Anderson Street
Redevelopment Plan Amendment
Block 419 Lots: 18, 22, 26 & 27

CITY OF HACKENSACK,
BERGEN COUNTY, NEW JERSEY
May 2019

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BACKGROUND INFORMATION:

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

The Plan which was adopted in 2012 promotes:

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

In only a short period of time since the adoption of the plan, the City has already begun to see the benefits of these strategies. As of the date of this Redevelopment Plan, the City has over 1,000 residential units within the downtown area either completed or under construction and another 2,000 units that are in the planning process. These include 100 State Street and 149 Main Street which were completed in 2017 and 2018 respectfully. Construction continues on 210-214 Main Street and 240 Main Street, both of which should be completed before the end of 2019. On going projects under construction include, 18 East Camden and 383 Main Street both of which are scheduled to be completed in 2020. In addition, 170 Main Street, 437 Main Street and 155 River Street which are under construction are scheduled to be completed in 2021.

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

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

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

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

This redevelopment plan has been prepared for Block 419 – 18, 22, 26 & 27. The addresses for the plan include: 89, 93, 95, 107-109 Anderson Street and 410 Railroad Avenue. The approximately 1.5 acre site is located outside of the Downtown Rehabilitation Area on Anderson Street and Railroad Avenue which is across the street from the Anderson Street Train Station.

The City of Hackensack Mayor and Council in 2015 determined by resolution in two separate studies that these properties qualified as an “area in need of redevelopment” in accordance with the criteria specified in the New Jersey Local Redevelopment and Housing Law (LRHL) at N.J.S.A. 40A:12A-5. The LRHL allows a municipality to prepare a redevelopment plan which provides the development regulations and other standards to guide future development for this area.

The intent of this Redevelopment Plan is to supercede the underlying zoning.
INTRODUCTION

Map 4: Hackensack Rehabilitation Area
Regional Context Map

DMR Architects
**INTRODUCTION**

**SURROUNDING AREA CONTEXT:**

The four parcels (Block 419 – Lots 18, 22, 26 & 27) are located between Anderson Street, Park Street, Passaic Street and Railroad Avenue, three blocks outside the Downtown Rehabilitation Area Zoning District which was adopted in June 2012. The current land use for the properties consist of surface parking, commercial and retail establishments and multi-family residential.

**PROPERTY INFORMATION:**

**Block 419 - Lot 18:** This approximately 31,311 sf property includes the City of Hackensack’s Building Department. It is located on the end of Railroad Avenue, and has a two story masonry building located on it and includes approximately 20 spaces.

**Block 419 - Lot 22:** This approximately 25,819 square foot property is located on Anderson Street and includes a one story approximately 55’-0” by 115’-0” commercial building with basement and approximately 45 parking spaces. The parking lot includes two entrances off Anderson Street and is located approximately 200 feet from the existing Anderson Street Train Station on the NJ Transit Pascack Valley Line.

**Block 419 - Lot 26:** This approximately 3,961 square foot property is located on Anderson Street to the north of Lot 18 and is comprised of a two story multi-family residential building with a one story garage and driveway.

**Block 419 - Lot 27:** This approximately 4,179 square foot site is located on the Anderson Street. The property includes a mixed use building with a single story commercial space built into a two story residential house that has been converted into a multi unit rental property.
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 to supersede the 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:

The definitions defined in Section 175-2.2 apply to the Rehabilitation Area with the exception of the following terms:

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. 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 projects that have a grade change, an additional level of parking may be provided at the lower grade of the property.

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

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

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 property is located in the B-1 District and include the following requirements:

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

a. Retail stores and shops where products to be sold are stored within a fully enclosed building, but specifically excluding pawnshops, the sale of used furniture, appliances, machinery, clothing or other used manufactured goods, including antique shops. Recognized charitable rummage sales for a limited period (2 weeks) are not included in this exclusion;
b. Art gallery, studios for dancing, photography, sculpture or musical instruction or instruction in physical self defense;
c. Bakery where products prepared are retailed on the premises;
d. Bank or trust company or savings and loan institutions, except drive-in facilities;
e. Club, lodge, meeting hall and social recreation building affiliated with a national or international organization;
f. Day nursery, nursery school, child care center;
g. Delicatessen store;
h. Drug stores;
i. Florist shop;
j. Funeral parlors, undertaking establishments;
k. Hardware stores;
1. Mixed commercial/residential buildings on lots that abut Main Street, provided 100% of the mixed-use building coverage lies within 200 feet of Main Street;
m. Multi-family dwellings;
n. Municipal, county, state or federal governmental building, library, park or recreation facility, firehouse;
o. Package liquor store;
p. Personal service establishments, including tailor, dressmakers, shoe repair, barbershop, beauty parlors, nail and hair salons, specifically excluding public garages;
q. Pet shops;
r. Professional offices, business offices, governmental offices, office buildings;
s. Townhouses;
t. Travel agencies or offices;

Accessory Use:
Any of the following accessory uses may be permitted within the B-1 District, only on the same lot(s) as a permitted principal use.
a. Accessory uses customarily incidental to a permitted principal use;
b. Off-street parking and loading facilities;
c. Fences;
d. Signs;
e. Steam or wet-wash laundries, shirt laundries or any other laundry shall be permitted only as an accessory use to a hotel.
Conditional Use:
The following conditional uses are permitted within the neighborhood business district (B-1) subject to the area, yard, and bulk regulations and other controls identified in the conditional use regulations of this ordinance.

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

Area, Yard and Bulk Regulations:

<table>
<thead>
<tr>
<th>Bulk Description</th>
<th>Hotel/Multi-Family/Non-Residential:</th>
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<tbody>
<tr>
<td>Min. Lot Size (sq. ft.):</td>
<td>15,000</td>
</tr>
<tr>
<td>Min. Lot Width (ft.):</td>
<td>100</td>
</tr>
<tr>
<td>Min. Front Yard (ft.):</td>
<td>20 (note 10)</td>
</tr>
<tr>
<td>Min. Side Yard, interior (ft.):</td>
<td>15 *</td>
</tr>
<tr>
<td>Min. Side Yard, Secondary Streets (ft.):</td>
<td>15 (note 10)</td>
</tr>
<tr>
<td>Min. Rear Yard (ft.):</td>
<td>15 (note 10)</td>
</tr>
<tr>
<td>Max. Height (stories/ft.):</td>
<td>- / 150</td>
</tr>
<tr>
<td>Max. Lot Coverage (%):</td>
<td>33 1/3</td>
</tr>
<tr>
<td>Min. Lot Area per Dwelling Unit (sq. ft.):</td>
<td>871 (m/f only)</td>
</tr>
<tr>
<td>Min. Height Ratio, front:</td>
<td>4:1 Bldgs. Exceeding 25 ft. in height; 6:1, but not less than Note 10</td>
</tr>
<tr>
<td>Min. Height Ratio, side:</td>
<td>4:1 Bldgs. exceeding 25 ft. in height 6:1, but not less than 10 ft.</td>
</tr>
<tr>
<td>Min. Height Ratio, rear:</td>
<td>4:1 **</td>
</tr>
</tbody>
</table>

* No side yard is required, however, if a yard is provided, it shall be no less than six (6) feet.
** Off street loading and unloading shall be arranged that vehicular maneuvering (backing into a loading or unloading area or dock) will not take place on Hackensack Avenue, River Street, South River Street, Hudson Street, or Johnson Avenue.
“TOWNHOUSES” and “MIXED COMMERCIAL/RESIDENTIAL BUILDINGS” and associated area, yard and bulk regulations so that the area, yard and bulk regulations shall be as follows:

### “TOWNHOUSES”
- **Min. Lot Size (sq. ft.):** 15,000
- **Min. Lot Width (ft.):** 150
- **Min. Front Yard (ft.):** 25
- **Min. Side Yard, Interior (ft.):** 15
- **Min. Side Yard, Secondary Streets (ft.):** 15
- **Min. Rear Yard (ft.):** 20
- **Max. Height (stories/ft.):** 3/35
- **Max. Lot Coverage (%):** 30
- **Min. lot Area per Dwelling unit (Sq. ft.):** 3,111
- **Min. Height Ratio, front:** ---
- **Min. Height Ratio, side:** ---
- **Min. Height Ratio, rear:** ---
- **Max. Length of Building:** 6 dwelling units or 180 feet, whichever is lesser.

(a) Where individual townhouse lots will be created and sold, section 175-6.8 shall apply in lieu of the standards hereunder.

### “HOTEL AND MULTIFAMILY”
- **Min. Lot size (sq. ft.):** 15,000
- **Min. Lot Width (ft.):** 100
- **Min. Front Yard (ft.):** 20
- **Min. Side Yard, Interior (ft.):** 15
- **Min. Side Yard, Secondary Streets (ft.):** 15
- **Min. Rear Yard (ft.):** 15
- **Max. Height (stories/ft.):** 4/150
- **Max. Lot Coverage (%):** 33 1/3
- **Min. lot Area per Dwelling unit (Sq. ft.):** 871 (multi-family dwelling only)
- **Min. Height Ratio, front:** 4:1
- **Min. Height Ratio, side:** 4:1
- **Min. Height Ratio, rear:** 4:1

### “MIXED COMMERCIAL RESIDENTIAL BUILDINGS”
- **Min. Lot Size (sq. ft.):** 5,000
- **Min. Lot Width (ft.):** 50
- **Min. Front Yard (ft.):** ---
- **Min. Side Yard (ft.):** *
- **Min. Rear Yard (ft.):** 15
Max. Height (stories/ft.) 3/35
Max. Lot Coverage (%) 80
Min. lot Area per Dwelling unit (Sq. ft.) 1,000
Min. Height Ratio, front None
Min. Height Ratio, side None
Min. Height Ratio, rear None
*No side yard is required, however, if a yard is provided, it shall be no less than six (6) feet.

"NON-RESIDENTIAL"

Min. Lot Size (sq. ft.) ---
Min. Lot Width (ft.) ---
Min. Front Yard (ft.) (note 10)
Min. Side Yard, Interior (ft.) *
Min. Side Yard, Secondary Streets (ft.) (note 10)
Min. Rear Yard (ft.) (note 10)
Max. Height (stories/ft.) -/150
Max. Lot Coverage (%) ---
Min. lot Area per Dwelling unit (Sq. ft.) exceeding 25 ft. in height; 6:1, but

Min. Height Ratio, side Bldgs. exceeding 25 ft. in height; 6:1, but

Min. Height Ratio, rear
*
** Off-street loading and unloading shall be arranged that vehicular maneuvering (backing into a loading or unloading area or dock) will not take place on Hackensack Avenue, River Street, South River Street, Hudson Street, or Johnson Avenue.

The following uses are specifically prohibited in the B-1 Zone:

a) Check cashing stores;

b) Day laborer employment placement officer;

c) Public parking lots;

d) Outside storage of vehicles as commercial storage, or as vehicles for rent;

e) Any temporary or permanent storage of contractor equipment, construction materials, demolition debris, lot clearance debris, or excavated soil and rock on any property not undergoing construction work, whether the property is established as a contractor yard or not."
REDEVELOPMENT PLAN GOALS:

This property is identified as a potential redevelopment area in 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 City 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 City as a part of the 2001 Master Plan, 2009 Re-examination Report and the 2012 Downtown Rehabilitation Plan.

The objectives for this Redevelopment Plan are to:

1. Promote increased quality of life for all residents in the City of Hackensack;
2. Promote the development of a mid to high density predominantly residential mixed use project;
3. Support existing businesses and property owners while creating new construction and permanent jobs in the City;
4. Generate new tax ratables and revenue from the sale of the property to support additional revitalization activities;
5. Implementation architectural, neighborhood and sustainable design standards that promote high quality development.
6. Provide parking to support the residential and retail uses in the redevelopment area.

The redevelopment plan is intended to capitalize on its prime location and proximity to the Downtown Rehabilitation Plan, the New Jersey Regional Bus Station, the two New Jersey Transit Stations (Essex and Anderson Street), as well as to the major transportation including Route 4, 46, 17, Interstate 80 and the Garden State Parkway.
USE AND BULK REQUIREMENTS:

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

RESIDENTIAL:
Multi-family, apartments, condominiums, town-homes, residence halls, and lofts;

RETAIL:
General stores and shops, restaurants, eating and drinking establishments, bakery, delicatessen, grocery, hardware, book and stationery, florists; as liner uses around parking structures;

COMMERCIAL:
General office, medical, banks, pharmacy, health clubs, art galleries and studios, museum as a liner around parking structures;

PUBLIC / CIVIC:
Parks, plazas, open space, and other public facilities;

ADDITIONAL REQUIREMENTS:
1. Any use not specifically stated as a Permitted Use is not allowed in the Redevelopment Area;
2. Retail and commercial uses are required to front on Anderson Street;
3. Accessory Uses are permitted on the first floor;
4. Residential units are not permitted on the first floor facing Anderson Street;
5. All buildings shall be designed with a flat roof;
6. Drive-thrus are not permitted in this Redevelopment Plan;

ACCESSORY LAND USES:
1. Lobbies on the ground floor providing access to residential uses on the upper floors;
2. Parking as structured as an accessory use to a permitted use;
3. Loading spaces and docks, recycling and refuse storage areas;
4. Retail, commercial, office and service uses provided they are subordinate to the principle permitted use including:
   a. Management and Leasing Offices;
   b. Conference center, meeting rooms;
   c. Fitness Centers;
   d. Outdoor pool and amenity facilities
   d. Walk up ATM’s;
   e. Spa, beauty and coffee shops;
5. 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. The square footage of an accessory use shall not count toward the maximum square footage for retail, commercial or civic uses;
6. When an accessory structure is attached to the principal structure, it shall comply in all respects with the requirements applicable to the principal structure;

7. 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 (structure) which may be constructed prior to the primary use;

8. 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;

DENSITY, AREA, YARD AND HEIGHT REQUIREMENTS:
The following requirements apply to the Redevelopment Area:

1. Minimum Lot Size: None

2. Minimum Dwelling Unit Size: 500 sf
   a. A maximum of 10% 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;
   d. No more than two bedrooms are permitted;

3. Minimum / Maximum Building Setbacks: All building setbacks are measured from the existing or proposed face of curb (which ever is greater).
   a. The minimum building setback on Anderson Street shall be 16'-0";
   b. No internal front, side or rear yard setbacks are required (with the exception of building code requirements);
   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 cannot be located on Anderson Street;
   d. Utility structures located below grade may be located within the setback of any street;

4. Minimum / Maximum Number of Units: 120 / 222 units

5. Minimum / Maximum Number of Stories / Building Height: 3 / 6 Stories (36'-0" / 72'-0")
   a. Building heights do not include roof top equipment or parking structure access;
      - Maximum height of appurtenances shall be 15'-0" (See screening requirements in the Design Standards section of the Redevelopment Plan);
      - Maximum roof coverage by appurtenances shall be 15%;
   b. The first floor of any non-free standing commercial and retail use shall have a minimum floor to floor height of 14'-0";

6. Minimum Retail / Commercial Space: 3,500 sf;
   a. The minimum depth for attached retail or commercial space shall be 40'-0";
   b. A minimum of one chase shall be designed into the designated commercial / retail space for potential restaurant uses;
      - Operable windows and storefronts are strongly encouraged along the retail areas;
7. **Maximum Building / Lot Coverage**: 90%

8. **Other Requirements**:
   a. See Development / Place-Making Design Standards for all building and streetscape design requirements.
   b. An underground detention system shall be provided to mitigate flooding based on a 25 year storm event for the entire project.
   c. Corner elements that extend above the main facade may extend beyond the maximum building height by up to eight feet (8'-0")
   d. All structures shall be designed with a flat roof;
   e. Egress doors cannot open into a public right of way;
   f. All dumpsters, trash receptacles, and deliveries shall be located at the rear of the building and shall meet the screening standards of this Redevelopment Plan;

**PARKING STANDARDS**:

1. **Parking Standards for Non-Catalyst Developments**:
   The minimum parking requirements for Development Projects which meet the Density, Area, Yard and Height Requirements for the Rehabilitation Area are as follows:

<table>
<thead>
<tr>
<th>Use</th>
<th>Non-Catalyst Parking Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multi-family</td>
<td>1.0 sp per dwelling unit</td>
</tr>
<tr>
<td>Retail</td>
<td>4.0 sp/1,000 GFA*</td>
</tr>
</tbody>
</table>

   **Notes**:
   a. When the formula or parking spaces required results in a fraction of a space exceeding 0.49, a full space shall be required;
   b. Gross Floor Area is the total interior floor area of all floors determined by measuring the inside dimension of the outside walls of the structure;
   c. Up to 20% of the required parking stalls may be designated for compact cars;
   d. Off-street tandem parking is prohibited;
   e. Outdoor seating areas do not count toward the required parking ratios;
   f. Accessory uses do not require parking;
   g. All structured parking shall be screened based on the Design Standards indicated in the Streetscape section of this Redevelopment Plan;
   h. 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.

2. **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.
3. **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 to appear before the approving Board to demonstrate the modifications do not negatively affect the results of the approved Shared Parking Study and analysis;

   f. The Shared Parking Study is subjective to review and approval by the Board and its professionals. If the shared parking analysis is deemed acceptable, the Board may relax the aggregate total of required parking spaces to account for the shared use of the provided spaces. The application and acceptance of this policy is at the sole discretion of the approving Board;

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.

   a. Tandem on-street parking spaces are encouraged on Main Street and require at least 22’ feet in length;

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

7. **Additional Off-Street Parking Regulations:** For all parking standards not covered in this section refer to Section 175-10.2 Additional Off-Street Parking Regulations A through K and Section 175-10.5 Design Criteria A through H of the City of Hackensack Zoning Ordinance with the exception of the following:
   a. A minimum of 80% of the off-street parking shall have a clear dimension of 9'-0" x 18'-0".
   b. Drive aisles are permitted to be 23'-0";

**CONCEPTUAL SITE PLANS:**

The following Exhibits represent conceptual plans for the proposed redevelopment area and are intended to only provide context. The written requirements of this redevelopment plan supercede any conceptual site plans or elevations shown within this report.
Exhibit 2: Typical Second Floor Plan
Courtesy of MVMK Architects

Exhibit 3: Typical Residential Third Level Floor Plan
Courtesy of MVMK Architects
Exhibit 3: Typical Residential Fourth & Fifth Level Floor Plan
Courtesy of MVMK Architects

Exhibit 5: Typical Residential Sixth Level Floor Plan
Courtesy of MVMK Architects
DEVELOPMENT / PLACE-MAKING DESIGN STANDARDS:
The design standards in this section provide the proposed redevelopment area, in order to promote a high quality, pedestrian friendly, mixed use environment. Any future development is subject to these provisions and should be built in accordance with the minimum design standards specified in this section. These standards promote:
1. Appropriate scale for Anderson Street;
2. Standards for retail, commercial and residential uses;
3. Mixture of architectural styles with:
   a. New development;
   b. Unified streetscape design;
   c. New construction with an emphasis on modern materials and construction methods;

1. **Building Architectural Character:**
   All buildings shall reinforce pedestrian scale.
   a. The base of buildings shall be distinguished from the remainder of the building with an emphasis on providing design elements that will 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 provided to add special interest to the base;
   c. Special attention must be given to the design of windows at the base of buildings. Ribbon windows are discouraged. Operable windows are encouraged along the retail portion on Anderson Street:
d. Building facades in excess of 120’ in length shall be designed to avoid a monolithic appearance with a vertical demarcation at a minimum of every 60’-0” of building façade;

e. Buildings over four (4) stories should have a building step back to allow for a more appropriate scale along Anderson Street;

f. Building materials may include: brick, stone, cast stone, stucco, metal and glass storefront assemblies, wood and fiber cement siding;
   - Vinyl siding of any type and grade is strictly prohibited on any portion of any building façade within the Rehabilitation Area;
   - First level commercial, retail and office may be designed using different material than the levels above;

g. Primary building materials shall include: brick, stone, cast stone, and/or glass which cover a minimum of 65% of each building façade, exclusive of windows and doors with accent materials comprising a maximum of 35% for each building façade;

h. Storefront design should reflect the individual tenant’s brand identity;
   - First level facades should be varied and avoid monolithic appearance;

2. Building Orientation:
   All buildings shall be oriented toward Anderson Street and public open spaces.
   a. The first floors of all buildings, including structured parking, must be designed to encourage and complement pedestrian-scale activity. It is intended that this be accomplished principally by the use of windows and doors arranged so that the uses are visible from and/or accessible to the street on at least 50% of the retail or commercial length of the first floor street frontage;
   b. All new commercial and retail first floors shall have a 14’-0” minimum floor to floor height;

3. Building Entrances:
   Building entrances should be easily identifiable and feature large, open and transparent windows with unique and interesting signage. (Operable windows are encouraged)
   a. Retail entrances can have up to a 2’-0” pop-out / protrusion / recess into the required setback for columns or other architectural features that distinguish the commercial or retail storefront;
   b. Tenants may use this area for merchandising projection;
   c. Residential entrances should be separate and distinct from retail entrances;

4. Building Storefronts:
   a. Great retail streets are comprised of great retail storefronts. As a part of the public space, storefronts are a critical component of a street’s vibrancy and character. Therefore, the City encourages a variety of unique and engaging storefronts to collectively form a great retail street. First and foremost, creativity is strongly encouraged. These criteria are established less as a set of rules, and more as a benchmark, or starting point, for making exciting storefronts. In addition to storefront design, retailers can actively contribute to their location’s streetscape. Elements such as awnings, planters and outdoor seating increase visibility, enhance connections to the sidewalk and create interest.
5. **Storefront Components:**
   - **Entries & Doors:** The placement of doors and their design are an integral part of the storefront because they establish a clear point of entry to the store. Creative uses for entry doors should be explored as a connection to the street. Restaurants especially should use doors to open interior seating spaces to the outside café seating on the sidewalk;
   - **Canopies & Awnings:** An awning or canopy emphasizes the store or restaurant’s entrance, provides shade for a café, and can carry part of a tenant’s identity. It can also add texture to the streetscape, and add interest and variety to the building façade;
   - **Windows & Glazing:** The use of glazing in retail storefronts creates an important connection between the interior and exterior environment, and allows for effective window shopping and merchandising opportunities. Glazing elements also play a key role in establishing the quality of public space. Storefronts are required to be a minimum of 75% transparent along Anderson Street for both retail and residential uses;

6. **Storefront Materials:**
   - The approach to storefront design should be to create the highest quality level possible with an emphasis on user-friendly materials. The overall objective in developing the exterior storefront design is to specify “real” materials at the pedestrian level. A variety of masonry materials such as brick, stone and pre-cast are suitable. Masonry detailing, molding, finished metals, glass enhancements and high quality paint treatments will contribute to a successful retail environment. The minimum recommendations below, outline some of the specifics when considering materials for storefronts:
     - Construction detail and finish should adhere to craftsman’s standards;
     - Focus should be on window design to create a visual connection between the interior and exterior;
     - Recommended materials are wood, metal, brick, stone, glass and concrete as well as plaster;
     - Acceptable materials are durable, smooth exterior grade woods such as oak, redwood and poplar;
Canopies and balconies for residential

- Durable materials are especially critical at street level where pedestrian contact will be considerable.
- EIFS or similar materials are not permitted below this dimension;
- Storefronts should be predominantly glass to provide views into the store, but glass should not be the exclusive material;
- Materials should be authentically portrayed and code compliant;

b. The following materials are not permitted for new development without a variance on storefronts:
   - Plastic and metal laminates;
   - Acrylic;
   - Plastics;
   - Smoked or tinted glass;
   - Simulated materials;
   - Interior grade materials and wall coverings;
   - Distressed or sandblasted woods;
   - Rough-sawn woods and shakes;
   - Mirrors;
   - EIFS;

7. **Street Level Frontage / Uses:**

Anderson Street must have either occupied commercial, retail, or other approved use to encourage pedestrian scale activity at the ground level.

a. Residential uses are not permitted fronting on the first floor on Anderson Street:
   - Residential lobbies, amenities and entrances are permitted on the first floor;
   - Residential uses on the first floor shall be limited to a maximum of 50% of the street frontage for the project;

c. Temporary / semi-permanent outdoor dining and seating is encouraged within the setback for retail and restaurant uses located on Anderson Street;

c. Seating is encouraged to be designed either along the building façade or at the back of the curb. These areas should be clearly identified with either temporary, semi permanent barriers that are removed at the end of each night or permanent barriers;
8. **Canopies and Balconies:**
Canopies, awnings, and similar architectural accents are encouraged at entrances to buildings and in open space areas. Such features may be constructed of rigid or flexible material designed to complement the tenant'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. Ground supports for these features are not permitted in the minimum setback, sidewalk or in the public right-of-way on Anderson Street;
      - In no instance shall such features extend over or interfere with the growth or maintenance of any required tree plantings;
      - Residential canopies located on secondary 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;

9. **Mechanical Equipment Screening:**
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 Anderson 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;
   d. Any wall pack ventilation unit facing a public street must match the adjacent material color;

10. **Building Service Locations:**
All service locations for new development shall be provided at the rear or side of the building and shall not be permitted directly on Anderson Street.

11. **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 street level must be designed to address all public streets and all adjacent public or private open space improvements;
   b. No development may have exterior walls with a reflectivity value in excess of 35 percent;
12. **Structured Parking:**
   a. Structured parking shall be screened with uses along Anderson Street and the rail line right of way;
   b. Structured parking shall be screened with either uses or shall include decorative architectural details such as building materials, windows and detailing;
      - Architectural detail elements should have the same or similar materials and should have the same or similar scale for openings as the residential / commercial building above;
      - Other than at the parking entrances vehicles shall not be visible from the center line of either public street;
   c. All ramps shall be internal to the parking structure and shall not be visible from any public street;
      - Cabling or exposed concrete alone does meet the screening requirement;
   d. Driveway and garage openings should not exceed 28'-0" and should include traffic calming measures and a change in surface materials where driveways cross the sidewalk to help ensure pedestrian and bicycle safety;

13. **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 are not visible from the street;

14. **Environmental and Sustainable Design:**
   a. Pervious surface and / or storm-water management systems will be required for any proposed development to reduce the impacts to the City’s sewer system. Infrastructure improvements would include but not limited to green roofs, planter boxes and trays, permeable pavers and above or below grade storm-water management systems;
   b. The improvements shall be provided in order to ensure that the post-construction peak runoff rates for the 2 year, 10 year, and 100 year storm events are a maximum of 90 percent of the pre-construction peak runoff rates.

15. **Signage Design Standards:**
   a. The signage standards for the redevelopment area shall meet the requirements identified in the Downtown Rehabilitation Plan.

16. **Streetscape Design Standards:**
   a. The streetscape standards as it pertains to hardscape and landscape materials for this redevelopment plan shall meet the requirements identified in the Downtown Rehabilitation Plan for Main Street.
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. The Master Plan report noted that:

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

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 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.

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. Any site plan application shall provide a temporary or permanent relocation plan for any residential located in the redevelopment area.

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 either construct or contribute to the City’s trust fund to assist the in meeting a portion of its obligation.

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.

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

Long Term Financing Considerations:
The City will consider a long term tax exemption if the project commences within five (5) years of plan adoption. The duration and financial consideration shall be determined through a Redeveloper’s agreement. 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.