



# Hoboken Yard Redevelopment Plan

City of Hoboken, New Jersey

November 2019





# Hoboken Yard Redevelopment Plan

Prepared for the City of Hoboken, New Jersey

November 2019

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# EXECUTIVE SUMMARY

## Introduction

The purpose of the Hoboken Yard Redevelopment Plan is to determine appropriate program and intensity of development for the Hoboken Yard Redevelopment Area that is contextually sensitive to City of Hoboken's predominant land uses, building heights, and character. The Plan proposes a transit oriented development framework to create a distinct place while preserving and enhancing the quality of life in Hoboken.

The Plan includes a redevelopment vision and planning framework for the Redevelopment Area with specific provisions for land use, building heights and bulk, public space and pedestrian plazas, and circulation and parking requirements.

## Existing Conditions and Developable Areas

The Redevelopment Area includes several structures utilized by NJ TRANSIT, and the Port Authority of New York and New Jersey. A majority of the Redevelopment Area, is below sea level (as measured by the average high tide), and within the 100 Year Floodplain. The area is prone to frequent flooding and was subject to record storm surge during Hurricane Sandy in October 2012.

The redevelopment provides opportunities to improve pedestrian conditions along Observer Highway and at the entrance of the Hoboken Terminal at Hudson Place / Warrington Plaza. Some of the existing circulation problems include unsafe configuration of the existing location of taxi cabs, jitney bus stops, vehicular drop off area and pedestrian crossings near the Terminal. Warrington Plaza has limited pedestrian and bicycle amenities and requires new investments to increase pedestrian safety near the Terminal. As is recognized in this 2019 Amendment, the Redevelopment Area will also contain a Rebuild By Design (RBD) flood wall. The proposed alignment for the RBD flood wall, which at the time of this publication was in the final design stages, will be constructed through the Plan Area, precipitating a need to amend the Hoboken Yard Redevelopment Plan.

The Redevelopment Area contains a number of physical development constraints. A portion of the site contains rail lines and transit operation-related infrastructure including the existing Terminal Shed and platform tracks near the Terminal Shed.

This Redevelopment Plan reflects construction of a Rebuild by Design flood wall. It includes two developable areas where no NJ TRANSIT rail tracks and/or historic buildings currently exist. These sites are situated immediately adjacent to the Terminal, including approximately 1.8 acres at Hudson Place and Hudson Street and 2.03 acres to the east of NJ TRANSIT's Engine House, along Observer Highway. The remainder of the Redevelopment Area, which runs along Observer Highway to Marin Boulevard, totals approximately 6.19 acres. This includes 4.28 acres that is currently unbuildable between Garden and Grand Streets, along Observer Highway, because of the location of a Rebuild by Design flood wall. The development feasibility of the remaining 1.91 acres of potential development, situated at the corner of Marin Boulevard and Observer Highway, is unknown as the site is currently encumbered by a NJ TRANSIT facility and final location of the Rebuild by Design flood wall in this location.

## Redevelopment Vision and Planning Framework

The purpose of the Plan was to build consensus around vision for redevelopment that encourages transit ridership without infringing upon existing and future transit operations. The Plan envisions a transit oriented mixed-use development to advance environmental, social, and economic sustainability goals of the City and the region. Through extensive community feedback received during the planning process for the adopted Redevelopment Plan in 2014, review of existing conditions and input from the City of Hoboken, the following planning and design principles were identified to guide the Redevelopment Plan.

### Development Program and Uses

- Provide office uses within a walking distance of the Terminal to reduce parking



*Illustrative rendering showing proposed redevelopment vision compatible with character of Hoboken (Figure Source: 2014 Plan)*

need for office employees.

- Encourage mixed-uses with substantial ground level activity to create a vibrant pedestrian and transit oriented development.
- Create new public space and pedestrian plazas as focal points within the redevelopment with community and cultural facilities grouped around them for active pedestrian use.

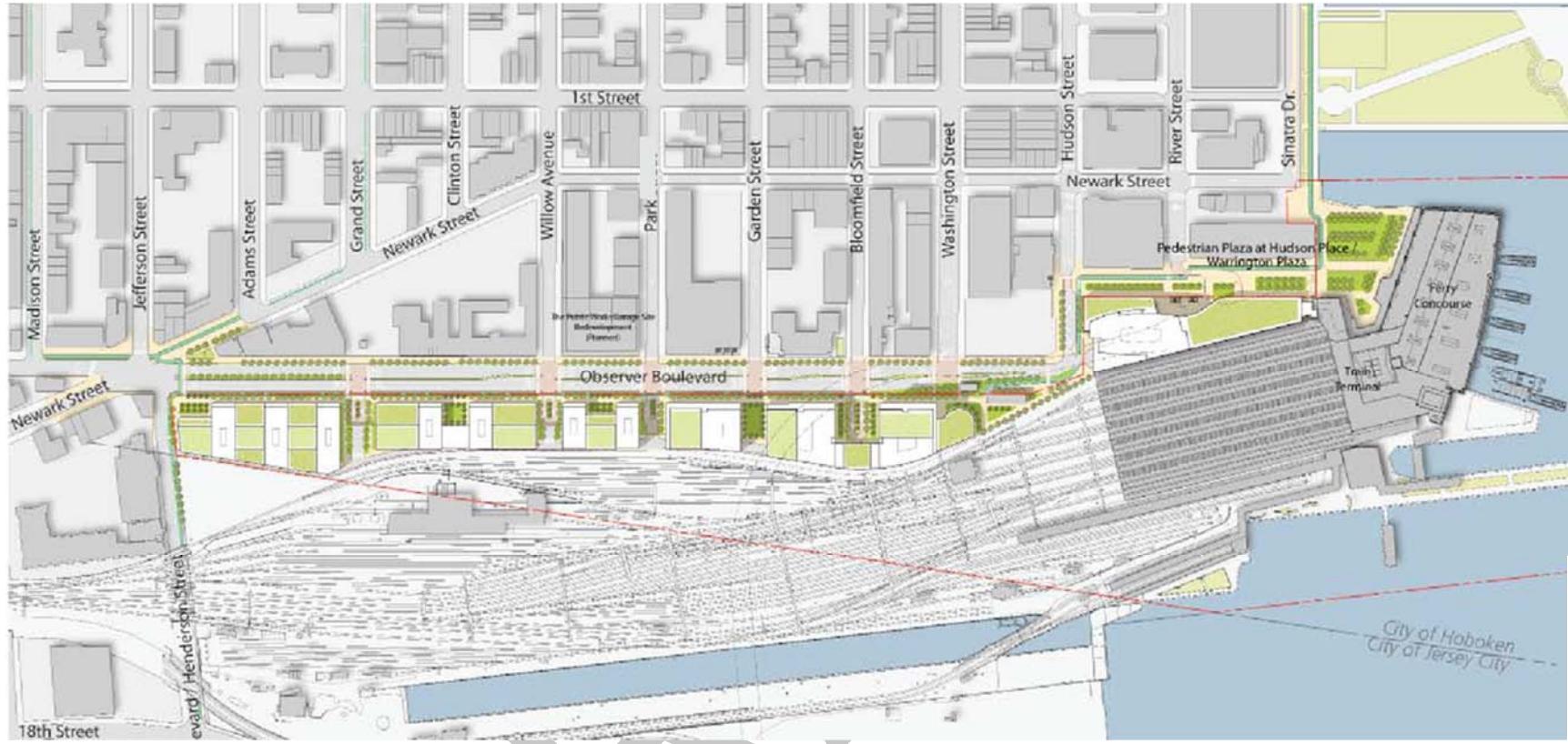
#### **Building Heights / Bulk**

- Provide variations in building height throughout the Redevelopment Area.

- Provide building setbacks to avoid a canyon effect at street level.
- Avoid year round shadows for buildings north of Observer Highway.
- Keep residential within current development levels in Hoboken.
- Encourage architecture and building features that will maximize air, light, and create an open, pedestrian friendly street level entertainment.

#### **Circulation and Parking**

- Minimize the need for parking through low parking ratios and designs for a walkable, intermodal area



Illustrative site plan (Figure Source: 2014 Plan)

- Minimize the impact of parking areas by using multiple-block parking decks for greater efficiency and opportunities for shared parking.
- Encourage designs to create a safer and better place for pedestrians, bicyclists and transit riders, while improving conditions for those who drive.

#### View Corridor

- Maintain views of the Rail Terminal Lackawanna Clocktower within the existing and future right of way of Observer Highway.
- Provide a visual extension of Hoboken's street grid southward into the Rail Yards, to the greatest extent possible, given physical and/or

Infrastructure constraints.

#### Sustainable Development

- Maximize use of open space as an essential component of a comprehensive green infrastructure system.
- Encourage construction of sustainable building design using the existing green building standard such as USGBC's LEED and/or Living Building Challenge.
- Emphasize the need for flood remediation features in green building design.
- Encourage the use of high-quality building materials so as to minimize

noise and other quality of life impacting factors, so as to create grade A office spaces and less transient prone residential spaces.

## Land Use and Development Program

The Redevelopment Plan as adopted in 2014 called for three distinct land use districts: the Hudson Place and Terminal District (TD), the Residential Mixed-Use District (R-MU), and the Commercial Mixed-Use District (C -MU). New districts have been created as a result of the Rebuild By Design (RBD) flood wall, which is going to create certain physical constraints that will impact the developable area and building footprints. The area defined as RBD/NJT Constrained District (No-Build Zone) is unbuildable, based on the current, proposed RBD flood wall location. These land uses are also compatible with the existing development along Observer Highway and the Hoboken downtown district.

**The Hudson Place and Terminal District (TD)** included the historic Terminal and its facilities, the Hudson Place redevelopment site located at Hudson Street and Hudson Place, and a development site along Observer Highway between Washington and Bloomfield Streets. The TD district would serve as a gateway to Hoboken for residents, visitors, commuters, workers and shoppers.

**The Commercial Mixed-Use District (C-MU)** was located along Observer Highway between Marin Boulevard and Grand Street. C-MU was envisioned as a transit oriented office and commercial development.

**The Residential Mixed-Use District (R-MU)** was located along the Observer Highway, between Park Avenue and Marin Boulevard. The residential uses are compatible with existing uses on the north side of Observer Highway and provide 24/7 pedestrian activity in the area.

## Height and Bulk Requirements

The Redevelopment Plan provides building height and bulk requirements for all new structures within the Redevelopment Area. Height and bulk requirements are derived to avoid canyon effect along Observer Highway and Hudson Place

with variation in building heights. Height and bulk requirements are provided for the two land use districts. The overall square footage for dedevelopment site within the Redevelopment Area is provided to maximize the site's potential for mixed-use redevelopment and maintain an intensity of use that is consistent with the existing character and scale of Hoboken.

## Public Space and Open Space Requirements

The Redevelopment Plan, as adopted in 2014, provided a public open space framework to increase the amount and quality of public space for existing and new residents of Hoboken. The Plan allows following types of public spaces within the Redevelopment Area:

- Bicycle and Pedestrian Plan Recommendations
- Indoor Public Space
- Piazza
- Marin Boulevard / Henderson Gateway
- Green Roofs

The Redevelopment Plan requires public space within the Redevelopment Area. The public space shall be accessible at street level with public amenities including street furnishings such as lighting, landscaping, seating, and public art. Public Spaces within the Redevelopment Area should, if possible, also function to provide green infrastructure and enhance storm water management. Indoor public space shall be provided within the development area that may accommodate a variety of uses such as performance or exhibit space, public meeting rooms, and other civic uses to be determined by the City. The provision of public space shall be subject to negotiations and terms of the Redevelopment Agreement.

## Circulation and Parking Requirements

The circulation and parking requirements of the Redevelopment Plan are based on the Redevelopment Area's proximity to transit, and are intended to reduce the need for parking and limit the generation of additional

vehicular traffic. Creating a vibrant pedestrian environment and an interconnected bicycle network that links the Terminal with the rest of City is also a major goal of the Plan.

The circulation and parking requirements and improvements described in the Plan will need to be further evaluated for traffic operations, capacity of the existing roads, etc. Final circulation and parking plans for the Redevelopment Area will need to be addressed in the Redevelopment Agreement document. The improvements identified to be necessary to accommodate future traffic impacts will be required and must be addressed in the Redevelopment Agreement document. The parking ratios for residential are provided to encourage residents to park in the garage and not park on street. Examples of potential solutions may include, but not limited to, minimal or no charge for spaces for residents, prohibiting on-street residential parking permits for residents in these buildings, City management of garages, provision of car sharing and bike sharing in the project, or a combination thereof. Language is to be included in the Redevelopment Agreement to effectuate such.

## Infrastructure Requirements

The Redevelopment Area will connect to the existing utilities infrastructure; including water, sewer, electricity and natural gas. An analysis of the capacity of existing infrastructure that will be necessary to accommodate the redevelopment will be required at the design phase. All improvements or expansion identified as necessary to accommodate proposed development will be required and will need to be addressed in the Redevelopment Agreement document.

Redevelopment within the area provides opportunities to integrate sustainable site design and building design components. Inclusion of such sustainable design techniques are highly recommended as part of the redevelopment. Inclusion of such environmentally sustainable site plan and building design methods and techniques will reduce the additional demand on existing infrastructure and resources as well as provide life cycle cost

benefits to the developer. Some of the recommended sustainable design methods recommended in the Plan include:

- Encourage construction of sustainable building design using the existing green building standard such USGBC's LEED and/or Living Building Challenge
- Inclusion of best management practices and green infrastructure techniques such as rain gardens, bio-swales, green roofs etc. to manage storm water.
- Use of rainwater and/or greywater capture, retention and reuse system.
- Focus on techniques that will mitigate and prevent further stresses on the City's stormwater systems
- Use of rainwater and/or greywater capture, retention and reuse system.

## Flood Resiliency

To further protect Hoboken's residents from flooding challenges, following flood resiliency measures are required as part of redevelopment.

- Stormwater and sanitary sewer pumps to serve this property will be installed by the developer.
- Sanitary sewer and storm sewer for the site will be separated.
- All elements of the project, including but not limited to building and mechanical elevations, shall be in compliance with the City of Hoboken Flood Damage Prevention Ordinance or relevant guidelines established by the Redevelopment Agreement.
- A varied mix of stairs, seating levels, irrigated green walls may need to be incorporated to tie the street and sidewalk grade on Observer to the interface of the buildings on the project site due to compliance with the ABFE maps and the City's current Flood Damage Prevention ordinance.



Illustrative Rendering of Residential Mixed-Use District along Observer Highway (Figure Source: 2014 Plan)

The final design of this variety of urban design tools is to be addressed in the Redevelopment Agreement to assure visual variety of interest.

In the aftermath of Hurricane Sandy, a comprehensive water management “Resist, Delay, Store, Discharge” strategy was developed to protect Hoboken from flooding due to storm surges and flash flooding as part of Housing and Urban Development (HUD) sponsored Rebuild by Design competition. Hoboken won \$230 million federal funding as part of the competition in June 2014. The comprehensive urban water strategy deploys programmed hard infrastructure and soft landscape for coastal defense (Resist); policy recommendations, guidelines, and urban infrastructure to slow rainwater runoff (delay); a circuit of interconnected green infrastructure to store and direct excess rainwater (store); and water pumps and alternative routes to support drainage (discharge). Parts of the Redevelopment Area including Warrington Plaza may be included as part of this comprehensive strategy.

## Affordable Housing

It is the goal of the Redevelopment Plan to assure that the Project provides for an appropriate amount of inclusionary affordable housing to maintain Hoboken’s diversity in accordance with applicable law. The implementation of the inclusionary affordable housing element of this Redevelopment Plan will be addressed at the time of Redevelopment Agreement. The redeveloper will provide for a minimum of ten percent (10%) of all units within the redevelopment project as affordable.

## Amendments

The Hoboken Yard Redevelopment Plan was originally adopted by the City of Hoboken in October 2014. In September 2019, the Redevelopment Plan was Amended (“September 2019 Amendment”) to provide for a revised development configuration that responded to the proposed installation of the flood protection Resist barrier (“flood wall”) that would run through a

considerable portion of the Redevelopment Plan Area, thereby impeding the development originally envisioned by the 2014 Plan. The 2019 Amendments were prepared by taking the original 2014 Plan and integrating changes to text, graphics, figures, tables and maps throughout the document. This Amended Plan supersedes the 2014 Hoboken Yard Redevelopment Plan.



Illustrative View looking West at Hudson Place (Site#8/Site#8A)

## Conclusion

The Redevelopment Plan provides a framework to accommodate a mixed-use development that is compatible with the character of Hoboken, provides for significant investment in NJ TRANSIT and City infrastructure, and respects existing development across Observer Highway and downtown Hoboken.



An aerial photograph of a waterfront urban area. On the left, there is a large green park with a grid of trees and a small circular pavilion. To the right of the park is a grey industrial building with a flat roof and several small structures on top. In front of the building is a pier with several vertical poles extending into the water. The water is a dark greenish-blue color. The overall scene is a mix of natural and man-made environments.

# 1 Introduction

## 1. INTRODUCTION

This document is the Hoboken Yard Redevelopment Plan (Redevelopment Plan) for the City of Hoboken, New Jersey. The Redevelopment Plan is prepared pursuant to the State's Local Redevelopment and Housing Law (LRHL) (under N.J.S.A 40A:12A) for the Hoboken Yard Redevelopment Area (Redevelopment Area) located in the southeastern portion of the City of Hoboken. The Redevelopment Area was deemed an "area in need of redevelopment" per the LRHL and adopted by the City of Hoboken based on the findings of the redevelopment study titled "Redevelopment Study for the Hoboken Terminal and Yard" prepared by Phillips Preiss Shapiro Associates, Inc. in November 2006. The City of Hoboken hired Wallace Roberts Todd (WRT) in April 2011 to assist the City Council to prepare the Redevelopment Plan.

### 1.1 Redevelopment Plan Purpose

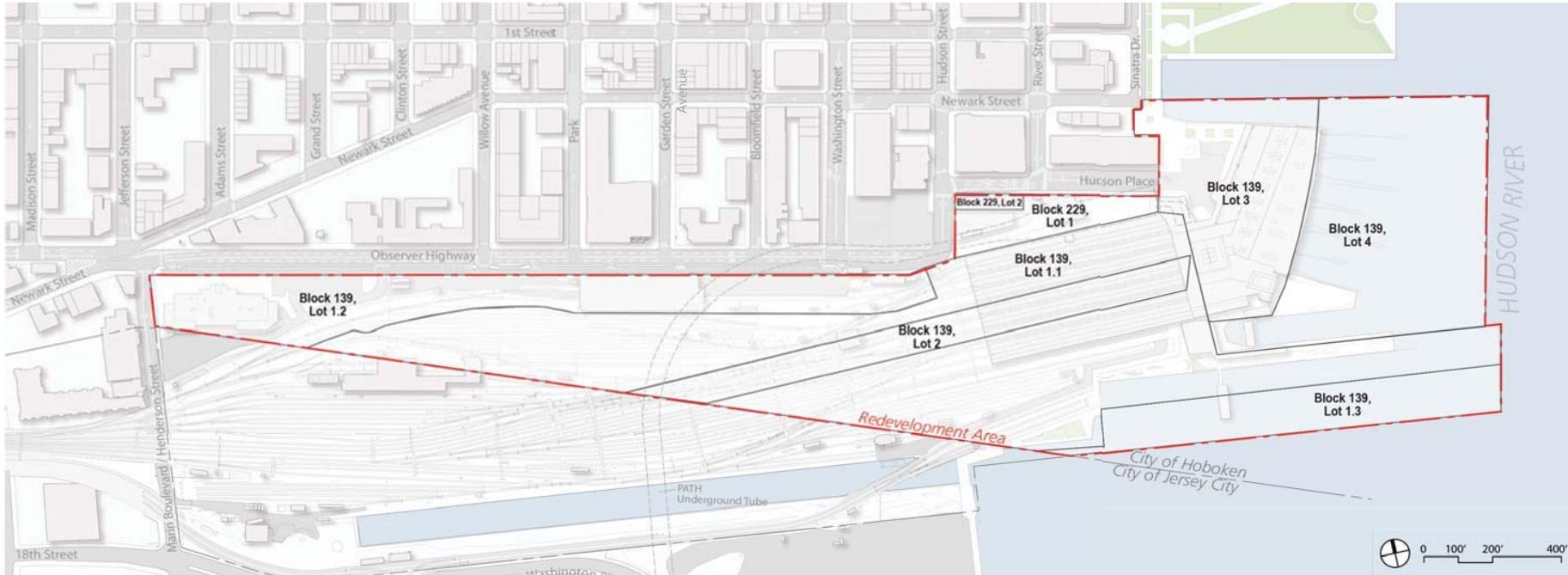
The purpose of the Redevelopment Plan is to:

- Determine appropriate program and level of development for the Redevelopment Area that is contextually sensitive to City of Hoboken's predominant land uses, building heights, and character.
- Develop a distinct place that preserves and enhances the quality of life in Hoboken that integrates and reinforces Hoboken's image through transit oriented and economic development, while deferring to NJ TRANSIT in the exercise of its core public transportation functions.
- Build consensus around a vision for redevelopment that encourages transit ridership without infringing upon existing and future transit operations.
- Advance environmental, social, and economic sustainability goals of the City and the region.



Existing view looking east along Observer Highway

Figure 1: Redevelopment Area Boundaries



(Figure Source: 2014 Plan)

## 1.2 Description of the Redevelopment Area

The entire Hoboken Terminal and Rail Yard property is approximately 80 acres in size and is currently owned by NJ TRANSIT. Approximately 52.37 acres of the property (including approximately 16.4 acres under water) are located in the City of Hoboken; the balance is located in Jersey City.

The Redevelopment Plan focuses on redevelopment of approximately 36 acres (excluding area under water), of land determined as an area in need of redevelopment in accordance with the provisions of the NJSA 40A: 12A-5 designated by the redevelopment study and adopted by the Hoboken City Council. The Redevelopment Area boundaries consist of the parcels shown in adjoining Figure 1.



Hudson Place

## 1.3 Prior Planning Projects

The Redevelopment Plan, as adopted in 2014, culminated in almost a decade of planning efforts by various stakeholders. As part of the 2019 Amendment, milestones from 2012 through 2020 have been added per this Amendment:

1980

In the 1980's the Port Authority of New York and New Jersey proposed redevelopment of Hoboken Waterfront north of the Terminal.

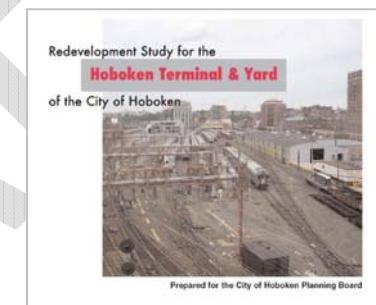
2000

The Hoboken Terminal Historical Report and Master plan was completed in 1999, setting the stage for a three phase rehabilitation of the historic Terminal Building and surrounding structures.



2005

Rehabilitation by NJ TRANSIT of the historic Hoboken Terminal began in 2000 and was planned in three phases.



2006

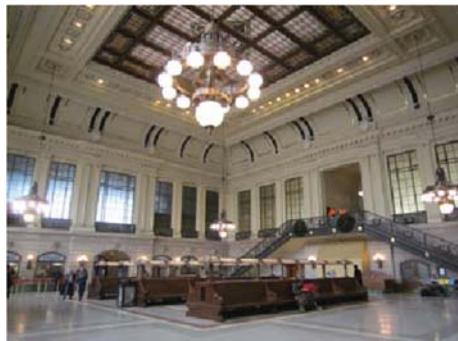
In October 2005, NJ TRANSIT named LCOR as "Master Planner and Developer" for the Hoboken Terminal and Rail Yards Property.

The Hoboken Terminal & Yard Master Plan was updated in 2005. The Master Plan recommended improvements related to transportation, public and commercial space, NJ TRANSIT facilities and Infrastructure.





2007



Phase I of the Rehabilitation of the Historic Terminal was completed in December 2007 (100th anniversary of the Terminal's opening), including roof replacement, structural repairs to ferry slips and restoration of the interior of the Rail Terminal and the main Waiting Room.

2008

Restoration of the Clock Tower was completed in the spring of 2008 as part of Phase II of Rehabilitation.



2012



Source: U.S. Army photo by Spc. Joseph Davis/Released https://en.wikipedia.org/wiki/Effects\_of\_Hurricane\_Sandy\_in\_New\_Jersey#/media/File:NJ\_National\_Guard\_in\_Hoboken\_during\_Hurricane\_Sandy.jpg

In October of 2012, Superstorm Sandy hit the Northeastern United States. Hoboken was severely affected, with much of the city flooded and thousands of residents left without electricity.

2014



Source: City of Hoboken, 2014

The City of Hoboken approved the Hoboken Yard Redevelopment Plan in 2014. It provided a plan vision and framework for transit-oriented development in the area adjacent to the NJ TRANSIT Rail Yard.

2016

In 2014, the federal Housing and Urban Development agency awarded a \$230 million grant to the State of New Jersey for flood resiliency projects in Hoboken, Weehawken, and Jersey City.



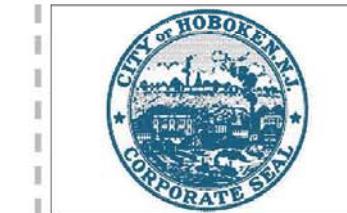
Source: http://www.rebuildbydesign.org/our-work/all-proposals/avening-projects/nj-hudson-river-project-resist-delay-store-discharge

2018

In October 2017, the New Jersey Department of Environmental Protection (NJ DEP), the agency overseeing the design and construction of Rebuild by Design interventions, announces it will proceed with Option 2 in the Final Environmental Impact Statement for the Rebuild by Design wall alignment.



Source: NJ DEP Rebuild By Design Hudson River https://www.nj.gov/dep/floodresilience/rbd-hudsonriver.htm



Hoboken City Council adopted a resolution supporting alternative design options for the Rebuild by Design wall alignment in April 2018.

In May 2018, the Board of Freeholders in the County of Hudson passed a resolution supporting alternative options for the Rebuild by Design wall alignment.

2020



Source: NJ DEP

In October 2018, NJDEP announced the Rebuild by Design Middle Ground Wall Alignment. This study ran through March 2019.

\* Disclaimer: Location of Rebuild By Design Flood Wall is for illustrative purposes only and is subject to change. Exact location of development on Site 1 will be determined by the location of RBD Wall and Port Authority PATH below-grade infrastructure. All building locations are for illustrative purposes only and will be determined in the Site Planning phase of the project. It is mutually understood and agreed that the information contained herein is preliminary in nature and is subject to further review and verification by other experts. Accordingly, and to the fullest extent permitted by law, Skidmore, Owings, & Merrill LLP and its partners, officers, and consultants shall have no liability in connection with the information provided herein.



WAITING ROOM

A vertical photograph on the left side of the slide shows the upper portion of a building. The building has a dark green or blue-tinted facade with architectural details like cornices and columns. A small, yellow flag flies from a flagpole at the very top of the building. The sky above is a clear, pale blue.

## 2 Background & Existing Conditions

## 2. Background & Existing Conditions

### 2.1 Context

#### Surrounding Land Uses and Building Heights

Observer Highway and Hudson Place border the northern edge of the Redevelopment Area. The north side of Observer Highway is characterized by a mix of uses; including commercial, residential, and office buildings ranging in height from three to fifteen stories. The properties north of Observer Highway, west of Garden Street are characterized by primarily high-density residential uses.

North of Hudson Place is Hoboken's downtown core. The north side of Hudson Place is characterized by five to twelve story mixed-use buildings; including mainly office and retail space, with some residential uses as well. Retail space in the area consists mostly of ground floor restaurants and commuter services such as newsstands along Hudson Place facing the Terminal building. Figure 2 depicts existing range of building heights that create the context around the Redevelopment Area.

Figure 2: Existing Building Heights

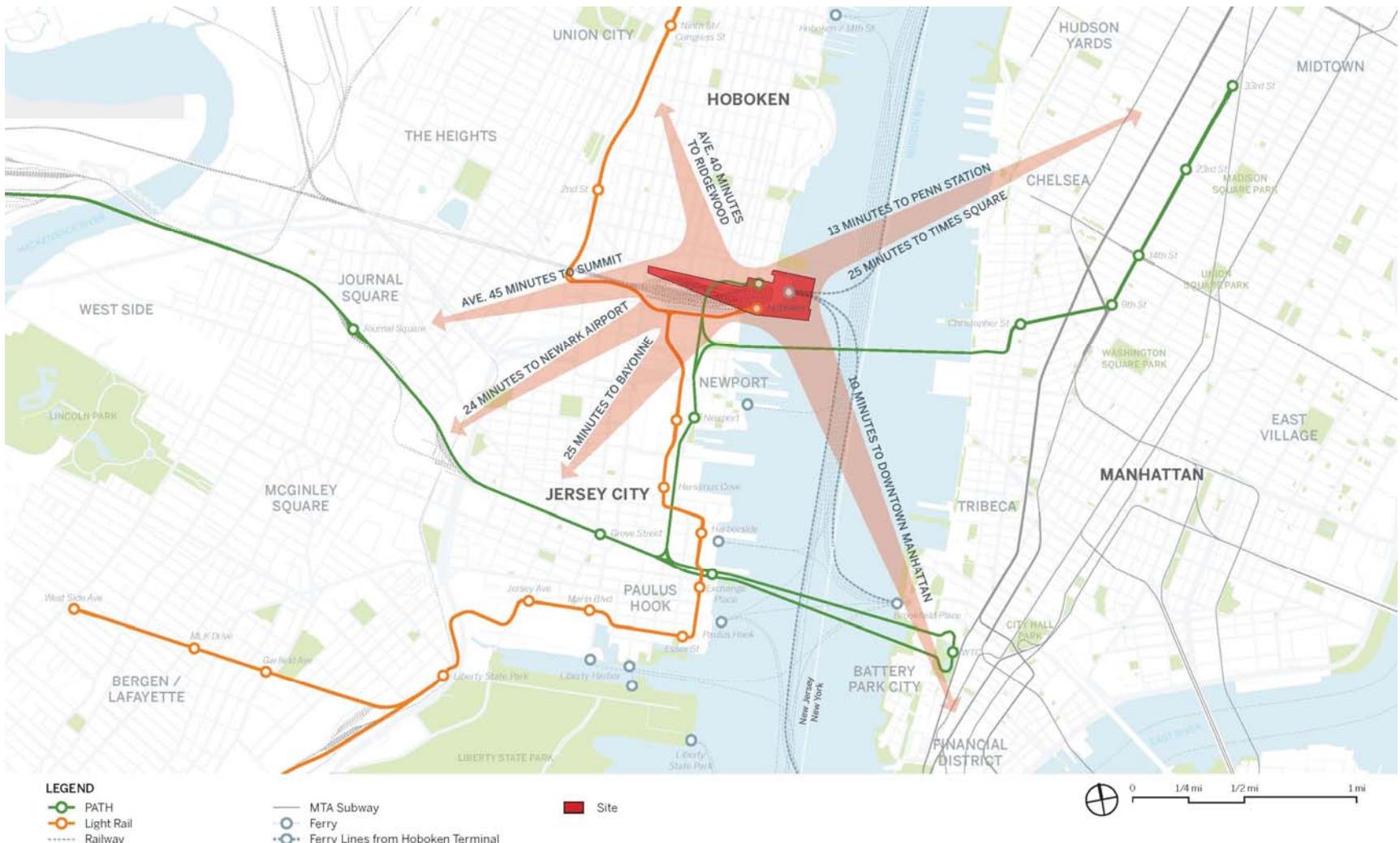


#### Multi-modal Transportation Terminal

Hoboken Terminal is the largest multi-modal Transportation hub in the NY metro area with approximately 50,000 commuters passing through Hoboken Terminal on a typical weekday morning. Several rail lines including the Port Authority Trans-Hudson line (PATH), NJ TRANSIT, and Hudson – Bergen Light Rail (HBLR) serve the Terminal connecting northern and central New Jersey to New York. NJ TRANSIT operates bus routes from the Terminal to Hoboken, New York City, Newark and other cities in northern and central New Jersey counties. NY Waterways operates Ferry service connecting Hoboken to New York City. The Redevelopment Area's regional transportation accessibility is shown in Figure 3 – Regional Transit Connections.

The Redevelopment Area provides significant opportunities to create a pedestrian accessible Transit Oriented Development (TOD) taking advantage of the inter-modal transit connections from Hoboken to the NJ-NY region.

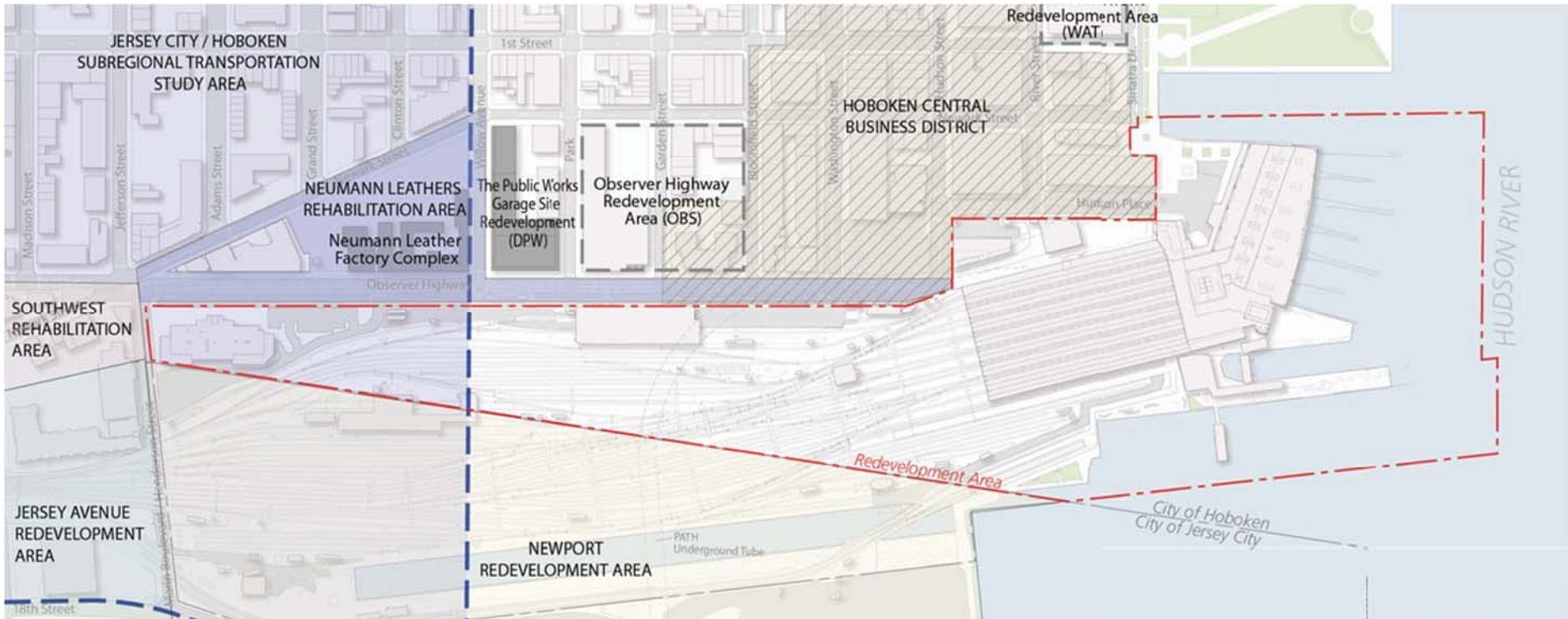
Figure 3: Regional Transit Connections



\* Disclaimer: Location of Rebuild By Design Flood Wall is for illustrative purposes only and is subject to change. Exact location of development on Site 1 will be determined by the location of RBD Wall and Port Authority PATH below grade infrastructure. All building locations are for illustrative purposes only and will be determined in the Site Planning phase of the project. It is mutually understood and agreed that the information contained herein is preliminary in nature and is subject to further review and verification by other experts. Accordingly, and to the fullest extent permitted by law, Skidmore, Owings, & Merrill LLP and its partners, officers, and consultants shall have no liability in connection with the information provided herein.

Map Courtesy of City of Hoboken, 2008 Draft Redevelopment Plan Prepared by FX Fowle, Updated by SOM (Figure Source: 2019 Plan Amendment)

Figure 4: Hoboken Redevelopment Areas



(Figure Source: 2014 Plan)



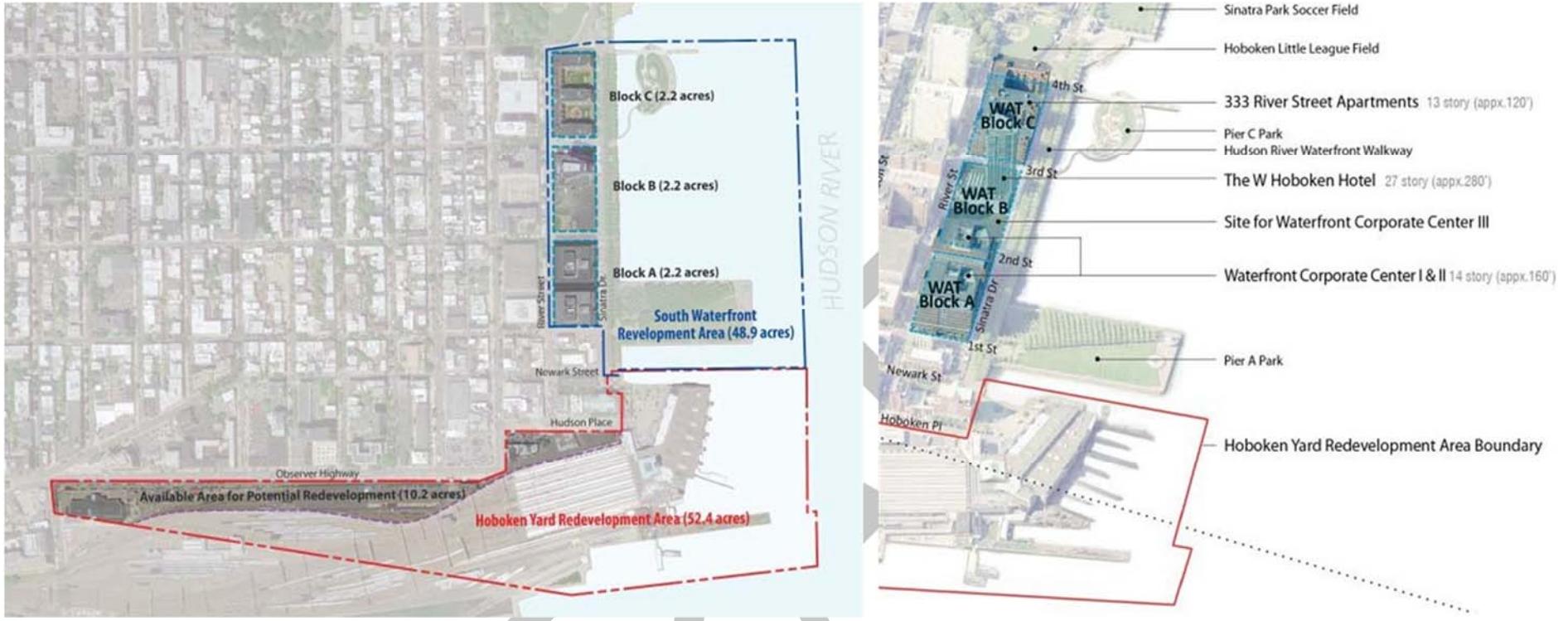
Proposed Mixed -Use Building at Public Works Garage Site  
Redevelopment Area (Image courtesy: S. Hekemian Group)

### Development Context

The Redevelopment Area abuts other existing designated redevelopment areas within the City as shown in Figure 4. Directly across Observer Highway from the Redevelopment Area between Park Avenue and Garden Street is the Public Works Municipal Garage Redevelopment Area (DPW). The redevelopment plan approved for the DPW area permits up to 240 multi-family residential units with up to 10,000 to 15,000 SF of ground floor retail along Observer Highway.

The triangular portion of the property between Observer Highway and Newark Street known as the Neumann Leather factory complex was designated an Area in Need of Rehabilitation in 2011, and redesignated in 2014. The area along the north side Observer Highway between Park Avenue and Bloomfield Street is the Observer Highway Redevelopment Area (OBS). This area was designated as

Figure 5: South Waterfront Redevelopment Area



(Figure Source: 2014 Plan)

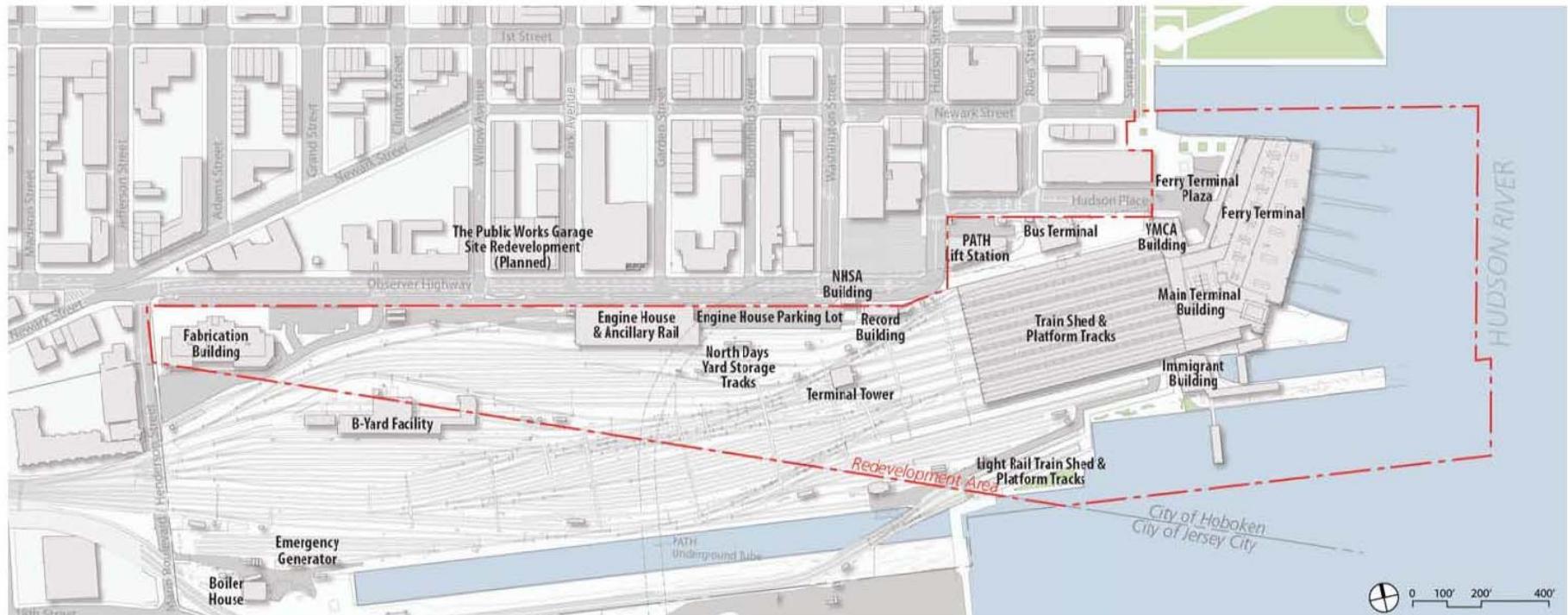
blighted in accordance with the Neighborhood Development Program Renewal Area in 1972. A plan for the area was adopted in 1988 and has since been built out.

The South Waterfront Redevelopment Area (WAT) is located to the north of the Hoboken Terminal, east of River Street (Figure 5). The redevelopment program for this area includes about 2.3 million square feet of development on approximately 48.9 acres of waterfront land. The development contains three office towers of about 14 stories totaling approximately 1.45 million square feet (the final tower - Waterfront Corporate Center III, is expected to open by 2015), and 280 feet, 245,000 square feet W Hotel with 265 guest rooms and 40 upper floor condominium apartment units, a 526-unit luxury rental building and a 10-acre park. The plan was adopted in 1989 and construction commenced in 2000.



Waterfront Corporate Center III at South Waterfront Redevelopment Area  
(Image courtesy: SJP Properties / City of Hoboken)

Figure 6: Redevelopment Area Existing Buildings



(Figure Source: 2014 Plan)

## 2.2 Existing Conditions

The Hoboken portion of the Hoboken Terminal and Rail Yard facility includes several structures utilized by NJ TRANSIT, and the Port Authority of New York and New Jersey.

These structures include:

- Main and Ferry Terminal Complex
- YMCA Building
- Bus Terminal
- PATH Track and Structures Building
- Records Building
- Engine House
- Maintenance of Way (MOW) Building/ Hoboken Shop
- Terminal Tower
- Train Shed
- Immigrant/Pullman Building

In addition to the above buildings and structures, the Redevelopment Area includes Warrington Plaza, catenary-electrified tracks and railway track light maintenance facilities. Adjoining Figure 6 shows the location of building and structures within the Redevelopment Area.

### Historic Buildings and Structures

The Main and Ferry Terminal and Plaza, the Immigrant/Pullman Building, the YMCA Building, the Train Shed, and the Records Buildings are designated on the National Register of Historic Places. The Redevelopment Area is located within portions of the Southern Hoboken and Old Main Delaware Lackawanna & Western (DL&W) Railroad Historic Districts. Via community meetings and other means of communication, numerous community residents have expressed a desire to rehabilitate rather than raze these historic buildings.

Figure 7: Preliminary Base Flood Elevations (BFE) Map (Source: FEMA 2015)



\*Map provided for illustrative purposes only. The provisions of the City's current Flood Damage Protection Ordinance shall apply to new development. (Figure Source: 2019 Amended Plan)

## 2.3 Redevelopment Area Site Conditions and Constraints

### Floodplain

Most of Hoboken's southern neighborhoods, including a majority of the Redevelopment Area, are below sea level (as measured by the average high tide), and within the 100 Year Floodplain as illustrated in Figure 7. These areas are prone to frequent flooding and were subject to record storm surge during Hurricane Sandy in October 2012.

Before Hurricane Sandy, a \$17.6 million project to install an underground sewage pumping station along with the Electrical Building within the Redevelopment Area was completed by the North Hudson Sewerage Authority (NHSA). According to NHSA, two large wet weather pumps were installed along Observer Highway and Washington Street that will pump approximately 50 million gallons of water per day

during heavy rainfall or a five-year rain event. The pumping station became operational at the end of 2011 and began to alleviate the flooding problems that affected southwestern Hoboken by high tides in the Hudson River and heavy rain fall. NHSA has spent \$35 million over the last decade for improvements to Hoboken's combined stormwater and sewage infrastructure.

The storm surge during Hurricane Sandy came in through southern Hoboken just south of Pier A and through the Long Slip Canal. NJ TRANSIT received \$146 million funding in September 2014 from the Federal Transit Administration for implementing flood protection measures including filling in the canal. The presence of the 100 Year Floodplain may preclude the construction of underground parking or basements within the Redevelopment Area. A detailed study of the impact and mitigation of floodplain issues relative to the proposed ground floor uses and building elevations of the conceptual design will be provided at time of Redevelopment Agreement. Redeveloper shall comply with the Hoboken Flood Damage Protection Ordinance or relevant guidelines established by the Redevelopment Agreement.

## Environmental Conditions

Redeveloper will undertake any environmental assessment as may be required, and will cooperate with the City of Hoboken, NJ TRANSIT Corporation, the New Jersey Department of Environmental Protection and/or a Licensed Site Remediation Professional, as appropriate, in order to identify any environmental constraints and to recommend and implement any environmental mitigation efforts as may be suitable to redevelop the site.

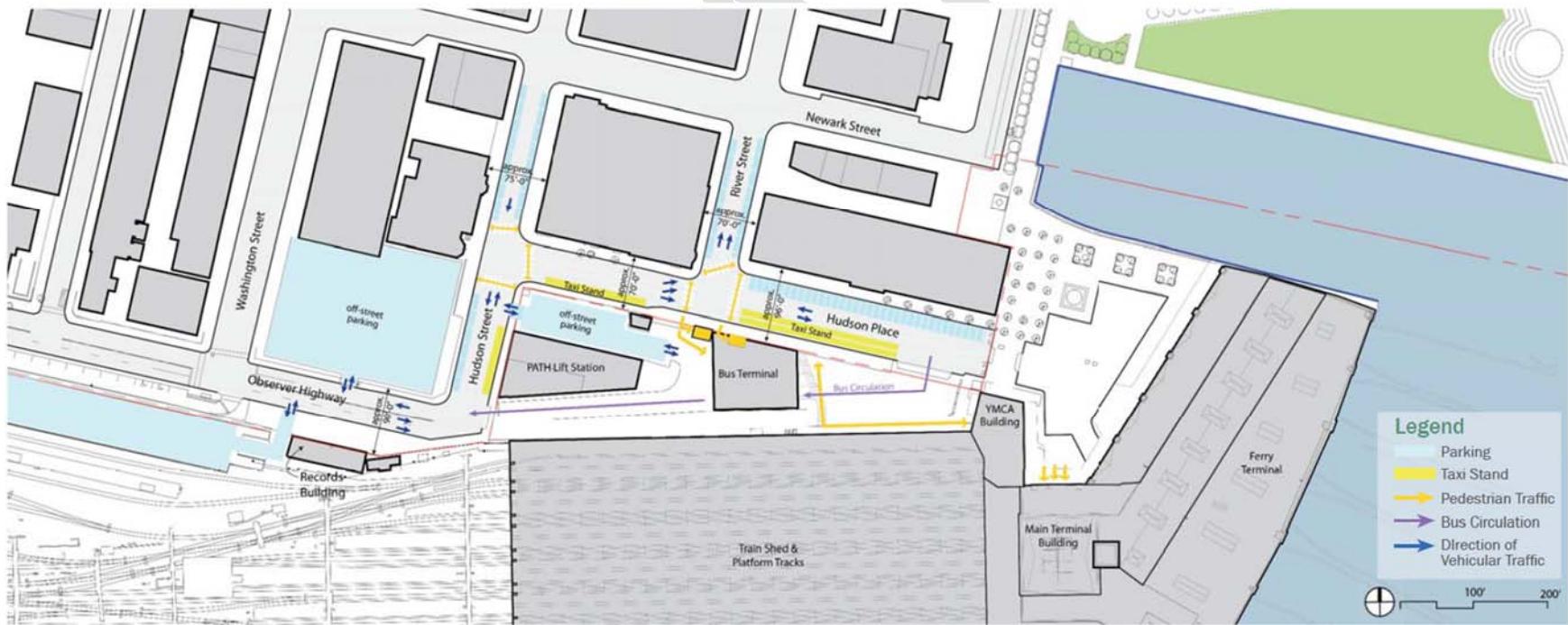
A preliminary Environmental Assessment (Phase I and Phase II Preliminary Assessment), of the Redevelopment Area was conducted in 2008 as part of the 2008 Redevelopment Plan. The 2008 Plan document mentions a need to conduct a Final Environmental Assessment to recommend environmental mitigation measures suitable to redevelop the site.

## Infrastructure

Two large diameter stormwater outfall pipes run beneath the Redevelopment Area in a north-south direction and discharge into the Long Slip Canal. A PATH tunnel runs beneath the Redevelopment Area in an east-west direction at Hudson Place and a north-south direction between Garden and Bloomfield Streets. Future redevelopment will span the underlying infrastructure, including the PATH tunnel.

Potential limits in the capacity of existing water and combined sewer infrastructure presents the opportunity to incorporate gray water systems into the development in order to reduce sewer demand. A range of best practices, such as storm water recycling for irrigation, and green roofs to reduce the discharge of stormwater runoff and improve water quality will also be desirable.

Figure 8: Existing Circulation at Hudson Place

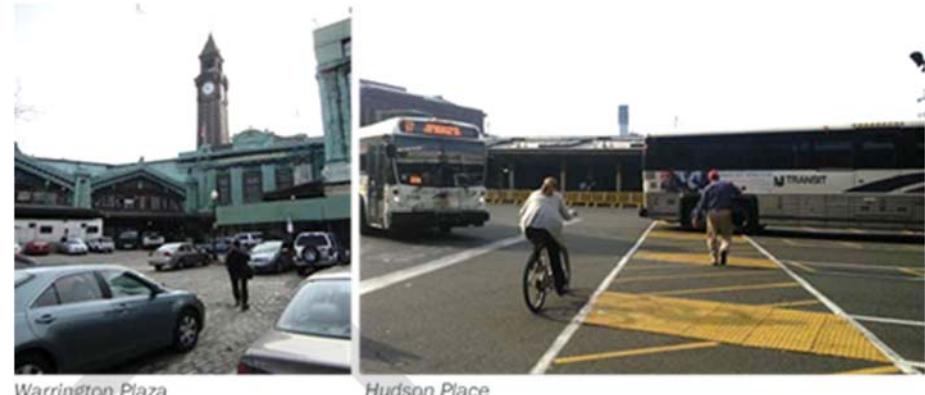


## Pedestrian and Vehicular Circulation

The Redevelopment Plan provides an opportunity to transform the area immediately adjacent to Hoboken Terminal, a multi-modal transportation center that provides service to tens-of-thousands of Hoboken residents. Physical improvements in this area, including at the entrance to NJ TRANSIT's Bus Terminal, along Hudson Street and Hudson Place and through Warrington Plaza will improve pedestrian, bicycle, scooter and vehicular circulation and safety. Existing circulation (See Figure 8) problems include:

- Limited pedestrian amenities at Warrington Plaza requiring new investment near the Terminal including signage, streetscape, and lighting to make the open space more of a community asset and enhance safety.
- Unsafe configuration of the existing location of taxis, jitney bus stops, vehicular drop off area and pedestrian crossings near the Terminal. Several points of conflict occur between mode transfers and access points in the area.
- Limited bicycle parking in the vicinity of the Terminal.
- The Hoboken Terminal and the Redevelopment Area represent a missing link in the Hudson River Waterfront Walkway, part of the New Jersey State Development and Redevelopment Plan that calls for public waterfront access from the Bayonne Bridge to the George Washington Bridge.

The City of Hoboken has received \$2 million in federal funding to improve Observer Highway and \$240,000 in federal funding to improve Newark Street between River Street and Washington Street. The improvements include re-configuration of the existing right-of-way of the Observer Highway between Washington Street and Marin Boulevard to include parking lanes, a turn lane/striped median and introduction of a two-way bike/pedestrian path along the southern side of Observer Highway. Hudson County installed a new traffic signal in conjunction with other complete streets improvements at the intersection of Hudson Street and Hudson Place.



Warrington Plaza

Hudson Place

As proposed, the Redevelopment Plan will: (1) increase safety at the entrance to the Bus Terminal; (2) connect bicycle lanes from Observer Highway to the Hudson Waterfront; (3) identify dedicated drop-off areas for jitneys, the HOP, Uber, Lyft, passenger vehicles, and taxis; (4) provide increased and improved bicycle and scooter storage options; (5) increased pedestrian safety for commuters utilizing mass transit; and (6) create a multi-use area along Hudson Place that enhances walkability.

## 2.4 Physical Constraints & Developable Areas

In addition to some of the site conditions and constraints described above, the Redevelopment Area (Figure 10) contains a number of physical development constraints. A portion of the site contains rail lines and transit operation-related infrastructure including the existing Terminal Shed and platform tracks near the Terminal Shed. Also, the exact location of below grade PATH infrastructure is not verified.

Figure 9: Opportunities and Constraints Map shows the location of large developable sites and constraints, including the Hudson Place and Area along Observer Highway. Only two land areas exist within the Redevelopment Area where no NJ Transit rail tracks currently exist. These sites include (1) Hudson Place Site and (2) The area along Observer Highway (Future Observer Boulevard).

One of the more recent and notable physical constraints that will determine the ultimate developable area and building footprints is the yet to be confirmed location of the proposed Rebuild By Design (RBD) flood wall.

1.

**Hudson Place Site:** Approximately 1.81-acre site close to the Terminal Building and Warrington Plaza at the corner of Hudson Street and Hudson Place. The site includes the existing YMCA Building and the Bus Terminal. According to NJ TRANSIT's public information meetings in September and December of 2010, a new bus terminal with office space for NJ TRANSIT has been planned at this site. The developable area is also anticipated to accommodate a private office building. This area is known as Site 1 (formerly Sites 8 and 8A.) The site abuts the two staircases that provide access to the underground PATH terminal. The location of this underground Port Authority owned terminal limits the "terra firma" area for future development at this site.

2. **Developable Area along Observer Highway:** Based on a proposed alignment of the RBD flood wall, a 2.03-acre site is available along Observer Highway between Hudson Street and Garden Street for development, referred to as site 2 (formerly Sites 1 and part of Site 2.) There is another 1.91-acre site with development potential at the corner of Observer Highway and Marin

Boulevard. Development at this location, known as Site 3 (formerly Site 7), is dependent on finding a suitable alternate location for the NJ TRANSIT Maintenance of Way Building, other related rail operations equipment, and the final location of the proposed RBD flood wall. This is not anticipated to take place in the near future.

3.

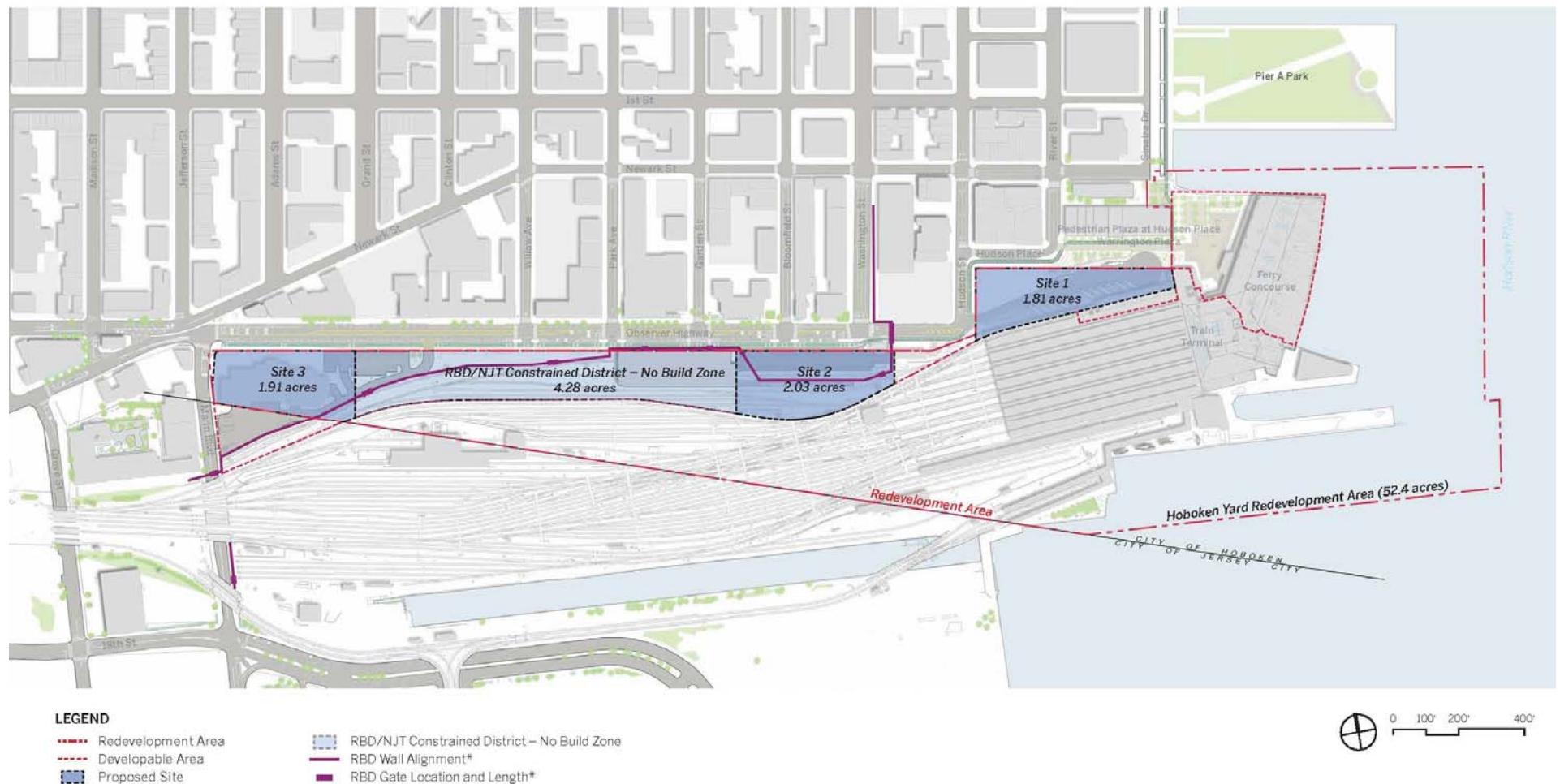
**RBD / NJT Constrained Area – No Build Zone:** There is a 4.28-acre area site including the existing Engine House Building, as well as a parking area available for use by NJ TRANSIT employees, that are currently proposed to be on the railyard side of the RBD flood wall. This property is located between Bloomfield Street and Grand Street. This area was formerly known as part of Site 2 and Sites 3 – 6 in the Hoboken Yard Redevelopment Plan adopted in 2014.

Figure 9: Opportunities and Constraints



(Figure Source: 2014 Plan)

Figure 10: Developable Areas and Parcels



(Figure Source: 2019 Amended Plan)





## **3 Redevelopment Plan Framework**



Focus Group Discussion at Public Meeting #1

## 3. REDEVELOPMENT PLAN FRAMEWORK

### 3.1 Planning Process

To meet the goals of the Redevelopment Plan, a public participation strategy was developed at the beginning of the planning process to encourage participation and gather public feedback and input. The Redevelopment Plan process began in April 2011 and included a number of visioning and consensus building efforts with the residents of the City of Hoboken and stakeholders including NJ TRANSIT. These efforts included outreach and community surveys, as well as meetings and presentations. Public presentations related to the Redevelopment Plan were posted on the City of Hoboken website along with the project schedule, and announcements of public meeting dates and locations. A community survey was also posted on the website in an effort to receive additional comments and feedback regarding the Redevelopment Plan alternatives. A detailed summary of the planning processes, stakeholder coordination and public input is provided in Appendix A: Planning Process.

Throughout the 2014 Redevelopment Plan planning process, a series of redevelopment and circulation alternatives were developed. These alternatives represented a development framework based on the planning and design principles that were developed through a series of existing conditions analysis, stakeholder input, and community feedback. The proposed alternatives were based on the development program assumptions, and take into consideration existing plans for transportation facility and structural improvements. Each alternative provided the flexibility to incorporate future transitrelated improvements to be undertaken at the discretion of NJ Transit. A detailed summary of the Redevelopment Alternatives, as well as revisions based on public input is provided in Appendix B. A detailed summary of the Circulation Alternatives are provided in Appendix C.

## 3.2 Planning and Design Principles

The following planning and design principles are derived from the extensive community feedback received during the planning process, review of existing conditions and input from the City of Hoboken.

### Development Program and Uses

- Provide office uses within a walking distance of the Terminal to reduce parking need for office employees.
- New development should encourage mixed-uses with substantial ground level activity to create a vibrant pedestrian oriented development.
- Create new public space and pedestrian plazas and focal points within the redevelopment with community and cultural facilities grouped around them for active pedestrian use.
- Encourage, but not require adaptive re-use of the historic building such as the mezzanine floor of the Ferry Terminal and the Records Building.
- Encourage, but not require the continued use of historic and/or noteworthy buildings, structures, objects, and sites and facilitate their appropriate reuse.
- Encourage, but not require the redevelopment of two Piers south of Ferry Terminal.
- Encourage notable and progressive architecture.

### Sustainable Development

- Maximize use of open space as an essential component of a comprehensive green infrastructure system to the extent practicable/feasible.
- Encourage construction of sustainable building design using the existing green building standard such USGBC's LEED and/or Living Building Challenge.
- Emphasize the need for flood remediation features in green building design.
- Encourage the use of high-quality building materials so as to minimize noise and other quality of life impacting factors, so as to create grade A office spaces and less transient prone residential spaces.
- Encourage the conservation and efficient use of natural resources;

consideration of renewable energy systems; and conservation and reuse of water resources.

- Encourage district scale sustainability measures such as central utility corridors or increasing efficiencies of scale and conserve natural resources.

### Building Heights / Bulk

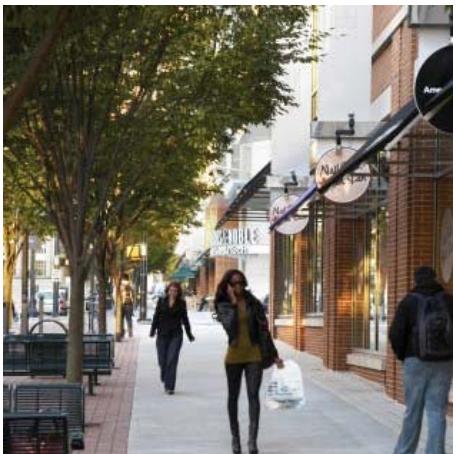
- Provide variations in building height throughout the Redevelopment Area.
- Provide building setbacks to avoid a canyon effect at street level.
- Encourage architecture and building features that will maximize air, light, and create an open, pedestrian friendly street level entertainment.
- Provide perpendicular orientation of higher height buildings to Observer Highway to avoid year round shadows for buildings north of Observer Highway. Also included is a typical section that illustrates this measure for the winter solstice condition. Figure 18 (see page 46) provides a typical section along Observer Highway that illustrates this measure for the winter solstice condition.
- Keep residential within current development levels in Hoboken.

### Circulation and Parking

- Minimize the need for parking through low parking ratios and designs for a walkable, intermodal area.
- Minimize the impact of parking areas by providing opportunities for shared parking and alternatives to personal car ownership.
- Encourage designs to create a better place for pedestrians, bicyclists and transit riders, while improving conditions for those who drive.

### View Corridor

- Maintain views of the Rail Terminal Lackawanna Clocktower along Observer Highway.
- Provide a visual extension of Hoboken's street grid southward into the Rail Yards.



Mixed -Use Development



### 3.3 Development Program Assumptions

The Redevelopment Plan incorporates the following development program-related assumptions. These assumptions include:

#### Mixed-Use Development

The Redevelopment Plan is based on the exploration of a variety of program combinations to accommodate a mix of uses including residential, commercial, and office related uses. Public and stakeholder input indicated a need to accommodate service-oriented retail, live-work places, and community amenities such as day care and classroom space, public space for theatre ensemble rehearsals, large public theatre etc. within the Redevelopment Area.

#### Public Space and Pedestrian Plazas

The Redevelopment Plan includes strategies to accommodate the design and development of new parks and additional open space to meet the city's growing demand for quality public spaces. The Plan includes public space and pedestrian plaza program requirements aimed at implementing the City's open space goals, particularly related to increased pedestrian safety in the areas surrounding Hoboken Terminal.

#### Quality Office Space

Based on the Redevelopment Area's location directly adjacent to a major regional intermodal facility, The Plan includes the provision of Class A office space with the appropriate scale and floor-plate to attract major tenants.

In addition to the development program-related assumptions mentioned above, development within the Redevelopment Area may include the following additional improvements to the Hoboken Terminal buildings and facilities within the Redevelopment Area.



Mixed - Use Office District



Public Space and Pedestrian Plazas

These improvements are not dependent on the development density and mix of the development program proposed as part of the Redevelopment Plan. These improvements can occur regardless of redevelopment and are not required as part of the Redevelopment Plan. They include:

### NJ TRANSIT Transportation Related Improvements

#### Reconstruction of Bus Terminal

- NJ TRANSIT had indicated the need to renovate the existing Bus Terminal at Hudson Place. September and December 2010 Concept Plans prepared by NJ TRANSIT indicate approximately 11 Bus bays for the Bus Terminal at the Hudson Place site. In addition, a bus queuing area for about 9 to 10 buses was indicated to be provided close to the Bus Terminal.

#### NJ TRANSIT Office

- A need for separate NJ TRANSIT office space ranging from about 17,000 GSF to 50,000 GSF was indicated in NJ TRANSIT Plans (December 2010; April 2012 above the Bus Terminal).

The Redevelopment Plan indicates a potential option to accommodate requirements of a new bus terminal and new NJ TRANSIT office, as they relate to the rest of the redevelopment program and the City of Hoboken. It is the requirement of NJ TRANSIT to design and finalize these improvements as part of its transportation related improvements plan for the Terminal buildings and its facilities.

#### General Building / Facilities Improvements

The following improvements to the historic Terminal buildings and infrastructure related improvements are also not dependent on the development program and density proposed as part of the Redevelopment Plan and are not required as a component of the Redevelopment Plan. These improvements may be undertaken at the discretion of NJ TRANSIT.

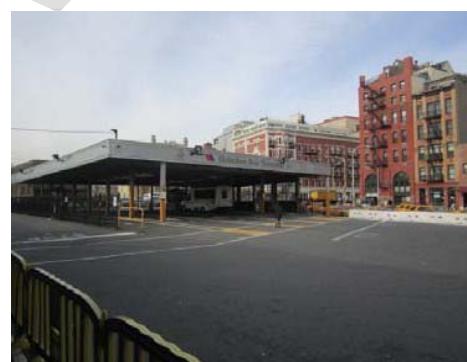
- Restoration of Records Building and adjacent construction of new public space
- Reconstruction of two Piers south of Ferry Terminal
- Restoration of Immigrant Building



Bus Terminal at Hudson Place



Aerial View Showing Hudson Place



Bus Terminal / Hudson Place





## 4 Redevelopment Plan

## 4. REDEVELOPMENT PLAN

Figure 11: Illustrative View Looking South at Hoboken Terminal



\* Disclaimer: Location of Rebuild By Design Flood Wall is for illustrative purposes only and is subject to change. Exact location of development on Site 1 will be determined by the location of RBD Wall and Port Authority PATH below-grade infrastructure. All building locations are for illustrative purposes only and will be determined in the Site Planning phase of the project. It is mutually understood and agreed that the information contained herein is preliminary in nature and is subject to further review and verification by other experts. Accordingly, and to the fullest extent permitted by law, Skidmore, Owings, & Merrill LLP and its partners, officers, and consultants shall have no liability in connection with the information provided herein.

(Figure Source: 2014 Plan)

The Redevelopment Plan provides a framework to accommodate a mixed-use development that is compatible with the character of Hoboken and complements existing development across Observer Highway and downtown Hoboken (Figures 11 & 12). The development framework provides flexibility to incorporate transit-related improvements planned by NJ TRANSIT independent of the Redevelopment Plan.

## 4.1 NJ TRANSIT Facilities & Operations

A significant portion of the property within the Redevelopment Area is currently owned by NJ TRANSIT, an agency of the State which is ultimately responsible for the administration of New Jersey's public transportation services, and Hoboken acknowledges NJ TRANSIT's authority in that regard. Accordingly, Hoboken intends to implement the Redevelopment Plan in a manner which promotes Hoboken's legitimate local interests under the Redevelopment Law while affording due deference to NJ TRANSIT as to that agency's core transit functions. To that end, this Redevelopment Plan does not purport to independently authorize or prevent any improvements to any transit facilities owned or operated by NJ TRANSIT, including Hoboken Terminal, or any other such improvements which would directly infringe upon NJ TRANSIT's core transportation functions.

## 4.2 Vision and Illustrative Concept

The Redevelopment Plan provides a long-term vision and a development framework that is contextually sensitive to the City Hoboken's land uses, building heights, and character (Figure 13). The Redevelopment Plan envisions a mixed-use development that reflects the planning and design principles developed as part of the planning process. The Redevelopment Plan

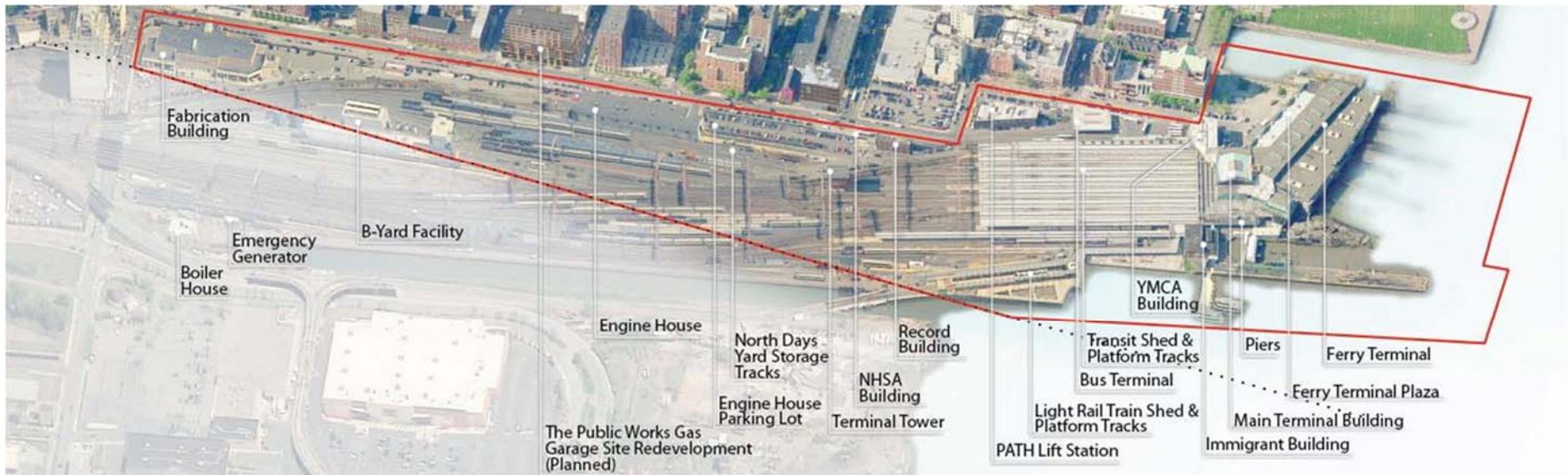
allows flexibility for accommodating changing economic and market conditions.

The Illustrative Site Plan (Figure 14) shows the north south streets going through to, and connecting with, the proposed buildings. The Concept Plan shows development blocks that will be designated as separate tax parcels.

## 4.3 Land Use and Development Program

The 2019 Amended Redevelopment Plan calls for three distinct land use districts that have been revised in terms of their boundaries and development allowances from the land use districts proposed by the 2014 Plan. The three (3) Districts for this Amended Plan comprise: the Hudson Place and Terminal District (TD), a Commercial Mixed-Use District (C-MU), and the RBD/NJT Constrained Area—No Build Zone (Figure 15). This section describes the permitted uses in the first two districts. The new uses prescribed in the Redevelopment Area follow the purpose and intent of the Redevelopment Plan and the planning and design principles. These land uses are also compatible with the existing development along Observer Highway and the Hoboken downtown district. It should be noted that maximum square footage is defined in this Redevelopment Plan by district. Albeit numerous uncertainties have arisen that may affect the configuration of the redevelopment layout and number of structures, the Redevelopment Plan adheres to the overall square footage of land use development as defined within Figure 16 of this Redevelopment Plan.

Figure 12: Aerial View of Redevelopment Plan



(Figure Source: 2014 Plan)

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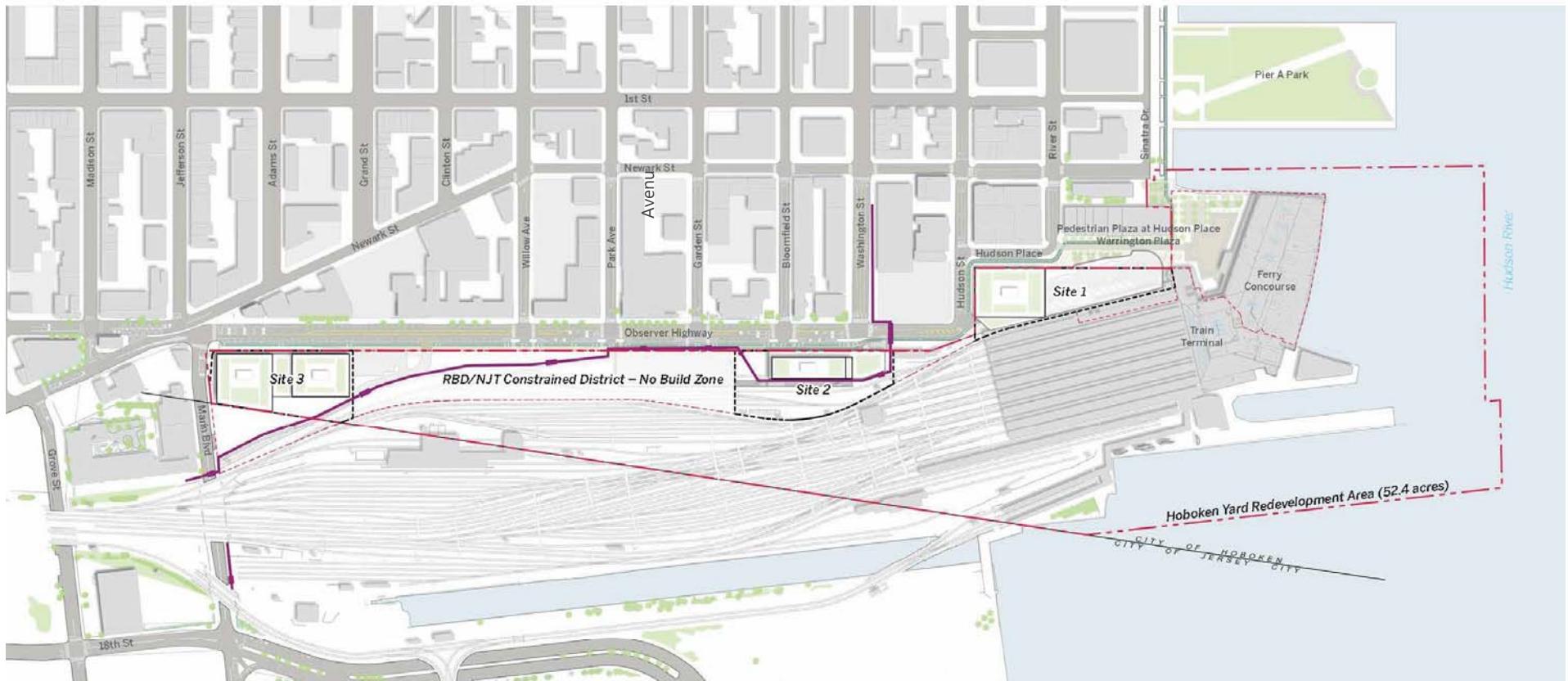
Figure 13: Illustrative Rendering of Proposed Redevelopment Area



\* Disclaimer: Location of Rebuild By Design Flood Wall is for illustrative purposes only and is subject to change. Exact location of development on Site 1 will be determined by the location of RBD Wall and Port Authority PATH below-grade infrastructure. All building locations are for illustrative purposes only and will be determined in the Site Planning phase of the project. It is mutually understood and agreed that the information contained herein is preliminary in nature and is subject to further review and verification by other experts. Accordingly, and to the fullest extent permitted by law, Skidmore, Owings, & Merrill LLP and its partners, officers, and consultants shall have no liability in connection with the information provided herein.

(Figure Source: 2019 Amended Plan)

Figure 14: Illustrative Site Plan



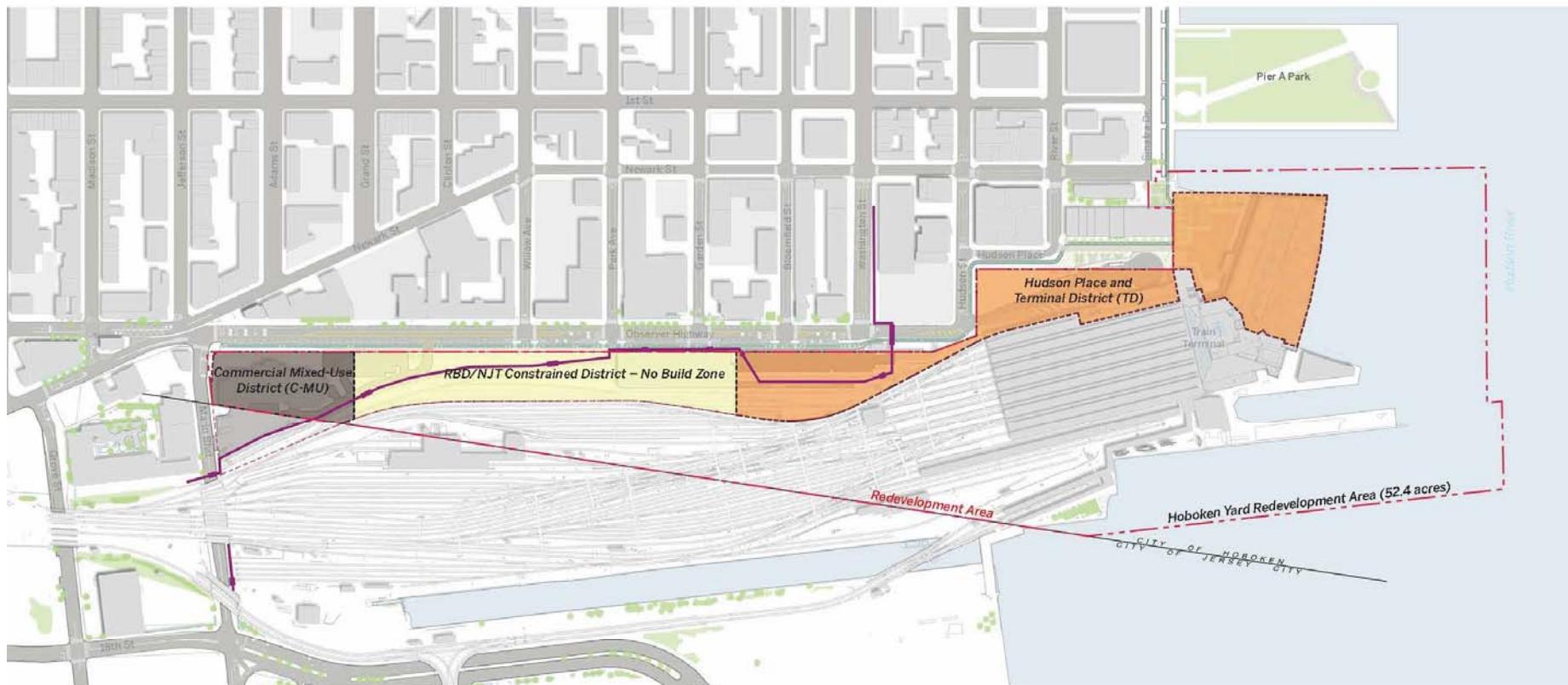
**LEGEND**

- Redevelopment Area
- Developable Area
- Proposed Site
- RBD Wall Alignment\*
- RBD Gate Location and Length\*

\* Disclaimer: Location of Rebuild By Design Flood Wall is for illustrative purposes only and is subject to change. Exact location of development on Site 1 will be determined by the location of RBD Wall and Port Authority PATH below-grade infrastructure. All building locations are for illustrative purposes only and will be determined in the Site Planning phase of the project. It is mutually understood and agreed that the information contained herein is preliminary in nature and is subject to further review and verification by other experts. Accordingly, and to the fullest extent permitted by law, Skidmore, Owings, & Merrill LLP and its partners, officers, and consultants shall have no liability in connection with the information provided herein.

(Figure Source: 2019 Amended Plan)

Figure 15: Proposed Land Use



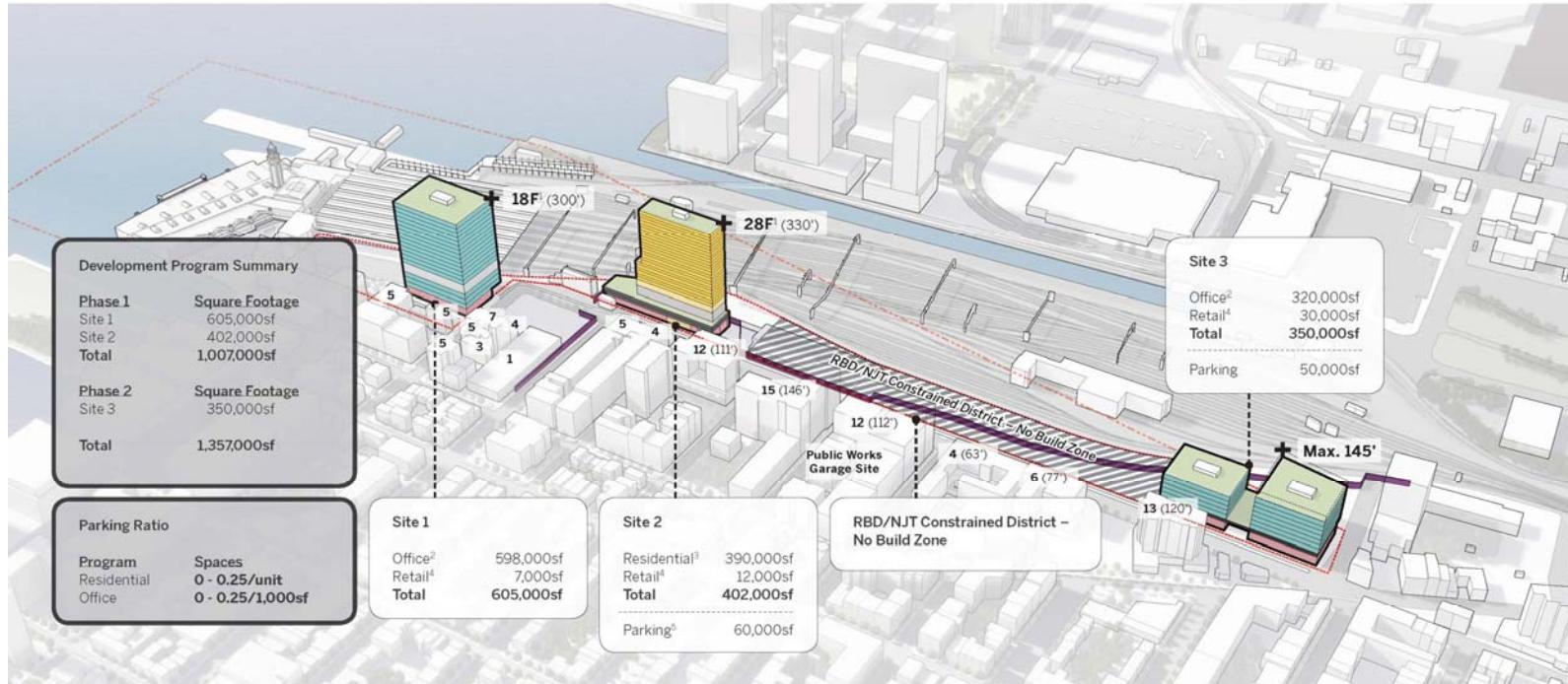
**LEGEND**

- |        |  |
|--------|--|
| -----  | Redevelopment Area                           |
| -----  | Developable Area                             |
| ██████ | RBD/NJT Constrained District – No Build Zone |
| ██████ | Hudson Place and Terminal District           |
| ██████ | Commercial Mixed-Use District                |
| ██████ | RBD Wall Alignment*                          |
| ██████ | RBD Gate Location and Length*                |

\*Disclaimer: Location of Rebuild By Design Flood Wall is for illustrative purposes only and is subject to change. Exact location of development on Site I will be determined by the location of RBD Wall and Port Authority PATH below-grade infrastructure. All building locations are for illustrative purposes only and will be determined in the Site Planning phase of the project. It is mutually understood and agreed that the information contained herein is preliminary in nature and is subject to further review and verification by other experts. Accordingly, and to the fullest extent permitted by law, Skidmore, Owings, & Merrill LLP and its partners, officers, and consultants shall have no liability in connection with the information provided herein.

(Figure Source: 2019 Amended Plan)

Figure 16: Illustrative View showing Development Program



#### LEGEND

Redevelopment Area	Yellow	Residential
Developable Area	Light Yellow	Retail
RBD Wall*	Dark Purple	Amenities

\* Disclaimer: Location of Rebuild By Design Flood Wall is for illustrative purposes only and is subject to change. Exact location of development on Site 1 will be determined by the location of RBD Wall and Port Authority PATH below-grade infrastructure. All building locations are for illustrative purposes only and will be determined in the Site Planning phase of the project. It is mutually understood and agreed that the information contained herein is preliminary in nature and is subject to further review and verification by other experts. Accordingly, and to the fullest extent permitted by law, Skidmore, Owings, & Merrill LLP and its partners, officers, and consultants shall have no liability in connection with the information provided herein.

<sup>1</sup> Excludes mechanical floor

<sup>2</sup> Office area includes mechanical, lobby and loading area

<sup>3</sup> Residential area includes mechanical, amenities, lobby and drop-off

<sup>4</sup> 2/3 of ground floor area is counted to retail

<sup>5</sup> Parking accommodates area for NJ Transit

(Figure Source: 2019 Amended Plan)

## Hudson Place and Terminal District (TD)

The TD District includes Warrington Plaza, a portion of Lackawanna Terminal, and two development sites:

- Site 1, located at Hudson Street and Hudson Place; and,
- Site 2, located along Observer Highway between Hudson Street and Garden Street.

The TD district serves as a gateway to Hoboken for residents, visitors, commuters, workers and shoppers.

Retail and cultural uses are encouraged within the Warrington Plaza area (Figure 17) to enhance the quality of the pedestrian oriented transit plaza. The following categories of uses are permitted within the TD District to take advantage of proximity to transit:

### **Permitted Uses (Group A)**

- Civic/institutional
- Day care
- Educational/schools
- Entertainment
- Hotel
- Multi-family residential (Site 2 only)
- Office/Accelerator space
- Parks and plazas
- Transportation related uses

### **Permitted Ground Floor Uses (Group B)**

- Artists galleries, studios and workshops
- Bars
- Business services
- Farmers markets
- Food court
- Health clubs
- Indoor public space
- Maritime
- Performing art venues
- Restaurants
- Retail or commercial Uses
- Sidewalk kiosks
- Spaces for cultural activities and civic uses
- Supermarkets/grocery store

### **Accessory Permitted Uses**

- Bicycle shower facilities
- Bicycle storage
- Off street loading
- Off street parking facilities

### **Additional Use Regulations**

- Uses within the first-floor spaces of all buildings in the TD District shall be limited to those listed in Group B above, except for lobbies and entryways.
- Group B uses may also be permitted on the second floor, top floor, and rooftop.
- Off street parking facilities are not permitted on the first floor.
- Up to 30,000 SF of space may be included as commercial accelerator space within the Redevelopment Area.

### **Commercial Mixed-Use District (C-MU)**

The Commercial Mixed-Use District (C-MU) is located along Observer Highway at the corner of Marin Boulevard (Site 3). C-MU is envisioned as a transit-oriented development within a walking distance of the Terminal building. As defined in 1994 by NJ TRANSIT in *Planning for Transit-Friendly Land Use: A Handbook for New Jersey Communities*, a reasonable walking distance from a transit stop is  $\frac{1}{4}$  to  $\frac{1}{2}$  mile varying based on topography, sense of safety and security, and presence of interesting activities. This location, is dependent on finding a suitable alternate location for the NJ TRANSIT Maintenance of Way Building, other related rail operations equipment, and the final location of the proposed RBD flood wall. This is not anticipated to take place in the near future. The following categories of uses are permitted within the C-MU District:

### **Permitted Uses (Group A)**

- Civic/institutional
- Day care
- Educational/schools
- Entertainment
- Hotel
- Indoor public space
- Office/accelerator space
- Parks and plazas
- Transportation related uses

#### **Permitted Ground Floor Uses (Group B)**

- Artists galleries, studios and workshops
- Bars
- Business services
- Farmers markets
- Health clubs
- Indoor public space
- Movie theatres
- Performing art venues
- Restaurants
- Retail or commercial uses
- Spaces for cultural activities and civic uses

#### **Accessory Permitted Uses**

- Bicycle shower facilities
- Bicycle storage
- Off street loading
- Off street parking facilities

#### **Additional Use Regulations**

- Floor Area shall include a minimum of 70% office uses.
- Uses within the first-floor spaces of all buildings in the C-MU District shall be limited to those listed in Group A and B above, except for lobbies and entryways.
- Off street parking facilities are not permitted on the first floor fronting Observer Highway.
- Developer must build and provide space/location for indoor public space, that may include a variety of uses such as performance space, public meeting rooms, and other civic uses to be determined by the City, within the C-MU District. Design of such space is to be addressed in Redevelopment Agreement. The operation of the indoor public space is not a requirement of the developer.

#### **RBD/NJT Constrained District (No-Build Zone)**

The RBD/NJT Constrained District is located along Observer Highway in the area between the TD and C-MU Districts. The District starts just east of Garden Street and extends to the west of Willow Avenue in the Redevelopment Area. The development potential of this site is restricted due to

the proposed location of the RBD flood wall and the presence of existing NJ TRANSIT infrastructure. As of the time of this Amendment, the portion of the land remaining after the construction of the flood wall will not be of a sufficient in size to accommodate building development. As such, it is recommended that uses for this site (formerly part of Site 2, and Sites 3, 4, 5, and 6 as per the 2014 Plan), in any redevelopment be limited to open space type uses (active or passive park, walking trails, public art space, etc.), while also not impacting NJ TRANSIT's continued uses and operations.

### **4.4 Bulk & Design Requirements**

The Redevelopment Plan provides maximum building height and bulk requirements for structures within the Redevelopment Area. As part of the 2014 Redevelopment Plan planning process, height and bulk requirements were derived from the following:

- Contextual development; including existing development along the northern side of Observer Highway and Hudson Place.
- Height and bulk of the redevelopment approved by the City for the Public Works Garage Redevelopment Plan (north side of Observer Highway across from Redevelopment Area).
- Community feedback received during the planning process.
- Planning and design principles to avoid canyon effect along Observer Highway and Hudson Place.
- Generate variation in building height.
- Avoid maximum shadows during the winter months along Observer Highway.

The overall square footage (Figure 16) for each development site within the Redevelopment Area is provided to maximize the site's potential for mixed-use redevelopment and maintain an intensity of use that is consistent with the existing character of Hoboken. The Amended Plan recognizes that the area available for development may require flexibility to accommodate development within proximity to the ultimate location of the RBD flood wall and/or other unknown terra firma or infrastructure limitations. Per the City-governed process, a negotiated Redevelopment Agreement and Site Plan Application will further refine the general massing, architectural details, setbacks, etc. in order to achieve the City's goals of protecting view corridors, minimizing bulk, and ensuring world-class architecture in buildings that will stand at the gateway to Hoboken.

Figure 17: Warrington Plaza Illustrative Aerial



(Figure Source: 2019 Amended Plan)

## Bulk & Design Requirements: Hudson Place & Terminal District

### Site 1:

- Maximum square footage shall be 605,000 sf.
- Maximum height for Site 1 shall not exceed 300 feet.
- Building setback from property line – 5 feet.
- Mechanical equipment must be effectively screened from view or integrated into architectural character of building within Site 1.

- Development above Bus Terminal shall not exceed a maximum height of 50 feet.
- Development of the Bus Terminal canopy may extend to frontage along Hudson Place which is beyond the Redevelopment Area boundary to provide inclement weather protection at drop off site.

## **Site 2:**

- Maximum square footage shall be 402,000 sf.
- Maximum height for Site 2 shall not exceed 330 feet.
- Building setback from property line – 5 feet.
- Development within Site 2 shall be required to have a low-rise base structure with upper stories setback from the low-rise base.
- The low-rise base component shall not exceed maximum height of 100 feet.
- Upper stories above the low-rise base must maintain a minimum setback of 10 feet from the base component along Observer Highway frontage; one or more such step-backs may be provided as negotiated through a Redevelopment Agreement.
- Mechanical equipment must be effectively screened from view or integrated into architectural character of building within Site 2.

### **Street level Provisions**

- No off-street loading areas are permitted along Hudson Place in the TD District.
- Development shall be accessible by pedestrians at grade from Hudson Place.
- Street-level building facades must include architectural articulation, windows, entryways, etc. Blank street walls are prohibited in the TD District.

### **Mid-Level Provisions**

- Parking needs for building at Site 1 may be met by providing shared parking on Site 2.

### **View Corridors**

- Site development shall be designed to maintain existing views of Lackawanna Clock Tower from Observer Highway right-of-way east of Marin Boulevard.

## **Bulk & Design Requirements: Commercial Mixed-Use District (C-MU)**

### **Site 3**

- Maximum square footage shall be 350,000 sf.

### **Signs and Signage**

A signage plan shall be submitted for each District at time of Site Plan approval in accordance with the City's sign regulations.

- Maximum height for Site 3 shall not exceed 145 feet
- Building setback from property line – 10 feet
- Mechanical equipment must be effectively screened from view or integrated into architectural character of building within Site 3.

### **Street level Provisions**

- No off-street loading areas are permitted along Observer Highway in the C-MU District.
- Development shall be accessible by pedestrians at grade from Observer Highway.
- Street-level building facades must include architectural articulation, windows, entryways, etc. Blank street walls are prohibited in the C-MU District.

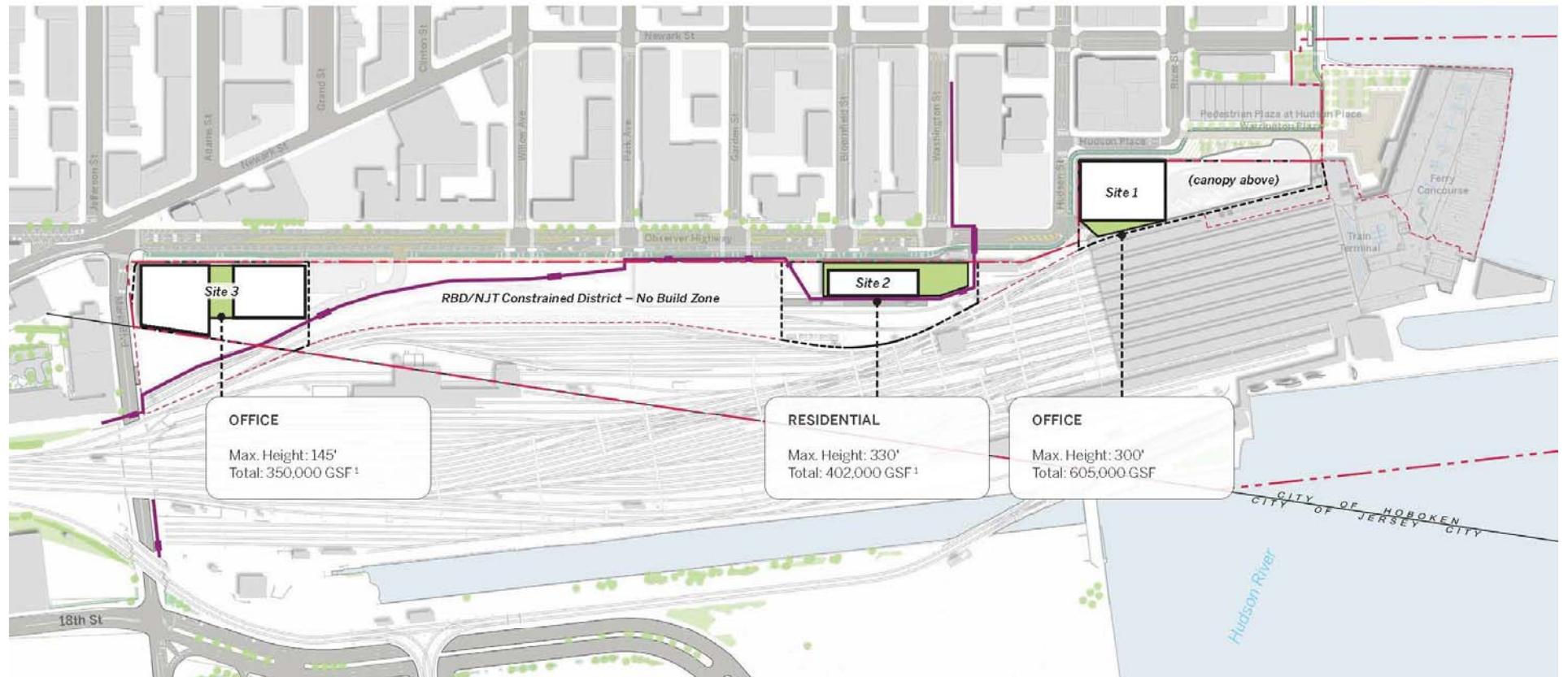
### **Upper Level Provisions**

- Parking areas and structures shall be incorporated into the site plan and architecture to limit their impact on the public realm.
- Any podium parking adjacent to a roadway shall be screened and incorporated into the architecture of the structure.

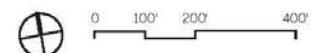
### **View Corridors**

- Visual connections within the Redevelopment Area shall be maintained to preserve the character of the adjacent neighborhoods and limit prolonged periods of shadow along Observer Highway. To meet this goal, breaks in the skyline following sight lines from the existing street grid called View Corridors must be established.
- View corridors shall be maintained at Washington, Bloomfield and Garden Streets to allow winter solstice light at the edge of the sidewalk along the north side of Observer Highway.
- A shadow study showing conditions at various times per year must be submitted and approved by the City as part of a Redevelopment Agreement, which will be evaluated by the city.

Figure 18: Development Sites



\*Parking excluded from Total GSF



\*Disclaimer: Location of Rebuild By Design Flood Wall is for illustrative purposes only and is subject to change. Exact location of development on Site 1 will be determined by the location of RBD Wall and Port Authority PATH below-grade infrastructure. All building locations are for illustrative purposes only and will be determined in the Site Planning phase of the project. It is mutually understood and agreed that the information contained herein is preliminary in nature and is subject to further review and verification by other experts. Accordingly, and to the fullest extent permitted by law, Skidmore, Owings, & Merrill LLP and its partners, officers, and consultants shall have no liability in connection with the information provided herein.

(Figure Source: 2019 Amended Plan)

## 4.5 Public Space and Pedestrian Plaza Requirements

The Redevelopment Plan provides a public space and pedestrian plaza framework to increase the amount and quality of public space for existing and new residents of Hoboken. This chapter governs all public space within the Redevelopment Area. Public space may include:

- Pedestrian Plaza at Hudson Place / Warrington Plaza
- Indoor Public Space
- Piazza
- Street Plazas / Shared Spaces
- Marin Boulevard/Henderson Gateway
- Green Roofs

## General Provisions

The Redevelopment Plan requires a minimum of approximately 1.45 acres of outdoor public space and pedestrian plazas within the Warrington Plaza area of the Redevelopment Plan. The Plan also depicts public open space in the form of the pedestrian plaza at Hudson Place located just outside of the Redevelopment Area in the area of the transportation hub. The public space shall be publicly accessible at street level with public amenities including street furnishings such as lighting, landscaping, seating, and public art. Public open spaces within the Redevelopment Area shall also function to provide green infrastructure and enhance storm water management, where possible. Indoor public space shall be provided within the development area that may accommodate a variety of uses such as performance or exhibit space, public meeting rooms, and other civic uses to be determined by the City. The provision of public space shall be subject to negotiations and terms of the Redevelopment Agreement.

### Pedestrian Plaza at Hudson Place / Warrington Plaza

A pedestrian plaza is required at Hudson Place from River Street to Warrington Plaza, envisioned as a public open space and intermodal gateway to Hoboken. Construction of this pedestrian plaza may require the re-configuration of existing taxi stands, jitney bus drop off and pick up areas, and vehicular drop off areas. Final plans for the plaza shall include the provision of a safe pedestrian zone that connects with various modes of transit, bicycle lanes and bicycle storage and/or shower facilities. Improvements to Hudson Place and Warrington Plaza shall be



Pedestrian Plaza (Figure Source: 2014 Plan)



Shared Spaces (Figure Source: 2014 Plan)



Piazza (Figure Source: 2014 Plan)



Boulevard

coordinated with the timing of development of Site 1 (Hudson Place site). Hudson Place shall be a multi-purpose plaza allowing access to pedestrians, cyclists, scooters, and NJ TRANSIT vehicles, as needed.

### Green Roofs

Green roofs are required for large roof buildings to reduce stormwater runoff by limiting the amount of impervious surface throughout the Redevelopment Area. These roofs may also serve as additional open space, and they are effective in reducing the heat island effect. The location and design of the green roof facilities will be set forth at the time of Redevelopment Agreement.

## 4.6 Circulation and Parking Requirements

The circulation and parking requirements of the Redevelopment Plan are based on the Redevelopment Area's proximity to transit and are intended to reduce the need for parking and limit the generation of additional vehicular traffic. Creating a vibrant pedestrian environment and an interconnected bicycle network that links the Terminal with the rest of city is also a major goal of the Plan. This section provides a description of the circulation and parking related requirements of the Plan. As proposed, the Redevelopment Plan will: (1) increase safety at the entrance to the Bus Terminal; (2) connect bicycle lanes from Observer Highway to the Hudson Waterfront; (3) identify dedicated drop-off areas for jitneys, the HOP, Uber, Lyft, passenger vehicles, and taxis; (4) provide increased and improved bicycle and scooter storage options; (5) increased pedestrian safety for commuters utilizing mass transit; and (6) create a multi-use area along Hudson Place that enhances walkability. The improvements described in this section will need to be further evaluated for traffic operations, capacity of the existing roads, etc. Final circulation and parking plans for the Redevelopment Area will be addressed at time of Redevelopment Agreement. Improvements needed to accommodate future traffic impacts will be required and will be addressed at time of the Redevelopment Agreement. As part of the Plan development process, several circulation alternatives were developed and presented as an opportunity to gain stakeholder and community input. A summary of the circulation alternative options is provided in Appendix C.

### Streets and Traffic Related Improvements

Severe traffic issues currently exist at various peak hours in this area of the proposed redevelopment in Hoboken. A detailed traffic impact analysis shall be required at time of Redevelopment Agreement to identify potential traffic impacts and necessary facility improvements

related to proposed redevelopment of the subject site.

The developer will be responsible for traffic related improvements on and off-site that will be necessary as a result of new development in order to improve the conditions from the current level of service on these roadways. The developer will be encouraged to utilize tools of Transportation Demand Management, in addition to traditional transportation engineering solutions, to address these issues.

### Pedestrian Plaza at Hudson Place / Warrington Plaza

The pedestrian plaza at Hudson Place/Warrington Plaza is envisioned to be a safe pedestrian zone within a multi-modal hub of activity. Specific requirements for the pedestrian plaza include:

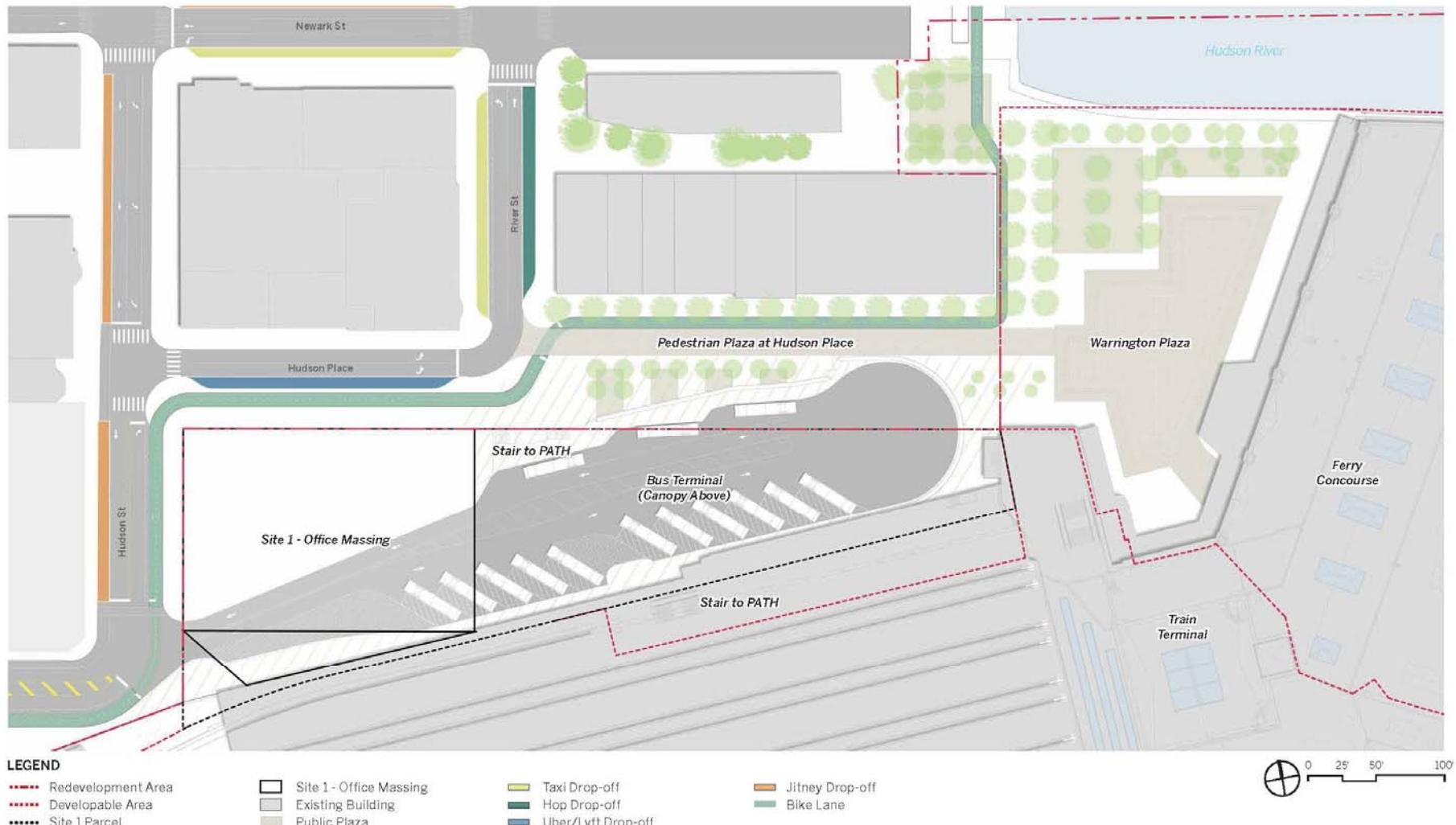
- Redesign of Hudson Plaza and Warrington Plaza as a pedestrian oriented plaza minimizing pedestrian and vehicular conflicts.
- Closing of Hudson Place between River Street and Warrington Plaza for vehicular through traffic.
- Integration of dedicated bike lanes within the plaza.
- Reconfiguration of the pick-up, drop-off, and layover locations including locations for jitney buses and taxi stand.
- Provision of bicycle storage facilities.
- Provision of way-finding signage for pedestrians.

These improvements to Hudson Place and Warrington Plaza are required as a part of this Redevelopment Plan and shall be set forth in the Redevelopment Agreement (Figure 19).

### Bicycle and Pedestrian Environment

In addition to the bicycle and pedestrian related improvements mentioned above, provision of integrated bicycle lanes and supporting facilities including bicycle storage and shower facilities are recommended throughout the Redevelopment Area. These improvements shall be consistent with the Hoboken Bicycle and Pedestrian Master Plan (2010). Bike lanes will be required as part of this Redevelopment Plan and shall be set forth at time of

Figure 19: Pedestrian Plaza at Hudson Place/Warrington Plaza



\* Disclaimer: Location of Rebuild By Design Flood Wall is for illustrative purposes only and is subject to change. Exact location of development on Site 1 will be determined by the location of RBD Wall and Port Authority PATH below-grade infrastructure. All building locations are for illustrative purposes only and will be determined in the Site Planning phase of the project. It is mutually understood and agreed that the information contained herein is preliminary in nature and is subject to further review and verification by other experts. Accordingly, and to the fullest extent permitted by law, Skidmore, Owings, & Merrill LLP and its partners, officers, and consultants shall have no liability in connection with the information provided herein.

(Figure Source: 2019 Amended Plan)



Redevelopment Agreement. Bike lanes will need to be located in such a way as to minimize conflicts with other modes of transportation. Examples of the possible placement of bike lanes to avoid such conflicts are included in the Appendix C: Circulation Alternatives.

## Parking

The parking strategy of the Redevelopment Plan reflects the desire of the residents to alleviate a parking shortfall within the downtown area while balancing the concerns of generating additional traffic from parking availability. This 2019 Amended Redevelopment proposes a revised parking program that takes into consideration changes to travel behaviors since 2014. The strategy includes the provision of a shared parking strategy between residential, commercial and office uses to manage peak parking demands at different times of the day and the recommendation to minimize parking ratios by taking advantage of the site's proximity to transit. A car sharing program is also encouraged within the Redevelopment Area with car share vehicles located at convenient locations within the redevelopment to reduce vehicle ownership and overall parking demand.

Parking access is anticipated to be primarily from Observer Highway with some potential from Marin Boulevard. Use of mechanical parking garages is also recommended to increase space efficiencies. The parking ratios are related to a transit-oriented development. To keep parking requirements to a minimum without impacting street parking elsewhere, options include prohibiting on-street residential parking permits for residents in these buildings, providing access to car sharing and bike sharing in the project, provide pick up/drop off area for ride sharing vehicles, or a combination thereof.

Parking requirements for various uses within the new development are recommended to complement the use of shared parking, as well as ride share provisions and proximity to mass transit options.

They include:

- Corporate or Professional Offices: Maximum of 0.25 parking spaces for each 1,000 GSF
- Residential: Maximum of 0.25 parking spaces for each dwelling unit
- Mechanized and stacked parking are permitted
- Parking area shall not be included in Gross Square Footage (GSF) calculations

All ninety (90) degree parking spaces in surface lots shall be a minimum of nine feet (9') in width by eighteen feet (18') in depth, provided that up to ten percent (10%) of required parking spaces may be compact spaces measuring eight feet six inches (8'6") in width by seventeen feet (17') in depth. All ninety (90) degree parking spaces in multi-level parking garages shall be a minimum of eight feet six inches (8'6") in width by eighteen feet (18') in depth, provided that up to ten percent (10%) of required parking spaces may be compact spaces, interspersed throughout the garage and not concentrated in adjacent bays, measuring eight feet (8') in width by sixteen feet (16') in depth. Compact spaces may be located in parking garages only where physical obstructions or anomalies (such as structural components, utility lines or equipment, geometric irregularities, stairwells, elevator lobbies, pedestrian walkways) make full-size spaces impracticable, and/or to address turning radius considerations with respect to spaces located on aisle end-caps. Aisles in ninety-degree (90) parking fields shall be a minimum of twenty-four feet (24') in width. Diagonal parking fields are permitted, provided that the spaces shall have an angle of not less than sixty (60) degrees, and the aisles shall be one-way and not less than eighteen feet (18') in width. On street parallel parking spaces shall be seven feet (7') in width by twenty feet (20') in length. The City agrees to seek a Special Area Designation under the Residential Site Improvement Standards, N.J.A.C. 5:21-3.5, to obtain formal approval of the standards within this paragraph from the Site Improvement Advisory Board.



Comprehensive Urban Flood Protection Strategy for Hoboken (Source: Rebuild by Design Competition)



Rain Garden



Green Roof



Photovoltaic Panels

## 4.7 Sustainable Design and Flood Resiliency

### Sustainable Design

Redevelopment within the area provides opportunities to integrate sustainable site design and building design components. Inclusion of such sustainable design techniques are highly recommended as part of the redevelopment. Inclusion of such green site plan and building design methods and techniques will reduce the additional demand on existing infrastructure and resources as well as provide life cycle cost benefits to the developer. General sustainable design recommendations for the Redevelopment Area include:

- Use of USGBC's LEED ND or Sustainable Sites Initiative for green neighborhood design for the entire Redevelopment Area.
- Construction of a minimum LEED Silver or equivalent standard for all major buildings within the Redevelopment Area.
- Inclusion of best management practices and green infrastructure techniques such as rain gardens, bio-swales, green roofs etc. to manage storm water.
- Use of rainwater and/or greywater capture, retention and reuse system.
- Construction of Common Utility Corridor linking various redevelopment parcels for chilled water, hot water and other common HVAC components.
- Use of energy conservation measures including solar and bio-thermal systems within building design.

### Flood Resiliency

To further protect Hoboken's residents from flooding challenges, following flood resiliency measures are required as part of the redevelopment.

- Sanitary sewer and storm sewer for the site will be separated.
- Stormwater and sanitary sewer pumps to serve this property will be installed by the developer.
- All elements of the project, including but not limited to building and mechanical elevations, shall be in compliance with the City of Hoboken Flood Damage Prevention Ordinance or relevant guidelines established by the Redevelopment Agreement.
- A varied mix of stairs, seating levels, irrigated green walls may need to be

incorporated to tie the street and sidewalk grade on Observer to the interface of the buildings on the project site due to compliance with the ABFE maps and the City's current Flood Damage Prevention ordinance. The final design of this variety of urban design tools is to be addressed in the Redevelopment Agreement to assure visual variety of interest.

In the aftermath of Hurricane Sandy, a comprehensive water management “Resist, Delay, Store, Discharge” strategy was developed to protect Hoboken from flooding due to storm surges and flash flooding as part of Housing and Urban Development (HUD) sponsored Rebuild by Design competition. The project won \$230 million federal funding as part of the competition in June 2014. The comprehensive urban water strategy deploys programmed hard infrastructure and soft landscape for coastal defense (Resist); policy recommendations, guidelines, and urban infrastructure to slow rainwater runoff (delay); a circuit of interconnected green infrastructure to store and direct excess rainwater (store); and water pumps and alternative routes to support drainage (discharge). Parts of the Redevelopment Area including Warrington Plaza may be included in the comprehensive strategy. The Resist component in the form of a flood wall was in the final design stages at the time of this 2019 amendment.

## 4.8 Infrastructure Requirements

The Redevelopment Area will connect to the existing utilities infrastructure; including water, sewer, electricity and natural gas. An analysis of the capacity of existing infrastructure that will be necessary to accommodate the redevelopment will be required at the design phase. All improvements or expansion identified as necessary to accommodate proposed development shall be addressed at the time of Redevelopment Agreement. A review of the documents available related to utilities infrastructure within the Redevelopment Area indicates the following issues that need to be evaluated further prior to redevelopment:

- The capacity of the existing sewers, pump stations and treatment facilities to accommodate an intensification of use within the Redevelopment Area needs to be verified.
- The adequacy of existing water system infrastructure needs to be verified to identify any improvements and upgrades necessary to support future development.

## 4.9 Affordable Housing

It is the goal of the Redevelopment Plan to assure that the Project provides for an appropriate amount of inclusionary affordable housing, in accordance with applicable law. The implementation of the affordable housing element of this Redevelopment Plan will be addressed at the time of Redevelopment Agreement. The redeveloper will provide for a minimum of ten percent (10%) of all units within the redevelopment project as affordable.

N.J.S.A 40A:12A-7(a)(6) and N.J.S.A 40A:12A-7(a)(7) require that a redevelopment plan include (i) as of the date of the adoption of the resolution finding the area to be in need of redevelopment, an inventory of all affordable housing units that are to be removed as a result of implementation of the redevelopment plan; and (ii) 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 the Redevelopment Plan.

The following subsections (1) and (2) satisfy the affordable housing “inventory” and “replacement unit plan” requirements of the law.

### (1) Inventory of Affordable Housing

As of February 07, 2007, which is the date upon which the Mayor and Council of the City of Hoboken adopted a resolution finding the subject properties to be in need of redevelopment, there were no housing units (neither market- rate nor affordable) in the Redevelopment Area. The properties within the Redevelopment Area have been limited to non-residential uses. Thus, zero (0) affordable housing units will be removed as a result of this Redevelopment Plan.

### (2) Plan for the Provision of Affordable Replacement Housing

As zero (0) affordable housing units will be removed as a result of this Redevelopment Plan (see subsection (1) above), there are no affordable housing units to be replaced.





## 5 Plan Relationships

## 5. PLAN RELATIONSHIPS

### 5.1 Relationship to City of Hoboken Master Plan

The State of New Jersey's Local Redevelopment and Housing Law requires that "all provisions of the Redevelopment Plan shall be either substantially consistent with the municipal master plan or designed to effectuate the master plan." (N.J.S.A 40A:12A-7.d). This Redevelopment Plan is both substantially consistent with the adopted 2004 Hoboken Master Plan and subsequent Reexamination Reports, as well as designed to effectuate their goals and objectives. The specific goals that the Redevelopment Plan complies with include:

- Amplify Hoboken's sense of community, encompassing its social diversity
- Enhance Hoboken's unique setting as an urban enclave facing New York Harbor
- Improve the appearance of Hoboken's streets
- Maintain Hoboken's urbane mix of uses
- Enhance its walkability and pedestrian amenities
- Provide additional open space and recreation facilities

#### Land Use Element

A new Land Use Element of the Hoboken Master Plan was adopted in June 2018. As it notes, "The Hoboken Yard Redevelopment Area encompasses the Hoboken Train Station and Terminal, and NJ TRANSIT-owned land within the rail yard along the southerly side of Observer Highway from Marin Boulevard to the Hudson River. The area also includes Erie-Lackawanna Park and Warrington Plaza, which currently serve as surface parking for NJ TRANSIT employees. The Plan for this Redevelopment Area was adopted in 2014, but no construction has taken place. The Plan allows for affordable and market-rate residential, commercial, retail, office, hotel, accelerator space, and new public space. NJ TRANSIT has specified that with the agencies' financial shortfalls, the transformation of Hoboken Terminal that is desired, would have to be financed by the redevelopment project. The Redevelopment Plan envisions a complete re-design of the Terminal building's first and second floors with a public market and new commercial amenities, as well as a re-designed bus terminal and multi-modal access and circulation plan. The alignment for the southerly Resist element to be constructed as part of the Rebuild by Design resiliency project, will impact the design, and potentially the feasibility of, this redevelopment project. The alignment and design are currently being determined by Department of Environmental Protection, in coordination with NJ TRANSIT and the redeveloper.

The Redevelopment Plan promotes the following purposes of the June 2018 Land Use Element:

- Promote and enhance Hoboken's character and design image.
- Promote compatibility in scale, density, design and orientation between new and existing development.
  - The redevelopment Site Plan, square footage and building massing respect the existing character of the city, while framing views of the historic Terminal.
- Continue to promote a pedestrian friendly environment.
  - The walkability of the Redevelopment Area will be enhanced by ensuring an appropriate mix of uses within the vicinity of the Terminal transportation hub, as well as enhancing safety across transportation modes, including pedestrians.
- Enhance physical and visual connections between the waterfront and the rest of the City; and between the Palisades and City.
  - The Redevelopment Plan aims to enhance the underutilized waterfront within the Redevelopment Area by creating new visual connections and direct public access.
- Encourage any future redevelopment of existing public buildings for public, cultural, and civic uses.
- Require buildings to be oriented to the street.
- Provide additional street trees.
  - The Site Plan for the Redevelopment Area proposes buildings fronting the street and framing a high-quality, livable public realm with a streetscape that includes new trees, and pedestrian and bicycle amenities.

#### Open Space, Recreation and Conservation Element

The Open Space, Recreation and Conservation Element recognizes the Lackawanna Plaza as the only existing Parks and Recreation space within the Redevelopment Area. The existing Open Space Map also indicates an existing "Waterfront Walkway" that currently terminates at the northern border of the Redevelopment Area. The Open Space Concept of the Master Plan proposes a continuation of the "Waterfront Walkway" through the Terminal and on to Jersey City, as well as a new "Green Circuit" along Hudson Place and Observer Highway that



Sinatra Drive / Hudson River Waterfront Walkway, Hoboken



Maxwell Place Park, Hoboken

would allow complete pedestrian circumvention along the city limits of Hoboken. This Redevelopment Plan is compatible with these proposals and serves to move the city toward these overall open space goals.

- Maximize park and recreation opportunities for residents.
  - The Redevelopment Plan includes new public space in addition to creating a new connection along the Hudson River waterfront.
- Create a green circuit in the City to link recreational and other amenities.
  - The streetscape and waterfront plans within the Redevelopment Area are compatible with the creation of the proposed green circuit and waterfront walkway.

### Circulation and Parking Element

The Hoboken Terminal Area is a central component of an integrated intermodal,

interstate transportation system, including the Terminal itself, which serves an estimated 50,000 passengers daily. This Redevelopment Plan is intended to enhance the overall function of the Redevelopment Area as a regional resource and leverage the value of the Terminal as an asset to the residents of Hoboken.

- Enhance walkability throughout the city.
  - The walkability of the Redevelopment Area will be enhanced by ensuring an appropriate mix of uses within the vicinity of the Terminal transportation hub, as well as enhancing safety across transportation modes, including pedestrians.
- Reduce pedestrian conflicts with vehicular traffic in the Hoboken Terminal Area.
  - The circulation plan for the Redevelopment Area aims to minimize conflict between all modes of transportation, including pedestrian, bicycle, vehicle and transit.
- Provide additional bicycle storage at Hoboken Terminal and other transit stations.
- Expand the use of existing shuttle systems.
  - The plans for the Redevelopment Area at Hoboken Terminal are compatible with the provision of additional bicycle storage, as well as expanded shuttle and jitney bus systems.

### Economic Development Element

The Hoboken Master Plan recognizes the economic significance of the Terminal, and the potential to develop the area into more of a destination than it currently is. This Redevelopment Plan proposes to tap in to the current commuter market for new business and attraction to the area and enhance the City's existing retail core areas.

- Encourage additional office space in appropriate locations.
  - The Redevelopment Plan is consistent with the Master Plan recommendation for larger "prime" office space around Hoboken Terminal.
- Encourage a mix of uses in new developments to provide supporting services to workers and residents.
- Give Preference to small-scale businesses in Hoboken Terminal retail space.
- Promote overnight accommodations.
- Create opportunities for more gathering places.

- This Redevelopment Plan includes a mix of uses at a variety of scales to serve a range of existing and new residents and users of the area. The Plan is compatible with the Master Plan's recommendations to give preference to small-scale businesses in developed retail space, as well as new opportunities for overnight accommodation.

### **Historic Preservation Element**

The Redevelopment Area is designated in its entirety by the Master Plan as an Eligible Historic District. The Redevelopment Plan supports the preservation of all buildings within the area that are designated on the National Register of Historic Places, including:

- Main Terminal, Ferry Terminal and Plaza
- Immigrant/Pullman Building
- YMCA Building
- Train Shed
- Records Buildings

Preserving these structures and enhancing the historic quality of these places as well as the character of the surrounding community is a central component of the Redevelopment Plan, specifically aiming to effectuate the city's following goals:

- Safeguard the heritage of Hoboken by preserving buildings and other features within the City that reflect elements of its cultural, social, economic, and architectural history.
- Encourage contemporary building designs for new construction that complement Hoboken's historic buildings without mimicking them.
- Encourage the continued use of historic and/or noteworthy buildings, structures, objects, and sites and facilitate their appropriate reuse.

### **Housing Element**

New development within the Redevelopment Area will include a mix of housing types and a range of affordable housing options. It is the goal of the Redevelopment Plan to assure that the Project provides for an appropriate amount of



affordable housing, in accordance with applicable law. This Redevelopment Plan requires that a minimum of ten percent (10%) of all residential units within the redevelopment project shall be affordable. This requirement, as well as the overall Plan, move the city toward their goal of a "home for everyone", specifically aiming to effectuate the city's following goals:

- Provide diversity in types of housing.
  - The Redevelopment Plan includes a range in housing types and prices.
- Provide additional affordable units in new residential developments.
  - The Redevelopment Plan requires that ten percent (10%) of new residential units be affordable.

## 5.2 2018 Master Plan Re-examination Report

The City completed a reexamination of their adopted Master Plan in 2018 to review the status of the adopted 2004 master plan and 2010 master plan re-examination's objectives, outline of policy changes since its adoption, stated objectives going forward and recent redevelopment/rehabilitation plans. Within this context, several policies related to the Redevelopment Area were reviewed and recommendations proposed that are consistent with this Redevelopment Plan. Policies outlined within the 2010 Master Plan Re-examination are still relevant and applicable to this Redevelopment Plan, and can be found within Appendix D.

The Hoboken Yard Redevelopment Plan was specifically addressed in the 2018 Master Plan Re-examination Report, including how implementation is dependent on transit facilities and coordinating with the Rebuild by Design team and NJDEP regarding the location of the flood wall. The re-examination notes that, "(A)s the owner of the Terminal building, train yard, and all of the land in the Hoboken Yard Redevelopment Plan Area, NJ TRANSIT has indicated that the means of financing the much needed improvements to the Terminal building, transit facilities, and Warrington Plaza, would need to come from the private redeveloper and the profits realized from the redevelopment."

### A Complete Neighborhood

1.D/ 7      **Work with NJ TRANSIT to improve outdoor public spaces around the Hoboken Terminal.** Return Warrington Plaza to use as a public open space and work with the designated redeveloper to incorporate parks, plazas and green space as proposed in the Hoboken Yard Redevelopment Plan. Improve the pedestrian experience with new paver materials, landscaping, seating, public art, food trucks, and regular events.

### Shared Prosperity

2.A/ 8      **Create space for business incubators and accelerators in other planned City projects.** Incorporate business incubator space in

other community space projects the City is considering (former YMCA building; Multi-Service Center; parking garage redevelopment; substation redesign; and redevelopment plan areas, particularly the North End, Western Edge, and Hoboken Yard.) Partner with Stevens Institute, Hudson County Community College, and private sector industry experts.

2.B/ 6      **In appropriate locations, modify the City's zoning regulations so that the market can provide a variety of housing types and sizes, and can cater to different income levels.** Residential density in the R-Zone districts is currently calculated by dividing the lot area by a factor of 660 square feet. With a lot size requirement of 2,000 square feet in the R-1/R-2 Zones and 2,500 SF in R-3, this often results in a maximum of 3 dwelling units (rounding down.) Given the building envelope allowances (height, setbacks, lot coverage), developers will often construct buildings that contain 2 to 3 very large (and therefore very expensive) units. Zoning controls that allow developers to build smaller units can diversify the City's housing stock and create greater affordability to its residents. For Hoboken to remain a place where a wide variety of residents of cultural, ethnic and economic backgrounds can find a home, a mix of housing types must be provided.

2.C/ 2      **Mixed-use development should be allowed at greater intensities near the Hoboken Terminal and transit stops along the periphery of the City.** While the interior portions of the City should keep their lower-density, lower height character, areas close to transit stations are appropriate locations for higher densities and building heights. A range of residential and non-residential development types can create more diversity among the socio-economic characteristics of those who live and work in Hoboken.

2.C/ 9      **Provide ground-floor convenience retail and personal amenity services around ferry and light rail stops.** Pedestrian-oriented retail at transit stations can serve both transit riders and the concentration of population in the surrounding area. Convenience shopping and services should be located at the doorstep to the Hoboken Terminal, the Fourteenth Street Ferry Terminal, the existing Second Street and Ninth Street light rail stations, and any planned light rail station for the North End.

**2.C/ 11 Make Hoboken Terminal into more of a destination for residents and visitors.** The City should support NJ TRANSIT in moving forward with rehabilitating the Terminal and adaptively reusing all of its unused areas. The large, open spaces on the second floor could be converted into a public market (e.g., Redding Terminal in Philadelphia), a destination for entertainment, or meeting and banquet space. Through this process, the historic character and grandeur of the Terminal's ferry concourse and other areas could and should be protected

#### A City of Connected Places

**3.A/ 6 Provide more formal covered bike storage in secure areas at the Terminal, light rail stations, and ferry stops.** This type of bike storage is becoming commonplace at transit stations throughout the world. The City should work in partnership with NJ TRANSIT and the Port Authority to get these types of facilities constructed.

**3.A/ 17 Improve pedestrian access to the Terminal from Hudson Place.** Issues include sidewalks blocked by vendors and conflicts with buses, taxis, and vehicles. A complete re-design is needed and is called for in the Hoboken Yard Redevelopment Plan.

#### Becoming a Sustainable and Resilient City

**4.A/ 9 Build resilient structures against stormwater flooding.** Design, build, and retrofit infrastructure and buildings to reduce impervious surfaces and manage stormwater through green infrastructure, gray infrastructure, and low impact development.

**4.B/ 4 Complete the final design and implement the “Resist” features of the Rebuild by Design – Hudson River Project.** These features in the northern and southern ends of Hoboken are designed to protect the City from future storm surges. Implementation of Harborside Park includes construction of Hoboken Cove Resiliency Center and Boathouse. The southerly Resist feature should be integrated into the Hoboken Yard Redevelopment project so that the benefits of both projects are realized.

#### An Engaging and Efficient Partner

**5.C/ 14 Promote shared transportation options.** To reduce the need for car ownership, the City should continue to invest in and promote affordable, shared transportation options (Uber, Lyft, Bikeshare, Zip-Car, minibuses) that offer online platforms that offer real-time information on which are available and where.

In addition to maintaining consistency with these goals, this Redevelopment Plan supports the Reexamination Report's elimination of the previous recommendation to rezone the Hoboken Terminal. The report recognizes that the area has been designated in need of redevelopment and will be subject to the provisions of this Redevelopment Plan. The 2004 Master Plan Goals of historic reuse, limited scale, public use and economic development are still valid. Relative to historic preservation, the Redevelopment Plan is consistent with the reexamination report's recommendation that the City encourage contemporary building designs for new construction that complement Hoboken's historic buildings without mimicking them.

### **5.3 Relationship to Hoboken Bicycle and Pedestrian Master Plan**

The City of Hoboken Bicycle & Pedestrian Plan was adopted in December 2010 and recognizes the importance of the Hoboken Terminal as a local and regional multimodal transportation hub (Figure 20). This Redevelopment Plan moves toward implementing the recommendations of the Bicycle and Pedestrian Plan by ensuring safe access across modes in the vicinity of the transit facilities as well as connections to adjacent neighborhoods and commercial corridors. The Redevelopment Plan includes design solutions for the intersections of Hudson Street, Hudson Place, River Street, and Newark Street to reduce traffic speeds, organize multi-modal movements and increase safety across modes.

Figure 20: City of Hoboken, Bicycle and Pedestrian Plan Recommendations



(Figure Source: 2014 Plan)

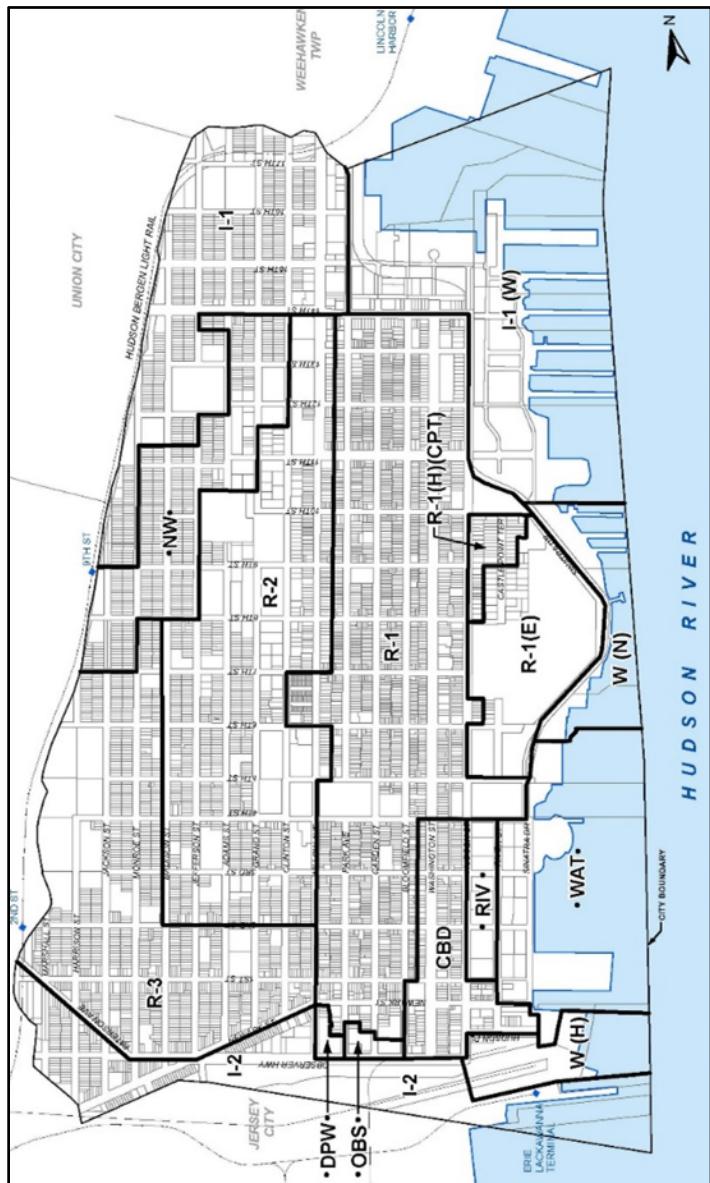
## 5.4 Relationship to Master Plans of Contiguous Municipalities

The City of Jersey City borders both the City of Hoboken and the Redevelopment Plan Area to the South. A Master Plan for Jersey City was adopted in 2000, and Reexamination Reports completed in 2005, and again in 2011. The Redevelopment Plan is compatible with the Land Use and Circulation Elements of Jersey City's Master Plan, as well as the findings of the reexamination reports that recognize the impact of the Hudson-Bergen Light Rail System and subsequent potential for investments in Transit Oriented Developments. The area of Jersey City bordering the Hoboken Yard Redevelopment Area is compatible with this Redevelopment Plan in its designation for residential and commercial uses. The City of Hoboken will work with Jersey City and the redevelopment team as plans progress.

## 5.5 Relationship to Hudson County 2002 Master Plan and 2008 Reexamination Report

The Hoboken Terminal serves as the largest intermodal passenger facility in Hudson County; linking trains, ferries, buses, and the Hudson-Bergen Light Rail (HBLR) System. The redevelopment of the property is of regional impact, and this Plan is responsive to the Hudson County Master Plan– including the Circulation, Land Use and Historic Preservation chapters. The redevelopment efforts of the City of Hoboken are recognized in the County's 2008 Reexamination Report, including the potential for this Redevelopment Plan for the Hoboken Yard Redevelopment Area to "bolster Hoboken's reputation as a place to be with in the County."

Figure 21: City of Hoboken 2010 Reexamination Report Zoning Map



(Figure Source: 2014 Plan)

## 5.6 Relationship to Current Hoboken Zoning Ordinance

Under the current zoning ordinance, the study area lies partially in the I-2 Industrial zoning district and partially in the W (H) Waterfront Historic Subdistrict (See Figure 21). The I-2 zone encompasses the westerly portion of the study area south of Observer Highway extending to the Jersey City border, and the extreme southerly portion of the Hoboken Railroad and Ferry Terminal, including the Main Piers. The W (H) Subdistrict zone encompasses the following: the area south of Hudson Place; the area east of Hudson Street, including the Train Shed and the Railroad and Ferry Terminal building; and the area south of Pier A at the Hudson River and First Street.

Permitted uses in the I-2 zone include food processing and distribution; manufacturing, processing and fabricating operations in fully enclosed buildings and pursuant to ordinance performance standards; retail businesses; public uses; parks and playgrounds. Permitted conditional uses include manufacturing and processing operations pursuant to ordinance performance standards (with no requirement to be in fully enclosed buildings); automotive sales, service stations, garages; and public parking facilities and accessory uses not located on the same lot as the principal use. Accessory uses include off-street parking and loading; uses customarily incidental to principal permitted uses on the same tract; signs; and wireless telecommunications.

Bulk standards in the I-2 zone for non-residential uses require a minimum lot area of 5,000 square feet, minimum lot width of 50 feet and minimum lot depth of 100 feet. The required minimum front setback is 5 feet, the minimum rear setback is 15 feet, and the minimum side yard setbacks are 5 feet for each side. The maximum building height is 2 stories or 40 feet. Maximum lot coverage is 60% and the maximum FAR is 1.25.

Ordinance “performance standards” referenced above include the requirement for buffer areas along street and lot lines for new industrial uses where the I-2 zone abuts residential and special districts, and specifically indicates buffers are required along Park Avenue, Willow Avenue and Observer Highway.

The W (H) Waterfront Historic Subdistrict within the W Waterfront District that was created to promote comprehensive mixed-use development “at varying densities, with visual and physical access to the Hudson River waterfront and linking other commercial and residential areas of the city to the waterfront.” The W(H) district is subject to review procedures of the Historic Commission.

Permitted uses in the W(H) zone include a range of public and water-oriented uses, including educational, public recreation, and marina facilities and water-oriented light commercial, recreational or passenger uses. Permitted accessory uses include uses customarily incidental to a principal use. Permitted conditional uses include transportation terminal facilities.

Bulk standards in the W(H) zone for all permitted and conditional uses require a minimum lot area of 40,000 square feet, minimum lot width of 400 feet and minimum lot depth of 400 feet. The maximum lot coverage is 30 percent for principal buildings and 10 percent for accessory buildings. The maximum building height is 2 stories or 35 feet.

The study area is adjacent to several zoning districts which permit a range of uses. The CBD District is a narrow band approximately three blocks wide that abuts the northeastern portion of the property and is bounded by Observer Highway and Hudson Place to the south, Garden Street and Bloomfield Street to the west, Fourth Street to the north, and Terminal Plaza and River Street to the east. The extensive R-3 Residential and R-1 Residential zoning districts abut the I-2 zone to the northwest; they are roughly bounded to the south by Newark Street and extend northward. The lots to the north of the property along Observer Highway, located to the west of Garden Street and south of Newark Street are also included in the I-2 zone.

The provisions of this Redevelopment Plan shall supersede all existing Zoning and Development Regulations of the City of Hoboken that regulate development within the Hoboken Yard Redevelopment Area in accordance with New Jersey’s Local Redevelopment and Housing Law (N.J.S.A 40A:12A-7.c). The provisions of Hoboken’s Flood Damage Prevention Ordinance shall apply.

## 5.7 Relationship to Jersey City/Hoboken Connectivity Study

(Sub-regional Transportation Study conducted by North Jersey

Transportation Planning Authority and Hudson County)

A sub-regional transportation study was completed in June 2011 for the southwestern section of the Hoboken and Jersey City that includes the portion of the Redevelopment Area. The study recommended street network connectivity improvements between Jersey City and Hoboken for all vehicular, pedestrian and bicycle modes of travel with future traffic projections set to year 2025. Short term recommendations enhance pedestrian and bicycle travel through the area. Medium term improvements were recommended to the Observer Highway – Marin Boulevard intersection as illustrated in the adjoining graphic. The Plan recommendations are consistent with the recommendations of the Sub-regional Transportation Study.

## 5.8 Relationship to 2001 State Development and Redevelopment Plan and DRAFT New Jersey State Strategic Plan

The Draft New Jersey State Strategic Plan was proposed by the Christie administration in October of 2011 as an update to the 2001 State Development and Redevelopment Plan. Although the Strategic Plan has not yet been adopted, this Redevelopment Plan remains consistent with the proposed goals of targeted economic growth, effective planning, preservation, and tactical alignment of government resources. The Redevelopment Plan supports the Strategic Plan’s vision statement that “New Jersey will be the national leader in coordinated private and public

investment which supports sustainable communities that attract and provide strong economic opportunities, preserve our State's natural resources, and create healthier communities to work, reside and recreate." The proposed mixed use and mixed modality are central to the Redevelopment Plan and move the City of Hoboken in a direction consistent with the new Strategic Plan for New Jersey.

In addition, the Redevelopment Plan serves to implement the State Planning Goals (N.J.S.A 52:18A-196, et seq) of encouraging development, redevelopment and economic growth in locations that are well situated with respect to present or anticipated public services or facilities. The Redevelopment Plan for the Hoboken Rail Yard is generally consistent with The State Development and Redevelopment Plan Goals, particularly including;

Goal 1: Revitalize the State's Cities and Towns by protecting, preserving, and developing the valuable human and economic assets in cities, towns, and other urban areas.

Goal 2: Conserve the state's natural resources and systems as capital assets of the public by promoting ecologically sound development and redevelopment in the Metropolitan and Suburban Planning areas.

Goal 3: Promote socially and ecologically beneficial economic growth, development and renewal and improve both the quality of life and the standard of living of New Jersey residents.

Goal 7: Preserve and Enhance Areas with Historic, Cultural, Scenic, Open Space and Recreational Value by collaborative planning, design, investment and management techniques.





## 6 Implementation

## **6. IMPLEMENTATION**

### **6.1 Supersedes Existing Zoning**

The provisions of this Redevelopment Plan shall supersede all existing Zoning and Development Regulations of the City of Hoboken that regulate development within the Hoboken Yard Redevelopment Area in accordance with New Jersey's Local Redevelopment and Housing Law (N.J.S.A 40A:12A-7.c). Any subdivision of lots and parcels of land within the Redevelopment Area shall be in accordance with the requirements of this Plan and Chapter 44. Land Use Procedures of the City of Hoboken. The provisions of the Hoboken Flood Damage Prevention Ordinance shall apply.

### **6.2 New Construction**

Construction of new structures and other improvements will take place as proposed in Chapter 4 of this Redevelopment Plan. The designated redeveloper(s) shall adhere to the parameters for development presented in Chapters 3 and 4 of this Redevelopment Plan and refine the design concepts presented therein in developing a unique and high-quality project proposal. Once a redeveloper is selected by the City, the redeveloper will be required to enter into a Redevelopment Agreement with the City that addresses, among other things, the precise nature and extent of the improvements to be made and their timing and phasing as permitted therein. The Redevelopment Agreement will acknowledge that on-going coordination with NJ TRANSIT, the PATH, and NJ Department of Environmental Protection, may require that the developer amend the phasing of the development, to accommodate conditions beyond its control.

### **6.3 Acquisition**

As a significant portion of the property within the Redevelopment Area is currently owned or operated by NJ TRANSIT. Involuntary acquisition of properties located within the Redevelopment Area is not contemplated by the City of Hoboken at this time. If properties are conveyed to a private entity, then the City of Hoboken may consider involuntary acquisition subject to an amendment of this Redevelopment Plan.

### **6.4 Other Actions**

Other actions may be taken by the City to further the goals of the Plan. These actions may include but shall not be limited to: (1) provisions for public infrastructure necessary to service new development (subject to the authority of NJ TRANSIT, as applicable); (2) environmental remediation; (3) vacation of public utility easements and other easements and rights-of-way as may be necessary for redevelopment. The costs for these actions shall be borne by the designated redeveloper(s).

### **6.5 Role of City**

The City of Hoboken acting as the Redevelopment Entity will be solely responsible for the implementation of this Redevelopment Plan as set forth below.

### **6.6 City Designation of Reveloper - Redevelopment Agreement**

Anytime the word "developer" is utilized in this Redevelopment Plan, the same shall mean the redeveloper or redeveloper(s) that have been designated by the City of Hoboken in accordance with the Redeveloper Selection Process set forth in this Redevelopment Plan.

Only developers designated by the City may proceed to implement the redevelopment projects set forth in this Redevelopment Plan. In order to assure that the vision of this Redevelopment Plan will be successfully implemented in an effective, comprehensive and timely way, and in order to promptly achieve the public purpose goals of the Plan, the City, acting as the Redevelopment Entity, will select the redeveloper(s) in all areas governed by this Redevelopment Plan. This Redevelopment Plan does not prohibit any owner or contract-purchaser of property situated within the Redevelopment Area from seeking designation by the City, in accordance with this

chapter, as a redeveloper of said property. All designated redeveloper(s) will be required to execute a Redevelopment Agreement satisfactory to and authorized by the City. The procedural standards described here will guide redeveloper selection. The City, acting as the Redevelopment Entity may, at any time, proactively solicit potential redevelopers by utilizing appropriate methods of advertisement and other forms of communication, or may, in its discretion entertain unsolicited proposal(s) from a prospective redeveloper(s) for redevelopment of one or more redevelopment parcels.

A prospective redeveloper will be required to submit materials to the City that specify their qualifications, financial resources, experience and design approach to the proposed redevelopment project. The selection process will likely include the submission of some or all of the following materials (additional submission materials may be requested by the City as deemed appropriate to the particular project sites.):

- Conceptual plans and elevations sufficient in scope to demonstrate that the design approach, architectural concepts, number and type of dwelling units, retail and or commercial uses, parking, traffic circulation, flood mitigation, landscaping, recreation space and other elements are consistent with the objectives and standards of this Redevelopment Plan as well as anticipated construction schedule, including estimated pre-construction time period to secure permits and approvals.
- Documentation evidencing the financial responsibility and capability of the proposed redeveloper with respect to carrying out the proposed redevelopment including but not limited to: type of company or partnership, disclosure of ownership interest, list of comparable projects successfully completed, list of references with name, address and phone information, list of any general or limited partners, financing plan, and financial profile of the redeveloper entity and its parent, if applicable.
- Any prospective redeveloper seeking designation by the City as a redeveloper of any property which is included in this Redevelopment Plan and which is owned by NJ TRANSIT must have entered into, and provided the City with a complete copy of, a binding acquisition agreement between the prospective redeveloper and NJ TRANSIT for the subject property, which acquisition agreement shall govern the coordination and implementation of site

preparation, relocation, demolition and construction on the subject property in accordance with this Redevelopment Plan. If at the time of application, the subject property is not owned by NJ TRANSIT, but is the site of NJ TRANSIT facilities or operations, then the prospective redeveloper must have entered into, and provided the City with a complete copy of, a binding agreement between the prospective redeveloper and NJ TRANSIT governing the coordination and implementation of site preparation, relocation, demolition and construction on the subject property in accordance with this Redevelopment Plan.

The following provisions regarding redevelopment are hereby included in connection with the implementation of this Redevelopment Plan and the selection of a redeveloper(s) for any property or properties included in the Redevelopment Plan and shall apply notwithstanding the provisions of any zoning or building ordinance or other regulations to the contrary:

- The redeveloper will be obligated to carry out the specified improvements in accordance with the Redevelopment Plan, including but not limited to construction of the indoor public space, the accelerator space and open space and recreation amenities included in the Plan and the payment of an appropriate sum for the Open Space Fund as applicable, or pursuant to, the terms of a negotiated Redevelopment Agreement.
- The Redeveloper, its successor or assigns shall develop the property in accordance with the uses and building requirements specified in the Redevelopment Plan and shall comply with all the terms and obligations of the Redevelopment Agreement.
- Until the required improvements are completed and a Certificate of Completion is issued by the Redevelopment Entity, the redeveloper covenants provided for in N.J.S.A 40A:12A-9 and imposed in any Redevelopment Agreement, lease, deed or other instrument shall remain in full force and effect.
- The Redevelopment Agreement(s) shall include a provision that requires the redeveloper to provide all inclusionary affordable housing that is generated by its project, to the extent required by law or the Plan.
- The Redevelopment Agreement(s) shall contain provisions to assure the timely construction of the redevelopment project, the qualifications, financial capability, and financial guarantees, if required, of the redeveloper(s) and any other provisions to assure the successful completion of the project.

- The designated redeveloper(s) shall be responsible for any installation or upgrade of infrastructure related to their project whether on-site or off-site. Infrastructure items include, but are not limited to parks, recreational and openspace, gas, electric, water, sanitary and storm sewers, flood mitigation, telecommunications, streets, curbs, sidewalks, street lighting and street trees or other improvements. The extent of the designated redeveloper's responsibility will be determined at the time of Redevelopment Agreement.
- All utilities shall be placed underground.
- All infrastructure improvements shall comply with applicable local, state and federal law and regulations.
- In addition to the provisions set forth herein, the Redevelopment Agreement may provide that the Redeveloper(s) will agree to provide amenities, benefits, fees and payments in addition to those authorized under the Municipal Land Use Law.

## 6.7 Approvals Process

This Redevelopment Plan changes the process by which approvals for the development of land are typically granted. For a typical development application, a property owner submits plans and an application to the Planning Board or Zoning Board of Adjustment, and the board schedules a hearing on the application. However, in order to comply with this Redevelopment Plan and to maximize the effectiveness of the review process, the following procedure will be followed:

### City Review

The City acting as the Redevelopment Entity shall review all proposed redevelopment projects within the Redevelopment Area to ensure that such project(s) is consistent with the Redevelopment Plan and relevant Redevelopment Agreement(s). Such review shall occur prior to the submission of an application for approval of the redevelopment project(s) to the Planning Board. As part of its review, the City may require the redeveloper(s) to submit proposed Site Plan applications to the City or to a subcommittee organized by the City Council prior to the submission of such applications to the Planning Board. Such subcommittee may include members of the City Council and any other members and/or professionals as determined necessary and appropriate by the City. Such subcommittee shall make its recommendations to the Mayor and Council. In

undertaking its review, the City shall determine whether the proposal is consistent with this Redevelopment Plan and relevant Redevelopment Agreement(s). In addition, the review may address the site and building design elements of the project to ensure that the project adequately addresses the goals and objectives of this Plan.

### Planning Board Review Process

Hereafter all development applications shall be submitted to the City of Hoboken Planning Board through the normal Site Plan and Subdivision procedures as outlined in N.J.S.A 40:550-1 et seq. The Planning Board shall deem any application for redevelopment for any property subject to this Redevelopment Plan incomplete if the applicant has not been designated by the City as a redeveloper(s), a Redevelopment Agreement has not been fully executed and the project plan has not been reviewed and approved by the City. Additionally, the Planning Board shall deem any application for redevelopment for any property subject to this Redevelopment Plan incomplete if the applicant has not received approval from the City or any subcommittee that it may designate for such purpose, stating that the application is consistent with the Redevelopment Plan and Redevelopment Agreement.

### Variances Not To Be Considered

Neither the Planning Board nor the Zoning Board of Adjustment shall grant any deviations from the terms and requirements of this Redevelopment Plan, including the granting of any "c" or "d" variances. Any proposed changes to the Redevelopment Plan shall be in the form of an amendment to the Redevelopment Plan adopted by the City Council in accordance with the procedures set forth in the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq.

## **Easements**

No building shall be constructed over a public easement in the Redevelopment Area without prior written approval of the City of Hoboken.

## **Site Plan and Subdivision Review**

Site Plans must be submitted to the City Council (as redevelopment agency) for approval prior to review and approval by the Planning Board. Prior to commencement of construction, Site Plans for the construction and/or rehabilitation of improvements within the Redevelopment Area, prepared in accordance with the requirements of the Municipal Land Use Law (N.J.S.A 40:55D-1 et seq.), shall be submitted by the applicants for review and approval by the Hoboken Planning Board. Any subdivision of lots and parcels of land within the Redevelopment Area shall be in accordance with the requirements of this Redevelopment Plan, the Redevelopment Agreement, and the subdivision ordinance of the City of Hoboken, except that where this Redevelopment Plan contains provisions that differ from those in the subdivision ordinance, this Plan shall prevail.

## **Approvals by Other Agencies**

The redeveloper shall be required to provide the City with copies of all permit applications made to federal, state and county agencies upon filing such applications, as will be required by the Redevelopment Agreement to be executed between the redeveloper and the City.

## **Certificate of Completion and Compliance**

Upon the inspection, verification and approval by the City Council that the redevelopment of a parcel subject to the Redevelopment Agreement has been completed and that all obligations of the Redevelopment Agreement have been satisfied, a Certificate of Completion and Compliance will be issued to the redeveloper and such parcel will be deemed no longer in need of redevelopment.

## **6.8 Severability**

The provisions of this Redevelopment Plan are subject to approval by Ordinance. If a Court of competent jurisdiction finds any word, phrase, clause, section, or provision of this Redevelopment Plan to be invalid, illegal, or unconstitutional, the word, phrase, clause, section, or provision shall be deemed severable, and the remainder of the Redevelopment Plan and implementing Ordinance shall remain in full force and effect.

## **6.9 Adverse Influences**

No use or reuse shall be permitted which, when conducted under proper and adequate conditions and safeguards, will produce corrosive, toxic or noxious fumes, glare, electromagnetic disturbance, radiation, smoke, cinders, odors, dust or waste, undue noise or vibration, or other objectionable features so as to be detrimental to the public health, safety or general welfare.

## **6.10 Non-Discrimination Provisions**

No covenant, lease, conveyance or other instrument shall be affected or executed by the City Council or by a developer or any of his successors or assignees, whereby land within the Redevelopment Area is restricted by the City Council, or the developer, upon the basis of race, creed, color, national origin, ancestry, affectional preference, marital status or gender in the sale, lease, use or occupancy thereof. Appropriate covenants, running with the land forever, will prohibit such restrictions and shall be included in the disposition instruments. There shall be no restrictions of occupancy or use of any part of the Redevelopment Area on the basis of race, creed, color, national origin, ancestry, affectional preference, marital status or gender.

## **6.11 Escrows**

At a minimum, the Redevelopment Agreement shall provide that the redeveloper shall be responsible to post sufficient escrows to cover any and all costs of the City and the professional consultants retained by the City to review the proposed redevelopment project and advise the City on any and all aspects of the redevelopment process and as otherwise set forth in the Redevelopment Agreement.

## **6.12 Infrastructure**

The redeveloper, at the redeveloper's cost and expense, shall provide all necessary engineering studies for, and construct or install all on- and off-site municipal infrastructure improvements and capacity enhancements or upgrades required in connection with the provision of traffic, water, sanitary sewer, flood mitigation measures, and stormwater sewer service to the project, in addition to all required tie-in or connection fees. The redeveloper shall also be responsible for providing, at the redeveloper's cost and expense, all sidewalks, curbs, streetscape improvements (street trees and other landscaping), street lighting, and on- and off-site traffic controls and road improvements for the project or required as a result of the impacts of the project. The Redevelopment Agreement between the City and the redeveloper will contain the terms, conditions, specifications, and a description of required performance guarantees (such as performance bonds, parent guarantee, or other acceptable performance security) pertaining to redeveloper's obligation to provide the infrastructure and improvements required for the project, in accordance with applicable law.

## **6.13 Duration of the Plan**

The provisions of this Plan specifying the redevelopment of the Redevelopment Area and the requirements and restrictions with respect thereto shall be in effect for a period of 40 years from the date of approval of this plan by the City Council.

## **6.14 Procedure for Amending the Approved Plan**

This Redevelopment Plan may be amended from time to time upon compliance with the requirements of state law. A non-refundable application fee of \$5,000 shall be paid by the party requesting such amendment, unless the request is issued from an agency of the City. The City, at its sole discretion, may require the party requesting the amendments to prepare a study of the impact of such amendments, which study must be prepared by a professional planner licensed in the State of New Jersey and other additional professionals as may be required by the City.



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CONTINUOUS  
LUMINANCE



# **Appendix A: Planning Process**

# PLANNING PROCESS

## Stakeholder Interviews and Focus Group Meetings

The consultant team held one-on-one interviews with individual stakeholder focus groups to gather feedback on the Redevelopment Plan. The list of members who participated in these meetings is provided at the back of this report. These groups included:

- Business Focus Group (July 7, 2011 and November 10, 2011)
- Artist Focus Group (July 7, 2011 and November 10, 2011)
- Hoboken Rail Yards Task Force (May 2, 2011 and November 10, 2011)
- Quality of Life Coalition Committee for a Green Hoboken (May 2, 2011 and November 10, 2011)
- Fund for Better Waterfront (September 2012)

In addition to meetings listed above, the consultant team also met with NJ TRANSIT, LCOR and their consultant team to exchange ideas and redevelopment options.

These meetings included:

- May 18, 2011: Information Exchange Meeting
- February 28, 2012: Consultant Team WRT-SOM Workshop
- March 13, 2012: Ideas Exchange Meeting
- March 23, 2012: Consultant Team WRT-SOM Workshop
- April 10, 2012: Consultant Team WRT-SOM Workshop
- August 29, 2012: Meeting with NJ TRANSIT
- June 03, 2014: Meeting with NJ TRANSIT / LCOR
- August 27, 2014: Meeting with NJ TRANSIT / LCOR

## Community Meetings

Two community meetings were held to help determine the vision for the Redevelopment Area and obtain feedback on the redevelopment alternatives. The community meetings included:

1. First Community meeting (May 31, 2011) – The first community meeting introduced the planning process and outcomes, including the site constraints and opportunities for the Hudson Place site. The meeting gathered feedback about the community's concerns and priorities for redevelopment. A one page community survey was distributed at the meeting to gather information about the planning and design priorities of the project.
2. Second Community Meeting (November 10, 2011) – The second community meeting presented three redevelopment options for the entire Redevelopment Area. The development options also included options for potential circulation, development programs, and building heights and massing. A community response form was distributed at the meeting to receive written comments and feedback.

## City Council Zoning and Economic Development Subcommittee Reviews

The consultant team presented redevelopment options to the City Council Zoning and Economic Development Subcommittee to receive input and comments at important milestones of the project.

## Summary of the Feedback Received

### Focus Group Feedback Summary - Urban Design

Comments made regarding the urban design of the Redevelopment Area focused on the scale and form of the built environment and how these elements could impact the surrounding community. The focus groups indicated a concern regarding the bifurcation of the planning process for portions of the site and suggested developing a more comprehensive strategy to create a Redevelopment Plan for the site in its entirety. There was specific concern regarding building heights and discouraging development that was out of scale with the neighborhood or inconsistent with the Master Plan. NJ TRANSIT and LCOR requested increased height and additional residential units within the Redevelopment Area. They expressed preference to maximize the office building floor plate sizes within the infrastructure constraints posed by the sites. The focus groups were interested in providing an "open feeling" within this important gateway to Hoboken; providing "great architecture" and making sure the area was bright by limiting the shadows on the street. Specific suggestions included a focus on pedestrians throughout the design, and providing retail opportunities on Hudson Place.

### Parking and Transportation

Feedback regarding parking and transportation included general concerns about generating additional traffic and increasing the demand for an already limited parking supply within the city. Comments included a criticism of the appearance of the existing bus depot, and overall concerns about pedestrian safety in the area because of the high volume of commuters accessing transit by foot, and the intermodal connections that occur in and around the Terminal. The focus groups suggested that the Redevelopment Plan for the area work toward a more effective integration of pedestrian and bicycle modes.

### Infrastructure and Sustainable Design

The focus groups expressed concerns regarding the capacity of the city's existing infrastructure to accommodate additional development within the area, and general suggestions were made that the Redevelopment Plan should maintain a sustainable design focus.

### Results of the Community Surveys

The city received feedback from 59 individuals through the community survey process regarding the Hoboken Terminal and Rail Yard and its redevelopment potential. The majority of respondents (78%) indicated that they judged redeveloping the Hoboken Terminal and Rail Yard property as very important to the future of Hoboken.

The survey respondents were asked how the City should be involved in the redevelopment effort and 52.8% indicated that the City should enter into a joint agreement with NJ TRANSIT to ensure that the development achieved the community goals in accordance with the Redevelopment Plan.

The responses were divided among community goals for the area, but the highest responses included the creation of a new employment center for the area, an expanded tax base for the city, a new gateway, transportation improvements, and a sustainable, world class design. Concerns from respondents regarding a redevelopment plan for the area were also evenly divided, and included the potential increase in traffic, demand for parking, pedestrian safety, building heights, infrastructure capacity, and lack of open space and pedestrian amenities. The results of the surveys helped to inform the design principles used to develop the Redevelopment Plan.

## Summary of Response to Alternatives

Alternative development and circulation scenarios for the Hoboken Yard Redevelopment Area were presented to the community at a public meeting in November of 2011. The discussion of these development options prompted several suggestions and elicited a range of concerns from community members regarding land uses, parking and transportation, building heights and massing, and Public Space and Pedestrian Plazas within the Redevelopment Area. These concerns include:

### Land Use Concerns

- Maximize commercial uses
- Include high end and service oriented retail
- Include day care
- Concerns about the compatibility of residential uses adjacent to train tracks
- Public space is needed for theater ensemble rehearsals
- Include arts display area and a large public theatre or meeting space
- Concerns regarding the access to transit and distance of offices at the west end of the site
- Concerns about sustaining retail and office tenants into the future

### Parking and Transportation Concerns

- Connection problems if the bus terminal were to be moved away from the train station
- Aesthetics and service would be improved if bus terminal were to be enclosed
- A traffic and parking assessment was suggested for specific buildings

- Warrington plaza should remain a pedestrian and cyclist friendly area
- Suggest review of roundabout for the junction of Marin and Observer Boulevards
- Trolley service suggested to reduce the number of cars on the streets in the area
- Concerns about taxi stand in front of 77 River Street Building

### Building heights and Massing Concerns

- Avoid a “canyon effect” along Observer Blvd.
- Need variation and smart use of set-backs
- Suggested height between 4 to 16 stories
- Phase I site building height should not exceed height of other buildings at Hudson Place
- Focal point, tall building facing Washington and Bloomfield Streets (14-16 stories)

### Public Space and Pedestrian Plazas Concerns

- Increase park space on a per-resident basis
- Create large open space as a “magnet” lined with retail, restaurants and cafes
- Put a major park further west
- Provide European style squares to encourage connections and retail use



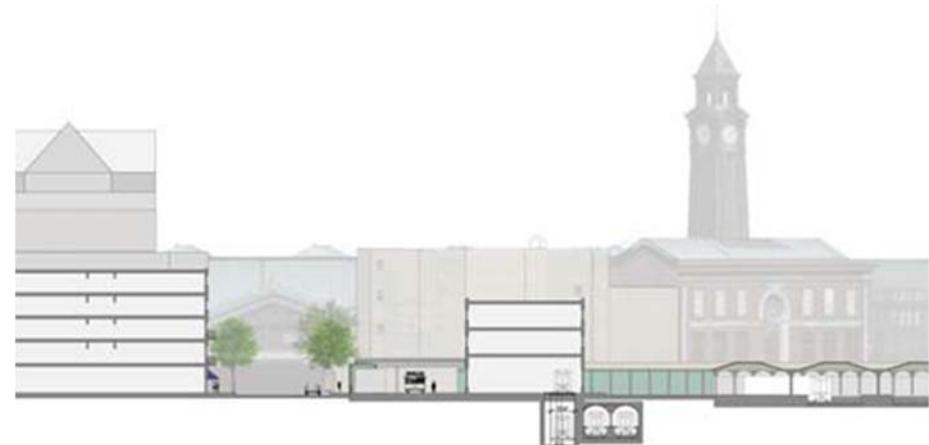


## **Appendix B: Design Alternatives**

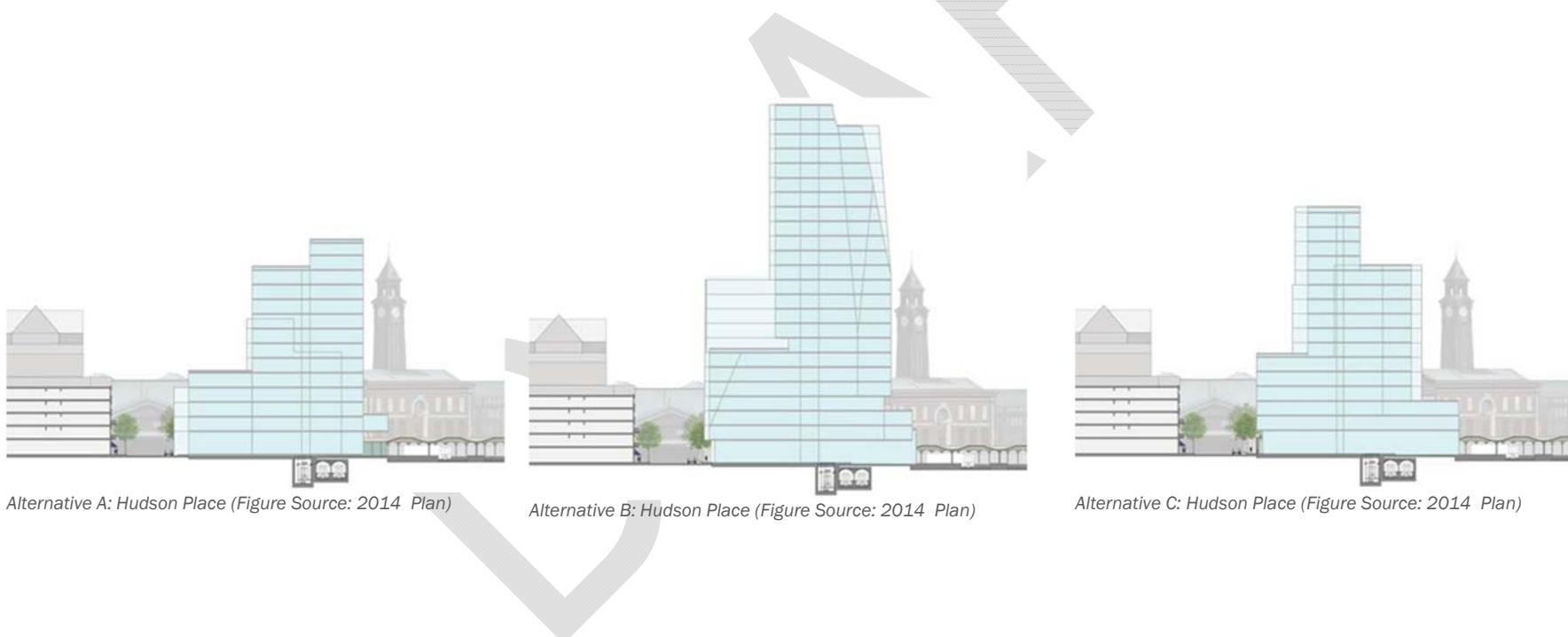
# REDEVELOPMENT ALTERNATIVES

Three redevelopment alternatives were developed for the Redevelopment Area, including the Warrington Plaza and Hudson Place sites, for the purpose of gaining feedback from the public and stakeholders to derive a final plan from the preferred features and elements. These redevelopment alternatives represented a development framework based on the planning and design principles developed as a result of existing conditions analysis, stakeholder input, and community feedback. The proposed alternatives were based on the development program assumptions, and take into consideration existing plans for transportation facility and structural improvements. Each alternative provided the flexibility to incorporate future transit-related improvements to be undertaken at the discretion of NJ TRANSIT.

These alternatives illustrate options for development programs; including different building height and bulk massing, circulation and open space.



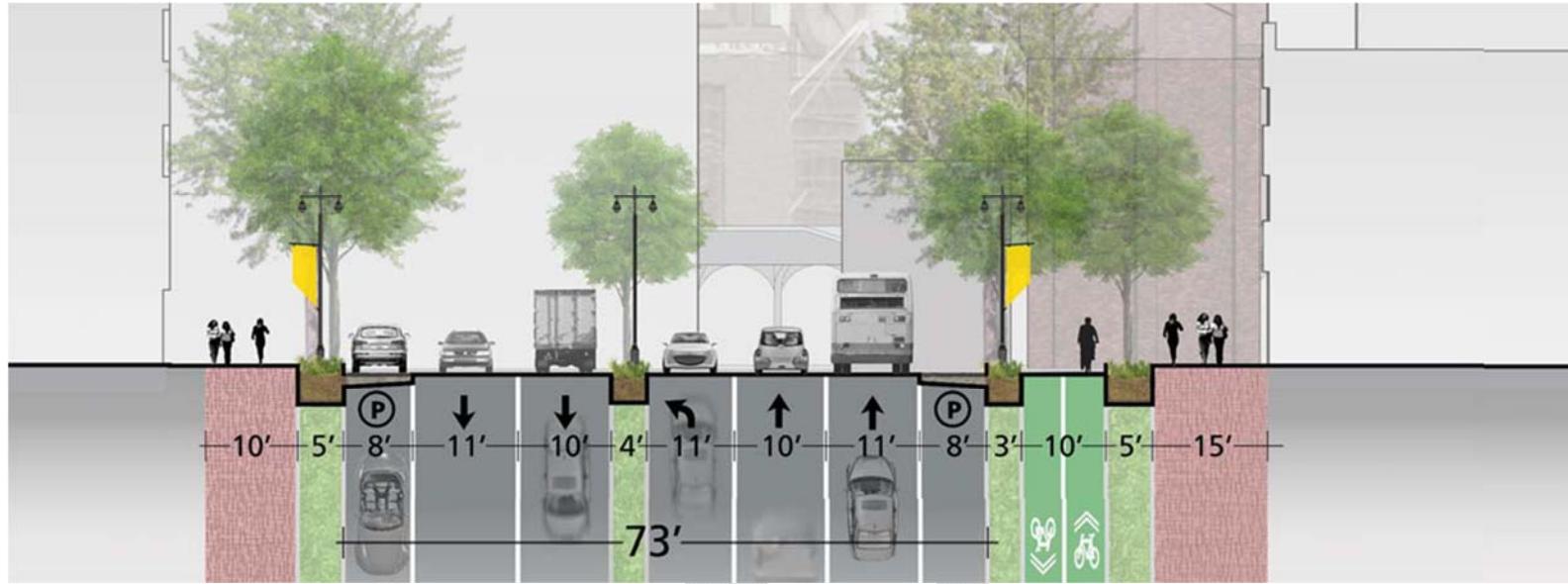
Existing Hudson Place Section (Figure Source: 2014 Plan)



Alternative A: Hudson Place (Figure Source: 2014 Plan)

Alternative B: Hudson Place (Figure Source: 2014 Plan)

Alternative C: Hudson Place (Figure Source: 2014 Plan)



Proposed Observer Boulevard Typical Section (Figure Source: 2014 Plan)

## Common Elements of Redevelopment Alternatives

### Conversion of Observer Highway into Observer Boulevard

Reconfiguration of the existing Observer Highway is envisioned as part of the redevelopment effort to mitigate traffic and improve pedestrian and vehicular circulation. All alternatives show conversion of Observer Highway into a Boulevard and complete street accommodating pedestrians, bicycles and vehicular traffic.

### Parking and Service Access

All alternatives show structured parking behind buildings and above ground floor retail. The alternatives also show shared and inter-connected parking garages across the development sites to maximize efficiencies and sharing between various uses. Minimal parking ratios are used to reduce parking need. Service and parking access to buildings are shown via service / access roads behind the buildings.

## Alternative A – Mixed Use Node

### Development Program

Alternative A proposed office (with ground floor retail) uses closer to Hudson Place and a landmark office building at the site near Washington Street and the Records Building. This alternative also provided office uses at the gateway location at Observer Boulevard and Marin Boulevard.

A residential mixed-use node between Garden Street and Bloomfield Street closer to the Terminal was proposed as an activity center in this alternative. This activity node was anchored by a park lined with retail such as restaurants and cafes. The node could have also include a large public theatre or performing arts center to activate the open space. Residential buildings were proposed west of the mixed-use node.

### Building Height and Massing

Alternative A showed variation in building heights and massing to avoid a canyon effect at Hudson Place and along Observer Boulevard. Alternative A included taller buildings between 8 to 14 stories perpendicular to Observer Boulevard to avoid shadows on Observer Boulevard during winter months.



Alternative A: Observer Boulevard (Figure Source: 2014 Plan)

Alternative A showed higher buildings, with a maximum of 14 – 16 stories at the ends of the redevelopment site; Hudson Place, and Marin Blvd/Observer Blvd.

### Hudson Place Building

Alternative A include a 16-story mid-rise office building with about 460,000 gross square footage at Hudson Place.



Alternative A: Hudson Place Building (Figure Source: 2014 Plan)



Alternative A Illustrative Site Plan

(Figure Source: 2014 Plan)



Alternative A Land Uses

- Office
- Residential
- Mixed-Use
- Ground Floor Retail
- Ground Floor Small Office / Retail
- Parking Garage w/ Green Roof

(Figure Source: 2014 Plan)



Alternative A Building Heights

- Low-Rise (2 & 5 Stories)
- Mid-Rise (12 stories)
- Signature Building

(Figure Source: 2014 Plan)

## Alternative B – Office at Strategic Locations

### Development Program

This alternative included office uses at the gateway location at Observer Boulevard and Marin Boulevard, and a landmark office building at Hudson Place near the Terminal. Residential uses were proposed on all development sites along Observer Boulevard. Alternative B also proposed a linear park beginning at Washington Avenue and extending west of the Redevelopment Area along Observer Boulevard. This open space would be anchored by ground floor retail, including restaurants and cafes.

### Building Height and Massing

Alternative B showed variation in building heights similar to Alternative A; including greater building heights at strategic locations such as at Hudson Place, in the center of the Redevelopment Area, and at the intersection of Marin Boulevard and Observer Boulevard.



Alternative A: Observer Boulevard (Figure Source: 2014 Plan)

### Hudson Place Building

Alternative B includes a 26-story high rise office building of about 550,000 gross square feet at Hudson Place.



Alternative B: Hudson Place Building (Figure Source: 2014 Plan)



Alternative B Illustrative Site Plan

(Figure Source: 2014 Plan)



Alternative B Land Uses

- Office
- Residential
- Mixed-Use
- Ground Floor Retail
- Ground Floor Small Office / Retail
- Parking Garage w/ Green Roof

(Figure Source: 2014 Plan)



Alternative B Building Heights

- Low-Rise (2 & 5 Stories)
- Mid-Rise (12 stories)
- Signature Building

(Figure Source: 2014 Plan)

## Alternative C – Open Space Nodes

### Development Program

Alternative C included an open space system with smaller piazza at each development parcel. The alternative showed office uses at Hudson Place and along Observer Boulevard west of Park Avenue. Residential uses were shown closer to the Terminal, between Washington Street and Park Avenue.

### Building Height and Massing

Alternative C showed taller office buildings west of Park Avenue, and followed the same principle of variation of building heights as Alternatives A and B.

### Hudson Place Building

Alternative C included a low-rise office building varying in height from 8 stories to 14 stories with about 550,000 gross square feet of space at Hudson Place.



Alternative A: Observer Boulevard (Figure Source: 2014 Plan)



Alternative B: Hudson Place Building (Figure Source: 2014 Plan)



Alternative C Illustrative Site Plan

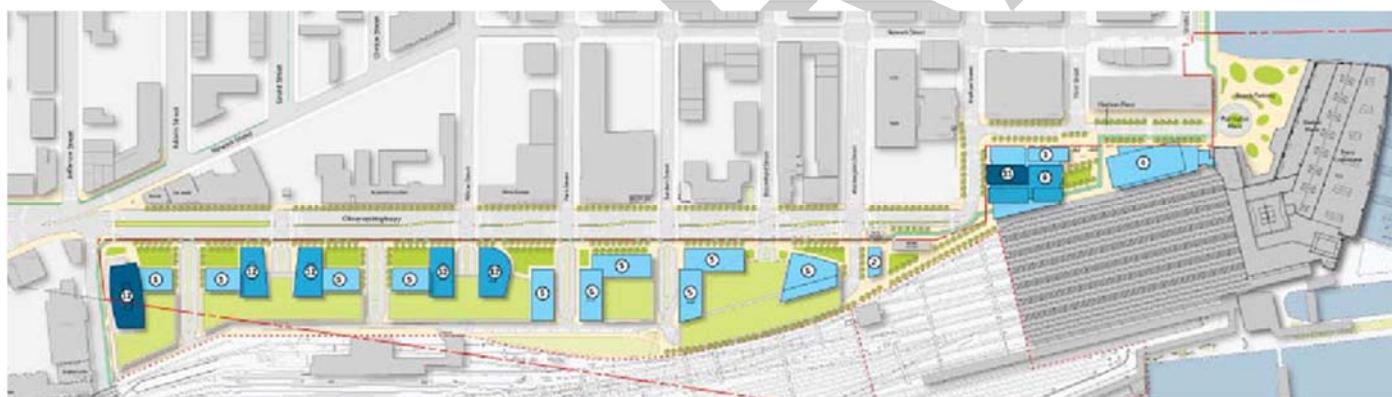
(Figure Source: 2014 Plan)



Alternative C Land Uses

- Office
- Residential
- Mixed-Use
- Ground Floor Retail
- Ground Floor Small Office / Retail
- Parking Garage w/ Green Roof

(Figure Source: 2014 Plan)



Alternative C Building Heights

- Low-Rise (2 & 5 Stories)
- Mid-Rise (12 stories)
- Signature Building

(Figure Source: 2014 Plan)

### Revisions to Alternative A



(Figure Source: 2014 Plan)

### Revisions to Alternative B



(Figure Source: 2014 Plan)

### Revisions to Alternative C



(Figure Source: 2014 Plan)

## Revisions to the Alternatives

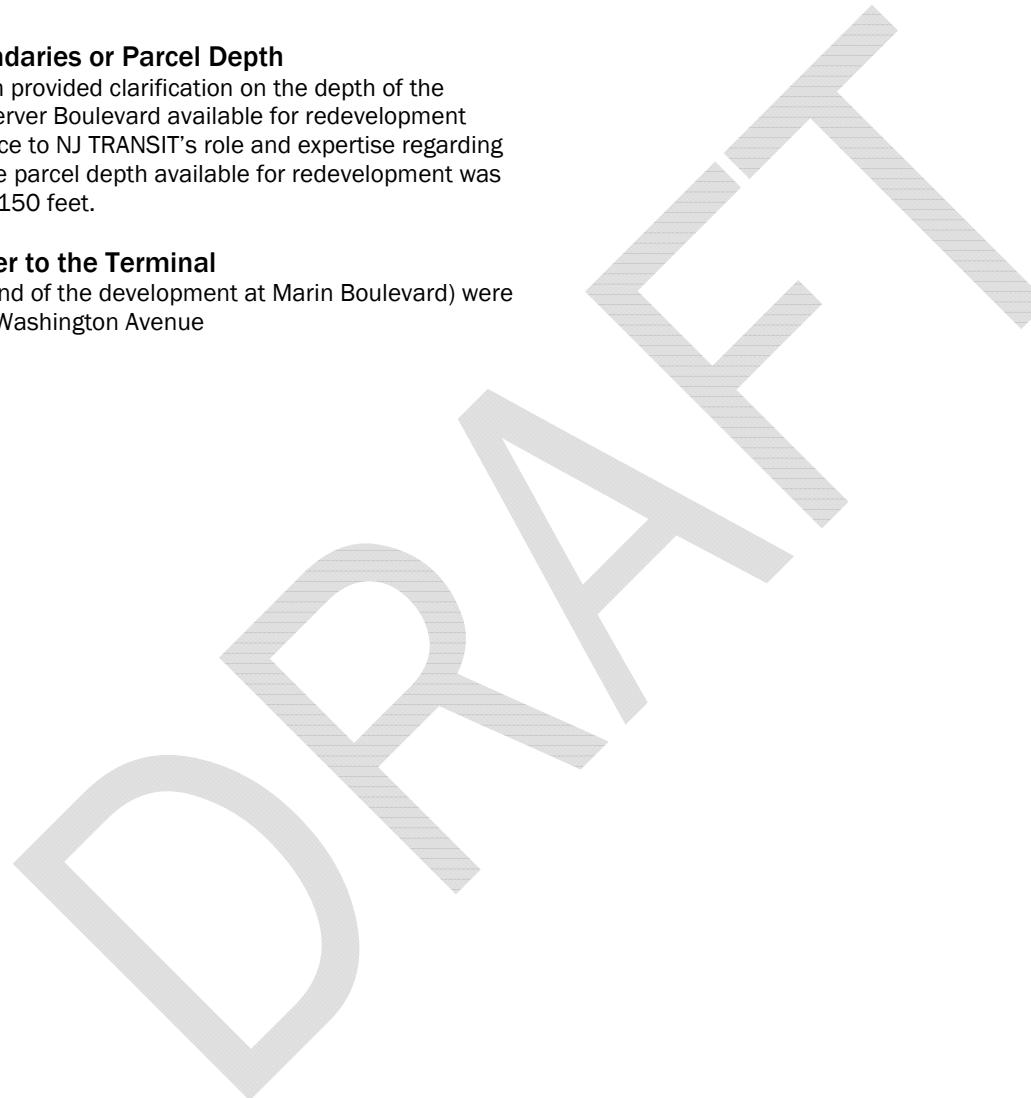
A number of revisions were made to the original alternatives based on the feedback received from the City, stakeholders, focus groups, and public input from the second community meeting on November 10th. Adjoining figures show revisions to the alternatives. These revisions included:

### Changes to the Southern Boundaries or Parcel Depth

NJ TRANSIT and its consultant team provided clarification on the depth of the redevelopment sites along the Observer Boulevard available for redevelopment excluding the rail tracks. In deference to NJ TRANSIT's role and expertise regarding transportation matters, the effective parcel depth available for redevelopment was therefore reduced from 220 feet to 150 feet.

### Relocation of Office Uses closer to the Terminal

Office uses shown along the west end of the development at Marin Boulevard) were moved closer to the Terminal near Washington Avenue







## Appendix C: Circulation Alternatives

# CIRCULATION ALTERNATIVES:

## Warrington Plaza / Hudson Place Circulation Options

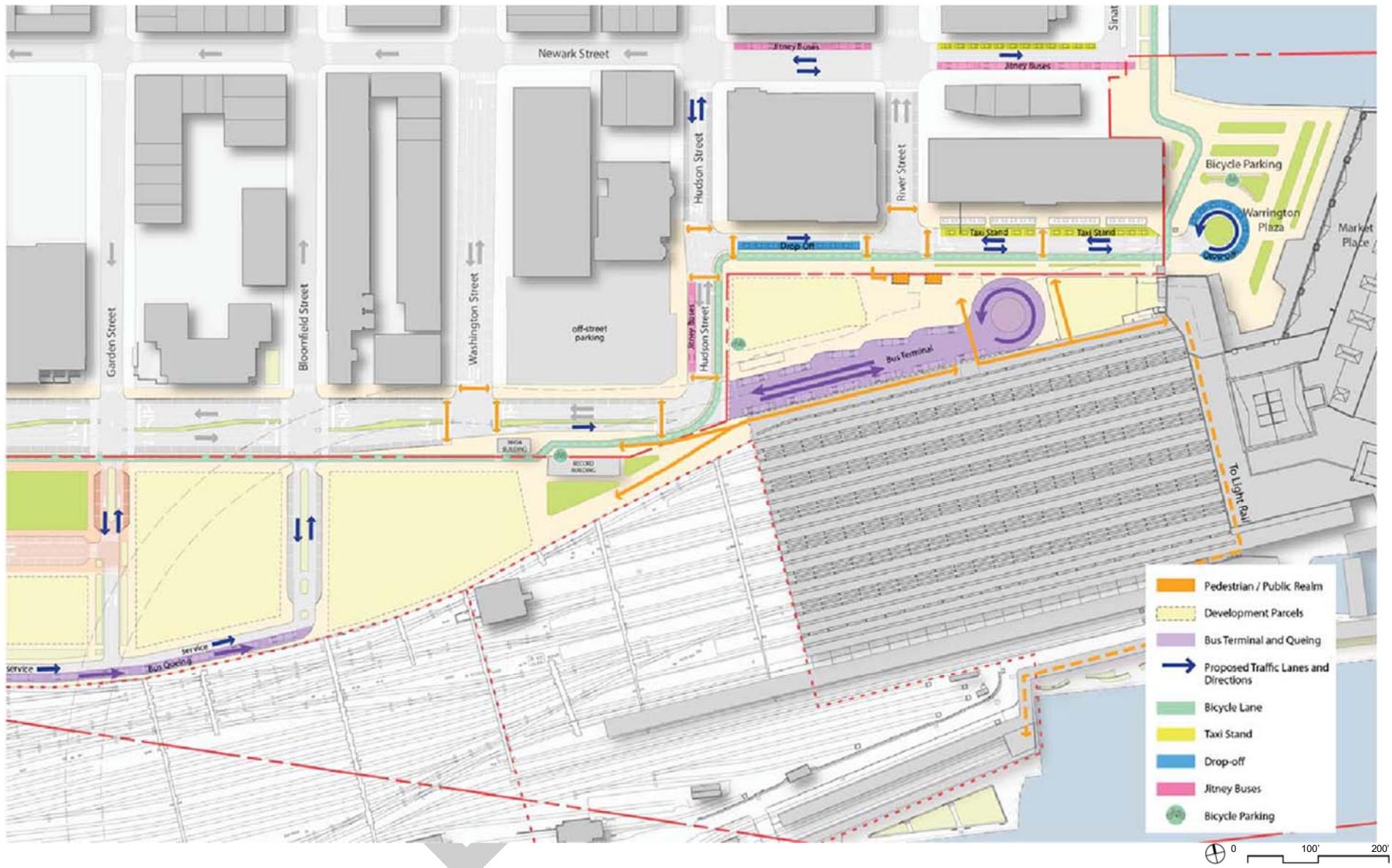
Several circulation-related options were developed independent of the three redevelopment alternatives mentioned above to evaluate and improve existing pedestrian conditions near the Terminal. These options included opportunities to reconfigure the existing location of taxi cab stands, jitney bus stops, bicycle lanes, support facilities, vehicular drop off areas, pedestrian sidewalks, and crossings to improve pedestrian and vehicular conditions near the Terminal. These circulation options are not dependent on the location of NJ TRANSIT's new Bus Terminal, and are all subject to determinations to be made by NJ TRANSIT, and are not required components of this Redevelopment Plan.

The following circulation options were set forth to provide guidance to NJ TRANSIT, if and when it determines to proceed with any of these improvements:

### Option A

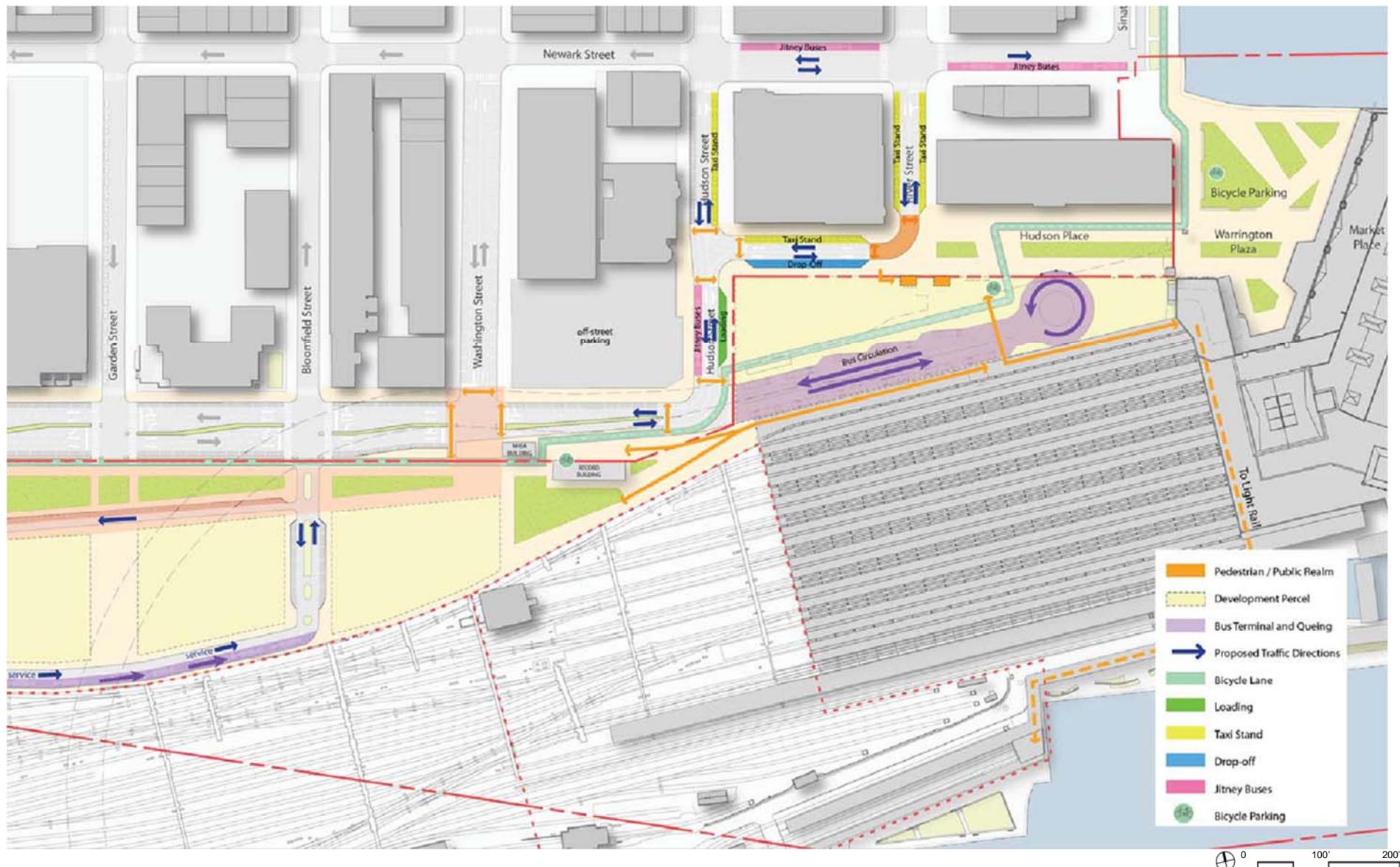
- Maintained vehicular traffic on Hudson Place with a turnaround at Warrington Plaza to accommodate a commuter drop off area.
- Maintained the existing location of the taxi stand, and provided an alternative location for additional taxi parking north of Newark Street between River Street and Sinatra Drive.
- Provided two locations for Jitney Bus drop off and pick up areas; one for north bound buses at Newark Street between Hudson Street and Sinatra Drive, and one for south bound buses at Hudson Street between Hudson Place and Observer Boulevard.
- Maintained the location of the Bus Terminal as proposed by NJ TRANSIT in December 2010.
- Provided an additional drop off area on the south side of Hudson Place between Hudson Street and River Street.

Figure C1: Circulation Option A



(Figure Source: 2014 Plan)

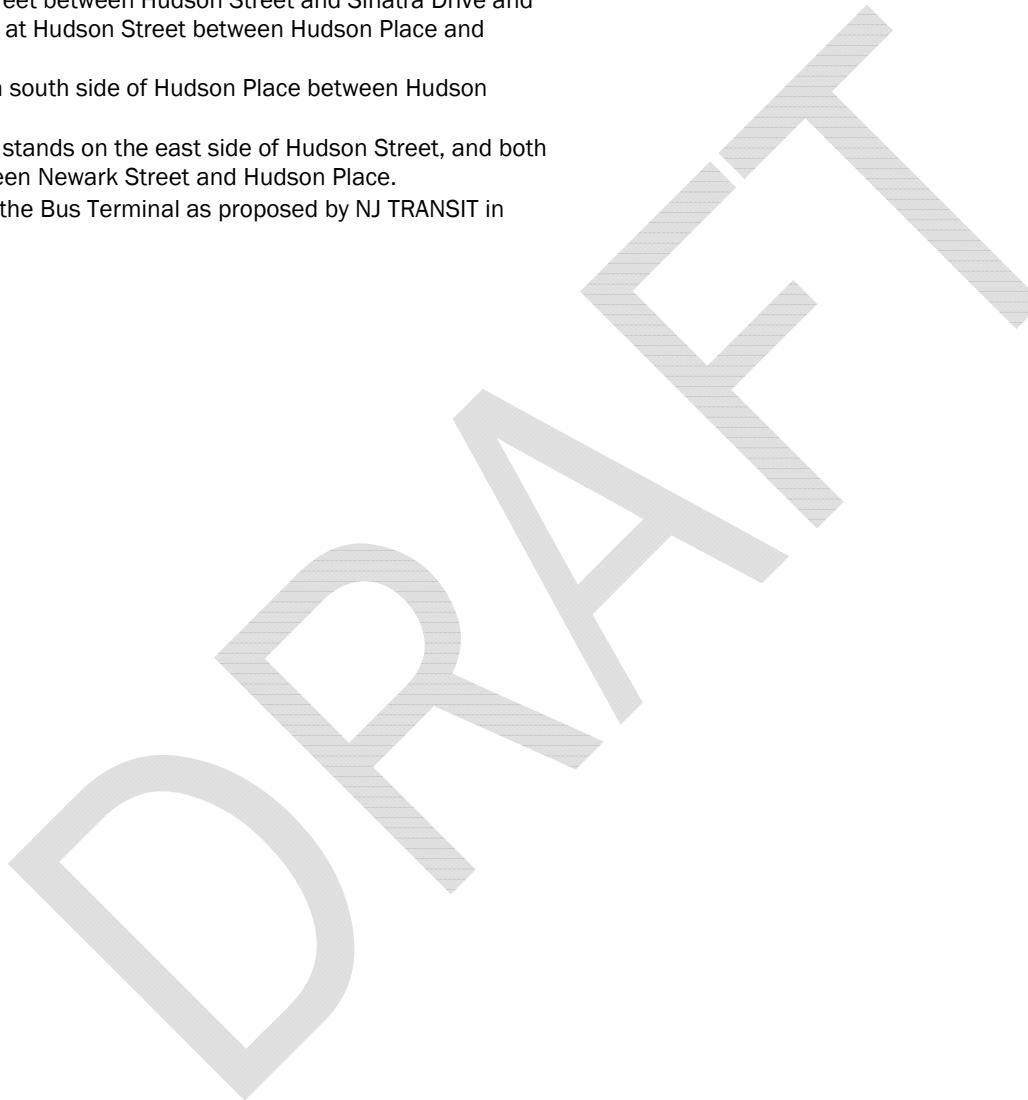
## Circulation Option B Plan



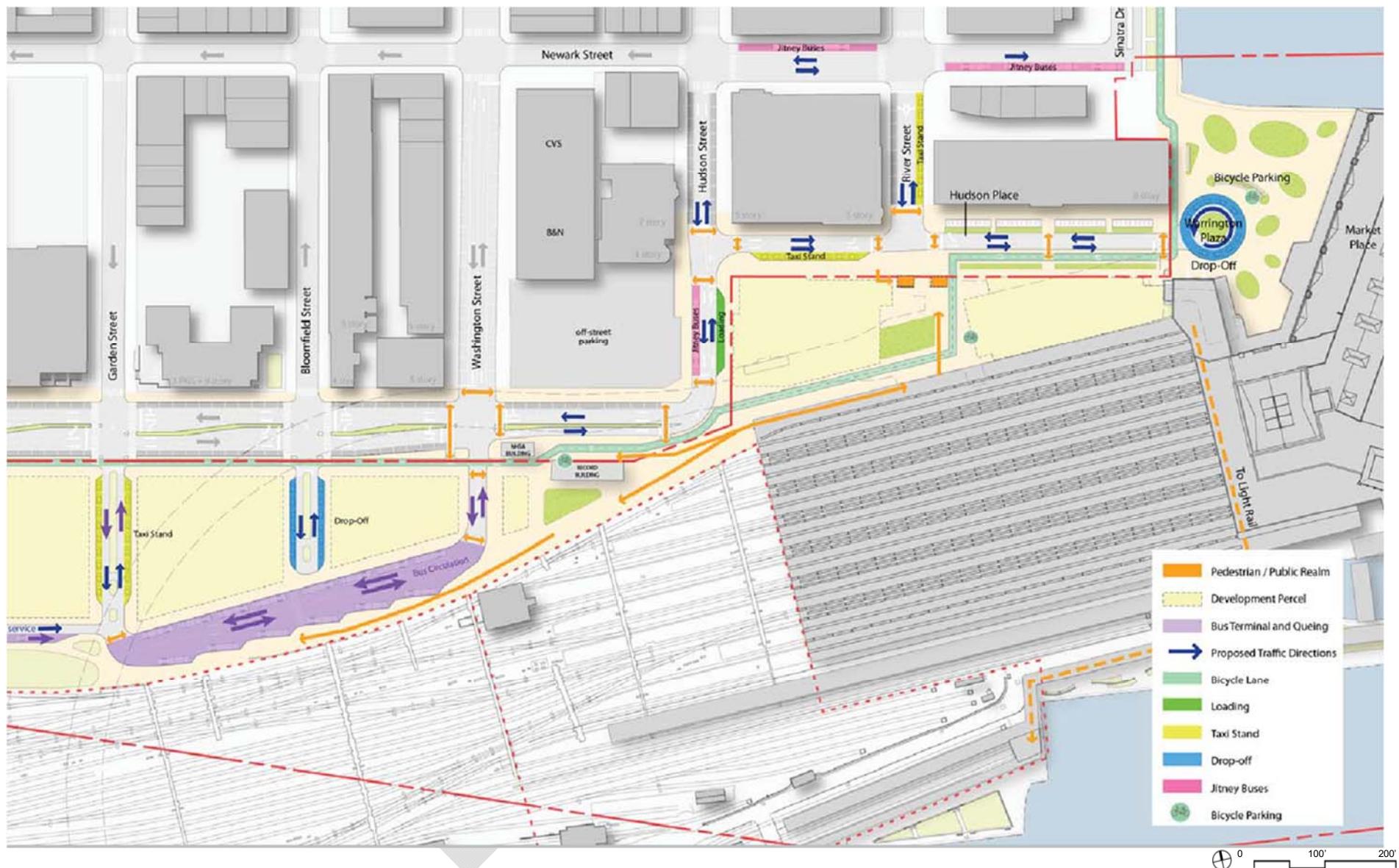
(Figure Source: 2014 Plan)

## **Option B**

- Included a mid-block pedestrian plaza at Hudson Place connected with Warrington Plaza by closing vehicular traffic between River Street and Warrington Plaza.
- Provided two locations for Jitney Bus drop off and pick up areas; one for north bound buses at Newark Street between Hudson Street and Sinatra Drive and one for south bound buses at Hudson Street between Hudson Place and Observer Boulevard.
- Provided a drop off area on south side of Hudson Place between Hudson Street and River Street
- Provided a location for taxi stands on the east side of Hudson Street, and both sides on River Street between Newark Street and Hudson Place.
- Maintained the location of the Bus Terminal as proposed by NJ TRANSIT in December 2010.



## Circulation Option C Plan



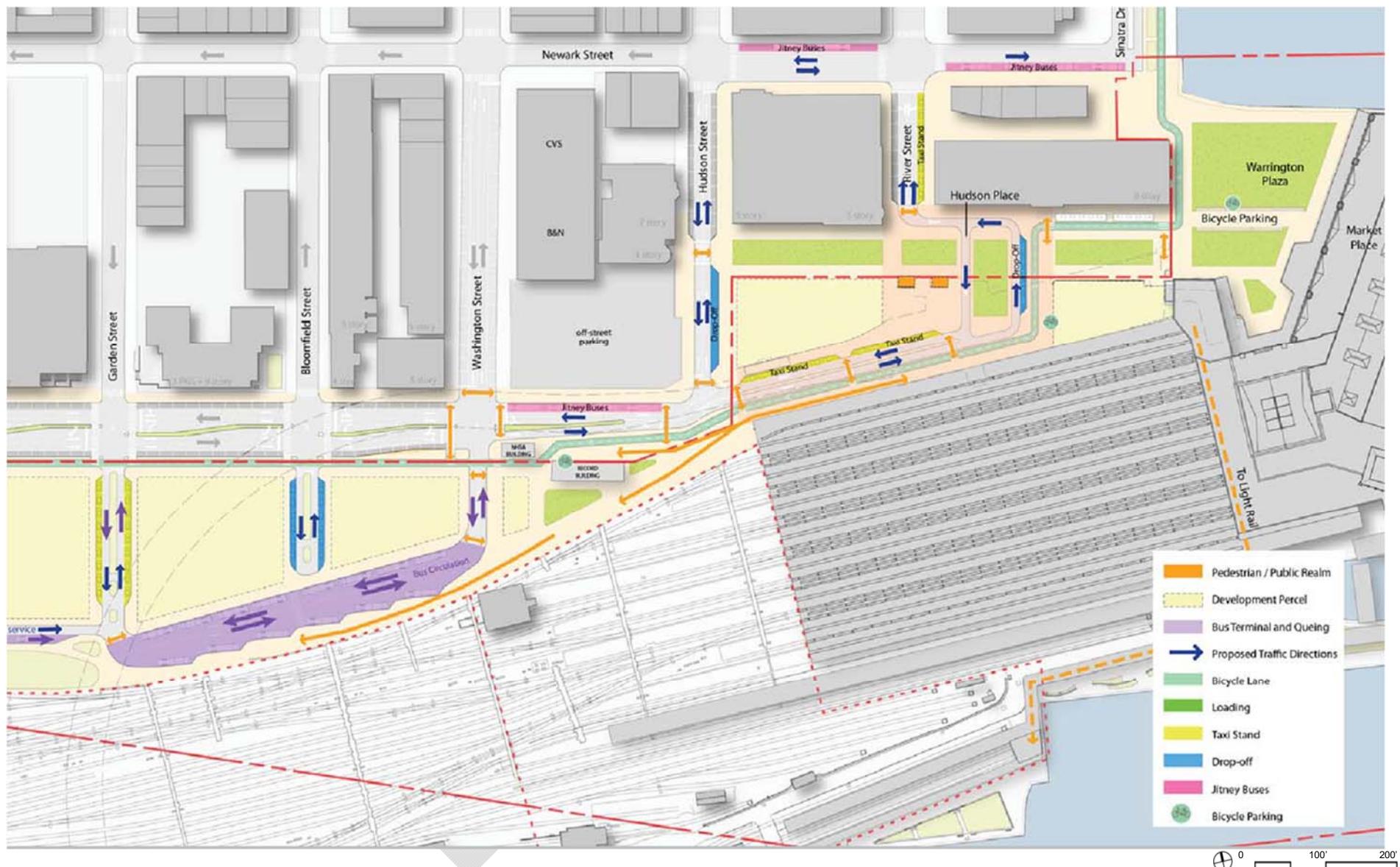
(Figure Source: 2014 Plan)

### **Option C**

- This Option was a variation of Option A, with an alternative location for a Bus Terminal between Garden Street and Washington Street behind the proposed development.
- Relocation of the taxi stand from Hudson Place to River Street between Newark Street and Hudson Place and between Hudson Street and River Street.
- Provided two locations for Jitney Bus drop off and pick up areas; one for north bound buses at Newark Street between Hudson Street and Sinatra Drive,
- and one for south bound buses at Hudson Street between Hudson Place and Observer Boulevard.
- This Option reduced the cartway width of Hudson Place for vehicular traffic to provide increased sidewalk width and increase safety by reducing vehicular speed around the Terminal.



Figure C4: Circulation Option D Plan



(Figure Source: 2014 Plan)

#### **Option D**

- Converted Hudson Place into a pedestrian transit plaza.
- Provided an alternative location for a Bus Terminal between Garden Street and Washington Street behind the proposed development.
- Incorporated two locations for Jitney Bus drop off and pick up areas; one for north bound buses at Newark Street between Hudson Street and Sinatra Drive, and one for south bound buses at Hudson Street between Hudson Place and Observer Boulevard.
- Extended Observer Boulevard to the east to connect with River Street for vehicular access and drop off area close to the Terminal.

#### **Option D1 and Option D2**

- Two variations of the above Option D were developed (see next page).
- Option D1 accommodates changes to circulation option as provided in Option D due to changes to parcel depth along Observer Highway.
- Option D2 shows location of the Bus Terminal at Hudson Place while keeping the pedestrian oriented design of the transit plaza.

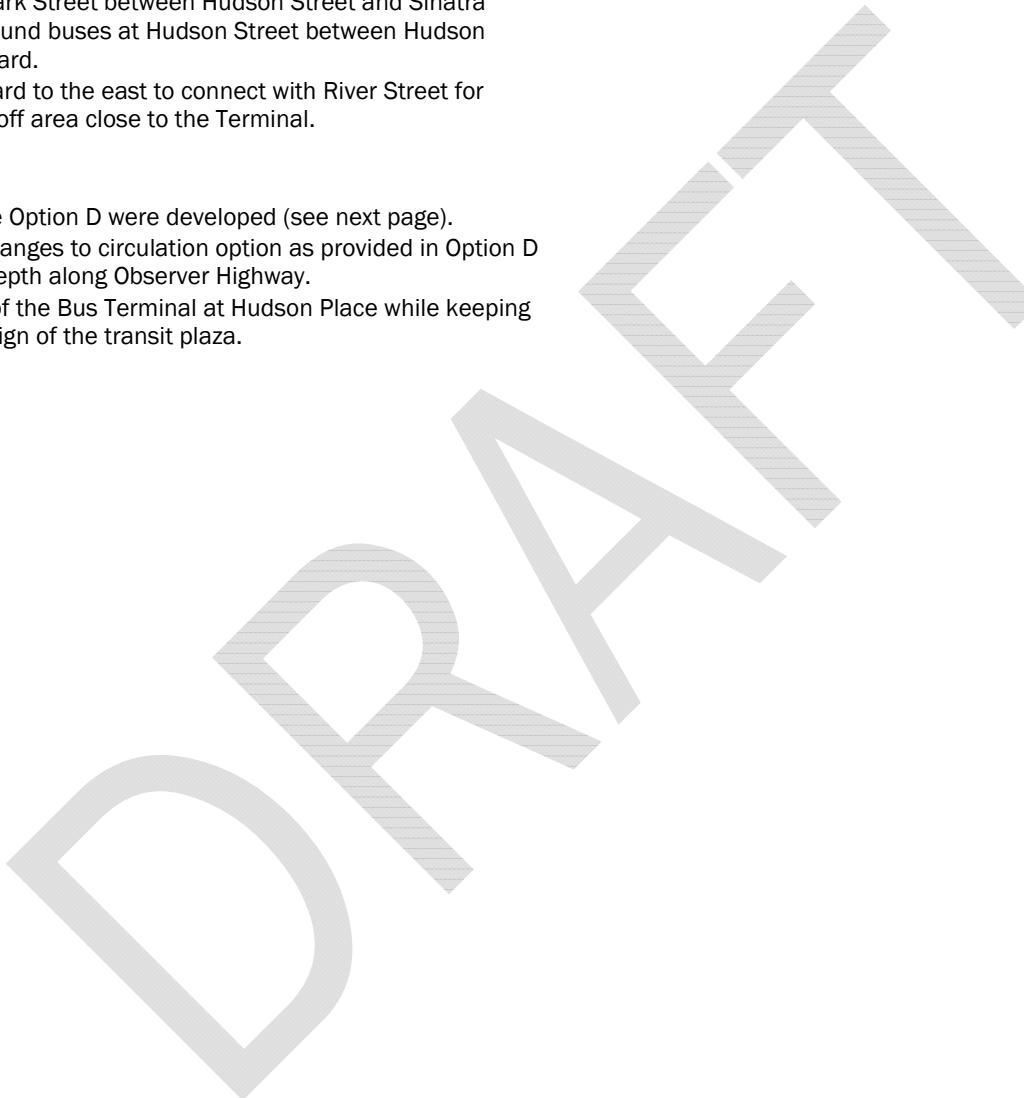


Figure C4: Circulation Option D1 Plan

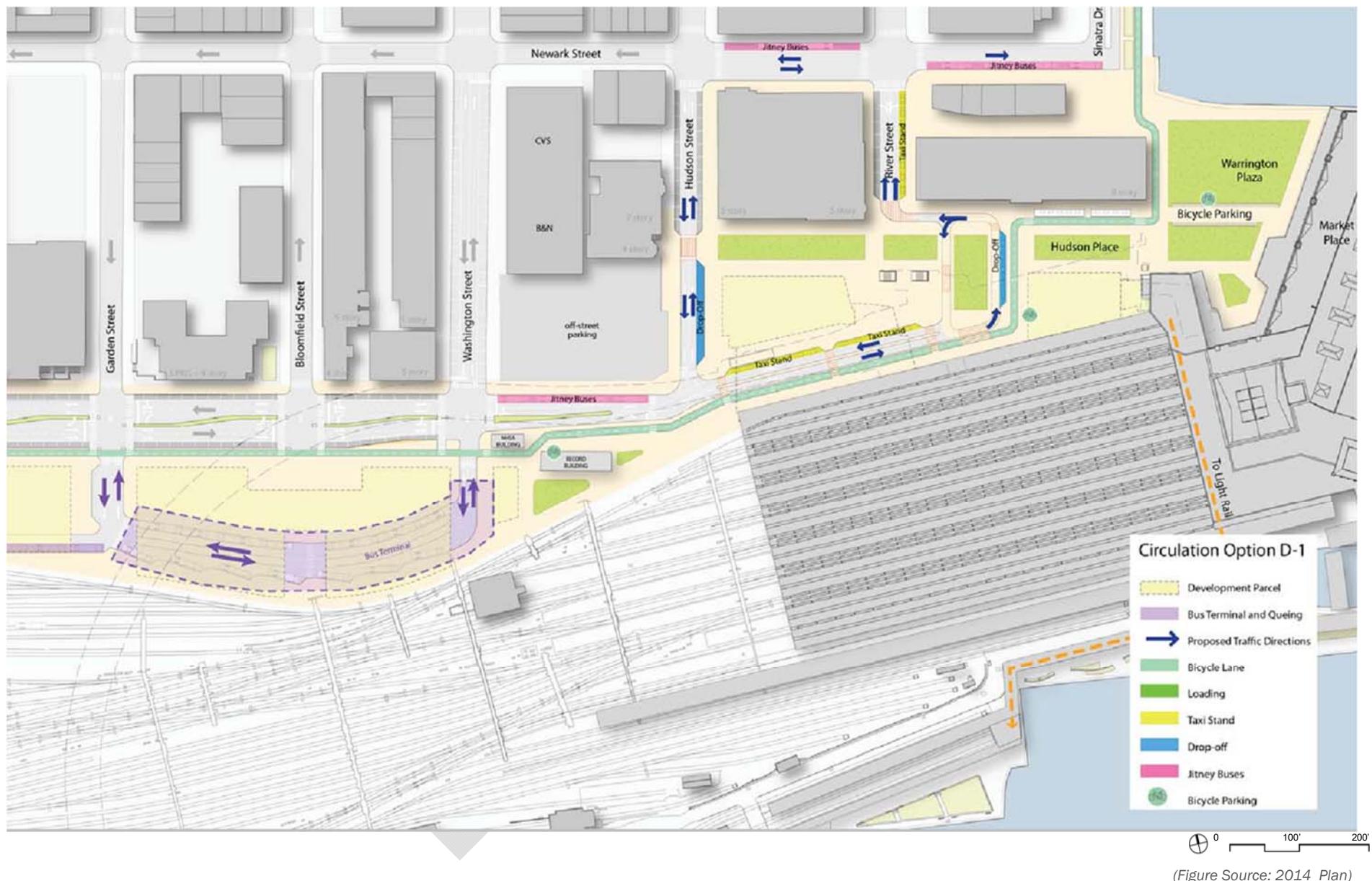
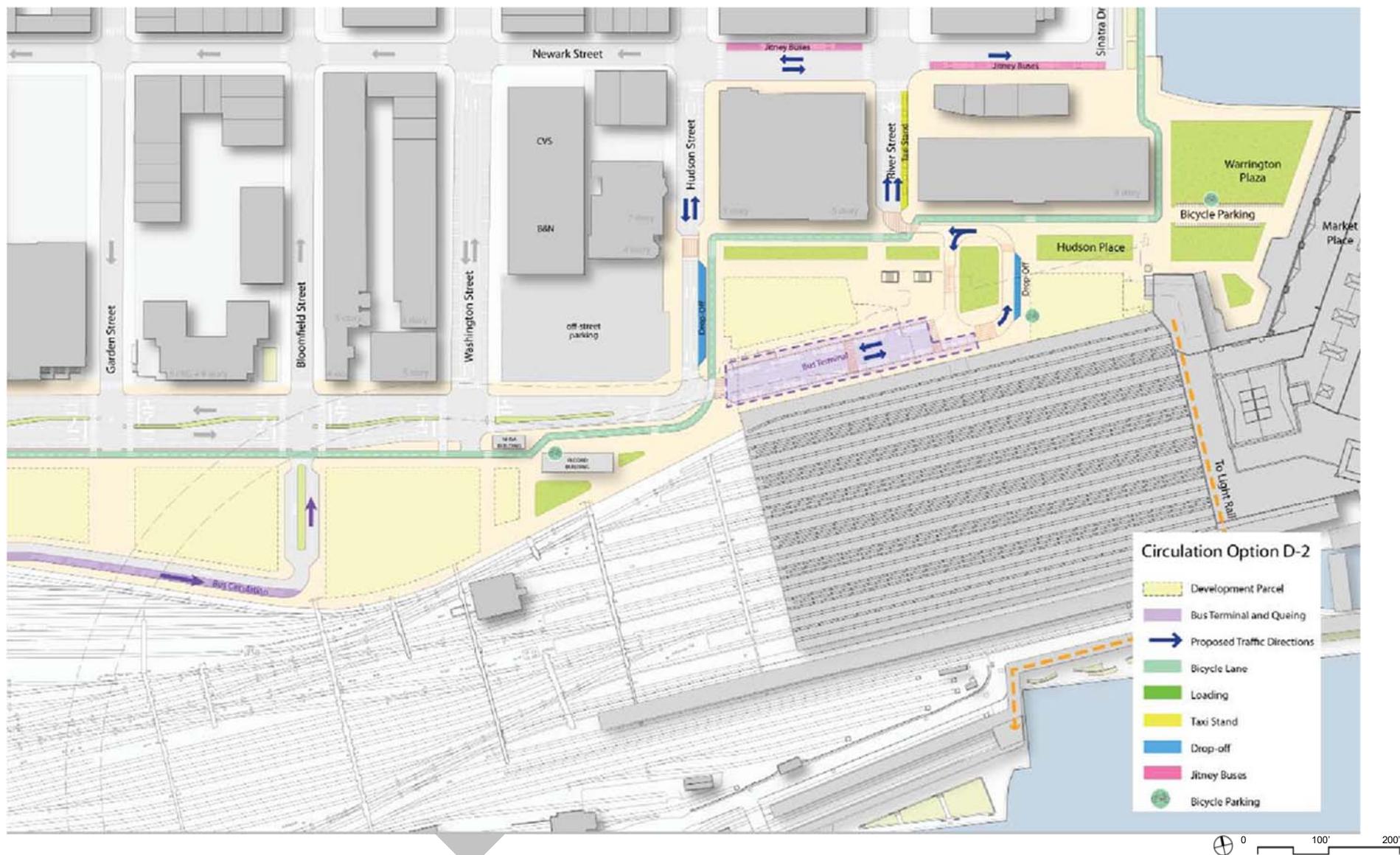
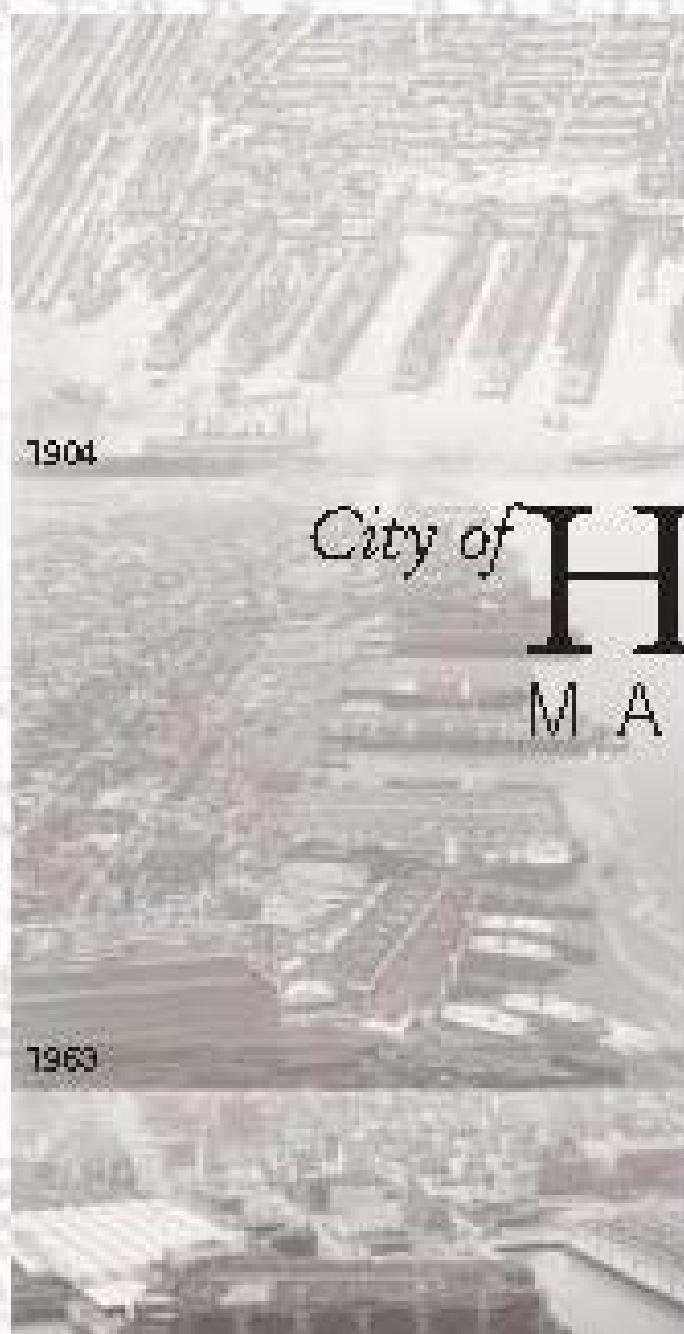


Figure C4: Circulation Option D2 Plan



(Figure Source: 2014 Plan)



1904



1963

*City of* **Hoboken**  
MASTER PLAN



# **Appendix D: Plan Relationships Section Of 2014 Redevelopment Plan**

## Former Section 5.1: Relationship to City of Hoboken Master Plan

The State of New Jersey's Local Redevelopment and Housing Law requires that "all provisions of the Redevelopment Plan shall be either substantially consistent with the municipal master plan or designed to effectuate the master plan." (N.J.S.A. 40A:12A-7.d). This Redevelopment Plan is both substantially consistent with the adopted 2004 Hoboken Master Plan and subsequent Reexamination Reports, as well as designed to effectuate their goals and objectives. The specific goals that the Redevelopment Plan complies with include:

- Amplify Hoboken's sense of community, encompassing its social diversity
- Enhance Hoboken's unique setting as an urban enclave facing New York Harbor
- Improve the appearance of Hoboken's streets
- Maintain Hoboken's urbane mix of uses
- Enhance its walkability and pedestrian amenities
- Provide additional open space and recreation facilities

### Land Use Element

The Master Plan refers to Hoboken as a "Historic Urban Village," and recognizes the Terminal area as the "scene of recent and prospective public and private investment. Its challenges have to do with balancing its nature as a regional hub and local amenity." How this is translated into a Redevelopment Plan for the Terminal is the key issue. It involves determination of appropriate building heights, massing, density, and image. Hoboken's existing character is dense, but with building heights that hover around six stories. Most of the historic, as well as the newer, buildings in Hoboken are masonry—not the shiny glass curtain walls conceptually represented in the Hoboken Terminal Master Plan of 2008.

- Promote and enhance Hoboken's historic character and design image.
- Promote compatibility in scale, density, design and orientation between new and existing development.
- The redevelopment site plan, square footage and building massing respect the existing character of the city, while framing views of the historic Terminal.

- Continue to promote a pedestrian friendly environment.
  - The walkability of the Redevelopment Area will be enhanced by ensuring an appropriate mixing uses within the vicinity of the Terminal transportation hub, as well as enhancing safety across transportation modes, including pedestrians.
  - Enhance physical and visual connections between the waterfront and the rest of the City; and between the Palisades and City.
  - The Redevelopment Plan aims to enhance the underutilized waterfront within the Redevelopment Area by creating new visual connections and direct public access.
- Encourage any future redevelopment of existing public buildings for public, cultural, and civic uses.
- Require buildings to be oriented to the street.
- Provide additional street trees.
- The site plan for the Redevelopment Area proposes buildings fronting the street and framing a high-quality, livable public realm with a streetscape that includes new trees, and pedestrian and bicycle amenities.

### Open Space, Recreation and Conservation Element

The Open Space, Recreation and Conservation Element recognizes the Lackawanna Plaza as the only existing Parks and Recreation space within the Redevelopment Area. The existing Open Space Map also indicates an existing "Waterfront Walkway" that currently terminates at the northern border of the Redevelopment Area. The Open Space Concept of the Master Plan proposes a continuation of the "Waterfront Walkway" through the Terminal and on to Jersey City, as well as a new "Green Circuit" along Hudson Place and Observer Boulevard that would allow complete pedestrian circumvention along the city limits of Hoboken. This Redevelopment Plan is compatible with these proposals, and serves to move the city toward these overall open space goals.

- Maximize park and recreation opportunities for residents.
- The Redevelopment Plan includes 4.5 acres of new public space in addition



Sinatra Drive / Hudson River Waterfront Walkway, Hoboken



Maxwell Place Park, Hoboken

to creating a new connection along the Hudson River waterfront.

- Create a green circuit in the City to link recreational and other amenities.
  - The streetscape and waterfront plans within the Redevelopment Area are compatible with the creation of the proposed green circuit and waterfront walkway.

### Circulation and Parking Element

The Hoboken Terminal Area is a central component of an integrated intermodal, interstate transportation system, including the Terminal itself, which serves an estimated 50,000 passengers daily. This Redevelopment Plan is intended to enhance the overall function of the Redevelopment Area as a regional resource and leverage the value of the Terminal as an asset to the residents of Hoboken.

- Enhance walkability throughout the city.

- The walkability of the Redevelopment Area will be enhanced by ensuring an appropriate mixing uses within the vicinity of the Terminal transportation hub, as well as enhancing safety across transportation modes, including pedestrians.
- Reduce pedestrian conflicts with vehicular traffic in the Hoboken Terminal Area.
  - The circulation plan for the Redevelopment Area aims to minimize conflict between all modes of transportation, including pedestrian, bicycle, vehicle and transit.
  - Provide additional bicycle storage at Hoboken Terminal and other transit stations.
  - Explore the creation of a jitney bus system.
  - Expand the use of existing shuttle systems.
    - The plans for the Redevelopment Area at Hoboken Terminal are compatible with the provision of additional bicycle storage, as well as expanded shuttle and jitney bus systems.

### Economic Development Element

The Hoboken Master Plan recognizes the economic significance of the Terminal, and the potential to develop the area into more of a destination than it currently is. This Redevelopment Plan proposes to tap in to the current commuter market for new business and attraction to the area and enhance the City's existing retail core areas.

- Encourage additional office space in appropriate locations.
- The Redevelopment Plan is consistent with the Master Plan recommendation for larger "prime" office space around Hoboken Terminal.
- Encourage a mix of uses in new developments to provide supporting services to workers and residents.
- Give Preference to small-scale businesses in Hoboken Terminal retail space.
- Promote overnight accommodations.
- Create opportunities for more gathering places.
  - This Redevelopment Plan includes a mix of uses at a variety of scales to serve a range of existing and new residents and users of the area. The Plan is compatible with the Master Plan's recommendations to give preference to small-scale businesses in developed retail space, as well as new opportunities for overnight accommodation.

## **Historic Preservation Element**

The Redevelopment Area is designated in its entirety by the Master Plan as an Eligible Historic District. The Redevelopment Plan supports the preservation of all buildings within the area that are designated on the National Register of Historic Places, including:

- Main Terminal, Ferry Terminal and Plaza
- Immigrant/Pullman Building
- YMCA Building
- Train Shed
- Records Buildings

Preserving these structures and enhancing the historic quality of these places as well as the character of the surrounding community is a central component of the Redevelopment Plan, specifically aiming to effectuate the city's following goals;

- Safeguard the heritage of Hoboken by preserving buildings and other features within the City that reflect elements of its cultural, social, economic, and architectural history.
- Encourage contemporary building designs for new construction that complement Hoboken's historic buildings without mimicking them.
- Encourage the continued use of historic and/or noteworthy buildings, structures, objects, and sites and facilitate their appropriate reuse.

## **Housing Element**

New development within the Redevelopment Area will include a mix of housing types and a range of affordable housing options. It is the goal of the Redevelopment Plan to assure that the Project provides for an appropriate amount of affordable housing, in accordance with applicable law. At a minimum, the Redevelopment Agreement shall require that the redeveloper will provide for a minimum of ten percent (10%) of all units within a development project as affordable. This requirement, as well as the overall Plan, move the city toward their goal of a "home for everyone", specifically aiming to effectuate the city's following goals;

- Provide diversity in types of housing.
  - The Redevelopment Plan includes a range in housing types and prices.
- Provide additional affordable units in new residential developments.



Historic Hoboken Terminal & Clock Tower

- The Redevelopment Plan requires that a minimum of ten percent (10%) of new residential units be affordable.

## **Former Section 5.2: 2010 Master Plan Re-examination Report**

The City completed a reexamination of their adopted Master Plan in 2010 to review the status of the adopted 2004 plan's objectives, outline policy changes since its adoption, and state objectives going forward. Within this context, several policies related to the Redevelopment Area were reviewed and recommendations proposed that are consistent with this Redevelopment Plan.

### **Transportation:**

Make Hoboken a better place for pedestrians, bicyclists and transit riders, while improving conditions for those who drive.

- Make it safer to walk and bike with new facilities intersection improvements, etc.
- Relocate and/or redesign the passenger drop-off area and taxi stand near

the Terminal. The reexamination report indicates that the taxi stand has been moved; however no re-design has been completed. This Redevelopment Plan addresses this issue and the goal of improving traffic flow, pedestrian movement, and operations.

#### Parks:

Increase acreage to 60 acres and showcase the best that landscape architecture and park programming can offer.

- Complete the waterfront walkway and line with parks and piers designed for both active and passive recreation.
- Encourage water-dependent and water-oriented recreational uses on the waterfront; limit commercial uses in waterfront areas to support activities.
- Limit development on piers.

#### Economic Development:

Encourage development that will add to the City's tax base but will not create a bedroom community.

- Ensure that the southeast corner of the City has modestly scaled office buildings located near Hoboken Terminal; provide additional open space and community facilities. According to the Reexamination Report, "in 2005, the City attempted to amend the zoning map and zoning ordinance to adopt the B-3 zoning district recommended in the 2004 Master Plan with 12-story mixed-use buildings; it was withdrawn in favor of a redevelopment plan approach which initially included the City-owned Department of Public Works Site and the Neumann Leather complex; the City subsequently separated off the Neumann Leather site so the City could move ahead with the Department of Public Works Site. The Department of Public Works site was found in need of redevelopment and a plan was adopted in 2006; the Plan was amended to allow a primarily residential development with various heights ranging up to 12-stories. In 2007, the redevelopment plan put forward by New Jersey Transit for the entire train yards south of Observer Highway and east of Henderson Street proposed colossal sized residential and office buildings; the City rejected the proposal and is pursuing a significantly reduced scale plan."
- Provide adaptive reuse of the historic Terminal's ferry concourse to create a new magnet for the City—perhaps a public market (like Pikes Market in Seattle or

Garden Mews in Hoboken), a recreation facility (like Chelsea Piers), a catering hall or a conference/convention center.

- Ensure that each ferry and light rail stop will have service amenities to create "places".
- Promote ground floor retail around light rail transit stops; encourage additional office space in appropriate locations; encourage a mix of uses in new developments; promote a better mix of retail uses.

#### Land Use:

Create a balance of uses so that Hoboken is not just a residential enclave, but continues to be a true urban village.

- Complete the waterfront with one continuous park and many upland connections (learning from places like Battery Park City).

#### Design:

Require high-quality design that will build the historic districts of the future.

- Protect the historic character and grandeur of the Terminal's ferry concourse and other areas; improve and expand the existing outdoor public spaces around the Terminal; relocate the outdoor markets and events to Terminal Plaza.

#### Zoning and Redevelopment Planning

- Encourage appropriate redevelopment of key underutilized sites; encourage hotels in the area near the Terminal.

In addition to maintaining consistency with these goals, this Redevelopment Plan supports the Reexamination Report's elimination of the previous recommendation to rezone the Hoboken Terminal. The report recognizes that the area has been designated in need of redevelopment and will be subject to the provisions of this Redevelopment Plan. The 2004 Master Plan Goals of historic reuse, limited scale, public use and economic development are still valid. Relative to historic preservation, the Redevelopment Plan is consistent with the reexamination report's recommendation that the City encourage contemporary building designs for new construction that complement Hoboken's historic buildings without mimicking them.

# Consultant Team

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