The density, area, yard and height requirements of this section are not required for rehabilitation of existing structures with less than 20% expansion.  
   a. See Section 3.1 Rehabilitation Standards for all Architectural and Neighborhood Design requirements.

7. **Shared Parking:** Shared parking as indicated in Section 2.6 of the Rehabilitation Plan is permitted and encouraged for Non-Catalyst Development Projects.

8. **Non-conforming Projects:** For projects which do not meet the minimum requirements for a Catalyst Development Project, as defined herein, but which exceed any of the Non-Catalyst Development Project requirements found in Section 2.5, a variance review and approval process will be required by the planning board.
PARKING STANDARDS:

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

<table>
<thead>
<tr>
<th>Use</th>
<th>Non-Catalyst Parking Ratio</th>
<th>Catalyst Parking Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Multi-family Studio:</td>
<td>1.0 sp per dwelling unit</td>
<td>1.0 sp per dwelling unit</td>
</tr>
<tr>
<td>- Multi-family:</td>
<td>1.25 sp per dwelling unit</td>
<td>1.0 sp per dwelling unit</td>
</tr>
<tr>
<td>- Retail:</td>
<td>4.0 sp/1,000 GFA</td>
<td>3.0 sp/1,000 GFA</td>
</tr>
<tr>
<td>- Medical Office:</td>
<td>4.0 sp/1,000 GFA</td>
<td>3.5 sp/1,000 GFA</td>
</tr>
<tr>
<td>- General Office:</td>
<td>3.5 sp/1,000 GFA</td>
<td>3.0 sp/1,000 GFA</td>
</tr>
<tr>
<td>- Assembly:</td>
<td>2.5 sp/10.0 seats</td>
<td>2.0 sp/10.0 seats</td>
</tr>
<tr>
<td>- Civic, Cultural, Institutional:</td>
<td>1.0 sp/4.0 seats</td>
<td>1.0 sp/4.0 seats</td>
</tr>
<tr>
<td>- Hotel:</td>
<td>0.75 sp/ per room</td>
<td>0.75 sp/ per room</td>
</tr>
<tr>
<td></td>
<td>+ 1 sp/employee*</td>
<td>+ 1 sp/employee*</td>
</tr>
<tr>
<td>- Higher Education:</td>
<td>3.0 sp/1000 GFA</td>
<td>3.0 sp/1000 GFA</td>
</tr>
</tbody>
</table>

**Notes:**
1. When the formula or parking spaces required results in a fraction of a space exceeding 0.49, a full space shall be required;
2. 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;
3. Up to 10% of the required parking stalls may be designated for compact cars;
4. Outdoor seating areas do not count toward the required parking ratios;
5. Accessory uses do not require parking;
6. All surface parking shall be screened based on the Design Standards indicated in the Streetscape section of this Redevelopment Plan;
7. For Civic Uses without seating, the Retail/Commercial parking requirements shall apply;
   * Employee parking is based on the number of employees per shift.
8. Off-street tandem parking is prohibited;
9. On-street parking can only be counted toward the retail/commercial use and shall not be permitted to count toward any other proposed uses;
   * Outdoor seating does not count toward the required parking ratio. Restaurants with under 600 sf of seating area do not require parking.
** Employee parking is based on the number of employees per shift.
*** For projects where medical office use comprises over 25% of office space in the project the parking requirements are 6.0 spaces per 1,000 GFA.
**** See Section 3.1 Rehabilitation Standards for additional parking standards. For uses not specifically stated refer to Section 175-10.1 of Off-Street Parking Regulations in the City of Hackensack Zoning Ordinance.

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 its 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 or 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;

<table>
<thead>
<tr>
<th>TABLE No. - Parking Occupancy Rates</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Time Period</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Weekdays</strong></td>
</tr>
<tr>
<td><strong>Land Use</strong></td>
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<tr>
<td>Education</td>
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<tr>
<td>Entertainment</td>
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<td>Hotel</td>
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<td>Institutional</td>
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<td>Office</td>
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<tr>
<td>Theater</td>
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<tr>
<td>Religious</td>
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<tr>
<td>Residential</td>
</tr>
<tr>
<td>Restaurant</td>
</tr>
<tr>
<td>Retail/Commercial</td>
</tr>
</tbody>
</table>

Figure 2.7: Occupancy Rates Table
3. **Existing Non-Conforming Parking:** Shall be removed if the property undergoes a change of use or expansion. However, no additional parking is required for the reuse of an existing building, or due to the removal of non-conforming parking.

4. **On-Street Parking Spaces:** Parking spaces located along the portion of a public street(s) abutting the use may be counted toward the minimum number of parking spaces as required by this ordinance. 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.
   a. Tandem on-street parking spaces are encouraged on Main Street and require at least 20’ feet in length with a minimum 6’-0” space between each set of spaces. In the event any on-street parking which was counted toward the minimum requirement is removed by the City, the existing use will not be required to make up the difference.

5. **Bicycle Parking:** Bicycle parking is required for new developments at one bicycle parking space for every 50 vehicle parking spaces, up to 200 vehicle parking spaces.
   a. Thereafter, one bicycle parking space shall be provided for every 100 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 Main Street.

6. **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.

7. **Off-Site Parking Standards:** Parking standards may be met on-site or off-site. In order for the off-site parking to count toward the minimum parking requirements, it shall either be located on the Municipal Lot or on a property owned by the developer and shall be at a distance of up to 800 feet from the permitted use. Off-site parking must be maintained so long as the use of the building remains. In the event of a change in use or density, parking requirements shall be adjusted to meet the standards for the new use.

8. **Structured/Underground Parking Decks:** For sale residential dwelling units in the Main Street Rehabilitation Area shall meet the following requirements:
   a. Parking Security / Gates: Residential developments, including mixed or multi-use with a for-sale residential component can provide security for residents by controlling vehicular and pedestrian access to structured or underground parking in areas designated for the residential parking;

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

10. **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. Off-street parking dimensions can be 9’-0” x 18’-0” and allow two lane drive aisle dimensions can be 24’-0”;


3.0 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;

- Stucco is permitted on facades that do not face a public street;

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. The design of the building should include a corner element that is higher than the rest of the building facade;

5. Special attention must be given to the design of windows at the base of buildings. Ribbon windows are strongly 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 3.0: Multi-family residential building typ.

Figure 3.1: Mid rise multi-family residential building typ.

Figure 3.2: Conceptual Building Design with unique first floor design to provide variety at the streetscape
6. 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 levels with an emphasis on providing design elements which enhance the pedestrian environment particularly at the street level;

7. Any retail or commercial storefront design at the first level should reflect the individual tenant’s brand identity;

**Building Orientation:**
1. The building shall be oriented toward Main Street with entrances for retail
2. The residential entrance shall be oriented toward State Street;
3. The first floors of all buildings, including structured parking, must be designed to encourage and complement pedestrian-scale and activity (See Parking Structure Requirements);
4. Ground floor retail and residential lobbies facing Main Street shall have a 16'-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 signage;
2. Retail entrances can have up to a 4'-0” pop-out / protrusion / recess into the 18'-0” setback or adjacent public open space for columns or other architectural features that distinguish the commercial or retail storefront;
3. Openings as well as pedestrian and vehicular entrances must be designed so that cars parked inside are not visible from the street;

4. Entrances for residential uses should be separate and distinct from retail uses and should not be located on Main Street;

**Street Level Frontage / Uses:**
1. Retail and commercial 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 along Camden and State Streets so long as they meet the Design Standards of this section;

4. Outdoor dining along Main Street is encouraged within the 18'-0" building setback.
   - All outdoor dining should meet the City of Hackensack Building 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;
   - 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 State, Camden and Salem Streets 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.
   - Other than at the parking entrances no vehicles shall be visible from the center line of either public street.
   - 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 Main Street and at the residential entrances. 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 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 adjacent building material color;

**Building Service Locations:**

1. All service and delivery locations for the redevelopment area shall be provided on State 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. Where expanses of solid wall are necessary, they may not exceed 30’-0” feet in length without architectural enhancements including display windows;

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;

### 3.1 Rehabilitation Standards:

**1. Introduction / Background Information:**

Preserving elements of the City of Hackensack’s architectural heritage is a vital and valuable element for the creation of a pedestrian friendly mixed use urban environment.

The Rehabilitation Area has a number of potential properties that could be preserved or rehabilitated which include but are not limited to the properties identified in Figure 3.17. The determination for preservation or rehabilitation should include the following considerations:

a. Age of the structure;

b. Structural / historic integrity;

c. Overall contributing historic character;

d. Adaptability to new or improved use;

e. Symbolic significance;

f. Visibility and prominence.

**2. Rehabilitation Standards:**

For buildings being proposed for rehabilitation, renovation and adaptive reuse that are located in the Rehabilitation Area the following items should be considered:

a. The City of Hackensack “Historic Site Survey” should be reviewed to determine whether or not the property has architectural or historic significance;

   - In the event, architectural elements are uncovered during a renovation, efforts should be made to preserve and accentuate those elements.

b. Preservation and rehabilitation of existing buildings and structures are encouraged in order to create diversity of development, accent pedestrian-scale, activity, and preserve the character and heritage of the City of Hackensack.

c. Any interior renovation that does not expand the existing square footage over 20% may be done without meeting the design standards of the Rehabilitation Plan.

   - Any expansion or additional square footage to any structure over 20% must conform to the Design Standards of the Rehabilitation Plan;

   - Any change to the exterior signage shall require all signage to conform to the signage requirements of the Rehabilitation Plan.
d. Deteriorated architectural features should 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.

e. Any additions or repairs to over 50% of the façade which are visible from any street should meet the architectural style and intent of the original building based on the historic time period in which it was originally constructed or meet the Design Standards of the Rehabilitation Plan unless seeking a variance.
   - For structures with new uses, non-functional features that diminish the marketable value may be removed so long as they do not diminish the historic nature of the building as seen from any public street;
   - Existing non-conforming buildings may remain.

f. 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 than a 20% expansion of the existing building square footage.
   - All submittal, review and approval requirements other than parking are required.
STREETSCEAPE 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 in this guideline include such things as 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 overall Rehabilitation Plan vocabulary. 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.

As a part of the revitalization of the Rehabilitation Area, the City of Hackensack will develop specific streetscape standards for Main Street and the other streets in the Rehabilitation Area. All new buildings and developments in the Rehabilitation Area, with the exception of renovated and rehabilitated buildings, must meet the following minimum standards.

1. **Rehabilitation Area Streetscape:** The streetscape for the Rehabilitation Area should be designed with a similar palette of materials and standards in order to portray a cohesive downtown district.
   a. Main Street: The streetscape for Main Street and Banta Place shall provide a higher standard for the design elements;
   b. The specific paving colors, materials, and palettes should be the same for certain blocks but varied along the length on Main Street so as not to create a single monotone street pattern. Redevelopment of entire blocks should encourage developers to explore alternative patterns and colors of paving materials;

2. **Streetscape Elements:** For projects in the Rehabilitation Area the following streetscape elements shall be provided per this section of the Design Standards.
   - Street trees;
   - Lighting;
   - Furniture;
   - Pavers;
   - Materials;

Proposed development projects shall provide these elements as a part of the approval process.

a. **Street Trees:** Street trees shall be planted in either grates or open landscape areas equivalent to 30’ on center along all public street frontage for any new project/development.
   - Recommended street trees: Main Street: Gleditsia Triacanthos (Honey Locust - thornless and pod free) - Other Street: Platanus × acerifolia (London Plane Tree);
- Trees should be installed at a 4” caliper;
- Prior to installation, a 4’-0” by 8’-0” minimum area should be treated and prepared for tree root growth;
- A minimum 2 year watering plan should be put into place (Gator bags);
- Main Street and Banta Place shall plant street trees in grates. The remaining streets should be planted in a minimum 4’ x 8’ landscape area;
- For buildings located adjacent to public open spaces, parks or plazas, trees may be planted in open grass areas;
- Above ground planters may be considered to fulfill the street tree requirement only in situations where underground utilities prevent tree pits;
- 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 Nurserymen;
- Street tree species can vary along Main Street so long as the same species is used for a minimum of two block lengths and for both sides of the street. (Accent flowering trees may be used to denote special areas, parks, plazas, etc.);
- Street tree species for all secondary streets with the exception of State Street and River Street shall have a single species of tree for the entire length (Accent flowering trees are permitted to denote special areas.);

b. Sidewalks:
- Sidewalks should be comprised of a “pedestrian zone” nearest the facade for building access and window shopping and a “furniture zone” nearest the curb for trees, plantings, street furnishings and cafe seating when there is sufficient width;
- The 4’-0” street furniture area should include Belgard Catalina (Color: Bella) for the area between Passaic Street and Atlantic Street. http://www.belgard.com/products/pavers/urbana-ston;
- Random pattern using four different sizes (4”x8”; 8”x8”; 8”x12”; and 12”x12”). The pattern should be done as to not require any cutting of the pavers;
- Pavers will be set in sand;
- Sidewalks shall be concrete on secondary streets;
- Openings/grates for plantings should be provided in the furniture zone and should be consistent with street tree plan;
- Open landscape planting beds shall be located at all Main Street corners and shall include a raised stone curbing;
c. **Seating, Benches & Bus Shelters:**
   - Seating should be grouped together as much as possible and be placed at busier pedestrian nodes or gathering places;
   - Seating should be designed and placed appropriately to provide an amenity to the public;
   - Seating can be manifested in permanent planter edges;
   - Seating should not obstruct views for vehicles, sidewalks for pedestrians, or signs and displays for businesses;
   - Seating should blend in with the surroundings or be specified in a complementary accent color;
   - Outdoor cafe seating should also follow the guidelines listed under Street Level Frontage / Uses of this section and recognize the designated amenity zone;
   - Bus shelter locations should be coordinated with streetscape design;
   - Benches should be Timberform Crest 2311-6 Steel Bench with middle arm rest 6'-0" long anchored to sub-grade concrete slab with black finish
     - 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'-0" on center;

b. **Lighting and Power:**
   - All street lighting within the Rehabilitation Area shall be the City of Hackensack city standard pedestrian scale light pole, and fixture, black finish;
     - Poles should include the mounting brackets and banner extensions (two banners) on each pole;
     - GFI receptacle should be located at the top of the pole;
   - The conceptual layout was based on 16'-0" pole every 90'-0" on center. This should be verified with the photometric design;
   - The height and spacing of the light poles should be based on a photometrics calculations;
   - Lights should be centered between the street trees within the 4'-0" street furniture zone;
   - Street light specifications and locations shall be submitted for review and approval prior to installation;
   - 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;
   - Fixtures should exhibit an aesthetic as well as functional purpose to create interest and a sense of scale for the pedestrian;
   - Luminaires should be translucent or glare-free using opaque glass or acrylic lenses;
   - Diffusers and refractors should be installed to reduce unacceptable glare; particularly adjacent to residential areas;
   - 120 V ground mounted GFI receptacles should be located at the base of every street tree;
- Tree up lighting fixtures should be located at the base of every street. (Atlantic Street Park specified Hadco #BT1-AL, 75 W MR16 Lamp or equal);
- Conduit for all power should be located at the back of the 4’-0” street furniture area (under the pavers) and next to the concrete sidewalk;

e. **Planting Pots & Planters:**
   - Pots and planters should be used in addition to landscape planting areas to complement the surrounding streetscape by adding color and variety;
   - Pots and planters can be placed anywhere pedestrian or vehicular traffic is not disturbed, but may function as a separation between pedestrians and vehicles;
   - Large pots are preferred to fixed boxes to allow for maintenance or service access;
   - Pots and planters are ideally located near seating areas, but plant materials should not interfere with circulation or comfort;

f. **Tree Grates:**
   - Tree grates should be Ironsmith Starburst Series 2 (4814) Powder coated Black every 30’-0” on center;
   - Tree grates should be used wherever a tree is placed within a high traffic area;
   - Tree grates should allow for tree growth and be made of ductile iron and should be factory painted;
   - Electrical outlets should be provided within the grate area to allow for lighting opportunities;
   - Tree grates should be designed to support uplighting;

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

h. **Bicycle Racks:**
   - Bicycle racks should be permanently mounted and placed in convenient locations to encourage bicycle use;
   - Bicycle racks should be placed so as not to obstruct views or cause hazards to pedestrians or drivers;
   - Bicycle racks should exhibit a simple and easy design that allows for convenient and safe use by the public;
   - Bicycle racks should not be placed on Main Street within the 18’ building setback;

i. **Bollards:**
   - 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;
   - Bollards may be chained or cabled together to ensure pedestrian safety or define areas for public functions;
   - Removable bollards should be used where service vehicles need access and for street closures in the event of festivals or community events;

j. **Fountains:**
   - Fountains or water features can be located in key public areas such as parks or plazas;
   - Fountains or water features should allow for ample pedestrian circulation on all sides;
   - Fountains or water features may be designed to encourage “sitting” or for interaction;
k. Public Art:
   - Public art should be “accessible”; tie to the history of Hackensack and if possible, should be created by a local source; include water, seating, planting, decorative architectural elements or plaza space design;
   - 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;

l. Kiosks:
   - Kiosks should be used for retail purpose or to impart community information to the public;
   - Kiosks should be positioned to complement and respect other street furnishings such as benches and lighting;
   - Kiosks should be accessible and attractive from all sides and well-illuminated;
   - Kiosks should be flexible to allow for up-to-date information;
   - Consideration should be given to the use of fixed kiosks to project a sense of permanence with other fixed surroundings;
   - Kiosks are not required to be fixed and may be mobile to allow for flexibility in public areas;

m. Parking Meters:
   - Muni-meters and other parking technologies should be used for all on-street parking within the Rehabilitation Area;
   - Muni-meters will have dual space capability, there will be one meter pole for every two spaces with the exception of odd spaces on a given block;
   - All meters will have black meter poles that match the street furniture and the face of the meter will be Hackensack Blue;

n. Pay Stations
   - Pay stations will used for all off-street parking lots;

o. Utility Accessories:
   - Utility boxes, meters, man hole covers and fire hydrants should be coordinated with other streetscape accessories;
   - Utilities should be readily accessible and placed so as not to obstruct pedestrian movement;
   - Utility locations should minimize visual and physical impact as much as possible;
   - Utilities should blend in with the surroundings or enhance the area;

p. Intersection Design:
   - Bump-outs will not be a typical design for intersections but can be incorporated into certain intersections based on the design engineers recommendations;
   - At each street intersection the corner will include an open landscape area (4’-0” x 4’-0” minimum with a raised stone edging with Belgard pavers at soldier course;
   - The City will consider an epoxy overlay aggregate and/or design for all crosswalks. (Design and layouts should be presented to the City for review and approval);
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 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 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:**
As of the date of adoption of the resolution finding the area to be in need of redevelopment, no affordable housing units are to be removed from the City’s inventory as a result of the implementation of this redevelopment plan. The developer shall contribute to the rehabilitation fund to assist the City in meeting a portion of its rehabilitation obligation and the fee would be determined on a pro-rata basis.

**Traffic Impact Analysis:**
A traffic impact analysis should be provided as a part of the phase one site plan submission to the Planning Board. The analysis should forecast additional traffic associated with the entire development, 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.

**Long Term Financing Considerations:**
Due to the size, scale, vital location and anticipated catalyst nature of the potential projects contemplated under this plan, the City anticipates that it would be eligible for a long term tax exemption for a period of up to 30 years 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.

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.