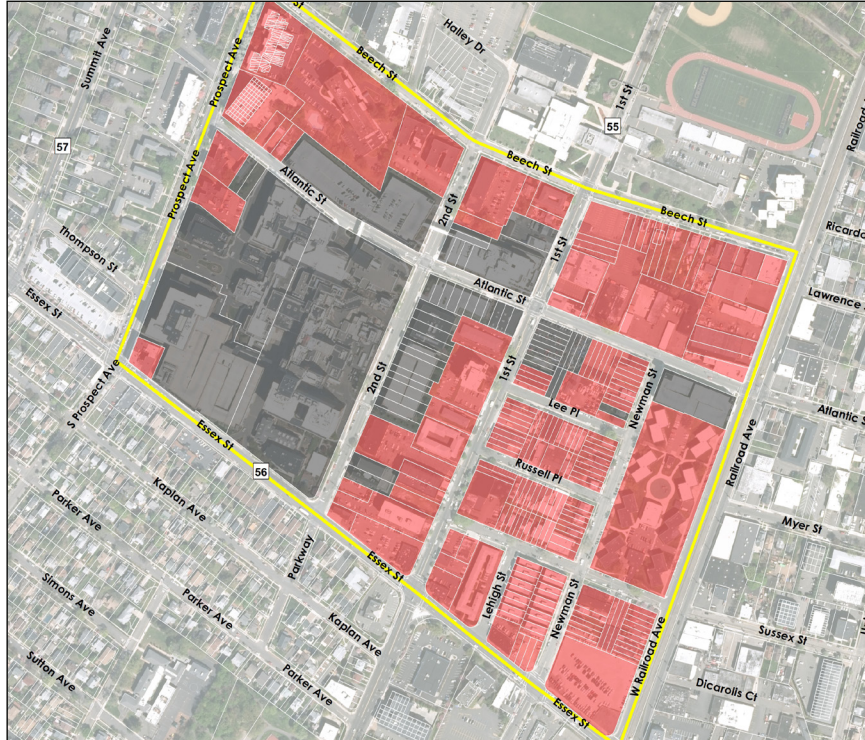


Prospect - Railroad - Essex - Beech Redevelopment Plan for an Area in Need of Rehabilitation For

Block: 223, Lots: 1 to 7 and 11 to 24; Block: 226.01, Lots: 1.01 to 1.04 and 3; Block: 226.02, Lots: 1 to 15 and 19 to 27; Block: 227, Lots: 1 to 32; Block: 228, Lots: 1 to 3, 6, 9 to 30, and 40 to 49; Block: 229, Lots: 1, 11 to 14, 28 to 43, 46; Block: 230, Lots: 1, 3.01 to 7, 12 to 19, 21 to 30; Block: 232, Lots: 1.01, 1.02, 26, 28 to 31, 33, 47, 49, 55; Block: 233, Lots: 1, 2, 7.01, 7.02, 9; Block: 236, Lots: 6, 18, 36.01; Block: 237, Lots: 1.01-1.04, 2, 2.02, 4.01.



**CITY OF HACKENSACK,
BERGEN COUNTY, NEW JERSEY**
October 2019 - Amended March 2024

Prepared by:

DMR Architects

777 Terrace Avenue

Hasbrouck Heights, NJ 07604

SIGNED AND SEALED
COPY ON FILE WITH
CITY'S ZONING OFFICER

Francis Reiner, LLA - PP

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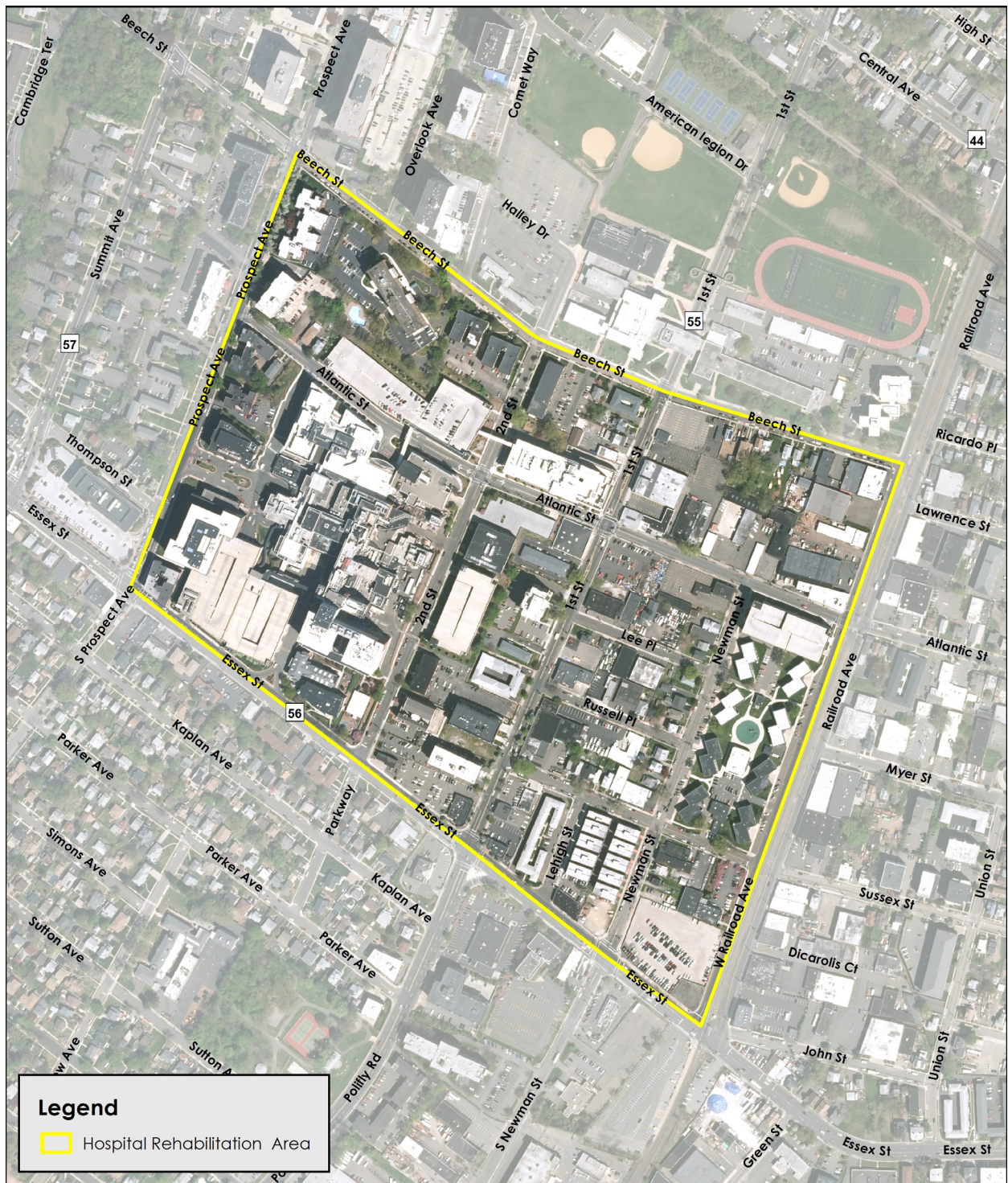
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Map 1: Hospital Area in Need of Rehabilitation

This Redevelopment Plan is the second such plan prepared for the 81-acre Area in Need of Rehabilitation ("AINR") designated by Resolution No. 376-18 in September of 2018, which encompasses Blocks 223, 225, 226.01, 226.02, 227, 228, 229, 230-232, 233, 235, 236, and 237 which is located between Prospect Avenue, Beech Street, Railroad Avenue, and Essex Street in the City of Hackensack.

THE AINR

The AINR is an area of the City that contains a wide range of land uses, the most predominant of which is the Hackensack Meridian Health ("HMH") campus and other healthcare related uses. Other uses include a mixture of apartment buildings, industrial uses, small retail stores, and business offices. The presence of HMH, which is one of the State's largest private sector employers and a nationally reputable provider of health services, makes the AINR a significant regional employment center and a destination for visitors from around the world.

The AINR is located at the convergence of three essential "gateways" to the City:

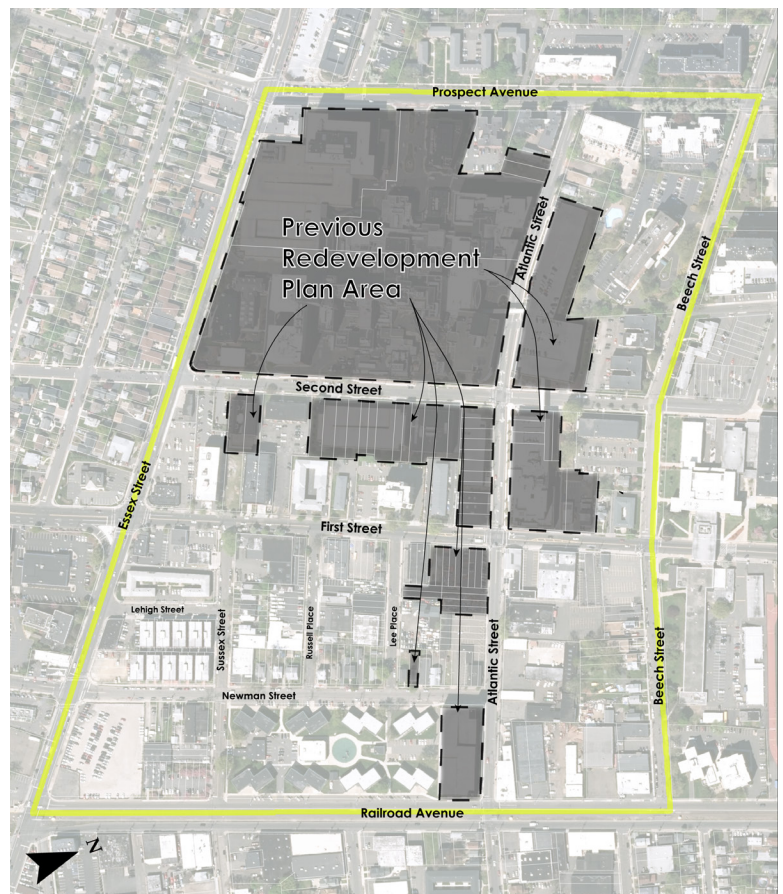
- Essex Street, an east-west oriented county road extending from the Passaic River in Paterson, NJ to the Hackensack River in Downtown Hackensack;
- Polify Road, a north-south oriented road extending from Rutherford to central Hackensack; and
- The New Jersey Transit commuter rail station at Essex Street, which provides rail access to New York City.

The AINR is also a short distance from the I-80 and NJ-17 highways and is located in between the City's growing Downtown and existing residential neighborhoods and industrial districts in Hackensack and adjacent communities.

REDEVELOPMENT

The City designated the AINR for the purpose of expanding and upgrading the HMH Campus and establishing the area as a regional employment center and a destination for services including but not limited to healthcare, shopping, lodging, and business activity. In addition to its potential to support growth of the City's downtown, the presence of the HMH campus and direct access to highway and rail infrastructure gives the AINR a locational advantage with respect to access by people and businesses across the New York Metropolitan Area.

On November 19th 2018, the City adopted a Redevelopment Plan ("Second Street Redevelopment Plan") for approximately 30 acres in the AINR that included the entire HMH campus as well as unaffiliated medical office properties



Map 2: Previous Redevelopment Plan Area within AINR.

on Atlantic Street and Second Street. The Second Street Redevelopment Plan was solely focused on the expanding and improving the HMH facilities.

This Redevelopment Plan, referred to as the Prospect Avenue Redevelopment Plan, addresses the remaining 51 acres of the AINR, which consists of 346 parcels along the northern, eastern, southern, and central areas of the AINR and one (1) isolated parcel (Block 236, Lot 6) on the south west corner of the AINR. This Redevelopment Plan helps to fulfill the City's vision for the AINR by providing for the efficient balance and distribution of residential and non-residential uses across the AINR that capitalize on adjacency to the HMH campus and gateways, while respecting the established residential neighborhoods on the north, west, and south sides of the AINR.

HOW TO READ THIS REDEVELOPMENT PLAN

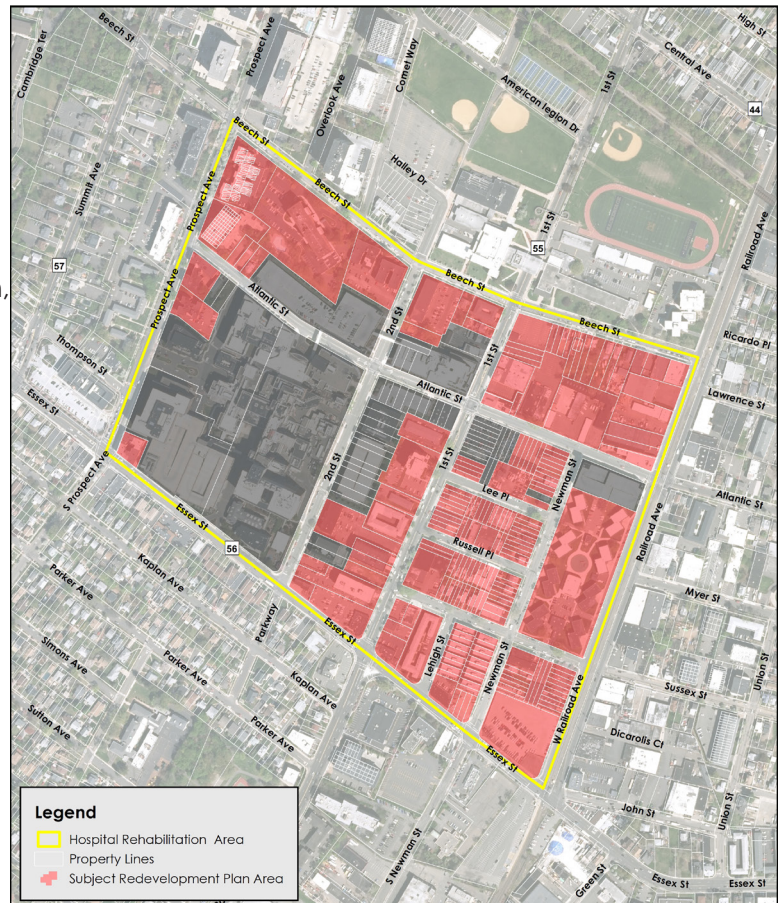
Due to the size of the AINR and existing heterogenous character of development in and around the AINR, this Redevelopment Plan employs

a mix of traditional, overlay, and form-based zoning methods to help make the Plan simple and easy to implement. The features of this Redevelopment Plan that are particularly unlike most redevelopment plans are:

1. That for the purpose of regulating and separating land uses the Redevelopment Plan divides the Redevelopment Area into three distinct areas referred to as "subzones" that are suited for certain uses due to their relationship to neighborhoods outside of the AINR and the road network that serves them. Those three subzones include the parcels:

- Beech Street Subzone: Fronting on Beech Street between Prospect Avenue and Railroad Avenue;
- Essex Street Subzone: Fronting on Essex Street between Second Street and Railroad Avenue; and
- Central Subzone: All other parcels in the balance of the AINR.

These subzones are further discussed in Section VIII, Redevelopment Area Structure, in this Redevelopment Plan; however, each zone has a mix of permitted principal uses, conditional principal uses, accessory uses, and uses that may exist as either principal or accessory uses, as shown in the Permitted Land Use chart in Section IX.C of this Redevelopment Plan.



Map 3: Redevelopment Area depicted in red.

2. The building height and front yard setback standards in the Redevelopment Plan are regulated separately from the subzones or land uses, and are instead based on (in the case of building heights) the physical relationship between the AINR and surrounding neighborhoods and (in the case of front yard setbacks) the characteristics and conditions unique to the roads in and around the AINR, as depicted in **Maps 13 and 14** as opposed to the bulk standards at Section IX.E.
3. All other bulk standards -- including lot sizes, coverages, side yard setbacks, and rear yard setbacks, but not including parking and building design standards -- are regulated based on the uses permitted in the AINR.

Therefore, in order to determine the regulations controlling what can be built on a certain property, the following steps would typically need to be followed:

1. Determine which subzone the property is located in;
2. Determine whether the particular use is permitted in the applicable subzone;
3. If the use is conditionally permitted, view the conditions relating to the particular use;
4. View the bulk standards applicable to the particular use. If the use is conditional in the applicable subzone, the standards for conditional uses at Section IX.D of the Redevelopment Plan supersede applicable general bulk standards for that use;
5. View the height limits applicable to the particular property based on **Map 13**;
6. View the front yard setbacks applicable to the portion of the street(s) on which the property fronts based on **Map 14**; and
7. View the building design, landscape, parking, and streetscape standards that apply generally to the entire Redevelopment Area.

I. BACKGROUND INFORMATION:

The City of Hackensack is in the midst of a renaissance. Since 2009, the City has taken significant steps in implementing and adopting new zoning through the creation of Rehabilitation Plans relating to the City's Downtown and the areas surrounding the Hackensack Meridian Health (HMH) Campus, which provide a clear vision to transform the City into a mixed use, pedestrian friendly environment.

The Rehabilitation Plans promote many of the goals and objectives of the 2001 Master Plan including:

1. Smart growth principles by creating zoning which increases development flexibility, shared parking and promotes mixed-use, pedestrian friendly development;
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 housing options to encourage walkability;
4. Redevelopment and rehabilitation through architectural, neighborhood design standards that ensure high quality development;
6. Strategies which include municipal tools and mechanisms to promote revitalization; and
7. Expansion of the Hackensack Meridian Health campus and related businesses.

In only a short period of time, since the adoption of the plan, the City has begun to see the benefits of these strategies. For the first time in over thirty years, significant residential development is under construction in the City. In addition, the City has seen a wave of developer interest with 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 development. The City has two New Jersey Transit Stations on routes that connect to Hoboken, as well as the regional New Jersey Bus Station that provides direct access throughout the County and to New York City. The City 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 Hackensack Meridian Health 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 the City of Hackensack, the properties that are subject to this Redevelopment Plan were designated as an area in need of rehabilitation. As a continuation of that process, the City has put together this redevelopment plan for development that would complement and support the goals and objectives of the downtown rehabilitation plan and the 2001 Master Plan.

II. INTRODUCTION:

BASIS FOR THE PLAN:

This Redevelopment Plan has been prepared for an area that was previously designated as an area in need of rehabilitation without condemnation, which included Blocks 223, 225, 226.01, 226.02, 227, 228, 229, 230, 232, 233, 235, 236, and 237.

The Governing Body for the City of Hackensack requested the Planning Board conduct an investigation study to determine if the Block and Lots met the criteria as an area in need of rehabilitation (Resolution No. 325-18, August 2018). On September 12th, 2018 DMR Architects conducted a public presentation to the Planning Board and recommended the Governing Body determine by Resolution No. 376-18 that the properties qualified as an “area in need of rehabilitation” without condemnation in accordance with the criteria specified in the New Jersey Local Redevelopment and Housing Law (LRHL) at N.J.S.A. 40A:12A-14.



Map 4: Hospital Area in Need of Rehabilitation

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.

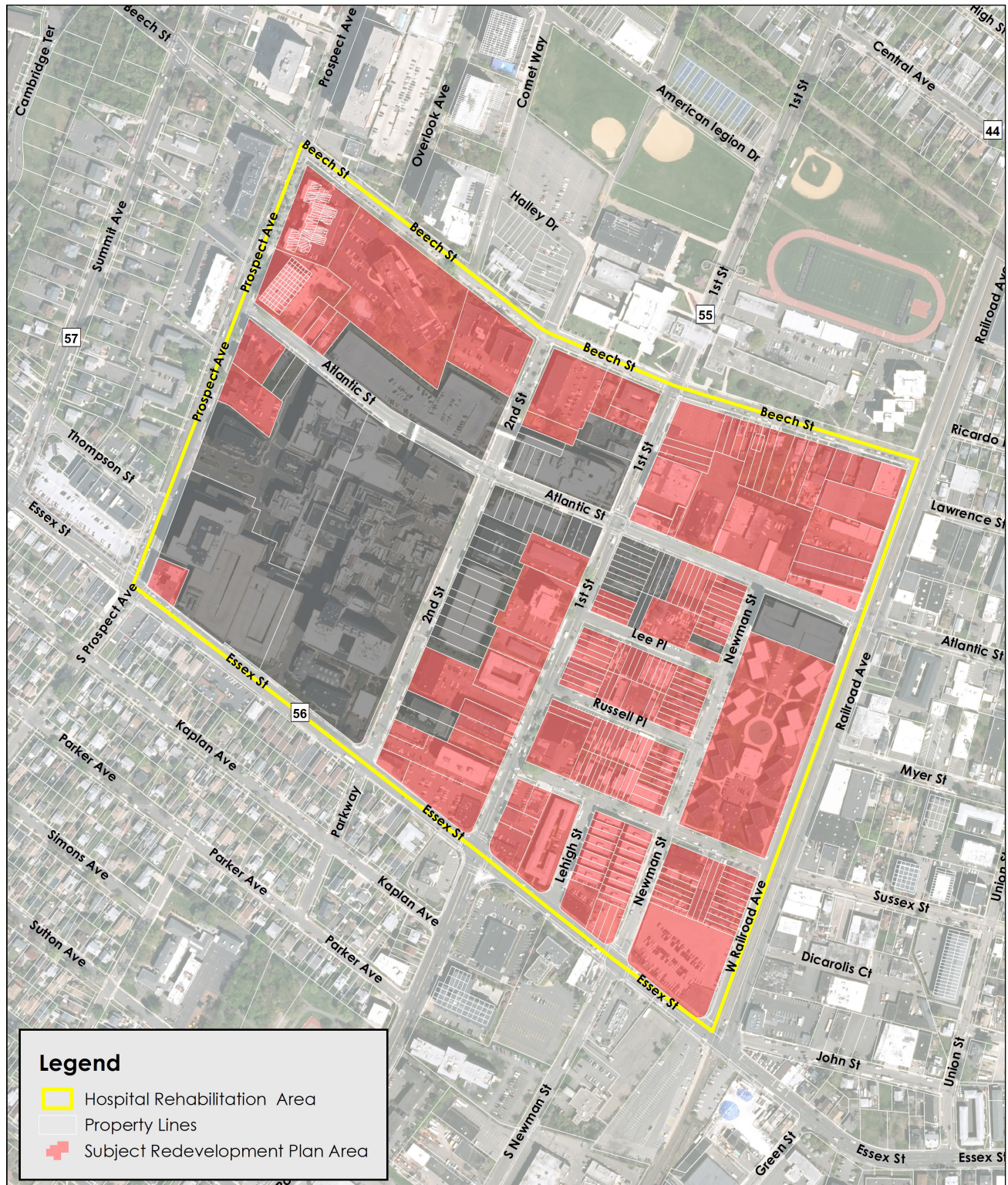
PROPERTY INFORMATION:

The Redevelopment Plan consists of Area of Investigation consists of 346 lots on 11 blocks and is located in the southern part of the City of Hackensack. The Redevelopment Plan consist of the following block and lots:

- Block: 223, Lots: 1 to 7 and 11 to 24;
- Block: 226.01, Lots: 1.01 to 1.04 and 3;
- Block: 226.02, Lots: 1 to 15 and 19 to 27;
- Block: 227, Lots: 1 to 32;
- Block: 228, Lots: 1 to 3, 6, 9 to 30, and 40 to 49;
- Block: 229, Lots: 1, 11 to 14, 28 to 43, 46;
- Block: 230, Lots: 1, 3.01 to 7, 12 to 19, 21 to 30;
- Block: 232, Lots: 1.01, 1.02, 26, 28 to 31, 33, 47, 49, 55;
- Block: 233, Lots: 1, 2, 7.01, 7.02, 9;
- Block: 236, Lots: 6, 18, 36.01;
- Block: 237, Lots: 1.01-1.04, 2, 2.02, 4.01.

The street boundaries for the Redevelopment Area are Essex Street to the south, Prospect Avenue to the west, Beech Street to the north and Railroad Avenue to the east.

The Redevelopment Plan area overlaps with five (5) separate zoning districts including: Health Care Services (HCS), Office (O), Manufacturing (M-1), and High Density Residential (R-3), and Medium Density Residential (R-3B).



Map 5: Redevelopment Area depicted in red.

III. EXISTING ZONING:

HCS DISTRICT:

Permitted Principal Uses:

No building or premises shall be erected, altered or used except for uses designated for each district as follows:

- Hospitals and medical centers providing primary health care services for the diagnosis, care and treatment of human patients.
- Offices of physicians, dentists, surgeons, chiropractors, ophthalmologists and other licensed practitioners of the healing arts, but not including veterinarian services.
- Medical and dental laboratories and research facilities.
- Facilities for the education and training of hospital personnel, including but not limited to interns, hospital residents, nurses, technicians and orderlies.
- Convalescent or nursing homes and life care facilities
- Any principal use permitted in the R-3B medium density multifamily residential and office zone.
- Municipal, county, state or federal governmental buildings, library, park or recreational facility, firehouse.
- Public and private day schools.

Accessory Uses:

Any of the following accessory uses may be permitted when used in conjunction with a permitted principal use

- Uses customarily and/or associated with the operation and admin. of the principal use.
- Accessory uses customarily and/or associated with the operation and administration of principal uses identified in the R-3B zone.
- Gift or flower shops; cafeteria, restaurant or

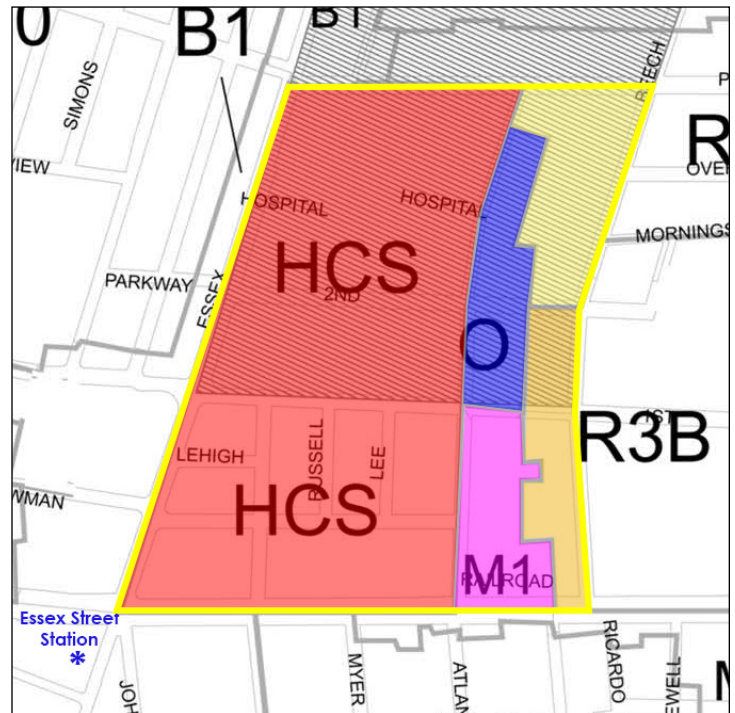


Image 1. Existing Zoning Map

Area, Yard and Bulk Regulations

	Hospital, Medical Center, Hospital Training Facility	Medical Offices	R-3B Uses
Min. Lot Size (sq. ft.)	650,000	20,000	See Area, Yard and Bulk Regulations for R- 3B Zone District
Min. Lot Width(ft.)	500	100	See Area, Yard and Bulk Regulations for R- 3B Zone District
Min. Front Yard (ft.)	½ building height	25	See Area, Yard and Bulk Regulations for R- 3B Zone District
Min. Side Yard (ft.)			
Interior	25	0	See Area, Yard and Bulk Regulations for R- 3B Zone District
Secondary Streets	25	25	
Min. Rear Yard (ft.)	0	25	See Area, Yard and Bulk Regulations for R- 3B Zone District
Max. Height (stories/ft.)	10/120	3/40	See Area, Yard and Bulk Regulations for R- 3B Zone District
Max. Lot Coverage (%)	80	50	See Area, Yard and Bulk Regulations for R- 3B Zone District
Min. Lot Area per Dwelling Unit (sq. ft.)	0	0	See Area, Yard and Bulk Regulations for R- 3B Zone District

Image 2. Existing Zoning Table

snack bars; pharmacy, provided said use or uses are associated with a hospital or medical center and maintains no exterior entrances or exits to the outside building.

- Off-Street parking lots, garages, and /or structures associated with the principal permitted or conditional use on the site and in accordance with Article X (Off-Street Parking) of this Ordinance. Off-street parking lots, garages and/or structures associated with a hospital or medical center may be constructed within the HCS zone provided that said facility is located no further than 1,500 feet from the principal campus.
- Signs
- Fences

Conditional Uses:

The following conditional uses are permitted within the health care services district (HCS) subject to area, yard and bulk regulations and other controls identified in the conditional use regulations of this ordinance.

- Community Residence for the developmentally disabled and community shelters for victims of domestic violence.
- Houses of worship, rectory, parish house.

O 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:

- Office building or office use, including business, professional and governmental office uses.
- Bank or trust company or savings and loan institution, except drive-in facilities
- Restaurants
- Municipal, county, state or federal building, park or recreation facility

Accessory Use

Any of the following accessory uses may be permitted when used in conjunction with a permitted principal use.

- Any accessory use permitted in the UN District under the same terms and conditions.

Conditional Uses

The following conditional uses are permitted in within the office (O) district subject to the area, yard and bulk regulations and other controls identified in the conditional use regulations of this ordinance.

- House of worship, rectory, parish house

Area, Yard and Bulk Regulations (O)

Min. Lot Size (Sq. Ft.)	20,000
Min. Lot Width(Ft.)	100

Min. Front Yard (Ft..)	25
Min. Side Yard, Interior (Ft..)	15
Min. Side Yard, Secondary Streets (Ft..)	15
Min. Rear Yard (Ft..)	40
Max. Height (Stories/Ft.)	5/60
Max. Lot Coverage (%)	30
Min. Lot Area Per Dwelling Unit (Sq. Ft.)	---
Min. Height Ratio, Front	---
Min. Height Ratio, Side	---
Min. Height Ratio, Side	---

R-3 DISTRICT:

Permitted Principal Uses

No building or premises shall be erected, altered or used except for uses designated for each district as follows:

- All uses permitted in the R-50 district.
- Multifamily Dwellings
- Professional offices in multifamily dwellings meeting the requirements of Section 175-6.6G.

Accessory Uses

Any of the following accessory uses may be permitted in conjunction with a permitted principal use

- Any accessory use permitted in the R-3B zone under the same terms and conditions.

Conditional Uses

The following conditional uses are permitted within the R-3 district subject to area, yard and bulk regulations and other controls identified in the conditional use regulations of this ordinance.

- Any conditional use permitted in the R-3B zone under the same terms and conditions.

Area, Yard and Bulk Regulations (R-3)

	Single Family	Multi-Family	Nonresidential
Min Lot Size (Sq. Ft..)	7,500	30,000	30,000
Min. Lot With Width (Ft..)	75	125	125
Min. Front Yard (Ft..)	40	40	40
Min. Side Yard, Interior (Ft..)	10	15	15
Min. Side Yard Secondary Streets (Ft..)	20	20	20
Min. Rear Yard (Ft..)	20	20	20
Max. Height (Stories/Ft.)	2.5/35	30/max-280	30/max-280
Max. Coverage (%)	25	30	30
Min. Lot Area Per Dwelling Unit (Sq. Ft..)	0	525	0
Min. Height Ratio, Front	0	4:01	4:01
Min. Height Ratio, Rear	0	0	0
Min. Height Rear, Side	0	4:01	4:01

R-3B DISTRICT:**Permitted Principal Uses**

No building or premises shall be erected, altered or used except for uses designated for each district as follows:

- All uses permitted in the R-3A district.
- Professional and business office buildings.

Accessory Uses

Any of the following accessory uses may be permitted in conjunction with a permitted principal use

- Any accessory use permitted in the R-3A zone under the same terms and conditions.

Conditional Uses

The following conditional uses are permitted within the R-3B district subject to area, yard and bulk regulations and other controls identified in the conditional use regulations of this ordinance.

- Any conditional use permitted in the R-3A zone under the same terms and conditions.
- Nursing, rest and convalescent homes

Area, Yard and Bulk Regulations (R-3B)

	Single Family	Multi-Family (≤ 2 Stories)	Nonresidential (> 2 Stories)
Min. Lot Size (Sq. Ft..)	5,000	15,000	20,000
Min. Lot With Width (Ft..)	50	100	100
Min. Front Yard (Ft..)	25	25	25
Min. Side Yard, Interior (Ft..)	7.5	15	15
Min. Side Yard Secondary Streets (Ft..)	15	15	15
Min. Rear Yard (Ft..)	20	15	15
Max. Height (Stories/Ft.)	2.5/35	3/38	-/55
Max. Coverage (%)	30	30	30
Min. Lot Area Per Dwelling Unit (Sq. Ft..)	x	1,500	871
Min. Height Ratio, Front	x	x	x
Min. Height Ratio, Rear	x	x	x
Min. Height Rear, Side	x	x	x

M-1 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:

- Bank or trust company or savings and loan institution, except drive-in facilities
- Business or vocational school
- Club, lodge, meeting hall or social recreation building
- Contracting business, including building and yards for air conditioning, heating, sheet and metal, aluminum, windows and glass and similar items
- General manufacturing plant or establishment for processing, fabricating or assembly, provided that

there is no resulting noxious or offensive odor, dust, smoke, gas, noise, vibration, heat, vapor or glare beyond the boundary line of the lot on which use is located, and provided further that such use is not expressly prohibited by this chapter.

- Municipal, county, state or federal building, park or recreation facility
- Office building or office use
- Printing and publishing, engraving
- Public utility building or structure other than gas manufacturing plant
- Repair and service of appliances, furniture and other home and office articles except public garages.
- Research lab, provided that the proposed use or product is not expressly prohibited by this chapter.
- Retail sales of products manufactured or stored on the premises, provided that not more than 20% of the floor area of the building is used for retail sales and provided that off-street parking requirements of this chapter are complied with.
- Shop of a plumber, electrician, carpenter or similar tradesman
- Warehouse except as expressly prohibited by this chapter.
- Wholesale business.

Accessory Use

Any of the following accessory uses may be permitted when used in conjunction with a permitted principal use.

- Any accessory use permitted in the B-3 District under the same terms and conditions.
- The parking, storing or garaging of commercial motor vehicles except those specifically prohibited by this chapter, provided that such vehicles are not located in any front yard and such outdoor storage is screened from the view of adjacent streets and residential districts.

Conditional Uses

The following conditional uses are permitted in the manufacturing (M-1) district subject to the 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-3 District, except amusement machine complex, pool hall or billiard hall, psychic reading studio, live entertainment.
- House of worship, rectory, parish house
- Rental agency for automobiles, trucks and construction equipment.
- Telecommunication Towers

IV. 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 or Rehabilitation 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.

V. DEFINITIONS:

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

AIR RIGHTS: Development rights above the surface of a property, privately or publicly owned. If above public property or space, a lease agreement must be executed between the City of Hackensack and private development interests prior to the exercising of any air rights above a property. Air rights shall always be developed by or for the beneficial use of the owner of a private parcel adjacent to the air rights parcel. Air-right parcels, by definition, have no-setback requirements, although air right parcels have building height limitations pursuant to applicable zone regulations. Permitted uses and the amount of development permissible within an air right parcel shall be established by the Zoning Ordinance of the City of Hackensack.

BIOTECHNOLOGY / LIFE SCIENCE: Any combination of research, testing, office, and manufacturing space dedicated to technologies and science primarily related to the medical, pharmaceutical, educational, and related fields.

BREWERY/DISTILLERY: A business that produces alcoholic beverages for off-site distribution and for consumption or tasting on-site in compliance with all applicable local, state, and federal laws.

BUILDING HEIGHT: The vertical distance of a building measured from the average elevation of the finished grade at a point six (6) feet from the foundation of the structure to the highest roof beams of a flat roof or the mean level of the highest gable or slope of a hip roof.

BUILDING LINE: A line colinear to and including the front building wall closest to the street.

COMMERCIAL SERVICES: Any establishment providing a service to the public at large for a fee, including but not limited to the following: offices for finance, insurance, real estate or travel services; personal grooming, garment and footwear repair and alteration services; pet training, boarding, or grooming except where provided in a retail store setting; business services; recreation services; specialized skills training, such as dance, martial arts, fitness training or bartending schools.

DAY CARE / CHILD CARE / NURSERY: A facility licensed by the NJ Department of Human Services and meeting the definition of a Child Care Center as may be found at N.J.S.A. 30-5B.3.b.

DAY SCHOOL, PUBLIC OR PRIVATE: Any school dedicated to educating students in grades up through twelfth (12th) grade, where students receive instruction during the day and return to their homes in the afternoon/evening.

CONVENTION / CONFERENCE SPACE: A facility or portion thereof used for conferences, conventions, and seminars with accommodations for sleeping, eating, recreation, entertainment, resource facilities, meeting rooms, retail stores and services for guest use, and other accessory uses as may be appropriate.

FRONT YARD SETBACK: The distance measured from the back of curb to the building.

HEALTH CARE FACILITY: A facility, institution, or medical center, whether public or private, principally engaged in providing services for health maintenance, diagnosis or treatment of human disease, pain, injury, deformity or physical condition, including, but not limited to, a general hospital, special hospital,

public health center, diagnostic center, treatment center, physical therapy and rehabilitation , extended care facility, skilled nursing home, nursing home, intermediate care facility, tuberculosis hospital, chronic disease hospital, maternity hospital, outpatient clinic, dispensary, home health care agency, home for sheltered care, and bioanalytical laboratory or central services facility serving one or more such institutions but excluding institutions that provide healing solely by prayer, and excluding inpatient or outpatient rehabilitation or treatment centers for substance abuse, alcohol abuse, or behavioral and mental disorders.

HIGHER EDUCATION MEDICAL SCHOOL FACILITY: Facilities dedicated to education for the purposes of obtaining undergraduate or graduate degrees accredited by a licensed organization and recognized by the State of New Jersey.

HOSPITAL AND MEDICAL CENTER: An institution providing primary health care services and medical or surgical care to persons, primarily inpatients, suffering from illness, disease, injury, deformity and other abnormal physical or mental conditions and including, as an integral part of the institution, related facilities such as laboratories, outpatient facilities or training facilities. This definition shall exclude psychiatric hospitals and hospitals for the treatment of substance abuse and addiction or alcoholism.

HOTEL: A building consisting of at least two (2) stories above ground level, which building provides sleeping accommodations to the general public and which building contains a central entrance leading to a common lobby. Hotels in the Redevelopment Area shall be permitted to include sleeping rooms attached to other sleeping rooms or to common areas in suites.

OFFICE, BUSINESS: The office of any business which does not fit the definition of a commercial service or a medical or professional office.

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

OFFICE, PROFESSIONAL: The office of a member of a recognized professional maintained for the conduct of that profession and holding a license issued by the state, identified in N.J.S.A. 45:1-3.1.

PARKING STRUCTURE / STRUCTURED PARKING: A building or structure consisting of more than one level and used to store motor vehicles.

PARKING, SURFACE: An off-street, ground-level open area that provides temporary storage for motor vehicles, which is accessed by driveways connecting to a public street.

POST-SECONDARY EDUCATION: Any school / educational institution other than a Higher Education Medical School Facility dedicated to education for the purposes of obtaining undergraduate or graduate degrees

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 this Rehabilitation Plan, all in accordance with the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq.

RESTAURANT: An indoor establishment where beverages and foods are prepared and served on the premises for consumption either on or off-site. Excludes food trucks and drive-through service.

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

STREET, PRIMARY: The public right-of-way from which the principal entry to a site or building occurs, or the street with the greatest traffic volume, as is most appropriate.

STREET, SECONDARY: On a corner lot, the public right-of-way from which limited or the least volume of persons or vehicles entering a building or site occurs, or the street with the least traffic volume, as is most appropriate.

TRAINING FACILITY: Flexible and technologically-advanced learning environments that accommodate specific space and equipment needs of the training program and curriculum integrated within the Hospital and Medical Center.

VI. MASTER PLAN GOALS:

The following is a list of the goals identified in the 2001 Master Plan and 2009 Re-examination Report which relate to the redevelopment area:

1. To promote and take advantage of the physical relationship of the downtown to the County Complex, Bergen Community College, Fairleigh Dickinson University and Hackensack Meridian Health;
2. To promote the principles of sustainable design for individual buildings and for the City as a whole;
3. 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;
4. 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;
5. 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;
6. 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;
7. 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;

VII. REDEVELOPMENT PLAN GOALS:

The following is a list of the goals identified for this Redevelopment Plan:

1. To facilitate the improvement of the HMM Campus recognizing that the spatial needs of health care providers have expanded over the years;
2. To insure Hackensack residents and visitors continue to have access to world class health care, thereby improving residents' health and public safety opportunities;
3. To ensure improvements to the medical center continue the harmonious relationship with and between the surrounding neighborhoods;
4. To recognize health care providers make positive contributions to the City in multiple ways such as creating a need and demand for medical and affiliated office space, by creating a wide range of medical jobs, many of them paying high wages, by creating spill over economic advantages captured throughout the City such as restaurants, gift shops, florists and similar economic opportunities;
5. To promote the principles of sustainable design for individual buildings and the City as a whole;
6. Promote the comprehensive health care services and continued economic development associated with Hackensack Meridian Health;
7. Foster the efficient utilization of land resources;
8. Foster the growth of a diverse employment center near major transportation assets (i.e. highways and rail stations) and the expanding HMM campus;

9. Create both temporary construction and permanent health care jobs through the rejuvenation of the medical center campus;
10. Create for the mutual benefit of Hackensack taxpayers and the medical center, air right parcels which represent a new and innovative source of funds to the benefit of the City and adjacent property owner.

VIII. REDEVELOPMENT AREA STRUCTURE

This Redevelopment Plan divides the redevelopment area into three sub-zones, each having its own set of permitted uses. The sub-zones, which are described below, shall supersede the standards of the existing zoning for the properties encompassed in this Redevelopment Plan except where otherwise stated:

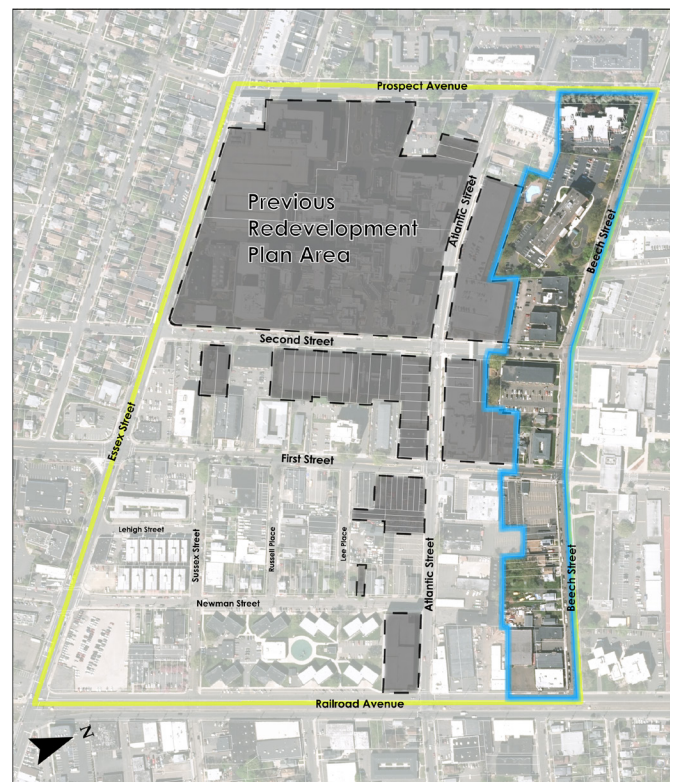
SUB-ZONE AREAS:

Beech Street Sub-zone:

This sub-zone consists of properties fronting Beech Street extending from Prospect Avenue to Railroad Avenue, well as contiguous lots fronting on the north-south oriented roads in between. The properties comprising this subzone includes a number of multi-family residential towers and complexes with buildings as tall as 12 stories, which are across Beech Street from Hackensack High School and apartment buildings as tall as 21 stories. It also includes single-family dwellings and industrial uses near the corner of Beech Street and Railroad Avenue

The properties include the following Block and Lots:
Block 230, Lots 4 through 7, 12 through 19, 21 through 25
- Block 233, Lots 1, 2, 7.01, 7.02, 9 - Block 237, Lots, 2, 2.02, 4.01.

The intent of this subzone is to permit multi-family dwellings and limited non-residential uses in a manner that respects and enhances the character of the established residential neighborhood around Beech Street while promoting a safe environment for students of the High School, and limits the intensity of development to prevent the exacerbation of traffic congestion that threatens to deteriorate the area's livability.



Map 6: Beech Street Sub-zone Map

Essex Street Sub-zone:

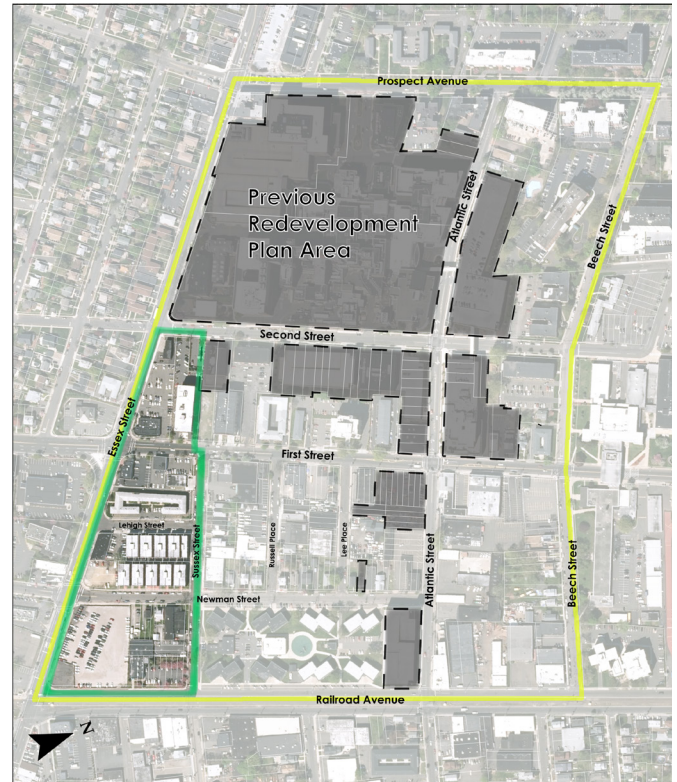
This sub-zone is enveloped by Railroad Avenue, Second Street, Essex Street, and Sussex Street, and consists of a mixture of residential, retail, and other commercial uses on Block 223, All Lots - Block 226.02, All Lots - Block 226.01, All Lots - Block 232, Lots 1.01, 1.02, 3 & 33.

The eastern most portion of this sub-zone is located across the street from the N.J. Transit Essex Street Rail Station, which has been identified in the 2019 Re-examination Study as an area for future job growth with an emphasis on biotechnology, life science laboratory and research as well as STEM. Additionally, the intersection of Essex Street and Polifly Road in the middle of the sub-zone represents an important gateway into the City, providing access from the I-80 and NJ-17 highways.

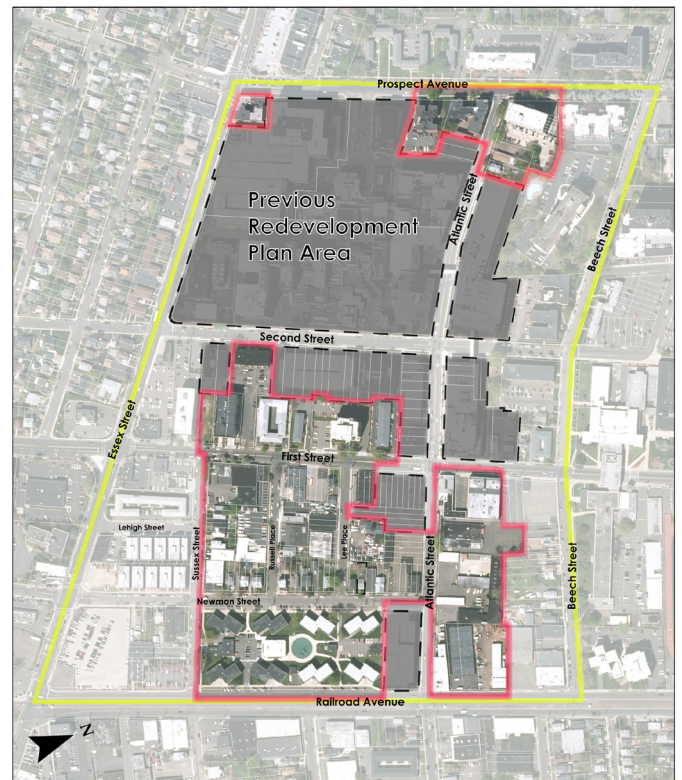
The purpose of this sub-zone, therefore, is to function as a gateway district for a mixture of housing, jobs, shopping, and services that take advantage of access to regional rail and frontage on corridors of regional importance. Generally, as one of the first areas a visitor from these corridors will see, it is important that the district reflects positively on the City.

Central Sub-zone:

This sub-zone includes the balance of properties in the Rehabilitation Area, which are Block 225, Lot 1 - Block 227, All Lots - Block 228, All Lots - Block 229, Lots 1, 11 through 14, 28 through 44, 46 - Block 230, Lots 1, 3.01 through 3.04, 26 through 30 - Block 232, Lots 26, 28 through 31, 47, 49, 55 - Block 236, Lots 6, 18, 36.01 - Block 237, 1.01 through 1.04. These properties are ideal for varying intensities of non-residential development, as they are in close proximity to the HMH campus and Railroad Avenue (which is not ideal for frontage by residential uses) and are generally separated from residential uses surrounding the AINR. In order to avoid the risk of conflicts between residents and the nature of non-residential development that is desirable in this area (including laboratories and uses that generate high vehicular traffic), the subzone will not permit new residential development.

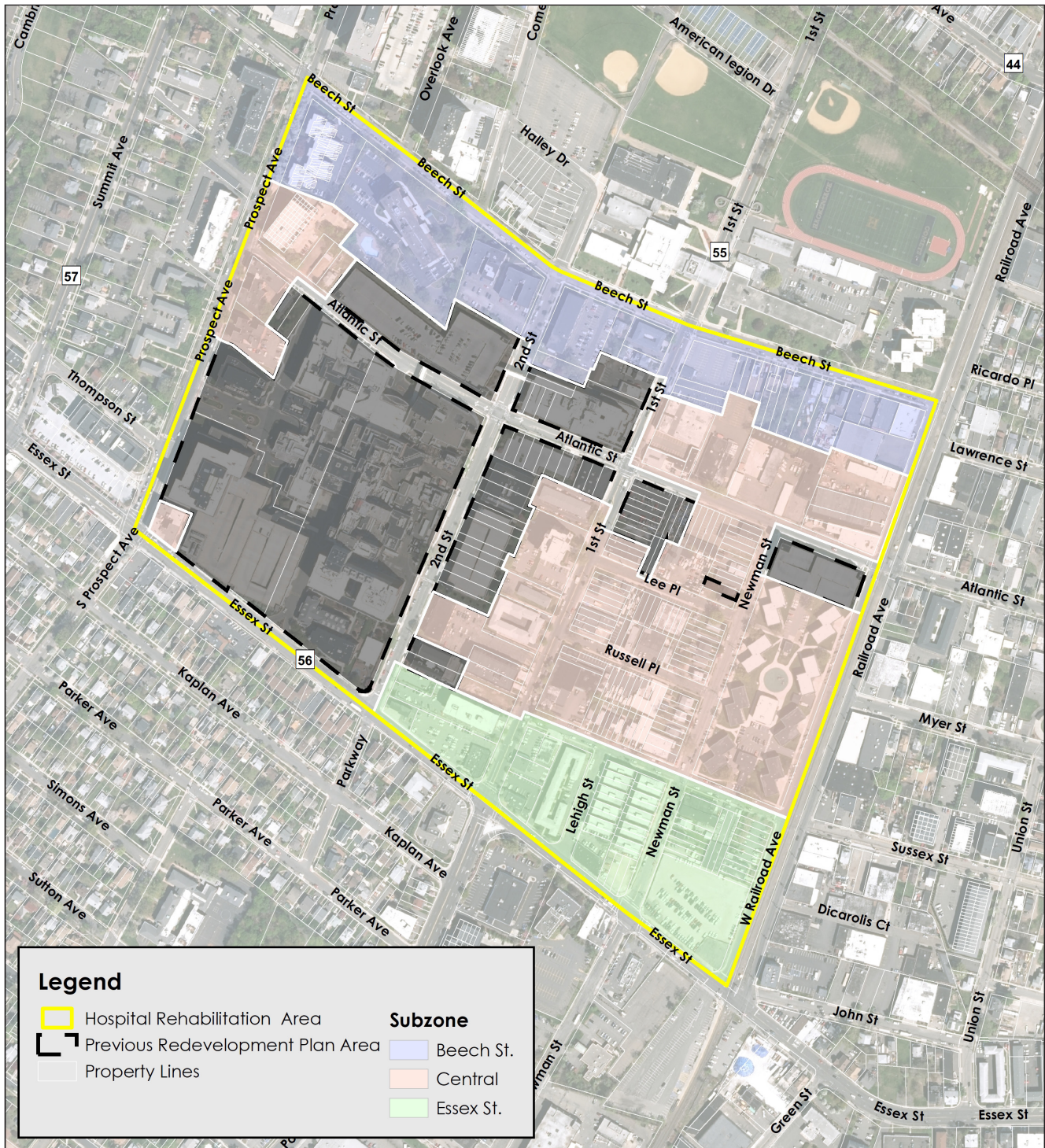


Map 7: Essex Street Sub-zone Map

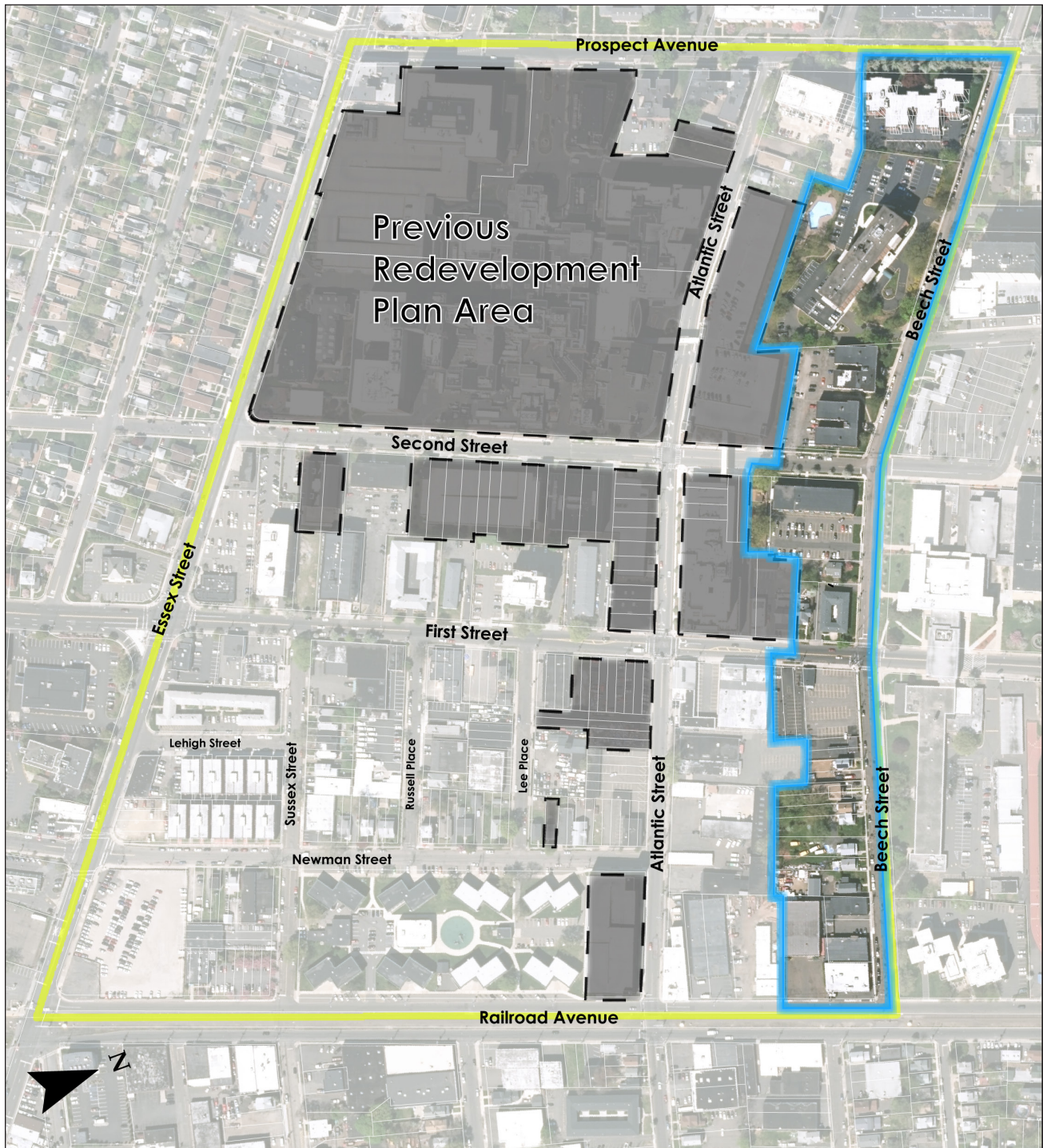


Map 8: Central Sub-zone Map

REDEVELOPMENT AREA STRUCTURE

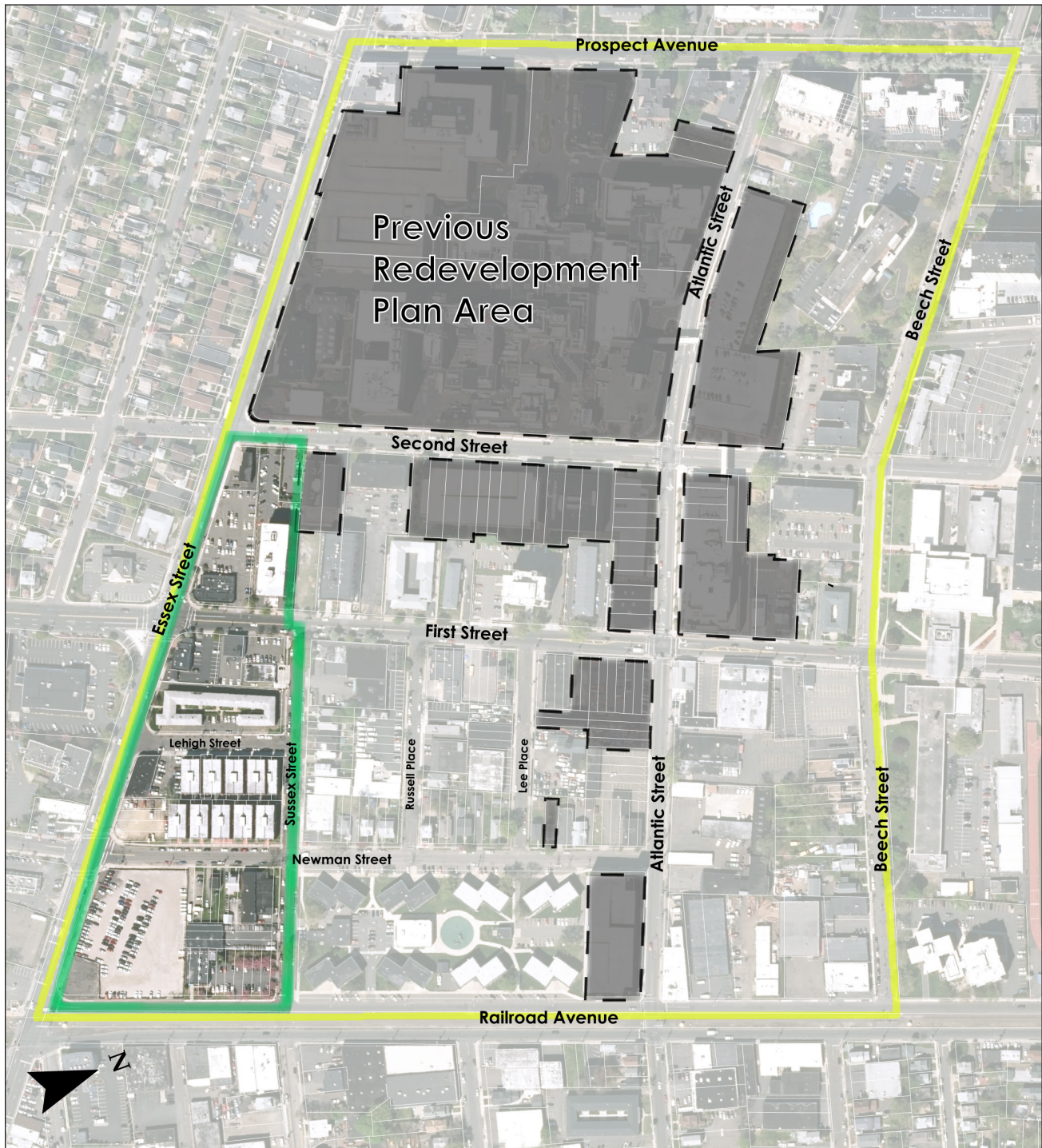


Map 9: All Sub-zone Map

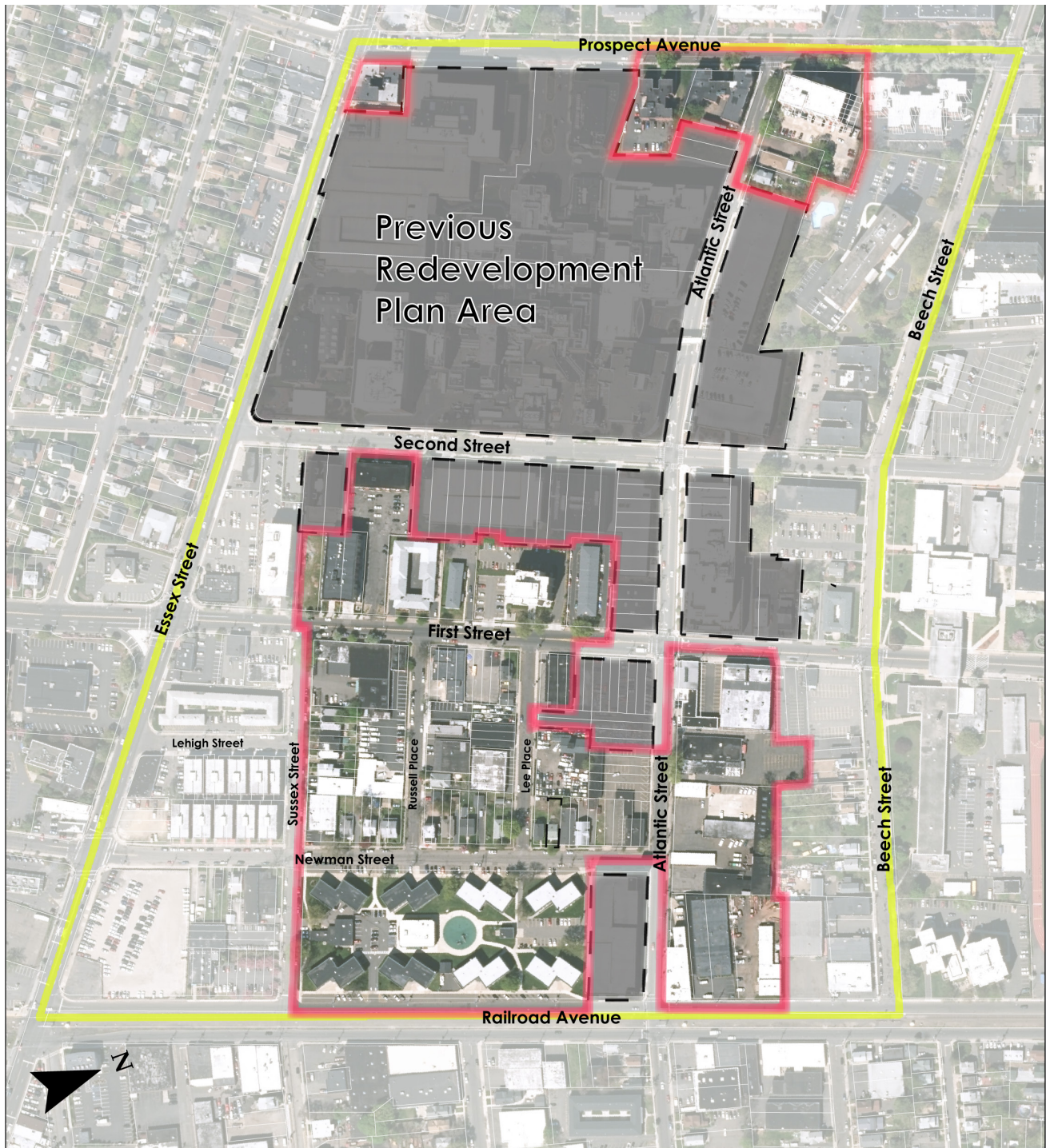


Map 10: Beech Street Sub-zone Map

REDEVELOPMENT AREA STRUCTURE



Map 11: Essex Street Sub-zone Map



Map 12: Central Sub-zone Map

IX. USE AND BULK REQUIREMENTS

A. PERMITTED LAND USES:

1. The Permitted Land Use Chart and the Accessory and Conditional Land Uses in items B, C, and D of this Section IX list the uses permitted in the Redevelopment Plan for this Rehabilitation Area.
 - a. Any use not identified as a Permitted, Accessory or Conditional Use is prohibited in the Rehabilitation Area; except that
 - b. Any use that is clearly accessory and incidental to a principal use which is not listed in the Permitted Land Use Chart shall be a permitted accessory use.
2. All uses with the exception of houses of worship and public and private schools shall be permitted on the same property as any other non-residential use permitted in the same subzone.
3. Existing nonconforming uses or structures are permitted to continue as per N.J.S.A. 40:55D-68.

B. ACCESSORY LAND USES:

1. **Accessory Structures:** Accessory structures shall comply in all respects with the requirements of this Redevelopment Plan applicable to the principal structure.
 - a. No portion of an accessory structure shall include living quarters except that parking structures as an accessory use may contain residential over the structure;
 - b. 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.
 - c. In no event shall the height of an accessory structure exceed the height of the principal building.
 - d. Signs shall comply with the applicable standards of this redevelopment plan and the City's zoning ordinance;
 - e. Fences and walls shall comply with the applicable standards of this redevelopment plan and the City's zoning ordinance.
2. **Accessory Uses:**
 - a. Structured parking in the Central and Essex Sub-zones shall be subject to the applicable standards in Section IX.D, "Conditional Uses", of this Redevelopment Plan;
 - b. Hotels may include the accessory uses permitted at § 175-7.3 of the City's code in addition to any uses permitted in hotel buildings in Section IX of this Redevelopment Plan.
 - c. Automated Teller Machines (ATMs) may be an accessory use in a nonresidential or mixed-use building, but never in a residential-only building.

C. PERMITTED LAND USE CHART:

1. **Legend:**
 - P = Permitted Principal
 - C = Conditionally Permitted
 - A = Accessory to a principal use
 - Blank = Prohibited.
 - x / A = Permitted as principal/conditional use or as accessory to permitted principal use

Use	Sub-zone		
	Essex	Central	Beech
Animal hospital	P	P	P
Automated teller machines (ATMs)	A	A	A
Banks and financial institutions, except for drive through	C	C	P
Biotechnology / life science labs/parks, including incubator space	P	P	
Breweries and distilleries	P	C	
Business / professional offices	P	P	
Commercial services	P	P	P
Convention / conference space in hotels	A	A	
Day care, nursery, child care	A	P/A	P/A
Higher education medical school facility	P	P	
Hospitals/health care facilities providing primary health care services for the diagnosis, care and treatment of human patients.	P	P	
Hotel	P	P	C
House of worship	C	C	C
Indoor and outdoor recreational	P	A	P/A
Medical offices	P	P	P
Multi-family residential	P		P
Nursing homes, residential health care facility, or assisted living facility		P	P
Post secondary education facilities	P	P	
Public transit facilities	P	P	P
Public uses	P	P	P
Public/private day schools	C	C	C
Research lab	P	P	
Restaurants, except drive thru	C	C	P
Retail stores	C	C	P
Self-service package locker, automated concierge	A	A	A
Solar panels, rooftop	A	A	A
Storm-water, sewer, utility and infrastructure improvements	A	C/A	A
Structured parking	A	C	A
Surface parking	A	A	A
In hospitals / health care facilities: entrance lobbies, emergency and operating rooms, patient care rooms, chapels and religious rooms for the exclusive use of health care facilities personal, patients and guests, outpatient care centers, wellness and fitness centers, laboratories and diagnosis centers and associated equipment, sleep laboratories, training facilities, laundry rooms and buildings, office, medical, professional and business offices, community outreach offices, utility and infrastructure services and equipment, environmental sustainability and green building techniques and equipment, research facilities, signs, central utility plant and associated infrastructure, cogeneration plant, emergency generators, food service preparation and cafes.	A	A	

D. CONDITIONAL LAND USES:

1. Higher Education Medical School Facility:

- All density, area, yard and height requirements shall meet the Medical Office standards.

2. Surface / Structured Parking:

- Off-street surface and structured parking maybe located as a stand-alone use under the following conditions
 - Lot(s) shall be owned by a hospital system or affiliated entity wholly owned and operated by a hospital system.
 - Lot(s) / structure(s) shall be located adjacent to the principal use, including properties across a public street or right of way.
 - Parking shall be for users of the hospital use only and shall not provide parking to third party users not associated with the hospital use.
 - Screening standards for surface parking shall be met per the requirements of this plan.

- A freestanding parking structure adjacent to a residential use, or any residential zoning district, shall be designed so that the facade facing the residential use or zone resembles and is consistent in architectural character with a residential or office building. Wheel stops or other barriers should be used within the parking structure to prevent vehicles from damaging the parking structure;

- All ramps shall be internal to the parking structure and shall not be visible from any public street.

- A freestanding parking structure adjacent to a residential use, the Beech Street Sub-zone, or any residential zoning district, shall be designed so that the facade facing the residential use or zone/sub-zone resembles and is consistent in architectural character with a residential or office building in the rehabilitation area. Wheel stops or other barriers should be used within the parking structure to prevent vehicles from damaging the parking structure;

- All ramps shall be internal to the parking structure and shall not be visible from any public street.

3. Public and Private Schools:

- All pick-up and drop-off activity must occur in a dedicated lane separate from the public vehicular right-of-way.

4. Hotels in the Beech Street Sub-zone:

- In the Beech Street Sub-zone, hotels shall be limited to corner lots, and may not face or have vehicular access from Beech Street.
- Hotels must be at least 100 feet from any existing or approved day-school property.
- A distance of at least 50 feet shall be required between a hotel building and any residential building.

5. Breweries and Distilleries in the Central Sub-zone:

- Shall not be located across the street or within 400 feet from an existing primary, intermediate, or secondary school use.

b.

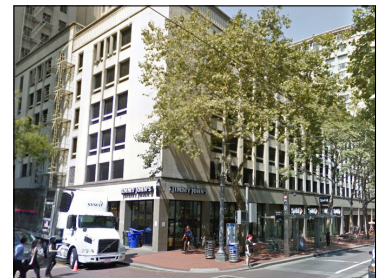


Image 3: Urban garage disguised as an office building



Image 4: Memorial School in Little Ferry with dedicated lane

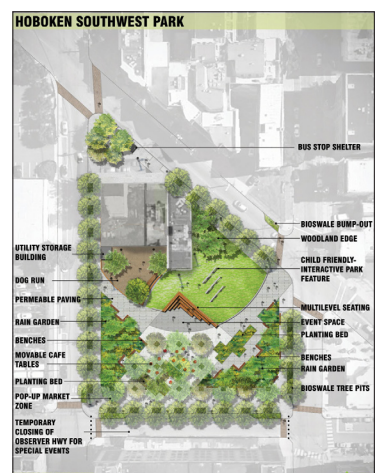


Image 5: Conceptual Hoboken Southwest Resiliency Park

6. House of Worship:

- a. Shall not include on-site dwellings or full-time educational facilities or functions;
- b. Shall comply with § 175-8.5.D, I, J, M, and N;
- c. Shall not exceed two (2) stories in height.

7. Retail Stores, Banks, and Restaurants:

- a. In mixed-use buildings, these uses are only permitted on the ground story or rooftop.

8. Standalone stormwater infrastructure in the Central Sub-zone:

- a. Stormwater infrastructure as a principal use shall be implemented in the form of a resiliency park that is open to the public.

E. DENSITY, AREA, YARD AND HEIGHT REQUIREMENTS:**1. Bulk Standards: The following requirements apply to projects in the Rehabilitation Area of the Redevelopment Plan, with the following exceptions:**

- a. Maximum building heights shall be based upon the applicable height zone into which a particular property falls, as depicted on **Map 13**. No building shall exceed the permitted number of stories or permitted building height (in feet) depicted in that Map.
- b. The minimum front yard setback for any new buildings shall not be less than the setback shown on **Map 14** for the street right-of-way (or section thereof) on which the applicable property has street frontage;
- c. Where the bulk standards in Section IX.D, "Conditional Uses", of this Redevelopment Plan contradict the standards in the **Tables 1A and 1B** or **Maps 13 or 14**, the more restrictive standard shall apply.

Table 1A. Bulk Standards

Bulk Standards	Hospital, Medical Center, Training^{1,2,3,4}	Laboratory Facilities	Medical Office	Hotels
Minimum Tract Size ⁵	650,000 sf	40,000 sf	20,000 sf	20,000 sf
Min. Tract Width	500 ft.	100 ft.	100 ft.	150 ft.
Min. Front Yard	See Map 14			
Min. Side Yard	0 ft.	0 ft.	5 ft.	0 ft., or 50 ft. from Residential Use
Min. Rear Yard	0 ft.	15 ft.	25 ft.	25 ft. or 50 ft. from Residential Use
Maximum Bldg. Height / Stories	See Map 13			
Max. Tract Coverage	90%	80%	50%	70%
Accessory Buildings				
Building/ Structure Height ⁶	35 ft. / 2 st.	24 ft. / 2 st.	35 ft. / 2 st.	25 ft. / 2 st.
Side Yard Setback	0 ft.	0 ft.	0 ft.	10 ft.
Rear Yard Setback	10 ft.	10 ft.	10 ft.	10 ft.
Min. Distance to Principal Bldg.	0 ft.	0 ft.	0 ft.	10 ft.

- 1. Adjacent to secured air rights parcel, building setback is 0 feet to allow ground and upper floor connections between air right parcels and adjacent buildings;
- 2. Tract Coverage is based on the greater of existing tract coverage or the standard shown here;
- 3. Coverage does not include Accessory Bldg.
- 4. Where parking is constructed under the building, tract coverage shall not exceed the greater of the existing coverage or 90%;
- 5. Tract boundaries are limited by streets or other rights of ways with the exception of Air Rights development and within the boundaries of the Rehabilitation Area;
- 6. At or above grade garage structures are subject to the height restrictions of principal buildings;

Table 1B. Bulk Standards

Bulk Standards	Multi-Family Residential	All Other Uses
Minimum Tract Size ⁷	The lesser of 30,000 sf or 2,500 sf per unit.	10,000 sf
Min. Tract Width	125 ft.	50 ft.
Min. Front Yard	See Map 14	
Min. Side Yard	15 ft. (30 ft. combined)	5 ft.
Min. Rear Yard	25 ft.	20 ft.
Maximum Bldg. Height / Stories	See Map 13	
Max. Tract Coverage	70%	70%
Dwelling Units per Acre	50	--
Accessory Buildings		
Building/ Structure Height ⁸	2 st. / 25 ft.	2 st. / 25 ft.
Side Yard Setback	5 ft.	0 ft.
Rear Yard Setback	5 ft.	10 ft.
Min. Distance to Principal Bldg.	20 ft.	10 ft.

7. See Footnote 5

8. See Footnote 6

2. **Recessed Building Height:**

- The seventh through twelfth stories of any building exceeding six stories shall be set back 10 feet from the building line.
- Every subsequent six (6) stories shall be set back 5 feet from the front wall line of the preceding six (6) stories.

3. **Fences and Walls:**

- Maximum Heights:
 - Fences: 8 ft.
 - Retaining Walls: 4 feet, provided sight triangles are not impacted
- Above Grade Setbacks: 0 feet

4. **Rooftops:**

- Parapet walls up to 8 feet above the maximum building height are permitted;
- MEP equipment may cover (in the aggregate) an additional 20% (total 40%) of roof area and not be measured or included in the calculation of roof height;
- Air right parcels in the Redevelopment Area may be developed pursuant to a lease agreement with Hackensack.

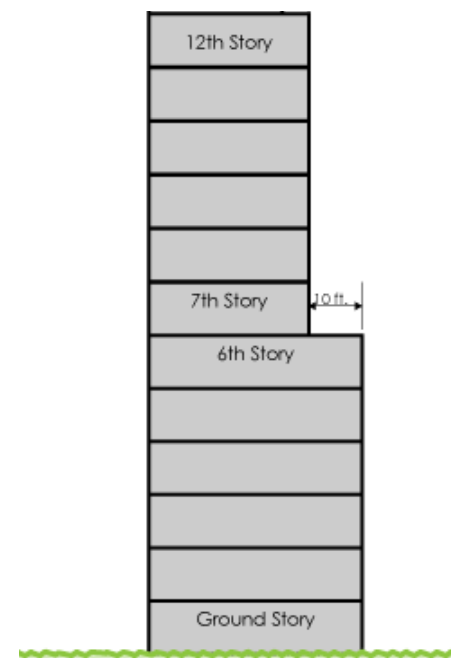
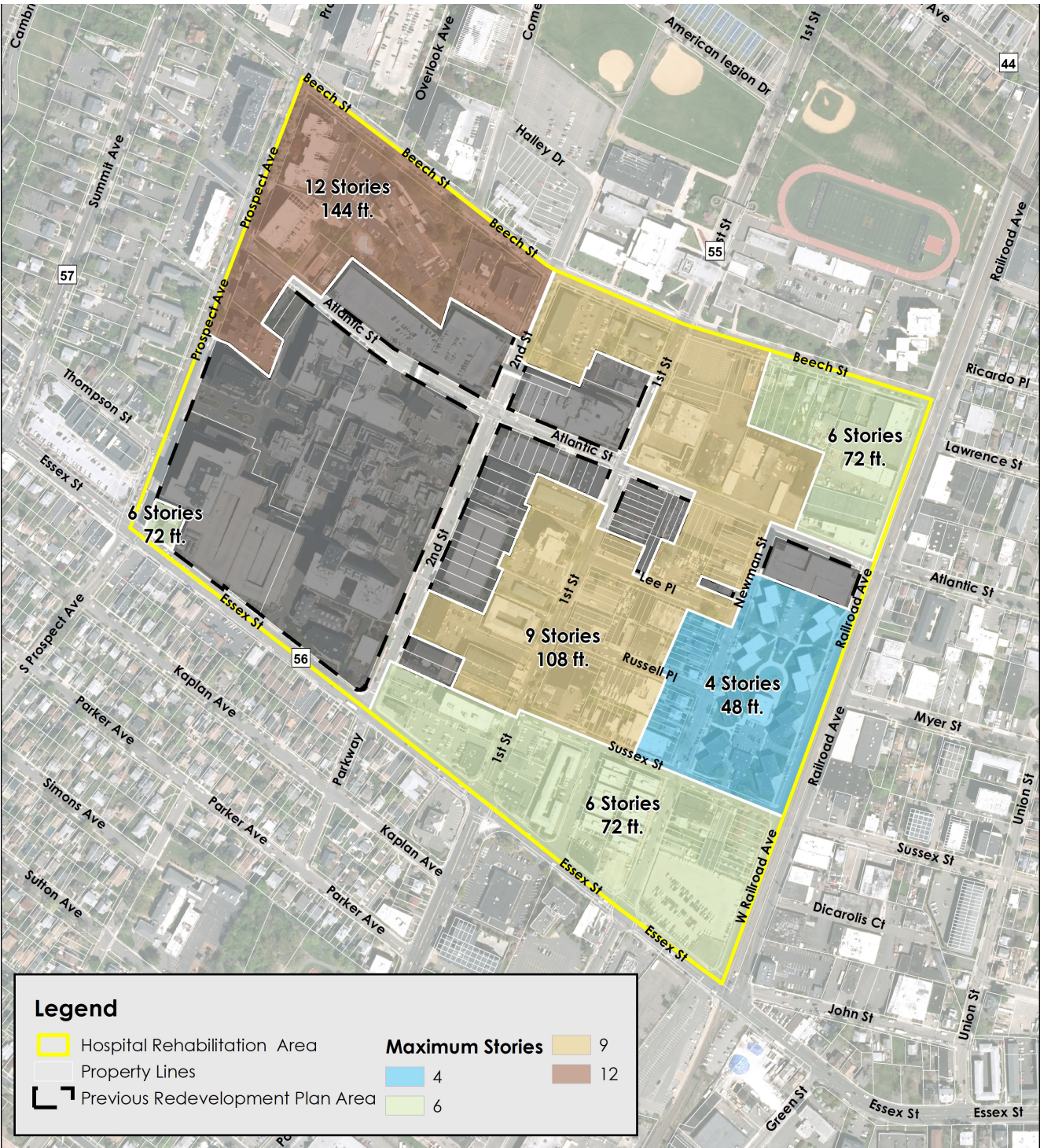
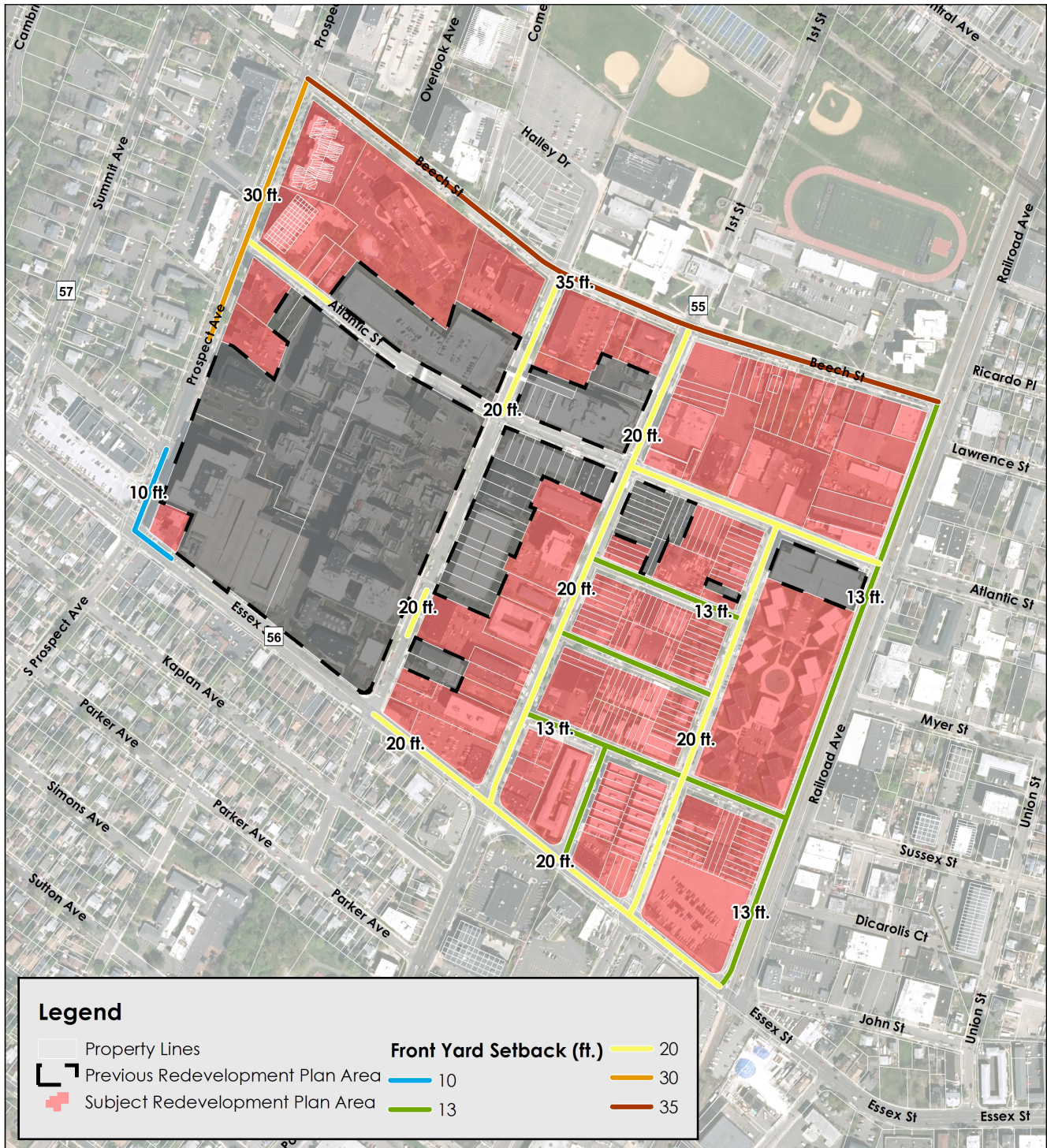


Image 6. Recessed Building Diagram



Map 13. Maximum Building Height Map

USE AND BULK REQUIREMENTS



F. OTHER REQUIREMENTS:

The following will be required by the developer for any site plan application in the Rehabilitation Area.

1. Storm-water and Sewer Separation for New Development:

- a. Any new structure serviced by storm and/or sanitary sewer, regardless of the size, shall require separated storm water and sewer connections.
- b. The following storm water and sewer separation requirements shall be addressed as part of any site plan application for any improvements proposed to the Rehabilitation Area;
 - Any proposed storm water management system will meet Local, County and State requirements. As a specific example, a proposed project will reduce the post storm water peak flows by 50%, 25%, and 20% from the pre-development rates for the 2-year, 10-year, and 100-year storms, respectively.
- c. Any renovation to an existing building that is in excess of 50% of the square footage, shall require storm water and sewer separation;
 - If phased renovations of a building exceed 50% of the square footage within a 5 year period, separation shall be required as part of the phase that exceeds the 50% total;
- d. All development shall provide a storm water and sanitary system designed and installed to allow for the integration of separate storm water and sanitary sewer flows based on recommendations from the City Engineer.

2. Shadow Study:

- a. A shadow study shall be required for any site plan application, that borders property not included in this Rehabilitation Area or as requested by the Planning Board;

3. Traffic Study:

- a. A traffic study shall be provided for any site plan application that requires construction with a proposed structure size of 20,000 sf GFA or greater and shall include all previously approved projects within the affected area as approved by the Planning Board Engineer;

4. Construction Logistics Study:

- a. For any site plan application a construction logistics plan shall be required and shall include at minimum:
 - i. Pedestrian and vehicular control measures provided during construction;
 - ii. Proposed schedule for any closures;
 - iii. Construction vehicle routes to and from the site from adjacent highways.

5. For any requirements not specifically stated in this Redevelopment Plan refer to the City of Hackensack Zoning Ordinance.

G. PARKING STANDARDS:

Parking Standards: Refer to Article X: Off-street Parking, Loading and Performance Standards and Design Criteria: § 175-10.1 Schedule of Off-street Parking Regulations for all parking requirements other than those identified in this Redevelopment Plan

1. Driveway width:

- When a driveway serves two-way traffic, the minimum width of the driveway shall be twenty-four (24) feet, except for angle parking between seventy-six (76) and ninety (90) degrees for standard size spaces which shall be a minimum width of twenty-two (22) feet.
- When a driveway serves one-way traffic, the minimum width shall be 16 feet.
- Driveway and garage openings on structured parking should not exceed 28'-0" and should include traffic calming measures and a change in surface materials where driveways cross the sidewalk to help ensure pedestrian and bicycle safety.

2. Location of Surface Lots:

- Surface parking lots shall not be constructed between the front lot line and the front building line. All surface lots shall be located in the rear yard; however, provided adequate screening, not more than one bay of parking shall be permitted in the side yard.

3. Parking Standards: The standards at § 175-10.1.B shall apply except where superseded by Table 2.

Table 2. Required Parking

Use	Number of Spaces	Per
Multi-family Studio	1.0	Per dwelling unit
Multi-family	1.5 +10%	Per dwelling units For guest parking
Retail:	4	Per 1,000 sf GFA
Restaurant:	8	Per 1,000 sf GFA
Medical Office:	6	Per 1,000 sf GFA
General Office	1	Per 200 sf GFA
Civic, Cultural, Institutional	4	Per 1,000 sf GFA
Assembly	2.5	Per every 10 seats
Hotel	0.75 1	Per room Per employee per shift
Higher Education	3	Per 1,000 sf 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;
- Off-street tandem parking is prohibited, except where valet or attendant parking arrangements are utilized;
- Seasonal outdoor seating areas do not count toward the required parking ratios;

6. Accessory uses do not require parking;
 7. All surface parking shall be screened from public rights-of-way and residential uses or zones
 8. For Civic Uses without seating, the Retail/Commercial parking requirements shall apply;
 9. On-street parking can only be counted toward the retail / commercial use and shall not be permitted to count toward any other proposed uses;
4. **Bicycle Parking:**
- a. Any parking area with fifty (50) parking spaces or more shall provide bicycle parking spaces at a rate of at least 5% of the number of vehicular parking spaces required.
5. **Structured Parking:**
- a. Accessory structured parking shall comply with this section as well as the requirements for parking as a conditional use;
 - b. Accessory structured parking shall be built into or attached to the principal building such that it is not visible from the pedestrian view shed in the public right of way with the exception of driveways or other standard building elements that by their very nature must face the public right-of-way;
 - c. Architectural detail elements should have the same or similar materials and should have the same or similar scale for openings as the residential / commercial building of which it is part.
 - d. For new development, structured parking shall be required in lieu of surface parking where
 - i. A surface parking area having 100% of the required number of parking spaces would exceed 1/3rd of the lot area; and
 - ii. The required number of parking spaces can fit into a parking structure with two or more levels with the second level having at least 75% of the number of spaces on the first levels.
 - iii. Surface parking shall be permitted where the two criteria do not apply.
6. **On-Street Parking:**
- a. On First and Second Avenue, on-street parking spaces shall be tandem style, as illustrated in the diagram at **Image 7**.
 - i. This form of parallel parking aims to reduce traffic disruptions caused by vehicles maneuvering into or out of on-street parking spaces, at the cost of losing on-street parking spaces, by delineating one maneuvering space before and after every two parking spaces.
 - ii. Maneuvering spaces may be as little as 6 feet long where parking spaces are at least 22 feet long and as large as 18 feet where parking spaces are 18 feet long.
 - iii. Maneuvering spaces should be painted with Xs or other indicators to deter drivers from illegally parking in them.

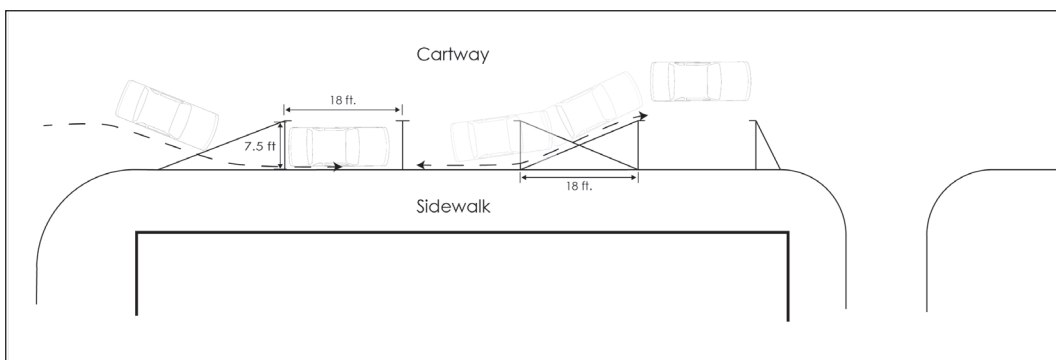


Image 7. Tandem Parallel Parking Illustrative Diagram

7. Shared Off-Street Parking:

- a. A determination of the actual parking requirement for new mixed-use development shall be based upon the shared parking opportunities provided by project. The Applicant shall be required to submit a shared parking analysis as part of the site plan application before either the Planning Board. The shared parking analysis must be prepared by a qualified parking expert or licensed professional planner based on the anticipated hours of operation and specific operational characteristics of the anticipated users in the proposed development. The shared parking study should include the following steps;
 - i. Determine the minimum parking requirement for the individual uses in the development project- The minimum number of parking spaces that are to be provided for each use shall be based on the parking ratios included in the City Zoning Ordinance or this Redevelopment Plan;
 - ii. Adjust for shared parking- The minimum parking requirement for each use shall be multiplied by the "occupancy rate" as indicated in **Table 3**, below. The Applicant and its professionals shall refer to the rates of the land uses most closely related to the actual uses in the project. The Board shall have the discretion to require the Applicant to refer to the rate for a different land use if it disagrees with the conclusion of the Applicant or its professionals in this respect;
 - iii. Tabulate the minimum parking requirement for each time period- Sum of the adjusted minimum parking requirements for each land use for each of the six time periods shall be calculated to determine an overall project minimum parking requirement for each time slot;
 - iv. Total minimum parking requirement- The highest of the six time periods total shall be the minimum parking requirement for the mixed use development project;
 - v. In the event there is a change in the size, distribution or use of any of the project components than the property shall be required to appear before the approving Board to demonstrate the modifications do not negatively affect the results of the approved Shared Parking Study and analysis;
 - vi. The Shared Parking Study is subjective to review and approval by the Board and its professionals. If the shared parking analysis is deemed acceptable, the Board may relax the aggregate total of required parking spaces to account for the shared use of the provided spaces. The application and acceptance of this policy is at the sole discretion of the approving Board.

Table 3. Parking Occupancy Rates

Land Use	Time Period					
	Weekdays			Saturday & Sunday		
	8am-6pm	6pm-Midnight	Midnight-8am	8am-6pm	6pm-Midnight	Midnight-8am
Education	100%	20%	5%	10%	10%	5%
Entertainment	40%	100%	10%	80%	100%	50%
Hotel	80%	100%	100%	80%	100%	100%
Institutional	100%	20%	5%	10%	10%	5%
Office	100%	20%	5%	10%	10%	5%
Theater	40%	80%	10%	80%	100%	10%
Religious	20%	40%	5%	100%	50%	5%
Residential	60%	100%	100%	80%	100%	100%
Restaurant	70%	100%	10%	70%	100%	20%
Retail/Commercial	90%	80%	5%	100%	70%	5%

X. DESIGN STANDARDS

A. STREETScape DESIGN STANDARDS:

For site plan applications in the Rehabilitation Area, the following streetscape elements shall be provided.

1. **Street Trees:**

- a. Street trees shall be planted in either grates or open landscape areas at a frequency equivalent to 30'-0" on center along the frontage of all public streets, except within driveways or under air rights buildings;
 - i. Street trees shall be planted at a minimum four inch (4") caliper, and shall be trimmed up to six feet (6'-0") at time of planting in accordance with the "American Standard for Nursery Stock";
 - ii. A minimum 2 year watering plan shall be put into place;
 - iii. Prior to installation a minimum four foot (4'-0") by eight foot (8'-0") area shall be treated and prepared for tree root growth;
 - iv. For buildings located adjacent to public open spaces, parks or plazas, trees may be planted in open grass areas;
 - v. Above ground planters may be considered to fulfill the street tree requirement only in situations where underground utilities prevent tree pits;

2. **Sidewalks:**

- a. Sidewalks shall be a minimum of six foot (6'-0") wide , plus an additional four feet (4'-0") for street trees, street lights, street furniture, and the like, and can be comprised of concrete, brick, stone, or pavers (Asphalt is strictly prohibited);

3. **Seating, Benches & Bus Shelters:**

- a. Seating should be grouped together as much as possible and be placed at busier pedestrian nodes;
- b. Seating should not obstruct views for vehicles, sidewalks for pedestrians, or signs and displays for businesses, and shall not encroach into pedestrian or vehicular rights of way;
- c. Bus shelter locations should be coordinated with streetscape design and should be limited to the four (4) foot deep streetscaping portion of the sidewalk;
- d. Except for seating at bus shelters, seats within the front yard should face the sidewalk, open space, with backs or sides facing the vehicular right-of-way.

4. **Lighting and Power:**

- a. Street light specifications and locations shall be submitted for review and approval prior to installation;
- b. The height and spacing of the light poles should be based on a photometric calculations; however, on streets where five (5) foot setbacks are permitted, light poles shall not exceed 15 feet in height or be further than 30 feet apart on center.
- c. 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;
- d. Luminaires should be translucent or glare-free using opaque glass or acrylic lenses;
- e. Diffusers and refractors should be installed to reduce unacceptable glare adjacent to residential uses;

5. **Bollards:**

- a. If proposed, bollards should aesthetically complement the overall streetscape concept; respond to the area it supports (Plaza vs. Services); setback from curbs to allow unobstructed opening of parked

car doors;

6. Utility Accessories:

- a. Utility boxes, meters, man hole covers and fire hydrants should be coordinated with other streetscape accessories;
- b. Utilities should be readily accessible and placed so as not to obstruct pedestrian movement and should minimize visual and physical impact as much as possible;
- c. Where utility boxes must be located on the sidewalk, the developer should contract a local artist to decorate the boxes or conceal them in artistic structures.



Image 8. Painted utility box

7. Street-facing Windows:

- a. For any facade facing a public street, the following minimum window-to-wall percentages shall apply on the ground level:
 - i. Retail and Restaurant: 60%;
 - ii. Office: 40%;
 - iii. Residential Lobby: 50%.
- b. Not more than 25% of any window area for a non-residential use may be occupied by signage. The top of any window sign shall not be more than four (4) feet above curb height;
- c. Windowless walls longer than 40 feet on the second story shall be set back five (5) feet from the ground story facade and should be screened by plantings or a parapet.



Image 9. Street facing windows

8. Signage:

- a. Refer to Section 175-7.14 "Signs" for all applicable requirements with the exception of the following:
 - i. Freestanding signs shall be prohibited.



Image 10. Window sign

9. Canopies and Balconies:

- a. Canopies, awnings, and similar architectural accents are encouraged at entrances to buildings and in open space areas. Such features may be constructed of rigid or flexible material designed to complement the tenant's identity at the street level.
 - i. Any canopy may extend from the building up to one half of the width of the front yard, or eight (8) feet, whichever is less;
 - ii. Ground supports for these features are not permitted in the minimum setback, sidewalk or in the public right-of-way;
 - (1) In no instance shall such features extend over or interfere with the growth or maintenance of any required tree plantings;
 - (2) Residential canopies located on secondary streets may have ground supports for these features;
 - iii. Minimum overhead clearance shall be ten (10'-0") feet.
 - iv. If a canopy, awning, cornice, or other appurtenance extends



Image 11. Blade sign

- into the public right-of-way, an encroachment agreement shall be required;
- v. Balconies/balconettes can be incorporated into the building façade beginning at the second story and are allowed to project into the front yard up to 4'-0";;

B. SCREENING STANDARDS:

The provisions of this section shall be met at the time land is developed or the land and structures are redeveloped. The requirements of this section do not apply to lots used for nonresidential valet parking or lots or portions of lots that are vacant or undeveloped.

1. Off Street Parking:

- a. All proposed off street parking areas with twenty five (25) spaces or more, shall be screened from all public streets with the following criteria:
 - i. A four foot (4'-0") minimum planting strip shall be located between the public sidewalk and the parking area;
 - ii. The planting strip shall be planted with evergreen shrubs at least three feet high (3'-0") at the time of planting which are a species that will form a year round dense screen. The maximum height for planting should be maintained at no greater than four feet (4'-0") in height;

2. Interior Landscape Planting:

All open surface parking areas of 36 or more parking spaces or at least 12,000 square feet in area shall provide at least one four inch (4") caliper tree for every eight parking spaces which include perimeter trees.

- a. Fractions equal to or greater than one half resulting from this calculation shall be considered to be one tree;
- b. Each such tree shall be located in a planting island with a minimum area of 150 square feet of pervious surface;
- c. The following distribution of trees shall apply:
 - i. Each end space in a row of twenty contiguous (40 for a double row of parking) or more parking spaces shall fully abut a planting island or a perimeter landscaped area along the long dimension of the end space;
 - ii. No more than 20 parking spaces (40 for a double row of parking) shall be permitted between planting islands, or a planting island and a perimeter landscaped area;

3. Required Screening:

- a. The following uses must be screened from abutting property and view from a public street:
 - i. Dumpsters, recycling containers (except for recycling containers located at recycling collection centers), or solid waste handling areas;
 - ii. Service entrances or utility structures associated with a building, except in the area where such use abuts other service entrances or utility structures;
 - iii. Loading docks or spaces, except in the area where such use abuts other loading docks or spaces;
 - iv. Outdoor storage of materials, stock and equipment; and
 - v. Any other uses for which screening is required under these regulations;

4. Mechanical Equipment Screening:

The screening of rooftop mechanical equipment is required.

- a. All rooftop mechanical equipment including cell phone antennae shall be screened from view from all adjacent public streets, open spaces and parks in all directions and elevations to minimize the negative impact from any public street, neighborhood or adjacent building;

- b. Screening materials shall be consistent with the architectural detail, color and materials of the building;
 - i. Wire mesh screening is not permitted;
 - c. All roof and HVAC systems must be set back a minimum of 15' from primary street frontage and 10' from any other public street or public open space from the building edge and screened as to not be visible from any adjacent public street or public property;
 - d. Any wall pack ventilation unit facing a public street must match the adjacent material color;
5. **Building Service Locations:** All service locations for new development shall be provided at the rear or side of the building and shall not be permitted directly on 1st Avenue, 2nd Avenue, or Prospect Avenue.
- a. Existing service locations on these streets are permitted with designated service drop off areas only. Service vehicles are not permitted to park or stand in the street cartway and must use a designated service drop off area;

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

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. 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.
 - c. 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.
 - d. 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.
 - e. 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;

This Redevelopment Plan is consistent with the SDRP's goals, objectives, and policies relating to the Metropolitan Planning Area, as implementation of the Redevelopment Plan would bring a mix of jobs, housing, and services in high density development to an area served by multiple modes of transit, including NJ Transit bus and train routes, and a Bergen County operated shuttle bus.

BERGEN COUNTY MASTER PLAN:

In reviewing the Vision Bergen County, the visioning component of the Bergen County Master Plan the following information pertains to goals and policies for a program of rehabilitation.

1. Bergen County Master Plan Overview:
 - a. County master plans can educate municipalities and the general public with respect to a wide range of planning-related issues. They can publicize best practices and planning tools, drawn both from within the county, and from outside, that municipalities can pursue locally in search of solutions to common problems.
2. Bergen County Master Plan Land Use Section:
 - a. Because Bergen is a mature county in terms of its development pattern, future growth will primarily occur through redevelopment and infill.

As with the SDRP, the Redevelopment Plan is consistent with the Bergen County Master Plan with regard to the use of redevelopment and infill to meet the City's economic development goals.

CITY OF HACKENSACK 2001 MASTER PLAN 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. Preserve the Environment including the preservation of wetland areas, stream and wetland corridors; the quality and purity of rivers and streams, protection of major ridge-lines and the significant treed areas and areas designated as natural areas;
 - d. Improve and Upgrade Traffic Circulation and Safety through-out the City including the provision of additional passenger rail service;
 - e. Promote and Expand Economic Opportunities in Hackensack in Order to Maintain Job Opportunities and the Economic Well-Being of Hackensack's Citizens;
 - f. 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 incorporate the general purposes of the Municipal Land Use Law as part of Hackensack' 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 secure safety from fire, flood, panic, and other natural and man-made disasters;
 - c. To provide adequate light, air and open space;
 - d. To ensure that the development of individual municipalities does not conflict with the development and general welfare of neighboring municipalities, the county and the State as a whole;
 - e. 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;
- f. To promote a desirable visual environment through creative development techniques and good civic design and arrangements;
 - g. To encourage coordination of the 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;
 - h. Regarding the Rehabilitation Approach the document states: "The area in Need of Rehabilitation approach has been effectively used in a 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."
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 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. 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 within 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;
5. 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.

NEIGHBORING COMMUNITY MASTER PLANS:

The Master Plans of the City's neighboring municipalities, as summarized below, have no significant relation to or impact on this Redevelopment Plan.

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. The Borough adopted a Reexamination Report in 2015, which has no effect on this Redevelopment Plan.
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. This was re-emphasized in the 2011 Reexamination Report. However, these projects, if and when they are built, will not significantly impact this Redevelopment Plan.
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. The Borough adopted its most recent Master Plan Reexamination Report in December 2016. Little Ferry's Master Plan has no effect on this Redevelopment Plan.
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. The Borough adopted a Reexamination Report in May of 2009, which noted that properties along Essex Street (which connects to the Redevelopment Area) have been rezoned for townhouses. These, however, will not impact the Redevelopment Plan.
5. Borough of Paramus: The 2016 Reexamination Study recommends the rezoning of the commercial properties along the highway corridors. There is not 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 uses. 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, and amended its Master Plan in 2008. Nothing in the Master Plan should impact the Redevelopment Plan.
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. Another Re-examination Report was adopted in 2017. The Borough's planning activities will not affect this Redevelopment Plan.
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. The Borough adopted a Reexamination Report in 2017, and has conducted planning relating to satisfying its affordable housing obligation. The Borough's planning activity will not affect this Redevelopment Plan

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 residential buildings in the rehabilitation area, the provision for temporary or permanent relocation of any resident would be required.

IDENTIFICATION OF PROPERTY TO BE ACQUIRED:

The Local Redevelopment and Housing Law requires that any redevelopment plan identify any property within the redevelopment area which is proposed to be acquired in accordance with the redevelopment plan. Given the area has been designated as an area in need of rehabilitation, eminent domain is not permitted.

AFFORDABLE HOUSING:

Redevelopers shall either construct or contribute to the City's trust fund to assist in meeting the City's Affordable Housing obligations. In the event existing Affordable Housing is displaced due to a proposed redevelopment project, the redeveloper shall provide alternative housing options for any displaced tenants.

LONG TERM FINANCING CONSIDERATIONS:

Based on the nature and size of the potential project(s) contemplated under this plan and given the designation as an area in need of rehabilitation, the property owner can request consideration for a 5 year tax abatement as part of any future development project. The actual entry of any financial agreements for a tax exemption are subject to governing body approval under the processes required by law.

PROJECT SIGNAGE:

All redevelopers shall erect signage at locations to be determined by the 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 the City.