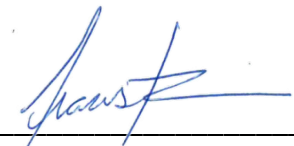




**Essex Street
Redevelopment Plan**
Block 66, Lots 26, 27, 28, 29, 30, 38, 41, 43, 45 & 48
**CITY OF HACKENSACK,
BERGEN COUNTY, NEW JERSEY**
August 2024

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TABLE OF CONTENTS

Acknowledgements:	i
1.0: Background Information:	1
2.0: Introduction:	2
A. Basis for the Plan	
B. Surrounding Area Context	
C. Property Information	
3.0: General Provisions:	4
A. Site Plan & Subdivision Review	
B. Adverse Influences	
C. Non-Discrimination Provisions	
D. Duration of the Plan	
E. Deviation Requests	
F. Procedure for Amending the Approved Plan	
4.0: Redevelopment Plan Components:	6
A. Required Components of the Redevelopment Plan	
B. Note on Plan Terminology	
C. Temporary and Permanent Relocation	
D. Identification of Property to be Acquired	
E. Affordable Housing	
F. Long Term Financing Considerations	
G. Traffic Study	
H. Shadow Study	
I. Sewer, Water and Stormwater System Improvements	
J. Public Electric Vehicles	
K. Relation to Existing Zoning	
L. Master Plan Consistency	
5.0: Definitions:	10
6.0: Existing Zoning:	12
7.0: Redevelopment Plan Goals and Objectives:	13
8.0: Zoning:	15
A. Permitted Uses	
B. Conditional Uses	
C. Accessory Uses	
D. Regulations for Permitted / Conditional / Accessory Uses	
E. Prohibited Uses	
F. Bulk Standards: Density, Area, Yard & Height Requirements	
G. Signage Standards	
H. Parking Standards	
9.0: Conceptual Site Plans:	24
10.0: Development / Place Making Design Standards:	28
A. Building Architectural Materials and Character	
B. Streetscape Design Standards	
11.0: Relationship of the Redevelopment Plan to State / County / Local Master Plan Studies:	34
A. State Development and Redevelopment Plan (SDRP)	
B. Bergen County Master Plan	
C. City of Hackensack 2001 Master Plan Study and 2009 and 2020 Reexamination Report:	
D. Neighboring Community Master Plans:	

1.0: 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 and amended multiple times over the past 10 years 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 seen the benefits of these strategies. As of the date of this Redevelopment Plan, the City has over 3,000 residential units within the downtown area either completed or under construction and another 2,000 units that are in the planning and approval process.

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 the City's combined storm water sewer system continue as well as the conversion of Main and State Streets back to two way which was completed in 2021.

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 completion of the \$700 million expansion by Hackensack Meridian Health 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.

2.0: INTRODUCTION

A. BASIS FOR THE PLAN:

This redevelopment plan has been prepared for Block 66 – Lots 26, 27, 28, 29, 30, 38, 41, 43, 45 & 48. The addresses for the plan include: 1 & 25 Essex Street, 18, 20, 22 & 24 Fair Street, and 13-15, 19, 23-29 & 33 Hudson Street. The Redevelopment Area is located in the City of Hackensack Inclusionary IO-1A Zoning District with the underlying zoning which includes the R3-B and B-2 zoning districts.

On March 22, 2016 the City of Hackensack authorized the Planning Board by Resolution 125-16 to undertake a preliminary investigation study to determine whether the Block and Lots for the redevelopment area constituted an area in need of redevelopment in accordance with the criteria set forth under the local redevelopment and housing law N.J.S.A. 40A:12A-5 and N.J.S.A. 40A:12A-3.

The City of Hackensack Mayor and Council on May 7th, 2024, determined by Resolution No. 179-24, this property qualified as an “area in need of redevelopment” without 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.

B. SURROUNDING AREA CONTEXT:

The ten parcels (Block 66 – Lots 26, 27, 28, 29, 30, 38, 41, 43, 45 & 48) are located along Fair, Essex and Hudson Streets just outside the Downtown Rehabilitation Area Zoning District, which was adopted in June 2012. The current uses on the properties include surface parking lots and vacant land.

C. PROPERTY INFORMATION:

Block 66 - Lot 26: This approximately 3,576 square foot site is located on the West side of the Investigation area. It is surrounded by Fair Street to the West, Lot 27 to the North, Lot 17 to the East and Lot 24 to the South. The property contains a number of mature deciduous trees with a deteriorated chain link located along Fair Street. The property is approximately 22 feet wide by 150 feet deep which by itself is not large enough to support any type of development.

Block 66 - Lot 27: This approximately 6,111 square foot site is located on the West side of the Investigation area. It is surrounded by Fair Street to the West, Lots 28 & 29 to the North, Lot 17 to the East and Lot 26 to the South. The property contains a number of mature deciduous trees with a deteriorated chain link located along Fair Street. The property is approximately 26 feet wide on Fair Street and 52 feet wide by 150 feet deep which by itself is not large enough to support any type of development.

Block 66 - Lot 28: This approximately 1,755 square foot site is located on the West side of the Investigation area. It is surrounded by Fair Street to the West, Lot 29 to the North, Lot 27 to the East and Lot 27 to the South. The property contains a number of mature deciduous trees with a deteriorated chain link located along Fair Street. The property is approximately 25 feet wide by 70 feet deep which by itself is not large enough to support any type of development.

Block 66- Lot 29: This approximately 4,151 square foot site is located on the West side of the Investigation

area. It is surrounded by Fair Street to the West, Lot 30 to the North, Lot 43 to the East and Lot 28 to the South. The property contains a number of mature deciduous trees with a deteriorated chain link located along Fair Street. The property is approximately 24 feet wide by 162 feet deep which by itself is not large enough to support any type of development.

Block 66 - Lot 30: This approximately 27,051 square foot lot is located on the West side of the Investigation area. It is surrounded by Fair Street to the West, Lot 29 to the South, Essex Street to the North and Lot 38 to the East. This property contains part of a surface parking lot that was once used by the building located on Lot 38 but has since been unoccupied by tenants.

Block 66 - Lot 38: This lot 15,290 square foot is located on the Northwest side of the Investigation area. It is surrounded by Lot 30 to the West and South, Essex Street to the North and Lot 41 to the East.

Block 66 - Lot 41: This lot is approximately 7,144 square feet. This is located on the North side of the Investigation area. It is surrounded by Lot 38 to the West, Lots 30 & 43 to the South, Essex Street to the North and Lot 43 to the East.

Block 66 - Lot 43: This approximately 14,985 square foot lot is located on the North side of the Investigation area. It is surrounded by Lots 41 and 30 to the West, Lot 17 to the South, Essex Street to the North and Lot 45 to the East.

Block 66 - Lot 45: This approximately 20,386 square foot lot is located on the northeast side of the investigation area. It is surrounded by Lot 43 to the West, Essex Street to the North, Lot 48 to the East and Lot 17 to the South. This property contains a private parking lot for the building that was demolished on Lot 48.

Block 66 - Lot 48 (48 & 49 merged): This approximately 14,070 square foot lot is located on the East side of the Investigation area. It is surrounded by Lot 45 to the West, Essex Street to the North, and Lot 17 to the South. This property is surrounded by fencing and is covered in gravel.

3.0: GENERAL PROVISIONS:

A. SITE PLAN & SUBDIVISION REVIEW:

Prior to commencement of any construction within the Redevelopment Area, a site plan prepared in accordance with the requirements of the Municipal Land Use Law (N.J.S.A. 40:55D-1 et seq.) and the Land Development Ordinance of the City of Hackensack shall be submitted by the applicant for review by the Planning Board's professionals specific to this Redevelopment Plan for completeness and compliance, prior to any submission to the Planning Board of the City of Hackensack, so that compliance with the Redevelopment Plan can be determined. This shall also pertain to revisions or additions prior to, during and after completion of the improvements.

B. ADVERSE INFLUENCES:

No use or reuse shall be permitted which, when conducted under proper and adequate conditions and safeguards, will produce corrosive, toxic or noxious fumes, glare, electromagnetic disturbance, radiation, smoke, cinders, odors, dust or waste, undue noise or vibration, or other objectionable features so as to be detrimental to the public health, safety or general welfare.

C. NON-DISCRIMINATION PROVISIONS:

No covenant, lease, conveyance or other instrument shall be affected or executed by the City Council or by the developer or any of his/her successors or assignees, whereby land within the Redevelopment Area is restricted upon the basis of age, race, creed, color, national origin, ancestry, marital status, affectional or sexual orientation, gender identity or expression, disability, or sex in the sale, lease, use or occupancy thereof. Appropriate covenants, running with the land forever, will prohibit such restrictions and shall be included in the disposition instruments. Any contractor or subcontractor engaged to perform work within the Redevelopment Area shall, where applicable, state in all solicitations or advertisements for employees placed by or on behalf of the contractor, or subcontractor, that all qualified applicants will receive consideration for employment without regard to age, race, creed, color, national origin, ancestry, marital status, affectional or sexual orientation, gender identity or expression, disability or sex.

There shall be no restrictions of occupancy or use of any part of the Redevelopment Area on the basis of age, race, creed, color, national origin, ancestry, marital status, affectional or sexual orientation, gender identity or expression, disability, or sex in the sale, lease, use or occupancy thereof.

D. DURATION OF THE PLAN:

The provisions of this Redevelopment Plan and the restrictions with respect thereto shall be in effect for a period of thirty (30) years from the date of approval by the City Council.

E. DEVIATION REQUESTS:

In accordance with N.J.S.A. 40:55D-70 c(1), the Planning Board may grant variances allowing deviations from the regulations contained within this Redevelopment Plan where, by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions, pre-existing structures or physical features uniquely affecting a specific piece of property, the strict application of any such regulation adopted pursuant to this Redevelopment Plan, would result in peculiar

practical difficulties to, or exceptional and undue hardship upon, the developer of such property.

In accordance with N.J.S.A. 40:55c(2), the Planning Board may also grant such relief where the purposes of this Redevelopment Plan would be advanced by a deviation from the strict requirements of the Plan and the benefits of the deviation would substantially 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 this Redevelopment Plan. An application for a variance from the requirements of this Redevelopment Plan shall provide public notice of such application in accordance with the requirements of public notice as set forth in N.J.S.A. 40:55D-12a and notwithstanding the above, any changes to the uses permitted in the Redevelopment Area, any deviation from any of the Conditional Uses or any change requiring a “d” variance in accordance with N.J.S.A. 40:55D-70 shall be permitted only by means of an amendment of the Redevelopment Plan by the City Council and only upon a finding that such amendment would be consistent with and in furtherance of the goals and objectives of the Plan.

F. PROCEDURE FOR AMENDING THE APPROVED PLAN:

This Redevelopment Plan may be amended from time to time upon compliance with the requirements of State law. If the designated redeveloper requests such amendment said redeveloper shall pay an application fee of \$3,500 and shall further reimburse the City for reasonable consulting costs, fees and expenses to undertake such amendment.

4.0: REDEVELOPMENT PLAN COMPONENTS:

A. 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, or redevelopment, 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 of residents in the project area, including an estimate of the extent to which decent, safe, and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market.
4. An identification of any property within the redevelopment area which is proposed to be acquired in accordance with this 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. Proposed locations for public electric vehicle charging infrastructure within the project area in a manner that appropriately connects with an essential public charging network.
9. 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.
10. 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.). The redevelopment plan shall supersede applicable provisions of the development regulations of the municipality or constitute an overlay zoning district within the redevelopment area. When the redevelopment plan supersedes any provision of the development regulations, the ordinance adopting the redevelopment plan shall contain an explicit amendment to the zoning district map included in the zoning ordinance.

The zoning district map as amended shall indicate the redevelopment area to which the redevelopment plan applies. Notwithstanding the provisions of the “Municipal Land Use Law,” P.L.1975, c.291 (C.40:55D-1 et seq.) or of other law, no notice beyond that required for adoption of ordinances by the municipality shall be required for the hearing on or adoption of the redevelopment plan or subsequent amendments thereof.

All provisions of a 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.

B. NOTE ON PLAN TERMINOLOGY:

Throughout this Redevelopment Plan, a distinction is made between “shall” and “should.”

“Shall” means that a developer is required to comply with the specific regulation, without deviation.

“Should” means that a developer is encouraged to comply but is not required to do so.

C. 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. The designation does not permit condemnation and the property does not currently include any residential units so the relocation is not applicable.

D. 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. The area has been designated as an area in need of redevelopment without condemnation so acquisition of property is not applicable.

E. AFFORDABLE HOUSING:

The redevelopment plan requires the construction that at least 10% of all residential units created pursuant to the redevelopment plan standards shall be set aside for low and moderate income households consistent with the requirements of Chapter 45A, “Affordable Housing” or any superseding section of the City’s regulatory code and all applicable superseding State and Federal statutes and regulations including the Uniform Housing Affordability Controls at N.J.A.C. 5:80-26.1 et seq. (with the exception that very-low income units shall comprise at least 13% of affordable units and be affordable for households earning 30% of regional median income) and COAH regulations at N.J.A.C. 5:93-1 et seq.

F. LONG TERM FINANCING CONSIDERATIONS:

Due to the size, scale, vital location and anticipated nature of the potential projects contemplated under

this plan, the City anticipates redevelopment would be eligible for a PILOT if the project commences construction within five (5) years of plan adoption. After that time, the specific economic conditions would have to be reevaluated to determine the duration of an exemption that would be deemed financially feasible and appropriate. The actual entry of any financial agreements for a long term tax exemption are subject to governing body approval under the processes required by law. In order for the City to determine if a PILOT is necessary the developer would be required to submit a preliminary fiscal impact analysis as part of the process.

G. TRAFFIC STUDY:

A traffic study shall be provided as a part of any site plan submission to the Planning Board. The analysis should forecast additional traffic associated with both the proposed development and taking into account all approved projects within a 1/2 mile. The study should 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 for existing intersections within the 1/2 mile study area.

H. 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.

I. SEWER, WATER, AND STORMWATER SYSTEM IMPROVEMENTS:

Consistent with §175-15, a developer may be partially or fully responsible for the cost to upgrade sewer, water, and/or stormwater infrastructure servicing the property where such upgrades are necessary to support the new development.

J. PUBLIC ELECTRIC VEHICLES:

This redevelopment plan provides the identification of appropriate locations for the development of zero-emission vehicle charging infrastructure in compliance to P.L. 2021, c171, the State's electric vehicle supply/service equipment (EVSE) & make ready parking spaces ordinance.

K. RELATION TO EXISTING ZONING:

The Redevelopment Area is located in the City of Hackensack Inclusionary IO-1A Zoning District. The underlying zoning for the properties are R3-B and B-2 zones.

L. MASTER PLAN CONSISTENCY:

Addressed in Section 11 of this Redevelopment Plan, entitled "Relationship of the Redevelopment Plan to State / County / Local Master Plan Studies", this plan is consistent with the State Plan, City Master Plan and Reexamination Plan.



Image 1: Aerial Image
Redevelopment Area



5.0: DEFINITIONS:

A. DEFINITIONS:

It is the intention of this Redevelopment Plan for this 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. 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:

BUILDING HEIGHT: The vertical distance of a building measured from the average elevation of the finished grade measured six feet from the foundation of the structure to the highest roof beams of a flat roof or the mean level of the highest gable or slope of a hip roof.

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

EATING AND DRINKING ESTABLISHMENTS: Includes restaurants, bakeries, delicatessens, bars, cafes, coffee houses, and any other business establishments where the primary business is the sale of alcohol for consumption on site (except for clubs or other drinking establishments with dance floors), or the sale of freshly made food for consumption either on-site or off site (except for convenience stores, corner stores, or bodegas where more than 40% of the customer-accessible floor area is used for display and storage of prepackaged goods and/or non-food items). Does not include drive-through establishments.

FACADE: Any exterior building face or wall.

MEDICAL OFFICE: An establishment from which a licensed medical professional and their staff provide outpatient medical services including checkups, diagnosis, consultation, treatment, and other services that are customarily and typically provided in doctor and dentist offices. Medical offices shall not include hospitals, nursing homes, convalescent homes, drug and alcohol rehabilitation centers, or in-patient medical services involving overnight stays, nor shall they include establishments providing group-based counseling for substance abuse or addiction.

PERSONAL SERVICE ESTABLISHMENTS: Establishments providing services, other than medical or beauty services, to individual consumers. Such uses include, but are not limited to: clothing rental; funeral parlors and undertaking establishments; dry-cleaning pickup stores; psychic readers; shoe repair shops; travel agencies.

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.

RETAIL, GENERAL: Retail stores other than neighborhood retail, auto-parts retailers, or automobile sales.

RETAIL, NEIGHBORHOOD: An individual retail establishment having a gross leasable floor area of not more than 10,000 square feet and which is engaged in the retail sale of commodities that satisfy the daily needs

of residents in surrounding residential neighborhoods, such as but not limited to pharmacies, florists, convenience stores, general stores, and liquor stores. Neighborhood retail establishments specifically exclude the following:

- A. Establishments having a gross leasable floor area in excess of 10,000 square feet;
- B. Automobile sales;
- C. Auto-parts retailers;
- D. Pawn shops;
- E. Department stores;
- F. Clothing stores, except for tailoring establishments or thrift shops where clothing sales is incidental to the use;
- G. Electronics stores, except electronics repair stores where electronics retail is incidental to the repair service;
- H. Bulk or warehouse style retailers; and
- I. “Big box” stores.

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.

6.0: EXISTING ZONING:

The properties are located in the City of Hackensack Inclusionary IO-1A Zoning District, which required affordable housing units to be constructed as part of any residential development. The underlying zones include R3-B and B-2 zones.



Image 2: IO-1A Overlay Zone District
Redevelopment Area



Image 3: Zoning Map
Redevelopment Area

7.0 REDEVELOPMENT PLAN GOALS AND OBJECTIVES:

A. REDEVELOPMENT GOALS:

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 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.

B. REDEVELOPMENT OBJECTIVES:

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

The objectives for this Redevelopment Plan are to:

1. Promote increased quality of life for all residents in the City of Hackensack;
2. Promote the development of a mid to high density predominantly residential mixed use project;
3. Support existing businesses and property owners while creating new construction and permanent jobs in the City;
4. Implement architectural, neighborhood and sustainable design standards that promote high quality development.
5. 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.

8.o: ZONING:

A. PERMITTED USES:

1. **Purpose:** This section establishes the uses permitted within the Redevelopment Area including accessory uses. These standards aim to promote a mixed-use, predominantly residential development.
2. **Permitted Principal Uses:** The following uses are permitted principal uses in the Redevelopment Plan within a mixed use project, except as otherwise provided herein:
 - a. **Residential:**
 - i. Multi-family residential (apartments or condominiums) as a liner use fronting Essex and/or Hudson Street on the ground level and upper levels;
 - b. **Mixed Uses:** The following uses are permitted to be mixed with residential uses or with each other in a single building or complex:
 - i. **Commercial/Retail:**
 - Office (Professional & Business),
 - Grocery store / supermarket,
 - Personal Service Establishments
 - Eating and drinking establishments,-
 - Restaurants,
 - Health clubs & day spas, -
 - Banks,
 - Hotel,
 - Live Entertainment,
 - Art gallery,
 - Indoor amusement and recreation,
 - Assembly,
 - Dance clubs and night clubs, subject to all applicable City and State regulations
 - Movie theater
 - ii. **Civic, Cultural, Institutional:**
 - Libraries,
 - Museums,
 - Police and fire stations,
 - iii. **Education:**
 - Tutoring, test prep, trade schools, adult training facilities, higher education;
 - iv. **Transit Stations:** Including parking facilities, “Park and Ride” and “Kiss and Ride”;
 - v. **Structured and Surface Parking:** Principal and/or accessory use;
3. **Omission of Use:** Any use not stated as a Permitted, Accessory or Conditional Use is not allowed in the redevelopment area;
4. **Relation to Structured Parking:** The uses listed above are permitted in the stories above structured,

sheltered or surface parking areas integrated into the building, or as “liner” uses separating the parking areas from the street or from any property boundaries.

5. **Ground Level Uses on Essex Street / Hudson Streets:** Residential lobbies and entrances for the residential portion of a mixed-use building are permitted on the first floor and should be distinct and separate from the entrances of all other first floor uses;
 - Lobbies and entrances shall not exceed 35% of the frontage of along the Essex / Hudson Street frontage;
 - A minimum of five (5) residential units shall be provided on the ground floor facing Essex and/or Hudson Street.

B. CONDITIONAL USES:

1. The following are permitted conditional uses in this Redevelopment Plan.
 - a. **Tattoo Parlors:**
 - i. The establishment has a state permit and individuals performing the services have a State Department of Health License.
 - ii. No establishment can be located within 1,500 feet of another similar facility.
 - iii. The establishment requires appointments only.
 - iv. Walk-ins are not permitted.
 - b. **Beauty Service:**
 - i. No establishment shall be within 400 feet of a similar existing establishment located on Essex, Hudson or Main Streets as measured from the front door of both establishments.
 - c. **Medical Office:**
 - i. Shall not exceed the greater of 16,400 square feet or 20% of leasable non-residential space.
 - ii. Shall not be located above the second story of any building.
 - d. **Live-Work Studios:**
 - i. For artists, designers, photographers, musicians, sculptors, gymnasts, potters, wood and leather craftsmen, glass blowers, weavers, silversmiths, antique dealers and designers of ornamental and precious jewelry, and meeting the definition in §175-2.2 of the City Zoning Ordinance:
 - ii. Subject to the conditional use standards at §175-8.2.C.13 of the City Zoning Ordinance
 - e. **Smoke Shops:**
 - i. No such establishment shall be within 1,000 feet of a similar existing establishment as measured from the front door of both establishments;
 - ii. Shall not sell flavored vapor tobacco product.
 - f. **General and Neighborhood Retail:**
 - i. Shall not include more than ten percent (10%) of floor area space for the sale of tobacco products, hookahs, electronic vapor devices, electronic inhalation substances or drug paraphernalia to purchasers for consumption or use;

g. Child and Adult Day care:

- i. Outdoor facilities associated with these uses shall not be located closer than fifty (50) feet from the face of curb off Essex Street.
- ii. A minimum 3 foot masonry fence matching the building facade with a maximum 3 foot wrought iron (type) fence shall be constructed for any outdoor facilities associated with these uses.

C. ACCESSORY USES:

1. Accessory uses and structures shall be permitted which are clearly and customarily incidental and subordinate to a permitted or conditional principal use on the same property. Examples of permitted accessory uses include, but are not limited to, the following:
 - a. Residential
 - i. Lobby, sales, management, leasing offices;
 - ii. Conference center, meeting rooms, business center, billiards, pool, game, arcade, simulator, spa, lounge (for tenant use only);
 - iii. Community kitchen for tenant use only;
 - iv. Drop off / package delivery area, loading spaces and docks, recycling and refuse storage areas;
 - v. Recreational facilities (indoor / outdoor) including but not limited to active or passive amenity courtyard space and/or terraces, roof top, pool, fitness center and multipurpose rooms for tenant use only;
 - vi. Surface and structured parking;
 - vii. Pet boarding and dog run / park (for tenant use only);
 - viii. Lockers and storage including for mail parcels and packages (for tenant use only);
 - ix. Rooftop amenities.
 - x. Office / apartment for the superintendent / building staff
 - xi. Signage, pump station, generators, electric transformer
 - xii. Solar panels
 - xiii. Meters (shall be screened from all public rights of way)
 - xiv. Utility / laundry room(s)
2. Accessory structures shall comply in all respects with the requirements of this Redevelopment Plan applicable to the principal structure, with the following exceptions.
 - a. No accessory structure (driveways are not considered part of this requirement) shall be located closer to the street right-of-way line than the principal structure;
 - b. The aggregate area covered by accessory structures shall not exceed twenty-five percent (25%) of the rear yard (less required buffer areas), with the exception of parking structures, playground areas and outdoor patios.
 - c. Accessory structures below grade shall have a minimum rear or side yard, when not abutting a street, of five feet;
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 except for parking structures.
5. Other Accessory Uses: The following standards shall apply to the below listed accessory uses
 - a. Live Entertainment Uses: Live entertainment may be provided as an accessory use in any eating or drinking establishment, cafe, civic, cultural, or institutional establishment in accordance with all applicable City codes.
 - b. Outdoor Music: Permitted per the City's Noise and Outdoor Cafe Ordinance.

D. REGULATIONS FOR PERMITTED / CONDITIONAL / ACCESSORY USES:

1. Any use not specifically stated as a Permitted, Accessory or Conditional Use is not permitted.
2. Retail or commercial uses are required on the first level fronting Essex Street west of the parking structure entrance.
3. Loading, refuse, recycling and service areas are not permitted on Essex or Hudson Streets;
 - a. All maneuvering shall be within the property (Loading is permitted on Fair Street during off hours).
4. All structured parking shall be architecturally screened so that no vehicles can be seen from any public street with the exception of the garage entrance per the Development and Place Making Design Standards of this Redevelopment Plan;
 - Parking structures are not permitted to front Essex or Hudson Streets on the first level, even if they are architecturally screened with the exception of ramping.

E. PROHIBITED USES:

1. Any use not expressly stated as a permitted or accessory use is considered a prohibited use for this Redevelopment Plan. In addition, the following are also considered prohibited uses:
 - a. Gas Stations;
 - b. Vapor, tobacco and marijuana product sales, distribution or manufacturing except as identified in the Conditional Uses;
 - c. Convalescent homes;
 - d. Drive-thru's

F. BULK STANDARDS: DENSITY, AREA, YARD AND HEIGHT REQUIREMENTS:

The following requirements apply to the Redevelopment Area:

1. **Minimum Lot Size:** 75,000 sf
2. **Maximum Number of Stories / Height:** 7 story / 96 feet height
 - a. Underground parking does not count as a story;

- b. The minimum commercial / retail height for the ground floor uses shall be: 14 feet
- c. Elevator access structures will be allowed to exceed the permitted building height by a maximum of 16 feet and stairwells by a maximum of 12 feet subject to all building code requirements.
- d. Roof top mechanical equipment and appurtenances do not count toward the height requirement.
- 3. **Maximum Number of Units:** 250 units
- 4. **Dwelling Unit Percentages:**
 - a. Studio Units: Max. 10 %
 - b. One Bedroom Units: Max. 65 % (Includes one bedroom units with a den)
 - c. Two Bedroom Units: Max. 35 %
 - d. Three Bedroom Units: No three bedroom units permitted other than the required number of affordable units.
 - e. The bedroom distribution for all affordable housing units shall comply with Chapter 45A of the City's code.
- 5. **Minimum Front Yard Setback:**
 - a. The minimum building setback along Essex Street and Hudson Street is 18 feet as measured from the existing or proposed face of curb (whichever is greater);
 - Bus stops cut-outs do not count toward this minimum setback requirement.
 - Stoops are permitted to encroach a maximum of 5 feet into the 18 foot setback.
 - A minimum 6 foot clear sidewalk shall be provided at all times along Essex and Hudson Streets.
 - b. The minimum building setback along Fair Street is 16 feet from the existing or proposed face of curb;
 - The setback applies to all levels of the building and not just the ground level;
 - Drop-off / pick-up cut-outs do not count toward this minimum setback requirement.
 - Projections such as horizontal awnings and balconies are not subject to this setback requirement;
 - Utility structures, exhaust air vents, backflow preventers, or other similar devices when located above grade, must be located behind the setback and be screened.
 - Utility structures located below grade may be located within the setbacks.
- 6. **Minimum Side / Rear Yard Setback:** 10 feet (averaged)
 - a. The side and rear setback requirements can be based on the average setback of that yard.
 - b. Architectural features are permitted up to 3 feet into the setback above the garage level for architectural detail and fenestration.
- 7. **Minimum Retail/Commercial sf:** 6,480 gsf
 - a. A minimum of 65% of the total frontage on Essex Street frontage shall be commercial and / or retail on the ground floor;
 - b. The minimum commercial / retail depth shall be 40 feet.
- 8. **Maximum Building / Lot Coverage:** 90%
 - a. Pervious surface are required for any proposed development to reduce the impacts to the City's sewer

system. Infrastructure improvements would include but not be limited to pervious surfaces, green roofs, planter boxes / trays, permeable pavers and above and below grade storm-water management systems.

9. **Flood Mitigation / Storm-water Management Requirements:**

- a. The redevelopment shall reduce the impacts to the City's storm water and sewer system by incorporating non-structural and/or structural storm water facilities in accordance with the Storm Water Management Rules and the NJ Storm Water Management Best Management Practices Manual.
- b. The storm water management facilities shall be provided on all projects in order to ensure that the post-construction peak runoff rates for the 2 year, 10 year, and 100 year storm events are 50, 75 and 80 percent, respectively of the pre-construction peak runoff rates.
- c. Any development should include storm water quality measures to meet 80% TSS reduction for all areas, regardless of size, that are considered a "motor vehicle surface" such as parking, driveway, and/or driveway aprons, that are exposed to precipitation. This area for driveways/driveway aprons should extend to the existing roadway even if outside the subject property. No credit for existing motor vehicle surfaces will be provided.

10. **Infrastructure Improvements:**

- a. The redevelopment shall provide adequate potable water, storm water, sanitary sewer and other necessary utility infrastructure to the site, to the satisfaction of the Municipal Engineer.
- b. All costs necessary for the infrastructure improvements (including off-site and off-tract) associated with a development project are the responsibility of the redeveloper.
- c. The project shall be responsible for an impact fee as part of an overall utility plan if required by the City of Hackensack.
- d. The costs may be paid by the redeveloper for off-site or off-tract improvements if they are associated with a larger municipal capital project which shall be negotiated as part of a Redevelopers Agreement.

11. **Other Requirements:**

- a. See Section Development / Place-Making Design Standards for all building design requirements;
- b. The minimum depth for the commercial / retail on Essex Street shall have a minimum depth of 40'-0";
- c. The residential lobby entrance(s) should be designed as a separate and distinct entrance from the other uses and can be located on Essex Street and/or Hudson Street;
- d. The building shall have a flat roof and shall include a visual base, middle and top;
- e. The Redevelopment Area shall be developed in one phase;
- f. Streetscape improvements are required along the property frontage of all public streets for the entire redevelopment area;
- g. Vehicular access from Essex Street / Hudson Street shall be reviewed and approved by Bergen County;

G. SIGNAGE REQUIREMENTS:

All project signage shall either meet the City of Hackensack Ordinance Section 175-7.14 SIGNS or submit a separate sign package to the Planning Board for review and approval with the following exceptions.

- a. A separate signage package shall be submitted as part of this redevelopment plan identifying all exterior signage.
- b. All on-site signs must identify or advertise the development or tenants of the development or function as safety, traffic control or wayfinding signage.
- c. Internal signs not visible from the street are not regulated with respect to number or size. Further, building address and tenant numbering signs shall adhere to the City of Hackensack Zoning Ordinance for sign, number and location.
- d. Mixed-use buildings developed on corner parcels shall be permitted signage fronting each street.
- e. Signs are permitted to utilize LED technology.
- f. Building mounted identification signs shall be limited in number to three (3) at 350 sf per sign. Identification signs shall be suitably illuminated with architectural lighting.
- g. Commercial tenant signs shall be limited in number to two (2) per tenant space. Maximum permitted sign area per tenant shall be limited to no greater than thirty-six (36) square feet. Tenant commercial signs internal to the building and not visible from the street are exempt from these requirements as are all wayfinding and directional signs.
- h. Temporary signs shall be submitted to the Planning Board for review. All temporary signs shall be renewed on a yearly basis.

H. PARKING STANDARDS:**1. Parking Requirements:**

The minimum parking requirements for the Redevelopment Area are as follows:

<u>Use</u>	<u>Parking Ratio</u>
- Multi-family Studio:	1.0 sp per dwelling unit + 10% visitor parking
- Multi-family:	1.25 sp per dwelling unit + 10% visitor parking
- Commercial / Retail / Live / Entertainment:	4.0 per 1,000 gfa
- Eating and Drinking Establishments:	8.0 per 1,000 (dining area gfa only)
- Civic / Cultural / Institutional:	3.5 per 1,000 gfa
- Medical Office:	5.0 per 1,000 gfa
- General Office:	4.0 per 1,000 gfa
- Adult / Childcare:	1.0 sp per employee at peak plus 1 sp per 500 sf gfa

Notes:

- a. When the formula for required parking spaces results in a fraction of a space exceeding 0.49, a full space shall be required;
- b. Gross Floor Area (GFA) 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 15% of the required parking stalls may be designated for compact cars;
- d. Accessory uses and mezzanine areas that are for storage do not require parking;
- e. Off-street tandem parking is prohibited;
- f. Dead-end parking aisles shall include a bump out or circle to allow vehicles to safely reverse out of spaces at the end of the aisle;
- g. Columns and walls of structured garages or parking structures shall not encroach into the required parking space width.

2. **Zero-emission Vehicle Fueling and Charging Stations:** Projects shall provide electric parking spaces in accordance with applicable State and local requirements.
3. **Shared Parking:** The developer can provide a shared parking analysis as part of a site plan application to the Planning Board if the redevelopment does not provide the minimum parking as required for each individual use. A 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 redevelopment. The Planning Board at its sole discretion can determine if the parking requirements can be reduced based on a shared parking analysis.
4. **On-Street Parking Spaces:** On-street parking does not count toward the minimum parking requirements.
5. **Bicycle Parking:** Bicycle parking is required for the development at one bicycle parking space for every 50 vehicle parking spaces, up to 200 vehicle parking spaces. Bicycle parking shall be located within the building or garage.
6. **Setback Maneuvering:** No surface parking or maneuvering space is permitted within any required setback, or between the permitted use and the required setback, except driveways providing access to the parking area may be installed across these areas, loading areas on Fair Street and a drop-off / pick-up cut out on Fair Street.
7. **Handicapped Accessible Parking Requirements:** Handicapped accessible parking shall meet the requirements of Section 175-10.01C Handicapped Parking Schedule in the City of Hackensack Zoning Ordinance.
8. **Structured/Underground Parking Decks:** Access to structured / underground parking shall meet the following requirements.
 - a. **Parking Security / Gates:** Residential developments, including mixed use can provide security for residents by controlling vehicular and pedestrian access to structured or underground parking in areas designated for the residential parking.
 - b. **Adequate queuing** shall be provided so that no vehicle is required to stop within the public right of way prior to accessing the parking structure.

9. **Additional Off-Street Parking Regulations:** For all parking standards not covered in this section refer to Article II Parking: Sections 170-5 through 170-12 with the exception of the following:
 - a. Off-street parking dimensions can be 9'-0" x 18'-0" and allow two lane drive aisle dimensions can be 24'-0";
10. **Off-Street Loading:** 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 (Fair Street). These spaces shall not interfere with the normal movement of vehicles and pedestrians in the public rights-of-way, unless otherwise approved.

9.0 CONCEPTUAL SITE PLANS:

The following represent conceptual plans for the proposed redevelopment area and are intended to only provide context. In the event there are discrepancies between the conceptual plan and the written requirements of this redevelopment plan, the written requirements supersede the conditions shown in the conceptual site plans and elevations.



Conceptual Perspective Rendering
Courtesy of Minno Wasko



Conceptual Site Plan Ground Floor
Courtesy of Minno Wasko



Conceptual Site Plan Second Floor
Courtesy of Minno Wasko



Conceptual Site Plan Third Floor
Courtesy of Minno Wasko



Conceptual Site Plan Fourth Floor
Courtesy of Minno Wasko

DEVELOPMENT PROGRAM

TOTAL NO. UNITS 210 SU

210 SUIT
 41 BEDROOM 130 SUIT
 41 BEDROOM 76 SUIT
 41 BEDROOM 4 SUIT

STORY PLANNING: 10,000 SF

EXPOSURE REQUIRED 304 SF

RESTAURANT/LOBBY 64 SF

RESTAURANT/LOBBY 48 SF

RETAIL/PROVIDED 232 SF

NOTE: ALL UNITS ARE 100% OCCUPANCY REQUIRED



FIFTH FLOOR PLAN

MINNO WASKO
 ARCHITECTS AND PLANNERS

30 LAMBERT LANE, SUITE 100, LAMBERTVILLE, NEW JERSEY 08839
 908.344.0000 FAX 908.344.0001 WWW.MINNOWASKO.COM

SANZARI 365.1 764.0

CONCEPT BUILDING PLANS
 DATE: 05/15/2024

ONE ESSEX

CITY OF HACKENSACK, BERGEN COUNTY, NEW JERSEY
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Conceptual Site Plan Fifth Floor
 Courtesy of Minno Wasko

DEVELOPMENT PROGRAM

TOTAL NO. UNITS 210 SU

210 SUIT
 41 BEDROOM 130 SUIT
 41 BEDROOM 76 SUIT
 41 BEDROOM 4 SUIT

STORY PLANNING: 10,000 SF

EXPOSURE REQUIRED 304 SF

RESTAURANT/LOBBY 64 SF

RESTAURANT/LOBBY 48 SF

RETAIL/PROVIDED 232 SF

NOTE: ALL UNITS ARE 100% OCCUPANCY REQUIRED



SIXTH - SEVENTH FLOOR PLAN

MINNO WASKO
 ARCHITECTS AND PLANNERS

30 LAMBERT LANE, SUITE 100, LAMBERTVILLE, NEW JERSEY 08839
 908.344.0000 FAX 908.344.0001 WWW.MINNOWASKO.COM

SANZARI 365.1 764.0

CONCEPT BUILDING PLANS
 DATE: 05/15/2024

ONE ESSEX

CITY OF HACKENSACK, BERGEN COUNTY, NEW JERSEY
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Conceptual Site Plan Sixth and Seventh Floor
 Courtesy of Minno Wasko

10.0 DEVELOPMENT / PLACE-MAKING DESIGN STANDARDS

The design standards in this section provide the criteria for the redevelopment area. Any future development is subject to these provisions and shall be built in accordance with the minimum design standards specified in this section.

A. BUILDING ARCHITECTURAL MATERIALS & CHARACTER:

1. All buildings shall be constructed with high quality materials that reinforce pedestrian scale.
2. Primary building materials shall include: brick, stone, precast 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.
 - Vinyl siding of any type or grade is strictly prohibited on any portion of building façade in the redevelopment area.
3. Elements such as cornices, belt courses, corbelling, molding, string courses, ornamentation, changes in material or color, and other sculpturing of the base are appropriate and should be provided to add special interest.
4. Special attention must be given to the design of windows at the base of buildings. Ribbon windows are strongly discouraged. Recessed windows that are distinguished from the shaft of the building through the use of arches, pediments, mullions, and other treatments are encouraged.
5. Buildings shall be broken up vertically into a base, a middle and a top and horizontally into bays, through the use of building articulation or change in materials. The base should not extend beyond the first three levels with an emphasis on providing design elements which enhance the pedestrian environment particularly at the street level.
 - Material changes should occur at logical points delineated by a change in the building or cornice. For buildings in excess of 120'-0" in length a vertical demarcation should be included at a minimum of every 60'-0" of building façade.



Multi-family residential building typ.



Conceptual Building Design with unique first floor design to provide variety at the streetscape

- Any retail, commercial or office storefront design at the first level should reflect the individual tenant's brand identity.

Building Orientation:

- Buildings shall be oriented toward public streets with the primary entrances for retail and residential.
- The first floors of all buildings, including structured parking, must be designed to encourage and complement pedestrian-scale and activity.

Building Entrances:

- Building entrances should be easily identifiable with unique and interesting signage for each individual use.
- Retail entrances can have up to a 4'-0" pop-out / protrusion / recess into the setback for columns or other architectural features that distinguish the storefront.
- Entrances for residential uses should be separate and distinct from retail uses.

Street Level Frontage / Uses:

- Commercial / retail is required to front Essex / Hudson Street.
 - Outdoor dining is encouraged in front of food related retail within the 18'-0" building setback.
 - Outdoor dining should meet the City of Hackensack Building and Health Department requirements.
- Residential (minimum 5 units) is required at the street level on Essex / Hudson Street.

Structured Parking:

- Structured parking shall be screened from Essex Street and Hudson Street with uses (commercial / retail / residential) with the exception of the parking structure entrance and ramping.
- Parking structures shall be screened from all other public streets and adjacent properties with either uses or decorative architectural details such as building materials, windows and detailing.
 - These elements should have the same materials and a similar design and scale of openings as the residential above.
 - Other than at the parking entrances vehicles shall not be visible from the center line of either public street.
 - Cabling or exposed concrete alone does meet the screening requirement.
- All ramps shall be internal to the parking structure and shall not be visible from any public street or adjacent property;
 - Cabling or exposed concrete alone does meet the screening requirement.
- Driveway and garage openings should not exceed 36'-0" in width and should include traffic calming measures and a change in surface materials where driveways cross the sidewalk to help ensure pedestrian and bicycle safety.

Canopies and Balconies:

1. Vertical metal canopies, awnings, and similar architectural accents are encouraged at entrances to buildings. Such features should be constructed of rigid materials designed to complement the tenant's identity at the street level and should be reviewed and approved by the Building Department prior to construction.
2. Any canopy may extend from the building up to one half of the width of the setback area in front of the building, or eight (8) feet, whichever is less;
3. Ground supports are not permitted in the minimum setback, sidewalk or in the public right-of-way;
 - These features should not extend over or interfere with the growth or maintenance of any required tree planting;
4. The minimum overhead clearance shall be ten (10'-0") feet. If a canopy, awning, cornice, or other appurtenance extends into the public right-of-way, an encroachment agreement shall be required;
5. Balconies/balconettes can be incorporated into the building façade and are allowed to project into the building setback up to 6'-0" starting at the second level;

Mechanical Equipment Screening:

1. Screening of rooftop mechanical equipment is required.
2. All rooftop mechanical equipment including cell phone antennae shall be screened from view from all adjacent public streets, open spaces and parks in all directions and elevations at the street level to minimize the negative impact;
3. Screening materials shall be the same as the architectural detail, color and materials of the building; Wire mesh is not permitted;
4. All roof and HVAC systems must meet the building code requirements and at minimum be set back from the building edge a minimum of 15' from any street or public open space and screened as to not be visible from any adjacent public street or public property;
5. If wall pack ventilation units are being used they are required to match or compliment the adjacent building materials and finishes;
6. Individual Meters shall be located in a room so as not to be visible from Essex, Hudson or Fair Streets.

Building Service Locations:

1. All service and delivery locations for the redevelopment area shall be provided in a location that is not visible from Essex and Hudson Streets other than as permitted on Fair Street;
2. All service and delivery maneuvering into the loading area shall occur on Fair Street and / or entirely within the property other than for ingress and egress.

Doors and Windows:

1. Where expanses of solid wall are necessary, they may not exceed 30'-0" feet in length without architectural enhancements including display windows;
2. For buildings fronting two streets or one street and a public open space the entrance should provide access from the primary street and is encouraged to provide access from the secondary street or public open space;

3. For buildings that do not provide access from the secondary street or open space, the building facade should provide windows and/or architectural details that are aesthetically interesting;
4. For retail uses operable windows are encouraged;
5. All building facades shall include windows that are comparable to the front building facade facing Essex / Hudson Streets;

Openings / Ventilation:

1. Any openings for ventilation, service, or emergency access located at the first floor level must be decorative and must be an integral part of the overall building design;
2. Openings as well as pedestrian and vehicular entrances must be designed so that cars parked inside are not visible from the street;

B. STREETScape DESIGN STANDARDS:

General

1. A successful neighborhood is not complete until its parks, open space, sidewalks and streetscape have been designed and “furnished”.
2. The items that are referred to as streetscape elements include street lights, sidewalks, benches, trash receptacles and other street furniture which reinforce the character of the street and the neighborhoods.
3. The following section addresses an overall approach for the design of streetscape elements that are to be considered as part of the redevelopment plan. These standards are meant to establish the minimum criteria that will be required for the design and implementation of streetscape, parks and open space improvements.

Street Trees:

1. Street trees shall be planted in open landscape areas equivalent to 30' on center along all public street frontage and open space within the redevelopment area.
2. Recommended street trees include: Gleditsia tricanthos (Honey Locust - thornless and pod free); Acer rubrum ('Karpick', 'Armstrong' or Bowhall) (Street tree species shall be approved by the Planning Board Engineer);
3. Prior to installation a 4'-0" by 8'-0" minimum area should be treated and prepared for tree root growth;
4. A min. 2 year watering plan should be put into place (Irrigation is encouraged);
5. Trees planted in open landscape areas shall have a minimum 4' x 8' landscape area;
6. Above ground planters may be considered to fulfill the street tree requirement only in situations where underground utilities prevent tree pits;
7. Street trees shall be planted with a minimum three inch 3'-0" - 3.5" caliper, shall be trimmed up to 8'-0" and shall be in accordance with the “American Standard for Nursery Stock” published by the American Association of Nurserymen;

Street Lighting and Power;

1. All lighting located on any street shall be the City of Hackensack city standard pedestrian scale light pole, and fixture, black finish;
2. Poles should include the mounting brackets and banner extensions (two banners) on each pole;
3. The conceptual layout should be based on 16'-0" pole every 60'-0" on center or otherwise as approved by the Planning Board engineer;
4. Lights should be centered between the street trees within the 4'-0" street furniture zone;
5. Street light specifications and locations shall be submitted for review and approval prior to installation;
6. Luminaires should be translucent or glare-free using opaque glass or acrylic lenses;
7. Diffusers and refractors should be installed to reduce unacceptable glare; particularly adjacent to residential areas;
8. 120 V ground mounted GFI receptacles should be located at the base of every street tree on Essex and Hudson Streets;
9. Conduit for all power should be located at the back of the 4'-0" street furniture area (under the pavers) and next to the concrete sidewalk;

Seating, Benches & Bus Shelters:

1. Seating should be designed and placed appropriately to provide an amenity to the public;
2. Seating should not obstruct views for vehicles, sidewalks for pedestrians, or signs and displays for businesses;
3. Benches should be Timberform Crest 2311-6 Steel Bench with middle arm rest 6'-0" long anchored to sub-grade concrete slab with black finish or other approved bench;
4. Two benches and one trash receptacle should be located between street trees where street lights are not located and should be at minimum every 180'-0" o.c.;

Planting Pots & Planters:

1. Pots and planters should be used in addition to landscape planting areas to complement the surrounding streetscape by adding color and variety;
2. Pots and planters can be placed anywhere pedestrian or vehicular traffic is not disturbed, but may function as a separation between pedestrians and vehicles;
3. Pots and planters are ideally located near seating areas, but plant materials should not interfere with circulation or comfort;

Tree Grates:

1. When used tree grates shall be Ironsmith Starburst Series 2 (4814) Powder coated Black every 30'-0" on center along Essex and Hudson Streets only. All other streets do not require tree grates;
2. Tree grates should allow for tree growth and be made of ductile iron and should be factory painted;

3. Electrical outlets should be provided within the grate area to allow for lighting opportunities on Essex and Hudson Streets;
4. Tree grates should be designed to support up lighting on Essex and Hudson Streets;

Trash Receptacles:

1. Trash receptacles: Timberform Renaissance Model 2811 - DT Litter Container anchored to sub-grade concrete slab, black finish;
2. Every other receptacle should be: 2817-22 Litter/Recycling Container which includes a second recycling container;
3. Trash receptacles locations should be coordinated with the Planning Board Engineering;
4. Restaurants with outdoor seating should provide additional trash receptacles near seating;

Bicycle Racks:

1. Bicycle racks should be permanently mounted and placed in convenient locations to encourage bicycle use, so as not to obstruct views;

Utility Accessories:

1. Utility boxes, meters, man hole covers and fire hydrants should be coordinated with other streetscape accessories;
2. Utilities should be readily accessible and placed so as minimally impact pedestrian movement;
3. Utility locations should minimize visual and physical impact as much as possible;

11.0 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 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 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 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 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 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 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 and 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 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 by promoting the improved coordination and integration of transportation planning and land-use planning and decision-making to reduce vehicle miles traveled (VMT); and by the citing, development, design and use of green-building construction materials and techniques in ways that are consistent with the State Plan's vision and goals.

2. The State Planning Act (N.J.S.A. 52:18A-196 et seq.) states:

- a. "Among the goals of the act is the following: ... conserve its natural resources, revitalize its urban centers, protect the quality of its environment, and provide needed housing and adequate public services at a reasonable cost while promoting beneficial economic growth, development and renewal."
- b. "It is in the public interest to encourage development, redevelopment and economic growth in locations that are well situated with respect to present or anticipated public services and facilities, giving appropriate priority to the redevelopment, repair, rehabilitation or replacement of existing facilities and to discourage development where it may impair or destroy natural resources or environmental qualities that are vital to the health and well-being of the present and future citizens of this state." (N.J.S.A. 52:18A-196 (d))

3. The State Plan Policy Map (SPPM)

- a. Recognizes that New Jersey requires different approaches in its Metropolitan, Suburban, Rural and Environmentally Sensitive Planning Areas. The New Jersey State Development and Redevelopment Plan adopted by the State Planning Commission, places the City of Hackensack in Planning Area 1 - the Metropolitan Planning Area and states:
- b. The Metropolitan Planning Area: This Planning Area includes a variety of municipalities that range from large Urban Centers to 19th century towns shaped by commuter rail and post-war suburbs. The Communities in this Planning Area have strong ties to major metropolitan centers – New York/Newark/Jersey City metropolitan region; the Philadelphia/Camden/Trenton Metropolitan

Region; and on a smaller scale the Easton/Phillipsburg Metropolitan Region.

- c. These municipalities have many things in common: mature settlement patterns; infrastructure systems that are approaching their reasonable life expectancy; an aging housing stock in need of rehabilitation; recognition that redevelopment will be the predominant form of growth; and a growing realization of the need to regionalize services and systems. In addition, the wide and often affordable choice of housing in proximity to New York and Philadelphia has attracted significant immigration, resulting in noticeable changes in demographic characteristics over time.
- d. In the Metropolitan Planning Area, the State Plan's intent is to do the following:
 - Provide for much of the State's future development and redevelopment;
 - Revitalize Cities and Towns;
 - Take advantage of increased densities and compact building design;
 - Encourage distinctive, attractive neighborhoods with a strong sense of place;
 - Provide for mixed-use concentrations of residential and commercial activity;
 - Create a wide range of residential housing opportunities and choices with income mix;
 - Provide for a variety of multi-modal transportation alternatives;
 - Prioritize clean-up and redevelopment of brownfields and greyfields sites;
 - Create cultural centers of state-wide significance;
 - Re-design any existing areas of low-density sprawl;

B. Bergen County Master Plan:

The Bergen County Master Plan was last adopted in 1962, and the most recent Land Uses Element was adopted in 1973. In June of 2011 the county completed the Vision Bergen Plan, which is the visioning component of the Bergen County Master Plan, and is the most up-to-date review of conditions in the county. 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 and 2020 Reexamination Report:

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

1. Goals and Objectives stated in the Master Plan Reports excerpts include:
 - a. Maintain and enhance the quality of established neighborhoods in Hackensack and promote compatibility of new development with existing or specifically defined character;
 - b. Encourage public and private redevelopment to assist in the rehabilitation of areas in need of improvement and upgrading including utilization of State and Federal Assistance programs, where applicable, as well as public / private partnerships;
 - c. Provide housing opportunities and a variety of housing for various income levels or the population, including low and moderate income housing, middle income housing and senior citizen housing; encourage multi-family and mixed-use development and redevelopment with in the central business district
 - d. Improve the quantity, quality and availability of parks and open space including active and passive recreational facilities, neighborhood parks and environmentally sensitive areas. Encourage open space within major new developments and redevelopment. Promote the establishment of a publicly accessible linear greenway (riverside) park along the Hackensack River;
 - 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:

The City's Master Plan provides strategies for redevelopment in the Rehabilitation Area, particularly 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.
7. The City’s 2020 Master Plan Re-examination Report contains narrative related to areas in need of rehabilitation, redevelopment and preservation which included the following:
- a. Regarding Areas in Need of Rehabilitation the document states: “Encourage public and private redevelopment to assist in the rehabilitation of areas in need of improvement and upgrading,

including the utilization of County, State, and Federal assistance programs where applicable as well as public/private partnerships.”

- b. Regarding housing opportunities the document states: “Promote and expand economic opportunities in Hackensack in order to maintain job opportunities and the economic well-being of Hackensack’s citizens; encourage the non institutional expansion of the health services sector within Hackensack.”
- c. Regarding the program of adaptive reuse the document states: “Encourage adaptive re-use of historic and character-defining structures, where appropriate encourage context-sensitive design of replacement structures.”
- d. Regarding Economic Development the document states: “Promote and expand economic opportunities in Hackensack in order to maintain job opportunities and the economic well-being of Hackensack’s citizens; encourage the non institutional expansion of the health services sector within Hackensack.”
- e. Regarding redevelopment in the downtown the document states: “Promote and upgrade the downtown of Hackensack with an emphasis on assuring a vibrant, mixed-use and appealing downtown.”

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 2015 Master Plan Reexamination Report for Bogota identifies the three (3) properties as redevelopment areas. These properties, 300-316 River Road, 250 West Fort Lee Road and 172 and 229 West Fort Lee Road are located to the east of Hackensack. However, these projects, if and when they are built, will not significantly impact Hackensack.
2. Borough of Hasbrouck Heights: The 2011 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 2017 Master Plan Reexamination Report recommends significant redevelopment along the waterfront which includes many vacant and under utilized properties south of Route 46 and east of Bergen Turnpike and Washington Avenue. This, however, will not significantly impact Hackensack.
4. Borough of Maywood: The Borough of Maywood’s 2019 Master Plan Re-examination report 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 significantly impact Hackensack.

5. Borough of Paramus: The 2015 Master Plan Reexamination Report recommends that the Borough should evaluate for any areas in need of redevelopment within the Borough. However, this will not impact Hackensack.
6. Borough of River Edge: The 2020 Master Plan Reexamination Report identifies the Borough should review the zoning of the southerly portion of the Borough which borders Hackensack and to coordinate with Bergen County on minimizing congestion and improve the efficiency of roadways within this area. Furthermore the plan identifies several redevelopment areas within the vicinity of Hackensack. These redevelopment areas will not have a negative impact on Hackensack.
7. Borough of South Hackensack: The Borough prepared a Master Plan Reexamination report in 2008. The report identifies several areas of potential redevelopment. These potential redevelopment areas will not have a negative impact on Hackensack.
8. Borough of Teterboro: The 2016 Master Plan Reexamination Report recommends the use of redevelopment to spur economic development within the Borough.
9. Township of Teaneck: The 2017 Master Plan Reexamination Report recommends that the Township should evaluate changes in zoning for specific sites and identify issues for which further study and rezoning can support the Township.
10. Borough of Lodi: The Borough of Lodi's latest Master Plan Re-examination Report is from 2010. Within the report there are no recommendations or objectives that will significantly impact 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.