68 Zabriskie Street
Redevelopment Plan

Block 531.01 Lot: 1, Block: 527 Lot: 5.02, Block: 532.2 Lot: 1
CITY OF HACKENSACK,
BERGEN COUNTY, NEW JERSEY
May 2018

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BACKGROUND INFORMATION

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

The Plan which was adopted in 2012 promotes:

1. Smart growth principles by creating zoning which increases development flexibility, reduces parking ratios and promotes mixed-use, pedestrian friendly development in the downtown;

2. Connectivity to existing public infrastructure, including the two NJ Transit Rail Stations, the NJ Transit Regional Bus Station and Routes 4, 17, 46, Interstate 80 and the Garden State Parkway;

3. A mixture of uses with a variety of residential housing options to encourage walkability and active streetscapes;

4. Redevelopment and rehabilitation through architectural, neighborhood design standards that ensure high quality development;

5. The implementation of a two way street system; and

6. Strategies which include municipal tools and mechanisms to promote revitalization;

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

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

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

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

This redevelopment plan has been prepared for Block 531.01 Lot 1, Block 527 Lot 5.02, Block 532.02 Lot 1 which is located between Kinderkamack Road to the northwest, Route 4 to the north, NJ Transit Pascack Valley rail line to the east and Zabriskie Street to the south.

On March 14th, 2018, the Planning Board voted unanimously to recommend the governing body designate the properties, which are the subject of this redevelopment plan as an area in need of redevelopment for non-condemnation purposes, based upon the evidence and testimony presented at the public hearing as required by the Local Housing & Redevelopment Law, N.J.S.A.:12A-5.

On April 10th, 2018, the Mayor and Council determined by resolution #151-18 that Block 531.01 Lot 1, Block 527 Lot 5.02, Block 532.02 Lot 1 qualified as an “area in need of redevelopment” without condemnation in accordance with the criteria specified in the New Jersey Local Redevelopment and Housing Law (LRHL) at N.J.S.A. 40A:12A-6.

The LRHL allows a municipality to prepare a redevelopment plan which provides the development regulations and other standards to guide future development for this area.
SURROUNDING AREA CONTEXT:
The three parcels (Block 531.01 Lot 1, Block 527 Lot 5.02, Block 532.02 Lot 1) are located between Kinderkamack Road to the northwest, Route 4 to the north, NJ Transit Pascack Valley rail line to the east and Zabriskie Street to the south. The site sits within the 100 year floodplain and has a culvert from Coles Brook running through part of the northern part of the property. A number of site improvements have been performed on the site including the removal of all buildings but, a number of conditions still remain.

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

PROPERTY INFORMATION:
The three (3) properties which comprise the redevelopment area is approximately 5.98 acres in size and are located on the corner of Kinderkamack Road and Zabriskie Street. Zabriskie Street and Kinderkamack Road are two way streets, the east side of the properties run parallel to the Pascack Valley rail line. The site sits within the 100 year floodplain and has a culvert from Coles Brook running through part of the northern part of the property.

A number of site improvements have been performed including removing all buildings from the sites with a number of conditions remaining. These conditions include raised manholes, clay pipes, piles of contaminated soil and grading with rock, stone and gravel. There were a number of environmental issues on the site which has led to the properties to go under environmental remediation.

These three properties have been identified on the City’s zoning map as being a part of the B-2A District, this zone is designated as a mixed-use district.
REQUIRED COMPONENTS OF THE REDEVELOPMENT PLAN:

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

1. Its relationship to definite local objectives as to appropriate land use, density of population and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.

2. Proposed land uses and building requirements in the project area.

3. Adequate provisions for the temporary and permanent relocation, as necessary for residents in the project area, including an estimate of the extent of which decent, safe, and sanitary dwelling units affordable to displace residents will be available to them in the existing local housing market.

4. An identification of any property with the redevelopment area which is proposed to be acquired in accordance with the redevelopment plan.

5. Any significant relationship of the redevelopment plan to:
   - The master plans of contiguous municipalities;
   - The master plan of the county in which the municipality is located;

6. An inventory (as of the date of the adoption of the resolution finding the area to be in need of redevelopment) of all housing units affordable to low and moderate income households, as defined pursuant to N.J.S.A. 52:27D-304, that are to be removed as a result of implementation of the redevelopment plan, whether as a result of subsidies or market conditions, listed by affordability level, number of bedrooms, and tenure.

7. A plan for the provision, through new construction or substantial rehabilitation of one comparable, affordable replacement housing unit for each affordable housing unit that has been occupied at any time within the last 18 months, that is subject to affordability controls and that is identified as to be removed as a result of implementation of the redevelopment plan.

8. The redevelopment plan may include the provision of affordable housing in accordance with the “Fair Housing Act,” N.J.S.A. 52:27D-301 et seq. and the housing element of the municipal master plan.

9. The redevelopment plan shall describe its relationship to pertinent municipal development regulations as defined in the “Municipal Land Use Law,” P.L.1975, c. 291 (C.40:55D-1 et seq.).

10. The redevelopment plan must state whether it shall supersede applicable provisions of the development regulations of the municipality or constitute an overlay zoning district within the redevelopment area.

11. All provisions of the redevelopment plan shall be either substantially consistent with the municipal master plan or designed to effectuate the master plan; but the municipal governing body may adopt a redevelopment plan which is inconsistent with or not designed to effectuate the master plan by affirmative vote of a majority of its full authorized membership with the reasons for so acting set forth in the redevelopment plan.
DEFINITIONS:

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

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

**PRIMARY FACADE:** The exterior building facade as measured from the face of curb.

**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.

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

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

**BUILDING BASE:** The building base refers to the first level of a particular building:

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

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

**BUILDING STEP-BACK LINE:** The distance required from the primary building facade at the street grade to any building facade above the street level.

**DUPLEX UNIT:** A single dwelling unit comprising 2 floors and connected by an interior staircase.

**MULTI-FAMILY:** Housing accommodations that are designed principally for residential use, conform to standards satisfactory to the Secretary, and consist of not less than five (5) units on 1 site. These units may be detached, semidetached, row house, or multifamily structures.

**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.

**STACKED FLAT:** For sale multi-family unit located on top of another for sale multi-family unit.

**TANDEM PARKING:** Two parking spaces with one car in front of the other within a parking structure.
EXISTING ZONING:

The existing zoning for Block 531.01 Lot 1, Block 527 Lot 5.02 and Block 532.02 Lot 1 is B2-A District:

Permitted Principal Uses
No building or premises shall be erected, altered, or used except for uses designated for each district or use as follows;
1. All uses permitted in the B-2 District;
2. All uses permitted in the B-1 District except studios for instruction of self-defence, day nurseries, nursery schools and townhouses;
3. Appliance stores;
4. Book and stationary stores;
5. Business or vocational schools;
6. Department stores;
7. Dry goods and variety stores;
8. Fully enclosed theaters, concert halls, auditoriums;
9. Furniture stores;
10. Hardware and for building supply stores;
11. Hobby and craft stores;
12. Hotels subject to the requirements of this chapter. A public dance hall shall be permitted as an accessory use to a hotel only;
13. Movie theaters, bowling alleys, and other indoor amusement facilities;
14. Multi-family dwelling;
15. Office equipment establishments;
16. Painting, plumbing and wallpaper stores;
17. Photographic equipment and supply stores;
18. Supermarkets;

Permitted Accessory Uses
Any of the following uses may be permitted when use in conjunction with a permitted principal use.
Any accessory use permitted in the B2 & B1 zone under the same terms and conditions.
1. Accessory uses customarily incidental to a permitted principal use;
2. Off-street parking and loading facilities;
3. Fences;
4. Signs;
5. Steam or wet-wash laundries, shirt laundries or any other laundry shall be permitted only as an accessory use to a hotel.
Conditional Uses:

The following conditional uses are permitted, subject to area, yard and bulk regulations and other controls identified in the conditional use regulations of this ordinance. All uses permitted as conditional uses in the B-2 District.

1. All uses permitted as conditional uses in the B-1 District;
2. Live Entertainment.

Area, Yard Requirements

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Hotel &amp; Multifamily (MF)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Min. Lot Size:</td>
<td>1.5 acres</td>
</tr>
<tr>
<td>Min. Lot Width:</td>
<td>100 feet</td>
</tr>
<tr>
<td>Min. Front Yard:</td>
<td>20 feet</td>
</tr>
<tr>
<td>Min. Side Yard, Interior:</td>
<td>15 feet</td>
</tr>
<tr>
<td>Min. Side Yard, Secondary Streets:</td>
<td>15 feet</td>
</tr>
<tr>
<td>Min. Rear Yard:</td>
<td>15 feet</td>
</tr>
<tr>
<td>Max. Height (stories/feet):</td>
<td>14 stories, 176 feet</td>
</tr>
<tr>
<td>Max. Lot Coverage (percentage):</td>
<td>80%</td>
</tr>
<tr>
<td>Min. Lot Area per D/U:</td>
<td>434 SF (MF only)</td>
</tr>
<tr>
<td>Max. Lot Area per D/U:</td>
<td>868 SF (MF only)</td>
</tr>
<tr>
<td>Min. Dwelling Unit Size:</td>
<td>650 sf</td>
</tr>
<tr>
<td>Min. Height Ratio, Front:</td>
<td>-</td>
</tr>
<tr>
<td>Min. Height Ratio, Side:</td>
<td>-</td>
</tr>
<tr>
<td>Min. Height Ratio, Rear:</td>
<td>-</td>
</tr>
</tbody>
</table>

Figure 1.3: Hackensack Zoning Map
REDEVELOPMENT PLAN GOALS:

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

1. To promote the development of a place-based environment where people live and work connected by great streets and activated by appropriate street retail, food and entertainment uses;

2. 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;

3. 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;

4. 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;

5. To promote an overall approach to parking based on a shared vertical strategy reflective of a mixed use environment which emphasizes quality, accessibility, location, size, scale, configuration, management and aesthetic character over quantity;

6. 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;

7. 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;

8. 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;

9. To promote a high density, mixed use development with a diverse residential population of varied ages, races and socio-economic backgrounds;

10. To promote the principles of sustainable design for individual buildings and for the district as a whole;
REDEVELOPMENT PLAN OBJECTIVES:

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

The objectives for this Redevelopment Plan are to:

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

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

PERMITTED LAND USES:

The following uses are permitted in the Redevelopment Plan:

**RESIDENTIAL:** Multi-family, apartments / dwelling units, stacked flats, duplex units, lofted, residential lining a parking structure or residential uses over parking structures;

**COMMERCIAL:** Retail stores and shops, Art gallery, Bakery, Bank (Drive thru’s prohibited), Child care center, Delicatessen, Drug / Hardware Store, Personal Services, Professional Offices, Pet Shops Travel Agencies, Book and Stationary Store, and Hotel;

**ACCESSORY LAND USES:**

1. Structured parking including at, below or above grade;
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. Lobby, sales office or amenity on the ground floor;
4. Loading spaces and docks, recycling and refuse storage areas. (See Design Standards);
5. Other uses that are permitted provided they are subordinate to the principal permitted uses include but are not limited to the following:
   a. Management and Leasing Office;
   b. Lobby / Drop-off area
   c. Conference center, meeting room;
   d. Fitness Center;
   e. Rooftop Amenity, outdoor pool and amenity facility;
   f. Storage lockers / facilities for residents only;
   g. Coffee Bar / Cafe;
   h. Dry cleaning / laundry facility services for the building (not retail);
   i. Active or passive amenity courtyard space and/or terraces;

REGULATIONS FOR PERMITTED / ACCESSORY USES

1. Any use not specifically stated as a Permitted Use is not permitted;
2. All building facades facing a public street shall be designed to include windows.
3. All maneuvering for loading, refuse, recycling and service areas shall be done be within the property;
4. All structured parking shall be architecturally screened so that no vehicles can be seen from any public street with the exception of the garage entrance per the
Development and Place Making Design Standards of this Redevelopment Plan;
5. 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 Redevelopment Standards of this Plan;
6. Rooftop amenities are permitted;
7. Accessory structures shall comply in all respects with the requirements of the principal structure;
   a. No accessory structure shall be located closer to the street right-of-way line than the required front yard setback of the principal use;
   b. No portion of an accessory structure shall include living quarters except parking structures as an accessory use may contain residential over the structure;
   c. Accessory structures below grade shall have a minimum rear or side yard, when not abutting a street, of five feet;
   d. 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, which may be constructed prior to the primary use;
   e. In no event shall the height of an accessory structure exceed the height of the principal building with the exception for parking structures access only;

DENSITY, AREA, YARD AND HEIGHT REQUIREMENTS:
The following requirements apply to the Redevelopment Area:
1. **Minimum Lot Size:** None;
2. **Minimum Dwelling Unit Size:** 500 sf;
   a. A maximum of 5% can be less than 550 sf
   b. A maximum of 20% can be between 550 sf and 650 sf;
   c. A maximum of 25% can be over 1,200 sf;
3. **Maximum Number of Units:** 380 Units;
4. **Min. Number of Phases:** One (1);
5. **Minimum Building Setback:**
   a. The minimum building setback for the first level along Kinderkamack Road and Zabriskie Street is 12'-0" as measured from the existing or proposed face of curb;
   b. The minimum setback applies to all public street frontages, not just to the street toward which the structure is oriented;
6. **Minimum Front/Side/Rear Yard:** None;
a. Min. Front Yard (from curb) - 18’-0”;
b. Min. Side Yard - 0’;
c. Min. Rear Yard - 0’;

8. **Maximum Building / Lot Coverage:** 80%;
   a. Pervious surface and / or storm-water management systems will be required for any proposed development to reduce the impacts to the City’s sewer system;
   b. Infrastructure improvements would include but not be limited to green roofs, planter boxes and trays, permeable pavers, and above or below grade storm-water management systems;
   c. The improvements shall be provided, in order to ensure that the post-construction peak runoff rates for the 2 year, 10 year, and 100 year storm events are a maximum of 90 percent of the pre-construction peak runoff rates;

9. **Minimum / Maximum Number of Stories / Height:** 24’-0” / 176’-0”, 2 / 14 stories
   a. See Section 3.0 Development / Place Making Design Standards for all building design requirements;

10. **Other Requirements:**
   a. See Section 3.0 Development / Place-Making Design Standards for all building design requirements;
   b. The building shall have a flat roof and shall include a base, middle and top;
   c. Streetscape improvements are required along the property frontage of all public streets in the entire redevelopment area, regardless of phasing;
   d. A shadow study should be provided by the developer at the site plan application process to determine if the building negatively impacts any adjacent properties;
   e. A traffic study should be provided by the developer at the site plan application process to determine if the building impacts traffic on the surrounding area;
      - The traffic study should specifically address the intersection of Kinderkamack Road and Jefferson Street and Kinderkamack Road and Zabriskie Street;
1. Parking Requirements:

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

<table>
<thead>
<tr>
<th>Use</th>
<th>Parking Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Multi-family Studio:</td>
<td>1.0 sp per dwelling unit</td>
</tr>
<tr>
<td>- Multi-family:</td>
<td>1.25 sp per dwelling unit</td>
</tr>
<tr>
<td>- Commercial</td>
<td>4.0 per 1,000 gfa</td>
</tr>
<tr>
<td>- Hotel</td>
<td>0.75 per room + 1 per employee</td>
</tr>
</tbody>
</table>

Notes:

a. When the formula for parking spaces required results in a fraction of a space exceeding 0.49, a full space shall be required;

b. Gross Floor Area is the total interior floor area of all floors determined by measuring the inside dimension of the outside walls of the structure;

c. Up to 10% of the required parking stalls may be designated for compact cars;

d. Outdoor seating areas do not count toward the required parking ratios;

e. Accessory uses do not require parking;

f. Tandem parking is permitted up to the number of two bedroom units, however tandem parking spaces do not count toward the required number of parking spaces.

g. All parking shall be screened based on the Design Standards indicated in the Streetscape section of this Redevelopment Plan;

2. On-Street Parking Spaces: Residential parking requirements are not permitted to count any on-street parking toward the requirements.

3. 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;

4. 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.

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

6. Additional Off-Street Parking Regulations: For all parking standards not covered in this section refer to Section 175-10.2 Additional Off-Street Parking Regulations A through K and Section 175-10.5 Design Criteria A through H of the City of Hackensack Zoning Ordinance with the exception of the following:
   a. Off-street parking dimensions can be 9’-0” x 18’-0” and allow two lane drive aisle dimensions may be 23’-0”;
   b. Section 175-10.2(c) as it pertains to the driveway width to the property from Kinderkamack Road does not apply.
Conceptual Floor Plans:

Figure 2.0: Conceptual First Floor Plan
Courtesy of Minno & Wasko Architects and Planners

Figure 2.1: Conceptual Second Floor Plan
Courtesy of Minno & Wasko Architects and Planners
Figure 2.2: Conceptual Third Floor Plan  
Courtesy of Minno & Wasko Architects and Planners

Figure 2.3: Conceptual Fourth to Sixth Floor Plan  
Courtesy of Minno & Wasko Architects and Planners
Figure 2.5: Conceptual Elevations
Courtesy of Minno & Wasko Architects and Planners
Figure 2.6: Conceptual Elevations
Courtesy of Minno & Wasko Architects and Planners
3.0 DEVELOPMENT / PLACE-MAKING DESIGN STANDARDS

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

Building Architectural Materials & Character:
1. All buildings shall be constructed with high quality materials that reinforce pedestrian scale at the street level to provide safe, walkable, attractive, pedestrian-oriented areas. Building materials may include brick, stone, cast stone, stucco, metal and glass assemblies, wood and fiber cement siding;

2. All new structures shall take into consideration the relationship to other existing or proposed buildings, in terms of light air, usable open space, height and massing;

Primary building materials shall include: brick, stone, and/or glass which cover a minimum of 60% of each building façade, exclusive of windows and doors with accent materials comprising a maximum of 25% for each building façade;
- Vinyl siding of any type or grade is strictly prohibited on any portion of building façade in the redevelopment area;
- Synthetic stucco materials such as EIFS are prohibited on any facade along a public street.

3. Elements such as cornices, belt courses, corbelling, molding, string courses, ornamentation, changes in material or color, and other sculpturing of the base are strongly recommended and should be provided to add special interest;

4. Building facades in excess of 120’-0” in length should contain vertical elements in the facade to break up the horizontal lines of the building and create the appearance into smaller increments or sections and variety such that it does not read as monolithic in appearance.

5. Special attention must be given to the design of windows at the base of buildings. Ribbon windows are strongly discouraged. Recessed windows that are distinguished from the shaft of the building through the use of arches, pediments, mullions, and other treatments are encouraged;

6. Buildings shall be broken up horizontally into a base, a middle and a top and vertically into bays, through the use of building articulation or change in materials. The base should not extend beyond the first levels with an emphasis on providing design elements which enhance the pedestrian environment particularly at the street level;
Building Orientation:
1. The building 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;

2. The first floor of the building, including structured parking, must be designed to encourage and complement pedestrian-scale and activity (See Parking Structure Requirements). It is intended that this be accomplished principally by the use of windows and doors arranged so that the uses are visible from and/or accessible to the street;

3. Story height for residential use must be a minimum of nine (9) feet from floor to ceiling, but may not exceed twelve (12) feet from floor to ceiling;

Building Entrances:
1. Building entrances should be easily identifiable with unique and interesting signage for each individual use through the use of canopies and individual retail signage;

Structured Parking:
1. Parking structures shall be screened with building uses or shall include at a minimum decorative elements such as brick, grillwork, louvers, artwork or other architectural features and treatments that are consistent with the design and quality of the residential building(s) it services;
   - No vehicles shall be visible from the center line of the adjacent public street other than vehicles located at the entrance or exit of the parking structure;
   - Structures shall include the same materials as the overall structure and contain fenestration and other detailing that is consistent with the architectural design of the overall structure.
   - Window openings alone do not comply with this requirement.

2. Structured parking shall be designed to ensure that ramping is not visible from any public street.

3. Parking structures shall either be screened from Zabriskie Street, Kinderkamack Road and Jefferson Street with, at a minimum, the same building materials and architectural treatment as the residential facades above. These elements shall include decorative architectural details such as building materials, windows and detailing.
- Other than at the parking entrances no vehicles shall be visible from the center line of either public street.
- Cabling or exposed concrete alone does meet the screening requirement;

**Canopies and Balconies:**

1. Canopies, awnings, and similar architectural accents are encouraged at entrances to buildings and in open space areas.
2. Any canopy may extend from the building up to one half of the width of the setback area in front of the building, or nine (9) feet, whichever is less;
3. Ground supports are not permitted in the minimum setback, sidewalk or in the public right-of-way;
   - These features should not extend over or interfere with the growth or maintenance of any required tree plantings;
4. The minimum overhead clearance shall be ten (10’-0”) feet. If a canopy, awning, cornice, or other appurtenance extends into the public right-of-way, an encroachment agreement shall be required;
5. Balconies/balconettes can be incorporated into the building façade and are allowed to project into the building setback up to 4’-0” starting at the second level;

**Mechanical Equipment Screening:**

1. Screening of rooftop mechanical equipment is required.
2. All rooftop mechanical equipment, including cell phone antennae shall be screened from view from all adjacent public streets, open spaces and parks in all directions and elevations to minimize the negative impact;
3. Screening materials shall be consistent with the architectural detail, color and materials of the building; Wire mesh screening is not permitted;
4. All roof and HVAC systems must meet the building code requirements and at minimum be set back from the building edge a minimum of 15’ from any street or public open space and screened as to not be visible from any adjacent public street or public property;
5. If wall pack ventilation units are being used they are required to compliment the building material color;
Building Service Locations:
1. All service and delivery maneuvering into the loading area shall occur entirely within the property other than for ingress and egress to the lot.

Doors and Windows:
1. The first floor and street level shall be designed to address all public streets;
2. No development subject to these provisions may have exterior walls with a reflectivity value in excess of 35 percent.
3. Windows in residential portions of the building shall be arranged in a contemporary and organized manner. The tops of windows and doors shall be designed to avoid confusing perspectives. Windows shall not be scattered in a haphazard manner on the facade.

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

1. Redevelopment Area Streetscape: The streetscape for the Redevelopment Area should be designed with a similar palette of materials and standards in order to portray a cohesive plan.

2. Streetscape Elements: For projects in the Redevelopment 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.
      - Recommended street trees: October Glory, Red Maple and Magyar Upright Ginkgo.
      - 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;
      - Prior to installation a 4’-0” by 8’-0” minimum area should be treated and prepared for tree root growth;
      - A minimum 2 year watering plan should be put into place;
      - Tree grates are permitted but not required;
      - Tree up lighting fixtures should be located at the base of every street.

   b. Sidewalks:
      - Sidewalks may be concrete or have accent pavers;

   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 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;
- Bus shelter locations should be coordinated with streetscape design;
- Benches should be Timberform Crest 2311-6 Steel Bench with middle arm rest 6'-0" long anchored to sub-grade concrete slab with black finish;
- Two benches and one trash receptacle should be located between street trees where street lights are not located and should be at minimum every 120'-0" on center;

d. Lighting and Power:
- All street lighting within the Redevelopment Area shall be the City of Hackensack city standard pedestrian scale light pole, and fixture, black finish;
- Poles should include the mounting brackets and banner extensions (two banners) on each pole;
- GFI receptacle should be located at the top of the pole;
- Poles should be centered between street trees and should be spaced based on a photometrics analysis.
- 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;

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
Design Standards

- Pots and planters are ideally located near seating areas, but plant materials should not interfere with circulation or comfort;

f. Tree Grates:
   - If tree grates are proposed they should be Ironsmith Starburst Series 2 (4814) Powder coated Black;
   - Tree grates should allow for tree growth and be made of ductile iron and should be factory painted;

g. Trash Receptacles:
   - Trash receptacles: Timberform Renaissance Model 2811 - DT Litter Container anchored to sub-grade concrete slab, black finish;
   - Every other receptacle should be: 2817-22 Litter/Recycling Container which includes a second recycling container;
   - Trash receptacles should be located conveniently for pedestrian use and service access in significant areas and gathering places;
   - Restaurants with outdoor seating should provide additional trash receptacles near seating;

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;

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;

j. Fountains (if proposed):
   - 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 (if proposed):
   - 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;

1. **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:**
   a. For all signage standards refer to Section 175-7.14 SIGNS: A through M of the City of Hackensack Zoning Ordinance.
4.0 RELATIONSHIP OF THE REDEVELOPMENT PLAN TO STATE / COUNTY / LOCAL MASTER PLAN STUDIES:

A. State Development and Redevelopment Plan (SDRP):

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

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

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

   b. **Conserve the State’s Natural Resources and Systems:** Conserve the State’s natural resources and systems by planning the location and intensity of growth to maintain natural resource and systems capacities and make the necessary infrastructure investments to protect natural resources and systems in ways that guide growth and development in ways that are consistent with the State Plan’s vision and goals.

   c. **Promote Beneficial Economic Growth:** Promote beneficial economic growth in locations and in ways that improve the quality of life and the standard of living for all New Jersey residents by providing infrastructure in advance of, or concurrent with, the impacts of new development sufficient to maintain adequate facility standards, by encouraging partnerships and collaborative planning with the private sector and by capitalizing on the State’s strategic location, economic strengths including its existing business enterprises, entrepreneurship, the research and development capacity of its institutions of higher learning, skilled workforce, cultural diversity and logistic facilities in ways that are consistent with the State Plan’s vision and goals.

   d. **Protect the Environment, Prevent and Clean up Pollution:** Protect the environment, prevent and clean up pollution by planning for growth in compact forms at locations, densities and intensities that protect land, air and water quality, allow expeditious regulatory reviews and encourage multi-modal transportation alternatives to the automobile to help achieve and maintain acceptable air quality standards.

   e. **Provide Adequate Public Facilities and Services at Reasonable Cost:** Provide adequate public facilities and services by supporting investments based on comprehensive planning and by providing financial incentives for jurisdictions that cooperate in providing public infrastructure and shared services. Encourage the use of infrastructure needs assessments and life-cycle costing. Provide adequate public facilities in ways that are consistent with the State Plan’s vision and goals.

   f. **Provide Adequate Housing at Reasonable Cost:** Provide adequate housing at reasonable cost through public/private partnerships that create and maintain a full range of attractive, affordable, and environmentally sensitively-designed and developed housing, particularly for those New Jersey State Development and Redevelopment Plan most in need, at densities and locations that provide greater efficiencies and serve to support public transportation alternatives and reduce commuter time and expense and easily accessible to employment, retail, cultural, civic and recreational opportunities to reduce housing and commuting costs in ways that are consistent with the State Plan’s vision and goals.
g. **Preserve and Enhance Areas with Historic, Cultural, Scenic Open Space, and Recreational Value:** Preserve, enhance, and use historic, cultural, scenic and recreational assets by collaborative planning, design, investment and management techniques. Locate and design development and redevelopment and supporting infrastructure to improve access to and protect these sites. Support the important role of the arts in contributing to community life, civic beauty and redevelopment in ways that are consistent with the State Plan’s vision and goals.

h. **Ensure Sound, Coordinated and Integrated Statewide Planning:** Ensure sound, coordinated and integrated statewide planning by using the State Plan as a guide to planning and growth related decisions at all levels of government in ways that are consistent with the State Plan’s vision and goals.

i. **Increase Energy Efficiencies and Reduce Greenhouse Gas Emissions:** Increase Energy Efficiencies and Reduce Greenhouse Gas Emissions by promoting the improved coordination and integration of transportation planning and land-use planning and decision-making to reduce vehicle miles traveled (VMT); and by the citing, development, design and use of green-building construction materials and techniques in ways that are consistent with the State Plan’s vision and goals.

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

3. The State Plan Policy Map (SPPM)
   a. Recognizes that New Jersey requires different approaches in its Metropolitan, Suburban, Rural and Environmentally Sensitive Planning Areas. The New Jersey State Development and
Redevelopment Plan adopted by the State Planning Commission, places the City of Hackensack in Planning Area 1 - the Metropolitan Planning Area and states:

b. The Metropolitan Planning Area: This Planning Area includes a variety of municipalities that range from large Urban Centers to 19th century towns shaped by commuter rail and post-war suburbs. The Communities in this Planning Area have strong ties to major metropolitan centers – New York/Newark/Jersey City metropolitan region; the Philadelphia/Camden/Trenton Metropolitan Region; and on a smaller scale the Easton/Phillipsburg Metropolitan Region.

c. These municipalities have many things in common: mature settlement patterns; infrastructure systems that are approaching their reasonable life expectancy; an aging housing stock in need of rehabilitation; recognition that redevelopment will be the predominant form of growth; and a growing realization of the need to regionalize services and systems. In addition, the wide and often affordable choice of housing in proximity to New York and Philadelphia has attracted significant immigration, resulting in noticeable changes in demographic characteristics overtime.

d. In the Metropolitan Planning Area, the State Plan’s intent is to do the following:

- Provide for much of the State’s future development and redevelopment;
- Revitalize Cities and Towns;
- Take advantage of increased densities and compact building design;
- Encourage distinctive, attractive neighborhoods with a strong sense of place;
- Provide for mixed-use concentrations of residential and commercial activity;
- Create a wide range of residential housing opportunities and choices with income mix;
- Provide for a variety of multi-modal transportation alternatives;
- Prioritize clean-up and redevelopment of brownfields and greyfields sites;
- Create cultural centers of state-wide significance;
- Re-design any existing areas of low-density sprawl;
B. Bergen County Master Plan:

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

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

2. Draft Report:
   a. The Draft Report provided on the Bergen County Master Plan website includes the following descriptions:
      - Future growth will primarily occur through redevelopment and infill;
      - Redevelopment provides opportunities to create new public spaces and green areas in places that have none;
      - Redevelopment on a large scale using green guidelines has the potential over time to significantly ameliorate many of the county’s storm water run-off and water quality issues;
      - Redevelopment can occur spontaneously and be privately driven, or it can take place as a result of a public initiative, usually under the jurisdiction of a local redevelopment agency.
C. City of Hackensack 2001 Master Plan Study and 2009 Reexamination Report:
The City’s Master Plan report provided strategies for redevelopment in the Study Area which included developing the downtown based on spheres of influence. The Master Plan report noted that:

1. Goals and Objectives stated in the Master Plan Reports excerpts include:
   a. Maintain and enhance the quality of established neighborhoods in Hackensack and promote compatibility of new development with existing or specifically defined character;
   b. Encourage public and private redevelopment to assist in the rehabilitation of areas in need of improvement and upgrading including utilization of State and Federal Assistance programs, where applicable, as well as public/private partnerships;
   c. Provide housing opportunities and a variety of housing for various income levels or the population, including low and moderate income housing, middle income housing and senior citizen housing; encourage multi-family and mixed-use development and redevelopment with in the central business district ….
   d. Preserve the environment including the preservation of wetland areas, stream and wetland corridors; the quality and purity of rivers and streams, protection of major ridgelines and the significant tree areas and areas designated as natural areas;
   e. Improve and upgrade traffic circulation and safety throughout the City including the provision of additional passenger rail service;
   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 expand economic opportunities in Hackensack in order to maintain job opportunities and the economic well-being Hackensack and preserve water quality within the City.
   h. Promote upgrading surface water quality of all rivers and streams entering Hackensack and preserve water quality
within the City.

2. The 2001 Master Plan also incorporates the general purpose of the Municipal Land Use Law as part of Hackensack’s Master Plan on page 115 of the 2001 Master Plan, including the following:
   a. To encourage municipal action to guide the appropriate use or development of all lands in this State, in a manner which will promote public health, safety, morals and general welfare.
   b. To ensure that the development of individual municipalities does not conflict with the development and general welfare of neighboring municipalities;
   c. To promote the establishment of appropriate population densities and concentrations that will contribute to the well-being of persons, neighborhoods, communities and regions and preservations of the environment;
   d. To provide sufficient space in appropriate locations for a variety of agricultural, residential, recreational, commercial, and industrial uses and open space, both public and private, according to their respective environmental requirements in order to meet the needs of all New Jersey citizens;
   e. To promote a desirable visual environment through creative development techniques and good civic design and arrangements;
   f. To encourage coordination of various public and private procedures and activities shaping land development with a view of lessening the cost of such development and to the more efficient use of land.

3. The City’s 2009 Master Plan Re-examination Report contains the following information as it pertains to goals and policies for a program of rehabilitation:
   a. The site has specifically been recognized within the Reexamination Report: “Another potential redevelopment area lies off Johnson Avenue at the current site of the Bergen County Department of Public Works DPW. The County will soon be relocating its DPW to South River Street, making the subject site a potential redevelopment opportunity.”
   b. 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”.
   c. 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 LRHRL, may be expected to prevent further deterioration and promote the overall development of the community.
   d. 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.
   e. 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.

5. The City’s 2001 and 2009 Master Plan Reports provide strategies for redevelopment which includes the properties under investigation. The 2001 and 2009 Master Plan report states:
   a. Master Plan Goals and Objectives
      - Maintain and enhance the quality of established neighborhoods in Hackensack and promote compatibility of new development with existing or specifically defined character;
      - Encourage public and private redevelopment to assist in the rehabilitation of areas in need of improvement and upgrading including utilization of State and Federal Assistance programs, where applicable, as well as public / private partnerships;
      - Provide housing opportunities and a variety of housing for various income levels or the population, including low and moderate income housing, middle income housing and senior citizen housing; encourage multi-family and mixed-use development and redevelopment with in the central business district .....  
      - Improve the quantity, quality and availability of parks and open space including active and passive recreational facilities, neighborhood parks and environmentally sensitive areas. Encourage open space within major new developments and redevelopment. Promote the establishment of a publicly accessible linear greenway (riverside) park along the Hackensack River;
      - Encourage adaptive re-use of historic and character defining structures, where appropriate; encourage context sensitive design of replacement structures;
      - Promote and upgrade the downtown area of Hackensack including the four spheres of influence with an emphasis on assuring a vibrant, mixed use and appealing downtown;

6. City of Hackensack: 2009 Master Plan Re-examination Report:
   a. Regarding Infrastructure Age the document states: “While the City’s housing stock as of the 2000 US Census indicated that 45% was built before 1960, it is probable that more discreet, yet fairly extensive areas of the City would qualify under the age of housing criteria. The age of water and sewer infrastructure may also qualify designation of the entire city as an area in need of rehabilitation.”
   b. The site has specifically been recognized within the Reexamination Report: “Another potential redevelopment area lies off Johnson Avenue at the current site of the Bergen County Department of Public Works DPW. The County will soon be relocating its DPW to South River Street, making the subject site a potential redevelopment opportunity.
   c. Planning for redevelopment in a collaborative process with property owners, rather than an adversarial one, resulting in a shorter path to actual re-investment in the designated area.
   d. Property owners can be afforded tax abatement over five years to allow their capital to be directed to
property upgrades and expansions, which ultimately enhance the tax base due to the positive effects on the subject property and those around it.

e. The City may prepare a redevelopment plan for any area designated for rehabilitation, select a redeveloper, provide special redevelopment zoning standards and design criteria and phase the development over a predetermined schedule.

f. Off-site improvements can be accomplished without the need for meeting the “rational nexus” criteria.

g. Each project can be guided by a redeveloper’s agreement or simply the requirements of the redevelopment plan.
D. Neighboring Community Master Plans:

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

1. Borough of Bogota: The 2003 Master Plan for Bogota recommends a rezoning of properties located in the Planned Development zone. This zone directly abuts the City’s southeast boundary. The planned development zone has existed since the last master plan was adopted and no planned development has occurred on these parcels for the past ten years. Currently, these properties contain a driving range and have been there for a long time. The Borough’s master plan therefore recommends that this area be zoned for 1-2 zones, which permits light-industry use, warehouses, and offices, indoor and outdoor recreational use.

2. Borough of Hasbrouck Heights: The 2003 Master Plan Reexamination Report recommends that the Borough should consider redeveloping portions of lands along Route 17, which connects Hasbrouck Heights to Hackensack City. However, these projects, if and when they are built, will not significantly impact Hackensack.

3. Borough of Little Ferry: The Borough’s 2004 Master Plan Reexamination Report recommends significant redevelopment along the waterfront. The plan recommends developing the area around Bergen Turnpike and Valley Road intersection that currently contains an under utilized shopping center to be redeveloped to include hotel, high-end large retail anchors, restaurants and a mix of offices. The plan recommends redevelopment along the waterfront that would include low-rise (1-3 story) mixed-use development with an array of recreational amenities and pedestrian walkways along the riverfront. The recommended projects are consistent with the development currently occurring along River Street in Hackensack.

4. Borough of Maywood: The Borough of Maywood 2003 Master Plan recommends that redevelopment study should be undertaken for areas along the southwesterly side of the Borough that have access from Route 17. This, however, will not impact Hackensack.

5. Borough of Paramus: The 2016 Reexamination Study recommends the rezoning of the commercial properties along the highway corridor. There is no impact to the City of Hackensack.

6. Borough of River Edge: In 2003 the Borough of River Edge moved forward with the New Bridge Landing Redevelopment Plan around the train station. The Plan recommends a transit oriented development which this Redevelopment Plan would support through the proposed use. This plan is consistent with and would support the proposed New Bridge Land Redevelopment Plan.

7. Borough of South Hackensack: The Borough prepared a land use element of the Master Plan in 2001; however, no changes are proposed at this time.

8. Borough of Teterboro: The 2006 Master Plan Reexamination Report recommends that the Borough should evaluate potential properties within the existing industrial area that are in need of redevelopment.

9. Borough of Teaneck: The 2006 Master Plan Reexamination Report recommends that the Borough should evaluate potential properties within the existing industrial area that are in need of redevelopment.

10. Borough of Lodi: The Borough does not have any significant plans that would affect Hackensack.

11. Village of Ridgefield Park: Portions of the industrial area that abut the Hackensack boundary to the east are being redeveloped. As part of the riverside park system plan, a new bike path is proposed along the river. These improvements are consistent with the waterfront redevelopment projects that Hackensack and Bergen County are proposing.”
Temporary and Permanent Relocation:
The Local Redevelopment and Housing Law requires that any redevelopment plan make adequate provision for temporary or permanent relocation of any resident in the project area. As there are no residential buildings or units in the redevelopment area, there is no need to make provision for temporary or permanent relocation of any resident.

Identification of Property to be Acquired:
There are no plans for any property to be acquired by the City of Hackensack as part of this Redevelopment Plan.

Traffic Impact Analysis:
A traffic impact analysis should be provided as a part of the site plan submission to the Planning Board. The analysis should forecast additional traffic associated with the entire development, determine vehicular and pedestrian improvements necessary to accommodate the proposed development to help ensure safe and reasonable traffic conditions and reduce the negative impacts created by the development. The study should specifically address the intersections of Zabriskie Street and Kinderkamack Road and Jefferson Street and Kinderkamack Road.

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

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

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