

Prepared For:
City of Hackensack
65 Central Avenue
Hackensack, NJ 07604



City of Hackensack

Rehabilitation Plan

for the Main Street Area in Need of Rehabilitation

Volume 1

Amendments: November 2015

Prepared By:
DMR Architects

City of Hackensack
Rehabilitation Plan
for the Main Street Area in Need of Rehabilitation

Prepared by DMR Architects

ACKNOWLEDGEMENTS

Mayor and Council

Mayor John Labrosse
 Deputy Mayor Kathleen Canestrino
 Councilman Leonardo Battaglia
 Councilman David Sims
 Councilman Jason Some

Planning Board

Fernando Garip, Jr. - Chairman
 John Chiusolo - Vice Chairman
 John Labrosse - Mayor
 Kathy Canestrino - Deputy Mayor
 Mike Allegretta - Member
 Albert Dib - Member
 Regina DiPasqua - Member
 Dewey Aleem - Member
 Roman Kaminsky - Member
 Nita Kundanmal - Alternate
 Gary Terzano - Alternate

Planning Board Attorney

Joseph L. Mecca, Jr., Esq.

Planning Board Engineer

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

Redevelopment Consultant / Professional Planner

Mr. Francis Reiner, PP - LLA - DMR Architects

Parking Consultant

Mr. Len Bier, Esq - Bier Associates

Redevelopment Attorney

Mr. Brian Nelson, Esq. - Archer Greiner, P.C.

Chief Financial Officer

Mr. James Mangin

City Manager

Mr. David Troast

Special Thanks

The City of Hackensack would like to thank the Upper Main Alliance Special Improvement District (SID) and its members for their continuing efforts in supporting the revitalization of the downtown district. Through the SID's Main Street Initiative, the efforts of its consultant Street-Works, and the extensive public input that was received during the Street-Works led workshops, the City has developed this Rehabilitation Plan as a tool to promote the creation of a livable and dynamic downtown district which will become the social, cultural and economic heart of the community.

Specifically, the City would like to thank Jerry Lombardo, Chairman of the Upper Main Alliance, and its Board of Directors for their tireless advocacy in support of revitalizing the downtown district, as well as for their foresight in hiring Street-Works to undertake the Main Street initiative in order to determine ways to make our community a better place. Led by its partners Ken Narva, Lucy Wildrick, Tim Mount and Gregg Sanzari, Street-Works' expertise and knowledge of urban development and revitalization have been invaluable to this process.

Additionally, the City would like to thank the hundreds of members of the community who participated in the Street-Works led workshops. Many of the ideas, plans, and images discussed at these workshops and presented by Street-Works have been incorporated into this planning document which will benefit the City and its residents for years to come.

Table of Contents

Volume 1:

Page

1. Introduction:

1.0: Background Information:.....	1-1
1.1: Rehabilitation Area Boundary/Description:.....	1-2
1.2: Vision Statement:.....	1-3
1.3: Planning Goals and Purpose:.....	1-4

2. Land Use & Zoning:

2.0: Land Use and Zoning:.....	2-1
2.1: Permitted Uses:	2-2
2.2: Accessory Uses:	2-3
2.3: Prohibited Uses:	2-4
2.4: Non-Catalyst Development Project: Density, Area, Yard and Height Requirements.....	2-5
2.5: Catalyst Development Project: Density, Area, Yard and Height Requirements.....	2-7
2.6: Parking Standards:	2-9
2.7: Screening Standards:	2-11

3. Architectural and Neighborhood Design Standards:

3.0: Development / Place-Making Design Standards:	3-1
3.1: Rehabilitation Standards:.....	3-8
3.2: Streetscape Design Standards:.....	3-10
3.3: Signage Standards:	3-14

4. Circulation Plan:

4.0: Circulation Overview:	4-1
4.1: Conceptual Street Sections:	4-4

5. Implementation of Rehabilitation Plan:

5.0: Implementation Strategies	5-1
5.1: Rehabilitation Process.....	5-1
5.2: Financing / Funding Mechanisms.....	5-2
5.3: Implementation of Rehabilitation Plan.....	5-3
5.4: Phasing.....	5-3
5.5: Selection of One or More Redevelopers.....	5-3
5.6: Negotiation of One or More Redevelopers.....	5-4
5.7: Finance Review.....	5-4

Volume 2:

1. Traffic Study:

1

Introduction

1.0 Background Information:

1. On March 1st, 2011, the Hackensack City Council adopted Resolution No. 112-11, which authorized an investigation into whether or not the city blocks and lots listed and marked in cross-hatch on the map entitled “Exhibit ‘A’ - Area in Need of Rehabilitation, City of Hackensack – New Jersey Delineation Map Study Area”, prepared by DMR Architects, dated January 18th, 2011, constitute an area in need of rehabilitation. This includes the portions of the following rights-of-way that border upon and/or bind together the cross-hatched city blocks and lots: Bergen County Place, Essex Street, State Street, New York Susquehanna / Western Railway, Union Street, Central Avenue, State Street, Ward Street, Union Street, Anderson Street, Pangborn Place, Clinton Place, Main Street, University Plaza Drive and River Street (hereinafter the “Study Area”).
2. On April 18th, 2011, DMR produced a report entitled “Area in Need of Rehabilitation Study” that supported a finding that the Study Area qualified as an area in need of rehabilitation because a majority of the storm water and sanitary sewer infrastructure in the delineated area is at least 50 years old and is in need of repair or substantial maintenance. A program of rehabilitation as defined in N.J.S.A. 40A:12A-3 may be expected to prevent further deterioration and promote the overall development of the community.
3. On June 8th, 2011, the Planning Board issued its recommendation that the Study Area be designated an area in need of rehabilitation.
4. On June 21st, 2011, the City Council adopted Resolution No. 208-11 which;
 - 1) accepted the recommendation of the Planning Board;
 - 2) adopted the findings of the area in need of rehabilitation study prepared by DMR; and
 - 3) declared that the Study Area constitutes an area in need of rehabilitation because the majority of the storm water and sanitary sewer infrastructure in the Study Area is at least 50 years old and is in need of repair or substantial maintenance and a program of rehabilitation as defined in N.J.S.A. 40A:12A-3 may be expected to prevent further deterioration and promote the overall development of the community.
5. The City Council directed that the City Manager and City Attorney supervise the undertaking of a planning, engineering and legal analysis to develop a program of rehabilitation for the Main Street rehabilitation area including the preparation of a rehabilitation plan.
6. On April 9th, 2013, the governing body referred proposed amendments to the original Rehabilitation Plan to the Planning Board and on June 10th, 2013, the governing body adopted Ordinance No. 15-2013 adopting the first set of amendments to the Rehabilitation Plan.
7. On May 20th, 2014, additional amendments which include unit size and yield as well as parking and other technical changes were adopted by the governing body as stated in Ordinance 21-2014.

1.1 Rehabilitation Area Description:

1. The Rehabilitation Area consists of approximately 163.80 acres on 389 parcels in 39 city blocks which are depicted on Figure 1.0 and Figure 1.1. These city blocks contain ten (10) separate land use classifications including: High Density and Medium Density Residential, Commercial, Office, Semi-Public, City, County, Parks and Recreation, Redevelopment Office and Parking.
2. The street boundaries of the Rehabilitation Area are Bergen County Place, Essex Street, State Street, New York Susquehanna / Western Railway, Union Street, Central Avenue, State Street, Ward Street, Union Street, Anderson Street, Pangborn Place, Clinton Place, Main Street, University Plaza Drive and River Street.
3. A complete breakdown of the parcels in the Rehabilitation Area is provided in the Appendix and includes a table identifying each parcel, with the tax block, lot and street address. This information is based on the Bergen County GIS Tax Parcel Online Database.
4. Based on information provided in the City of Hackensack 2001 Master Plan and the City of Hackensack Master Plan Reexamination Report dated July 8th, 2009, the existing land uses in the Rehabilitation Area consist of the following:
 1. Office (52.18%).....203 parcels;
 2. General Commercial (34.96%).....136 parcels;
 3. High Density Res./Commercial (6.42%).....25 parcels;
 4. Parking (2.05%).....8 parcels;
 5. City (1.28%).....5 parcels;
 6. Semi-Public (1.02%).....4 parcels;
 7. Parks & Open Space (1.02%).....3 parcels;
 8. Medium Density Residential (0.51%).....2 parcels;
 9. County (0.51%).....2 parcels;
 10. Redevelopment Office (0.25%).....1 parcel;

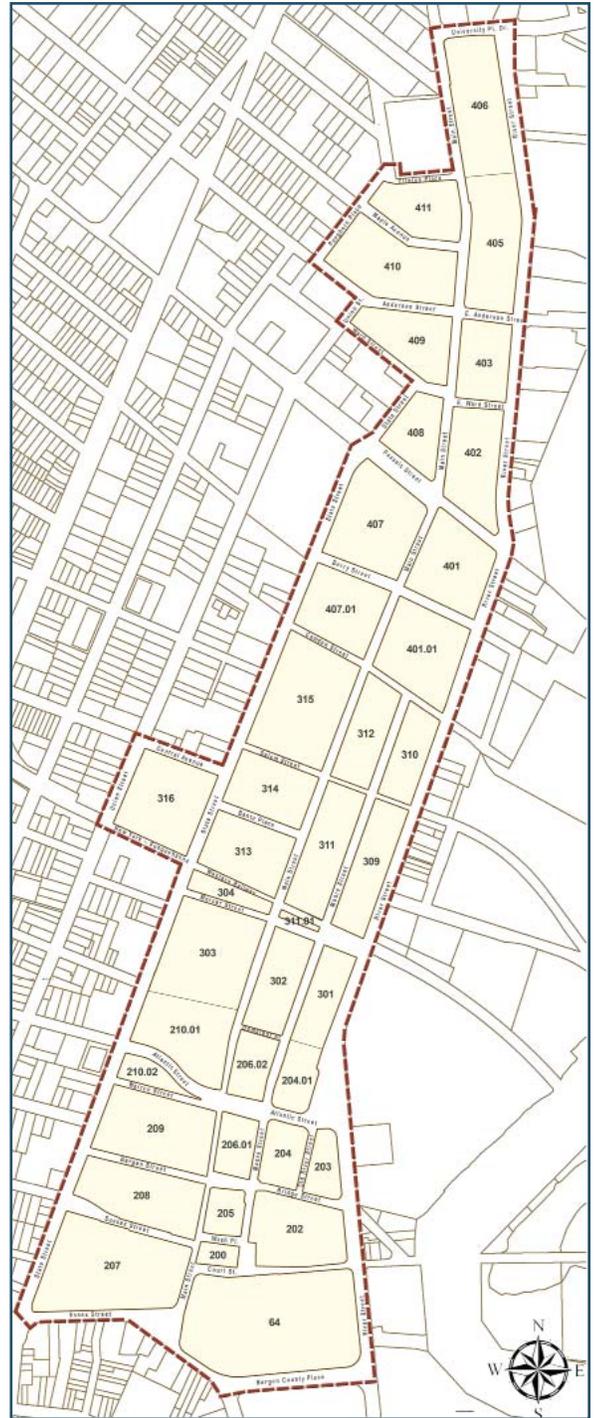


Figure 1.1: Designated Area in Need of Rehabilitation Boundary and Block Number Map

Block Numbers - Area in Need of Rehabilitation

The Area In Need of Rehabilitation Area consists of the following Blocks as they are shown on the Tax Map for the City of Hackensack

Block 310	Block 406	Block 205
Block 311	Block 407	Block 206.01
Block 311.01	Block 407.01	Block 206.02
Block 312	Block 408	Block 207
Block 313	Block 409	Block 208
Block 314	Block 410	Block 209
Block 315	Block 411	Block 210.01
Block 316	Block 64	Block 210.02
Block 401	Block 200	Block 301
Block 401.01	Block 202	Block 302
Block 402	Block 203	Block 303
Block 403	Block 204	Block 304
Block 405	Block 204.01	Block 309

1.2 Vision Statement:

“The vision for this Redevelopment Plan for the Main Street Rehabilitation Area (hereinafter “Rehabilitation Plan”) is to promote the creation of a livable and real downtown district with clear boundaries and gateways, which strengthen existing businesses and provides opportunities for new mixed use development which will become the social, cultural and economic heart of the City of Hackensack and Bergen County through the design and development of an immersive, authentic, place-based urban environment.

The plan promotes a diversity of land uses, businesses and housing types with high quality architecture designed from the street up which includes improved infrastructure, streetscape and a hierarchy of parks and open spaces to support a business friendly atmosphere with a diverse population of varied ages, races and socio-economic backgrounds.”



Figure 1.2: Conceptual Streetscape Perspective



Figure 1.3: Conceptual Redevelopment Plan

1.3 Planning Goals / Purpose:

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 and encourage existing property owners to undertake the rehabilitation of their property within the Rehabilitation Area.
3. To promote the development of a place-based environment where people live and work, connected by great streets and activated by appropriate retail, food and entertainment uses;
4. To promote an environment that fosters the development of cultural, educational and civic facilities and uses which enrich the lives and experiences of city and county residents;
5. To promote the preservation, adaptive reuse and integration of historic and architecturally significant buildings within the Rehabilitation Area in order to maintain and promote the rich history of the city and the downtown;
6. 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;
7. 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;
8. 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;
9. To promote an overall approach to downtown parking based on a shared vertical parking strategy reflective of a mixed use environment which emphasizes quality, accessibility, location, size, scale, configuration, management and aesthetic character over quantity;
10. 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;
11. 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;
12. 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;
13. To promote a high density, mixed use development with a diverse residential population of varied ages, races and socio-economic backgrounds;
14. To promote a clear, understandable and streamlined business friendly process for the review and approval of new development while promoting and strengthening existing businesses;
15. To promote flexibility within the plan to adapt to changing economic and political environments;
16. To promote the revitalization of the downtown area by focusing on the development of three primary mixed use “catalyst” areas within the newly defined Rehabilitation Area with opportunities for residential, office, cultural and civic uses that are activated by a two-sided retail street experience; and
17. To promote the principles of sustainable design for individual buildings and for the district as a whole.



Figure 1.4: Conceptual Streetscape Perspective

2

Land Use & Zoning

2.0 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. This section sets forth the use, bulk, standards and design criteria for future development in the Main Street Rehabilitation Area. The relationship of this plan to the Master Plan of the State of New Jersey, Bergen County, City of Hackensack, and neighboring communities is discussed in the Appendix.

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

BANNER: Any temporary sign applied to fabric which shall be permitted by the Mayor and Council above a public right-of-way.

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

BUILDING HEIGHT: The vertical distance of a building measured from the average of the top of curb of the two corners of the proposed building to the highest roof beams of a flat roof. For projects located at a corner lot, the height will be measured from the top of curb of the two corners located along the primary building facade. For project that have a grade change an additional level of parking may be provided at the lower grade of the property.

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

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

COMPLETE STREET: Roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists and public transportation users of all ages and abilities. **FACADE:** Any exterior building face or wall.

FENCE: An artificial barrier constructed of durable materials including brick, stone, other masonry material, wood posts and planks, metal or other materials designed for fencing with a maximum height of four feet. (A chain link fence of any type does not satisfy the definition of a fence)

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

POP-OUT / PROTRUSION: A portion of the primary building facade that projects into the building setback.

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

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

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

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

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

2.1 Permitted Uses:

1. The following uses are permitted in the Rehabilitation Plan for the Rehabilitation Area:
 - a. **Residential:** Multi-family, apartments, residential over retail/commercial, residential lining a parking structure or residential uses over parking structures;
 - b. **Commercial:** General office, medical, physical therapy, basic research, hospital, outpatient care facilities, health clubs, professional uses and banks, hotel, conference center, day spa permitted as freestanding structures or as a liner around or over a parking structure;
 - c. **Retail:** Restaurants, eating and drinking establishments, cafes, general stores, shops, drinking establishment, bakery, delicatessen, movie theater, grocery store / supermarket, book and stationery, florist, as freestanding structures or as a liner around parking structures;
 - d. **Civic, Cultural, Institutional and Religious:** (Must meet the requirements of Section 175-8.5 Churches, Temples and Other Places of Worship in the City of Hackensack Zoning Ordinance), 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 day-care and adult care facilities;
 - e. **Higher Education:** Colleges, universities, trade schools, adult training facilities, dormitories, fraternity or sorority houses;
 - f. **Outdoor Open Markets:** For selling fresh food and plants based on state laws and regulations;
 - g. **Structured Parking:** Permitted or accessory use;
 - h. **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;
 - i. **Transit Stations:** Including parking facilities, "Park and Ride" and "Kiss and Ride";
 - j. **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);
2. Any use not stated as a Permitted Use is not allowed in the Rehabilitation Area.
3. For all single use free standing structures including but not limited to: Commercial, Retail, Civic, Higher Education and Transit Stations, see Bulk and Design Standards;
4. Existing nonconforming uses or structures are permitted to continue as per N.J.S.A. 40:55D-68. However, the renovation or restoration of a nonconforming use or structure shall be accomplished as per the Rehabilitation Standards of this Plan;

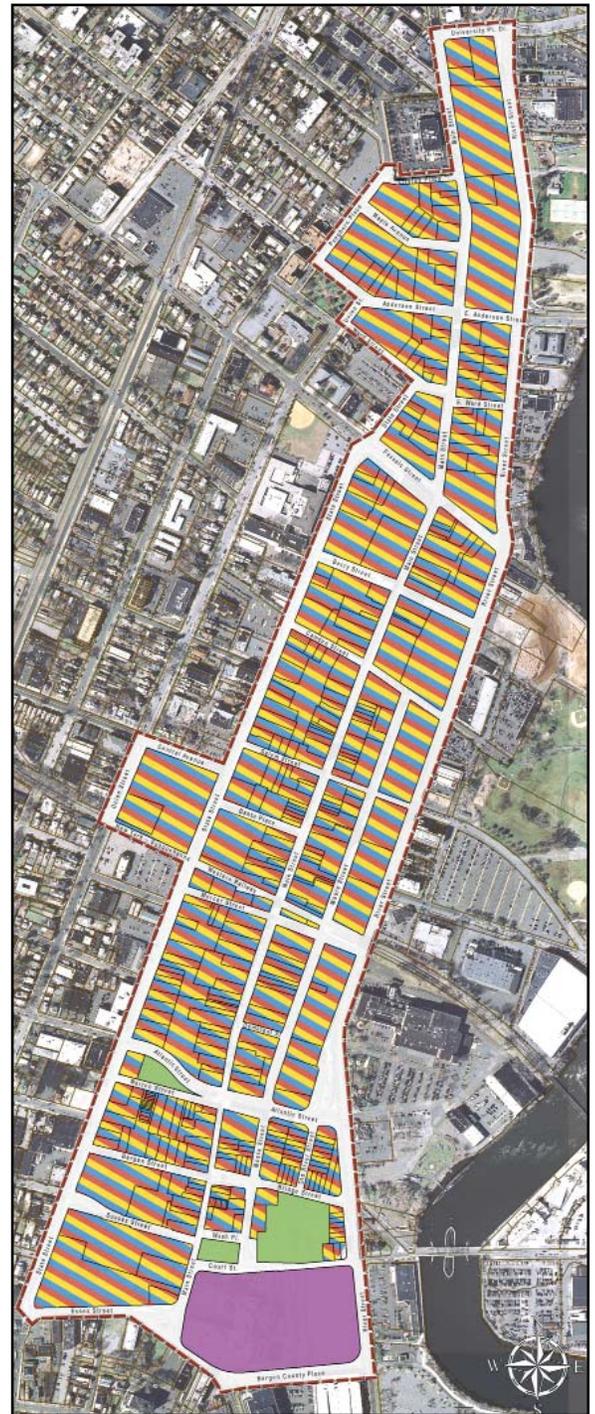


Figure 2.1: Rehabilitation Area Permitted Uses

2.2 Accessory Uses:

1. Accessory structures shall comply in all respects with the requirements of this ordinance applicable to the principal structure.
 - a. No accessory structure shall be located closer to the street right-of-way line than the required front yard setback of the principal structure;
 - b. No portion of an accessory structure shall include living quarters except parking structures as an accessory use may contain residential over the structure;
 - c. Accessory structures below grade shall have a minimum rear or side yard, when not abutting a street, of five feet;
2. When an accessory structure is attached to the principal structure, it shall comply in all respects with the requirements of this ordinance applicable to the principal structure.
3. No accessory structure shall be constructed or placed on any lot unless the principal structure is first constructed or placed upon said lot, with the exception of parking facilities (surface or structure) which may be constructed prior to the primary use.
4. In no event shall the height of an accessory structure exceed the height of the principal building except for parking structures.
5. The aggregate area covered by accessory structures shall not exceed twenty-five percent (25%) of the rear yard, with the exception of parking structures exclusive of required buffer areas.
6. The following accessory retail and service uses shall be permitted within hotels and office buildings provided they are located on the first or second floor.
 - a. Bank branch, walk-up ATM's;
 - b. Retail shops;
 - c. Barber, beauty and coffee shops;
 - d. Confectionery and tobacco sales;
 - e. Dry cleaning establishments;
 - f. Travel agencies and automobile rental services;
 - g. Conference center, meeting rooms;
7. Massage therapy is permitted as a accessory use;

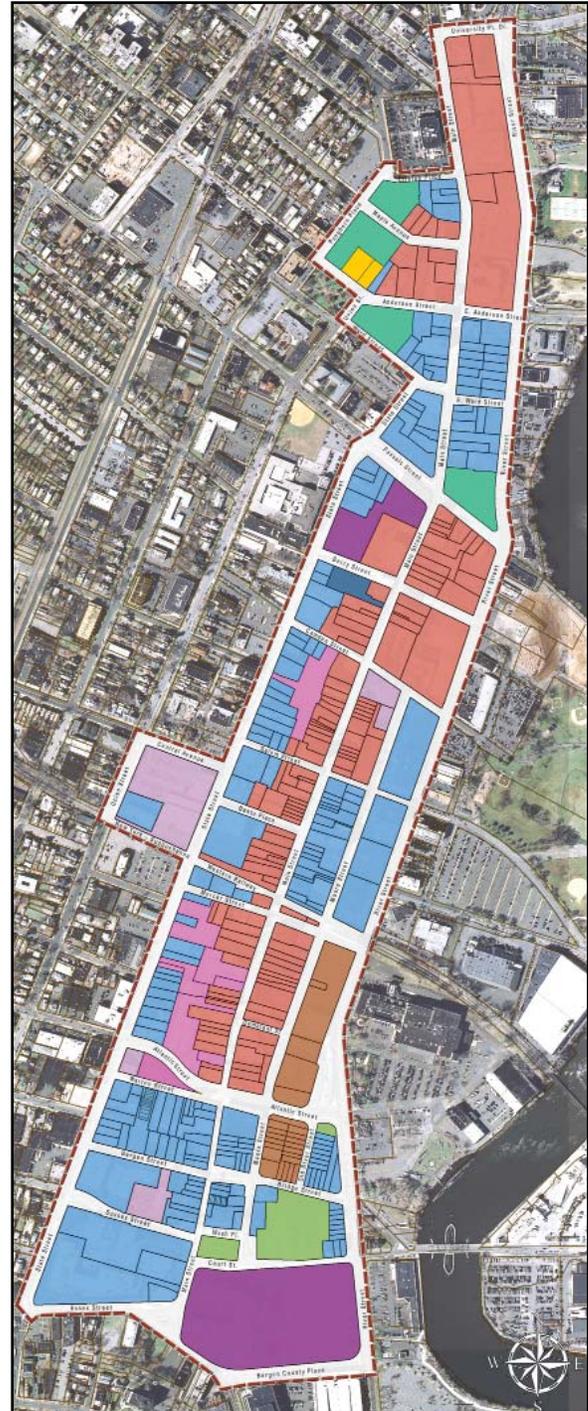


Figure 2.2: 2001 City Master Plan Zoning Classifications
Kasler Associates

2.3 Prohibited Uses:

1. Any use not specifically designated as a principal permitted use, an accessory use or a conditional use is specifically prohibited from any zone district in the City of Hackensack. Prohibited uses include but are not limited to:
 - Acetylene gas manufacture or storage;
 - Adult day care centers;
 - Adult entertainment / sales;
 - Alcohol manufacture;
 - Ammonia, chlorine or bleaching powder manufacture;
 - Boarding houses, rooming housing, and half-way houses;
 - Carousels, ferris wheels, merry-go-rounds, roller coasters, miniature and practice golf courses, shooting galleries;
 - Arsenals, storage or manufacture of gun powder, ammunition and blasting material;
 - Asphalt manufacture or refining;
 - Auction rooms; flea markets;
 - Auto laundries, except when operated in conjunction with a duly authorized new car agency and when located on the same property;
 - Automobile junk-yards or wrecking yards;
 - Billiards hall;
 - Blast furnace, forge plants, rolling mills, foundry;
 - Boiler works;
 - Brick, pottery, tile or terra-cotta for manufacturing purposes;
 - Celluloid or film manufacture or extraction of products there from;
 - Chemical manufacture or storage of chemicals having a flammable, explosive or toxic base or which have an odor;
 - Cement, cinder block, lime, gypsum or plaster of paris manufacture;
 - Coke ovens;
 - Community drop-in centers, homeless centers or rehabilitation centers for those afflicted with drug abuse alcoholism, disease, or mental illness;
 - Cotton oil manufacture;
 - Disinfectant, insecticide or poison manufacture;
 - Distillation of coal, petroleum, refuse, grain, wood or bone;
 - Dog pounds or animal shelters;
 - **Drive-thru's**
 - Dye manufacture;
 - Emery cloth and sandpaper manufacture;
 - Establishments for the distribution of free food, toiletries, clothes, household goods, etc. including soup kitchens;
 - Explosives or fireworks manufacture and storage;
 - Fat-rendering plant;
 - Fertilizer manufacture;
 - Fish and meat: wholesale smoking or curing;
 - Freak shows;
 - Free standing news racks;
 - Glue, size, adhesive or gelatin manufacture;
 - Grain drying or food manufacture from refuse, marsh or grain;
 - House-wreckers yard or secondhand lumberyard;
 - Incineration, except publicly owned incinerators or accessory to an apartment building or hospital, reduction, storage or dumping of slaughter house refuse, rancid fats, garbage, dead animals or offal;
 - Junk-yards or the storage, sorting or bailing of junk, scrap iron, paper, bottles, metal or rags;
 - Match manufacture;
 - Motels, tourist camps or cabins; trailer camps or courts (Inns are permitted);
 - Oilcloth and linoleum manufacture;
 - Paint, oil, varnish, turpentine, shellac, enamel, japan, lacquer or solvents manufacture;
 - Paper pulp manufacture;
 - Pawn shops;
 - Petroleum refining;
 - Plasma center;
 - Plastics manufacture or the manufacture of articles from plastic having an inflammable base;
 - Potash works;
 - Power forging, riveting, hammering, punching, chipping, drawing, rolling or tumbling of metals except as necessary incident of manufacture of which these processes form a minor part and which are carried on without objectionable noise audible beyond the limits of the lot;
 - Printing ink manufacture;
 - Quarry, sand-pits, gravel pits, topsoil stripping;
 - Raw hides or skins storage, cleaning, curing, pickling or tanning or retaining;
 - Rock or stone crusher;
 - Rubber, latex or gutta-percha manufacture or treatment;
 - Shoddy manufacture or wool scouring;
 - Slaughtering or wholesaling of animals or fowl;
 - Smelting, smelters, and foundries;
 - Soap manufacture;
 - Starch, glucose or dextrin manufacture;
 - Steel furnace or rolling mill;
 - Stockyards;
 - Sugar refining;
 - Sulphurous, sulfuric, acetic, nitric, picric, carbolic or hydrochloric acid manufacture;
 - Tar distillation or manufacture;
 - Tallow, grease or lard manufacture or refining;
 - Tobacco manufacture or treatment;
 - New or used automobile sales;
 - Use Group H-High hazard use as defined in the Building Code;
 - Yeast plant.

2.4 Non-Catalyst Development Project: Density, Area, Yard and Height Requirements:

The following requirements apply to Non-Catalyst Development Projects which meet the following criteria for the Rehabilitation Area:

1. **Minimum Lot Area:** None
2. **Minimum Dwelling Unit Size:** 500 sf
 - a. A maximum of 25% can be between 500 sf and 600 sf.
 - b. A maximum of 25% can be over 1,200 sf.
3. **Minimum Setback:** The minimum setback for new vertical construction is 18'-0" feet from the back of the existing or proposed curb along Main Street, Essex Street, Passaic Street and Banta Place. The minimum setback for all other streets in the Rehabilitation Area is 12'-0". If the renovation or addition of an existing structure is located within the required setback, the setback for the addition may be reduced to the setback established in Chapter 175.
 - a. The minimum setback applies to all public street frontages, not just to the street toward which the structure is oriented;
 - b. Alleys are not considered public street frontages;
 - c. Utility structures, exhaust air vents, backflow preventers, or other similar devices when located above grade, must be located behind the setback, be screened and should not be located on Main Street;
 - d. Utility structures located below grade may be located within the setback and on Main Street.
4. **Minimum Side / Rear Yard:** None
5. **Minimum / Maximum Number of Stories/Building Height:**
 - a. Main Street: 2 / 5 Stories (24'-0" / 72'-0")
 - b. Other Properties: 1 / 5 stories (24'-0" / 72'-0")
 - c. Height is measured from the average of the top of curb of the two corners of the proposed building. For projects located at a corner lot, the height will be



Figure 2.3: Residential over Retail

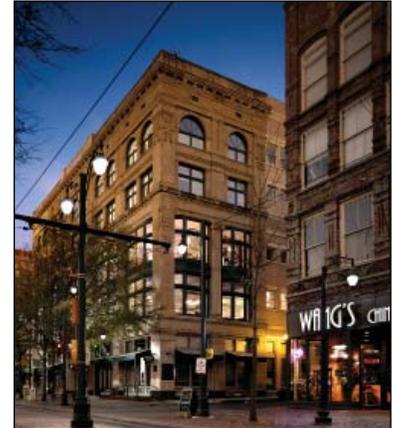


Figure 2.4: Residential over Retail



Figure 2.5: Tivoli lights over street



Figure 2.6: Example of potential residential over retail



Figure 2.7: Example of potential Banta Place design

measured from the top of curb of the two corners located along the primary building facade;

- d. Parking structure maximum height is 74'-0" measured to the top of the roof level parapet wall, calculated based on a first floor height of 16'-0" for liner uses and subsequent floor to floor heights of 10'-2", excluding the height of stair and elevator towers;
 - e. See Section 3.0 Development / Place-Making Design Standards for all building design requirements.
6. **Rehabilitation of Existing Structures:** The density, area, yard and height requirements of this section are not required for rehabilitation of existing structures with less than 20% expansion.
- a. See Section 3.1 Rehabilitation Standards for all Architectural and Neighborhood Design requirements.
7. **Shared Parking:** Shared parking as indicated in Section 2.6 of the Rehabilitation Plan is permitted and encouraged for Non-Catalyst Development Projects.



2.5 Catalyst Development Project:

Density, Area, Yard and Height Requirements:

The following requirements apply to Catalyst Development Projects which meet the following criteria for projects in the Main Street Rehabilitation Area of the Rehabilitation Plan:

1. **Project Characteristic:** A Catalyst Development Project should be significant enough in size and scale to create a change in the physical character on Main Street and must meet the Vision, Goals, Objectives as well as the Architectural and Neighborhood Design Standards as stated in the Rehabilitation Plan.
2. **Project Size:** A Catalyst Development Project must be over 250,000 leasable or habitable square feet not including any portion of a parking structure and must include a minimum 200'-0" linear feet on Main Street.
 - a. Catalyst Development Projects are encouraged to include a plaza, park or open space which is accessible from a public street, preferably Main Street;
 - b. A Catalyst Development Project can be separated into phases that collectively equal the required project size, scale and characteristics, but shall be part of a single site plan submittal.
3. **Minimum Lot Area: None**
4. **Minimum Dwelling Unit Size: 500 sf**
 - a. A maximum of 25% of the units can be between 500 sf and 600 sf.
 - b. A maximum of 25% of the units can be over 1,200 sf.



5. **Minimum Setback:** The minimum setback for new vertical construction is 18'-0" feet from the back of the existing or proposed curb along Main Street, Passaic Street, Essex Street, State Street and Banta Place. The minimum setback for all other streets in the Rehabilitation Area is 12'-0". If the renovation or addition of an existing structure is located within the required setback, the setback for the addition may be reduced to the setback established in Chapter 175.
 - a. The minimum setback applies to all public street frontages, not just to the street toward which the structure is oriented;
 - b. Alleys are not considered public street frontages;
 - c. Utility structures, exhaust air vents, backflow preventers, or other similar devices when located above grade, must be located behind the setback, be screened and should not be located on Main Street;
 - d. Utility structures located below grade may be located within the setback and on Main Street.
6. **Minimum Side and Rear Yard: None**
7. **Maximum Number of Stories/Building Height:** 14 Stories (Max.- 176'-0").
 - a. Height is measured from the average of the top of curb of the two corners of the proposed building. For projects located at a corner lot, the height will be measured from the top of curb of the two corners located along the primary building facade;
 - b. For buildings over eight (8) stories a minimum 6'-0" step back is required with the exception of building corners;
 - c. See Section 3.0 Development / Place-Making Design Standards for all building design requirements.
8. **Rehabilitation of Existing Structures:** If the rehabilitation of an existing structure is encompassed within a Catalyst Development Project, the rehabilitation standards found in Section 3.1 shall apply.
 - a. See Section 3.1 Rehabilitation Standards for all architectural and neighborhood design requirements.
9. **Shared Parking:** Shared parking as indicated in Section 2.6 of the Rehabilitation Plan is permitted and encouraged for Catalyst Development Projects.
10. **Non-conforming Projects:** For projects which do not meet the minimum requirements for a Catalyst Development Project, as defined herein, but which exceed any of the Non-Catalyst Development Project requirements found in Section 2.5, a variance review and approval process will be required by the governing body.

2.6 Parking Standards:

1. **Parking Standards for Non-Catalyst Developments:**

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

<i>Use****</i>	<i>Non- Catalyst Parking Ratio</i>	<i>Catalyst Parking Ratio</i>
- Multi-family Studio:	1.0 sp per dwelling unit	1.0 sp per dwelling unit
- Multi-family:	1.25 sp per dwelling unit	1.0 sp per dwelling unit
- Retail:	4.0 sp/1,000 GFA*	3.0 sp/1,000 GFA*
- Restaurant:	8.0 sp/ 1,000 GFA*	3.0 sp/ 1,000 GFA*
- Medical Office:	4.0 sp/1,000 GFA	3.5 sp/1,000 GFA
- General Office:	3.5 sp/1,000 GFA	3.0 sp/1,000 GFA
- Civic, Cultural, Institutional:	1.0 sp/4.0 seats	1.0 sp/4.0 seats
- Assembly:	2.5 sp/10.0 seats	2.0 sp/10.0 seats
- Hotel:	0.75 sp/ per room + 1 sp/employee**	0.75 sp/ per room + 1 sp/employee**
- Higher Education:	3.0 sp/1000 GFA	3.0 sp/1000 GFA

Notes:

1. When the formula or parking spaces required results in a fraction of a space exceeding 0.49, a full space shall be required;
2. Gross Floor Area is the total interior floor area of all floors determined by measuring the inside dimension of the outside walls of the structure;
3. Up to 10% of the required parking stalls may be designated for compact cars;
4. Off-street tandem parking is prohibited;
5. Outdoor seating areas do not count toward the required parking ratios;
6. Accessory uses do not require parking;
7. All surface parking shall be screened based on the Design Standards indicated in the Streetscape section of this Redevelopment Plan;
8. For Civic Uses without seating, the Retail/Commercial parking requirements shall apply;

* Outdoor seating does not count toward the required parking ratio. Restaurants with under 600 sf of seating area do not require parking.

** Employee parking is based on the number of employees per shift.

*** For projects where medical office use comprises over 25% of office space in the project the parking requirements are 6.0 spaces per 1,000 GFA.

**** See Section 3.1 Rehabilitation Standards for additional parking standards. For uses not specifically stated refer to Section 175-10.1 of Off-Street Parking Regulations in the City of Hackensack Zoning Ordinance.

2. **Setback Maneuvering:** No surface parking or maneuvering space is permitted within any required setback, or between the permitted use and the required setback, except driveways providing access to the parking area may be installed across these areas.
3. **Shared Parking:** Joint use of up to 50 percent of required parking spaces for the secondary use, may be permitted for two or more uses located on the same parcel or adjacent parcels, provided that the developer can demonstrate that the uses will not substantially overlap in hours of operation or in demand for the shared spaces.

Any sharing of required parking spaces by use located on different parcels shall be guaranteed by a legally binding written agreement between the owner of the parking area including the city and the owner of any use located on a different parcel and served by the parking area. Any shared parking shall require a Shared Parking Analysis based on the ULI Shared Parking Software or a comparable software model, and shall be prepared by a credible expert, such as an experienced parking or land use consultant, planner, architect or engineer.

4. **Existing Non-Conforming Parking:** Shall be removed if the property undergoes a change of use or expansion. However, no additional parking is required for the reuse of an existing building, or due to the removal of non-conforming parking.
5. **On-Street Parking Spaces:** Parking spaces located along the portion of a public street(s) abutting the use may be counted toward the minimum number of parking spaces as required by this ordinance. Those on-street parking spaces must be located on the same side(s) of the street as the use and have a dimension of at least 22' feet in length.
 - a. Tandem on-street parking spaces are encourage on Main Street and require at least 22' feet in length with a minimum 6'-0" space between each set of spaces. In the event any on-street parking which was counted toward the minimum requirement is removed by the City, the existing use will not be required to make up the difference.
6. **Off-Site Parking Standards:** Parking standards may be met on-site or off-site. In order for the off-site parking to count toward the minimum parking requirements, it shall either be located on the a Municipal Lot or on a property owned by the developer and shall be at a distance of up to 800 feet from the permitted use. Off-site parking must be maintained so long as the use of the building remains. In the event of a change in use or density, parking requirements shall be adjusted to meet the standards for the new use.
7. **Bicycle Parking:** Bicycle parking is required for new developments at one bicycle parking space for every 50 vehicle parking spaces, up to 200 vehicle parking spaces.
 - a. Thereafter, one bicycle parking space shall be provided for every 100 vehicle parking spaces. Fractions equal to or greater than one half resulting from this calculation shall be considered to be one bicycle space;
 - b. Bicycle parking shall not be located on Main Street.
8. **Structured/Underground Parking Decks:** For sale residential dwelling units in the Main Street Rehabilitation Area shall meet the following requirements:
 - a. Parking Security / Gates: Residential developments, including mixed or multi-use with a for-sale residential component can provide security for residents by controlling vehicular and pedestrian access to structured or underground parking in areas designated for the residential parking.
9. **Handicapped Accessible Parking Requirements:** Refer to Section 175-10.01C Handicapped Parking Schedule in the City of Hackensack Zoning Ordinance.
10. **Additional Off-Street Parking Regulations:** For all parking standards not covered in this section refer to Section 175-10.2 Additional Off-Street Parking Regulations A through K and Section 175-10.5 Design Criteria A through H of the City of Hackensack Zoning Ordinance with the exception of the following:
 - a. Off-street parking dimensions can be 9'-0" x 18'-0" and allow two lane drive aisle dimensions can be 23'-0";

2.7 Screening Standards:

The provisions of this section shall be met at the time land is developed or the land and structures are redeveloped. The requirements of this section do not apply to lots or portions of lots, which are vacant or undeveloped.

1. **Off Street Parking:** All proposed off street parking areas with twenty five (25) spaces or more, shall be screened from all public streets with the following criteria:
 - a. A four foot (4'-0") minimum planting strip shall be located between the back of the public sidewalk and the parking area.
 - b. The planting strip shall be planted with evergreen shrubs at least three feet high (3'-0") at the time of planting which are a species that will form a year round dense screen. The maximum height for planting should be maintained at no greater than 4'-0" in height.
 - c. Perimeter trees shall be planted at no greater than twenty five foot (25'-0") on center based on the perimeter length of the parking area and should be trimmed up to eight feet 8'-0" in height at the time of planting.
2. **Interior Landscape Planting:** All open parking areas of 36 or more parking spaces or at least 12,000 square feet in area shall provide at least one 4" caliper tree for every eight parking spaces which include perimeter trees. (See Section 3: Design Standards for minimum street tree requirements.)
 - a. Fractions equal to or greater than one half resulting from this calculation shall be considered to be one tree;
 - b. Each such tree shall be located in a planting island with a minimum area of 150 square feet of pervious surface;
 - c. The following distribution of trees shall apply:
 - Each end space in a row of twelve or more parking spaces shall fully abut a planting island or a perimeter landscaped area along the long dimension of the end space;
 - No more than 20 parking spaces shall be permitted between planting islands, or a planting island and a perimeter landscaped area.
3. **Required Screening:** The following uses must be screened from abutting property and view from a public street:
 - a. Dumpsters, recycling containers (except for recycling containers located at recycling collection centers), or solid waste handling areas;
 - b. Service entrances or utility structures associated with a building, except in the area where such use abuts other service entrances or utility structures;
 - c. Loading docks or spaces, except in the area where such use abuts other loading docks or spaces;
 - d. Outdoor storage of materials, stock and equipment; and
 - e. Any other uses for which screening is required under these regulations.
4. **Landscape Buffer:** Any screening or buffer areas used to comply with the provisions of this section or other ordinance provisions for uses other than parking decks must consist of a planted area which is at least four feet (4'-0") wide.
 - a. This area may contain any type screening materials sufficient to separate visually the land uses, provided such materials meet the requirements of this section;
 - b. If only a wall or fence is used, then the area devoted to the screen need only be wide enough to accommodate the wall or fence and allow for its maintenance. The composition of the screening material and its placement on the lot will be left up to the discretion of the property owner, so long as the purpose and requirements of this section are satisfied.
5. **Installation Requirements:** The following contains standards to be used in installing screening:
 - a. Trees must be installed with a minimum 4" caliper and must be large deciduous or evergreen species which have a minimum growth height of 25'-0"; (See Section 3: Design Standards for minimum street tree requirements.)
 - b. Trees should be trimmed up eight feet (8'-0") at the time of planting;

- c. Shrubs used in any screening or landscaping must be evergreen, at least three feet (3'-0") tall with a minimum spread of two feet (2'-0") when planted and no further apart than four feet (4'-0"). They must be of a variety and adequately maintained so that an average height of three to four feet (3'-0" to 4'-0") could be expected as normal growth within four years of planting. Shrubs and trees shall be on the approved plant list in the City of Hackensack "Approved Plant Species" list;
- d. Any fence or wall used for screening shall be constructed in a durable fashion of brick, stone, other masonry material, specifically designed as fencing materials;
- e. A chain link fence with plastic, metal or wooden slats cannot be used and does not satisfy the requirements of this section;
- f. The maximum height for a wall or fence is four feet (4'-0").

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

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

- Less than 25,000 square feet: None Required
- 25,000 - 50,000 square feet: 1 bay + 1 compactor
- 50,000 – 100,000 square feet: 2 bays + 1 compactor
- 100,000 – 150,000 square feet: 2 bays + 2 compactor
- Each additional 100,000 square feet: 2 bays + 1 compactor
- For grocery stores / supermarket:
- 50K square feet 2 bays + 2 compactors

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

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

3 Design Standards

3.0 Development / Place-Making Design Standards:

The design standards in this section provide the criteria for existing and proposed development within the Main Street Rehabilitation Area in order to promote a high quality, pedestrian friendly, mixed use environment. Any future development is subject to these provisions and should be built in accordance with the minimum design standards specified in this section. These standards promote:

1. Appropriate scale for Main Street and the Rehabilitation Area;
2. Standards for commercial, office, residential and civic uses;
3. Mixture of architectural styles with;
 - a. Respect for the character of existing historic buildings;
 - b. Contemporary design for new development;
 - c. Unified streetscape design;
 - d. New construction with an emphasis on modern materials and construction methods.

1. Building Architectural Character:

All buildings shall reinforce pedestrian scale.

- a. The base of buildings shall be distinguished from the remainder of the building with an emphasis on providing design elements that will enhance the pedestrian environment particularly at the street level;
- b. Elements such as cornices, belt courses, corbelling, molding, string courses, ornamentation, changes in material or color, and other sculpturing of the base are appropriate and should be provided to add special interest to the base;
- c. Special attention must be given to the design of windows at the base of buildings. Ribbon windows are discouraged. Recessed windows that are distinguished from the shaft of the building through the use of arches, pediments, mullions, and other treatments are encouraged;
- d. Building facades in excess of 120'0 in length shall be designed to avoid a monolithic appearance through the use of different façade materials and at least one building step



Figure 3.0: Buildings promote pedestrian scale with first floor retail to activate the street



Figure 3.1: Building facades should be varied



Figure 3.2: Buildings fronting Main Street should have retail on the first floor with unique and individual storefronts to provide variety.

back or the incorporation of balconies/bay windows for each 120'-0" that act to break the building appearance into smaller increments and sections.

- 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;
- e. Building materials may include: brick, stone, cast stone, stucco, metal and glass storefront assemblies, wood and fiber cement siding;
 - Vinyl siding of any type and grade is strictly prohibited on any portion of any building façade within the Rehabilitation Area;
 - First level commercial, retail and office may be designed using different material than the levels above.
- f. Primary building materials shall include: brick, stone, cast stone, and/or glass which cover a minimum of 65% of each building façade, exclusive of windows and doors with accent materials comprising a maximum of 35% for each building façade;
- g. Generic national branding architecture for freestanding retail / commercial buildings unless it meets the requirements of this section is prohibited;
- h. Storefront design should reflect the individual tenant's brand identity.
 - First level facades should be varied and avoid monolithic appearance.

2. **Building Orientation:**

All buildings shall be oriented toward public streets and public open spaces. The building front is considered to be the elevation facing any public street unless the building is adjacent to a park, plaza or open space, in which case the building should orient to both the public street and the open space.

- a. The first floors of all buildings, including structured parking, must be designed to encourage and complement pedestrian-scale activity. It is intended that this be accomplished principally by the use of windows and



Figure 3.3: Unique retail storefront on first floor of mixed use development

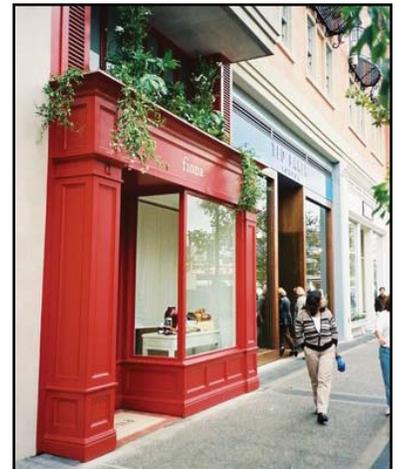


Figure 3.4: Storefront should support and enhance good pedestrian experience



Figure 3.5: Merchandising may include elements that enhance the tenant's brand such as planters, furniture, and displays



Figure 3.7: Storefronts should exceed the quality of the base building design

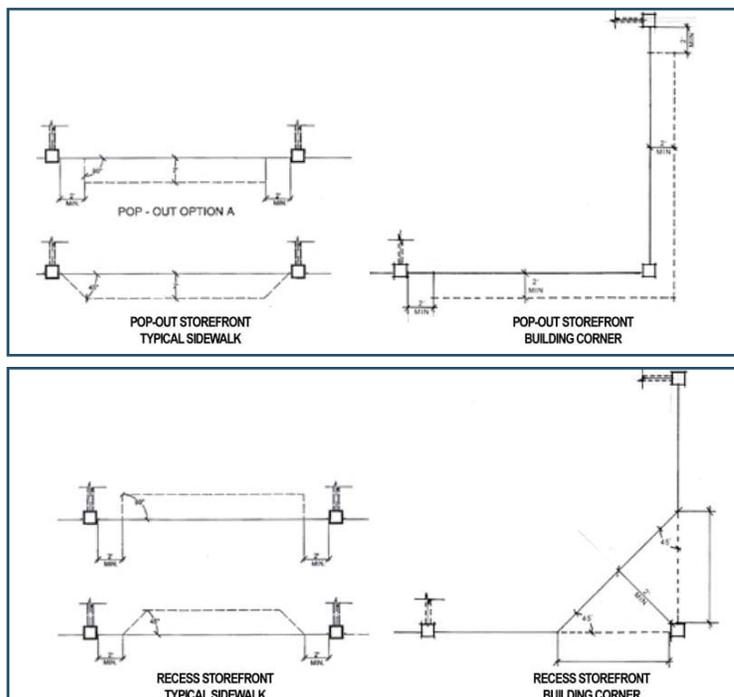


Figure 3.6- First Floor Retail Pop-out example

doors arranged so that the uses are visible from and/or accessible to the street on at least 75% of the retail or commercial length of the first floor street frontage.

- b. All new commercial and retail first floors shall have a 16'-0" minimum floor to floor height.

3. **Building Entrances:**

Building entrances should be easily identifiable and feature large, open and transparent windows with unique and interesting signage. (Operable windows are encouraged)

- a. Retail entrances can have up to a 2'-0" pop-out / protrusion / recess into the required setback for columns or other architectural features that distinguish the commercial or retail storefront;
- b. Tenants may use this area for merchandising projection;
- c. Entrances for residential, office and uses other than retail should be separate and distinct from retail entrances.

4. **Building Storefronts:**

- a. Great retail streets are comprised of great retail storefronts. As a part of the public space, storefronts are a critical component of a street's vibrancy and character. Therefore, the City encourages a variety of unique and engaging storefronts to collectively form a great retail street. First and foremost, creativity is strongly encouraged. These criteria are established less as a set of rules, and more as a benchmark, or starting point, for making exciting storefronts. In addition to storefront design, retailers can actively contribute to their location's streetscape. Elements such as awnings, planters and outdoor seating increase visibility, enhance connections to the sidewalk and create interest.

- b. All retail tenants can have the opportunity to design and install their own storefronts as a way to express their individual identity and positioning provided they observe the minimum guidelines noted below:

- Storefronts should be "individual" expressions of a tenant's identity;
- Tenants will be encouraged to avoid cookie cutter representations of their identity and to create an expression that is complementary to the architectural vocabulary of the street;
- Tenant's storefront construction should be of high quality and craftsmanship. Tenants are encouraged to use real, durable materials in the interpretation of their identity;
- Store color palettes should take into consideration and strive to complement or integrate the overall color palette of the buildings on the block;
- With review and approval by the City, and agreement from the landlord, tenants may be allowed to express their identity beyond the façade in the form of banners, awnings, flower boxes, etc.

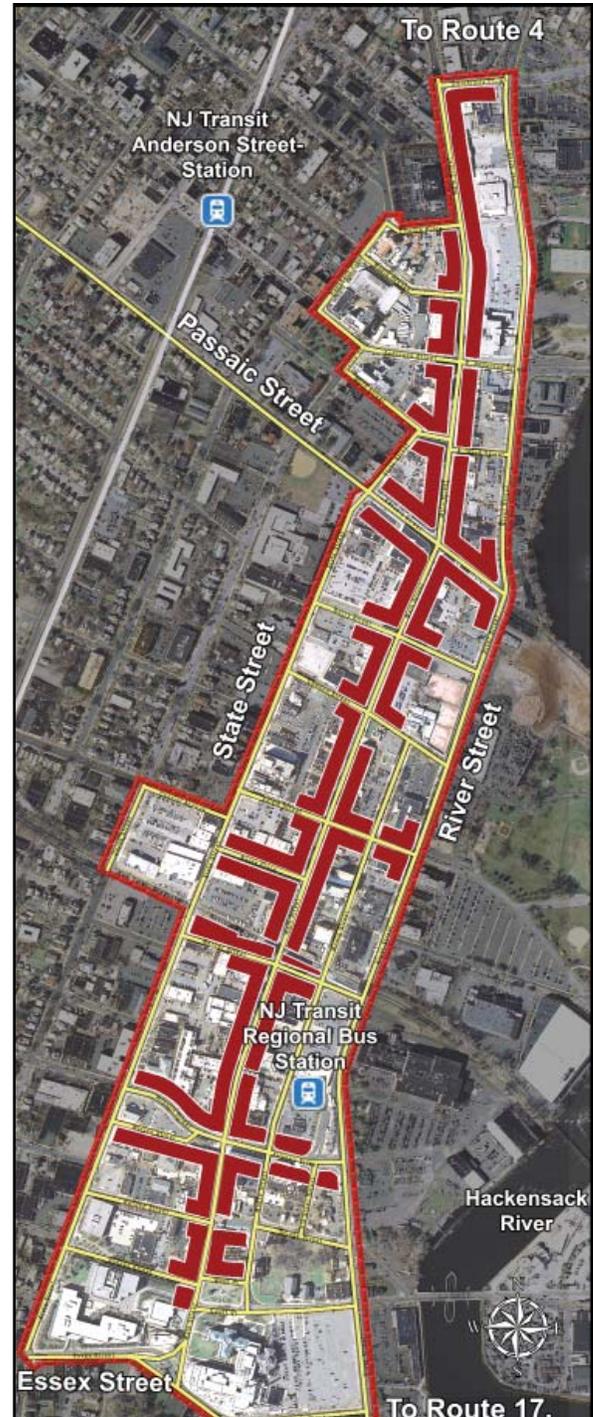


Figure 3.8: Recommended first floor retail locations

5. Storefront Components:

- Entries & Doors:** The placement of doors and their design are an integral part of the storefront because they establish a clear point of entry to the store. Creative uses for entry doors should be explored as a connection to the street. Restaurants especially should use doors to open interior seating spaces to the outside café seating on the sidewalk;
- Canopies & Awnings:** An awning or canopy emphasizes the store or restaurant's entrance, provides shade for a café, and can carry part of a tenant's identity. It can also add texture to the streetscape, and add interest and variety to the building façade;
- Windows & Glazing:** The use of glazing in retail storefronts creates an important connection between the interior and exterior environment, and allows for effective window shopping and merchandising opportunities. Glazing elements also play a key role in establishing the quality of public space. Carefully conceived glazing design will benefit retailers, consumers and the public environment establishing an atmosphere of transparency and vibrancy.

6. Storefront Materials:

- The approach to storefront design should be to create the highest quality level possible with an emphasis on user-friendly materials. The overall objective in developing the exterior storefront design is to specify "real" materials at the pedestrian level. A variety of masonry materials such as brick, stone and pre-cast are suitable. Masonry detailing, molding, finished metals, glass enhancements and high quality paint treatments will contribute to a successful retail environment. The minimum recommendations below, outline some of the specifics when considering materials for storefronts:
 - Construction detail and finish should adhere to craftsman's standards;
 - Focus should be on window design to create a visual connection between the interior and exterior;
 - Recommended materials are wood, metal, brick, stone, glass and concrete as well as plaster;
 - Acceptable materials are durable, smooth exterior grade woods such as oak, redwood and poplar;
 - Durable materials are especially critical at street level where pedestrian contact will be considerable. Consequently, these types of materials are required below 12'-0" AFF on the storefront. EIFS or similar materials are not permitted below this dimension;
 - Storefronts should be predominantly glass to provide views into the store, but glass should not be the exclusive material;
 - Materials should be authentically portrayed and code compliant.
- The following materials are not permitted for new development without a variance on storefronts: (See Rehabilitation Standards for renovation standards for existing storefronts)
 - Plastic and metal laminates
 - Acrylic
 - Plastics



Figure 3.9: Storefronts should be transparent



Figure 3.10: Canopies can overhang 8'-0" over the sidewalk into the ROW

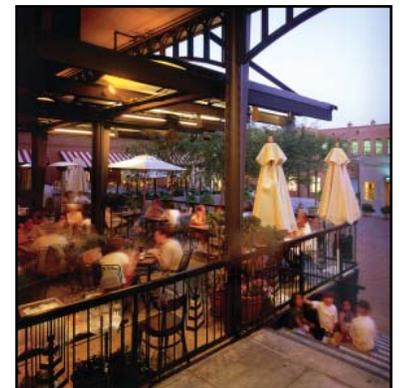


Figure 3.11: Outdoor dining is encouraged to wrap building corners and front on public spaces



Figure 3.12: Storefront should express tenant identity

- Smoked or tinted glass
- Anodized or mill finish aluminum
- Simulated materials
- Interior grade materials and wall coverings
- Distressed or sandblasted woods
- Rough-sawn woods and shakes
- Mirror
- EIFS

7. Street Level Frontage / Uses:

Main Street and Banta Place must be either occupied commercial, retail, or other approved use to encourage pedestrian scale activity.

- a. Residential uses are not permitted fronting on the first floor along Main Street or Banta Place but are permitted on the first floor for all other streets in the Rehabilitation Area;
 - Residential lobbies and entrances however, are permitted on the first floor on Main Street and should be distinct and separate from the entrances of all other first floor uses;
 - Lobbies and entrances are not limited to any size but should be no larger than a typical retail storefront proposed;
- b. The design of Banta Place should consider closing the street on weekend nights for outdoor dining and public events.
 - The design of the street should consider removing the curb and gutter and providing a special paving material such as cobblestone to create a flexible public space that would support outdoor dining;
 - Consideration should be made for tivoli lighting across the street;
 - Daytime and emergency access should be considered along with access to the Post Office;
- c. Temporary / semi-permanent outdoor dining and seating is encouraged within the 18'-0" setback for retail and restaurant uses located on Main Street;
- c. Seating is encouraged to be designed either along the building façade or at the back of the curb. These areas should be clearly identified with either temporary, semi permanent barriers that are removed at the end of each night or permanent barriers;
- d. A minimum six foot (6'-0") clear zone must be maintained within the building setback in order to allow adequate pedestrian flow;
- e. Outdoor seating shall not count toward the total number of seats for the establishment or for parking requirements.



Figure 3.13: Awnings over the street and outdoor dining are encouraged



Figure 3.14: Canopies should be a minimum of 10'-0" above sidewalk grade



Figure 3.15: Outdoor dining should be separated from the sidewalk with a 6'-0" pedestrian clear zone

8. Canopies and Balconies:

Canopies, awnings, and similar architectural accents are encouraged at entrances to buildings and in open space areas. Such features may be constructed of rigid or flexible material designed to complement the tenant's identity at the street level.

- a. Any canopy may extend from the building up to one half of the width of the setback area in front of the building, or eight (8) feet, whichever is less;
- b. Ground supports for these features are not permitted in the minimum setback, sidewalk or in the public right-of-way on Main Street;
 - In no instance shall such features extend over or interfere with the growth or maintenance of any required tree plantings;
 - Residential canopies located on secondary streets may have ground supports for these features.
- c. Minimum overhead clearance shall be ten (10'-0") feet. If a canopy, awning, cornice, or other appurtenance extends into the public right-of-way, an encroachment agreement shall be required;
- d. Balconies/balconettes can be incorporated into the building façade and are allowed to project into the 18'-0" setback up to 4'-0" starting at the second level.

9. Mechanical Equipment Screening:

The screening of rooftop mechanical equipment is required.

- a. All rooftop mechanical equipment including cell phone antennae shall be screened from view from all adjacent public streets, open spaces and parks in all directions and elevations to minimize the negative impact from any public street, neighborhood or adjacent building;
- b. Screening materials shall be consistent with the architectural detail, color and materials of the building;
 - Wire mesh screening is not permitted.
- c. All roof and HVAC systems must be set back a minimum of 15' from Main Street and 10' from any other public street or public open space from the building edge and screened as to not be visible from any adjacent public street or public property.
- d. Any wall pack ventilation unit facing a public street must match the adjacent material color.

10. Building Service Locations:

All service locations for new development shall be provided at the rear or side of the building and shall not be permitted directly on Main Street, Essex Street, Passaic Street and Banta Place.

- a. Existing service locations on Main Street are permitted with designated service drop off areas only. Service vehicles are not permitted to stop in the street and must use a designated service drop off area.

11. Doors and Windows:

Where windows are used they must be transparent. Where expanses of solid wall are necessary, they may not exceed 30'-0" feet in length.

- a. The first floor and street level must be designed to address all public streets and all adjacent public or private open space improvements;
- b. For buildings fronting on two streets or one street and one public plaza or open space the entrance to the building should provide access from the primary street and is encouraged to provide access from the secondary street or public open space;
 - 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;
- c. Operable windows are encouraged at the street level;
- d. No development may have exterior walls with a reflectivity value in excess of 35 percent.

12. Structured Parking:

- a. Structured parking shall be screened with uses along Main Street and Banta Place
- b. Structured parking shall be screened with either uses or shall include decorative architectural details such as building materials, windows and detailing along all other streets in the Rehabilitation Area;
 - Architectural detail elements should have the same or similar materials and should have the same or similar scale for openings as the residential / commercial building above;
 - Other than at the parking entrances vehicles shall not be visible from the center line of either public street.
- c. All ramps shall be internal to the parking structure and shall not be visible from any public street;
 - Cabling or exposed concrete alone does meet the screening requirement;
- d. Driveway and garage openings should not exceed 28'-0" 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;

13. Openings / Ventilation:

Any openings for ventilation, service, or emergency access located at the first floor level in the building facade must be decorative and must be an integral part of the overall building design.

- a. These openings as well as pedestrian and vehicular entrances must be designed so that cars parked inside are not visible from the street.



Figure 3.16: Outdoor dining should be separated from the sidewalk with a 6'-0" pedestrian clear zone

14. Urban Open Spaces:

Providing open space for new developments with a gross floor area greater than 100,000 square feet is strongly encouraged.

- a. Open space that is provided shall be located at the street level as a plaza, park, or within a public lobby.



Figure 3.17: Outdoor dining should be separated from the sidewalk with a 6'-0" pedestrian clear zone

3.1 Rehabilitation Standards:

1. Introduction / Background Information:

Preserving elements of the City of Hackensack's architectural heritage is a vital and valuable element for the creation of a pedestrian friendly mixed use urban environment.

The Rehabilitation Area has a number of potential properties that could be preserved or rehabilitated which include but are not limited to the properties identified in Figure 3.17. The determination for preservation or rehabilitation should include the following considerations:

- a. Age of the structure;
- b. Structural / historic integrity;
- c. Overall contributing historic character;
- d. Adaptability to new or improved use;
- e. Symbolic significance;
- f. Visibility and prominence.

2. Rehabilitation Standards:

For buildings being proposed for rehabilitation, renovation and adaptive reuse that are located in the Rehabilitation Area the following items should be considered:

- a. The City of Hackensack "Historic Site Survey" should be reviewed to determine whether or not the property has architectural or historic significance;
 - In the event, architectural elements are uncovered during a renovation, efforts should be made to preserve and accentuate those elements.
- b. Preservation and rehabilitation of existing buildings and structures are encouraged in order to create diversity of development, accent pedestrian-scale, activity, and preserve the character and heritage of the City of Hackensack.
- c. Any interior renovation that does not expand the existing square footage over 20% may be done without meeting the design standards of the Rehabilitation Plan.
 - Any expansion or additional square footage to any structure over 20% must conform to the Design Standards of the Rehabilitation Plan;
 - Any change to the exterior signage shall require all signage to conform to the signage requirements of the Rehabilitation Plan.
- d. Deteriorated architectural features should be repaired instead of being replaced where feasible. In situations where replacement is necessary, the same materials are encouraged to be used and the replacement should meet the same visual, design, composition, color and texture of the original feature.
- e. Any additions or repairs to over 50% of the façade which are visible from any street should meet the

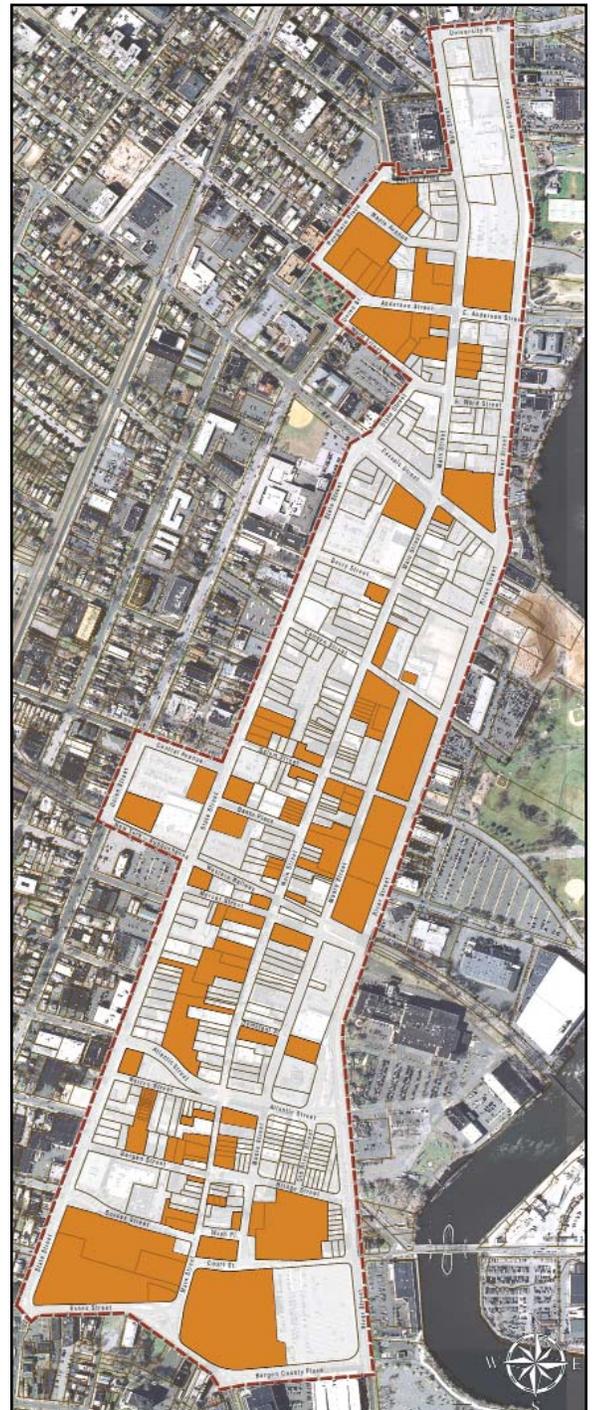


Figure 3.18 - Significant Buildings and Properties
The following properties represent but are not limited to significant buildings which may have some historic and architectural significance which could be considered for potential reuse and/or redevelopment.

architectural style and intent of the original building based on the historic time period in which it was originally constructed or meet the Design Standards of the Rehabilitation Plan unless seeking a variance.

- For structures with new uses, non functional features that diminish the marketable value may be removed so long as they do not diminish the historic nature of the building as seen from any public street;
 - Existing non-conforming buildings may remain.
- f. Any existing building may change its first floor use to a restaurant without requiring additional parking, so long as the change in use does not propose more that a 20% expansion of the existing building square footage.
- All submittal, review and approval requirements other than parking are required.

3.2 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 in this guideline include such things as 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 overall Rehabilitation Plan vocabulary. 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.

As a part of the revitalization of the Rehabilitation Area, the City of Hackensack will develop specific streetscape standards for Main Street and the other streets in the Rehabilitation Area. All new buildings and developments in the Rehabilitation Area, with the exception of renovated and rehabilitated buildings, must meet the following minimum standards.

1. **Rehabilitation Area Streetscape:** The streetscape for the Rehabilitation Area should be designed with a similar palette of materials and standards in order to portray a cohesive downtown district.
 - a. Main Street: The streetscape for Main Street and Banta Place shall provide a higher standard for the design elements.
 - b. The specific paving colors, materials, and pallettes should be the same for certain blocks but varied along the length on Main Street so as not to create a single monotone street pattern. Redevelopment of entire blocks should encourage developers to explore alternative patterns and colors of paving materials.
2. **Streetscape Elements:** For projects in the Rehabilitation Area the following streetscape elements shall be provided per this section of the Design Standards.
 - Street trees;
 - Lighting;
 - Furniture;
 - Pavers;
 - Materials;

Proposed development projects shall provide these elements as a part of the approval process.

- a. **Street Trees:** Street trees shall be planted in either grates or open landscape areas equivalent to 30’ on center along all public street frontage for any new project/development.
 - Main Street and Banta Place shall plant street trees in grates. The remaining streets can be planted in either grates or landscape areas so long as they match the type for any new development within the same block.
 - For buildings located adjacent to public open spaces, parks or plazas, trees may be planted in open grass areas;
 - Above ground planters may be considered to fulfill the street tree



Figure 3.19 - Streetscape with lighting/bench



Figure 3.20 - City of Hackensack bench



Figure 3.21 - Varied paving pattern



Figure 3.22 - Bus shelter with seating and trash receptacle



Figure 3.23 - Street tree guards

requirement only in situations where underground utilities prevent tree pits;

- 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;
- Street tree species can vary along Main Street so long as the same species is used for a minimum of two block lengths and for both sides of the street. (Accent flowering trees may be used to denote special areas, parks, plazas, etc.);
- Street tree species for all secondary streets with the exception of State Street and River Street shall have a single species of tree for the entire length. (Accent flowering trees are permitted to denote special areas.)

b. Sidewalks:

- Sidewalks should be comprised of a "pedestrian zone" nearest the facade for building access and window shopping and a "furniture zone" nearest the curb for trees, plantings, street furnishings and cafe seating when there is sufficient width;
- Sidewalks should have a higher level of finish on pedestrian oriented, mixed-use streets (pavers, colored stamped concrete, etc. - asphalt is prohibited)
- Sidewalks may be concrete or have accent pavers on secondary streets;
- Openings/grates for plantings should be provided in the furniture zone and should be consistent with street tree plan;
- Pavers shall be installed from the back of curb to the building facade;
- The pattern and type of materials will be determined during the design phase and can vary along Main Street so long as the same material and pattern is used for a minimum of two block lengths and for both sides of the street.

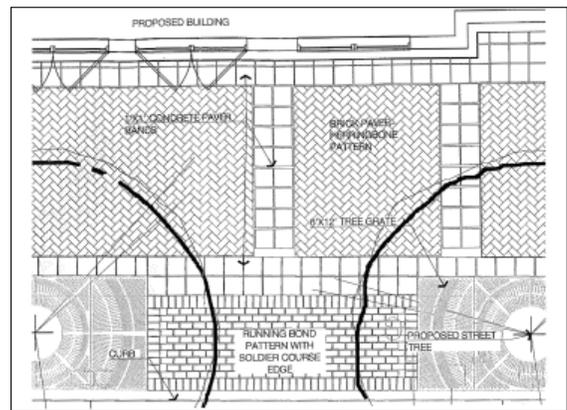


Figure 3.24 - Example of Main Street streetscape paving pattern

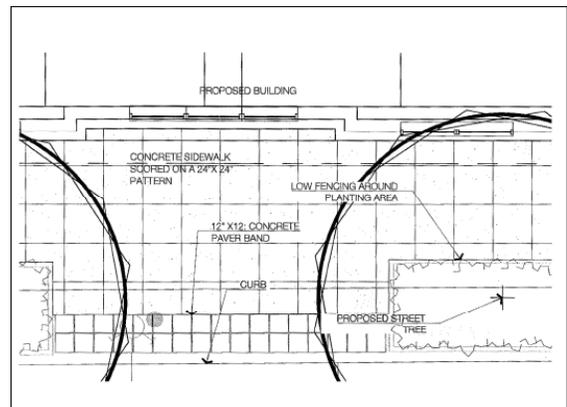


Figure 3.25 - Example of streetscape paving pattern

c. Seating, Benches & Bus Shelters:

- Seating should be grouped together as much as possible and be placed at busier pedestrian nodes or gathering places;
- Seating should be designed and placed appropriately to provide an amenity to the public;
- Seating can be manifested in permanent planter edges;
- Seating should not obstruct views for vehicles, sidewalks for pedestrians, or signs and displays for businesses;
- Seating should blend in with the surroundings or be specified in a complementary accent color;
- Outdoor cafe seating should also follow the guidelines listed under Street Level Frontage / Uses of this section and recognize the designated amenity zone;
- Bus shelter locations should be coordinated with streetscape design;
- 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.

d. Street Lighting:

- All street lighting within the Rehabilitation Area 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 1'-0" from the back of curb 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;
- Fixtures should exhibit an aesthetic as well as functional purpose to create interest and a sense of scale for the pedestrian;
- 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 areas.

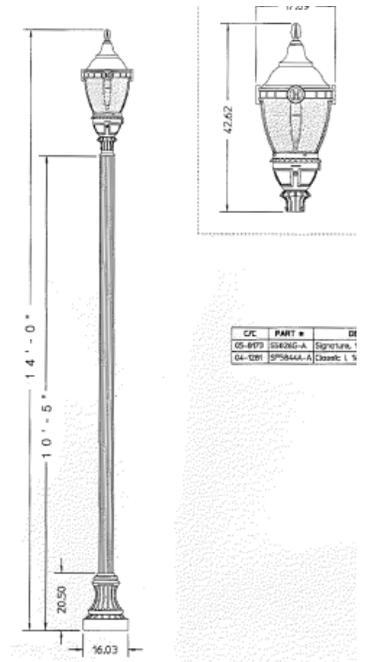


Figure 3.26 - Typical street light

e. Planting Pots & Planters:

- Pots and planters should be used in addition to landscape planting areas to complement the surrounding streetscape by adding color and variety;
- Pots and planters can be placed anywhere pedestrian or vehicular traffic is not disturbed, but may function as a separation between pedestrians and vehicles;
- Large pots are preferred to fixed boxes to allow for maintenance or service access;
- Pots and planters are ideally located near seating areas, but plant materials should not interfere with circulation or comfort.

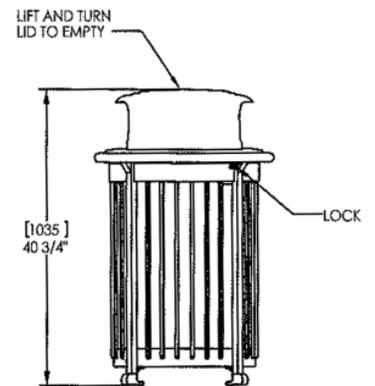


Figure 3.27 - Typical trash receptacle

f. Tree Grates:

- Tree grates should be used wherever a tree is placed within a high traffic area;
- Tree grates should 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;
- Tree grates should be designed to support uplighting.

g. Trash Receptacles:

- Trash receptacles should be located conveniently for pedestrian use and service access in significant areas and gathering places;
- 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;
- Restaurants with outdoor seating should provide additional trash receptacles near seating;
- Trash receptacles should blend in with the surroundings or be specified in a complementary style or accent color.



Figure 3.28 - Bicycle rack example



Figure 3.29 - Bollards with lighting example

h. Bicycle Racks:

- Bicycle racks should be permanently mounted and placed in convenient locations to encourage bicycle use;
- Bicycle racks should be placed so as not to obstruct views or cause hazards to pedestrians or drivers;
- Bicycle racks should exhibit a simple and easy design that allows for convenient and safe use by the public;
- Bicycle racks should not be placed on Main Street within the 18' building setback.

i. Bollards:

- Bollards should integrate with and aesthetically complement the overall streetscape concept; respond to the area it supports (Plaza vs Services); setback from curbs to allow un-obstructed opening of parked car doors;
- Bollards may be chained or cabled together to ensure pedestrian safety or define areas for public functions;
- Removable bollards should be used where service vehicles need access and for street closures in the event of festivals or community events;

j. Fountains:

- Fountains or water features can be located in key public areas such as parks or plazas;
- Fountains or water features should allow for ample pedestrian circulation on all sides;
- Fountains or water features may be designed to encourage "sitting" or for interaction;

k. Public Art:

- Public art should be "accessible"; tie to the history of Hackensack and if possible, should be created by a local source; include water, seating, planting, decorative architectural elements or plaza space design;
- Public art should be visible, but not interfere with pedestrian circulation or create a traffic hazard; made of durable, weatherproof materials; and should be designed to avoid physical hazards;

l. Kiosks:

- Kiosks should be used for retail purpose or to impart community information to the public;
- Kiosks should be positioned to complement and respect other street furnishings such as benches and lighting;
- Kiosks should be accessible and attractive from all sides and well-illuminated;
- Kiosks should be flexible to allow for up-to-date information;
- Consideration should be given to the use of fixed kiosks to project a sense of permanence with other fixed surroundings;
- Kiosks are not required to be fixed and may be mobile to allow for flexibility in public areas.

m. Parking Meters:

- Muni-meters and other parking technologies should be considered where economical for all on-street and off-street parking to minimize the visual presence of single space meters;
- To the extent economically possible, single space and dual space parking meters should have a decorative base and sleeve consistent with the overall design standards promoted in the Rehabilitation Area;
- Design aesthetics, functionality and price should be factors in the selection of muni-meters in the Rehabilitation Area.

n. Utility Accessories:

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

3.3 Signage Standards:

1. Signage Standards Overview:

- a. Tenants are encouraged to explore a variety of signage types, sizes and styles with the objective of integrating the design of the signage into the whole storefront design. Storefronts are expected to take maximum advantage of store logos, specialty letter styles, quality materials, graphic flourishes and high impact graphics. This variety is necessary to highlight the diversity of tenants and to support the unique character that defines Hackensack's Main Street. National or regional stores are specifically asked to consider the special nature of this environment, and look for ways to do something different and even better than is produced in other markets.
 - The goal is to maintain creative consistency that identifies the tenant's identity and integrates with the storefront façade design;
 - Signs can be in the form of a painted sign, flat sign, fin sign, window sign, illuminated or non-illuminated sign, dimensional sign, sidewalk sign or awnings;
 - Emphasis should be on durable, natural materials and quality manufacturing and can include cast, polished or painted metal; painted, stained or natural wood; glazed and ceramic tile; etched, cut, edge-lit or stained glass; cast stone and carved natural stone;
 - Tenants should strive for creativity, uniqueness and high quality.
- b. For all signage standards not covered or specifically stated in this Section, refer to Section 175-7.14 SIGNS: A through M of the City of Hackensack Zoning Ordinance.

2. Signage Principles:

- a. Each tenant is permitted two (2'-0") square feet of signage for each one (1'-0") linear foot of storefront. This total signage allocation can be distributed among all signage types;
 - A variety of wall mounted signs on the same building is encouraged (no uniformity in height, shape, color or type);
 - A variety of sign types is encouraged, such as wall mounted, fin, projecting, banner, awning and marquees;
 - A variety of sign illumination is encouraged, such as external, internal, halo, and indirect.
- b. Second and third floor retail tenants should be allowed the same type and quantity of signs as any ground floor tenant;
- c. Upper level commercial tenants should be allowed to have their sign on the most prominent wall as seen from neighboring approaching roads.

3. Storefront Zone Criteria:

A variety of sign types is both permitted and encouraged.

- a. **Primary Signs:** Each tenant needs to identify its premises through a Primary sign. The Primary sign refers to a tenant's sign above the entry. The



Figure 3.30 - Wall and flag signs



Figure 3.31 - Window sign



Figure 3.32 - Primary sign



Figure 3.33 - Blade sign

maximum length of lettering permitted to be used on the storefront Primary sign should not exceed 75% of the permitted sign area;

- b. Secondary Signs: Secondary signs are those signs that mark a second entrance or corner condition such as would occur on a street corner or at a public place;
- c. Additional Signs: A variety of other sign types are permitted and encouraged including;
 - Projecting Signs: A projecting sign mounts perpendicular to a building façade and typically hangs from decorative cast or wrought iron brackets, or is firmly mounted to the façade. The use of projecting signs is strongly encouraged. The signs can be painted wood or sheet metal panels with painted, applied or carved letters, logo, crests, insignias and/or images that creatively represent the tenant’s identity. Unique shapes and layered applications are encouraged. Projecting signs include blade signs, banners (rigid or soft), and flags. Projecting signs of any type should always be mounted well out of reach of pedestrians;
 - Blade Signs: Should be located at a minimum of 10’-0” above finished grade, and should only project a maximum of 2’-6” from the face of the storefront;
 - Flags & Banners: Canvas or nylon flags and banners may be used but vinyl banners are discouraged. Flags or banners can be hung perpendicular to the building from poles, or flat against the building. Flag or banner content should be limited to tenant identity, and should not be used for advertisement of specific products or services.
- d. Sidewalk Signs: Can be used to enhance a tenant’s identity but should not be considered as temporary signage. Restaurant menu boards are the best example of the appropriate use of sidewalk signs;
- e. Window Signs: These signs are meant to establish or enhance a tenant’s identity and should not be considered as temporary signage that advertises sales, promotions, etc.

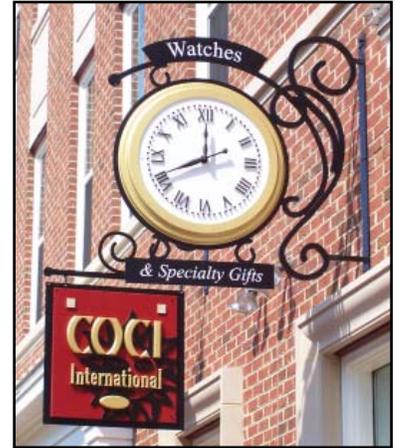


Figure 3.34 - Blade sign



Figure 3.35 - Blade sign



Figure 3.36 - Sidewalk signs



Figure 3.37 - Retail sign locations typ.

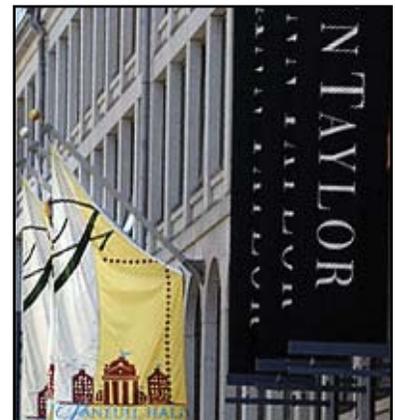


Figure 3.38 - Flag banner signs

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

- a. Discouraged Signs: The following sign types, components and devices are strongly discouraged for storefronts:
 - Fabric, Styrofoam, cardboard, paper or injected molded plastic;
 - Luminous vacuum formed plastic letters;
 - Exposed lamps and neon;
 - Credit card decals, stickers and/or trademarks.
- b. Prohibited Signs: The following sign types, components and devices are not permitted:
 - Animated, moving, chaser, flashing, smoke, audible or odor-emitting signs;
 - Boxed or cabinet type signs, except when totally recessed and integrated as part of the storefront.

5. **Other Signage Requirements:**

- a. All signs erected in this Rehabilitation Area shall conform to the signage standards set forth herein, and the uniform construction code;
- b. No sign shall be erected or altered within the Rehabilitation Area without first obtaining approval from the appropriate review board and a permit from the Construction Official;
- c. A sign permit application shall include either structural drawings or specifications of how the sign is to be erected and electrical drawings if applicable of how the sign is to comply with the National Electric Code;
- d. Direct illumination or backlighting shall not exceed seventy-five foot candles when measured with a standard light meter;
- e. All signs shall be designed, located, shielded and directed so as to prevent the casting of glare or direct light from artificial illumination upon streets, driveways and surrounding property;
- f. Under no circumstances shall fluorescent or glowing paint be permitted for any signage in the Rehabilitation Area;
- g. Flashing, blinking, electronically moving or intermittently illuminated signs or advertising devices are prohibited;
- h. The Planning Board at its discretion may waive some of the regulations if a proposed sign or light is presented as a site specific piece of civic art;
- i. Billboards are expressly prohibited throughout the Rehabilitation Area;
- j. Freestanding signs are prohibited except for way finding and sidewalk signs;
- k. Murals are permitted but must maintain the size requirements as outlined in this section. Murals that are historic are not required to meet the maximum size requirements outlined in this section;
- l. For all signage standards not covered or otherwise specifically stated in Section 3.3 refer to Section 175-7.14 SIGNS: A through M of the City of Hackensack Zoning Ordinance.

4

Circulation Plan

4.0 Circulation Overview:

1. Background Information:

- a. Through the Rehabilitation Plan, the City of Hackensack has developed these guidelines that embrace a successful mixed use downtown through the design of a complete street network. A critical element to the future success of Main Street including the existing and future commercial development will be the conversion of the existing one-way street network into a two-way street network.
- b. The Rehabilitation Plan recommends the city consider converting the existing one-way Main and State Streets into two-way streets in order to promote greater accessibility and viability for successful commercial and residential uses. The re-establishment of two-way circulation is based on developing a complete street design with an emphasis on accessibility for all modes of transportation in order to promote a successful mixed use residential and commercial core in the downtown.
- c. Main Street, State Street and River Street provide the roughly rectangular shape of the rehabilitation area. The conversion of both Main and State Street to two-way would increase the accessibility into and through the Rehabilitation Area.
- d. The Rehabilitation Plan recommendations provide a more permeable street grid that supports vehicle, transit and pedestrian traffic. These recommendations provide for a re-imagined downtown which leverages the City's infrastructure, work-education centers and transportation options. This plan establishes preferred building mixes at a conceptual level.

2. Circulation Plan Goals:

- a. 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;
- b. 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;
- c. Promote a safer living, shopping and driving experience through the design of a hierarchy of streets, roads, gateways and boundaries which promote activity, vitality and safety;
- d. Promote improved pedestrian and vehicular connectivity into and through the Rehabilitation Area and to adjacent existing residential and commercial neighborhoods, as well as to transportation and transit options;
- e. Promote the development of a compact urban environment with improved connectivity to the existing rail and bus transit to encourage walking and minimize vehicular dependency;

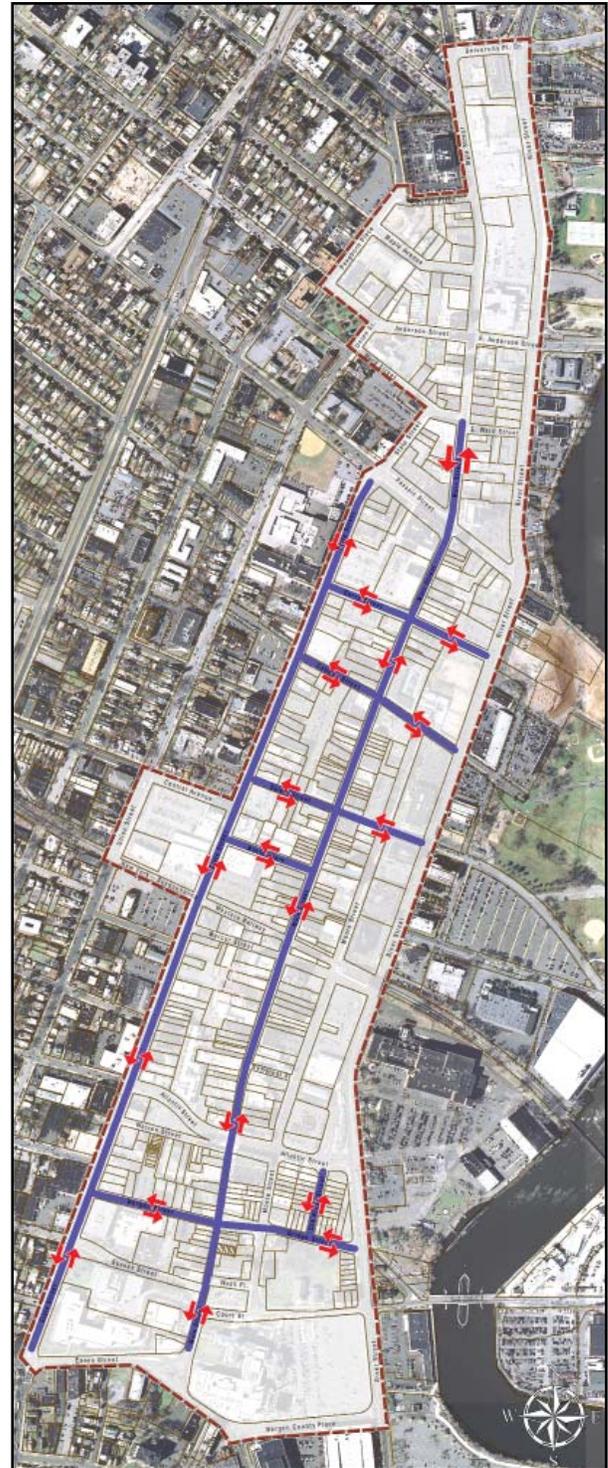


Figure 4.0 - Recommended two-way street network

- f. 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.

3. **Design Elements:**

The following general design elements are the basis for recommending the conversion from a predominantly one-way to two-way system.

- a. The proposed conversion of all streets includes maintaining the existing face of curb to face of curb dimension. All street sections in the Rehabilitation Plan include the existing street dimensions as well as recommendations for on-street parking;
- b. The final design, layout and timing for the conversion of these streets will need to take into consideration the following design elements prior to construction;
 - Recommendations to provide pedestrian elements which meet current ADA standards;
 - Location and storage for bicycles;
 - Shuttle and bus stop routes, locations and design;
 - Parking garage locations and access;
 - The potential removal of existing street signalization.

4. **Conclusions / Recommendations:**

As indicated in the Traffic Study found in the Appendix the conversion to a two-way system analyzed the potential traffic impact of the conversion of Main Street, State Street and the secondary streets. The analysis included necessary changes to existing traffic control devices to support the conversion of State Street and Main Street, as well as the conversion of side streets to two-way traffic in support of these proposed initiatives.

The analysis indicates the proposed street network will be able to process existing development as well as future development allowed under the new zoning standards outlined in the Rehabilitation Plan.

The operational key for Main Street will be to provide the following:

- a. Enforceable loading zones on Main Street;
- b. On-street parking as needed on both sides of the street;
- c. Coordination with mass-transit to remove buses and bus routes on Main Street;
- d. Do not permit semi-trucks on Main Street;
- e. Parking policies and rates that discourage all-day on-street employee parking.

The policy elements to consider include:

- a. A vision for how and why the community wants to complete its streets;
- b. The term “all users” includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses, and automobiles;
- c. Encourage street connectivity and aim to create a comprehensive, integrated, and connected network for all modes;
- d. Is adoptable by all agencies to cover all roads;
- e. Applies to both new and retrofit projects, including design, planning, maintenance and operations, for the entire right of way;
- f. Makes exceptions specific and sets a clear procedure that requires high-level approval of exceptions;
- g. Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs;
- h. Directs that complete streets’ solutions will complement the context of the community;
- i. Establishes performance standards with measurable outcomes,

5. **Street Section Recommendations:**

Main Street Recommendations:

Cross Street	Existing Conditions		Future Build-out		Comments
	Signal	Unsignal	Signal	Unsignal	
Essex Street	✓		✓		To be reconstructed per concept sketches as a T-Intersection
Sussex-Court Street	✓			✓	Court Street to be converted to two-way , stop control (2-way stop)
Washington Street		✓		✓	Washington Street to be converted from EB one-way to two-way
Bergen-Bridge Street	✓			✓	Bergen-Bridge Street to be converted from one-way WB to two-way with stop control
Atlantic Street	✓		✓		No major changes planned-need update with respect to lane designation for new SB Main Street movements.
Demarest Street	✓			✓	Pedestrian Plaza signal-remove in the context of State Law "Stop for Pedestrians "
Mercer Street	✓		✓		No major changes planned-need update with respect to lane designation for new SB Main Street movements.
Banta Place		✓		✓	Street to remain one way with potential closing for weekend and night events
Salem Street	✓			✓	One-way WB to be converted to two-way, traffic signal to be removed
Camden Street		✓		✓	West leg WB one-way to be converted to two-way street (note consideration for signalization may be warranted in the future and is dependent on developer submissions)
Berry Street	✓			✓	East leg WB one-way to be converted to two-way street, signal to be removed
Passaic Street	✓		✓		No major changes planned-need update with respect to lane designation for new SB Main Street movements
Ward Street				✓	To be reconstructed to remove channelization, Ward Street to be a two-way street with a 2 way stop sign
Anderson Street	✓		✓		No major changes other than updates to reflect rehabilitation area streetscape.
University Boulevard	✓		✓		No major changes other than updates to reflect rehabilitation area streetscape.

State Street Recommendations:

State Street	Existing Conditions		Future Build-out		Comments
	Signal	Unsignal	Signal	Unsignal	
Essex Street	✓		✓		To be reconstructed as a full-four leg intersection with EB left lane with the removal of the existing islands
Sussex Street	✓			✓	Signal to be removed
Bergen Street		✓		✓	Bergen Street easterly leg to be converted from one-way WB to two-way
Myer Street		✓		✓	Minor work to accommodate State Street as two-way
Warren Street		✓		✓	To remain one-way eastbound
Atlantic Street	✓		✓		Modifications as needed to prepare intersection with State Street as two-way
Lawrence Street		✓		✓	Minor work to accommodate State Street as two-way
Mercer Street		✓		✓	Modifications as needed to prepare intersection with State Street as two-way
Banta Place		✓		✓	Street to remain one way with potential closing for weekend and night events
Central Avenue	✓		✓		Modifications as needed to prepare intersection with State Street as two-way
Salem Street	✓			✓	Salem Street to be converted from one-way WB to two-way. Traffic signal to be removed
Clay Street	✓			✓	Traffic signal to be removed
West Camden Street		✓		✓	Easterly leg to be converted from one-way WB to two-way
Berry Street	✓		✓		Modifications as needed to prepare intersection with State Street as two-way
State Street	✓		✓		To be reconstructed as a full-four leg intersection with the removal of the existing islands

4.1 Street Sections:



Figure 4.1 - Main Street Typical Section: Court Street to Atlantic Street Typ

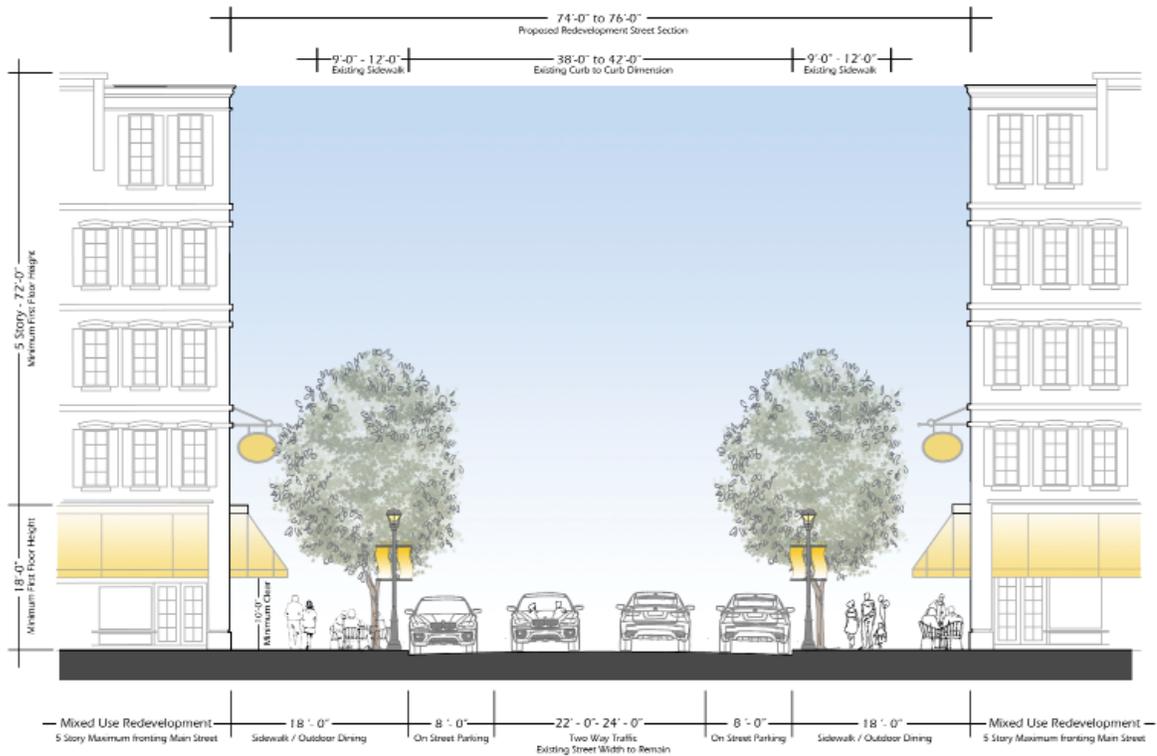


Figure 4.2 - Main Street Typical Section: Atlantic Street to University Plaza Drive Typ.

Main Street: Recommendation to convert Main Street from a one-way street with on-street parking on both sides to a two-way street with on-street parking on both sides. On-street parking spaces should have a dimension of at least 22' feet in length. Tandem on-street parking spaces are recommended on Main Street and require a minimum 6'-0" space between each set of spaces.

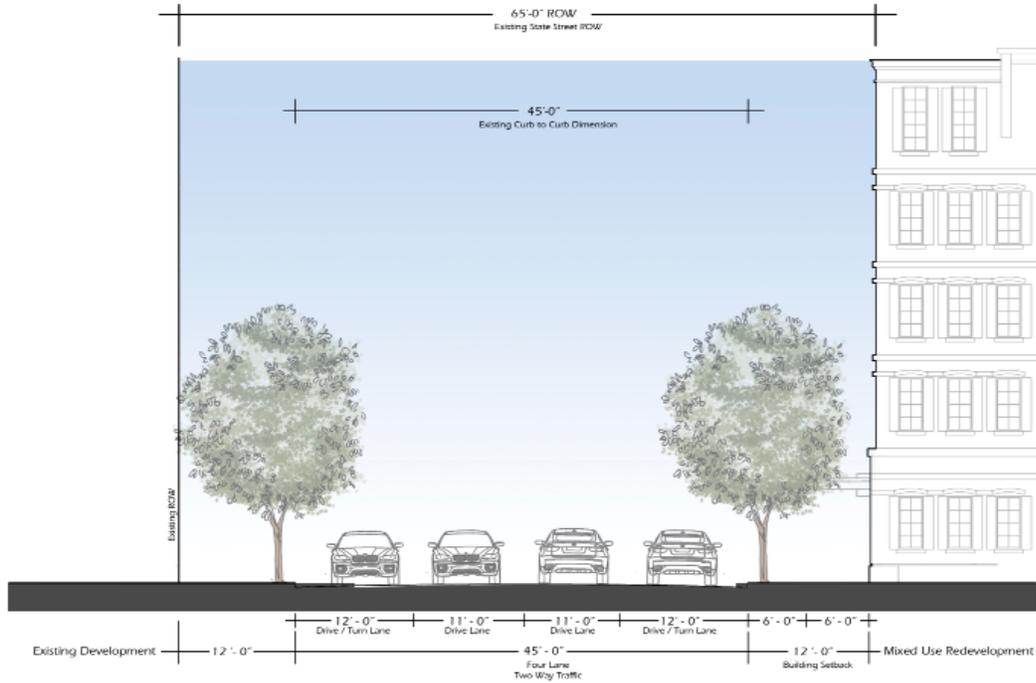


Figure 4.3 - State Street Typical Section: Essex Street to Passaic Street Typ.

State Street: Recommendation to convert State Street from a four lane, one-way street to a four lane two-way street. The existing face of curb to face of curb dimension will remain throughout the entire length of State Street. On street parking may remain in certain areas based on the existing conditions and proposed development. Turn lanes may be required at certain intersections to allow access to parking within the Rehabilitation Area and will be determined during the design phase.

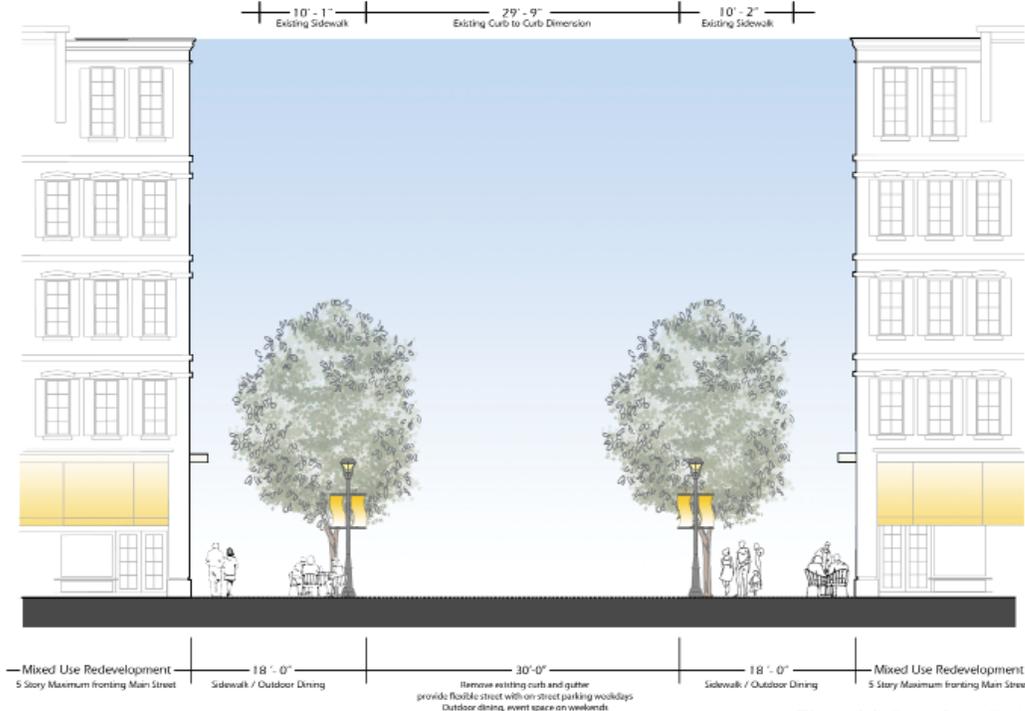


Figure 4.4 - Banta Street Typical Section

Banta Place: Recommendation to maintain Banta Street as a one lane, one-way street with parallel parking on both sides. Banta Place should be designed as a flexible outdoor space for events that can be closed during weekends with daytime and emergency access;

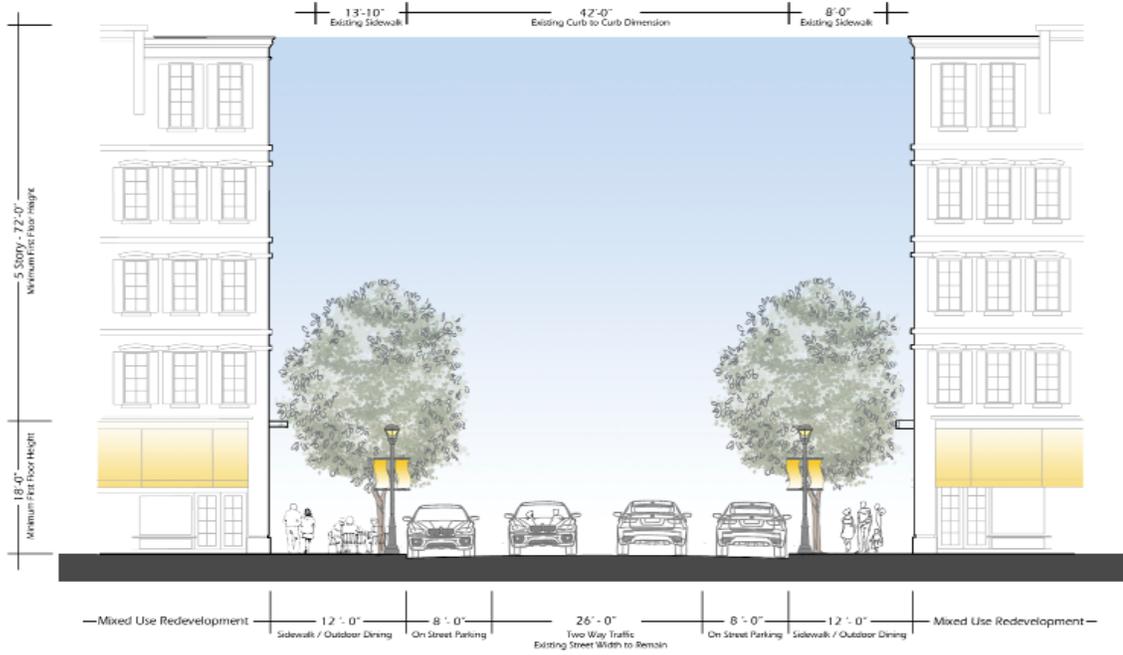


Figure 4.5 - East Mercer Street Typical Section



Figure 4.6 - West Mercer Street Typical Section

East and West Mercer Street: Recommendation to keep East and West Mercer Street as a two-way street in its current configuration.



Figure 4.7 - Salem Street Typical Section

Salem Street: Recommendation to convert Salem Street from a one-way, westbound street to a two-way street with the existing face of curb to face of curb dimension to remain in its current configuration.



Figure 4.8 - Bridge Street Typical Section

Bridge Street: Recommendation to maintain Bridge Street as a one-way westbound street.

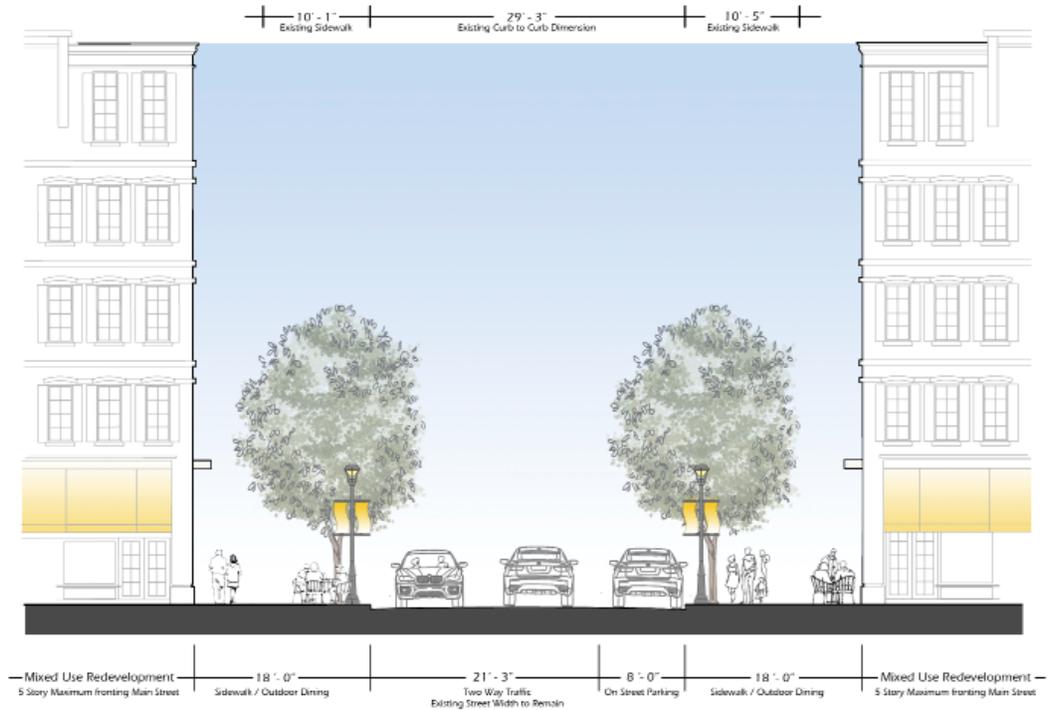


Figure 4.9 - East Berry Street Typical Section

East Berry Street: Recommendation to convert East Berry Street from a one-way westbound street to a two-way street and with a 12'-0" setback for new development. The existing face of curb to face of curb dimension to remain in its current configuration.

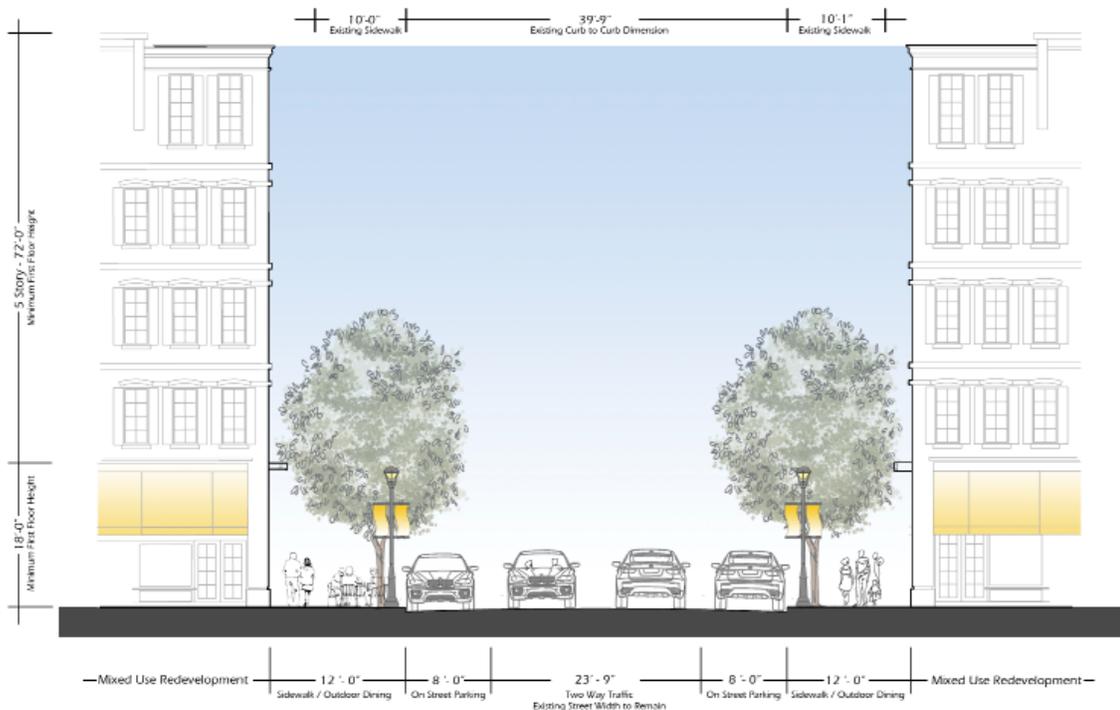


Figure 4.10 - West Berry Street Typical Section

West Berry Street: Recommendation to maintain West Berry Street as a two-way street with on street parking on both sides. A 12'-0" setback for new development with the existing face of curb to face of curb dimension to remain in its current configuration.

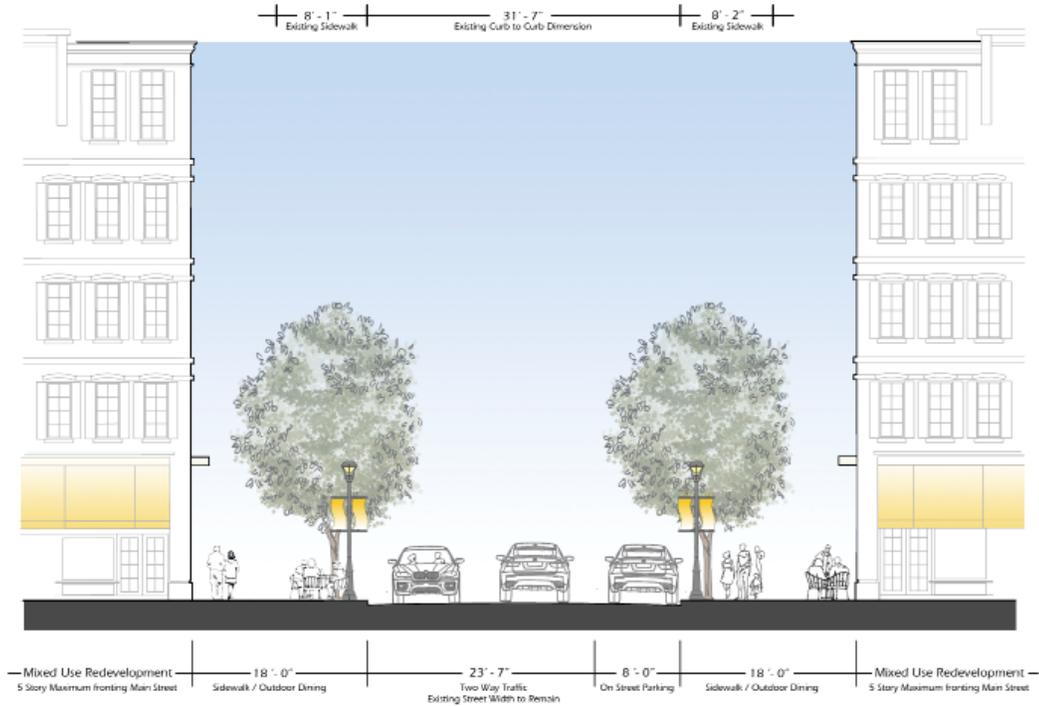


Figure 4.11 - East Camden Street Typical Section

East Camden Street: Recommendation to keep East Camden Street as a two-way street with on street parking on one side. The existing face of curb to face of curb dimension to remain in its current configuration.



Figure 4.12 - West Camden Street Typical Section

West Camden Street: Recommendation to convert West Camden Street from a one-way westbound street to a two-way street with the existing face of curb to face of curb dimension to remain in its current configuration.

5

Implementation Strategies

Section 5.0 – Implementation Strategies:

1. The purpose of this section is to outline implementation strategies and mechanisms the City of Hackensack may consider as next steps in order to support its commitment to the revitalization of its downtown.
2. The City of Hackensack may consider other implementation strategies to entice significant revitalization in the Rehabilitation Area.
 - a. Consideration to provide public improvements including but not limited to;
 - Infrastructure Improvements: Stormwater and sanitary sewer upgrades and improvements;
 - Streetscape Improvements: Hardscape and softscape improvements including: street trees, street furniture, and street lighting;
 - Hardscape Improvements: Sidewalks, crosswalks and intersection improvements;
 - Gateways: Potential signage, monumentation and/or gateways into the downtown;
 - Parks and Open Space: Parks, open space and plazas associated with a catalyst development project which are accessible to the public;
 - Parking Structures: Public parking structures that can be utilized by office, retail, civic and residential rental users.
 - b. Consideration of public private partnerships, including funding and/or financial mechanisms to encourage and support rehabilitation and development in the rehabilitation area;
 - c. Consideration for a streamlined submittal, review, and approval process for projects.

Section 5.1 Rehabilitation Process:

The City Council or designated Redevelopment Entity may consider a competitive selection process through the issuance of an RFP or RFQ for the designation of a redeveloper(s) within the Rehabilitation Area. The determination to undertake a competitive selection process may be made at the sole discretion of the City Council or designated Redevelopment Entity from time to time to spur or foster Catalyst Development Project(s) in the Rehabilitation Area as defined in Section 2.5 of this Rehabilitation Plan.

In addition, owners of property in the Rehabilitation Area are encouraged to undertake the rehabilitation of their property in accordance with this Rehabilitation Plan. Existing property owners are not required to be designated as a Redeveloper in order to rehabilitate their property in accordance with this Rehabilitation Plan.



Figure 5.0 - Conceptual Development Plan

Section 5.2 Financing / Funding Mechanisms:

In association with a Redevelopment Agreement, the City Council or designated Redevelopment Entity may consider creative financing mechanisms for Catalyst Development Projects to promote revitalization in the Rehabilitation Area. Such mechanisms may consider utilizing any of the following as a means for the implementation of public improvements and/or paying of debt service on bonds, notes or other obligations related thereto as it pertains to a Catalyst Development Project:

- a. **Special Assessment Financing:** The City Council may consider levying a special tax assessment on all or a portion of a Catalyst Development Project pursuant to N.J.S.A. 40:56-1 et seq. in order to provide for the debt service on any such bonds, notes or other obligations;
- b. **Parking Revenue Financing:** The City Council or Redevelopment Entity may consider allocating revenues generated by public parking facilities in order to provide for the debt service on any such bonds, notes or other obligations;
- c. **Other Available Revenues:** The City Council or Redevelopment Entity may consider allocating other available revenues generated by a project in order to provide for the debt service on any such bonds, notes, or other obligations.
- d. **Development Rights / Inclusion of Public Property:** The city may consider including the sale of public owned property to the designated redeveloper(s) as a part of a development project.
- e. **Municipal Reimbursement Model:** The City Council may consider entering into an agreement with a designated redeveloper(s) whereby the designated redeveloper(s) would agree to initially finance and construct the public improvements as listed in this section associated with a Catalyst Development Project. In turn, the City Council would consider bonding to purchase from, or otherwise reimburse the developer for the public improvements associated with the project upon completion, minimum occupancy requirements and/or other considerations based on a financial model and analysis.
- f. **Local, State and Federal Grants / Tax Credits:** The City Council or Redevelopment Entity may consider available federal, state and local



Figure 5.1 - Conceptual Redevelopment Plan - Sphere of Influence 1: Conceptual plan indicates a mixed use redevelopment opportunity with retail uses located on the first level along Main Street and medium to high density residential development for the remaining portions of the blocks. Public parking structures are located in the middle of each block with access through public plazas to Main Street. The conceptual redevelopment plan proposes approximately 1,500 to 1,800 residential units and 150,000 sf of retail.



Figure 5.2 - Conceptual Redevelopment Plan - Sphere of Influence 2: Conceptual plan indicates a mixed use redevelopment opportunity with an emphasis on civic, cultural and entertainment opportunities. Located along Banta Place the conceptual plan considers opportunities for outdoor festivals, street and music fairs and other entertainment venues. Entertainment and cultural venues represent the redevelopment opportunity which would support retail and restaurants throughout the downtown area.

programs, grants and tax credits to assist in the funding and implementation of public improvement projects within the Rehabilitation Area.

In addition, the City Council or Redevelopment Entity (to the extent allowed by law) may consider the following financial mechanisms:

- Payment in Lieu of Taxes:** The City Council may consider granting a five-year tax abatement for all or a portion of a project pursuant to N.J.S.A. 40A:21-1 et seq. and the City's Tax Eemption and Abatement Ordinance.
- Payment in Lieu of Parking:** The City Council or Redevelopment Entity may consider, in satisfaction of certain parking requirements, payments in lieu of building all of the parking for a particular project in order to fund off-site parking facilities.
- Development Rights / Inclusion of Public Property:** The City Council or Redevelopment Entity may consider including the sale of City or Redevelopment Entity owned property to a redeveloper as a part of a project.

Any and all funding or financial mechanisms referred to herein are for informational and illustrative purposes only and may not be relied upon by any party or person as an offer, agreement or commitment by the City.

Any such mechanisms or incentives shall be subject to the terms and conditions of a Redevelopment Agreement with a designated redeveloper at the absolute and sole discretion of the City Council.

Section 5.3 Implementation of Rehabilitation Plan:

This Rehabilitation Plan shall be implemented by the governing body of the City of Hackensack acting as the redevelopment entity, or through a designated Redevelopment Entity selected by the City Council. It is the intent of the City Council that this Rehabilitation Plan shall preserve and not limit the powers set forth in the Local Redevelopment and Housing Law ("LRHL"), N.J.S.A. 40A:12A-1 et seq., for the implementation of rehabilitation plans and redevelopment projects in Rehabilitation Areas. For informational purposes, it is noted that pursuant to N.J.S.A. 40A:12A-3 the term "redevelopment entity" applies equally when used in connection with the undertaking of a project in an area in need of redevelopment or area in need of rehabilitation.

Section 5.4 Phasing:

The clearance, planning, conservation, development and rehabilitation of the Rehabilitation Area may be accomplished in one or more phases or sub-phases as determined by the City Council or designated Redevelopment Entity.

Section 5.5 Selection of One or More Redevelopers:

The City Council or Redevelopment Entity may select one or more redevelopers to undertake projects in the Rehabilitation Area. Prior to the designation of a redeveloper to undertake a project in the Rehabilitation Area, the City Council or Redevelopment Entity shall determine that the redeveloper possesses rights to the property to be developed, or a reasonable plan and timeline for obtaining rights to the property to be developed, as well as the experience, financial capability, and technical expertise to undertake the proposed project in the Rehabilitation Area.



Figure 5.3 - Conceptual Redevelopment Plan - Sphere of Influence 3: Conceptual plan indicates a mixed use redevelopment opportunity with retail uses located on the first level along Main Street and medium to high density commercial and office development for the remaining portions of the blocks. Public parking structures are located in the middle of each block with access through public plazas to the Main Street retail. The conceptual redevelopment plan proposes approximately 950,000 sf of commercial and office space and 100,000 sf of retail.

The redeveloper may demonstrate its experience, financial capability and technical expertise to the City Council or Redevelopment Entity by providing evidence of its prior experience in constructing projects of similar size or scope, or through evidence of the prior experience of its retained professionals and/or staff at executing projects of similar size or scope, through the provision of statements of net worth, annual financial reports or commitments from lenders, or demonstrated prior experience obtaining project financing for projects of similar size or scope, through the retention of knowledgeable, experienced professionals, such as architects, engineers, planners, attorneys and financial advisors that have experience with projects of similar size or scope.

The foregoing listing is provided by way of example and not as a limitation upon the inquiry that the City Council or Redevelopment Entity may choose to undertake to make a determination that the redeveloper possesses the experience, financial capability, and technical expertise to undertake and complete a project in the Rehabilitation Area.

Section 5.6 Negotiation of One or More Redevelopment Agreements:

In the event that the City Council or Redevelopment Entity selects one or more redevelopers to undertake projects in the Rehabilitation Area, it shall require the redeveloper to execute a Redevelopment Agreement. The Redevelopment Agreement shall comply with the requirements of the LRHL and other applicable laws. The City Council or Redevelopment Entity may negotiate and collect revenue from a redeveloper to defray the costs of the City or Redevelopment Entity.

Section 5.7 Compliance Review by City Council or Redevelopment Entity:

The City Council or Redevelopment Entity shall conduct a compliance review of all proposed projects in the Rehabilitation Area prior to submission of the project to the Planning Board for Site Plan Review. The compliance review shall consist of a review of relevant site plan application elements to enable the City Council or Redevelopment Entity to determine that the site plan application is consistent with the Rehabilitation Plan and if necessary, enter a Redevelopment Agreement governing the project. The Redeveloper may not make application to the Planning Board unless the City Council or Redevelopment Entity (as applicable) has indicated in writing that the proposed project is consistent with the Rehabilitation Plan and the Redevelopment Agreement if any, governing the project.

As provided under Section 5.1, existing property owners are not required to be designated as a Redeveloper in order to rehabilitate their property in accordance with the Rehabilitation Plan, but are still subject to a compliance review by the City Council or designated redevelopment entity to ensure compliance with the Rehabilitation Plan. A Redeveloper designation and Agreement, however, may be required if an existing property owner seeks to secure any funding mechanisms or financial incentives that may be offered by the City pursuant to Section 5.2



City of Hackensack

Rehabilitation Plan

for the Main Street Area in Need of Rehabilitation

Volume 2 - Appendix

Amended April 2013

6

Appendix

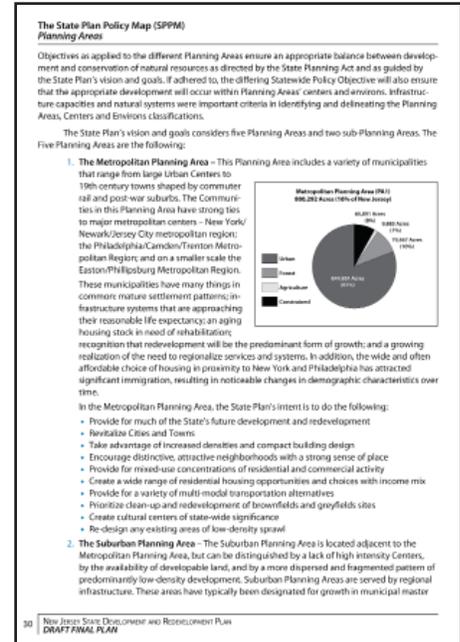
6.0 Relationship of Redevelopment Plan to Master Plans

1. State Development and Redevelopment Plan (SDRP):

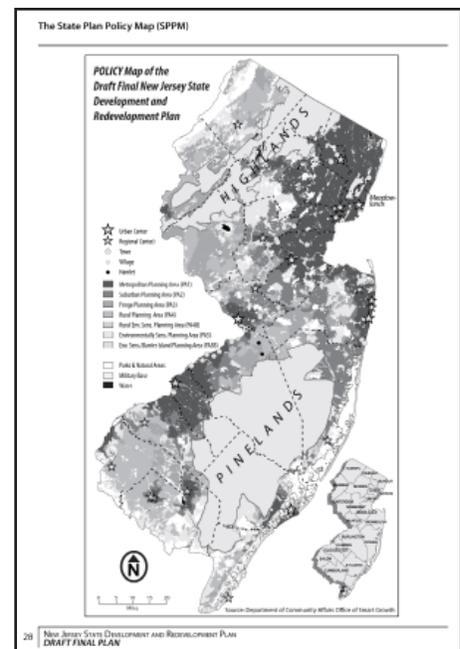
In reviewing the New Jersey State Development and Redevelopment Plan Volumes 1 - 4 the following information pertains to goals and policies for a program of rehabilitation which discuss the development and redevelopment policies for urban areas.

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.”



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



New Jersey State Development and Redevelopment Plan Policy Map

- f. “Provide Adequate Housing at a Reasonable Cost – Provide adequate housing at a reasonable cost through public/private partnerships that create and maintain a broad choice of attractive, affordable, ecologically designed housing, particularly for those most in need. Create and maintain housing in the Metropolitan and Suburban Planning Areas and in Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas, at densities which support transit and reduce commuting time and costs, and at locations easily accessible, preferably on foot, to employment, retail, services, cultural, civic and recreational opportunities. Support regional and community-based housing initiatives and remove unnecessary regulatory and financial barriers to the delivery of housing at appropriate locations.”
- 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;”

II. Bergen County Master Plan:

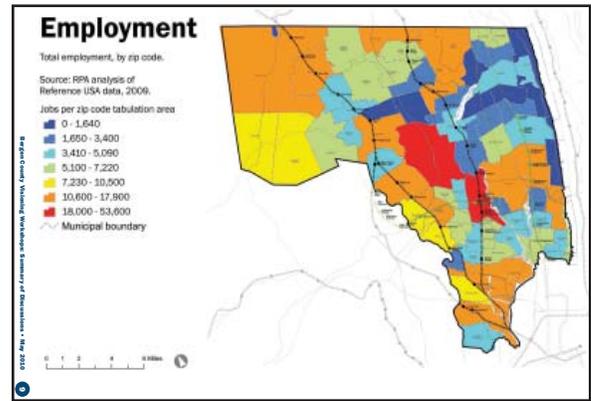
In reviewing the Final Draft Bergen County Master Plan the following information pertains to goals and policies for a program of rehabilitation which discuss the development and redevelopment policies for urban areas.

1. Bergen County Master Plan Overview:

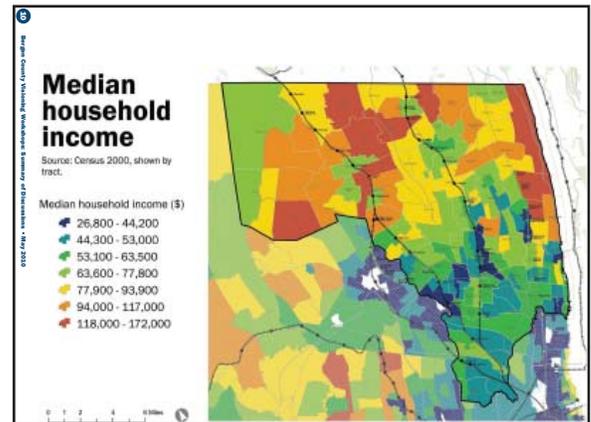
- a. “The Bergen County Department of Planning and Economic Development is undertaking a county-wide planning effort that will result in the first County Master Plan in some time.”
- b. “The Master Plan will create a unifying vision for the County’s 70 municipalities and help them plan for sustainable 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

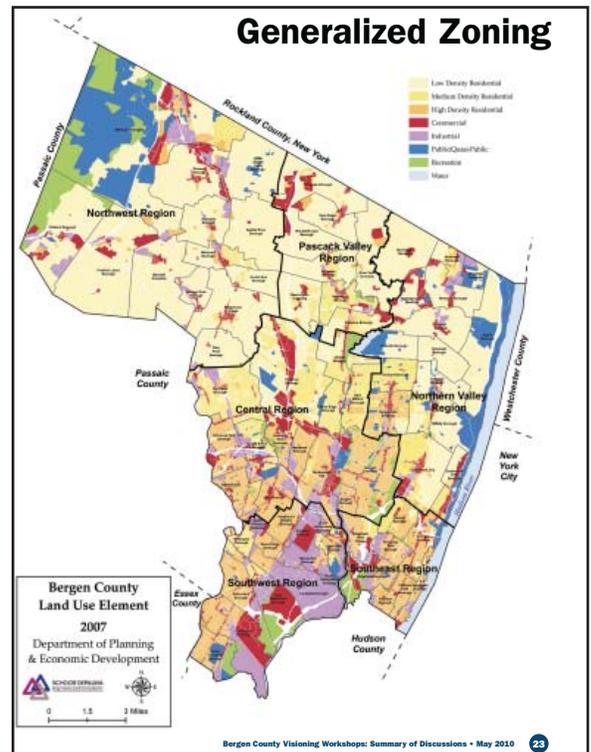
- a. The Draft Report provided on the Bergen County Master Plan website includes the following descriptions:
- “Future growth will primarily occur through redevelopment and infill;”
 - “Redevelopment provides opportunities to create new public spaces and green areas in places that have none;”
 - “Redevelopment on a large scale using green guidelines has the potential over time to significantly



Draft Bergen County Master Plan
Employment Data



Draft Bergen County Master Plan
Medium Household Income



Draft Bergen County Master Plan
General Zoning

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;"

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

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

1. Goals and Objectives stated in the Master Plan Reports excerpts include:

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

2. Strategies for Redevelopment:

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

- a. "Main Street is too long to be developed continuously, and thus must be developed in "spheres of influence"; the government sector, the banking / educational / cultural sphere containing the urban node, the retail sector which would focus on conventional and household shopping and the Packard area"



Exhibit 'E' - 2001 Master Plan - Spheres of Influence
Kasler Associates, PA

- 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.”

IV. 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 underutilized 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 Lodi: “The Borough of Lodi’s t2010 Master Plan Reexamination Report” does not have any significant plans to areas that border Hackensack which would affect Hackensack.
5. 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.”
6. 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.”
7. Borough of River Edge: “The Borough does not have any significant plans that would affect Hackensack.”
8. 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.”
9. 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.”
10. Township of Teaneck: “The Township recently adopted its Master Plan, April 2, 2007. The plan recommends that some properties located centrally within the Township be rezoned. However, the proposed zone changes will not impact the City of 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.”

Area in Need of Rehabilitation Lot and Block Numbers
Information obtained through the Bergen County GIS website

PAM Pin	Block	Lot	Address
Block 64	Block	Lot	Address
0223-64-1	64	1	15 Court Street
Block 200	Block	Lot	Address
0223-200-1	200	1	Null
Block 202	Block	Lot	Address
0223-202-1	202	1	20-22 Court Street
0223-202-3	202	3	21 Bridge Street
0223-202-8	202	8	42 Court Street
0223-202-9	202	9	63 River Street
0223-202-10	202	10	Null
0223-202-11	202	11	Null
0223-202-12	202	12	Null
0223-202-13	202	13	Null
0223-202-14	202	14	Null
0223-202-15	202	15	60 Court Street
0223-202-17	202	17	Null
0223-202-18	202	18	Null
0223-202-19	202	19	Null
Block 203	Block	Lot	Address
0223-203-4	203	4	77 River Street
0223-203-5	203	5	Null
0223-203-6	203	6	Null
0223-203-7	203	7	Null
0223-203-8	203	8	38 Bridge Street
0223-203-9	203	9	Null
0223-203-10	203	10	Null
0223-203-11	203	11	Null
0223-203-12	203	12	Null
0223-203-13	203	13	Null
0223-203-14	203	14	Null
0223-203-15	203	15	Null
0223-203-16	203	16	Null
0223-203-17	203	17	127 River Street
Block 204	Block	Lot	Address
0223-204-1	204	1	30 Bridge Street
0223-204-2	204	2	Null
0223-204-3	204	3	26 Bridge Street
0223-204-4	204	4	Null
0223-204-5	204	5	18-20 Bridge Street
0223-204-10	204	10	82-84 Moore Street
0223-204-11	204	11	88 Moore Street
0223-204-12	204	12	Null
0223-204-13	204	13	Null
0223-204-14	204	14	Null
0223-204-15	204	15	Null
0223-204-16	204	16	Null
0223-204-17	204	17	Null
0223-204-18	204	18	Null
0223-204-19	204	19	Null
0223-204-20	204	20	87 Old River Street
0223-204-21	204	21	Null
0223-204-22	204	22	Null
0223-204-23	204	23	81 Old River Street

0223-204-23.01	204	23.01	Null
Block 204.01	Block	Lot	Address
0223-204.01-16	204.01	16	111 River Street
0223-204.01-26.01	204.01	26.01	108-110 Moore Street
0223-204.01-28	204.01	28	125 River Street
Block 205	Block	Lot	Address
0223-205-1	205	1	14 Washington Place
0223-205-2	205	2	50 Main Street
0223-205-2.01	205	2.01	54 Main Street
0223-205-3	205	3	
0223-205-4	205	4	62 Main Street
0223-205-5	205	5	Null
0223-205-6	205	6	Null
0223-205-7	205	7	Null
0223-205-8	205	8	59-61 Moore Street
Block 206.01	Block	Lot	Address
0223-206.01-5	206.01	5	85 Moore Street
0223-206.01-6	206.01	6	83 Moore Street
0223-206.01-8	206.01	8	75 Moore Street
0223-206.01-9	206.01	9	78 Moore Street
0223-206.01-10	206.01	10	Null
0223-206.01-11	206.01	11	74-76 Main Street
0223-206.01-12	206.01	12	Null
0223-206.01-14	206.01	14	82 Main Street
0223-206.01-15	206.01	15	84 Main Street
0223-206.01-16	206.01	16	90 Main Street
Block 206.02	Block	Lot	Address
0223-206.02-21	206.02	21	106-108 Main Street
0223-206.02-22	206.02	22	112-114 Main Street
0223-206.02-23	206.02	23	Null
0223-206.02-24	206.02	24	116-122 Main Street
0223-206.02-25	206.02	25	124 Main Street
0223-206.02-26	206.02	26	126-130 Main Street
0223-206.02-26.01	206.02	26.01	111 Moore Street
Block 207	Block	Lot	Address
0223-207-2	207	2	15 Main Street
0223-207-3	207	3	21 Main Street
0223-207-4	207	4	25 Main Street
0223-207-5	207	5	19 Main Street
Block 208	Block	Lot	Address
0223-208-22	208	22	Null
0223-208-23	208	23	15 Bergen Street
0223-208-24	208	24	63 Main Street
0223-208-25	208	25	61 Main Street
0223-208-26	208	26	59 Main Street
0223-208-27	208	27	57 Main Street
0223-208-28.01	208	28.01	53-55 Main Street
0223-208-28.02	208	28.02	51 Main Street
0223-208-29	208	29	47 Main Street
0223-208-30	208	30	41-43 Main Street
0223-208-31	208	31	60 State Street
Block 209	Block	Lot	Address
0223-209-1	209	1	14-18 Bergen Street

Area in Need of Rehabilitatin Lot and Block Numbers

0223-209-2	209	2	Null
0223-209-3	209	3	24 Bergen Street
0223-209-4	209	4	Null
0223-209-7	209	7	36 Bergen Street
0223-209-8	209	8	76 State Street
0223-209-9	209	9	Null
0223-209-10	209	10	Null
0223-209-11	209	11	86 State Street
0223-209-12	209	12	92 State Street
0223-209-13	209	13	94 State Street
0223-209-15	209	15	31 Warren Street
0223-209-16	209	16	
0223-209-17	209	17	15 Warren Street
0223-209-18	209	18	Null
0223-209-19	209	19	Null
0223-209-20	209	20	85 Main Street
0223-209-21	209	21	11 Atlantic Street
0223-209-22	209	22	9 Atlantic Street
0223-209-23.01	209	23.01	1 Atlantic Street
0223-209-23.02	209	23.02	5 Atlantic Street
0223-209-24	209	24	89-91 Main Street
0223-209-27	209	27	79-81 Main Street
0223-209-28	209	28	73-77 Main Street
0223-209-29	209	29	71 Main Street
0223-209-30	209	30	67-69 Main Street
Block 210.01	Block	Lot	Address
0223-210.01-1	210.01	1	20 Atlantic Street
0223-210.01-12	210.01	12	120 State Street
0223-210.01-13	210.01	13	126 State Street
0223-210.01-14	210.01	14	Null
0223-210.01-15	210.01	15	136 State Street
0223-210.01-16	210.01	16	Null
0223-210.01-17.02	210.01	17.02	135 Main Street
0223-210.01-18	210.01	18	131 Main Street
0223-210.01-19	210.01	19	127 Main Street
0223-210.01-20	210.01	20	125 Main Street
0223-210.01-21	210.01	21	121 Main Street
0223-210.01-22	210.01	22	Null
0223-210.01-23	210.01	23	111-113 Main Street
0223-210.01-24	210.01	24	109 Main Street
0223-210.01-25	210.01	25	105 Main Street
Block 210.02	Block	Lot	Address
0223-210.02-2	210.02	2	Null
0223-210.02-8	210.02	8	104 State Street
Block 301	Block	Lot	Address
0223-301-1	301	1	133 River Street
0223-301-6	301	6	156 Moore Street
Block 302	Block	Lot	Address
0223-302-1	302	1	138-140 Main Street
0223-302-2	302	2	142-148 Main Street
0223-302-4	302	4	150 Main Street
0223-302-5.01	302	5.01	152 Main Street
0223-302-5.02	302	5.02	154 Main Street
0223-302-6	302	6	156-158 Main Street
0223-302-7	302	7	160 Main Street

0223-302-8	302	8	164 Main Street
0223-302-9	302	9	166-168 Main Street
0223-302-10	302	10	170 Main Street
0223-302-27	302	27	132-136 Main Street
Block 303	Block	Lot	Address
0223-303-1	303	1	140 State Street
0223-303-2	303	2	Null
0223-303-3	303	3	146 State Street
0223-303-4	303	4	Null
0223-303-5	303	5	150 State Street
0223-303-6	303	6	154 State Street
0223-303-7	303	7	Null
0223-303-9	303	9	170 State Street
0223-303-10	303	10	162-174 State Street
0223-303-11	303	11	27-35 Mercer Street
0223-303-13	303	13	21 Mercer Street
0223-303-14	303	14	19 Mercer Street
0223-303-15	303	15	171-173 Main Street
0223-303-16	303	16	Null
0223-303-17	303	17	Null
0223-303-18	303	18	157 Main Street
0223-303-19	303	19	153-155 Main Street
0223-303-20	303	20	149 Main Street
0223-303-21	303	21	145 Main Street
0223-303-22	303	22	141 Main Street
0223-303-22.02	303	22.02	139 Main Street
0223-303-22.03	303	22.03	137 1/2 Main Street
0223-303-22.04	303	22.04	137 1/2 Main Street
Block 304	Block	Lot	Address
0223-304-1.01	304	1.01	179 Main Street
0223-304-1.02	304	1.02	10 Mercer Street
0223-304-2	304	2	Null
0223-304-5	304	5	32 Mercer Street
Block 309	Block	Lot	Address
0223-309-1	309	1	25 Salem Street
0223-309-2	309	2	210 Moore Street
0223-309-3	309	3	190 Moore Street
Block 310	Block	Lot	Address
0223-310-1	310	1	250 Moore Street
Block 311	Block	Lot	Address
0223-311-1.01	311	1.01	184 Main Street
0223-311-2	311	2	186 Main Street
0223-311-3	311	3	190 Main Street
0223-311-8.01	311	8.01	192 1/2 Main Street
0223-311-8.02	311	8.02	194 Main Street
0223-311-10	311	10	198 Main Street
0223-311-11	311	11	204 Main Street
0223-311-12	311	12	Null
0223-311-13	311	13	206 Main Street
0223-311-14	311	14	210 Main Street
0223-311-16	311	16	214 Main Street
0223-311-17	311	17	216-218 Main Street
0223-311-17.01	311	17.01	Null
0223-311-18	311	18	223 Moore Street

Area in Need of Rehabilitation Lot and Block Numbers

0223-311-19.01	311	19.01	224 Main Street
0223-311-19.02	311	19.02	222 Main Street
0223-311-20.01	311	20.01	228 Main Street
0223-311-20.02	311	20.02	226 Main Street
0223-311-22	311	22	230-238 Main Street
0223-311-24	311	24	235 Moore Street
0223-311-25	311	25	Null
0223-311-26	311	26	Null
0223-311-38.01	311	38.01	Null
0223-311-45	311	45	185 Moore Street
Block 311.01	Block	Lot	Address
0223-311.01-1.02	311.01	1.02	Null
0223-311.01-1.03	311.01	1.03	Null
Block 312	Block	Lot	Address
0223-312-1	312	1	240 Main Street
0223-312-3	312	3	Null
0223-312-4.01	312	4.01	246 Main Street
0223-312-4.02	312	4.02	248 Main Street
0223-312-5	312	5	250 Main Street
0223-312-6	312	6	252-258 Main Street
0223-312-10	312	10	Null
0223-312-14.01	312	14.01	262 Main Street
0223-312-14.02	312	14.02	264 Main Street
0223-312-14.03	312	14.03	266 Main Street
0223-312-14.04	312	14.04	268 Main Street
0223-312-14.05	312	14.05	270 Main Street
0223-312-18	312	18	274 Main Street
0223-312-20	312	20	259 Moore Street
0223-312-21	312	21	Null
0223-312-22	312	22	Null
Block 313	Block	Lot	Address
0223-313-1	313	1	200-218 State Street
0223-313-5	313	5	207 Main Street
0223-313-6	313	6	199-205 Main Street
0223-313-7	313	7	Null
0223-313-7.01	313	7.01	191-195 Main Street
0223-313-8	313	8	197 Main Street
0223-313-9	313	9	Null
0223-313-10	313	10	Null
0223-313-11.01	313	11.01	181 Main Street
0223-313-11.02	313	11.02	187 Main Street
Block 314	Block	Lot	Address
0223-314-1	314	1	226 State Street
0223-314-2	314	2	236-244 State Street
0223-314-6	314	6	17-19 Salem Street
0223-314-8	314	8	15 Salem Street
0223-314-9.01	314	9.01	237 Main Street
0223-314-9.02	314	9.02	11 Salem Street
0223-314-9.03	314	9.03	231 Main Street
0223-314-10	314	10	227-229 Main Street
0223-314-11	314	11	223 Main Street
0223-314-12.01	314	12.01	10 Banta Place
0223-314-12.02	314	12.02	20-22 Banta Place
0223-314-12.03	314	12.03	213 Main Street
0223-314-12.04	314	12.04	215 Main Street

0223-314-12.05	314	12.05	215 1/2 Main Street
0223-314-12.06	314	12.06	217 Main Street
0223-314-12.07	314	12.07	219 Main Street
0223-314-12.08	314	12.08	221 Main Street
Block 315	Block	Lot	Address
0223-315-1	315	1	18 Salem Street
0223-315-2	315	2	22-24 Salem Street
0223-315-3	315	3	248 State Street
0223-315-4	315	4	254 State Street
0223-315-5	315	5	256 State Street
0223-315-6	315	6	Null
0223-315-7	315	7	264-266 State Street
0223-315-8	315	8	270 State Street
0223-315-9	315	9	276 State Street
0223-315-11	315	11	280 State Street
0223-315-14	315	14	288 State Street
0223-315-15	315	15	294-298 State Street
0223-315-16	315	16	Null
0223-315-17	315	17	21 Camden Street
0223-315-18	315	18	17 Camden Street
0223-315-21	315	21	275-283 Main Street
0223-315-24	315	24	271 Main Street
0223-315-25	315	25	269 Main Street
0223-315-26	315	26	265 Main Street
0223-315-27	315	27	263 Main Street
0223-315-28.01	315	28.01	257 Main Street
0223-315-28.02	315	28.02	261 Main Street
0223-315-29.01	315	29.01	255 Main Street
0223-315-29.02	315	29.02	253 1/2 Main Street
0223-315-30.01	315	30.01	251 Main Street
0223-315-30.02	315	30.02	253 Main Street
0223-315-31	315	31	245-249 Main Street
0223-315-32.01	315	32.01	241 Main Street
0223-315-32.02	315	32.02	16 Salem Street
0223-315-34	315	34	Null
Block 316	Block	Lot	Address
0223-316-3	316	3	65 Central Avenue
0223-316-1	316	1	216-222 Union Street
Block 401	Block	Lot	Address
0223-401-6	401	6	320 / 324 Main Street
0223-401-7	401	7	Null
0223-401-7.01	401	7.01	326 Main Street
0223-401-8	401	8	330 Main Street
0223-401-9	401	9	336 Main Street
0223-401-10	401	10	340 - 342 Main Street
0223-401-12.01	401	12.01	346 Main Street
0223-401-12.02	401	12.02	Null
0223-401-12.03	401	12.03	344 Main Street
0223-401-12.04	401	12.04	9-11 Passaic Street
0223-401-12.05	401	12.05	Null
0223-401-13.01	401	13.01	350-352 Main Street
0223-401-13.02	401	13.02	348 Main Street
0223-401-22	401	22	329 River Street
0223-401-23	401	23	321 River Street
Block 401.01	Block	Lot	Address

0223-401.01-1.01	401.01	1.01	18 Camden Street
0223-401.01-1.02	401.01	1.02	286/302 Main Street
0223-401.01-2	401.01	2	304 Main Street
0223-401.01-3.01	401.01	3.01	308 - 310 Main Street
0223-401.01-3.02	401.01	3.02	306 Main Street
0223-401.01-4	401.01	4	312 - 314 Main Street
Block 402	Block	Lot	Address
0223-402-12	402	12	360 Main Street
0223-402-16.01	402	16.01	374 Main Street
0223-402-16.02	402	16.02	375 River Street
0223-402-17.01	402	17.01	382 Main Street
0223-402-17.02	402	17.02	378 Main Street
0223-402-18	402	18	Null
0223-402-18.01	402	18.01	11 Ward Street
0223-402-18.02	402	18.02	395 River Street
0223-402-19.01	402	19.01	392 Main Street
0223-402-19.02	402	19.02	7 Ward Street
Block 403	Block	Lot	Address
0223-403-1	403	1	400 Main Street
0223-403-2	403	2	404 Main Street
0223-403-3	403	3	408-418 Main Street
0223-403-4	403	4	Null
0223-403-5	403	5	Null
0223-403-6	403	6	Null
0223-403-10.01	403	10.01	9 Anderson Street
0223-403-10.02	403	10.02	430 Main Street
0223-403-10.03	403	10.03	Null
0223-403-11	403	11	407-417 River Street
0223-403-12	403	12	Null
0223-403-13	403	13	Null
0223-403-15	403	15	403 River Street
0223-403-16	403	16	399 River Street
Block 405	Block	Lot	Address
0223-405-3	405	3	440 - 468 Main Street
0223-405-14	405	14	480 Main Street
Block 406	Block	Lot	Address
0223-406-1.01	406	1.01	540 Main Street
0223-406-1.02	406	1.02	529 River Street
0223-406-1.03	406	1.03	492 Main Street
0223-406-8	406	8	533 River Street
Block 407	Block	Lot	Address
0223-407-16	407	16	352 State Street
0223-407-18	407	18	360 State Street
0223-407-20.01	407	20.01	372 State Street
0223-407-20.02	407	20.02	370 State Street
0223-407-23	407	23	19 Passaic Street
0223-407-34	407	34	355 Main Street
0223-407-35	407	35	325-335 Main Street
Block 407.01	Block	Lot	Address
0223-407.01-2	407.01	2	22-32 Camden Street
0223-407.01-5	407.01	5	316 State Street
0223-407.01-6.01	407.01	6.01	322 State Street
0223-407.01-6.02	407.01	6.02	309 Main Street
0223-407.01-7	407.01	7	320-324 State Street

0223-407.01-34	407.01	34	311 - 321 Main Street
0223-407.01-36.01	407.01	36.01	307 Main Street
0223-407.01-36.02	407.01	36.02	305 Main Street
0223-407.01-37	407.01	37	301 -303 Main Street
0223-407.01-38	407.01	38	299 Main Street
0223-407.01-39	407.01	39	295 Main Street
0223-407.01-40	407.01	40	289-291 Main Street
Block 408	Block	Lot	Address
0223-408-1	408	1	359 - 365 Main Street
0223-408-8	408	8	394 State Street
0223-408-9.01	408	9.01	402 State Street
0223-408-9.02	408	9.02	400 State Street
0223-408-11	408	11	383 - 389 Main Street
0223-408-15	408	15	381 Main Street
0223-408-16	408	16	375 Main Street
Block 409	Block	Lot	Address
0223-409-1	409	1	16 Ward Street
0223-409-2	409	2	Null
0223-409-4	409	4	436 Union Street
0223-409-14.01	409	14.01	5 Anderson Street
0223-409-14.02	409	14.02	9-15 Anderson Street
0223-409-14.03	409	14.03	423 - 425 Main Street
0223-409-14.04	409	14.04	22 - 24 Ward Street
0223-409-16	409	16	417 - 421 Main Street
0223-409-17	409	17	409 Main Street
0223-409-18	409	18	405 Main Street
0223-409-19.01	409	19.01	14 Ward Street
Block 410	Block	Lot	Address
0223-410-18	410	1	437 - 439 Main Street
0223-410-18	410	2.01	445 / 451 Main Street
0223-410-18	410	5	22 Anderson Street
0223-410-18	410	7.01	26 Anderson Street
0223-410-18	410	7.02	32 Anderson Street
0223-410-18	410	9.01	50 Anderson Street
0223-410-18	410	9.02	40-46 Anderson Street
0223-410-18	410	12	43 Maple Avenue
0223-410-18	410	20	17 Maple Avenue
0223-410-18	410	22	453 Main Street
Block 411	Block	Lot	Address
0223-411-18	411	1	10/16 Maple Avenue
0223-411-18	411	2	22 Maple Avenue
0223-411-18	411	2.01	11 Clinton Place
0223-411-18	411	2.02	32 -44 Maple Avenue
0223-411-18	411	3	24-26 Maple Avenue
0223-411-18	411	13	483 Main Street
0223-411-18	411	14	479 Main Street
0223-411-18	411	15	477 Main Street
0223-411-18	411	16	473/475 Main Stree
0223-411-18	411	18	463 Main Street