

50- 52 Main Street Redevelopment Plan



Block 204 - Lot: 5

Block 205 - Lots 2, 4, 5, 6, 7 & 8

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

February 2016

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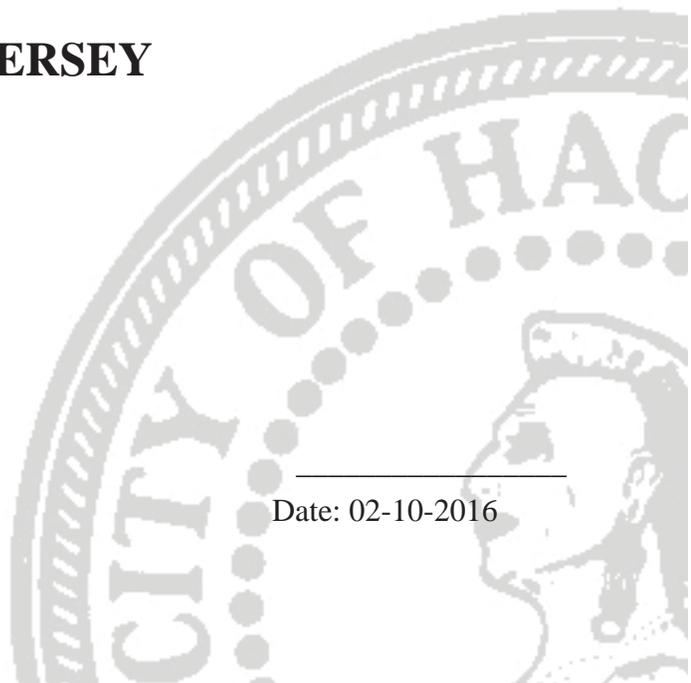
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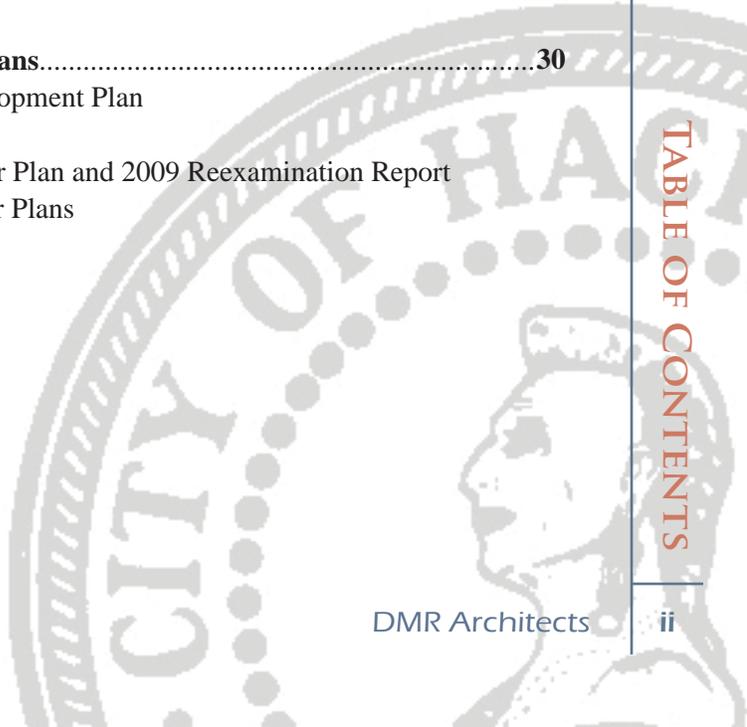
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BACKGROUND INFORMATION

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

The Plan which was adopted in 2012 promotes:

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

In only a short period of time since the adoption of the plan, the City has already begun to see the benefits of these strategies. For the first time in over thirty years, a significant residential development with 220 units has been completed and two other mixed use projects with approximately 500 units are now under construction. In addition, the City has seen a wave of developer interest throughout the rehabilitation area with several other mixed use projects that are either in the design or entitlement process.

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

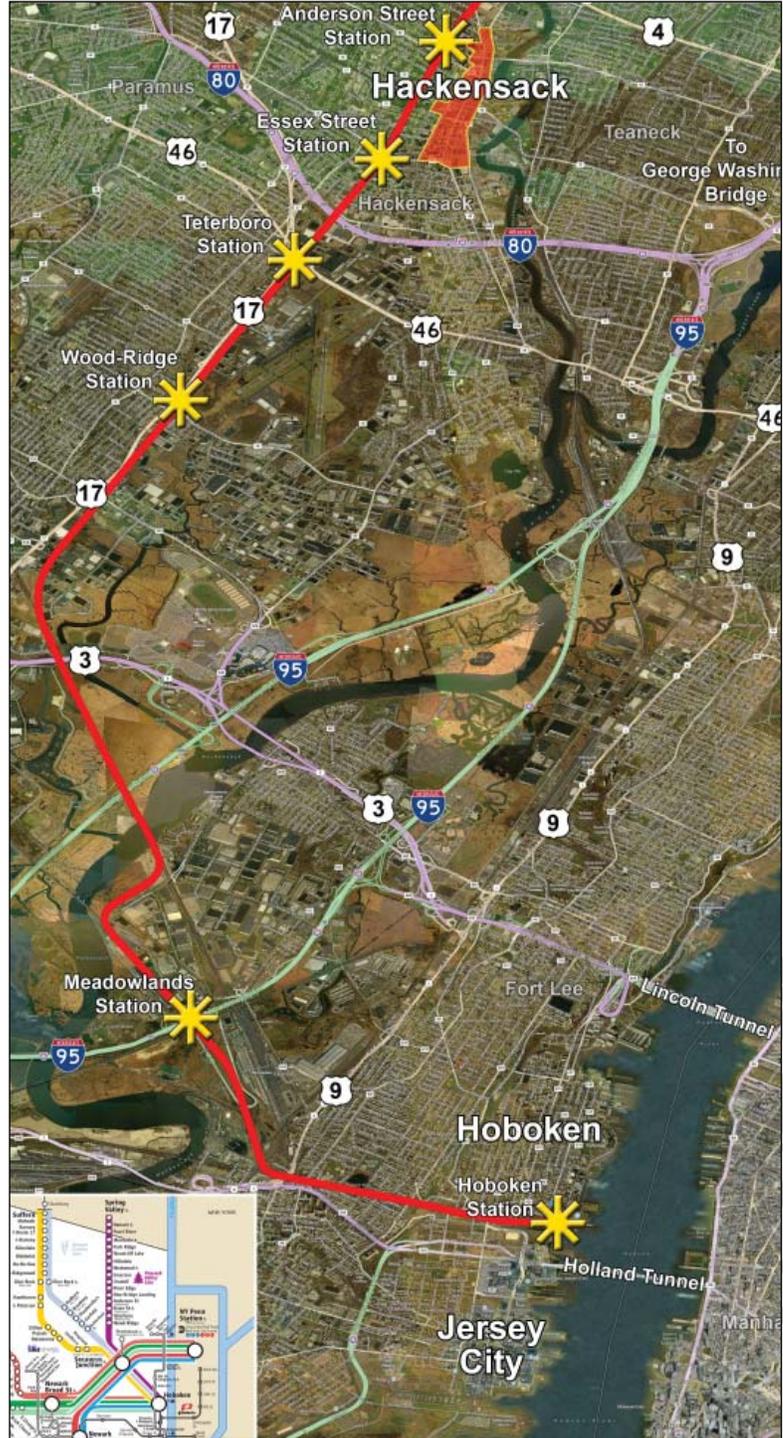
With over 43,000 residents and a day time population estimated at over 100,000 the City is home to the two largest employers in Bergen County including the Hackensack University Medical Center and the County Administration Offices. In

In addition Hackensack has three college campuses located in and adjacent to the downtown including, Fairleigh Dickinson University, Bergen Community College and Eastwick University.

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



Hackensack Rehabilitation Area
New Jersey Transit Locations with 1/4 and 1/2 mile radius



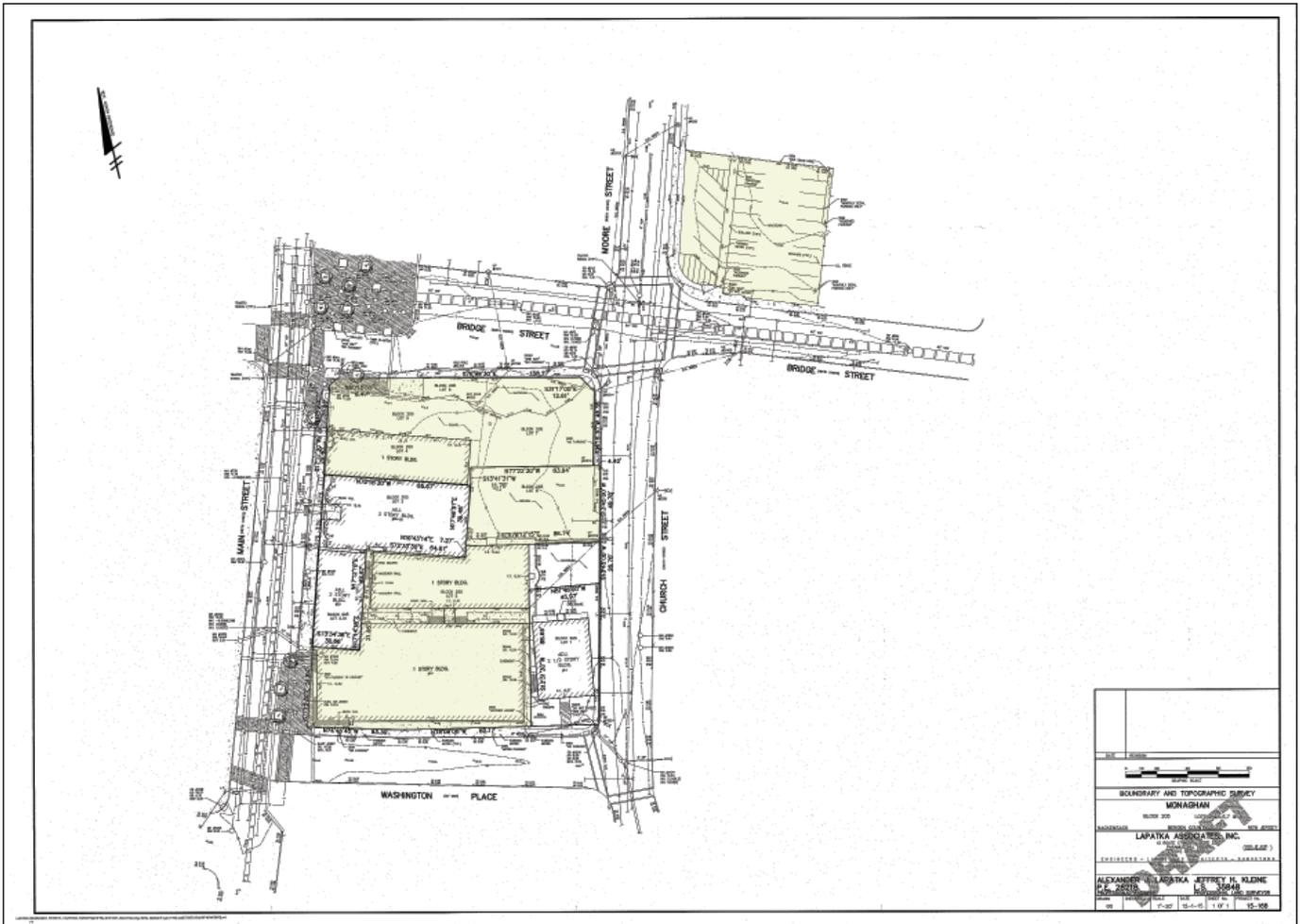
Hackensack Rehabilitation Area
New Jersey Transit Stops & Regional Proximity to Manhattan

1.0 INTRODUCTION

BASIS FOR THE PLAN:

This redevelopment plan has been prepared for Block 204 – Lot 5, Block 205 – Lots 2, 4, 5, 6, 7 and 8. The addresses for the plan include: 18-20 Bridge Street, 50 Main Street, 60-62 Main Street, and 59-61 Main Street. The approximately .7 acre site is located in the Downtown Rehabilitation Area between Main and Moore Streets.

The City of Hackensack Mayor and Council in 2015 determined by resolution this property qualified as an “area in need of redevelopment” in accordance with the criteria specified in the New Jersey Local Redevelopment and Housing Law (LRHL) at N.J. S.A. 40A:12A-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.



Redevelopment Area
Property Survey (Courtesy of Lapatka Associates, Inc.)

SURROUNDING AREA CONTEXT:

The seven parcels (Block 204 – Lot 5, Block 205 – Lots 2, 4, 5, 6, 7 and 8) are located between Bridge and River Streets within the Downtown Rehabilitation Area Zoning District which was adopted in June 2012. The current land use for the properties include surface parking lots, and commercial establishments ranging from one story to two story buildings.

PROPERTY INFORMATION:

Block 204, Lot 5: This approximately 7,921 SF lot is located at the intersection of Bridge Street and Moore Street. This lot is a city parking lot known as Lot W. Lot W contains 22 leased spaces and 6 metered spaces. There are two entrances for this lot, one on Moore Street and one on Bridge Street. There a fence on one side of the parking lot that is next to the residential properties on Bridge Street. A small curb separates this parking lot from the parking lot that is adjacent to it.

Block 205, Lot 2: This property which is approximately 15,023 SF includes two, one story buildings that are connected through a breezeway. The first building entrance is located on Main Street and provides a common hallway to several individual offices. This portion of the building has a common bathroom for all the tenants and a small basement area.

The second building which fronts onto Moore Street is connected to the first building with a breezeway. The main entrance is off a small parking lot that faces Moore Street and includes only a few parking spaces. The two buildings are separate by approximately 12'-0". A walkway was constructed under the breezeway to provide emergency access to 54 Main Street (not located in the investigation area). The stairs leading down below the breezeway are completely eroded and represent an unsafe condition.

Parking for the two buildings appears to be located partially on Lot 2 with only a few spaces and the remaining parking is located on Lot 7. None of the parking for either Lot 2 or 7 meet the City of Hackensack standards for size, aisle dimensions, or layout. There is on curb cut located on Lot 2 off Moore Street which is a shared entrance with 14 Washington Place (not located in teh investigation area).

Block 205, Lot 4: This property is approximately 2,368 SF. It is located on Main Street and includes a one story vacant building. This property was designated for redevelopment.

Block 205, Lot 5: This property is approximately 2,376 SF located on Main Street. This lot is located adjacent to 64 Main Street (Block 205 Lot 4) which was previously designated area in need of redevelopment. The lot appears is currently vacant. The previous building was demolished due to a fire and the lot is covered in gravel.



Hackensack Rehabilitation Area
The Record Site Redevelopment Area

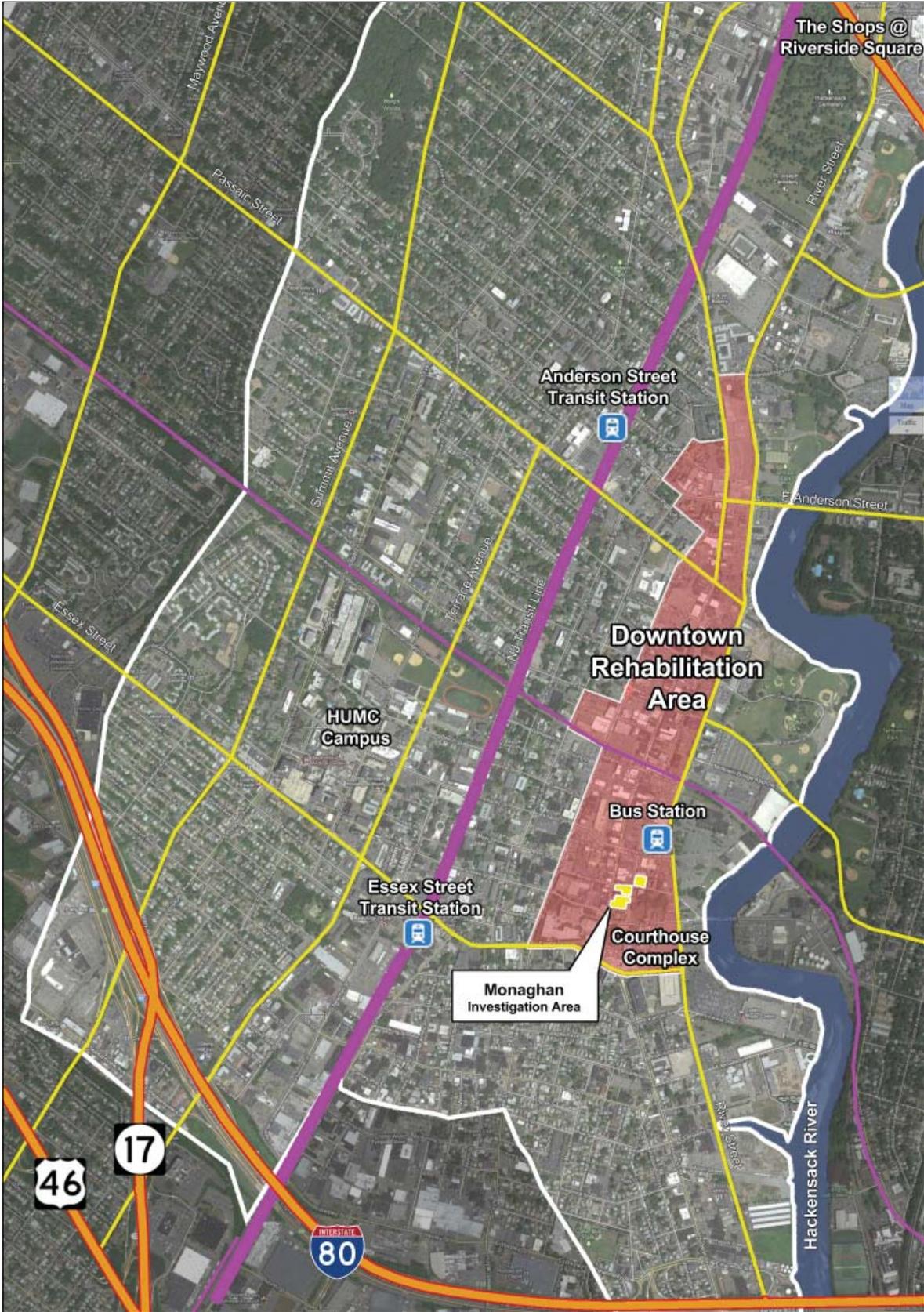


Bird's Eye View
The Record Site Redevelopment Area

Block 205, Lot 6: This property is approximately 1,168 SF. It is located on the corner of Main Street and Bridge Street. The lot appears to be vacant due to a building fire or collapse from lot 4. The lot is covered in gravel and is not being used as a makeshift parking lot, like lot 7. There appears to be an entrance to this lot from Bridge Street. The lot is currently fenced off from the street.

Block 205, Lot 7: This property is approximately 4,136 SF. It is located on the corner of Moore Street and Bridge Street. This lot seems to be used as an unofficial parking lot for the offices or stores in the neighborhood. The lot is most gravel with some pavement in it. It seems that maintenance on this property has been neglected, as noted by the clumps of grass growing from the side walk and the tall flora growing against the building in Lot 4 and near the fences of lots 5 and 6. There are two entrances to this makeshift parking lot, one is on Bridge Street and the other is on Moore Street.

Block 205, Lot 8: This property is approximately 4,373 SF. It is located on Moore Street and is an asphalt and gravel parking area that serves as parking for Block 205 Lot 2. This property was designated for redevelopment.



Hackensack Rehabilitation Area
Regional Context Map

REQUIRED COMPONENTS OF THE REDEVELOPMENT PLAN:

N.J.S.A 40A:12A-7 requires that a redevelopment plan include an outline for the planning, development, redevelopment, or rehabilitation of the Redevelopment Area sufficient to indicate the following:

1. Its relationship to definite local objectives as to appropriate land use, density of population and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.
2. Proposed land uses and building requirements in the project area.
3. Adequate provisions for the temporary and permanent relocation, as necessary for residents in the project area, including an estimate of the extent of which decent, safe, and sanitary dwelling units affordable to displace residents will be available to them in the existing local housing market.
4. An identification of any property with the redevelopment area which is proposed to be acquired in accordance with the redevelopment plan.
5. Any significant relationship of the redevelopment plan to:
 - The master plans of contiguous municipalities;
 - The master plan of the county in which the municipality is located;
 - 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.

DEFINITIONS:

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

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

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.

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.

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

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

EXISTING ZONING:

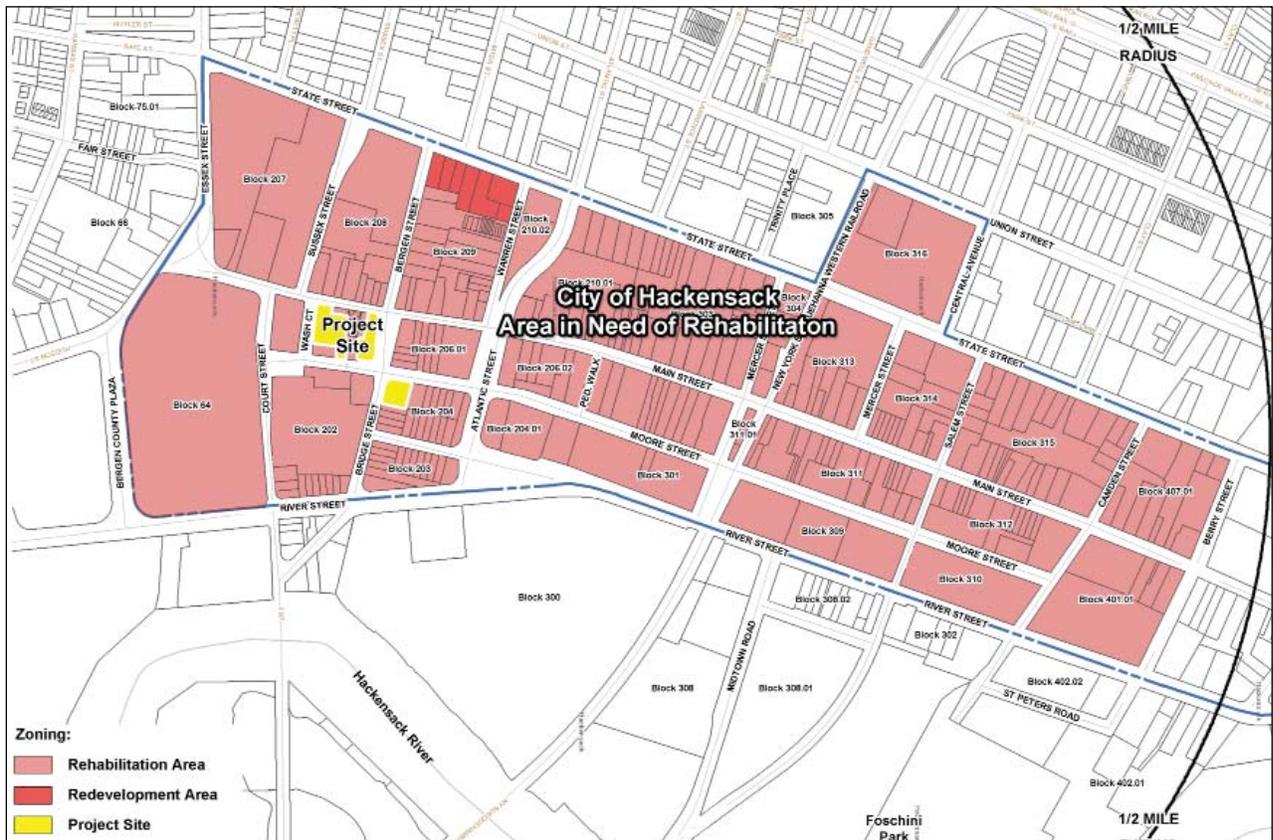
The properties are located entirely within the designated Downtown Rehabilitation Area which includes zoning based on the Redevelopment Plan for the Area in Need of Rehabilitation. The Redevelopment Plan for the Downtown Rehabilitation Area includes the following permitted uses:

1. Residential, multi-family, apartments, residential over retail/commercial, residential lining or over parking structures;
2. Commercial, general office, medical, physical therapy, basic research, professional uses, banks with all uses being permitted as freestanding, liner or over parking structures;
3. Retail including, restaurants, eating and drinking establishments, open air markets and sidewalk cafes, supermarkets, general stores, outdoor seating and eating areas, banks, book and stationery stores, florists, with all uses being permitted as freestanding or as a liner to parking structures;
4. Civic, cultural, institutional and religious facilities, recreation centers, athletic and sports facilities, YMCA’s, health clubs (public or private), libraries, museums, theaters, art galleries, police and fire stations, public/private elementary, junior and senior high schools and daycare and adult care facilities;



Hackensack Redevelopment Area
Aerial Map

5. Colleges, universities, trade schools, adult training facilities, dormitories, fraternity or sorority houses;
6. Health institutions (hospitals, outpatient care facilities and health clubs);
7. Hotels, conference centers and spas;
8. Outdoor open markets for selling fresh food and plants based on state laws and regulations;
9. Parks, plazas, open space, greenways and arboretums;
10. Structured parking as permitted or accessory use;
11. Live work / studios for artists, designers, photographers, musicians, sculptors, gymnasts, potters, wood and leather craftsmen, glass blowers, weavers, silversmiths, antique dealers and designers of ornamental and precious jewelry;
12. Transit stations and associated parking facilities, including “Park and Ride” and “Kiss and Ride” facilities;
13. Utility and related facilities such as distribution lines, railroad rights-of-way, telephone repeater stations, and water storage tanks. (These uses are not permitted to front Main Street);



Hackensack Redevelopment Area Land Use Map

REDEVELOPMENT PLAN GOALS:

This property is identified as a potential redevelopment area in both the 2001 Master Plan and the 2009 Re-examination Report and as a part of the Downtown Rehabilitation Planning process the city and its residents developed goals and objectives for the revitalization of the downtown into a vibrant mixed use pedestrian friendly environment. The following is a list of the goals which relate to the redevelopment area:

1. To promote and strengthen existing businesses with the creation of a livable, real and clearly defined downtown district, made up of a series of interconnected, newly formed, mixed-use neighborhoods which are connected to their immediate context;
2. To promote the development of a place-based environment where people live and work connected by great streets and activated by appropriate street retail, food and entertainment uses;
3. To promote a balance between pedestrian and vehicular importance through the design of a hierarchy of streets, roads, gateways and boundaries which promotes activity and vitality;
4. To promote a series of memorable public places and spaces connected by great sidewalks and streetscape elements, enhanced by public art, safe lighting and on-street parallel parking, that promote outdoor dining, walking, people watching and gathering, activated by a clearly organized program of street retail and restaurants;
5. To promote improved pedestrian and vehicular connectivity into and through the downtown and to adjacent existing residential and commercial neighborhoods as well as to transportation and transit options;
6. To promote an overall approach to parking based on a shared vertical strategy reflective of a mixed use environment which emphasizes quality, accessibility, location, size, scale, configuration, management and aesthetic character over quantity;
7. To promote and take advantage of the physical relationship of the downtown to the County Complex, Bergen Community College, Fairleigh Dickinson University and Hackensack University Medical Center;
8. To promote the development of a compact urban environment with improved connectivity to the existing rail and bus transit in order to encourage walking and minimize vehicular dependency;
9. To promote and improve the efficiency and capacity of the existing street network to better accommodate vehicles, pedestrians and bicycles in the context of a complete street;
10. To promote a high density, mixed use development with a diverse residential population of varied ages, races and socio-economic backgrounds;
11. To promote the principles of sustainable design for individual buildings and for the district as a whole.

REDEVELOPMENT PLAN OBJECTIVES:

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

The objectives for this Redevelopment Plan are to:

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

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



2.0 USE AND BULK REQUIREMENTS

PERMITTED LAND USES:

The following uses are permitted in the Redevelopment Plan:

RESIDENTIAL:

Multi-family, apartments, condominiums, townhomes, lofts, and live work studios; over or lining retail, commercial and parking structures;

COMMERCIAL:

General office, professional uses and banks;

RETAIL/COMMERCIAL:

Restaurants, eating and drinking establishments, cafes, general stores, shops, drinking establishment, bakery, delicatessen, movie theater, grocery store / supermarket, book and stationery store;

STREETSCAPE, PLAZAS & OPEN SPACE:

Streetscape, plazas, open space including hardscape and softscape and roof top amenities;

PARKING:

Surface parking.

ADDITIONAL REGULATIONS:

1. Any use not specifically stated as a Permitted Use is not permitted;
2. Parking structures and drive thru's are not permitted;

ACCESSORY LAND USES:

1. Lobbies on the ground floor providing access to residential uses on the upper floors on Washington Place only;
2. Loading spaces and docks, recycling and refuse storage areas. (See Design Standards for loading requirements);
3. Other uses that are permitted provided they are subordinate to the principle permitted use include:
 - a. Management and Leasing Office;
 - b. Conference / Fitness center, meeting room;
 - c. Storage lockers and other amenities for residents only;
 - d. Laundry facilities within the building but not as the retail component on Main Street;
 - e. Outdoor dining and walk-up ATM
4. Accessory structures shall comply in all respects with the requirements of the principal structure;
 - a. No accessory structure shall be located closer to the street right-of-way line than the required front yard setback of the principal use;
 - b. No portion of an accessory structure shall include living quarters except parking structures as an accessory use may contain residential over the structure;
5. When an accessory structure is attached to the principal structure, it shall comply in all respects with the requirements applicable to the principal structure;
6. No accessory structure shall be constructed or placed on any lot unless the principal structure is first constructed or placed upon said lot, with the exception of parking facilities (surface or structure) which may be constructed prior to the primary use;
7. In no event shall the height of an accessory structure exceed the height of the principal building with the potential exception for parking structures which will be allowed to exceed the primary structure for access only;

DENSITY, AREA, YARD AND HEIGHT REQUIREMENTS:

The following requirements apply to the Redevelopment Area:

Requirements for Building 1:

1. **Minimum Lot Size:** None
2. **Minimum Dwelling Unit Size:** 550 sf;
 - a. A maximum of 20% of the units can be studios;
 - b. A maximum of 20% of the units can be two bedrooms;
3. **Minimum / Maximum Number of Units:** 20 / 40 units;
4. **Minimum Building Setback:**
 - a. The minimum building setback along Main Street shall be based on the corner of the adjacent 2 story building (54 Main Street - Block 205 Lot 2.01) to the north.
 - The building shall be designed to be no closer or further away from Main Street than the existing corner of the adjacent building;
 - The building shall abut the two story building on the first floor as to leave no space between the buildings in that location;
 - b. The minimum building setback along Washington Place shall be 12'-0";
 - c. Utility structures, backflow preventers, or other similar devices when located above grade, must be located behind the setback, be screened and cannot be located on either Main Street or Washington Place;
6. **Minimum Retail:** 2,000 sf
7. **Minimum Retail and Commercial:** 6,000 sf
7. **Maximum Building / Lot Coverage:** 75%;
8. **Minimum / Maximum Number of Stories:** 3 / 5 Stories;
9. **Other Requirements:**
 - a. See Section Development / Place-Making Design Standards for all building and streetscape design requirements;
 - b. An underground detention system shall be provided to mitigate flooding based on a 25 year storm event for the entire project;
 - c. The retail storefront shall wrap the corner of Main and Washington Place as to provide access and retail storefront on the ground floor from both Main Street and Washington Place;
 - d. The minimum depth for retail shall be 45'-0" with the exception of the corner of Main Street and Washington Place due to lot depth constraints;
 - e. The building should be designed in such a way as to enhance the corner element of Main and Washington Place through either a change in materials, color or vertical plane;
 - f. The building shall have a flat roof and shall include a cornice;
 - g. Egress doors cannot open into a public sidewalk or right of way;
 - h. All dumpsters, trash receptacles, and deliveries shall be located at the rear of the building and shall meet the screening standards of this Redevelopment Plan.

Requirements for Building 2:

1. **Minimum Lot Size:** None
2. **Minimum Dwelling Unit Size:** NA
3. **Minimum Building Setback:**
 - a. The minimum building setback along Main Street shall be based on the corner of the adjacent 2 story building (58-60 Main Street - Block 205 Lot 3) to the south.
 - The building shall be designed to be no closer or further away from Main Street than the existing corner of the adjacent building.
 - The building shall abut the three story building on the first floor as to leave no space between the buildings in that location.
 - b. The minimum building setback along Bridge Street shall be 12'-0".
 - c. Utility structures, backflow preventers, or other similar devices when located above grade, must be located behind the setback, be screened and cannot be located on either Main Street or Washington Place;
 - d. Utility structures located below grade may be located within the setback of any street;
4. **Minimum Retail / Commercial:** 2,800 sf
5. **Maximum Building / Lot Coverage:** 90%;
6. **Minimum Building Height:** 24'-0";
7. **Minimum / Maximum Number of Stories:** 1 / 2 Stories;
8. **Other Requirements:**
 - a. See Section Development / Place-Making Design Standards for all building and streetscape design requirements;
 - b. The retail storefront shall wrap the corner of Main and Bridge Street with windows located along Bridge Street for the entire length of the building;
 - c. The minimum depth for retail shall be 45'-0" with the exception of the corner of Main Street and Washington Place due to lot depth constraints;
 - d. The building shall have a flat roof and shall include a cornice;
 - e. Egress doors cannot open into a public sidewalk or right of way;
 - f. All dumpsters, trash receptacles and deliveries shall be located at the rear of the building and shall meet the screening standards of this Redevelopment Plan.

PARKING STANDARDS:

Parking Requirements for the redevelopment area include:

| Use** | Parking Ratio |
|---------------------------------|---------------------------|
| Multi-family Studio | 1.0 sp per dwelling unit |
| Multi-family other than Studio: | 1.25 sp per dwelling unit |
| Retail: | 4.0 sp/1,000 GFA |
| Commercial: | 3.5 sp/1,000 GFA |

Notes:

1. All parking requirements shall be met within the Redeveloper Area as permitted in this Plan.
2. When the formula or parking spaces required results in a fraction of a space exceeding 0.49, a full space shall be required;
3. 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;
4. Up to 10% of the required parking stalls may be designated for compact cars;
5. Tandem parking is not permitted;
5. Outdoor seating areas do not count toward the required parking ratios;
6. Accessory uses do not require parking;
7. Any street parking directly contiguous to the redevelopment area can be counted toward the required parking;

Parking Lot 1:

1. The minimum distance from Moore and Bridge Street to an interior parking lot shall be 12'-0" and shall include a minimum 5'-0" sidewalk between the parking lot and the street curb.
2. A maximum of three (3) ingress/egress drives are permitted from Lot 1 to the adjacent Moore and Bridge Streets in the general locations depicted in the conceptual site plan.
3. Street trees are required at 30'-0" on center along all public streets the property abuts including Washington Place, Main, Moore and Bridge Streets.

Parking Lot 2:

1. The lot may remain in its current configuration without any required improvements;
2. Any alteration or change to the parking configuration will require a minimum 12'-0" setback from the proposed parking lot to the existing curb-line along Moore and Bridge Streets;

Shared Parking:

Joint use of up to 50% of the required commercial/retail parking spaces only may be permitted for two or more uses located on the same parcel, provided the development can demonstrate the uses will not substantially overlap in hours of operation, or in demand for the shared spaces.

A shared parking analysis must demonstrate the shared parking plan is feasible based upon a "Shared Parking Analysis" using Urban Land Institute's (ULI) Shared Parking Software or a comparable software model. The Shared Parking Analysis shall be prepared by a credible expert, such as an experienced parking or land use consultant, planner, architect or engineer.

Setback Maneuvering:

No surface parking or maneuvering space is permitted in any required setback, or between the permitted use and the required setback, except driveways providing ingress and egress to the parking or service area may be installed across these areas.

Bicycle Parking:

Bicycle parking is required in publicly accessible areas for new developments at one bicycle parking space for every 25 vehicle parking spaces, up to 200 vehicle parking spaces.

- a. Thereafter, one space shall be provided for every 100 vehicle parking spaces. Fractions equal to or greater than one half shall be considered to be one bicycle space;

Handicapped Accessible Parking Requirements:

Refer to Section 175-10.01C Handicapped Parking Schedule (City of Hackensack Zoning Ordinance).

Additional Off-Street Parking Regulations:

For all parking standards not covered in this section refer to Section 175-10 Off Street Parking Regulations with the exception of the following:

- a. Off-street parking dimensions shall be a minimum of 9'-0" x 18'-0";
- b. Two lane drive aisle dimensions shall be a minimum of 24'-0";

3.0 DEVELOPMENT / PLACE-MAKING DESIGN STANDARDS

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

Building Architectural Materials & Character:

1. Buildings shall be designed with traditional architecture that complements the historic buildings located in the area and shall include the following elements:
 - a. Buildings shall include a flat roof with a cornice and shall be constructed with high quality materials that reinforce pedestrian scale;
2. All buildings shall take into consideration the relationship to other existing or proposed buildings, in terms of light air, usable open space, height and massing.
3. Primary building materials shall include: brick, stone, cast stone and/or glass;
 - Vinyl siding of any type or grade and stucco is strictly prohibited on any portion of building façade in the redevelopment area;
4. Elements such as cornices, belt courses, corbelling, molding, string courses, ornamentation, changes in material or color, and other sculpturing of the base are strongly recommended and should be provided to add special interest;
 - The design of a higher element along the Washington Place facade should be considered which could include a corner element.



Multi-family residential building typ.



Mixed use building with architectural details including cornice, molding and belt courses



Mixed use building with outdoor dining



Residential building with architectural details including corner element and cornice.



Mixed use building with distinct corner element



Mixed use building with high first floor and distinct architectural details



Existing mixed use building located at 41-43 Main Street with architectural details including cornice, molding, and belt courses

6. 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;
7. Buildings shall be broken up vertically into a base, a middle and a top and horizontally into bays, through the use of building articulation or change in materials. The base should not extend beyond the first levels with an emphasis on providing design elements which enhance the pedestrian environment particularly at the street level;
8. Any retail or commercial storefront design at the first level should reflect the individual tenant's brand identity;

Building Orientation:

1. The building shall be oriented toward both Main Street and Washington Place. At minimum one entrance for commercial / retail shall be located either at the corner of Main Street and Washington Place or on Main Street.
 - A minimum of one entrance for each tenant shall be provided on Washington Place.
2. The first floors of all buildings shall be designed to encourage and complement pedestrian-scale and activity;
3. Ground floor retail shall have a 16'-0" minimum floor to floor height;

Building Entrances:

1. Building entrances should be easily identifiable with unique and interesting signage for each individual use through the use of canopies and individual retail signage;
 - Architectural elements should carry through to the base of the building such as columns and materials to ground the building.
2. Retail entrances can have up to a 2'-0" x 6'-0" pop-out / protrusion / recess into the setback or adjacent public open space for columns or other architectural features that distinguish the commercial or retail storefront;
3. Entrances for residential uses should be separate and distinct from retail uses and should not be located on Main Street with the exception of a second means of egress.

Street Level Frontage / Uses:

1. Retail and commercial uses are required to front on Main Street and Washington Place;



54 Polify Road - Includes distinct base, middle and top



Architectural element to accentuate the corner of the building



47 Main Street - Mixed use building with architectural elements including distinct base, cornice and stringer

2. Outdoor dining along Main Street and Washington Place is encouraged;
 - All outdoor dining should meet the City of Hackensack Building Department requirements.

Canopies and Balconies:

1. Canopies, awnings, and similar architectural accents are encouraged along Main Street and Washington Place and at the residential entrances;
2. Any canopy may extend from the building up to one half of the width of the setback area in front of the building, or eight (8) feet, whichever is less;
3. Ground supports are not permitted in the minimum setback, sidewalk or in the public right-of-way;
 - These features should not extend over or interfere with the growth or maintenance of any required tree plantings;
4. The minimum overhead clearance shall be ten (10'-0") feet. If a canopy, awning, cornice, or other appurtenance extends into the public right-of-way, an encroachment agreement shall be required;
5. Balconies/balconettes can be incorporated into the building façade and are allowed to project into the building setback up to 4'-0" starting at the second level;

Mechanical Equipment Screening:

1. Screening of rooftop mechanical equipment is required.
2. All rooftop mechanical equipment including cell phone antennae shall be screened from view from all adjacent public streets, open spaces and parks in all directions and elevations to minimize the



Mixed use buildings with architectural features including cornice and distinct base

negative impact;

3. Screening materials shall be consistent with the architectural detail, color and materials of the building; Wire mesh screening is not permitted;
4. All roof and HVAC systems must meet the building code requirements and at minimum be set back from the building edge a minimum of 15' from any street or public open space and screened as to not be visible from any adjacent public street or public property;
5. If wall pack ventilation units are being used they are required to compliment the adjacent building material color;

Building Service Locations:

1. All service and delivery locations for the redevelopment area shall be provided off Moore Street;
 - a. Deliveries, trash collection and service areas are not permitted on Main Street or Washington Place;
2. All service and delivery maneuvering into the loading area shall occur entirely within the property other than for ingress and egress to the lot.

Doors and Windows:

1. Where expanses of solid wall are necessary, they may not exceed 30'-0" feet in length;
2. The first floor and street level shall be designed to address all public streets;
3. For retail uses operable windows are encouraged;



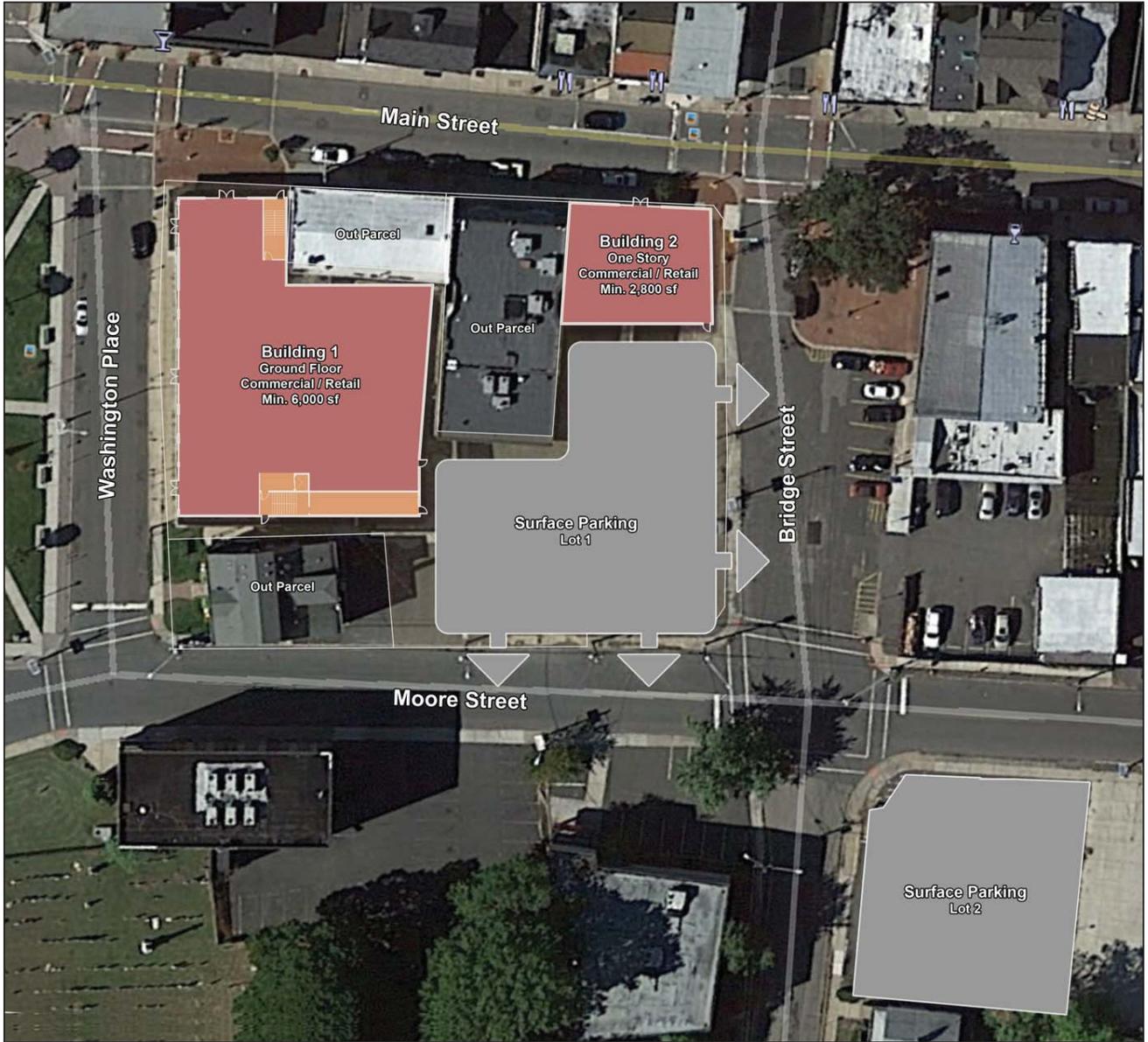
Outdoor dining area separated from pedestrian sidewalk



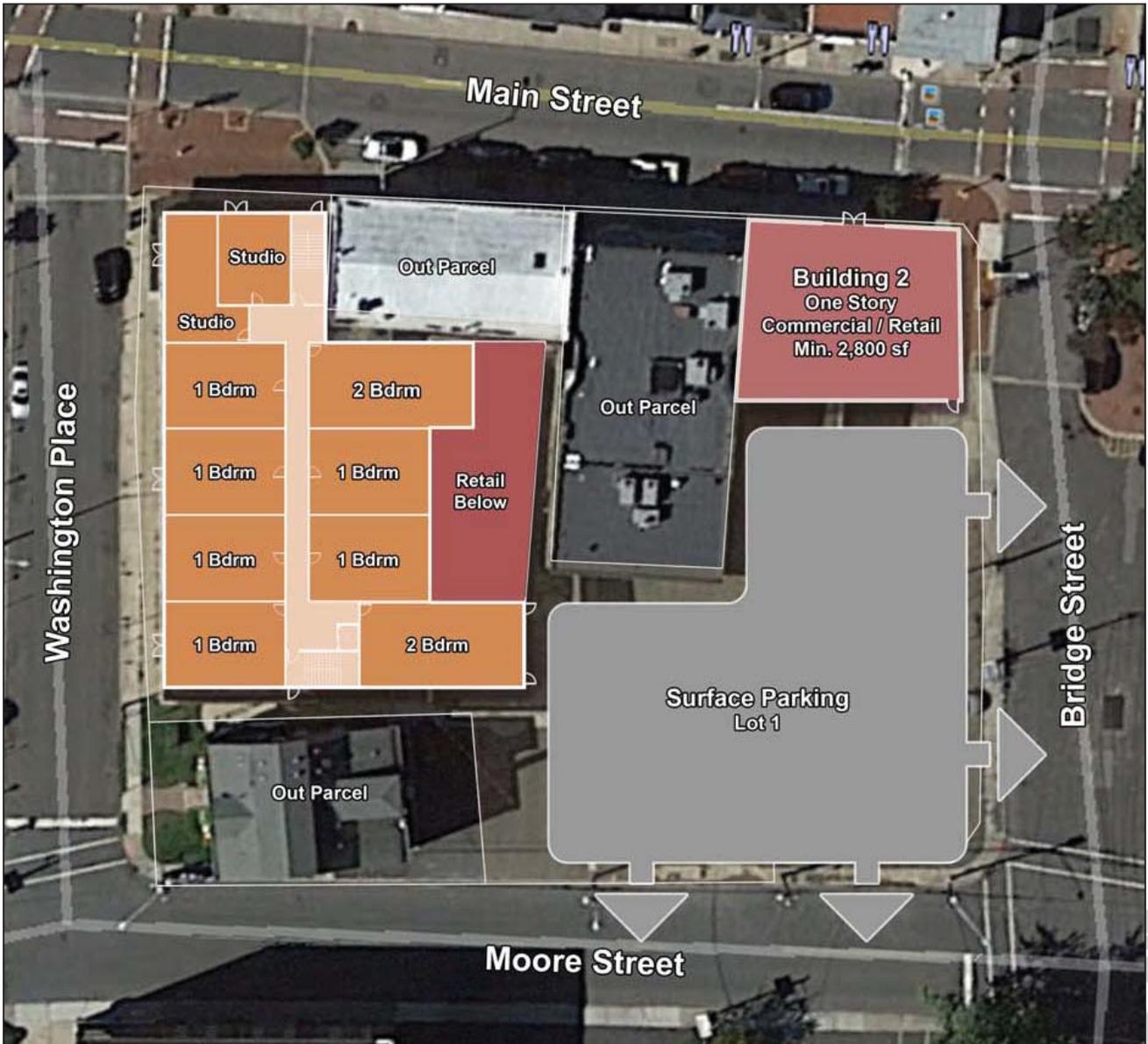
Mixed use building with architectural elements including cornice, molding and String courses



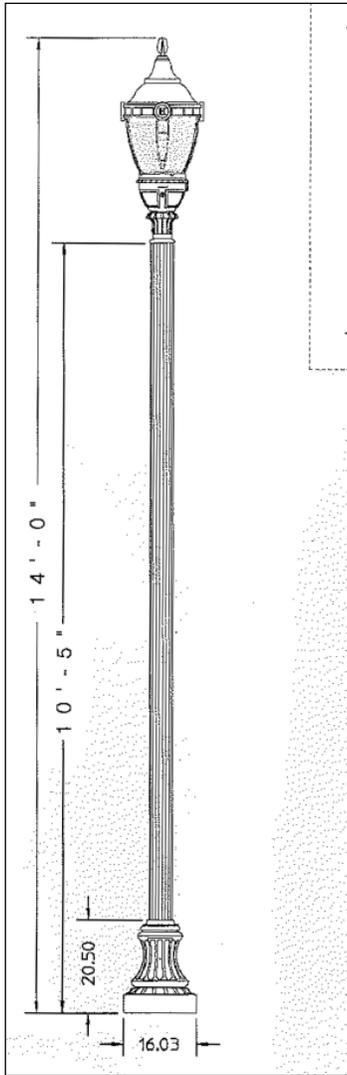
161 Main Street proposed building elevation with distinct ground floor retail and cornice (Courtesy of William G. Brown Architects)



Conceptual Site Plan:
Depicting the ground floor retail and general parking location for the Redevelopment Area.



Conceptual Site Plan: Typical residential level for Building 1 and the ground floor retail level for Building 2, with the general parking location for the Redevelopment Area



Hackensack Street Light Typ.

STREETSCAPE DESIGN STANDARDS:

A successful neighborhood is not complete until its parks, open space, sidewalks and streetscape have been designed and “furnished”. The items that are referred to as streetscape elements include street lights, sidewalks, benches, trash receptacles and other street furniture which reinforce the character of the street and the neighborhoods. The following section addresses an overall approach for the design of streetscape elements that are to be considered as part of the redevelopment plan. These requirements are the minimum criteria for all properties that front onto a public street.

Street Trees:

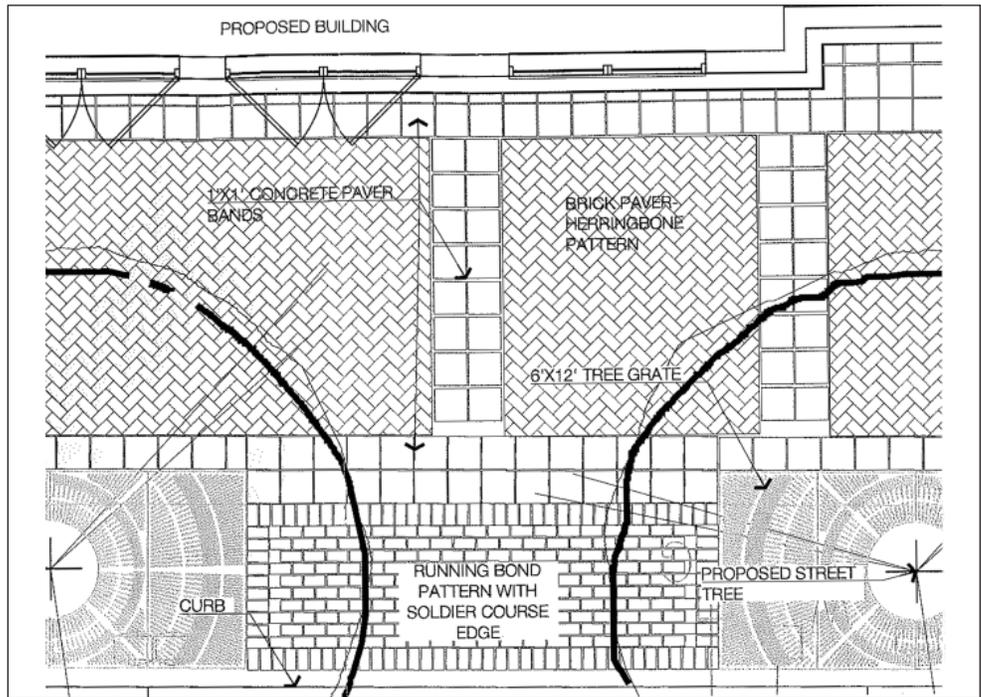
- Street trees shall be planted in either grates or open landscape areas equivalent to 30’ on center along all public street frontage;
- Street trees shall be planted with a minimum four inch (4”) caliper, shall be trimmed up to 8’-0” and shall be in accordance with the “American Standard for Nursery Stock” published by the American Association of Nurserymen (See Main Street and Secondary Street Details in this redevelopment plan for materials and design of hardscape);
- The street tree species shall be determined by the City of Hackensack;

Street Lighting:

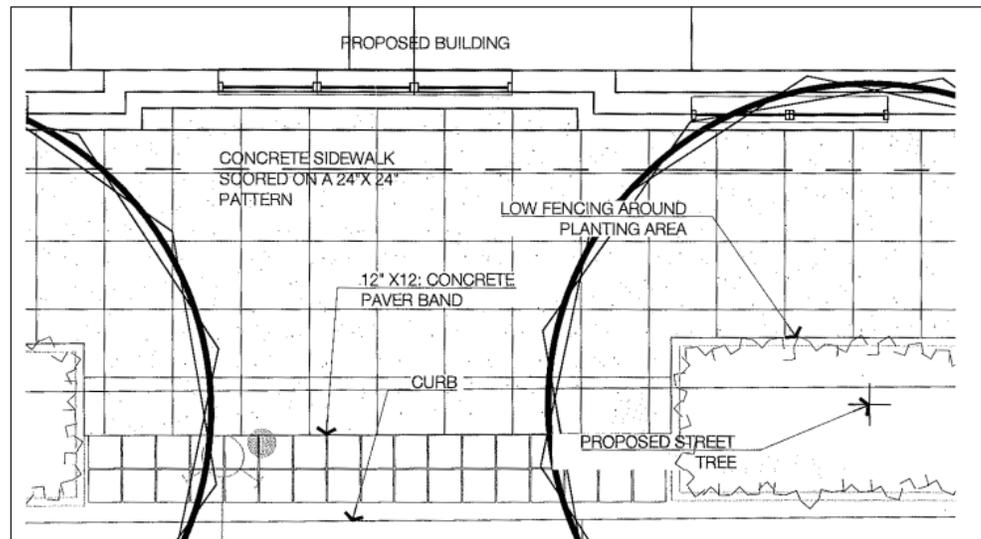
- Street lights shall be the City of Hackensack city standard pedestrian scale light pole and fixture;
- Street lights shall be shielded from second floor uses and shall be a maximum of 16’ in height, located on center between street trees, at a maximum of 90’-0” on center;
- Street light specifications and locations shall be submitted for review and approval prior to installation;
- Street lights should be located as part of the streetscape and function as a unifying element of other streetscape items including trees, benches and paving;
- Building light fixtures should exhibit an aesthetic as well as functional purpose to create interest and a sense of scale for the pedestrian;
- LED lighting is encouraged;
- Luminaires should be translucent or glare-free using opaque glass or acrylic lenses;
- Diffusers and refractors should be installed to reduce unacceptable glare; particularly adjacent to residential uses;

Sidewalks:

- a. Sidewalks shall meet the typical streetscape design palette in this Redevelopment Plan. Materials may consist of brick, concrete or a combination of the two and should be consistent for the all public streets in the redevelopment area;
- b. Asphalt of any type or grade is not permitted as a sidewalk material;



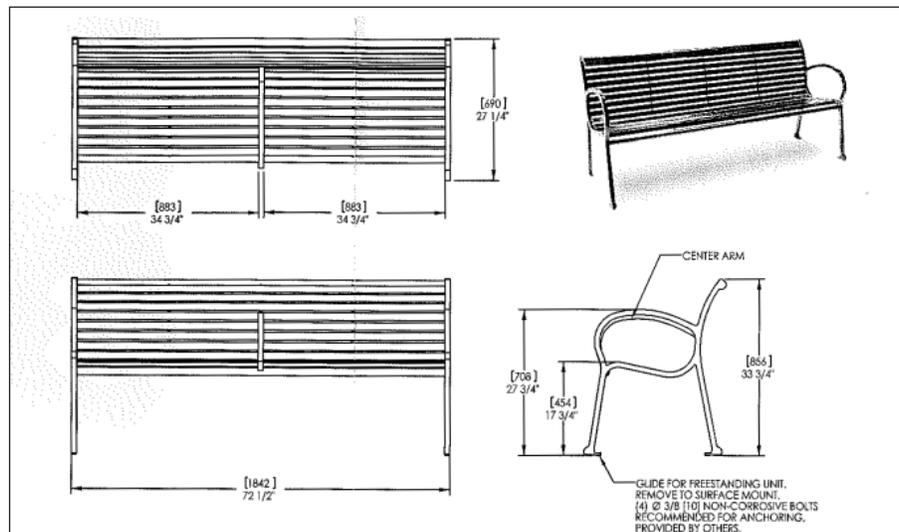
Typical Streetscape Design Palette for Main Street



Typical Streetscape Design Palette for Moore and Salem Streets

Seating, Benches:

- Seating should be grouped together as much as possible and placed in public open spaces, plazas or gathering places;
- Seating should be designed and placed appropriately to provide an amenity to the public;
- Seating should not obstruct views for vehicles, sidewalks for pedestrians, or signs and displays for businesses;
- The type of bench will be determined during the design phase and can vary along Main Street so long as the same bench is used for a minimum of two block lengths and for both sides of the street;



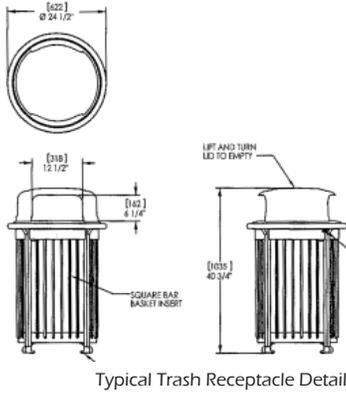
Typical Streetscape Bench Detail

Planting Pots & Planters:

- Pots and planters can be used particularly in areas with retail as a complement to the surrounding streetscape and are permitted in the setback with review and approval of the Building Department;
- Pots and planters can be placed as a separation between pedestrians and vehicles;
- Pots and planters are ideally located near seating areas, but plant materials should not interfere with circulation or comfort;

Tree Grates:

- Tree grates are permitted and can be used wherever a tree is placed within a high traffic area;
- Tree grates must allow for tree growth and be made of ductile iron and should be factory painted;
- Electrical outlets should be provided within the grate area to allow for lighting opportunities and should be designed to support up-lighting;



Trash Receptacles:

- a. Trash receptacles should be located conveniently for pedestrian use and service parks, plazas and other public gathering places.
- b. Trash receptacles should be permanently attached to deter vandalism and have sealed bottoms with sufficient tops to keep contents dry and out of pedestrian view;

Bicycle Racks:

- a. Bicycle racks should be permanently mounted and placed in convenient public locations to encourage bicycle use;
- b. Bicycle racks should be placed so as not to obstruct views or cause hazards to pedestrians or drivers;

Bollards:

- a. Bollards should integrate with and aesthetically complement the overall streetscape concept;
- b. Bollard design should respond to the area it supports (Plaza vs Services);
- c. Bollards may be chained or cabled together to ensure pedestrian safety or define areas for public functions;

Public Art:

- a. Public art should be “accessible”; tie to the history of Hackensack and if possible, should be created by a local source;
- b. Public art may include water, seating, planting, decorative architectural elements or plaza space as part of the design;
- c. Public art should be visible, but not interfere with pedestrian circulation or create a traffic hazard and should be made of durable, weatherproof materials and should be crafted, not “sharp”;



Bicycle rack



Bollards with lighting

Parking Meters:

- a. On-street parking meters are required along any existing and new public street in the redevelopment area;
- b. Parking meter specifications and locations shall be determined by the City of Hackensack;

Utility Accessories:

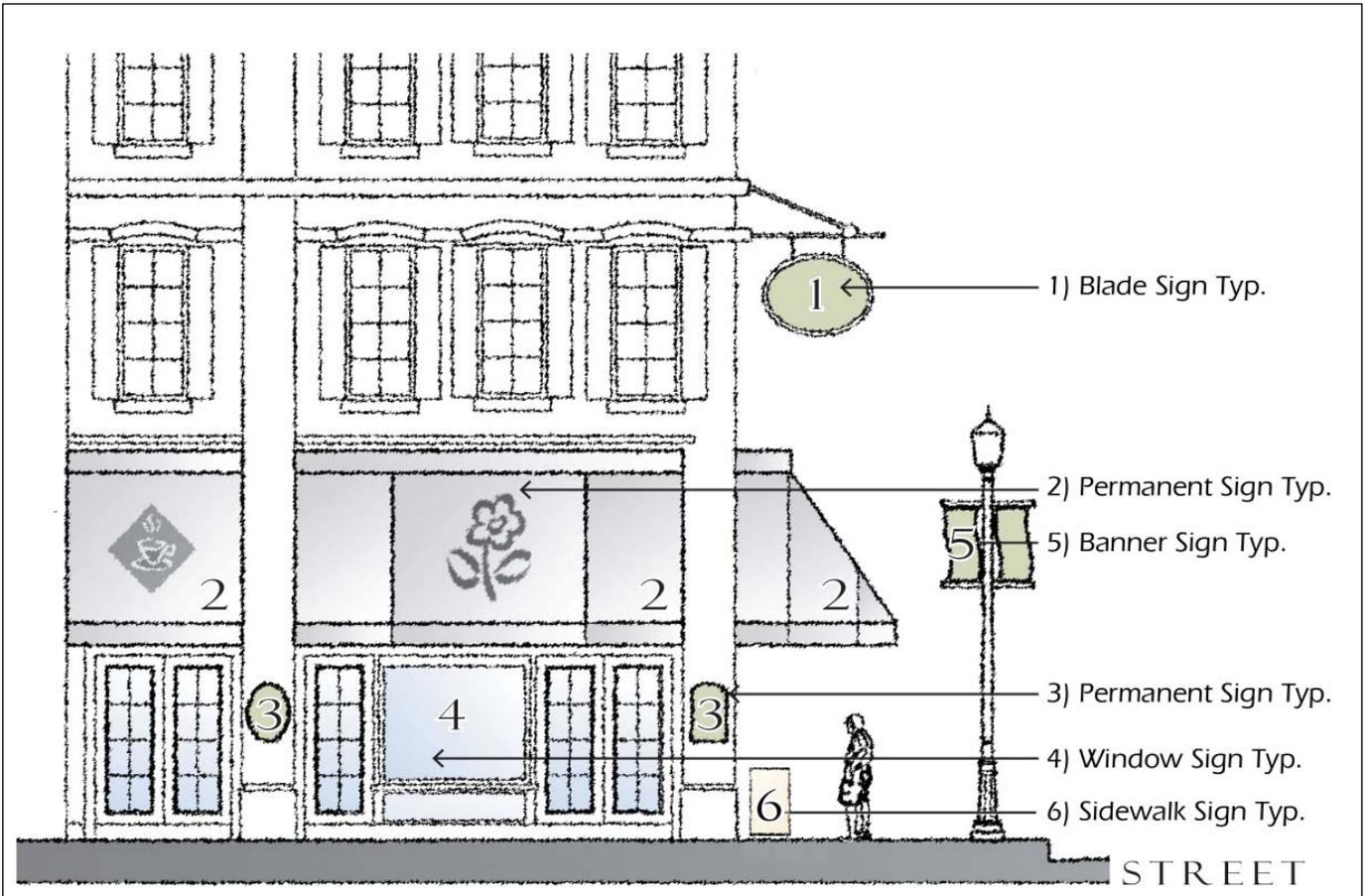
- a. Utility boxes, meters, manhole covers and fire hydrants should be coordinated with other streetscape accessories;
- b. Utilities should be readily accessible and placed so as not to obstruct visibility and movement;
- c. Utility locations should minimize visual and physical impact as much as possible and should blend in with the surroundings or enhance the area;



Flag banner signs

SIGNAGE STANDARDS:

- a. Projects are encouraged to explore a variety of signage types, sizes and styles with the objective of integrating the design of the signage into the overall project.
 - i. The goal is to maintain creative consistency that identifies the project and potential tenant's identity;
 - ii. Emphasis should be on durable, natural materials and quality manufacturing and can include cast, polished or painted metal; painted, stained or natural wood; glazed and ceramic tile; etched, cut, edge-lit or stained glass; cast stone and carved natural stone;
- b. For all signage standards refer to City of Hackensack Rehabilitation Plan and Section 175-7.14 SIGNS A through M of the City of Hackensack Zoning Ordinance.



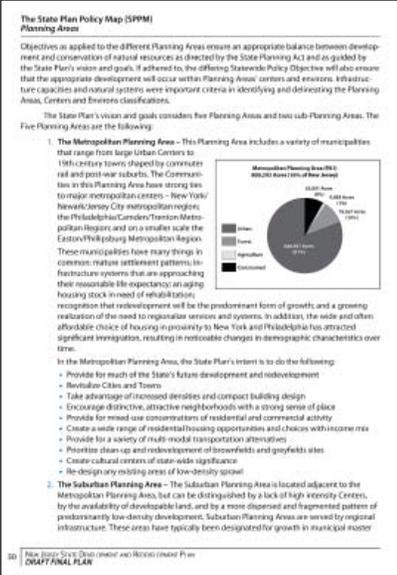
Signage locations typ.

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

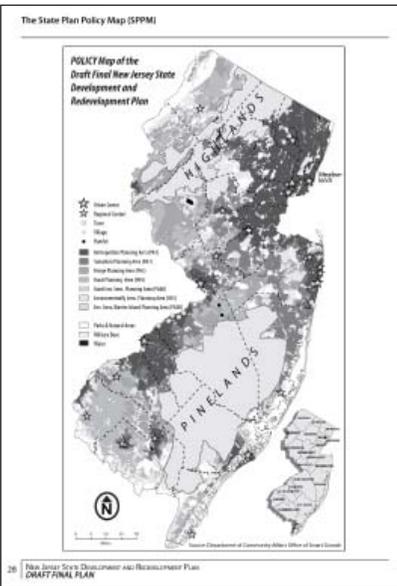
A. State Development and Redevelopment Plan (SDRP):

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

1. Volume II – State Plan Goals and Policies include the following:
 - a. Revitalize the State’s Cities and Town Centers: Revitalize New Jersey’s cities and towns by investing wisely and sufficiently in improvements in their infrastructure systems, public spending programs, tax incentives and regulatory programs to leverage private investment and to encourage infill and redevelopment in ways that are consistent with the State Plan’s vision and goals.
 - b. Conserve the State’s Natural Resources and Systems: Conserve the State’s natural resources and systems by planning the location and intensity of growth to maintain natural resource and systems capacities and make the necessary infrastructure investments to protect natural resources and systems in ways that guide growth and development in ways that are consistent with the State Plan’s vision and goals.
 - c. Promote Beneficial Economic Growth: Promote beneficial economic growth in locations and in ways that improve the quality of life and the standard of living for all New Jersey residents by providing infrastructure in advance of, or concurrent with, the impacts of new development sufficient to maintain adequate facility standards, by encouraging partnerships and collaborative planning with the private sector and by capitalizing on the State’s strategic location, economic strengths including its existing business enterprises, entrepreneurship, the research and development capacity of its institutions of higher learning, skilled workforce, cultural diversity and logistic facilities in ways that are consistent with the State Plan’s vision and goals.
 - d. Protect the Environment, Prevent and Clean up Pollution: Protect the environment, prevent and clean up pollution by planning for growth in compact forms at locations, densities and intensities that protect land, air and water quality, allow expeditious regulatory reviews and encourage multi-modal transportation alternatives to the automobile to help achieve and maintain acceptable air quality standards.
 - e. Provide Adequate Public Facilities and Services at Reasonable Cost: Provide adequate public facilities and services by supporting investments based on comprehensive planning and by providing financial incentives for jurisdictions that cooperate in providing public infrastructure and shared services. Encourage the use of infrastructure needs assessments and life-cycle costing. Provide adequate public facilities in ways that are consistent with the State Plan’s vision and goals.
 - f. Provide Adequate Housing at Reasonable Cost: Provide adequate housing at reasonable cost through public/private partnerships that create and maintain a full range of attractive, affordable, and environmentally sensitively-designed and developed housing, particularly for those New Jersey State Development and Redevelopment Plan most in need, at densities and locations that provide greater efficiencies and serve to support public transportation alternatives and reduce commuter time and expense and easily accessible to employment, retail, cultural, civic and recreational opportunities to reduce housing and commuting costs in ways that are consistent with the State Plan’s vision and goals.



New Jersey SDRP - The State Plan Policy Map "Metropolitan Area 1"

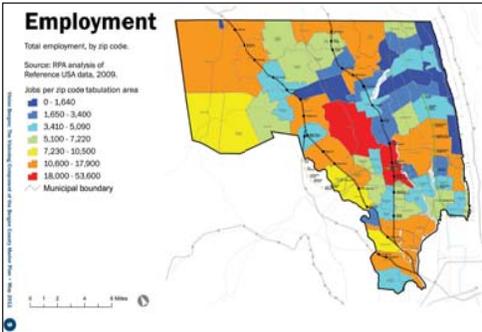


New Jersey State Development and Redevelopment Plan Policy Map

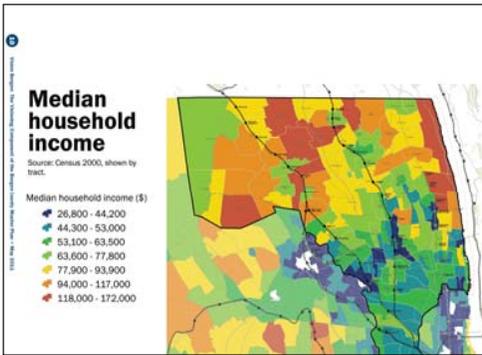
- g. **Preserve and Enhance Areas with Historic, Cultural, Scenic Open Space, and Recreational Value:** Preserve, enhance, and use historic, cultural, scenic and recreational assets by collaborative planning, design, investment and management techniques. Locate and design development and redevelopment and supporting infrastructure to improve access to and protect these sites. Support the important role of the arts in contributing to community life, civic beauty and redevelopment in ways that are consistent with the State Plan's vision and goals.
 - h. **Ensure Sound, Coordinated and Integrated Statewide Planning:** Ensure sound, coordinated and integrated statewide planning by using the State Plan as a guide to planning and growth related decisions at all levels of government in ways that are consistent with the State Plan's vision and goals.
 - i. **Increase Energy Efficiencies and Reduce Greenhouse Gas Emissions:** Increase Energy Efficiencies and Reduce Greenhouse Gas Emissions by promoting the improved coordination and integration of transportation planning and land-use planning and decision-making to reduce vehicle miles traveled (VMT); and by the citing, development, design and use of green-building construction materials and techniques in ways that are consistent with the State Plan's vision and goals.
2. The State Planning Act (N.J.S.A. 52:18A-196 et. seq.) states:
- a. "Among the goals of the act is the following: ...conserve its natural resources, revitalize its urban centers, protect the quality of its environment, and provide needed housing and adequate public services at a reasonable cost while promoting beneficial economic growth, development and renewal."
 - b. "It is in the public interest to encourage development, redevelopment and economic growth in locations that are well situated with respect to present or anticipated public services and facilities, giving appropriate priority to the redevelopment, repair, rehabilitation or replacement of existing facilities and to discourage development where it may impair or destroy natural resources or environmental qualities that are vital to the health and well-being of the present and future citizens of this state." (N.J.S.A. 52:18A-196 (d))
3. The State Plan Policy Map (SPPM)
- a. Recognizes that New Jersey requires different approaches in its Metropolitan, Suburban, Rural and Environmentally Sensitive Planning Areas. The New Jersey State Development and

Redevelopment Plan adopted by the State Planning Commission, places the City of Hackensack in Planning Area 1 - the Metropolitan Planning Area and states:

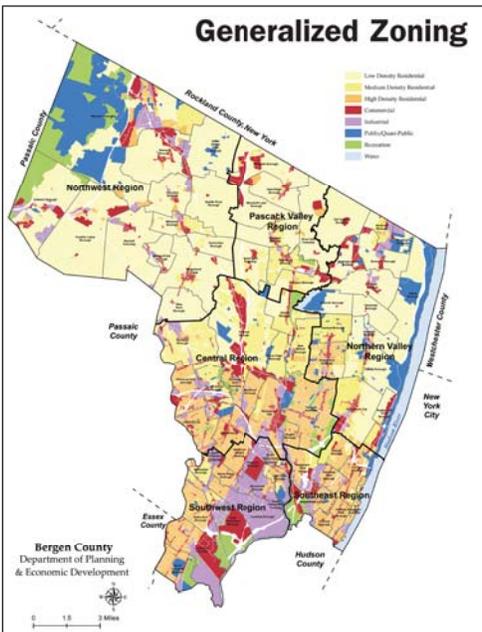
- b. The Metropolitan Planning Area: This Planning Area includes a variety of municipalities that range from large Urban Centers to 19th century towns shaped by commuter rail and post-war suburbs. The Communities in this Planning Area have strong ties to major metropolitan centers – New York/Newark/Jersey City metropolitan region; the Philadelphia/Camden/Trenton Metropolitan Region; and on a smaller scale the Easton/Phillipsburg Metropolitan Region.
- c. These municipalities have many things in common: mature settlement patterns; infrastructure systems that are approaching their reasonable life expectancy; an aging housing stock in need of rehabilitation; recognition that redevelopment will be the predominant form of growth; and a growing realization of the need to regionalize services and systems. In addition, the wide and often affordable choice of housing in proximity to New York and Philadelphia has attracted significant immigration, resulting in noticeable changes in demographic characteristics overtime.
- d. In the Metropolitan Planning Area, the State Plan’s intent is to do the following:
 - Provide for much of the State’s future development and redevelopment;
 - Revitalize Cities and Towns;
 - Take advantage of increased densities and compact building design;
 - Encourage distinctive, attractive neighborhoods with a strong sense of place;
 - Provide for mixed-use concentrations of residential and commercial activity;
 - Create a wide range of residential housing opportunities and choices with income mix;
 - Provide for a variety of multi-modal transportation alternatives;
 - Prioritize clean-up and redevelopment of brownfields and greyfields sites;
 - Create cultural centers of state-wide significance;
 - Re-design any existing areas of low-density sprawl;



Draft Bergen County Master Plan
Employment Data



Draft Bergen County Master Plan
Medium Household Income



Draft Bergen County Master Plan
General Zoning

B. Bergen County Master Plan:

In reviewing the Final Draft Bergen County Master Plan the following information pertains to goals and policies for a program of rehabilitation which discuss the development and redevelopment policies for urban areas.

1. Bergen County Master Plan Overview:

- a. The Bergen County Department of Planning and Economic Development is undertaking a county-wide planning effort that will result in the first County Master Plan in some time.
- b. The Master Plan will create a unifying vision for the County’s 70 municipalities and help them plan for sustainable growth while protecting environmental resources. Development of the Master Plan will be a collaborative process involving the County, municipalities, regional agencies, public and private sector stakeholders and Bergen County citizens.

2. Draft Report:

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



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

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

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

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

2. Strategies for Redevelopment:

In the City's Master Plan the report provides strategies for redevelopment in the Study Area which include developing the downtown based on spheres of influence. These include:

- a. Main Street is too long to be developed continuously, and thus must be developed in "spheres of influence"; the government sector, the banking / educational / cultural sphere containing the urban node, the retail sector which would focus on conventional and household shopping and the Packard area.
 - b. The downtown study should focus on the following:
 - The potential for redevelopment of the Main Street Area;
 - A reduction in the scale of the retail/shopping sector. Main Street is too long to be developed continuously. The downtown area is not pedestrian friendly;
 - The provision of additional parking and the dichotomy between long term (monthly) parking and short term shopper parking needs to be resolved;
 - The ERA report believes that (mid-rise) apartment uses which can overlook the Hackensack River in the downtown are potentially marketable and can provide an alternative market for goods and services in the downtown corridor.
3. The City's 2009 Master Plan Re-examination Report contains a significant amount of narrative related to areas in need of rehabilitation which included the following:
- a. Regarding Areas in Need of Rehabilitation the document states: "A viable alternative to the use of eminent domain is available to the City for stimulating private redevelopment in the form of Areas in Need of Rehabilitation. This simpler approach to side-scale rehabilitation and redevelopment does not involve eminent domain, but it provides a means for making substantial progress at minimal cost.
 - b. Regarding the program of Rehabilitation the document states: "In addition, the Mayor and Council must determine that a program of rehabilitation, as defined in the LRHL, may be expected to prevent further deterioration and promote the overall development of the community.
 - c. Regarding Infrastructure Age the document states: "While the City's housing stock as of the 2000 US Census indicated that 45% was built before 1960, it is probable that more discreet, yet fairly extensive areas of the City would qualify under the age of housing criteria. The age of water and sewer infrastructure may also qualify designation of the entire city as an area in need of rehabilitation.
 - d. Regarding Rehabilitation Area Options the document states: "The City's options for redevelopment in an area in need of rehabilitation are basically the same as for an area in need of redevelopment, except that eminent domain cannot be used unless a formal designation of one or more properties as an area in need of redevelopment is made by the Mayor and Council. Thus, proceeding with the rehabilitation route does not preclude pursuing special properties for designation as an area in need of redevelopment if needed later on. In addition, the rehabilitation designation requires a simple resolution (no public hearing or special notice required) by the Mayor and Council, thus avoiding the time and expense of a redevelopment designation study.
 - e. The document also states: "The available options for an area designated as an area in need of rehabilitation include the following:

- Planning for redevelopment in a collaborative process with property owners, rather than an adversarial one, resulting in a shorter path to actual re-investment in the designated area.
- Property owners can be afforded tax abatement over five years to allow their capital to be directed to property upgrades and expansions, which ultimately enhance the tax base due to the positive effects on the subject property and those around it.
- The City may prepare a redevelopment plan for any area designated for rehabilitation, select a redeveloper, provide special redevelopment zoning standards and design criteria and phase the development over a predetermined schedule.
- Off-site improvements can be accomplished without the need for meeting the “rational nexus” criteria.
- Each project can be guided by a redeveloper’s agreement or simply the requirements of the redevelopment plan.

4. Regarding the Rehabilitation Approach the document states: “The area in Need of Rehabilitation approach has been effectively used in number of New Jersey Municipalities and holds great promise for the City of Hackensack. Therefore this report strongly recommends the pursuit of this approach in all areas of the City that meet the criteria.

5. The City’s 2001 and 2009 Master Plan Reports provide strategies for redevelopment which includes the properties under investigation. The 2001 and 2009 Master Plan report states:

a. Master Plan Goals and Objectives

- Maintain and enhance the quality of established neighborhoods in Hackensack and promote compatibility of new development with existing or specifically defined character;
- Encourage public and private redevelopment to assist in the rehabilitation of areas in need of improvement and upgrading including utilization of State and Federal Assistance programs, where applicable, as well as public / private partnerships;
- Provide housing opportunities and a variety of housing for various income levels or the population, including low and moderate income housing, middle income housing and senior citizen housing; encourage multi-family and mixed-use development and redevelopment with in the central business district
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- Encourage adaptive re-use of historic and character defining structures, where appropriate; encourage context sensitive design of replacement structures;
- Promote and upgrade the downtown area of Hackensack including the four spheres of influence with an emphasis on assuring a vibrant, mixed use and appealing downtown;

6. City of Hackensack: 2009 Master Plan Re-examination Report:
 - a. Regarding Infrastructure Age the document states: “While the City’s housing stock as of the 2000 US Census indicated that 45% was built before 1960, it is probable that more discreet, yet fairly extensive areas of the City would qualify under the age of housing criteria. The age of water and sewer infrastructure may also qualify designation of the entire city as an area in need of rehabilitation.”
 - b. Regarding Rehabilitation Area Options the document states: The City’s options for redevelopment in an area in need of rehabilitation are basically the same as for an area in need of redevelopment, except that eminent domain cannot be used unless a formal designation of one or more properties as an area in need of redevelopment is made by the Mayor and Council. Thus, proceeding with the rehabilitation route does not preclude pursuing special properties for designation as an area in need of redevelopment if needed later on. In addition, the rehabilitation designation requires a simple resolution (no public hearing or special notice required) by the Mayor and Council, thus avoiding the time and expense of a redevelopment designation study.
 - c. Planning for redevelopment in a collaborative process with property owners, rather than an adversarial one, resulting in a shorter path to actual re-investment in the designated area.
 - d. Property owners can be afforded tax abatement over five years to allow their capital to be directed to property upgrades and expansions, which ultimately enhance the tax base due to the positive effects on the subject property and those around it.
 - e. The City may prepare a redevelopment plan for any area designated for rehabilitation, select a redeveloper, provide special redevelopment zoning standards and design criteria and phase the development over a predetermined schedule.
 - f. Off-site improvements can be accomplished without the need for meeting the “rational nexus” criteria.
 - g. Each project can be guided by a redeveloper’s agreement or simply the requirements of the redevelopment plan.

D. Neighboring Community Master Plans:

Information for the Master Plans of the adjacent municipalities have been included as stated in the 2009 Master Plan Reexamination Report which includes the following information:

1. Borough of Bogota: The 2003 Master Plan for Bogota recommends a rezoning of properties located in the Planned Development zone. This zone directly abuts the City's southeast boundary. The planned development zone has existed since the last master plan was adopted and no planned development has occurred on these parcels for the past ten years. Currently, these properties contain a driving range and have been there for a long time. The Borough's master plan therefore recommends that this area be zoned for 1-2 zones, which permits light-industry use, warehouses, and offices, indoor and outdoor recreational use.
2. Borough of Hasbrouck Heights: The 2003 Master Plan Reexamination Report recommends that the Borough should consider redeveloping portions of lands along Route 17, which connects Hasbrouck Heights to Hackensack City. However, these projects, if and when they are built, will not significantly impact Hackensack.
3. Borough of Little Ferry: The Borough's 2004 Master Plan Reexamination Report recommends significant redevelopment along the waterfront. The plan recommends developing the area around Bergen Turnpike and Valley Road intersection that currently contains an under utilized shopping center to be redeveloped to include hotel, high-end large retail anchors, restaurants and a mix of offices. The plan recommends redevelopment along the waterfront that would include low-rise (1-3 story) mixed-use development with an array of recreational amenities and pedestrian walkways along the riverfront. The recommended projects are consistent with the development currently occurring along River Street in Hackensack.
4. Borough of Maywood: The Borough of Maywood 2003 Master Plan recommends that redevelopment study should be undertaken for areas along the southwesterly side of the Borough that have access from Route 17. This, however, will not impact Hackensack.
5. Borough of Paramus: The 2005 Master Plan Reexamination Report recommends that the Borough should evaluate for any areas in need of redevelopment within the Borough. The Plan also suggests rezoning certain residential properties that directly abut the Maywood Borough boundary. However, this will not impact Hackensack.
6. Borough of River Edge: The Borough does not have any significant plans that would affect Hackensack.
7. Borough of South Hackensack: The Borough prepared a land use element of the Master Plan in 2001; however, no changes are proposed at this time.
8. Borough of Teterboro: The 2006 Master Plan Reexamination Report recommends that the Borough should evaluate potential properties within the existing industrial area that are in need of redevelopment.
9. Borough of Teaneck: The 2006 Master Plan Reexamination Report recommends that the Borough should evaluate potential properties within the existing industrial area that are in need of redevelopment.
10. Borough of Lodi: The Borough does not have any significant plans that would affect Hackensack.
11. Village of Ridgefield Park: Portions of the industrial area that abut the Hackensack boundary to the east are being redeveloped. As part of the riverside park system plan, a new bike path is proposed along the river. These improvements are consistent with the waterfront redevelopment projects that Hackensack and Bergen County are proposing."

Temporary and Permanent Relocation:

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

Identification of Property to be Acquired:

The Local Redevelopment and Housing Law requires that any redevelopment plan identify any property within the redevelopment area which is proposed to be acquired in accordance with the redevelopment plan.

While it is the City's fervent hope that a private developer will obtain the necessary property interests to privately develop the entire redevelopment area; the City does not rule out acquiring each and every property in the redevelopment area in order to redevelop the area in accordance with the goals and objectives stated in this redevelopment plan.

Affordable Housing:

As of the date of adoption of the resolution finding the area to be in need of redevelopment, no affordable housing units are to be removed from the City's inventory as a result of the implementation of this redevelopment plan. The developer shall contribute to the rehabilitation fund to assist the City in meeting a portion of its rehabilitation obligation and the fee would be determined on a pro-rata basis.

Traffic Impact Analysis:

A traffic impact analysis should be provided as a part of the phase one site plan submission to the Planning Board. The analysis should forecast additional traffic associated with the entire development, determine vehicular and pedestrian improvements necessary to accommodate the proposed development to help ensure safe and reasonable traffic conditions and reduce the negative impacts created by the development.

Long Term Financing Considerations:

Due to the size, scale, vital location and anticipated catalyst nature of the potential projects contemplated under this plan, the City anticipates that it would be eligible for a long term tax exemption for a period of up to 30 years if the project commences within five (5) years of plan adoption. After that time, the specific economic conditions would have to be reevaluated to determine the duration of an exemption that would be deemed financially feasible and appropriate. The actual entry of any financial agreements for a long term tax exemption are subject to governing body approval under the processes required by law.

Project Signage:

The redeveloper shall erect signage at locations to be determined by the Redeveloper and City within 30 days of receiving approval from the Planning Board that contains a rendering or renderings of the finished Project and other details concerning the Project that shall be agreed to by the Redeveloper and City Manager.