State Street Redevelopment Plan

For

Block 209: Lot 8, 9, 10, 11, 12, 13 & 15.

CITY OF HACKENSACK,
BERGEN COUNTY, NEW JERSEY

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1 Introduction
1.0 BACKGROUND INFORMATION:

a. Area Designated As An Area In Need Of Redevelopment:

The City of Hackensack, by Resolution No.414-12, determined Block 209: Lot 8, 9, 10, 11, 12, 13 and 15 met the criteria as an “area in need of redevelopment” (the “Redevelopment Area”) in accordance with the requirements of the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq. (Figure 1.0 & 2.0 depicts the Redevelopment Area). The boundaries of the area in need of redevelopment include Warren Street to the north, State Street to the west and Bergen Street to the east.

The City of Hackensack also directed DMR Architects (DMR) to prepare this Redevelopment Plan in accordance with the requirements of N.J.S.A. 40A:12A-7.

b. Existing Development:

A brief description of each of the properties located within the Redevelopment Area follows:

1. **Block 209 Lot 8, 9, 10 - 76 State Street**: The approximately 15,494 square foot properties are loose gravel lots with metal highway speed barriers located along the edge of the property on Bergen and State Streets.

2. **Block 209 Lot 11 - 86 State Street**: The approximately 8,416 square foot property is occupied by a single-family home that appears to have been divided into several apartment units with a commercial storefront fronting State Street and garage at the rear of the property. The residential and commercial areas are currently unoccupied and the building department has ordered that the structure be demolished because it is unsafe.

3. **Block 209 Lot 12 - 92 State Street**: The approximately 8,102 square foot property is occupied by a one and a half story what appears to be a former commercial garage / repair shop with a gravel surface lot. The building is currently unoccupied and the building department has ordered that the structure be demolished because it is unsafe.

4. **Block 209 Lot 13 - 94 State Street**: The property includes an approximate 420 square foot one story building, which is currently occupied by Chase Bank. The building includes a three lane drive thru which enters off Warren Street and exists onto State Street.

5. **Block 209 Lot 15 - 31 Warren Street**: The approximately 2,749 square foot property is occupied by a single-family home that appears to have been divided into several apartment units with what appears to be a boarded up commercial storefront facing Warren Street. The residential and commercial areas are currently unoccupied and the building department has ordered that the structure be demolished because it is unsafe.
c. **Existing Land Uses:**

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

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

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

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

4. Civic, cultural, institutional and religious facilities, recreation centers, athletic and sports facilities, YMCA’s, health clubs (public or private), libraries, museums, theaters, art galleries, police and fire stations, public/private elementary, junior and senior high schools and daycare and adult care facilities;

5. Colleges, universities, trade schools, adult training facilities, dormitories, fraternity or sorority houses;

6. Health institutions (hospitals, outpatient care facilities and health clubs);

7. Hotels, conference centers and spas;

8. Outdoor open markets for selling fresh food and plants based on state laws and regulations;

9. Parks, plazas, open space, greenways and arboretums;

10. Structured parking as permitted or accessory use;

11. Live work / studios for artists, designers, photographers, musicians, sculptors, gymnasts, potters, wood and leather craftsmen, glass blowers, weavers, silversmiths, antique dealers and designers of ornamental and precious jewelry;

12. Transit stations and associated parking facilities, including “Park and Ride” and “Kiss and Ride” facilities;

13. Utility and related facilities such as distribution lines, railroad rights-of-way, telephone repeater stations, and water storage tanks. (These uses are not permitted to front Main Street);
d. **Goals and Objectives:**

The goals and objectives for the Redevelopment Plan for the Redevelopment Area are intended to support the goals and objectives outlined in the Redevelopment Plan for the Area in Need of Rehabilitation: The goals include:

1. To promote and encourage the development of high density and high quality urban residential, commercial or office development which supports the goals and objectives of the Redevelopment Plan for the Area in Need of Rehabilitation as a pedestrian friendly mixed use downtown;

2. To promote and encourage existing property owners to undertake the rehabilitation or redevelopment of their property within the Redevelopment Plan for the Area in Need of Rehabilitation;

3. To promote the development of a compact urban projects that promote connectivity to the existing rail and bus transit in order to encourage walking and minimize vehicular dependency;

4. 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 on Main Street;

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

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

7. To promote the principles of sustainable design for individual buildings and for the district as a whole.
1.1 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; and

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.
2 Land Use & Zoning
2.1 LAND USE AND ZONING

It is the intention of this Redevelopment Plan to supersede the existing Downtown Redevelopment Plan for the Rehabilitation Area (except as noted herein). However, this plan adopts the definitions of the City’s Land Use Ordinance Section 175-2.2 by reference unless this plan provides a superseding definition. This section sets forth the use, bulk, standards and design criteria for future development in the State Street Redevelopment Area.

The definitions located in Section 175-2.2 of the City’s Land Use Ordinance apply to the Redevelopment Plan with the exception of the following terms:

1. Banner: Any temporary sign applied to fabric which shall be permitted by the Mayor and Council above a public right-of-way.
2. 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. 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.
3. 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)
6. Building Setback Line: The distance measured from the back of existing or proposed curb (whichever is greater) to the primary building facade.

2.2 PERMITTED USES:

The following uses are permitted for this Redevelopment Plan. Any use not stated as a Permitted Use is not allowed in the Redevelopment Area.

a. Residential: multi-family, apartments, condominiums, residential over retail/commercial, single loaded residential lining a parking structure and residential over a parking structure;
2.3 DEVELOPMENT STANDARDS:
The following density, area, yard and height requirements apply to the redevelopment area which support the criteria of the Main Street Rehabilitation Area:

1. Minimum Lot Area: None
2. Minimum Dwelling Unit Size: 625 sf
3. Minimum Setback: The minimum setback for new vertical construction is 12'-0" feet from the back of the existing or proposed curb along Bergen Street, State Street and Warren Street. (A 2'-0" overhang is permitted starting on the second floor for windows and balconies along all streets)
   a. Alleys are not considered public street frontages;
   b. Utility structures, exhaust air vents, back flow preventers, or other similar devices when located above grade, must be located behind the setback and be screened;
   d. Utility structures located below grade may be located within the setback.
4. Minimum Side Yard: None
5. Minimum Rear Yard: None
6. Maximum Number of Stories/Building Height: 6 Stories (Max.- 85'-0").
   a. Height is measured from the vertical distance of a building measured from the average elevation of the finished grade of the structure to the highest roof beams of a flat roof or to the mean level of the highest gable or slope of a hip roof.
      - A pitched roof will only be permitted along the back portion of the building and only if the first 30' feet of the roof, measured from the roof edge along State Street, is a flat roof.
7. Site Development Requirements:
   a. See Section 3.0 Development / Place-Making Design Standards for all architectural design requirements.
   b. The Redevelopment Area shall be developed in a single phase and shall be designed as a cohesive development that includes all parcels within the redevelopment area.
   c. The project shall include a roof top amenity with at minimum a fireplace or fire-pit and specialty stone paving hardscape for the residents. (A roof top pool is optional)
   d. Each residential floor shall include a minimum of one common room (excluding laundry) of not less than 350 square feet.
   e. The project shall include a fitness center of not less than 750 square feet.
8. Minimum / Maximum Number of Residential Units: Minimum 136 units / Maximum 230 units
9. Minimum / Maximum Development Square Footage: Minimum 135,000 gross square feet / Maximum 270,000 gross square feet.
2.4 PARKING STANDARDS:

1. **Minimum Parking Requirements**: The minimum parking requirement for the redevelopment area is one (1.0) space per residential dwelling unit.
   a. No additional visitor parking is required in the Redevelopment Area, however shared parking and off-site parking is permitted and encouraged.

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

3. **Shared Parking**: Joint use of up to 50 percent of required parking spaces may be permitted for two or more uses located on the same parcel or adjacent parcels, provided the developer can demonstrate the uses will not substantially overlap in hours of operation or in demand for the shared spaces. Any sharing of required parking spaces by use located on different parcels shall be guaranteed by a legally binding written agreement between the owner of the parking area, and the owner of any use located on a different parcel and served by the parking area.

   Any shared parking shall require a Shared Parking Analysis based on the ULI Shared Parking Software or a comparable software model, and shall be prepared by a credible expert, such as an experienced parking or land use consultant, planner, architect or engineer.

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 22' feet in length.

5. **Off-Site Parking Standards**: Parking standards may be met on-site or off-site at a distance of up to 1,600 feet from the property. Off-site parking may be provided through a lease having a term of not less than five (5) years excluding renewals and does not need to be located within the Redevelopment Area. 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.

6. **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 for every 100 vehicle parking spaces.

7. **Handicapped Accessible Parking Requirements**: Refer to Section 175-10.01C Handicapped Parking Schedule in the City of Hackensack Zoning Ordinance for number and typical size of spaces.

8. **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 following exceptions:
   a. Minimum Parking Stall Dimensions: 8’-0” x 17’-0”.
   b. Compact Parking Stall Dimensions: 7’-6” x 17’-0” (Up to 5%).
   c. Drive Aisle Dimensions: 22’-0” two way / 16’-0” one way.
   d. Up to 10 tandem parking stalls are permitted.
2.5 SCREENING STANDARDS:

Required Screening: The following uses must be screened from abutting property and view from a public street:

1. Dumpsters, recycling containers and solid waste handling areas;
2. Service entrances or utility structures associated with a building, except in the area where such use abuts other service or utility structures; Loading docks or spaces, except in the area where such use abuts other loading docks or spaces;
3. Outdoor storage of materials, stock and equipment;
4. Any fence or wall used for screening shall be constructed of the same materials as the building and should be a durable fashion of brick, stone, other masonry material, metal or wood;
   a. Chain link fence with plastic, metal or wood slats does not satisfy the requirements;
   b. The maximum height for a wall or fence is four feet (4'-0") unless otherwise approved;
5. Trees and shrubs shall be on the approved plant list in the City of Hackensack “Approved Plant Species” list;
   a. Trees should be trimmed up eight feet (8'-0") at the time of planting;
   b. Shrubs used in any screening or landscaping must be evergreen, at least three feet (3'-0") tall with a minimum spread of two feet (2'-0") when planted and no further apart than four feet (4'-0”). They must be of a variety and adequately maintained so that an average height of three to four feet (3'-0” to 4'-0”) could be expected as normal growth within four years of planting;
6. The screening of rooftop mechanical equipment is required.
   a. 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 from any public street, neighborhood or adjacent building;
   b. Screening materials shall be consistent with the architectural detail, color and materials of the building;
      - Wire mesh screening is not permitted.
   c. All roof and HVAC systems must be set back a minimum of 15’ from Main Street and 10’ from any other public street or public open space from the building edge and screened as to not be visible from any adjacent public street or public property.
7. The exterior design and color of any through wall mechanical equipment unit must be designed to match the adjacent building material color.
8. Structured Parking: The first floors of all buildings, including structured parking, shall be designed to encourage and complement a pedestrian friendly streetscape;
   a. Architectural Design: For parking structures which are visible from a public street, the first level shall be screened from any public street utilizing decorative elements such as brick, grillwork, louvers, artwork, other architectural features or occupiable uses in such a way that no vehicles shall be visible from the center line of the adjacent public street other than at the parking structure entrances.
      - Cabling or exposed concrete is not sufficient to meet this screening requirement;
      - Structures should be designed in such a way as to not show the ramping along any public street.
      - Openings on the first floor do not require windows but should be considered for corners;
   Architectural design features can be carried through to the first floor including the relative size and shape of windows and vertical elements in order to meet this requirement;
b. The Warren Street facade should include uses such as a lobby, office, commercial space, utility or service area and should include doors that open and windows that are oriented onto Warren Street.
c. The facade for the first floor should be designed to be consistent with the following architectural standards:
   - Entries & Doors: The placement of doors and their design are an integral part of the use because they establish a clear point of entry to the building.
   - Canopies & Awnings: An awning or canopy emphasizes the buildings entrance, and can include the projects identity. It can also add texture to the streetscape, and add interest and variety to the building façade;
   - Windows & Glazing: Windows should be designed in a manner to mimic commercial and retail uses along the first floor to provide an interest at the street level.
2.6 STREETSCAPE STANDARDS:

Street Design Elements: Proposed development shall provide streetscape improvements based on the following requirements:

a. **Street Trees**: Street trees shall be planted in grates or open landscape beds along Bergen Street, State Street and Warren Street at an equivalent of 30’ on center.
   - Street trees shall be planted with a minimum (six) 6” caliper, shall be trimmed to 8’-0” and shall be in accordance with the “American Standard for Nursery Stock” published by the American Association of Nurserymen at the time of installation;
   - Street tree species shall have a single species of tree and be approved by the City prior to installation. (Accent flowering trees are permitted to denote special areas.)
   - All trees shall be planted in tree pits (regardless of grates or open landscape beds) with a minimum of 6’-0” length x 4’-0” width by 3’-0” depth of topsoil. All construction debris shall be removed prior to installation.
   - If tree grates are utilized they shall be a minimum of 4’-0” x 4’-0” and be designed to allow for tree trunk growth and should be designed to support up lighting.

b. **Street Lighting**:
   - All street lighting shall be the City of Hackensack city standard pedestrian scale light pole and fixture;
   - Street lights shall be shielded from second floor uses with a maximum of 14’ in height, located on center between street trees and be 1’-0” from the back of curb at a maximum of 60’-0” on center;
   - Street light specifications, locations and photometrics 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;
   - Luminaries should be translucent or glare-free using opaque glass or acrylic lenses;
   - Diffusers and refractors should be installed to reduce glare; particularly adjacent to residential areas.

c. **Sidewalks**:
   - Sidewalks may be concrete or have accent pavers or other approved material;
   - Asphalt is prohibited;

d. **Bicycle Racks**:
   - Bicycle racks should be permanently mounted and placed in convenient locations;
   - Bicycle racks should be placed so as not to obstruct views or cause hazards to pedestrians or drivers;

e. **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.
   - All new transformer vaults, utility structures, exhaust air vents, back flow preventers, or any other similar devices are required to be located behind the setback, or underground on Main Street and shall be screened from any public street.
3 Design Standards
3.0 DEVELOPMENT / PLACE-MAKING STANDARDS:

The design standards in this section provides the criteria for development within the Redevelopment Area in order to promote a high quality, pedestrian friendly, mixed use district. Any future development is subject to these provisions and should be built in accordance with the minimum design standards specified in this section.

1. **Building Architectural Character:** All buildings shall reinforce pedestrian scale.

   a. The base of buildings shall be designed to provide elements that enhance the pedestrian environment particularly at the street level;

   b. Elements such as cornices, belt courses, corbelling, molding, string courses, ornamentation, changes in material or color, and other sculpturing of the base are appropriate and should be considered to add special interest to the base;

   c. Special attention must be given to the design of windows at the base of buildings. Recessed windows that are distinguished from the shaft of the building through the use of arches, pediments, mullions, and other treatments are encouraged. Ribbon windows are discouraged;

   d. Building facades in excess of 120’ in length shall be designed to avoid a monolithic appearance through the use of different façade materials (vertically or horizontally) and/or building step-backs that acts to break the building appearance into smaller increments and sections;

   e. Building materials may include: brick, stone, cast stone, stucco, metal and glass assemblies, wood and fiber cement siding;

      - Vinyl siding of any type or grade is strictly prohibited on any portion of any building façade within the Redevelopment Area;

      - Building facades facing a public street should include more than one material and overall must have a minimum of 25% of the second material (excluding windows) for the total building facade square footage facing public streets.
2. **Building Entrances**: Building entrances should be easily identifiable and should be located on Warren Street with transparent windows with project signage.

3. **Canopies and Balconies**: Canopies, awnings, and similar architectural accents are encouraged at entrances to buildings. Such features may be constructed of rigid or flexible material designed to complement the development’s identity at the street level.
   a. 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;
   b. Canopies for entrances located on Bergen, Warren and State Streets may have ground supports for these features.
   c. 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;
   d. Balconies/balconettes can be incorporated into the building façade and are allowed to project into the 12’-0” setback up to 2’-0” starting at the second level.

5. **Doors and Windows**: Where windows are used they must be transparent. Where expanses of solid wall are necessary, they may not exceed 30’-0” feet in length.
   a. The first floor and street level must be designed to address all public streets and all adjacent public or private open space improvements;
   b. No development subject to these provisions may have exterior walls with a reflectivity value in excess of 35 percent.

6. **Openings / Ventilation**: Any openings for ventilation, service, or emergency access located at the first floor level in the building facade must be decorative and must be an integral part of the overall building design.
   a. These openings as well as pedestrian and vehicular entrances must be designed so that cars parked inside are not visible from the street.
3.1 SIGNAGE STANDARDS:

1. Signage Standards Overview:
   a. The development is encouraged to explore a variety of signage types, sizes and styles with the objective of integrating the design of the signage into the project design.
      - The goal is to maintain creative consistency that identifies the identity;
      - Signs can be in the form of a painted sign, flat sign, fin sign, window sign, illuminated or non-illuminated sign, dimensional sign, sidewalk sign or awnings;
      - 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;

2. Signage Principles:
   a. The development is permitted two (2'-0") square feet of signage for each one (1'-0") linear foot of first floor building frontage located along Warren Street. This total signage allocation can be distributed among all signage types;
      - Variety of wall mounted signs on the same building to be encouraged (no uniformity in height, shape, color or type);
      - Variety of sign types to be encouraged, such as wall mounted, fin, projecting, banner, awning and marquees;
      - Variety of sign illumination to be encouraged, such as external, internal, halo, and indirect.

3. Signage Criteria: A variety of sign types are both permitted and encouraged.
   a. Primary Signs: The primary sign refers to the project sign at the entry. The maximum length of lettering permitted to be used on the primary sign should not exceed 75% of the permitted sign area;
   b. Secondary Signs: Secondary signs are those signs that mark a second entrance or corner condition such as would occur on a street corner or at a public place;
   c. Additional Signs: A variety of other sign types are permitted and encouraged including;
      - Projecting Signs: A projecting sign mounts perpendicular to a building façade and typically hangs from decorative cast or wrought iron brackets, or is firmly mounted to the façade. The use of projecting signs is strongly encouraged. The signs can be painted wood or sheet metal panels with painted, applied or carved letters, logo, crests, insignias and/or images that creatively represent the tenant’s identity. Unique shapes and layered applications are encouraged. Projecting signs include blade signs, banners,
Design Standards

**Blade Signs:** Should be located at a minimum of 10'-0” above finished grade, and should only project a maximum of 2’-6” from the face of the storefront;

- **Flags & Banners:** Canvas or nylon flags and banners may be used but vinyl banners are not permitted. Flags or banners can be hung perpendicular to the building from poles, or flat against the building. Flag or banner content should be limited to tenant identity.

**Sidewalk Signs:** Can be used to enhance a commercial tenant’s identity but should be considered as temporary signage. Restaurant menu boards are the best example of the appropriate use of sidewalk signs;

**Window Signs:** These signs are meant to establish or enhance a commercial tenant’s identity and should be considered as temporary signage that advertises sales, promotions, etc.

4. **Discouraged and Prohibited Sign Types:**

- **Discouraged Signs:** The following sign types, components and devices are strongly discouraged for storefronts:
  - Fabric, styrofoam, cardboard, paper or injected molded plastic;
  - Luminous vacuum formed plastic letters;
  - Exposed lamps and neon;
  - Credit card decals, stickers and/or trademarks.

- **Prohibited Signs:** The following sign types, components and devices are not permitted:
  - Animated, moving, chaser, flashing, smoke, audible or odor-emitting signs;
  - Boxed or cabinet type signs, except when totally recessed and integrated as part of the storefront.

5. **Other Signage Requirements:**

- All signs erected in this Redevelopment Area shall conform to this document including the schedule of permitted signs herein, and the uniform construction code;

- No sign shall be erected or altered within this Redevelopment Area without first obtaining approval from the appropriate review board and a permit from the Construction Official;

- A sign permit application shall include either structural drawings or specifications of how the sign is to be erected and electrical drawings if applicable of how the sign is to comply with the National Electric Code;

- Direct illumination or backlighting shall not exceed seventy-five foot candles when measured with a standard light meter;

- All signs shall be designed, located, shielded and directed so as to prevent the casting of glare or direct light from artificial illumination upon streets, driveways and surrounding property;

- Under no circumstances shall fluorescent or glowing paint be permitted for any signage in the Redevelopment Area;

- Flashing, blinking, electronically moving or intermittently illuminated signs or advertising devices are prohibited;

- The Planning Board at its discretion may waive some of the regulations if a proposed sign or light is presented as a site specific piece of civic art;

- Billboards are expressly prohibited throughout the Redevelopment Area;

- Freestanding signs are prohibited except for way finding and sidewalk signs;

- Murals are permitted but must maintain the size requirements as outlined in this section. Murals that are historic are not required to meet the maximum size requirements outlined in this section;

- All signage shall be subject to site plan review and approval by the reviewing board.
4 Additional Redevelopment Plan Elements
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 sensibly-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 spheres of influence are depicted in Exhibit E in the Appendix. 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 reinvestment in the designated area.

- Property owners can be afforded tax abatement over five years to allow their capital to be directed to property upgrades and expansions, which ultimately enhance the tax base due to the positive effects on the subject property and those around it.

- The City may prepare a redevelopment plan for any area designated for rehabilitation, select a redeveloper, provide special redevelopment zoning standards and design criteria and phase the development over a predetermined schedule.

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

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

4. Regarding the Rehabilitation Approach the document states: “The area in Need of Rehabilitation approach has been effectively used in number of New Jersey Municipalities and holds great promise for the City of Hackensack. Therefore this report strongly recommends the pursuit of this approach in all areas of the City that meet the criteria.
5. The City’s 2001 and 2009 Master Plan Reports provide strategies for redevelopment which includes the properties under investigation. The 2001 and 2009 Master Plan report states:
   a. Master Plan Goals and Objectives
      - Maintain and enhance the quality of established neighborhoods in Hackensack and promote compatibility of new development with existing or specifically defined character;
      - Encourage public and private redevelopment to assist in the rehabilitation of areas in need of improvement and upgrading including utilization of State and Federal Assistance programs, where applicable, as well as public/private partnerships;
      - Provide housing opportunities and a variety of housing for various income levels or the population, including low and moderate income housing, middle income housing and senior citizen housing; encourage multi-family and mixed-use development and redevelopment with in the central business district ....
      - Improve the quantity, quality and availability of parks and open space including active and passive recreational facilities, neighborhood parks and environmentally sensitive areas. Encourage open space within major new developments and redevelopment. Promote the establishment of a publicly accessible linear greenway (riverside) park along the Hackensack River;
      - Encourage adaptive re-use of historic and character defining structures, where appropriate; encourage context sensitive design of replacement structures;
      - Promote and upgrade the downtown area of Hackensack including the four spheres of influence with an emphasis on assuring a vibrant, mixed use and appealing downtown;

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

10. 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."
SECTION 4.1 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 the residential buildings in the redevelopment area are uninhabited, there is no need to make provision for temporary or permanent relocation of any resident.

SECTION 4.2 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.

SECTION 4.3 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. As a result, this plan does not make provision for the construction or rehabilitation of affordable replacement housing units.

SECTION 4.4 PROJECT SIGNAGE:

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.