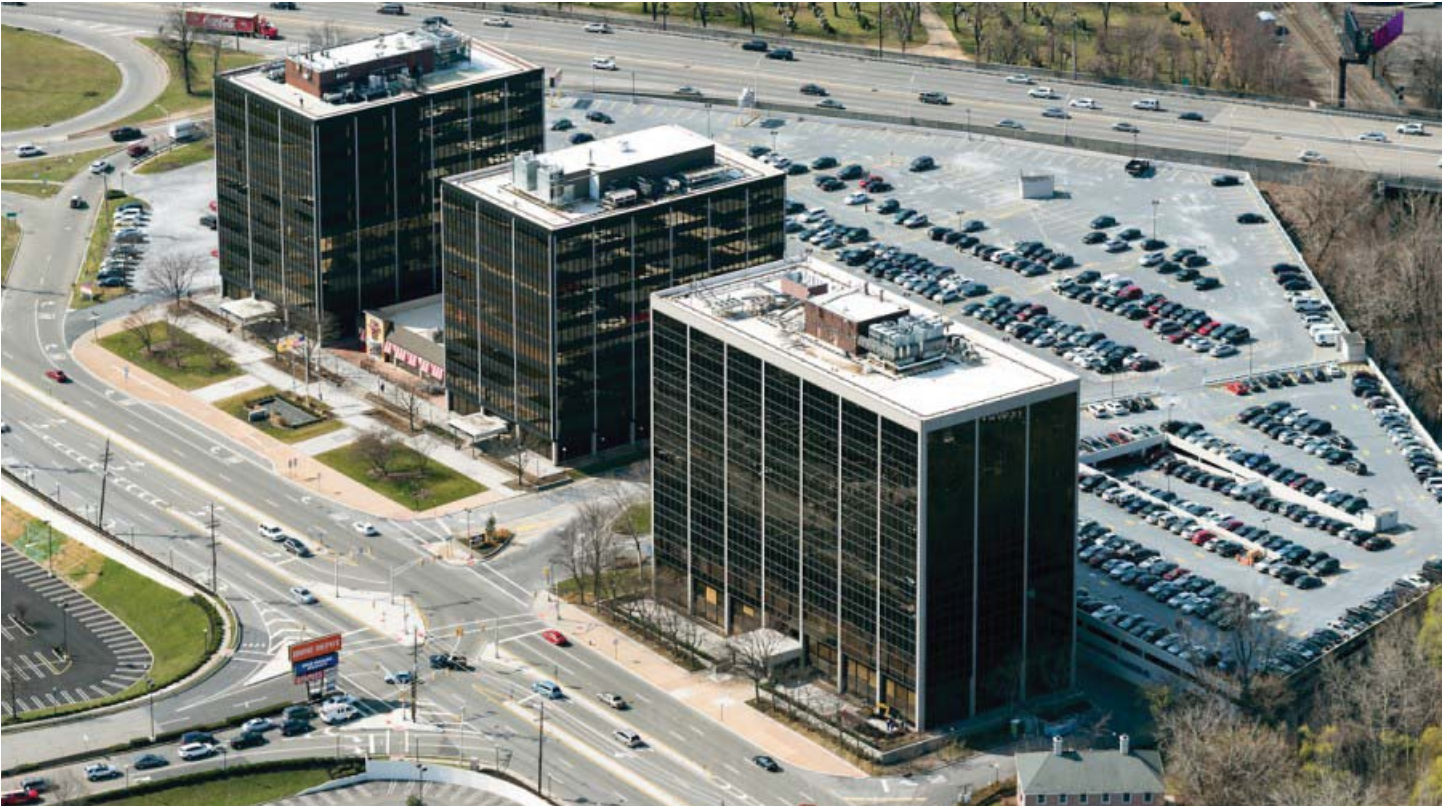


Continental Plaza Redevelopment Plan



Block 512.01, Lot: 6 - Block 513, Lot: 1 - Block 514, Lot: 1

**CITY OF HACKENSACK,
BERGEN COUNTY, NEW JERSEY**

September 2017

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

Francis Reiner, LLA - PP
License #: LI00616700

Date: 09-06-2017



ACKNOWLEDGEMENTS

Mayor and Council

Mayor John Labrosse
Deputy Mayor Kathleen Canestrino
Councilman Leonardo Battaglia
Councilman David Sims
Councilwoman Stephanie Von Rudenberg

Planning Board

Fernando Garip, Jr. - Chairman
John Chiusolo - Vice Chairman
John Labrosse - Mayor
Kathy Canestrino - Deputy Mayor
Albert Dib - Member
Roman Kaminsky - Member
Gary Terzano - Member
Ralph Contini - Alternate

Planning Board Attorney

Joseph L. Mecca, Jr., Esq.

Planning Board Engineer

Gregory J. Polyniak, P.E., P.P., C.M.E., Neglia Engineering

City Manager

Mr. Ted M. Ehrenburg

TABLE OF CONTENTS

Acknowledgements.....	i
Background Information.....	1
1.0 Introduction.....	3
Basis for the Plan	
Surrounding Area Context	
Property Information	
Required Components of the Redevelopment Plan	
Definitions	
Existing Zoning	
Redevelopment Plan Goals	
Redevelopment Plan Objectives	
2.0 Use and Bulk Regulations.....	12
Permitted Land Uses	
Regulations for Permitted Uses	
Accessory Land Uses	
Density, Area, Yard & Height Regulations	
Parking Standards	
Conceptual Site Plans	
3.0 Development and Place-making Design Standards.....	19
Architectural and Building Standards	
Streetscape Standards	
Signage Standards	
4.0 Relationship to Other Master Plans.....	27
State Development and Redevelopment Plan	
Bergen County Master Plan	
City of Hackensack 2001 Master Plan and 2009 Reexamination Report	
Neighboring Community Master Plans	
Temporary and Permanent Relocation	
Identification of Property to be Acquired	
Affordable Housing	
Long Term Financing Considerations	

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 that was based on the 2001 Master Plan, which provides a clear vision to transform the City into a mixed use, pedestrian friendly environment.

The Rehabilitation Plan which was adopted in 2012 promotes many of the goals and objectives of the 2001 Master Plan including:

1. Smart growth principles by creating zoning which increases development flexibility, shared parking and promotes mixed-use, pedestrian friendly development;
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 housing options to encourage walkability;
4. Redevelopment and rehabilitation through architectural, neighborhood design standards that ensure high quality development; and
6. Strategies which include municipal tools and mechanisms to promote revitalization.

In only a short period of time since the adoption of the plan, the City has already begun to see the benefits of these strategies. For the first time in over thirty years, significant residential development is under construction in the City. In addition, the City has seen a wave of developer interest with several other mixed use projects that are either in the design or entitlement process.

Hackensack represents a premier location in Bergen County that supports higher density mixed use 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 City has access to Routes 4, 17, 46, Interstate 80 and the Garden State Parkway and is located eight miles from the George Washington Bridge, and 13 miles from the Lincoln Tunnel.

With over 43,000 residents and a day time population estimated at over 100,000 the City is home to the two largest employers in Bergen County including the Hackensack University Medical Center and the County Administration Offices. In addition Hackensack has three college campuses located in and adjacent to the downtown including, Fairleigh Dickinson University, Bergen Community College and Eastwick University.

As a part of the revitalization efforts to promote mixed use development within the City of Hackensack, the properties that are subject to this Redevelopment Plan were designated as an area in need of rehabilitation. As a continuation of that process the City has put together this redevelopment plan for a mixed use development that would compliment and support the goals and objectives of the downtown rehabilitation plan and the 2001 Master Plan.



Figure 1.0: Existing Buildings

1.0 INTRODUCTION

1.1: BASIS FOR THE PLAN:

This redevelopment plan has been prepared for an area that has been designated as an area in need of rehabilitation consisting of the following Block and Lots (Block 512.01 Lot 6, Block 513 Lot 1, and Block 514 Lot 1). The address for the plan is 401, 411 and 433 Hackensack Avenue. The rehabilitation area is located north of Route 4 and adjacent to the River Edge Train Station.

The City of Hackensack Mayor and Council requested the Planning Board conduct an investigation study to determine if the Block and Lots met the criteria as an area in need of rehabilitation (Resolution No. 470-16). On April 12th, 2017 a public presentation was given to the Planning Board and on August 22nd, 2017 the Mayor and Council determined by Resolution No. 3040-17 that these properties qualified as an “area in need of rehabilitation” with condemnation in accordance with the criteria specified in the New Jersey Local Redevelopment and Housing Law (LRHL) at N.J. S.A. 40A:12A-14. The LRHL allows a municipality to prepare a redevelopment plan which provides the development regulations and other standards to guide future development for this area.

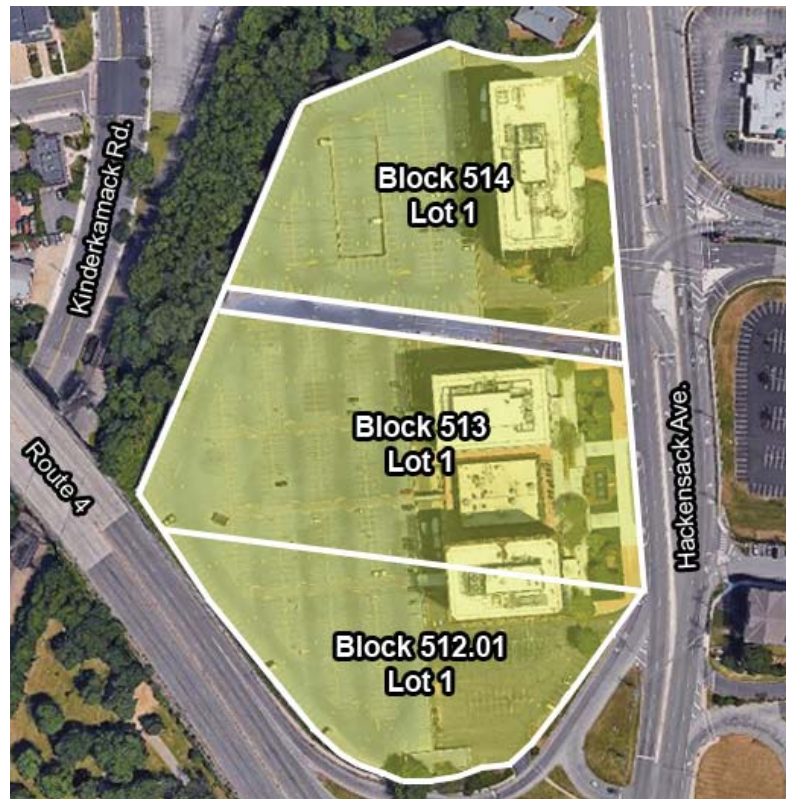


Figure 1.2: Redevelopment Area Map

1.2: SURROUNDING AREA CONTEXT:

The three parcels (Block 512.01 Lot 6, Block 513 Lot 1, and Block 514 Lot 1) are located on Hackensack Ave. at the intersection of Hackensack and Route 4 across from the Riverside Square Mall and adjacent to the River Edge border. Currently, the area is comprised of three office buildings with a parking structure.

Hackensack is the county seat and is located approximately 12 miles northwest of midtown Manhattan and about 7 miles from the George Washington Bridge. The city is served by Interstate 80, Route 17, Route 4, and County Route 503 and has two train stations on New Jersey Transit's Pascack Valley Line. The Anderson Street Station serves central Hackensack while the Essex Street Station serves southern portions of the city. The New Jersey Transit Bus Terminal is a regional transit hub serving the Port Authority, Midtown Manhattan, Bergen County and Northeast New Jersey.

1.3: PROPERTY INFORMATION:

The three (3) properties which comprise the rehabilitation area is approximately twelve (12) acres in size and are located between Hackensack Ave. (County Route 503) to the east, Kinderkamack Road (County Route 51) and Coles Brook to the west and Route 4 to the south. Hackensack Ave. and Kinderkamack Road are two way streets with Route 4 as a major state highway that travels east and west. The owner indicated the three buildings were constructed between 1971 and 1974 in phases which places the structures at 43 to 46 years in age.

The properties are comprised of three commercial buildings one 10 story building and two 12 story buildings that front on Hackensack Ave. There are two large multi-level parking structures in the rear of the properties that back up to Coles Brook and in some cases over Coles Brook. The parking garages were constructed at different times with limited access between the two structures.

All three of the office buildings have vacancies, some with floors that are either fully or partially vacant and have been vacant for many years, which indicates a pattern of under-utilized space in the buildings. The buildings are all setback from the street and have plazas between the sidewalk and building entrances. Over the past several years, there has been numerous violations for the three buildings. The most northern building is separated by a city owned street that acts as an entrance to the parking structures from Hackensack Ave and the two most southern buildings located are connected on the basement level.

1.4: 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 or Rehabilitation 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;
 - The State Development and Redevelopment Plan adopted pursuant to the “State Planning Act” P.L. 1985,c.398 (C.52:18A-196 et al.).
6. An inventory (as of the date of the adoption of the resolution finding the area to be in need of redevelopment) of all housing units affordable to low and moderate income households, as defined pursuant to N.J.S.A. 52:27D-304, that are to be removed as a result of implementation of the redevelopment plan, whether as a result of subsidies or market conditions, listed by affordability level, number of bedrooms, and tenure.
7. A plan for the provision, through new construction or substantial rehabilitation of one comparable, affordable replacement housing unit for each affordable housing unit that has been occupied at any time within the last 18 months, that is subject to affordability controls and that is identified as to be removed as a result of implementation of the redevelopment plan .
8. The redevelopment plan may include the provision of affordable housing in accordance with the “Fair Housing Act,” N.J.S.A. 52:27D-301 et seq. and the housing element of the municipal master plan.
9. The redevelopment plan shall describe its relationship to pertinent municipal development regulations as defined in the “Municipal Land Use Law,” P.L.1975, c. 291 (C.40:55D-1 et seq.).
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.

1.5: DEFINITIONS:

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

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

FACADE: Any exterior building face or wall.

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

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

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

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

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

BUILDING HEIGHT: The vertical distance of a building measured from the average of the top of curb of the two corners of the proposed building to the highest roof beams of a flat roof or the mean level of the highest gable or slope of a hip roof. For projects located at a corner lot, the height will be measured from the top of curb of the two corners located along the primary building facade.

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

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

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

STATE LICENSE: A recognized license through the New Jersey State Division of Consumer Affairs

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

1.6: EXISTING ZONING:

The existing zoning for Block 512.01 Lot 6, Block 513 Lot 1, and Block 514 Lot 1 is HRO- High Rise Office Schedule of Regulations:

Permitted Principal Uses:

1. Office building or office use, including business, professional and governmental office uses.
2. Bank or trust company or savings and loan institution, except drive-in facilities
3. Restaurants
4. Municipal, county, state or federal building, park or recreation facility

Permitted Accessory Uses:

1. Accessory uses customarily incidental to a permitted principal use
2. Accessory storage within a wholly enclosed permanent structure of materials, goods and supplies intended for the sale or consumption on the premises
3. Fences
4. Off-street parking and loading facilities
5. Outdoor lighting
6. Signs

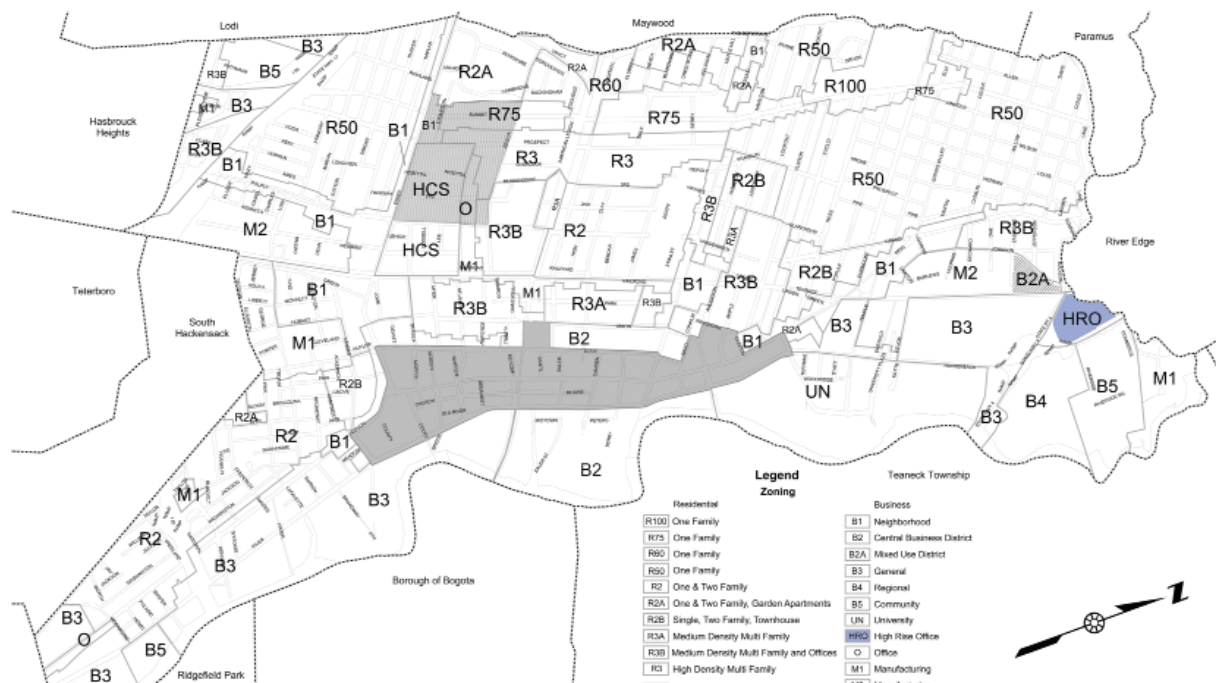


Figure 1.3: Hackensack Zoning Map

Conditional Uses: House of worship, rectory, parish house

Minimum Lot Size: 100,000 sq. ft.

Minimum Lot Width: 200 feet

Minimum Yards:

1. Front Yard- 40 feet
2. Side Yard, Interior- 20 feet
3. Side Yard , Secondary Street- 20 feet
4. Rear Yard- 40 feet

Maximum Height (stories/ft): 14/150'

Maximum Lot Coverage: 40%

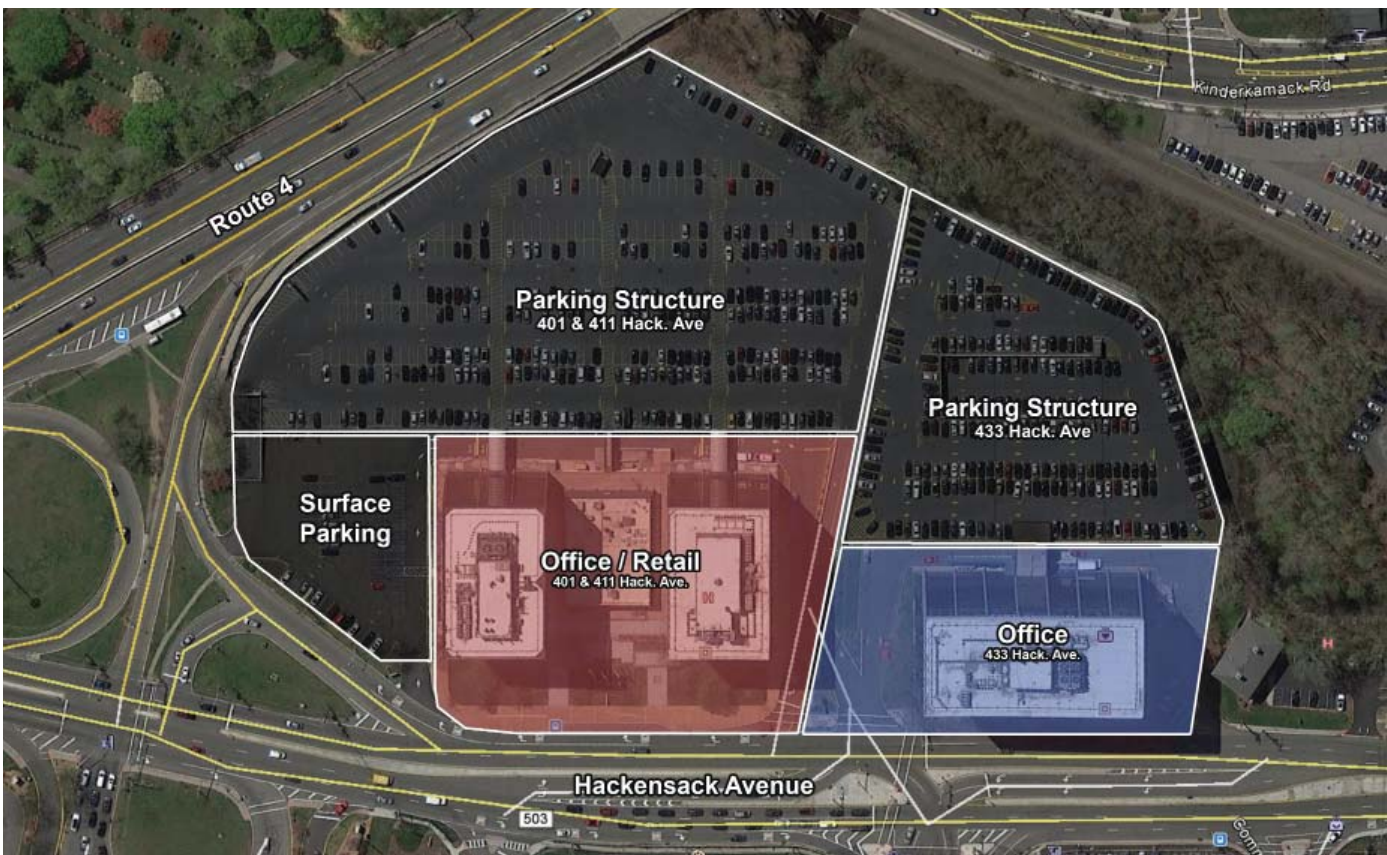


Figure 1.4: Rehabilitation Area Existing Conditions

1.7: REDEVELOPMENT PLAN GOALS:

As a part of the planning process the City and its residents developed goals and objectives for the revitalization of the City of Hackensack. The following is a list of the goals which relate to the redevelopment area:

1. 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 City as a whole.

1.8: REDEVELOPMENT PLAN OBJECTIVES:

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

The objectives for this Redevelopment Plan are to:

1. Promote increased quality of life for all residents in the City of Hackensack;
2. Promote the development of a mid to high density 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 public parking to support existing and future residential, commercial, office and retail uses in the redevelopment area.
7. Provide a flexible plan for multiple developers that can be completed in phases over time based on market conditions.

The redevelopment plan is intended to capitalize on its prime location and proximity to the Downtown Rehabilitation Plan, the New Jersey Transit Stations (New Bridge Landing), as well as to the major transportation including Route 4, 17, Interstate 80 and the Garden State Parkway.

2.0: USE AND BULK REQUIREMENTS

2.1: PERMITTED LAND USES:

1. The following uses are permitted uses in the Redevelopment Plan for this Rehabilitation Area:
 - a. **Residential:** Multi-family, apartments, residential over retail/commercial, residential lining a parking structure, residential uses over parking structures, or freestanding;
 - b. **Commercial:** General office, medical, physical therapy, basic research, outpatient care facilities, health clubs, professional uses and banks, hotel, conference center, day spa, day care, preschool are permitted as freestanding structures or as a liner around or over a parking structure;
 - c. **Retail:** Restaurants, eating and drinking establishments, cafes, general stores, shops, drinking establishment, bakery, delicatessen, grocery store, book and stationery, florist are permitted as freestanding structures or as a liner around parking structures;
 - d. **Structured Parking:** Permitted or accessory use;
2. Any use not stated as a Permitted Use is not allowed in the Rehabilitation Area.
3. For all free standing structures including but not limited to: residential, hotel, office, retail and mixed use see Bulk and Design Standards;
4. Existing nonconforming uses or structures are permitted to continue as per N.J.S.A. 40:55D-68. However, the renovation or restoration of a nonconforming use or structure shall be accomplished as per the Rehabilitation Standards of this Plan;

2.2: ACCESSORY LAND USES:

1. Accessory structures shall comply in all respects with the requirements of this ordinance applicable to 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 structure;
 - b. No portion of an accessory structure shall include living quarters except parking structures as an accessory use may contain residential over the structure;
 - c. Accessory structures below grade shall have a minimum rear or side yard, when not abutting a street, of five feet;
2. When an accessory structure is attached to the principal structure, it shall comply in all respects with the requirements of this ordinance applicable to the principal structure.
3. No accessory structure shall be constructed or placed on any lot unless the principal structure is first constructed or placed upon said lot, with the exception of parking facilities (surface or structure) which may be constructed prior to the primary use.
4. In no event shall the height of an accessory structure exceed the height of the principal building.

5. The following accessory retail and service uses shall be permitted within hotels, multi-family residential and office buildings:
 - a. Bank branch, walk-up ATM's;
 - b. Retail shops; including convenience stores
 - c. Barber, beauty, nail and coffee shops;
 - d. Confectionery and tobacco sales;
 - e. Dry cleaning establishments;
 - f. Travel agencies and automobile rental services;
 - g. Conference center, meeting rooms;
 - h. Leasing and management offices;
 - i. Indoor or outdoor and rooftop pools, gyms or recreational facilities for residents and guests;
6. Restaurants shall be permitted as an accessory use within hotels and offices, and may be located on the first or second floor or in either of the top two floors.
7. Massage therapy (Establishment / Owner must have a recognized state license) is permitted as an accessory use;

2.3: DENSITY, AREA, YARD AND HEIGHT REQUIREMENTS:

The following requirements apply to projects in the Rehabilitation Area of the Redevelopment Plan:

1. **Minimum Lot Area:** None
2. **Minimum Dwelling Unit Size:** 500 sf
 - a. A maximum of 25% of the units can be between 500 sf and 600 sf.
 - b. A maximum of 25% of the units can be over 1,200 sf.
3. **Minimum Setback:** The minimum setback for new vertical construction shall equal the existing setback of the buildings along Hackensack Avenue.
 - a. To Perimeter Streets- Along the Hackensack Avenue frontage, new and renovated office, retail, hotel, and residential uses shall not be built closer to the road than the setback of the existing, northernmost tower building which is closest to Hackensack Avenue (433 Hackensack Avenue), namely, 55 feet.
 - b. The minimum setback for new and renovated office, retail, hotel, and residential uses from Route 4 and its access ramps shall be 40 feet.
 - c. Structured parking garages shall not be built within 200 feet of the curblane of Hackensack Avenue.
 - d. Along new interior driveways within the project, all structures, including parking garages, shall be setback at least 15 feet from the curblane.

- e. For all structures, including parking garages, the minimum setback from the alignment of the former Coles Mill Brook waterway to the northwest shall be the lesser of 100 feet or any minimum setback per New Jersey Department of Environmental Protection (NJDEP).
 - f. Buildings shall be set back at least 60 feet from the border with the adjoining Borough of River Edge and from side lot lines shared with adjoining parcels.
- 4. **Minimum Side and Rear Yard:** None
- 5. **Maximum Number of Stories/Building Height:** 20 Stories (Max.- 220'-0").
 - a. For new construction, any proposed building over eight (8) stories requires a minimum 6'-0" step back with the exception of building corners;
 - b. See Section 3.0 Development / Place-Making Design Standards for all building design requirements.
- 6. **Rehabilitation of Existing Structures:**
 - a. Rehabilitation Standards for all architectural and neighborhood design requirements. See Section 3.1
- 7. **Shared Parking:** Shared parking as indicated in Section 2.4 of the Rehabilitation Plan is permitted.
- 8. **Subdivisions:**
 - a. Subdivisions of the Rehabilitation Area shall be permitted for financing, building and other purposes. Provided that the necessary cross-access and cross-parking easements are provided, and that the separate lots are operated as a single integrated complex, the density, area and yard requirements of this section shall be applied to the complex as a whole and not to the individual lots separately, and neither deviations, variances or amendments to this Redevelopment Plan shall be required for such subdivisions.
- 9. **Non-conforming Projects:**
 - a. The Planning Board may grant deviations from the regulations contained within this Redevelopment Plan where, by reason of exceptional topographic conditions, pre-existing structures or physical features uniquely affecting a specific piece of property, the strict application of any area, yard, bulk or design objective or regulations adopted pursuant to this Redevelopment Plan, would result in peculiar practical difficulties to, or exceptional and undue hardship upon, the developer of such property.
 - b. The Planning Board may also grant such relief in an application relating to a specific piece of property where the purposes of this Redevelopment Plan would be advanced by a deviation from the strict requirements of this Plan and the benefits of the deviation would outweigh any detriments. No relief may be granted under the terms of this section unless such deviation or relief can be granted without substantial detriment to the public good and without substantial impairment of the intent and purpose of the Redevelopment Plan.
 - c. Any deviation that would require "d" variance in accordance with the Municipal Land Use

Law, NJSA 40:55D – 70d et seq., shall require an amendment to the Redevelopment Plan by the Mayor and Council.

- d. An application for a deviation from the requirements of this Redevelopment Plan shall provide public notice of such application in accord with the requirements of public notice as set forth in N.J.S.A. 40A:12-7.



Figure 1.5: Proposed Rehabilitation Area Uses

2.4: PARKING STANDARDS:

1. **Parking Standards:**

The minimum parking requirements are as follows:

<i>Use ***</i>	<i>Parking Ratio</i>
- Multi-family:	1.0 sp per dwelling unit
- Retail:	3.0 sp/1,000 GFA*
- Restaurant:	3.0 sp/ 1,000 GFA*
- Medical Office:	3.5 sp/1,000 GFA
- General Office:	3.0 sp/1,000 GFA
- Hotel:	0.75 sp/ per room + 1 sp/employee**

Notes:

- When the formula or parking spaces required results in a fraction of a space exceeding 0.49, a full space shall be required;
- 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;
- Up to 10% of the required parking stalls may be designated for compact cars;
- Off-street tandem parking is permitted for hotel valet parking only and shall be reviewed by the Planning Board as a part of any site plan application. The percentage of tandem spaces shall be limited to a maximum of 50% of the required parking for the hotel use only;
- Outdoor seating areas do not count toward the required parking ratios;
- Accessory uses do not require parking;
- All surface parking shall be screened with either landscaping, fences or walls, or a combination thereof based on the Design Standards indicated in the Streetscape section of this Redevelopment Plan;
 - * Outdoor seating does not count toward the required parking ratio.
 - ** Employee parking is based on the number of employees at peak shift.
 - *** See Section 3.1 Rehabilitation Standards for additional parking standards. For uses not specifically stated, refer to Section 175-10.1 of Off-Street Parking Regulations in the City of Hackensack Zoning Ordinance.

2. 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: Joint use of up to 50 percent of required parking spaces for the secondary use, may be permitted for two or more uses located on the same parcel or adjacent parcels, provided that the developer can demonstrate that 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 including the city 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. Structured/Underground Parking Decks:
Residential developments, including mixed use with a residential component may provide security for residents by controlling vehicular and pedestrian access to structured or underground parking in areas designated for the residential parking only.
5. Handicapped Accessible Parking Requirements: Refer to Section 175-10.01C Handicapped Parking Schedule in the City of Hackensack Zoning Ordinance.
6. 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. The minimum off-street parking dimensions shall be 9'-0" x 18'-0" and allow two lane drive aisle dimensions of 23'-0";

2.5: SCREENING STANDARDS:

The provisions of this section shall be met at the time land is developed or the land and structures are redeveloped.

1. **Required Screening:** The following uses must be screened from a public street:
 - a. Dumpsters, recycling containers (except for recycling containers located at recycling collection centers), or solid waste handling areas;
 - b. Service entrances or utility structures associated with a building, except in the area where such use abuts other service entrances or utility structures;
 - c. Loading docks or spaces, except in the area where such use abuts other loading docks or spaces, and except where such spaces are located below street level;
 - d. Outdoor storage of materials, stock and equipment; and
 - e. Any other uses for which screening is required under these regulations.

2. **Landscape Buffer:** Any screening or buffer areas used to comply with the provisions of this section or other ordinance provisions for uses other than parking decks must consist of a planted area which is at least four feet (4'-0") wide.
 - a. This area may contain any type of screening materials sufficient to visually screen undesirable structures, such as dumpsters, loading docks, or utility structures provided such materials meet the requirements of this section;
 - b. A wall or fence may be used in lieu of such landscaping. In such cases, the area devoted to the screen need only be wide enough to accommodate the wall or fence and allow for its maintenance. The composition of the screening material and its placement on the lot will be coordinated with the City of Hackensack Building Department.

3. **Installation Requirements:** The following contains standards to be used in installing screening:
 - a. Trees must be installed with a minimum 4" caliper and must be large deciduous or evergreen species which have a minimum growth height of 25'-0"; (See Section 3: Design Standards for minimum street tree requirements.)
 - b. Trees should be trimmed up eight feet (8'-0") at the time of planting;
 - c. 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. Shrubs and trees shall be on the approved plant list in the

City of Hackensack “Approved Plant Species” list;

- d. Any wall used for screening shall be constructed in a durable fashion of brick, stone, other masonry material, while fencing may be wood, simulated wood or PVC;
- e. A chain link fence with plastic, metal or wooden slats cannot be used and does not satisfy the requirements of this section;
- f. The maximum height for a wall or fence is six feet (6'-0”).

4. **Off-Street Standards:** Buildings and structures, excluding parking structures, subject to the provisions of this section, must provide a minimum number of off-street service/delivery parking spaces. These spaces must be designed and constructed so that all parking maneuvers take place within the property line, service alley or secondary street. These parking spaces shall not interfere with the normal movement of vehicles and pedestrians in the public rights-of-way, unless otherwise approved.

These parking spaces must be provided in accordance with the following:

- Less than 25,000 square feet: None Required
- 25,000 - 50,000 square feet: 1 space + 1 compactor
- 50,000 – 100,000 square feet: 2 space + 1 compactor
- 100,000 – 150,000 square feet: 2 space + 2 compactor
- Each additional 100,000 square feet: 2 space + 1 compactor

For non-residential use requiring five (5) or more off-street service/delivery parking spaces, 40 percent of the spaces must be large enough to accommodate vehicles greater than 30 feet long.

Off-street loading and unloading shall be provided in such amount and manner that all loading and unloading operations will be conducted entirely within the boundaries of the lot concerned, and no vehicle shall use public streets, sidewalks or rights-of-way for loading or unloading operations, other than ingress and egress to the lot.

3.0: DESIGN STANDARDS

APPLICATION OF DESIGN STANDARDS

In order to provide and maintain efficient roadways and traffic networks, implement comprehensive planning and better serve the public health safety and general welfare, the following standards shall be utilized by the Planning Board.

These standards however shall not be regarded as inflexible requirements. They are not intended to discourage creativity, invention, innovation and design alternatives.

3.1: CIRCULATION:

ACCESS ENTRY POINTS

Connections to Perimeter Roads- As in the current configuration, up to three vehicular access points, each having two-way access where possible, are permitted along Hackensack Avenue. In addition, the exit onto the connector ramp to Route 4 West is permitted to be retained.

Entry Boulevard Connection to Interior Open Space- It is recommended that one of the access points from Hackensack Avenue be transformed into an attractive entry boulevard that connects to a new, signature open space and pedestrian gathering area (see Open Space, below).

The entry boulevard should be two-way, optionally with a planted central median. Generous sidewalks and street trees should be provided on both sides. The boulevard's axis should align with the new signature open space, providing a visual connection into the site for visitors.

PEDESTRIAN LINKS

The existing pedestrian sidewalks shall be maintained along the Hackensack Avenue frontage and should connect to the front entries of all existing buildings.



Figure 3.0: Planted Median



Figure 3.1: Outdoor gathering area



Figure 3.2: Outdoor Space



Figure 3.3: Pedestrian scale lighting



Figure 3.4: Port de cochere



Figure 3.5: Open Space

In addition, new sidewalks should link the Hackensack Avenue sidewalk to the front entries of any new buildings created. Sidewalks should also be created around the perimeter of and adjoining all buildings, except where loading docks or garage entries exist, and alongside new driveways internal to the site. Sidewalks should be provided along the façades of parking garages where pedestrian activity is anticipated.

Where a sidewalk is interrupted by a driveway or circulation road, a painted crosswalk should be provided.

CONNECTION TO THE TRAIN STATION

A pedestrian walkway linking the buildings on the site to the New Bridge Landing train station is encouraged. The route of any walkway should be cleared of trees and other tall brush and provided with regularly-spaced, pedestrian-scaled lighting.

Such a walkway should be paved with smooth paving and should be sloped to be handicapped accessible and bicycle-accessible. For safety reasons, the walkway should begin from a central, highly-visible, and active area of the site, rather than being hidden behind a building or parking garage.

DROP-OFF LOOPS & SHORT-TERM PARKING

Any new building is permitted to have a vehicular loop or driveway for drop-off, pickup, and valet parking as well as a canopy and/or port cochere for pedestrian drop-off.

3.2: OPEN SPACE AND LANDSCAPING:

SIGNATURE OPEN SPACE

In order to help create a sense of place and connection among the buildings on the site, a new, central, signature open space is encouraged. Recommended locations are either between the two southernmost existing towers, if the TGIF restaurant building can be razed; or adjacent to at least one existing tower and a new tower.

The signature open space should be flanked by buildings with active uses on at least two sides and along at least half the length of its perimeter; such flanking buildings should be separated from the open space by sidewalks and optionally as well by roadways with on-street parking. In this case, “active uses” means hotel, office, residential, retail, and accessory uses; parking spaces are not an active use. In other words, a ground-level parking structure or surface parking lot does not count as an active use next to a signature open space.



Figure 3.6: Outdoor seating area

The signature open space should be between 6,000 and 20,000 square feet. If located between the two southernmost towers, the minimum width in any dimension should be 50 feet, in order to allow for a roadway couplet on either side. If located elsewhere, the minimum width in any dimension should be 100 feet.

The signature open space should have sidewalks and regularly-spaced street trees around its perimeter. A variety of lawn, landscaped, and decoratively-paved areas should be provided within the open space. Areas of sun and shade should be provided. Bench or moveable seating, tables and chairs, and low stone walls are all encouraged. A portion of the open space may be used for café or restaurant seating for nearby restaurants, but a majority of the space should be available for public use at all times. Lighting should be provided for safety and to allow evening use.

3.3: LANDSCAPING, BUFFERS, AND OUTDOORS USES

HACKENSACK AVENUE

Within the required minimum setback along Hackensack Avenue (see Building Standards / Setbacks, below), the landscaping, water features, and other elements of the existing frontage should be maintained or replaced with similar features suitable for the general public.

Consideration should be given, however, to removing any landscaping that may obstruct pedestrian views from Hackensack Avenue into any new signature open space within the site.

NEW BUILDINGS AND PARKING GARAGES

Planting beds should be provided around the perimeter of any new structured parking garages and any new buildings, except at entries. Planting beds should adjoin building façades and extend outwards for at least four (4) feet deep, and may be built above-ground or in-ground. The depth of soil shall be sufficient to support healthy low vegetation. Low walls are encouraged as part of the planter, to be used as seating.

ALONG NORTHWEST BOUNDARIES OF SITE

A planted buffer should be provided along the western and northern boundaries of the site, which roughly follow the City border with the Borough of River Edge and the former alignment of the Coles Mill Brook. This planted buffer will provide a transition between the site's developed, paved, and formally landscaped open space areas and the portion of the site that is currently more naturalistic, wooded land. The buffer should include a variety of low vegetation, bushes, and trees.



Figure 3.7: Street tree with tree well



Figure 3.8: Cafe with outdoor seating



Figure 3.9: Downcast lighting

STREET TREES

Street trees provide shelter from sun and wind, and foster a pedestrian-scaled environment that offsets the scale of the high-rise towers and automobile-oriented perimeter roadways. Street trees should be provided along all entry roads from Hackensack Avenue, particularly any road that leads to a signature open space, and along interior roads and sidewalks. Street trees should be regularly-spaced and located within generously-sized tree wells, to ensure proper growth potential.

OUTDOOR SEATING

Outdoor seating for retail visitors, restaurant and café patrons, office and hotel users, and the general public is encouraged in all portions of the site. Ideal locations include along Hackensack Avenue, adjacent to retail and hotel uses, and within any signature open space. To foster a critical mass of activity and a sense of security, seating areas should adjoin building entries and areas of façade having a high proportion of window glazing.

OUTDOOR LIGHTING

Outdoor lighting is permitted for the purposes of highlighting and safely illuminating building architecture, entries, pedestrian walkways, and open spaces. Where possible, such lighting should be downcast and Dark-Sky compliant so that it does not create glare and spill light upwards or outwards into building windows or passing vehicles.

ROOFTOP LANDSCAPING

Landscaping and/or useable outdoor seating and gathering spaces, such as decks or terraces, are encouraged on all new building rooftops. On towers, rooftop space and landscaping provides a valuable outdoor amenity for building users and can help reduce building cooling costs. On structured parking garages, rooftop landscaped areas can help cool ambient temperatures and provide a visual amenity for people looking down on the garage from nearby tower buildings. Landscaping, terraces, and the like are also encouraged within any mid-level building stepbacks.

3.4: BUILDING PLACEMENT

BUILDING SETBACKS

To Perimeter Streets- Along the Hackensack Avenue frontage, new and renovated office, retail, hotel, and residential uses shall not be built closer to the road than the setback of the existing, northernmost tower building which is closest to Hackensack Avenue (433 Hackensack Avenue), namely, 55 feet.



Figure 3.10: Landscaped terrace



Figure 3.11: Landscaped Roofdeck

The minimum setback for new and renovated office, retail, hotel, and residential uses from Route 4 and its access ramps shall be 40 feet.

Structured parking garages shall not be built within 200 feet of the curbline of Hackensack Avenue.

Along new interior driveways within the project, all structures, including parking garages, shall be setback at least 15 feet from the curbline.

For all structures, including parking garages, the minimum setback from the alignment of the former Coles Mill Brook waterway to the northwest shall be the lesser of 100 feet or any minimum setback per New Jersey Department of Environmental Protection (NJDEP).

Buildings shall be set back at least 60 feet from the border with the adjoining Borough of River Edge and from side lot lines shared with adjoining parcels.

Sidewalks, walkways, landscaping, trees, fountains, street furniture, and projections related to building entries (see Entry Design, below) are permitted within required setbacks.

3.5: BUILDING ARTICULATION

NEW BUILDINGS

New buildings should be articulated to break up the perceived mass and bulk. While the most extensive and traditional downtown-style massing of pedestrian-scaled bays is not necessary in this location, it is important to provide some degree of articulation.

Accordingly, new buildings exceeding eight (8) stories in height should be broken up in one or both of the following ways:

- By means of articulating a base, middle, and top, as follows:
 - The base floor(s) should be more richly detailed than upper floors. Methods of detailing include breaking down the width and scale of bays across the base façade, through window patterns, piers, awnings and canopies; and using an accent or cladding material that is finer in scale and richer in texture than upper floors, such as masonry, simulated masonry, wood paneling, or textured metal paneling.
 - The top of the building should be emphasized at the roof line, and optionally as well on the upper one or two floors of the building. The roof line should have a deep cornice, tall parapet, projecting sunshades, or other means to highlight the top. The top one or



Figure 3.12: Building with setbacks



Figure 3.13: Emphasized roof line



Figure 3.14: Exterior wood paneling

two floors may be highlighted by means of different façade materials, a higher proportion of glazing, and/or stepbacks of the façade compared to lower levels.

- By means of different “massing expressions” that divide the building into different elements, for example by differentiating corners or entire volumes of the building.
- The two or more massing expressions should have different materials, colors, and window patterns; and
- Materials in the massing expressions should vary in façade plane by at least half a foot (0.5 feet) so as to create shadow lines between the two different materials.

3.6: FOR ALL BUILDINGS

GROUND-LEVEL ACTIVITY AND TRANSPARENCY

Entry Design: Primary pedestrian entries to building uses should be highlighted within the façade, through means such as recessed entries, canopies, awnings, transom windows, large expanses of glazing, flanking piers or other structural elements, decorative or contrasting cladding materials, and signage and lighting. Recessed entry features may span one, two, or three levels of the building.

Building entry-related features such as canopies, awnings, and covered entry walks are permitted to project up to 15 feet from building façades facing Hackensack Avenue and Route 4, including into any required minimum setback.

Retail Storefront Design: Building facades housing retail uses should have a high proportion of transparent window glazing, ideally occupying more than 40 percent of the façade area at the ground level (and 40 percent at the second level, in the case of double-height retail uses). The full façade length of retail spaces should be highlighted with projecting canopies, sunshade or sun breaks, decorative glazing or tile work, or similar features. Signage should not be placed in windows or otherwise obstruct views into retail spaces.

Projecting Retail Space along Hackensack Avenue: Due to the deep setbacks (nearly 100 feet) between each of the two southernmost existing office towers and Hackensack Avenue (particularly when compared to the 55-foot setback of the northernmost existing office tower), new



Figure 3.15: Entry with awning

single-story retail space is permitted to be built within the existing front setbacks of these two towers, up to the minimum permitted setback from Hackensack Avenue (55 feet). Such new retail space shall be connected to interior retail, lobby, and/or circulation space within the existing towers and shall be at least 60 percent glazed on the three exterior sides so as to enhance the visual connectivity from the street into the retail space and tower buildings beyond.

Active Ground-Floor Uses: The ground-level facades of buildings facing areas of highest pedestrian activity (including along Hackensack Avenue, any signature open space, and any walkway to the Train Station) should primarily include active interior uses such as lobbies, offices, retail stores, restaurants, gyms, and meeting rooms. Interior building uses such as mechanical and electrical rooms, storage areas, parking garages, and other low-pedestrian-intensity uses should not be located in facades along high-pedestrian-activity exterior areas, since they do not contribute to a sense of “eyes on the street” or visual connectivity between people indoors and outdoors.

SCREENING

Any ground-level outdoor refuse or recycling areas shall be screened from view of pedestrian areas with high fencing that obstructs views into the area.

STRUCTURED PARKING

The visibility of structured parking garages that face areas of higher pedestrian activity, such as a signature open space or a primary building entry, should be minimized with facade screening and articulation. Specifically, parking levels should be horizontal, rather than sloped; ramps should be placed away from these facades. Expanses of garage ribbon windows and openings should be reduced through use of piers and/or screens that divide horizontal areas into a series of smaller vertical bays that extend up through all levels of the parking garage. The lower portion of each parking level shall have a predominantly solid exterior wall to block headlamp glare. The upper portion of each parking level may be open, or screened with decorative grills, fritted glass or other means. Landscaping along the garage façade, as described in Landscaping, Buffers, and Outdoor Uses, will also help soften garage mass. Garage door openings shall not exceed forty feet in width.

SURFACE PARKING LOTS

Parking is permitted in surface parking lots. However, surface parking



Figure 3.16: Screened parking garage



Figure 3.17: Screened parking garage

areas of more than 20 spaces should not be located between existing or new buildings, but rather should be located behind buildings, with respect to Hackensack Avenue. Surface parking lots should be landscaped with trees along their perimeter or in islands across the lot. Low walls or fences are encouraged along parking lot perimeters.

ON-STREET PARKING

On-street parking spaces are encouraged to be provided on internal circulation roads, and are particularly useful for retail patrons and other short-term visitors. Compared to structured parking, they also help provide more pedestrian activity at the ground-level. On-street parking spaces may be counted towards the parking requirement.

3.7: CONNECTIONS TO PARKING

All parking garages shall have at-grade pedestrian walkway connections to the buildings they serve, in order to boost pedestrian activity on interior streets and around interior open spaces. Canopies or roofs are permitted over such walkways to parking areas. Additional, secondary parking garage connections are permitted via upper-level walkways from adjoining buildings, but shall not detract from the primary, at-grade connections.

3.8: LOADING AREAS

Loading docks shall not face Hackensack Avenue, signature open spaces, or other areas potentially having higher levels of pedestrian activity. Loading docks should have operable roll-up doors.

3.9: SIGNAGE STANDARDS

Projects are encouraged to explore a variety of signage types, sizes and styles with the objective of integrating the design of the signage into the overall project.

The goal is to maintain creative consistency that identifies the project and potential tenant's identity.

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.

For all signage standards refer to City of Hackensack Rehabilitation Plan and Section 175.7.14 SIGNS: A through M of the City of Hackensack Zoning Ordinance.

4.0 RELATIONSHIP OF THE REDEVELOPMENT PLAN TO STATE / COUNTY / LOCAL MASTER PLAN STUDIES:

A. State Development and Redevelopment Plan (SDRP):

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

1. Volume II – State Plan Goals and Policies include the following:

- a. Revitalize the State's Cities and Town Centers: Revitalize New Jersey's cities and towns by investing wisely and sufficiently in improvements in their infrastructure systems, public spending programs, tax incentives and regulatory programs to leverage private investment and to encourage infill and redevelopment in ways that are consistent with the State Plan's vision and goals.
- b. 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.
- c. 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.
- d. 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.
- e. 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.
- f. 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.



- DMR Architects

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.

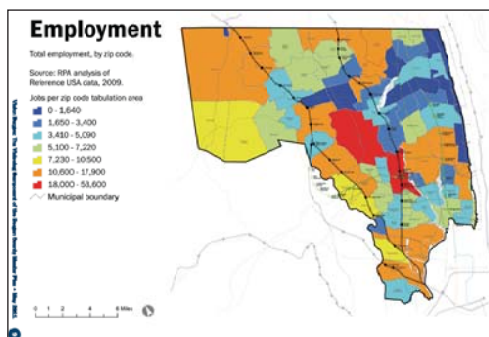


Figure 4.2: Draft Bergen County Master Plan
Employment Data

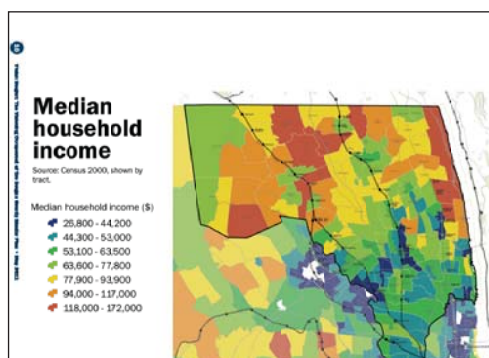


Figure 4.3: Draft Bergen County Master Plan
Medium Household Income

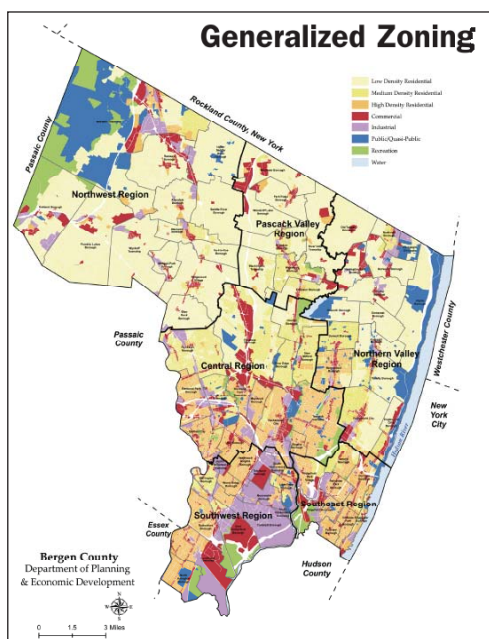


Figure 4.6: Draft Bergen County Master Plan
General Zoning

- b. The Master Plan will create a unifying vision for the County's 70 municipalities and help them plan for sustainable growth while protecting environmental resources. Development of the Master Plan will be a collaborative process involving the County, municipalities, regional agencies, public and private sector stakeholders and Bergen County citizens.

2. Draft Report:

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

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

The City's Master Plan report provided strategies for redevelopment in the Study Area which included developing the downtown based on spheres of influence. The Master Plan report noted that:

1. Goals and Objectives stated in the Master Plan Reports excerpts include:
 - a. Maintain and enhance the quality of established neighborhoods in Hackensack and promote compatibility of new development with existing or specifically defined

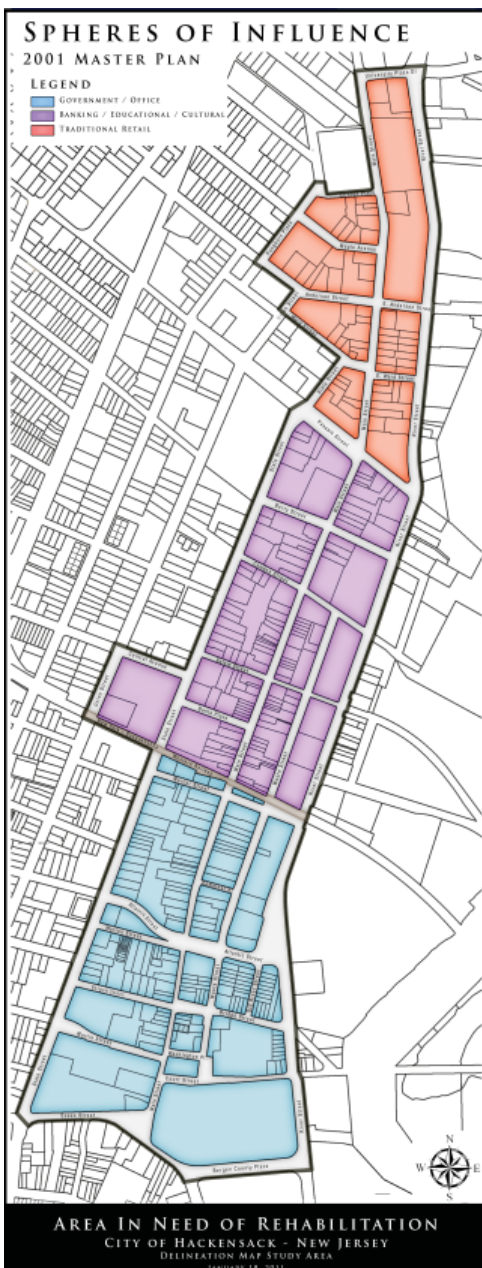


Figure 4.4: Spheres of Influence Map
2001 Master Plan - Kasler Associates, PA

- 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. Preserve the Environment including the preservation of wetland areas, stream and wetland corridors; the quality and purity of rivers and streams, protection of major ridgelines and the significant treed areas and areas designated as natural areas;
 - e. Improve and Upgrade Traffic Circulation and Safety Through-out the City including the provision of additional passenger rail service;
 - f. Promote and Expand Economic Opportunities in Hackensack in Order to Maintain Job Opportunities and the Economic Well-Being of Hackensack's Citizens;
 - g. Promote Upgrading Surface Water Quality of all rivers and streams entering Hackensack and preserve water quality within the City.
2. The 2001 Master Plan also incorporate the general purposes of the Municipal Land Use Law as part of Hackensack' Master Plan on page 115 of the 2001 Master Plan, including the following:
 - a. To encourage municipal action to guide the appropriate use or development of all lands in this State, in a manner, which will promote public health, safety morals, and general welfare;
 - b. To secure safety from fire, flood, panic and other natural and man-made disasters;
 - c. To provide adequate light, air and open space;
 - d. To ensure that the development of individual municipalities does not conflict with the development and general welfare of neighboring municipalities, the

county and the State as a whole;

- e. To promote the establishment of appropriate population densities and concentrations that will contribute to the well-being of persons, neighborhoods, communities and regions and preservation of the environment;
 - f. To encourage the appropriate and efficient expenditure of public funds by the coordination of public development with land use policies;
 - g. To provide sufficient space in appropriate locations for a variety of agricultural, residential, recreational, commercial and industrial uses and open space, both public and private, according to their respective environmental requirements in order to meet the needs of all New Jersey citizens;
 - h. To encourage the location and design of transportation routes which will promote the free flow of traffic while discouraging location of such facilities and routes which result in congestion or blight;
 - i. To promote a desirable visual environment through creative development techniques and good civic design and arrangements;
 - j. To encourage planned unit developments which incorporate the best features of design and relates the type, design and layout of residential, commercial, industrial and recreational development to the particular site;
 - k. To encourage coordination of the various public and private procedures and activities shaping land development with a view of lessening the cost of such development and to the more efficient use of land;
 - l. Regarding the Rehabilitation Approach the document states: "The area in Need of Rehabilitation approach has been effectively used in a 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."
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. 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;
5. 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.

4.1: 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 2016 Reexamination Study recommends the rezoning of the commercial properties along the highway corridors. There is not impact to the City of Hackensack.
6. Borough of River Edge: In 2003 the Borough of River Edge moved forward with the New Bridge Landing Redevelopment Plan around the train station. The Plan recommends a transit oriented development which this Redevelopment Plan would support through the proposed uses. This plan is consistent with and would support the proposed New Bridge Land Redevelopment Plan.
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 Ridgely 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."

4.2: TEMPORARY AND PERMANENT RELOCATION:

The Local Redevelopment and Housing Law requires that any redevelopment plan make adequate provision for temporary or permanent relocation of any resident in the project area. As there are no residential buildings in the rehabilitation area, there is no need to make provision for temporary or permanent relocation of any resident.

4.3: IDENTIFICATION OF PROPERTY TO BE ACQUIRED:

There are no plans for any property to be acquired by the City of Hackensack as a part of this Rehabilitation Plan.

4.4: AFFORDABLE HOUSING:

As of the date of adoption of the resolution finding the area to be in need of rehabilitation, 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 Affordable Housing fund to assist the City in meeting a portion of its obligation and the fee would be determined on a pro-rata basis.

4.5: LONG TERM FINANCING CONSIDERATIONS:

Based on the nature and size of the potential project(s) contemplated under this plan and given the designation as an area in need of rehabilitation, the property owner can request consideration for a 5 year tax abatement as part of any future development project. The actual entry of any financial agreements for a tax exemption are subject to governing body approval under the processes required by law.