



18 East Camden Street Redevelopment Plan

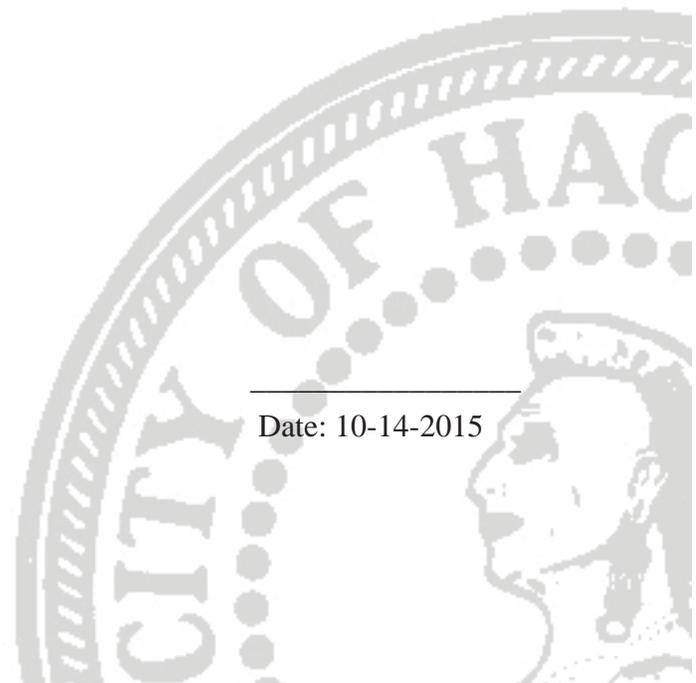
Block 401.01 - Lots: 1.01

**CITY OF HACKENSACK,
BERGEN COUNTY, NEW JERSEY
OCTOBER 2015**

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

Francis Reiner, LLA - PP
License #: LI00616700

Date: 10-14-2015



ACKNOWLEDGEMENTS

Mayor and Council

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

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

City Manager

Mr. David Troast

TABLE OF CONTENTS

Acknowledgements..... i

Background Information..... 1

Introduction.....3

 Basis for the Plan

 Surrounding Area Context

 Property Information

 Required Components of the Redevelopment Plan

 Definitions

 Existing Zoning

 Redevelopment Plan Goals

 Redevelopment Plan Objectives

Use and Bulk Regulations.....12

 Permitted Land Uses

 Accessory Land Uses

 Density, Area, Yard & Height Regulations

 Parking Standards

 Conceptual Site Plans

Development and Placemaking Design Standards.....19

 Architectural

 Streetscape

 Signage

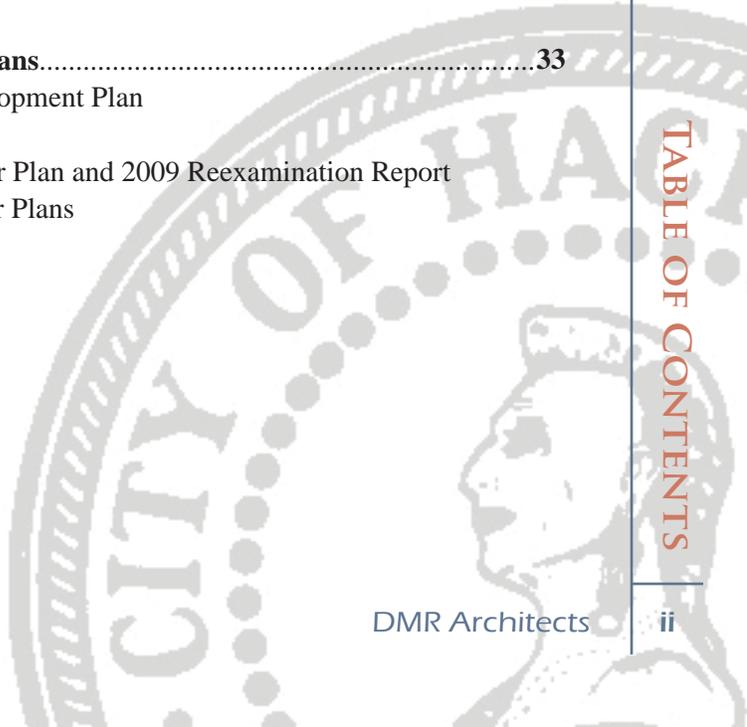
Relationship to Other Master Plans.....33

 State Development and Redevelopment Plan

 Bergen County Master Plan

 City of Hackensack 2001 Master Plan and 2009 Reexamination Report

 Neighboring Community Master Plans



BACKGROUND INFORMATION

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

The Plan which was adopted in 2012 promotes:

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

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

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

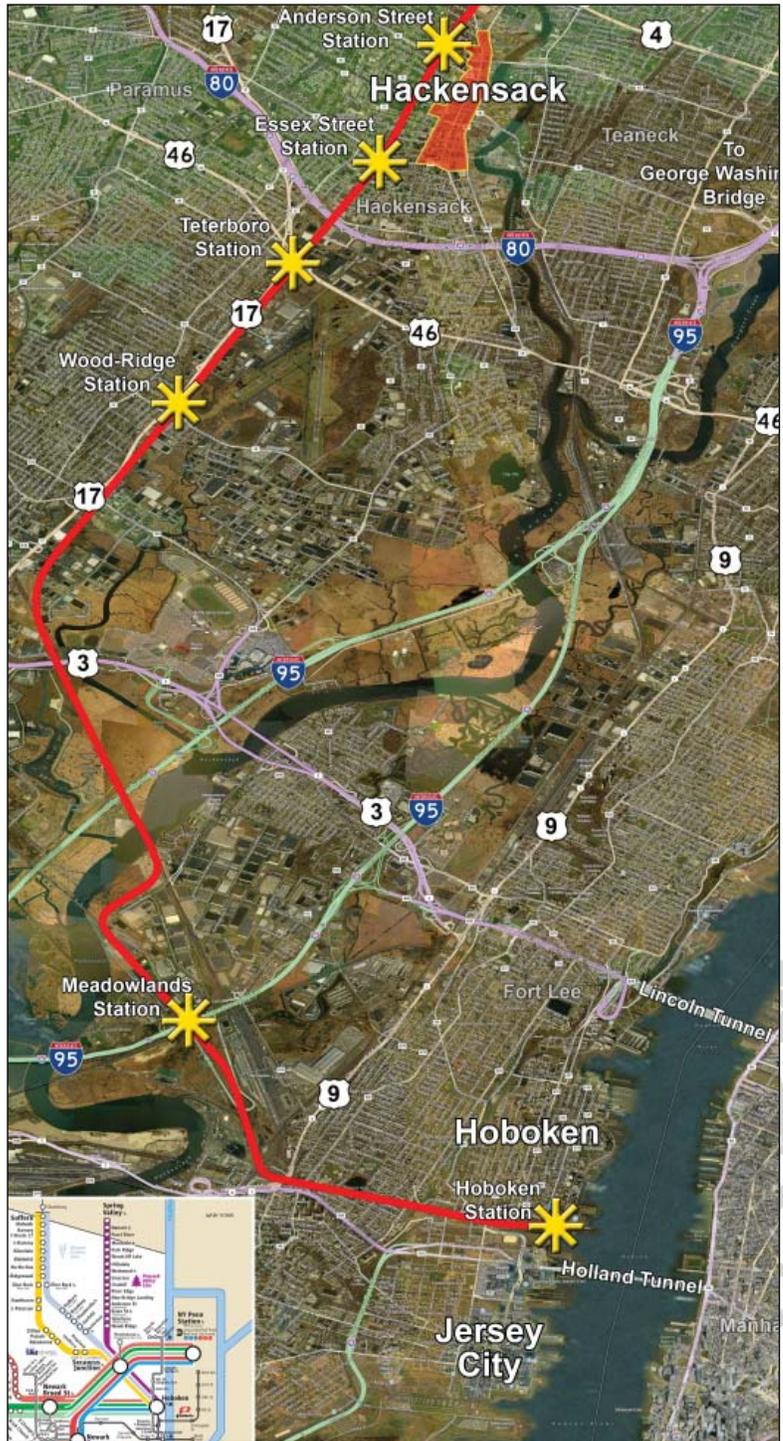
With over 43,000 residents and a day time population estimated at over 100,000 the City is home to the two largest employers in Bergen County including the Hackensack University Medical Center and the County Administration Offices. With the recent announcement of a partnership between Georgetown University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

Hackensack University Medical Center, there will soon be four colleges/universities located in and adjacent to the downtown including, Fairleigh Dickinson University, Bergen Community College, Eastwick University and Georgetown University.

As a part of the on-going initiatives to promote revitalization within and adjacent to the downtown, the City of Hackensack designated 18 East Camden as an area in need of redevelopment in 2015. As a continuation of that process the City has put together this redevelopment plan for a mixed use predominantly residential development that would support the goals and objectives of the downtown Rehabilitation Plan.



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



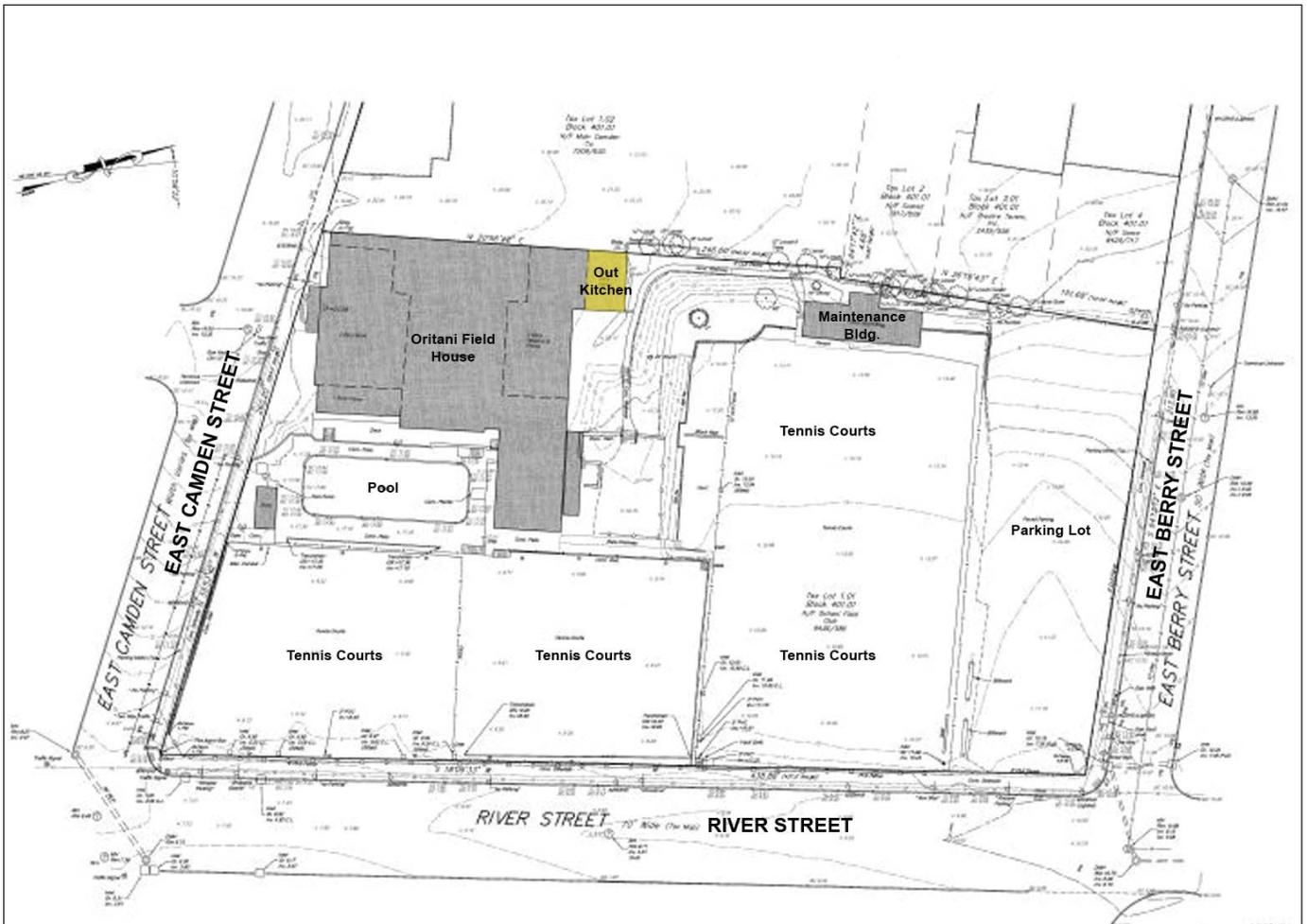
Hackensack Rehabilitation Area
New Jersey Transit Stops & Regional Proximity to Manhattan

INTRODUCTION

BASIS FOR THE PLAN:

This Redevelopment Plan has been prepared for Block 401.01 – Lot 1.01. The approximately +/-2.34 acre site is located in the Downtown Rehabilitation Area between East Camden, River and Berry Streets at 18 East Camden Street.

The City of Hackensack Mayor and Council in 2015 determined by resolution this property qualified as an “area in need of redevelopment” in accordance with the criteria specified in the New Jersey Local Redevelopment and Housing Law (LRHL) at N.J. S.A. 40A:12A-14. The LRHL allows a municipality to prepare a Redevelopment Plan which provides the development regulations and other standards to guide future development for this area.



Redevelopment Area: Property Survey



Hackensack Rehabilitation Area:
18 East Camden Street Redevelopment Area

SURROUNDING AREA CONTEXT:

The parcel (Block 401.01 Lot 1.01) is located between East Camden, River and Berry Streets within the Downtown Rehabilitation Area. The property is located north of the Johnson Public Library and Eastwick College, south of the Farmers Market, east of the Toyota Dealership and west of the retail establishments that front Main Street. The property has an approximately 10'-0" grade change from east to west with the lowest portion of the property on River Street.

PROPERTY INFORMATION:

Block 401.01 - Lot 1.01: The Oritani Field Club is comprised of eight clay tennis courts, a swimming pool, clubhouse and various ancillary buildings. The improvements were first constructed in 1925 and the building is approximately 18,442 st. As they exist today, the buildings and site improvements are dilapidated and un-tenable. There is no longer a demand for this type of use at this location nor does the use, as a tennis club, promote the redevelopment efforts of the downtown.

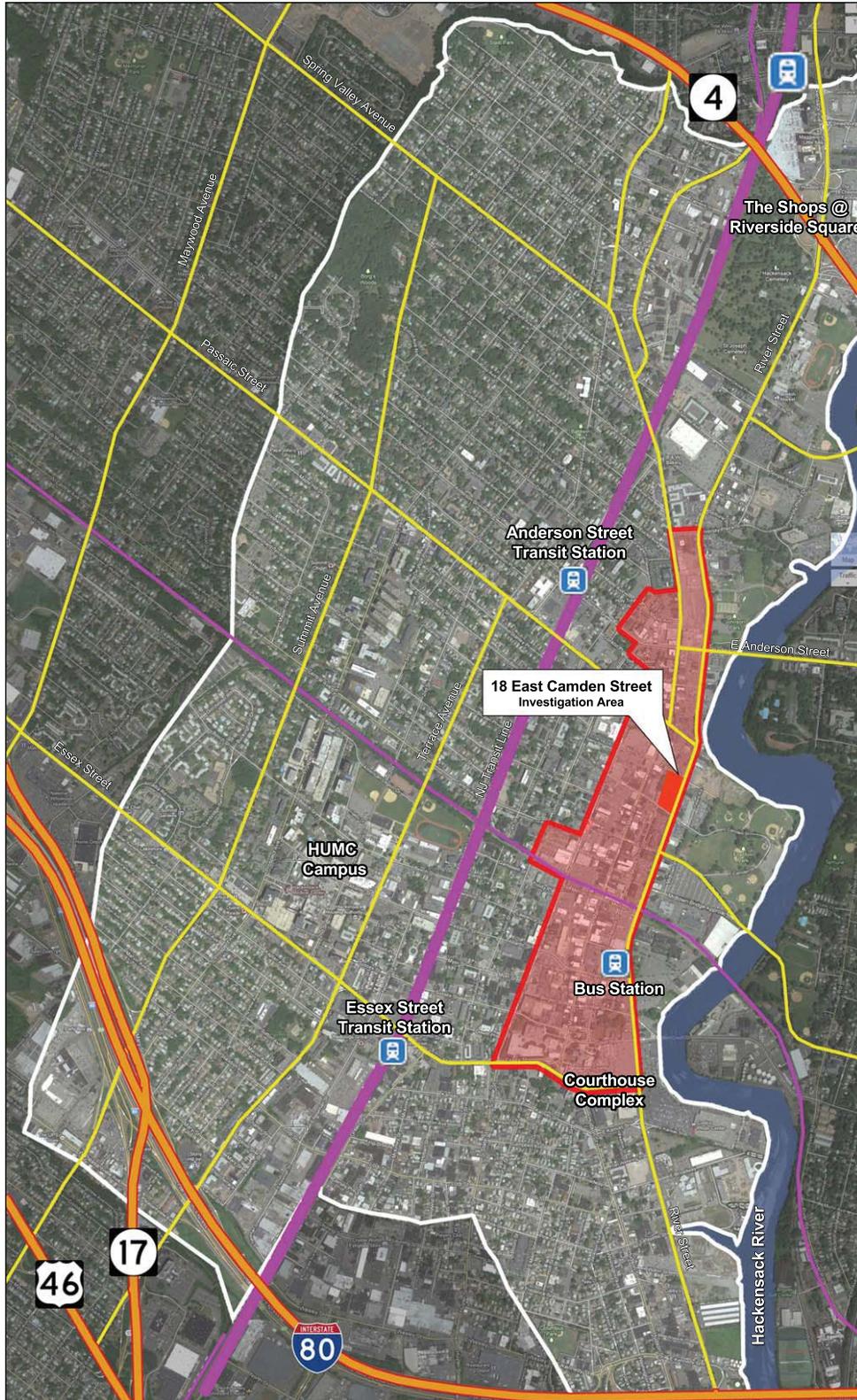
In addition, the property includes an 18th century 27'-6" x 20'-0" out-kitchen building which is located along the western property line in the middle of the property. The out-kitchen, commonly referred to as the Anderson Out-kitchen is one of only two remaining early stone houses in downtown Hackensack and one of three remaining in the City today. The exterior stone walls are mostly in tact, however there is some cracking and deterioration of the exterior facade along the two exposed sides.

The interior is currently used as a maintenance shed, but includes what appears to be the original wood beams. The walls of the first floor have a wallboard covering and there appears to be a new floor covering the original floor for the building. The building is attached to the Field House through an enclosed walkway.

As stated in the Bergen County Stone House Survey, the house is significant for its architecture and its association with the exploration and settlement of the County. As such, it is included in the Thematic Nomination to the National Register of Historic Places for the Early Stone Houses of Bergen County.



Out-Kitchen Exterior Facade



Hackensack Rehabilitation Area: Regional Context Map

REQUIRED COMPONENTS OF THE REDEVELOPMENT PLAN:

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

1. Its relationship to definite local objectives as to appropriate land use, density of population and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.
2. Proposed land uses and building requirements in the project area.
3. Adequate provisions for the temporary and permanent relocation, as necessary for residents in the project area, including an estimate of the extent of which decent, safe, and sanitary dwelling units affordable to displace residents will be available to them in the existing local housing market.
4. An identification of any property with the redevelopment area which is proposed to be acquired in accordance with the redevelopment plan.
5. Any significant relationship of the redevelopment plan to:
 - The master plans of contiguous municipalities;
 - The master plan of the county in which the municipality is located;
 - The State Development and Redevelopment Plan adopted pursuant to the “State Planning Act” P.L. 1985,c.398 (C.52:18A-196 et al.).
6. An inventory (as of the date of the adoption of the resolution finding the area to be in need of redevelopment) of all housing units affordable to low and moderate income households, as defined pursuant to N.J.S.A. 52:27D-304, that are to be removed as a result of implementation of the redevelopment plan, whether as a result of subsidies or market conditions, listed by affordability level, number of bedrooms, and tenure.
7. A plan for the provision, through new construction or substantial rehabilitation of one comparable, affordable replacement housing unit for each affordable housing unit that has been occupied at any time within the last 18 months, that is subject to affordability controls and that is identified as to be removed as a result of implementation of the redevelopment plan .
8. The Redevelopment Plan may include the provision of affordable housing in accordance with the “Fair Housing Act,” N.J.S.A. 52:27D-301 et seq. and the housing element of the municipal master plan.
9. The Redevelopment Plan shall describe its relationship to pertinent municipal development regulations as defined in the “Municipal Land Use Law,” P.L.1975, c. 291 (C.40:55D-1 et seq.).
10. The Redevelopment Plan must state whether it shall supersede applicable provisions of the development regulations of the municipality or constitute an overlay zoning district within the redevelopment area.
11. All provisions of the Redevelopment Plan shall be either substantially consistent with the municipal master plan or designed to effectuate the master plan; but the municipal governing body may adopt a redevelopment plan which is inconsistent with or not designed to effectuate the Master Plan by affirmative vote of a majority of its full authorized membership with the reasons for so acting set forth in the redevelopment plan.

DEFINITIONS:

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

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

FACADE: Any exterior building face or wall.

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

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

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

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

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

BUILDING TOP: The building top refers to the top level of a particular building.

BUILDING HEIGHT: The vertical distance of a building measured from the average of the two highest corners of the property for the existing grades to the highest roof beams of a flat roof.

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

BUILDING STORIES: The number of stories as determined by the first level being located at the highest corner of the property.

DWELLING UNIT SIZE: The square footage for a dwelling unit is measured as the interior square footage of the unit not including the mechanical room.

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

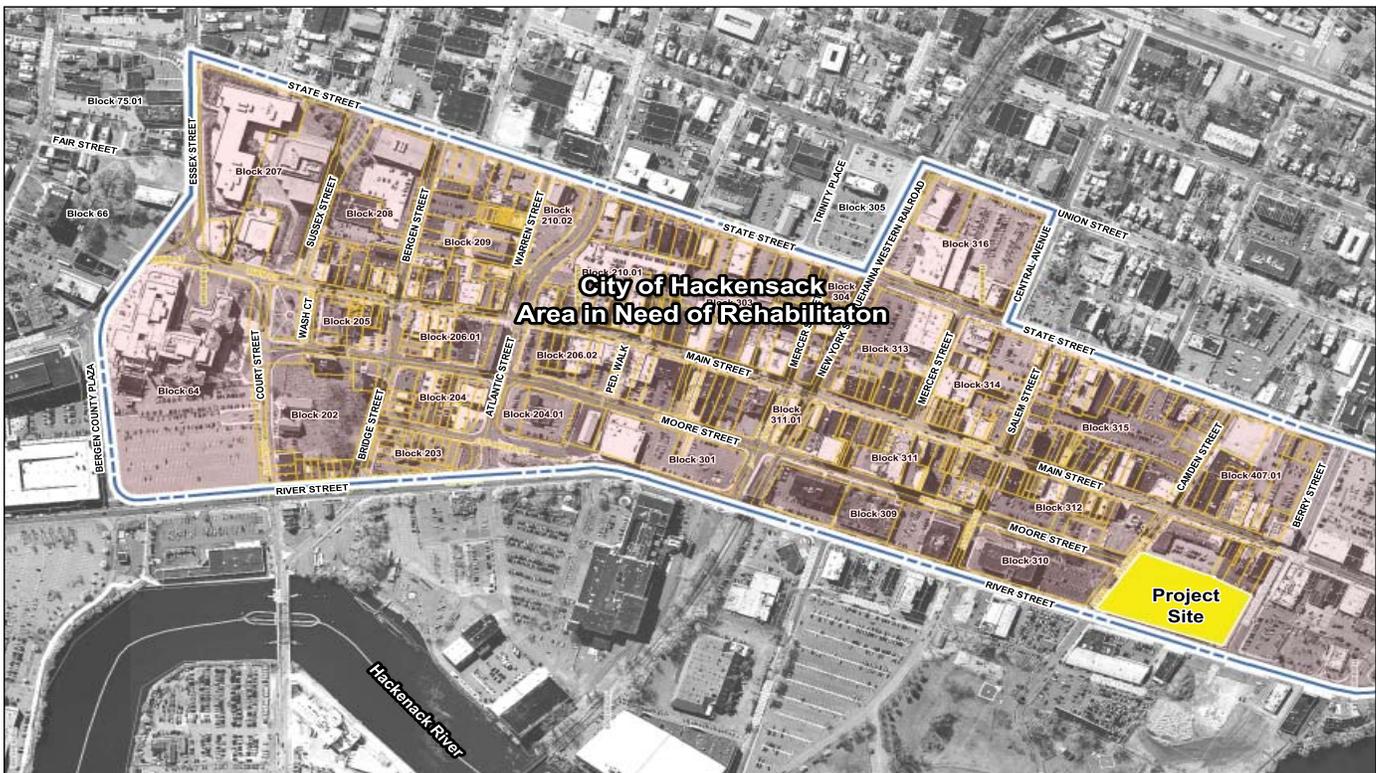
REDEVELOPER: Any person, firm, corporation or public entity that shall voluntarily seek and be designated as a Redeveloper by the City Council or Redevelopment Entity and shall enter into a Redevelopment Agreement as set forth in Section 5 of this Rehabilitation Plan, all in accordance with the Local 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.

EXISTING ZONING:

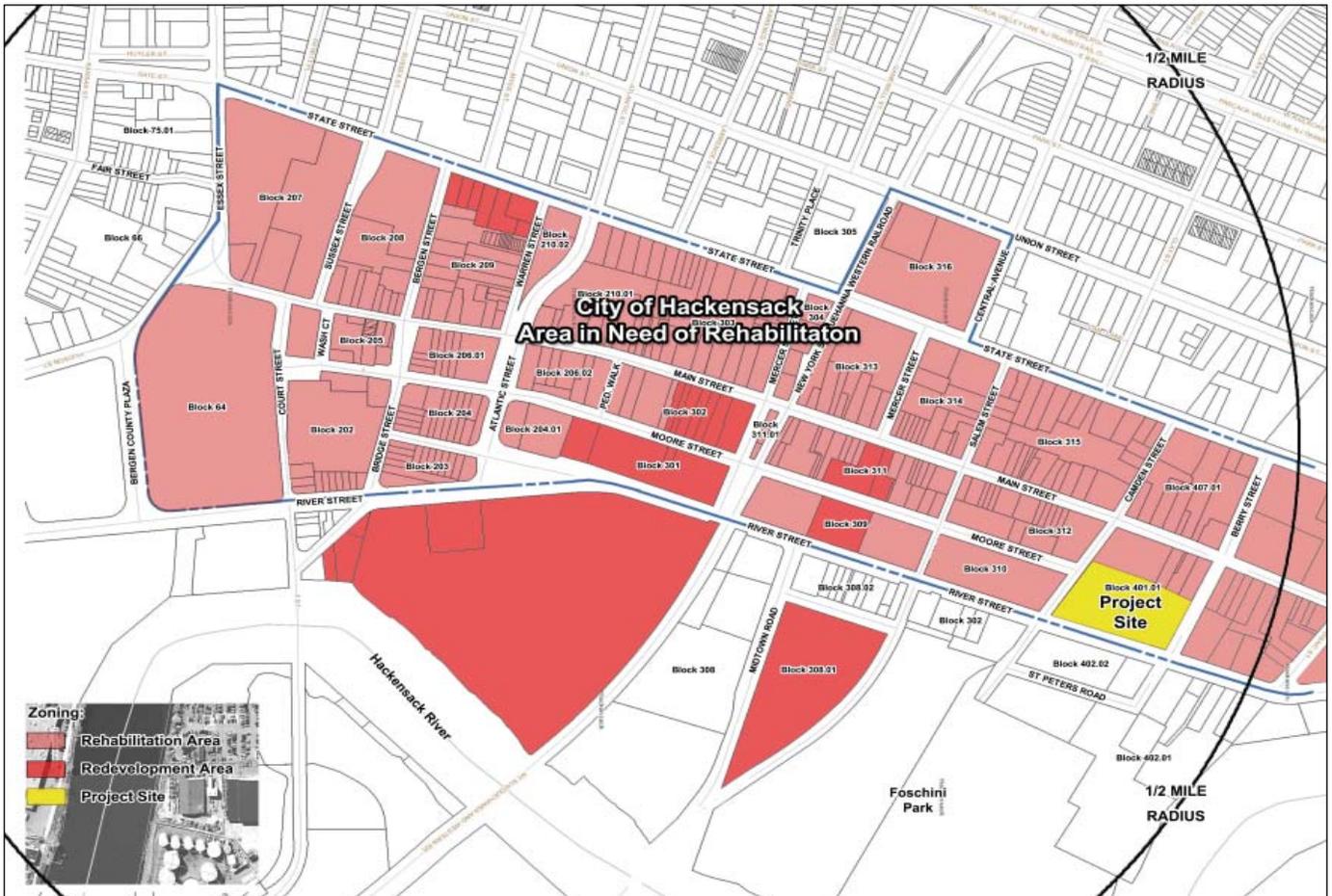
The properties are located entirely within the designated Downtown Rehabilitation Area which includes zoning based on the Redevelopment Plan for the Area in Need of Rehabilitation. The Redevelopment Plan for the Downtown Rehabilitation Area includes the following permitted uses:

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



Hackensack Redevelopment Area: Aerial Map

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



Hackensack Redevelopment Area: Land Use Map

REDEVELOPMENT PLAN GOALS:

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

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

REDEVELOPMENT PLAN OBJECTIVES:

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

The objectives for this Redevelopment Plan are to:

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

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

USE AND BULK REQUIREMENTS

Permitted Land Uses:

The following uses are permitted in the Redevelopment Plan:

RESIDENTIAL:

Multi-family, apartments, condominiums, townhomes, residence halls, lofts, and live work studios;

RETAIL:

Retail stores and shops, restaurants, eating and drinking establishments, bakeries, delicatessens, movie theaters, grocery stores, hardware, book and stationeries, florists, art galleries and studios;

COMMERCIAL:

General office, medical, child care, physical therapy, health and wellness, professional uses, banks, pharmacies, health and fitness clubs;

PARKING:

Structured parking as a permitted use serving other uses;

Additional Regulations for Permitted Land Uses

1. Any use not specifically stated as a Permitted Use is not permitted in the Redevelopment Area;
2. Retail or commercial uses are not required in the Redevelopment Area;
3. 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;
 - Architectural screening shall include screened openings that match the residential pattern above.
 - Any mechanical equipment shall not be located in an area that is visible from any public street.
 - The architectural elements at the corner of River Street at Berry and Camden Streets shall be designed to accentuate the corner of the building.

Accessory Land Uses:

1. Lobbies on the ground floor providing access to residential uses on the upper floors;
2. Loading spaces and docks, recycling and refuse storage areas. (See Design Standards for loading requirements);
3. Other uses that are permitted provided they are subordinate to the principle permitted use include:
 - a. Management and Leasing Office;
 - b. Conference center, meeting room;
 - c. Fitness Center;
 - d. Pool and amenity facility;
 - e. Porte-cochere;
 - f. a drive-thru for only a pharmacy or bank is permitted on Berry Street so long as it is approved by the Building, Fire and Police Departments for design, safety and setback requirements.
 - g. Storage lockers / facilities for residents only;
 - h. Dry cleaning / laundry facility services within the building but not as the retail component on Main Street;
 - i. Accent building lighting;
4. Accessory structures shall comply in all respects with the requirements of the principal structure;
 - a. No accessory structure shall be located closer to the street right-of-way line than the required front yard setback of the principal use;
 - b. No portion of an accessory structure shall include living quarters except parking structures as an accessory use may contain residential over the structure;
5. When an accessory structure is attached to the principal structure, it shall comply in all respects with the requirements applicable to the principal structure;
6. No accessory structure shall be constructed or placed on any lot unless the principal structure is first constructed or placed upon said lot, with the exception of parking facilities (surface or structure) which may be constructed prior to the primary use;
7. In no event shall the height of an accessory structure exceed the height of the principal building with the potential exception for parking structure access which will be permitted to exceed the primary structure by 12'-0" for access only so long as it is not visible from any adjoining public street.

DENSITY, AREA, YARD AND HEIGHT REQUIREMENTS:

The following requirements apply to the Redevelopment Area:

1. **Minimum Lot Size:** 2.0 acres
2. **Minimum Dwelling Unit Size:** 500 sf
 - a. A maximum of 25% of the units can be between 500 sf and 600 sf
 - b. A maximum of 10% of the units can be over 1,200
3. **Maximum Number of Units:** 280 Units
4. **Minimum Building Setbacks:**
 - a. The minimum building setback along River Street is 12'-0" as measured from the existing or proposed face of curb (whichever is greater);
 - b. The minimum building setback along East Camden Street and Berry Street shall be 12'-0" from the existing or proposed face of curb;
 - c. The minimum building setback for any internal property lines is 0'-0";
 - d. Utility structures, exhaust air vents, backflow preventers, or other similar devices when located above grade, shall be located behind the setback and shall be screened;
 - e. Utility structures located below grade may be located within the building setback of any street but not in the public right of way;
5. **Minimum Front/Side/Rear Yard:** NA
6. **Minimum Retail/Commercial SF:** 0 sf
7. **Maximum Building / Lot Coverage:** 90%
8. **Improved Lot Coverage:** 100%
9. **Maximum Number of Stories/Height:** Five (5) Stories (Max. 72'-0")
 - a. An additional level is permitted along the River Street elevation so long as the project meets the design standards as described in this Redevelopment Plan;
 - b. In no case shall there be any more than six (6) stories for any facade;
10. **Other Requirements:**
 - a. See Section Development / Place-Making Design Standards for all building design requirements;
 - b. The residential lobby entrance should be designed as a separate and distinct entrance with a canopy;
 - c. The building should be designed in such a way as to enhance the corner elements of the Berry/River Street and the Camden/River Street elevations through either a change in materials, color or horizontal plane.
 - Corner elements should be a minimum of 6'-0" above the typical roof line, which can be achieved with a parapet wall.
 - The corner elements and other architectural embellishments are permitted above the maximum building height by a maximum of 12'-0".
 - d. The building shall have a flat roof and shall include a base, middle and top.
 - e. Any retail shall be distinguished from the rest of the building through the use of materials and design elements.
 - f. A private alley is permitted along the western boundary of the property for access to the parking structure.

PARKING STANDARDS:

Parking Requirements for the redevelopment area include:

<u>Use**</u>	<u>Parking Ratio</u>
Multi-family:	1.25 sp per dwelling unit
Retail/Commercial:	4.0 sp/1,000 GFA*

Notes:

- When the formula or parking spaces required results in a fraction of a space exceeding 0.49, a full space shall be required.
- Gross Floor Area is the total interior floor area of all floors determined by measuring the inside dimension of the outside walls of the structure.
- Up to 10% of the required parking stalls may be designated for compact cars.
- A maximum of five (5) spaces can be dedicated toward ride-share vehicles. (Each dedicated ride-share space can count toward three (3) required parking spaces.
- Outdoor seating for retail uses do not count toward the required parking requirements.
- Accessory uses do not require parking.

Shared Parking:

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

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

Setback Maneuvering:

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

Bicycle Parking:

Bicycle parking is required for residents at one bicycle parking space for every 25 vehicle parking spaces, up to 200 vehicle parking spaces.

- Thereafter, one space shall be provided for every 100 vehicle parking spaces.

On Street Parking:

On street parking located adjacent and contiguous to the property only, may be counted toward the secondary use parking requirements.

Handicapped Accessible Parking Requirements:

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

Additional Off-Street Parking Regulations:

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

- a. Off-street parking dimensions can be 9'-0" x 18'-0" (not including columns within the dimensions);
- b. Two lane drive aisle dimensions with parking can be 23'-0";



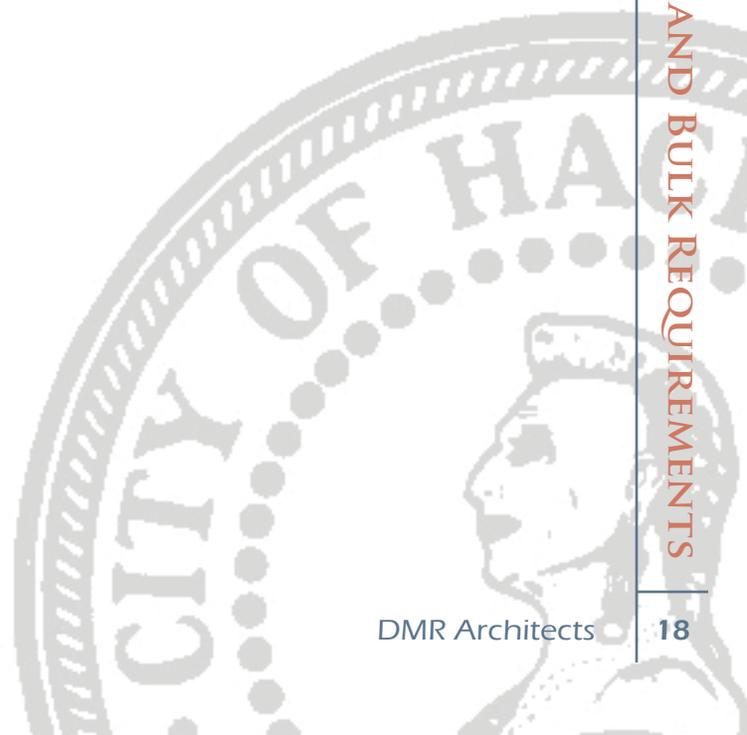
Conceptual Site Plan: River Street Level



Conceptual Site Plan: East Camden / Moore Street Level



Conceptual Site Plan: Typical Residential Levels



DEVELOPMENT / PLACE-MAKING DESIGN STANDARDS

The design standards in this section provide the criteria for this Redevelopment Plan. 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;
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.
3. Primary building materials shall include the developers choice of the following materials: brick, stone, precast, hardi-plank and/or glass which cover a minimum of 75 percent of each building façade, exclusive of windows and doors with accent materials comprising a maximum of 25% for each building façade;
 - Interior facades not visible from any public street do not need to meet this requirement;
 - Vinyl siding of any type or grade is strictly prohibited on any portion of building façade in the redevelopment area;
 - Stucco is permitted as an accent to the primary building material on up to 25% of facades that face a public street;
4. Elements such as cornices, belt courses, corbelling, molding, string courses, ornamentation, changes in material or color, and other sculpturing of the base are strongly recommended and should be provided to add special interest;
5. The design of the building should include corner elements that are higher than the rest of the building facade, specifically at the corners of Berry and Camden at River Street;



Corner Element - Architectural Enhancement



Mid rise multi-family residential building typ.



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



Varied Materials and Facade Step-backs



Balconies and Facade Step-backs



Architectural Element at Corner of Mixed Use Building

6. Special attention must be given to the design of windows at the base of buildings. Ribbon windows are strongly discouraged. Recessed windows that are distinguished from the shaft of the building through the use of arches, pediments, mullions, and other treatments are encouraged;
7. Buildings shall be broken up vertically into a base, a middle and a top and horizontally into bays, through the use of building articulation or change in materials. The building shall setback or protrude a minimum of 2'-0" for at least 8'-0" in length along any facade over 120'-0". This can be achieved through the use of bays or vertical building setbacks;
8. 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;
9. Any retail or commercial storefront design at the first level should reflect the individual tenant's brand identity;

Building Orientation:

1. The first floors of all buildings, including structured parking, must be designed to encourage and complement pedestrian-scale and activity (See Parking Structure Requirements);
2. Ground floor retail and residential lobbies shall have a 16'-0" minimum floor to floor height;

Building Entrances:

1. Building entrances for residential, retail or commercial should be easily identifiable with unique and interesting signage through the use of canopies and signage;

Street Level Frontage / Uses:

1. Parking structures are permitted at the street level along River Street so long as they meet the the Design Standards of this section;
2. Outdoor dining along is permitted within the building setback;
 - All outdoor dining should meet the City of Hackensack Building Department requirements;

Structured Parking:

1. Parking structures shall be screened with building uses or shall include at a minimum architectural materials, elements and treatments that are consistent with the design and quality of the residential building(s) it services where visible from a public street;



Architectural Element at Corner of Building



Architectural Element at Corner of Mixed Use Building



Architectural Element at Corner of Mixed Use Building

- Structures shall include decorative architectural details such as building materials, windows, window treatments and detailing that are similar in size, scale and design to the residential buildings.
 - Window openings alone do not comply with this requirement.
 - Other than at the parking entrances, no vehicles shall be visible from the center line of any public street and the structure shall have the appearance of a residential building in all physical aspects;
2. Ramps shall be internal to the parking structure and shall not be visible from any public street;
 3. Parking structures shall either be screened from Camden, Berry and River 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;
 - Cabling or exposed concrete alone does meet the screening requirement;
 3. When facing a public street, driveway and garage openings should not exceed 32'-0" in width and should include traffic calming measures and a change in surface materials where driveways cross a sidewalk to help ensure pedestrian and bicycle safety;

Canopies and Balconies:

1. Canopies, awnings, and similar architectural accents at the residential and retail entrances. Such features should be constructed of rigid or flexible material designed to complement the use at the street level;
2. Any canopy may extend from the building up to eight (8) feet including into public right of ways, so long as no structural support touches within the public right of way;
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;



Building Step-backs and Corner Element

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 mounted roof and HVAC systems must meet the building code requirements and at minimum be set back from the building edge a minimum of 15' from any street or public open space and screened as to not be visible from any adjacent public street or public property;
5. If wall pack ventilation units are being used they are required to compliment the adjacent building material color;

Building Service Locations:

1. All service and delivery locations for the redevelopment area shall not be provided on a public street;

Doors and Windows:

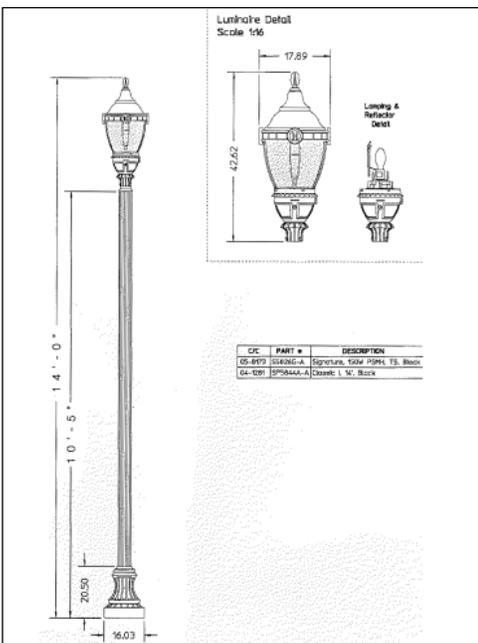
1. Where expanses of solid wall are necessary, they may not exceed 30'-0" feet in length without architectural enhancements including display windows;
2. The first floor and street level shall be designed to address all public streets;
3. For buildings that do not provide access from the secondary street or open space, the building facade should provide windows and/or architectural details that are aesthetically interesting;
4. For retail uses operable windows are encouraged;

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;



Streetscape with pedestrian scaled lighting and crosswalks



Hackensack Street Light Typ.

STREETSCAPE DESIGN STANDARDS:

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

Street Trees:

1. Street trees shall be planted in either grates or open landscape areas equivalent to 30’ on center along all public street frontage;
2. Above ground planters may be considered to fulfill the street tree requirement only in situations where underground utilities prevent tree pits;
3. Street trees shall be planted with a minimum six 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;
4. Street trees located under power-lines can be a flowering species;

Street Lighting:

1. Street lights shall be the City of Hackensack city standard pedestrian scale light pole and fixture;
2. Light poles should be equipped with electrical outlets to allow for lighting opportunities;
2. Street lights shall be shielded from second floor uses and shall be a maximum of 16’ in height, located on center between street trees, at a maximum of 90’-0” on center;
3. Street light specifications and locations shall be submitted for review and approval prior to installation;
4. 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;
5. Building light fixtures should exhibit an aesthetic as well as functional purpose to create interest and a sense of scale for the pedestrian;

6. LED lighting is encouraged;
7. Luminaires should be translucent or glare-free using opaque glass or acrylic lenses;
8. Diffusers and refractors should be installed to reduce unacceptable glare; particularly adjacent to residential uses;

Sidewalks:

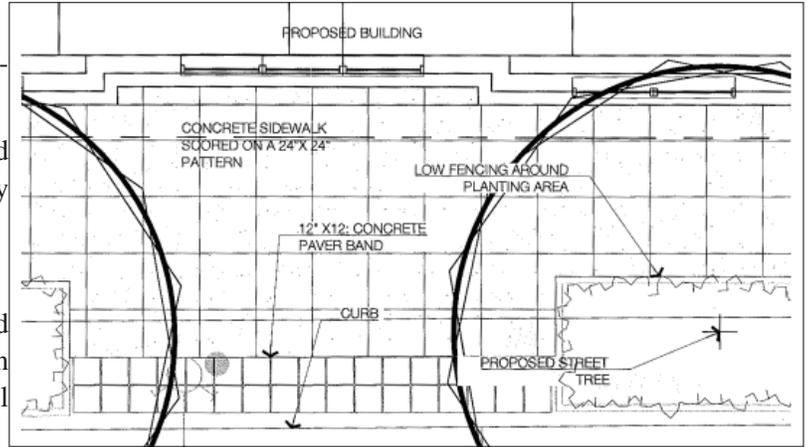
1. Sidewalks should be a minimum of 6'-0" and may consist of brick, concrete or a combination of the two and should be consistent for the all public streets in the redevelopment area;
2. Streets with proposed retail uses and outdoor dining on the first level are strongly encouraged to install the Typical Streetscape Pattern for Retail Streets;
3. All other streets are encouraged to install the Typical Streetscape Pattern for Secondary Streets;
4. Asphalt of any type or grade is not permitted as a sidewalk material;

Seating, Benches:

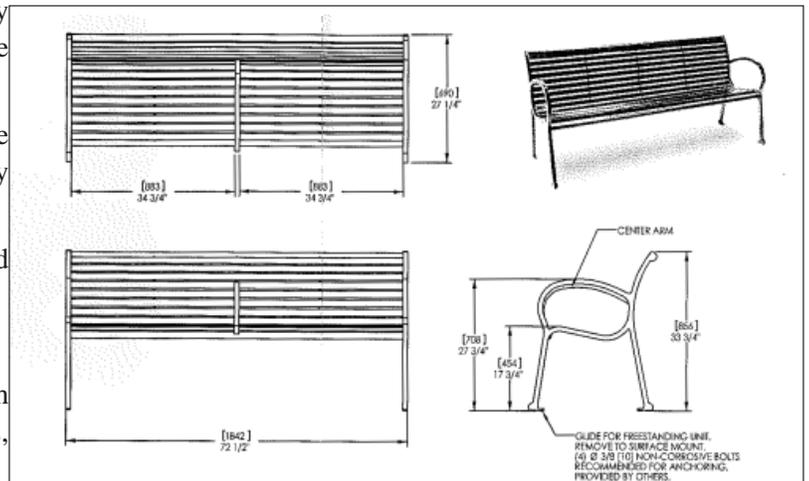
1. Seating should be grouped together as much as possible and placed in public open spaces, plazas or gathering places;
2. In areas with high pedestrian volumes and generally along retail frontages should include two benches and one trash receptacle approximately every 90' to 120' on center.
3. In areas with less intensive pedestrian volumes two benches and one trash receptacle should be placed approximately every 180' to 240' on center.
4. Seating should not obstruct views for vehicles, sidewalks for pedestrians, or signs and displays for businesses;

Planting Pots & Planters:

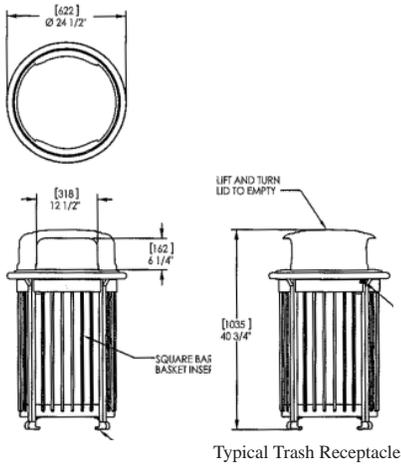
1. Pots and planters can be used particularly in areas with retail as a complement to the surrounding streetscape and are permitted in the setback with review and approval of the Building Department;
2. Pots and planters can be placed as a separation between pedestrians and vehicles;
3. Pots and planters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



Typical Streetscape Pattern



Typical Bench



Typical Trash Receptacle

Tree Grates:

1. Tree grates are permitted and can be used wherever a tree is placed within a high traffic area;
2. Tree grates must allow for tree growth and be made of ductile iron and should be factory painted;
3. Up-lighting is encouraged by the developer along all street trees;

Trash Receptacles:

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

Bicycle Racks:

1. Bicycle racks should be permanently mounted and placed in convenient public locations to encourage bicycle use;
2. Bicycle racks should be placed so as not to obstruct views or cause hazards to pedestrians or drivers;
3. At least one bicycle rack shall be provided on each block on all streets;



Bicycle rack

Bollards:

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



Bollards with lighting

Public Art:

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

Utility Accessories:

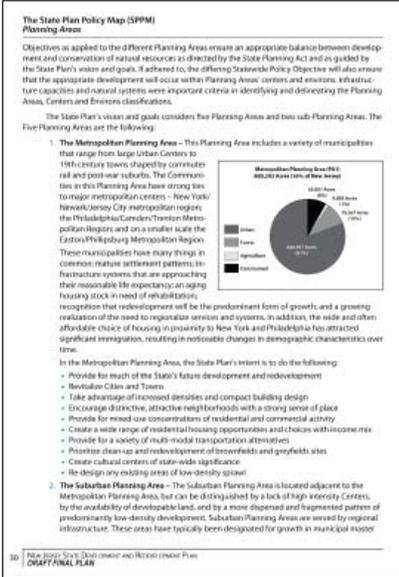
1. Utility boxes, meters, manhole covers and fire hydrants should be coordinated with other streetscape accessories;
 2. Utilities should be readily accessible and placed so as not to obstruct visibility and movement;
 3. Utility locations should minimize visual and physical impact as much as possible and should blend in with the surroundings or enhance the area;
-
1. The width of curb radii should be minimized. Wide sweeping intersections should be discouraged;
 2. Crosswalks should be provided at all intersections and constructed with different paving materials than the street;
 3. For internal roads, speed bumps, speed tables and bump-outs should be considered;
 4. For River Street a maximum of four roadway connections are permitted. The main intersection shall remain at River and Atlantic Street with the other three connections being right-in / right-out turning movements;
 5. Pedestrian improvements to River Street should be considered during the site plan approval phase which may include a landscaped median in the middle of River Street to facilitate safer pedestrian access from the downtown to the Hackensack River Walkway.

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

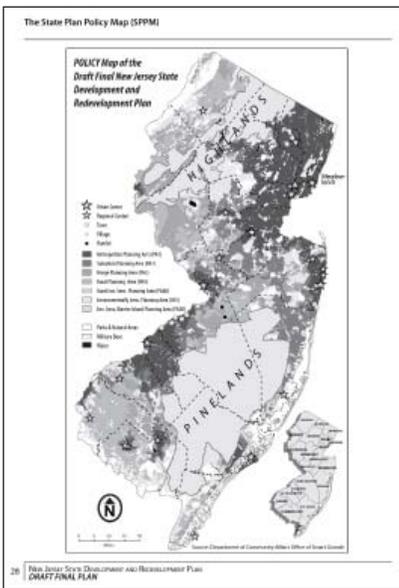
A. State Development and Redevelopment Plan (SDRP):

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

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



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

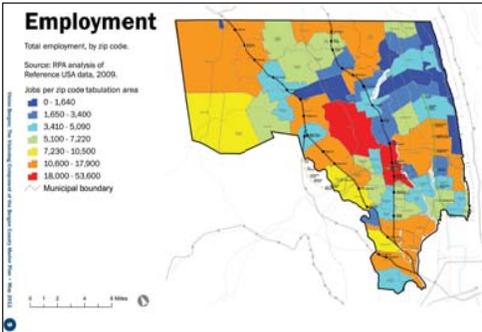


New Jersey State Development and Redevelopment Plan Policy Map

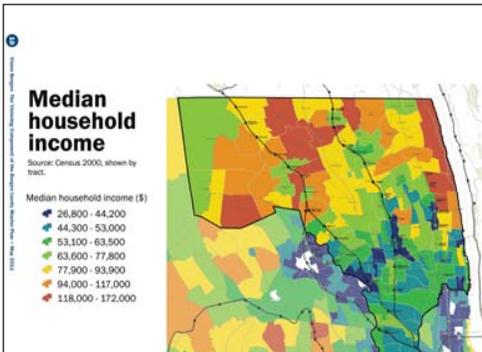
- g. **Preserve and Enhance Areas with Historic, Cultural, Scenic Open Space, and Recreational Value:** Preserve, enhance, and use historic, cultural, scenic and recreational assets by collaborative planning, design, investment and management techniques. Locate and design development and redevelopment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

Sensitive Planning Areas. The New Jersey State Development and Redevelopment Plan adopted by the State Planning Commission, places the City of Hackensack in Planning Area 1 - the Metropolitan Planning Area and states:

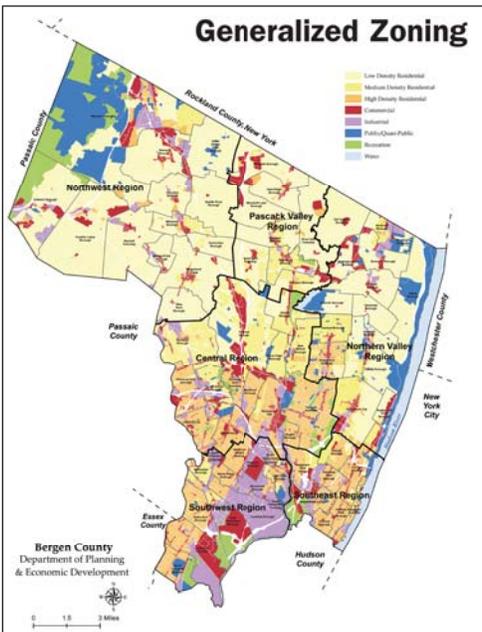
- b. The Metropolitan Planning Area: This Planning Area includes a variety of municipalities that range from large Urban Centers to 19th century towns shaped by commuter rail and post-war suburbs. The Communities in this Planning Area have strong ties to major metropolitan centers – New York/Newark/Jersey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



Draft Bergen County Master Plan
Employment Data



Draft Bergen County Master Plan
Medium Household Income



Draft Bergen County Master Plan
General Zoning

B. Bergen County Master Plan:

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

1. Bergen County Master Plan Overview:

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

2. Draft Report:

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



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

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

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

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

2. Strategies for Redevelopment:

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

- a. Main Street is too long to be developed continuously, and thus must be developed in "spheres of influence"; the government sector, the banking / educational / cultural sphere containing the urban node, the retail sector which would focus on conventional and household shopping and the Packard area
- b. The downtown study should focus on the following:
 - The potential for redevelopment of the Main Street Area;
 - A reduction in the scale of the retail/shopping sector. Main Street is too long to be developed continuously. The downtown area is not pedestrian friendly;
 - The provision of additional parking and the dichotomy between long term (monthly) parking and short term shopper parking needs to be resolved;
 - The ERA report believes that (mid-rise) apartment uses which can overlook the Hackensack River in the downtown are potentially marketable and can provide an alternative market for goods and services in the downtown corridor.

3. The City's 2009 Master Plan Re-examination Report contains a significant amount of narrative related to areas in need of rehabilitation which included the following:

- a. Regarding Areas in Need of Rehabilitation the document states: "A viable alternative to the use of eminent domain is available to the City for stimulating private redevelopment in the form of Areas in Need of Rehabilitation. This simpler approach to side-scale rehabilitation and redevelopment does not involve eminent domain, but it provides a means for making substantial progress at minimal cost.
- b. Regarding the program of Rehabilitation the document states: "In addition, the Mayor and Council must determine that a program of rehabilitation, as defined in the LRHL, may be expected to prevent further deterioration and promote the overall development of the community.
- c. Regarding Infrastructure Age the document states: "While the City's housing stock as of the 2000 US Census indicated that 45% was built before 1960, it is probable that more discreet, yet fairly extensive areas of the City would qualify under the age of housing criteria. The age of water and sewer infrastructure may also qualify designation of the entire city as an area in need of rehabilitation.
- d. Regarding Rehabilitation Area Options the document states: "The City's options for redevelopment in an area in need of rehabilitation are basically the same as for an area in need of redevelopment, except that eminent domain cannot be used unless a formal designation of one or more properties as an area in need of redevelopment is made by the Mayor and Council. Thus, proceeding with the rehabilitation route does not preclude pursuing special properties for designation as an area in need of redevelopment if needed later on. In addition, the rehabilitation designation requires

a simple resolution (no public hearing or special notice required) by the Mayor and Council, thus avoiding the time and expense of a redevelopment designation study.

- e. The document also states: “The available options for an area designated as an area in need of rehabilitation include the following:
 - Planning for redevelopment in a collaborative process with property owners, rather than an adversarial one, resulting in a shorter path to actual re-investment in the designated area.
 - Property owners can be afforded tax abatement over five years to allow their capital to be directed to property upgrades and expansions, which ultimately enhance the tax base due to the positive effects on the subject property and those around it.
 - The City may prepare a redevelopment plan for any area designated for rehabilitation, select a redeveloper, provide special redevelopment zoning standards and design criteria and phase the development over a predetermined schedule.
 - Off-site improvements can be accomplished without the need for meeting the “rational nexus” criteria.
 - Each project can be guided by a redeveloper’s agreement or simply the requirements of the redevelopment plan.
4. Regarding the Rehabilitation Approach the document states: “The area in Need of Rehabilitation approach has been effectively used in number of New Jersey Municipalities and holds great promise for the City of Hackensack. Therefore this report strongly recommends the pursuit of this approach in all areas of the City that meet the criteria.
5. The City’s 2001 and 2009 Master Plan Reports provide strategies for redevelopment which includes the properties under investigation. The 2001 and 2009 Master Plan report states:
 - a. Master Plan Goals and Objectives
 - Maintain and enhance the quality of established neighborhoods in Hackensack and promote compatibility of new development with existing or specifically defined character;
 - Encourage public and private redevelopment to assist in the rehabilitation of areas in need of improvement and upgrading including utilization of State and Federal Assistance programs, where applicable, as well as public / private partnerships;
 - Provide housing opportunities and a variety of housing for various income levels or the population, including low and moderate income housing, middle income housing and senior citizen housing; encourage multi-family and mixed-use development and redevelopment with in the central business district

- Improve the quantity, quality and availability of parks and open space including active and passive recreational facilities, neighborhood parks and environmentally sensitive areas. Encourage open space within major new developments and redevelopment. Promote the establishment of a publicly accessible linear greenway (riverside) park along the Hackensack River;
- Encourage adaptive re-use of historic and character defining structures, where appropriate; encourage context sensitive design of replacement structures;
- Promote and upgrade the downtown area of Hackensack including the four spheres of influence with an emphasis on assuring a vibrant, mixed use and appealing downtown;

6. City of Hackensack: 2009 Master Plan Re-examination Report:

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

D. Neighboring Community Master Plans:

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

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