



# Hoboken Yard Redevelopment Plan

City of Hoboken, New Jersey

October 2014





# Hoboken Yard Redevelopment Plan

Prepared for the City of Hoboken, New Jersey

October 2014

# ACKNOWLEDGEMENTS

## **Hoboken Mayor**

The Honorable Mayor Dawn Zimmer

## **Hoboken City Council**

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5th Ward

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Council-at-Large

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Subcommittee Chair

Hon. Michael Russo

Councilman

Hon. James Doyle

Council-at-Large

Hon. Timothy Occhipinti

Councilman

## **Community Development**

Brandy Forbes, AICP, PP

Director

## **Transportation and Parking**

John Morgan

Director

Ian Sacs, P.E.

Former Director

## **Hoboken Rail Yards Task Force**

Douglas John Bowen

John P. Carey

Cindy Cray

Diana C. Davis

Stephen Kilnisan

Claire Lukacs

James A. Magenheimer

Terrence J. Pranses

Patricia Samperi

Sylvia Schwartz

## **Artists Focus Group**

David Zimmerman, DeBaun Center for Performing Arts at Stevens & The Theater Co.

Diana London, Hudson Theatre Ensemble

Florence Pape, Hudson Theatre Ensemble

Tara Thurber, Paul Vincent Gallery

James Mastro, Owner Guitar Bar and Musician

Justine Uva-Sgaramella, Urban Arts

Stefanie Ashby, Local Artist

Jim Stephenson, The Rotating Gallery

Craig Dale, Local Artist

Howard Olah-Reiken, Producer

Geri Fallo, Hoboken Cultural Affairs Coordinator

## **Businesses Focus Group**

Greg DellAquila, Chamber of Commerce Representative

Paul Grygiel, Chamber of Commerce Representative

Dean Marchetto, Chamber of Commerce Representative

Anastasia Kamper, Retailer

Rory Chadwick, Retailer

Joe Branco, Bar Representative

Tara Whelan, Bar Representative

Eugene Flynn, Restaurant Representative

Albert Silverman, Restaurant Representative

Anna MacDairmid, Hotel Representative

## **Quality of Life Coalition Committee for a Green Hoboken**

Helen Manogue, Coordinator

Frances Jennings, Assistant Coordinator

Melissa Abernathy, Secretary (also Secretary of Committee for a Green Hoboken)

Eduardo Gonzalez, Treasurer

Tom Chartier, Chairman of Committee for a Green Hoboken

Brad Miller, Vice Chairman of Committee for a Green Hoboken

Ines Garcia Keim

Paul Neshamkin

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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 New Jersey 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 the 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.

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.

The Redevelopment Plan includes two developable areas where no NJ Transit rail tracks and/or historic building currently exist. These sites include approximately 1.8

acres at the Hudson Place site close to the Terminal Building and approximately 8.3 acres of developable site along the Observer Highway between Marin Boulevard to the west and Hudson Street to the east.

## 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, 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 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 Boulevard.
- 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 rendering showing proposed redevelopment vision compatible with character of Hoboken*

- 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 Boulevard.
- Provide a visual extension of Hoboken's street grid southward into the Rail Yards.

#### **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.



Illustrative site plan

## Land Use and Development Program

The Redevelopment Plan calls for three distinct land use districts: the Hudson Place and Terminal District (TD), the Commercial Mixed-Use District (O -MU), and the Residential Mixed-Use District (R-MU). 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)** includes the historic Terminal and its facilities along with the Hudson Place redevelopment site located at Hudson Street and Hudson Place. The TD district serves as a gateway to Hoboken for residents, visitors, commuters, workers and shoppers. The district will include office and transportation related uses along with ground floor retail uses within the close

proximity of the terminal facilities.

**The Commercial Mixed-Use District (C-MU)** is located along the proposed Observer Boulevard between Hudson Street and Park Avenue. C-MU is envisioned as a transit oriented office and commercial development within a walking distance of the Terminal building.

**The Residential Mixed-Use District (R-MU)** is located along the proposed Observer Boulevard, toward the west side of the Redevelopment Area between Park Avenue and Marin Boulevard. The residential uses are compatible with existing residential uses on the north side of Observer Highway. These uses are closer to the transit station and office-mixed use district to provide 24/7 pedestrian activity along the proposed Observer Boulevard.

## 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 each of the three land use districts. The overall FAR 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 and scale of Hoboken. All regulations and setbacks are based on the future Observer Boulevard right-of-way configuration recommended in the plan.

## Public Space and Open Space Requirements

The Redevelopment Plan provides 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:

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

The Redevelopment Plan requires a minimum of 4.5 acres of 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 must also function to provide green infrastructure and enhance storm water management. An indoor public space is required to be provided within the development area that may include a variety of uses such as performance space, public meeting rooms, and other civic uses to be determined by the City. The provision of public spaces shall comply with these requirements and will need to be addressed in the Redevelopment Agreement document. A financial open space contribution is required for off site open space and will be based on a review by the City of Hoboken of a Redevelopment pro-forma and included in 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.

## 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 environmentally sustainable site plan and building design methods and techniques will reduce the additional demand on existing infrastructure and resources as well



*Illustrative Rendering of Residential Mixed-Use District along Proposed Observer Boulevard*

as provide life cycle cost benefits to the developer. Some of the recommended sustainable design methods recommended in the Plan 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 higher 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.
- Focus on techniques that will mitigate and prevent further stresses on the City's stormwater systems.

## 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.
- 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. 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 affordable housing to maintain Hoboken's diversity and in accordance with applicable law. The implementation of the inclusionary affordable housing element of this Redevelopment Plan will be further addressed in the Redevelopment Agreement to be entered into between the City of Hoboken and the redeveloper. 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.

## Conclusion

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. The development framework provides flexibility to incorporate transit-related improvements planned by NJ Transit independent of the Redevelopment Plan.



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





# 1 Introduction

# 1.0 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:

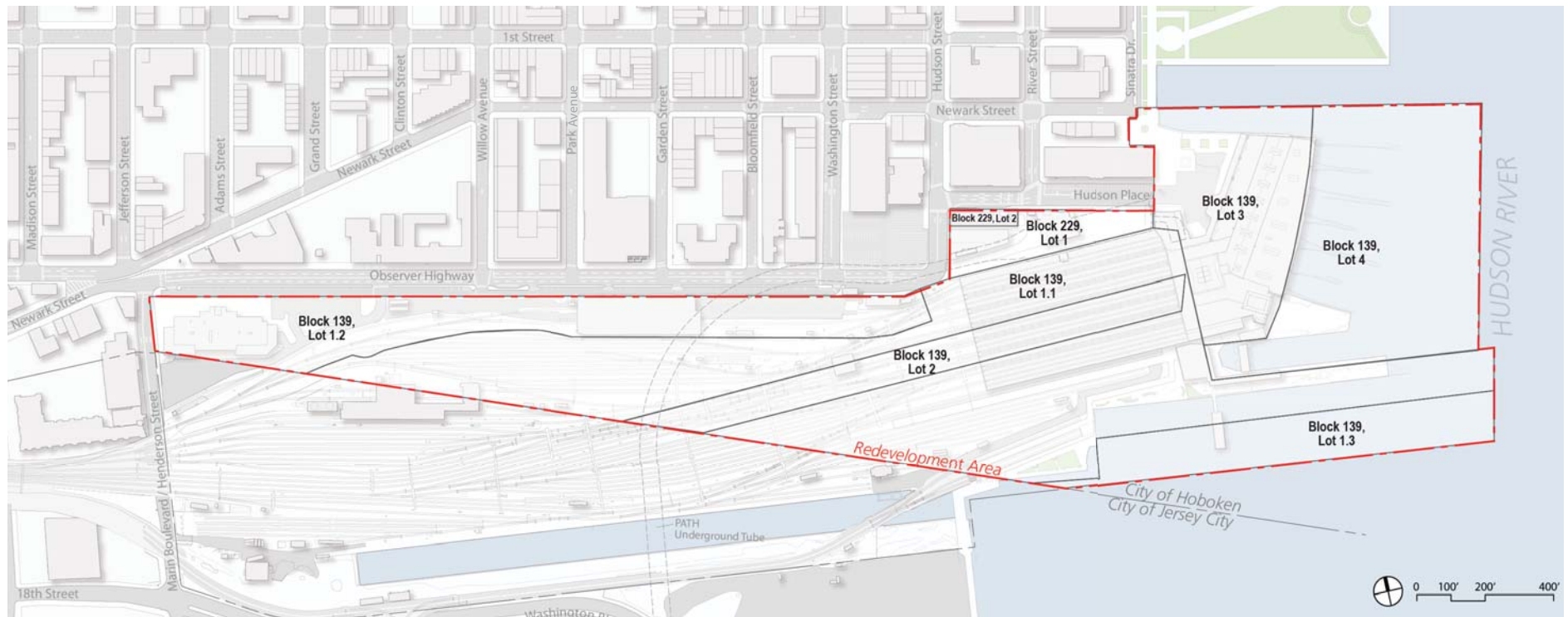
- Determine appropriate program and level of development for the Redevelopment Area that is contextually sensitive to City of Hoboken’s predominant land uses, building heights, and character.
- Develop a distinct place that preserves and enhances the quality of life in Hoboken that integrates and reinforces 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 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



## 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 New Jersey 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 is a culmination of almost a decade of planning efforts by various stakeholders. A brief history of these planning efforts is shown in a timeline chart below:





A DRAFT redevelopment plan was prepared by the City in 2008 using funds provided by New Jersey Transit (NJT) and LCOR. The 2008 plan included 9.25 million square feet of new development including an estimated 3,200 apartments and a line of 18-78-story buildings along Observer Highway. The plan did not advance. The preparation of this current Redevelopment Plan included a review of the existing conditions data and related information that was completed in the 2008 Redevelopment Plan.

## 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.



## 2010

NJ Transit and LCOR hired Skidmore Owings and Merrill (SOM), to prepare conceptual site plan and preliminary design for the Hudson Place site. These plans were presented to the community in September 2010 and December 2010.



## 2011

\$115 million restoration of Hoboken Ferry Terminal was completed in December 2011 by NJ Transit when it became operational again.







## 2 Background & Existing Conditions

# 2.0 BACKGROUND & EXISTING CONDITIONS

## 2.1 Context

### 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.

### Surrounding Land Uses and Building Heights

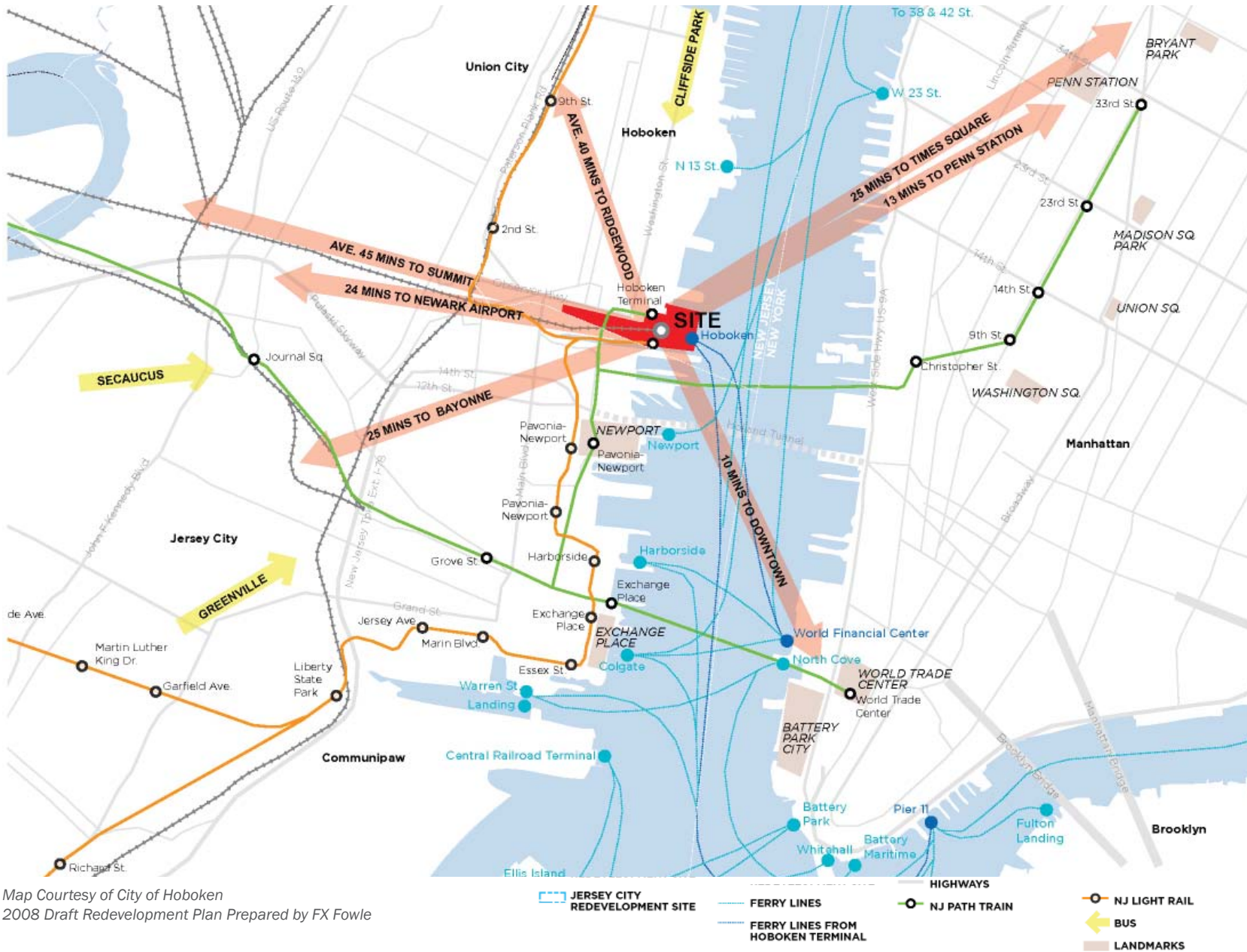
Observer Highway and Hudson Place border the northern edge of the Redevelopment Area. The north side of Observer Highway is characterized by a mix of uses; including commercial, residential, and office buildings ranging in height from three to fifteen stories. The properties north of Observer Highway, 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 news stands along Hudson Place facing the Terminal building. Figure 2 depicts the existing range of building heights that create the context around the Redevelopment Area.

Figure 2: Existing Building Heights

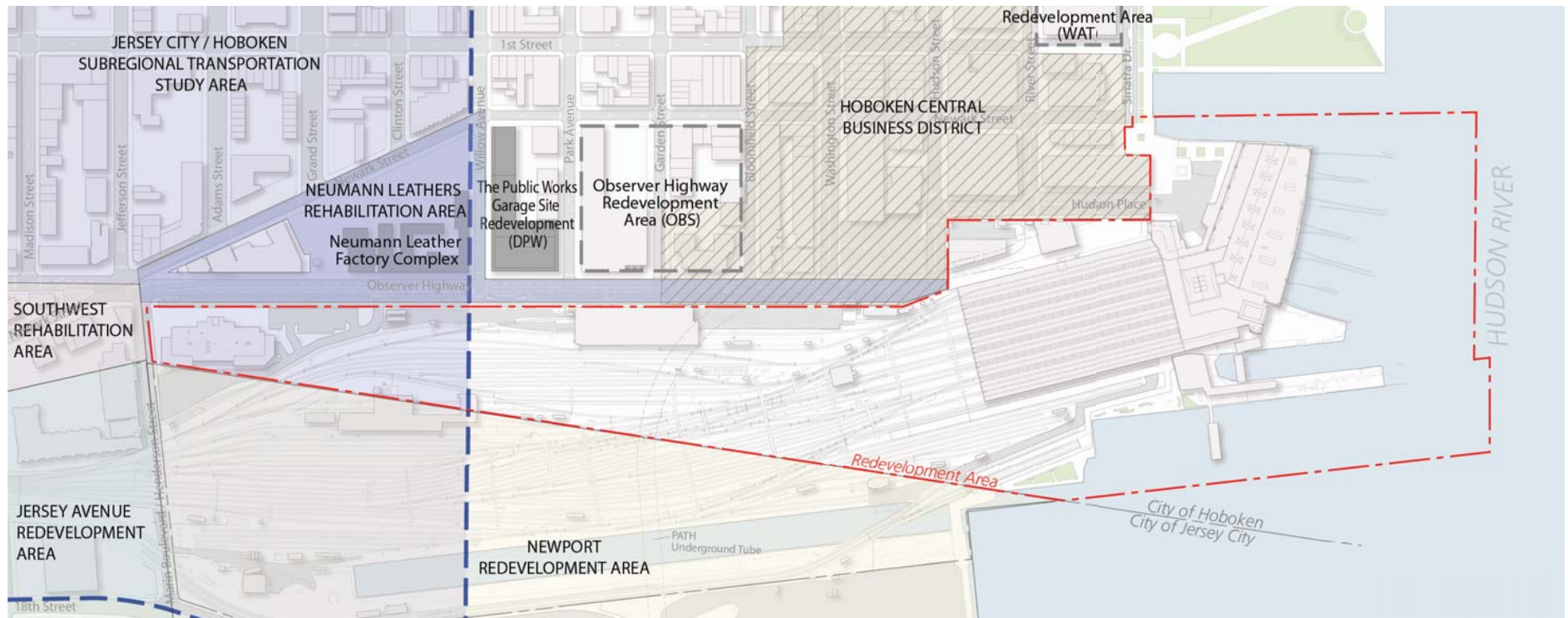


Figure 3: Regional Transit Connections



Map Courtesy of City of Hoboken  
2008 Draft Redevelopment Plan Prepared by FX Fowle

Figure 4: Hoboken Redevelopment Areas



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

**Development Context**

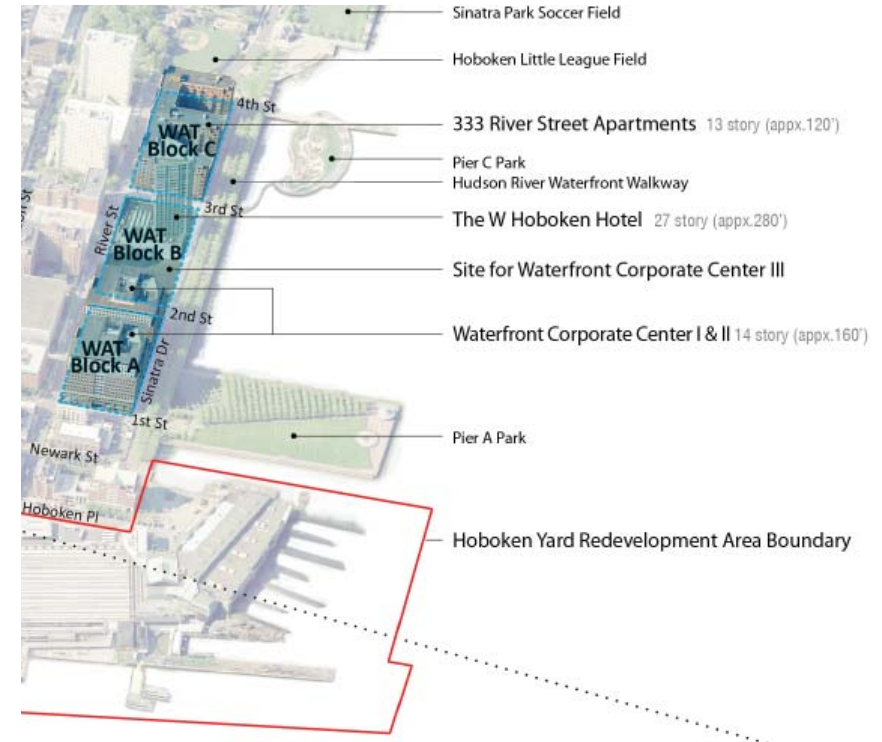
The Redevelopment Area abuts other existing designated redevelopment areas within the City as shown in Figure 4. Directly across Observer Highway from the Redevelopment Area between Park Avenue and Garden Street is the Public Works Municipal Garage Redevelopment Area (DPW). The redevelopment plan approved 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



Figure 5: South Waterfront Redevelopment Area



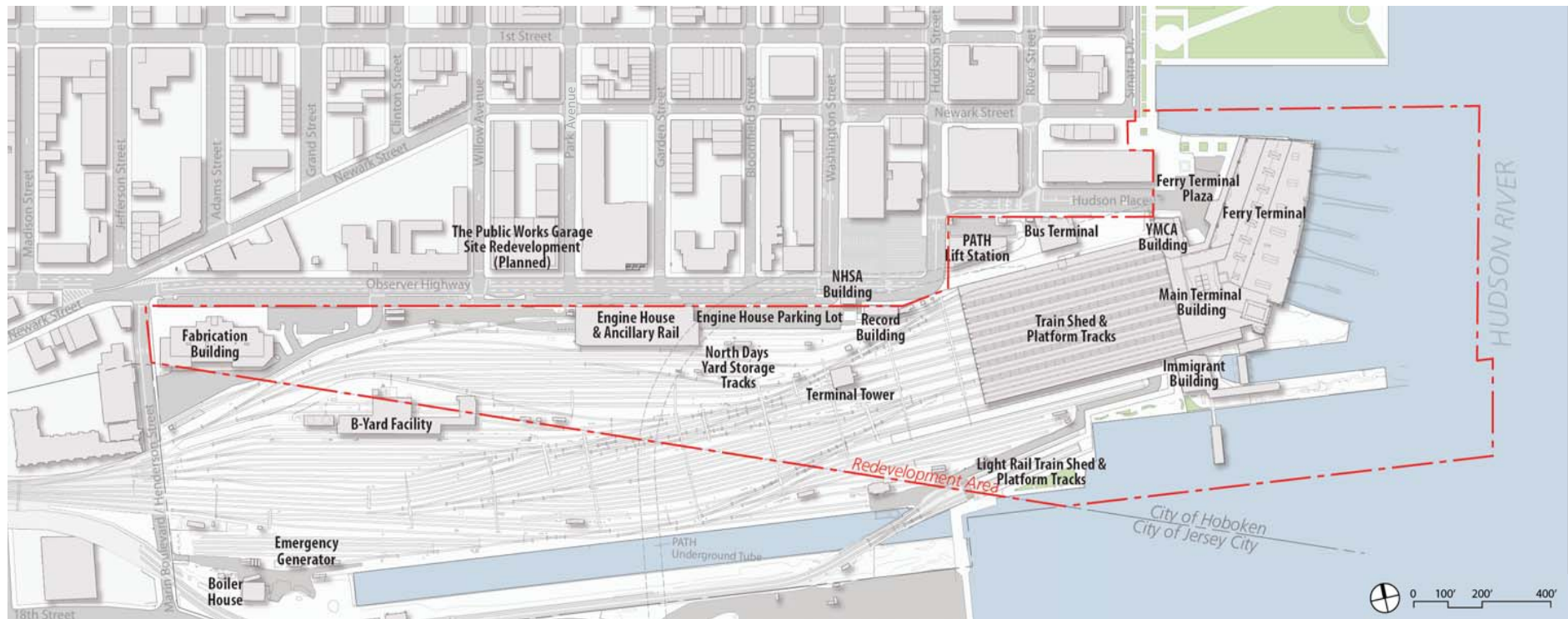
designated as blighted in accordance with the Neighborhood Development Program Renewal Area in 1972. A plan for the area was adopted in 1988, and has since been built out.

The South Waterfront Redevelopment Area (WAT) is located to the north of the Hoboken Terminal, east of River Street. 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 a 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



## 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

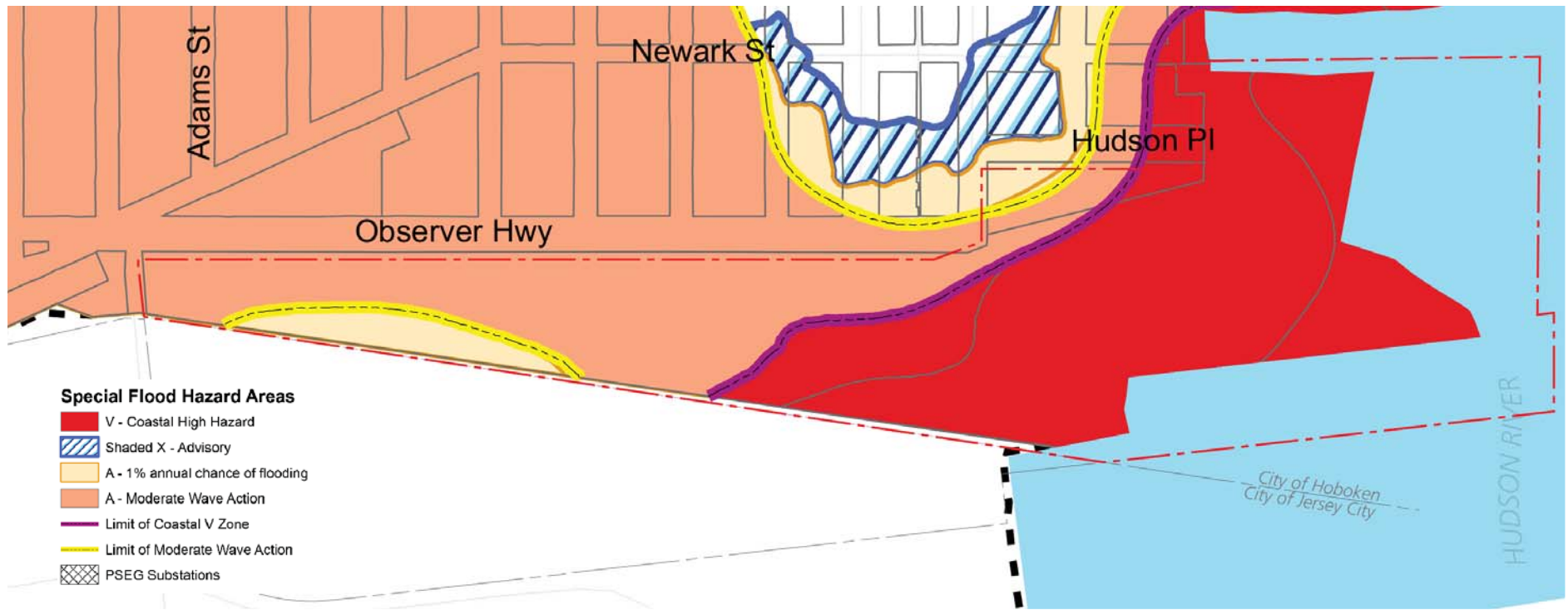
In addition to the above buildings and structures, the Redevelopment Area includes Warrington Plaza, catenary-electrified tracks and railway track light maintenance facilities. Adjoining Figure 6 shows the location of building and structures within the Redevelopment Area.

### 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: Advisory Base Flood Elevations (ABFE) Map\* (Source: FEMA 2012, NJDEP and City of Hoboken)

\*Map provided for illustrative purposes only. The provisions of the City's current Flood Damage Protection Ordinance shall apply to new development.



## 2.3 Redevelopment Area Site Conditions and Constraints

### Floodplain

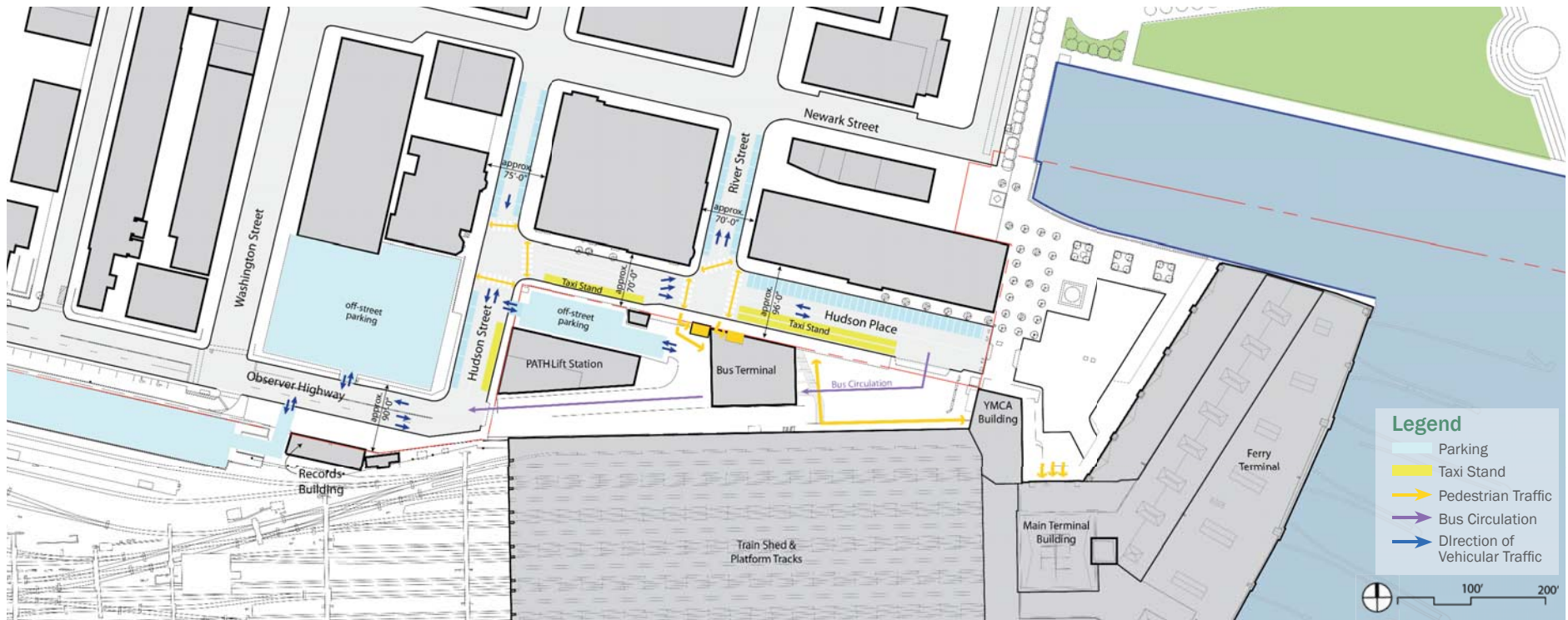
Most of Hoboken's southern neighborhoods, including a majority of the Redevelopment Area, are below sea level (as measured by the average high tide), and within the 100 Year Floodplain as illustrated in Figure 7. These areas are prone to frequent flooding and were subject to record storm surge during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

Figure 8: Existing Circulation at Hudson Place



### Environmental Conditions

A detailed environmental assessment will be required to ascertain environmental constraints and mitigation measures that will be required to implement changes to the existing land uses and zoning of the Redevelopment Area.

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.

## Pedestrian and Vehicular Circulation

The Redevelopment Area along Observer Highway and Hudson Place abuts a majority of Hoboken's north-south thoroughfares. The redevelopment of this area provides opportunities to improve pedestrian conditions along Observer Highway and at the entrance of the Hoboken Terminal at Hudson Place / Warrington Plaza. Existing circulation problems include:

- Warrington Plaza has limited pedestrian amenities and requires new investments to increase safety near the Terminal including signage, streetscape, and lighting to make the open space more of a community asset.
- Unsafe configuration of the existing location of taxi cabs, 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 facilities in the vicinity of the Terminal and a lack of bicycle lanes along Observer Highway.
- 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 (see adjoining sections). Safe Streets to Transit funding was also secured for pedestrian safety improvements in the Hudson Place Area.



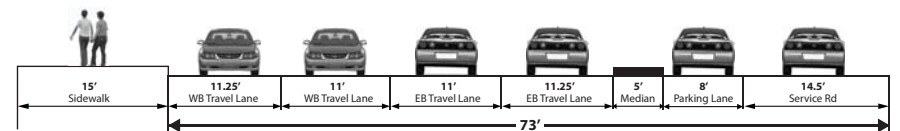
Warrington Plaza



Hudson Place

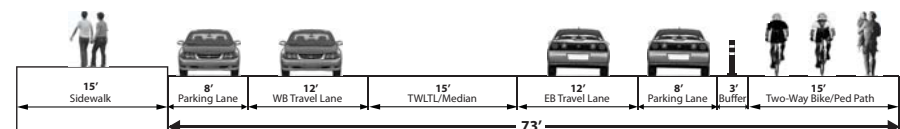


Existing East West Section Across Hudson Place



Existing

Existing Observer Highway Right of Way



Proposed Observer Highway Interim Improvements (City of Hoboken)

Figure 9: Opportunities and Constraints



## 2.4 Physical Constraints & Developable Areas

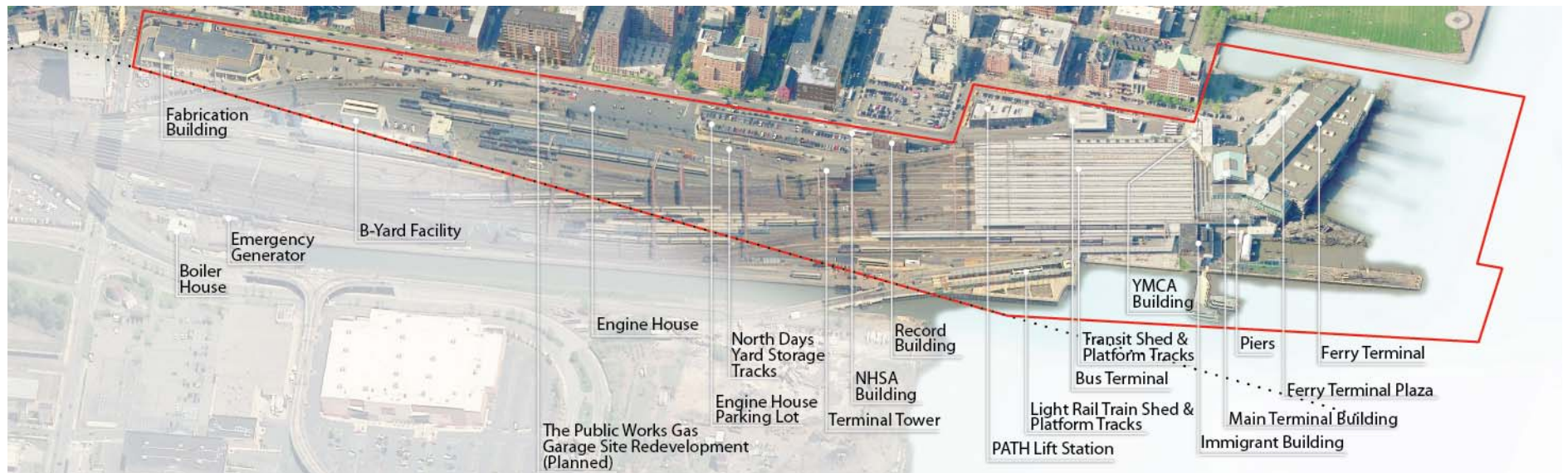
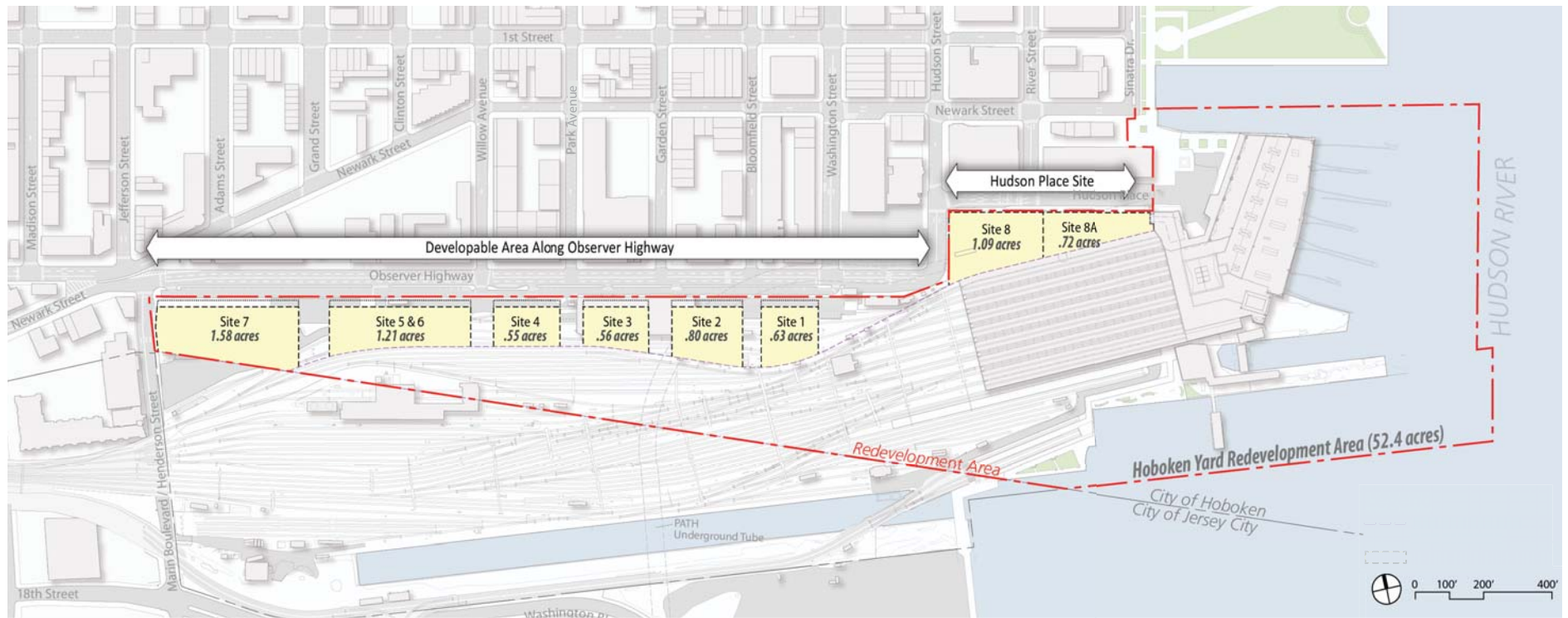
In addition to some of the site conditions and constraints described above, the Redevelopment Area contains a number of physical development constraints. A portion of the site contains rail lines and transit operation-related infrastructure including the existing Terminal Shed and platform tracks near the Terminal Shed. This Redevelopment Plan does not permit redevelopment anywhere other than the areas set forth herewithin.

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)

**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 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. Area along Observer Highway:** Approximately 8.35 acres of developable site along the Observer Highway between Marin Boulevard to the west and Hudson Street to the east. This area includes the existing Engine House and Fabrication Buildings that are proposed to be relocated by NJ Transit and a parking area available for use by commuters and NJ transit employees.

Figure 10: Developable Areas and Parcels



Aerial View of the Redevelopment Area







## **3 Redevelopment Plan Framework**

## 3.0 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 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 transit-related 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.



*Focus Group Discussion at Public Meeting #1*

## 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 as 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.
- 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 Boulevard to avoid year round shadows for buildings north of Observer Boulevard. 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 Boulevard 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 using multiple-block parking decks for greater efficiency and opportunities for shared parking.
- 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 within the existing and future right of way of Observer Boulevard.
- Provide a visual extension of Hoboken's street grid southward into the Rail Yards.

### 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 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, 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.



Mixed -Use Development



Mixed - Use Office District



Public Space and Pedestrian Plazas



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. 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 a 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



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

## 4.0 REDEVELOPMENT 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. 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 of Hoboken's predominant land uses, building heights and character. 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 (see Figure 11) shows articulation of the planning and design principles and requirements described in this section.

The Illustrative Site Plan (Figure 11) shows the north south streets going through to the southern end of the property connecting with the proposed service road. The Concept Plan shows development blocks that will be designated as separate tax



Figure 11: Illustrative Site Plan

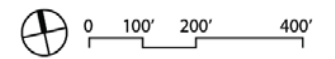
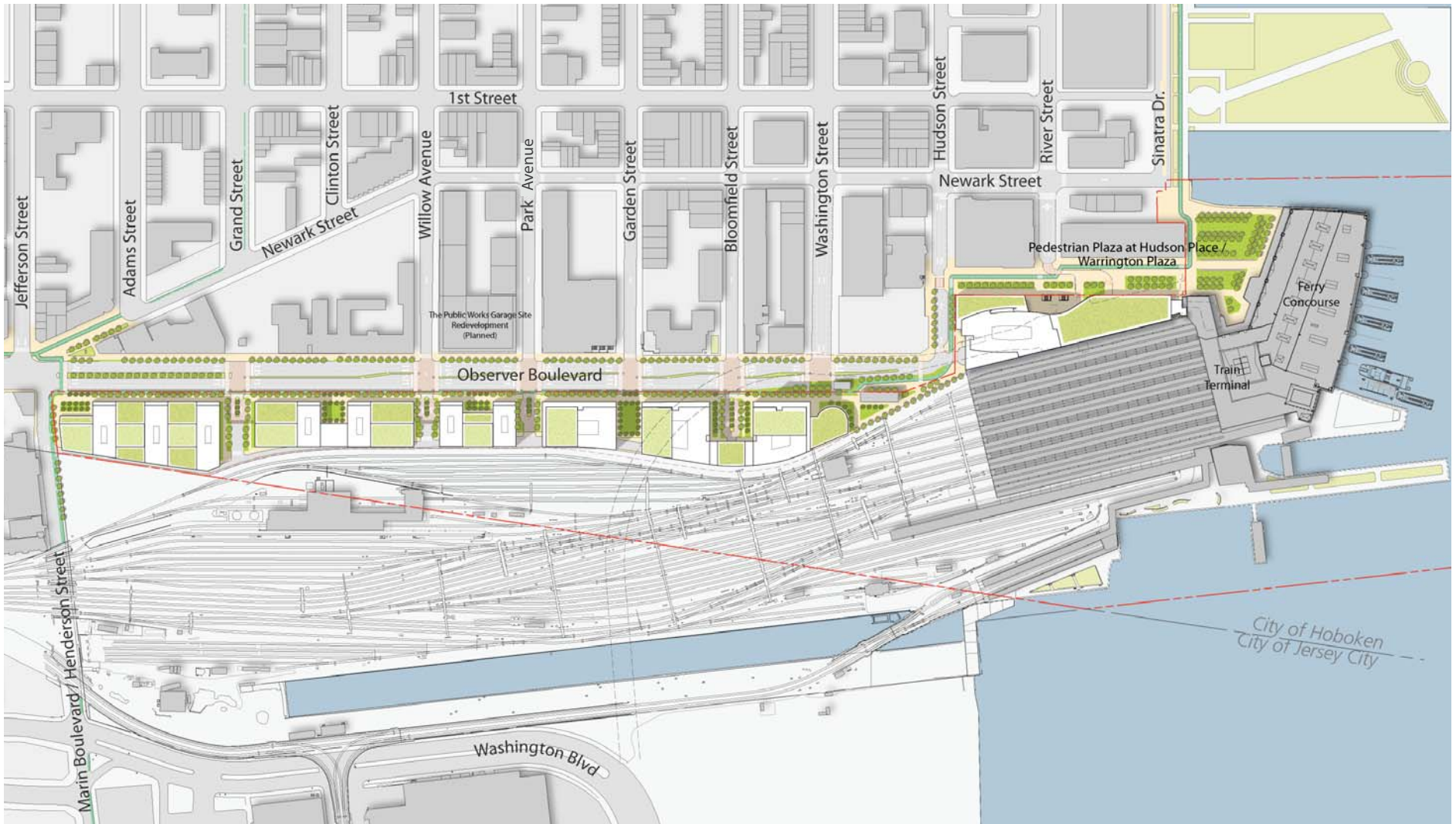
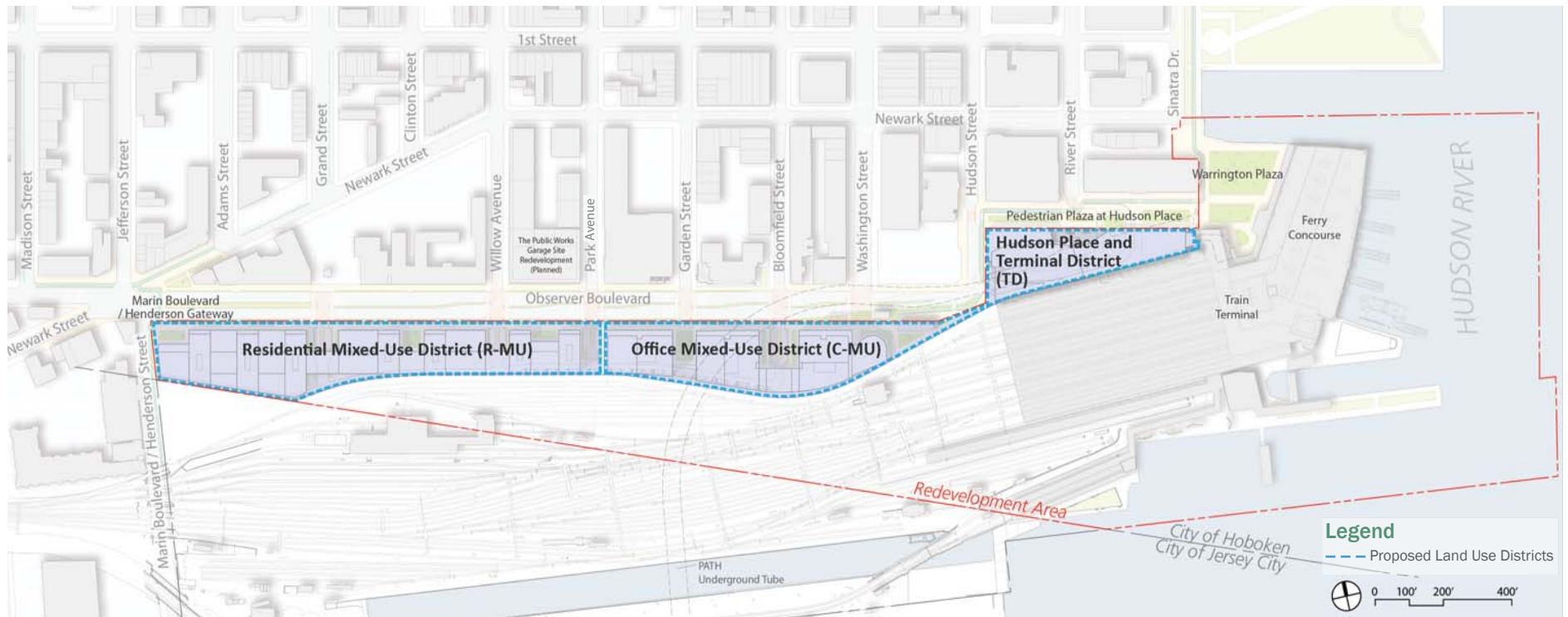


Figure 12: Proposed Land Use



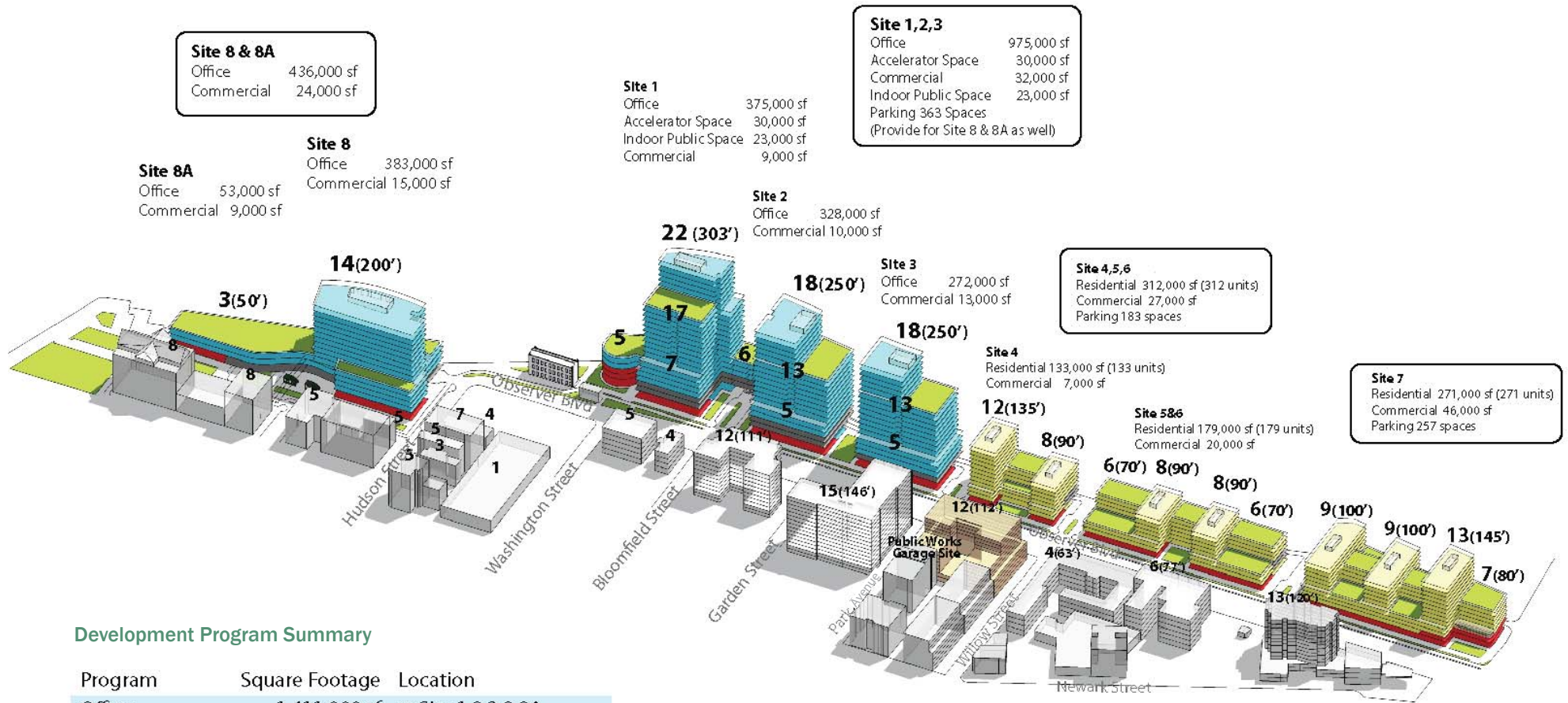
Illustrative Rendering of Residential Mixed-Use District along Proposed Observer Boulevard

parcels. The north south streets dividing each development block from Observer Highway to the southern edge of the developable area will require a public access easement for right-of-way use with limited or no construction easement above. The service road will require a public access easement, to be negotiated as part of a Redevelopment Agreement.

### 4.3 Land Use and Development Program

The Redevelopment Plan calls for three distinct land use districts: the Hudson Place and Terminal District (TD), the Commercial Mixed-Use District (C-MU), and the Residential Mixed-Use District (R-MU). This section describes the permitted uses in each district. 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. Figure 12 shows the proposed land use plan.

Figure 13: Illustrative View showing Development Program (without additional two floors as incentive for commercial use for architectural creativity and achieving LEED GOLD for Sites #1, #2 and #3).



**Development Program Summary**

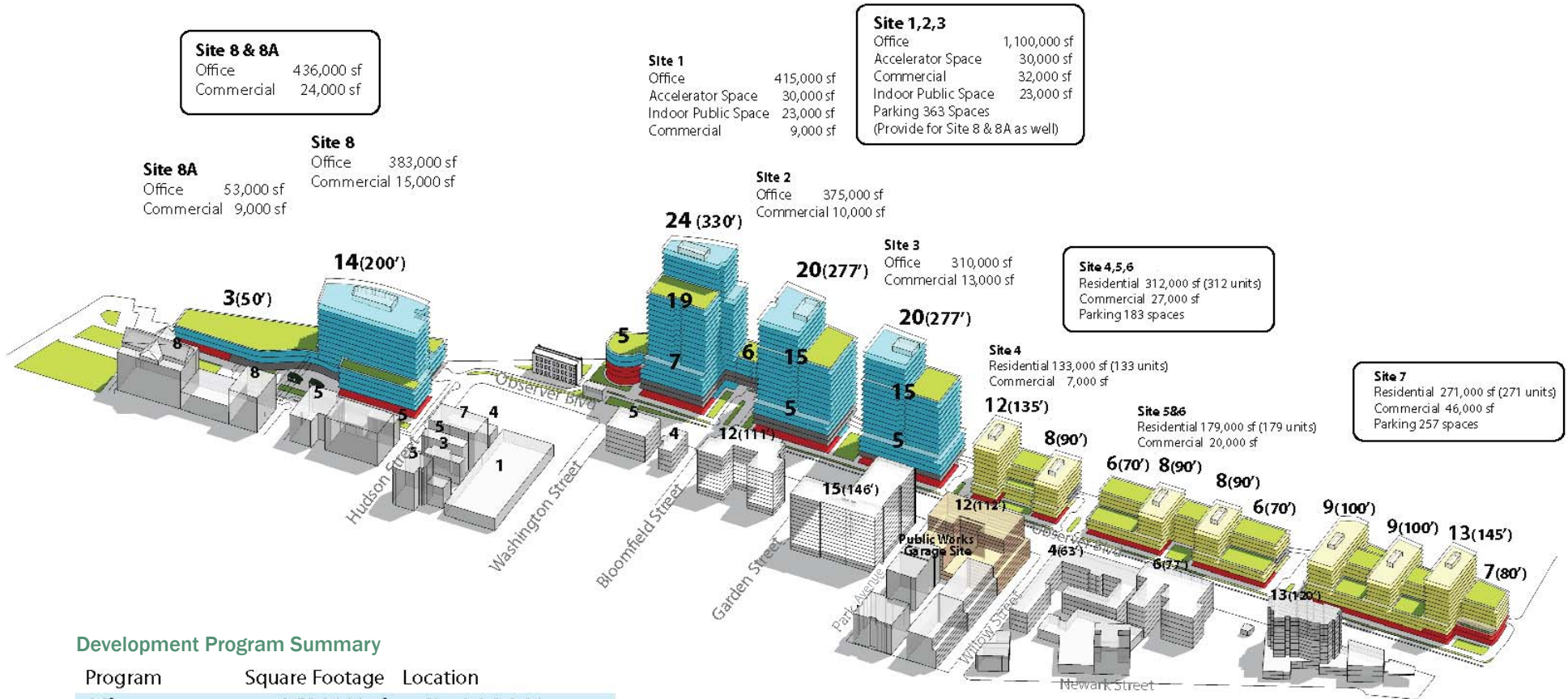
Program	Square Footage	Location
Office	1,411,000 sf	@ Site 1,2,3,8,8A
Accelerator Space	30,000 sf	@ Site 1
Residential	583,000 sf	@ Site 4,5,6,7
Commercial	129,000 sf	@ Site 1,2,3,4,5,6,7,8,8A
Indoor Public Space	23,000 sf	@ Site 1
<b>Total</b>	<b>2,176,000 sf</b>	
Bus Terminal	42,000 sf	@ Site 8,8A

<b>Total Parking : 803 Spaces</b>
Office & Accelerator Space (.25 per 1,000 sf)
Residential (.75 per unit)
Commercial & Indoor Public Space (.5 per 1,000 sf)

**Legend**

- Office
- Residential
- Commercial
- Parking

Figure 14: Illustrative View showing Development Program (with additional two floors as incentive for commercial use for architectural creativity and achieving LEED GOLD for Sites #1, #2 and #3).



**Development Program Summary**

Program	Square Footage	Location
Office	1,536,000 sf	@ Site 1,2,3,8,8A
Accelerator Space	30,000 sf	@ Site 1
Residential	583,000 sf	@ Site 4,5,6,7
Commercial	129,000 sf	@ Site 1,2,3,4,5,6,7,8,8A
Indoor Public Space	23,000 sf	@ Site 1
<b>Total</b>	<b>2,301,000 sf</b>	
Bus Terminal	42,000 sf	@ Site 8,8A

<b>Total Parking : 803 Spaces</b>
Office & Accelerator Space (.25 per 1,000 sf)
Residential (.75 per unit)
Commercial & Indoor Public Space (.5 per 1,000 sf)

**Legend**

- Office
- Residential
- Commercial
- Parking

## Hudson Place and Terminal District (TD)

The TD District includes the historic Terminal and its facilities along with the Hudson Place redevelopment site located at Hudson Street and Hudson Place. The TD district serves as a gateway to Hoboken for residents, visitors, commuters, workers and shoppers. The district includes Warrington Plaza, where retail and cultural uses are encouraged 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 the transit proximity:

### Permitted Uses (Group A)

- Office
- Transportation Related Uses
- Maritime
- Hotel
- Entertainment
- Civic/Institutional
- Parks and Plazas
- Educational/Schools
- Day Care

### Permitted Ground Floor Uses (Group B)

- Retail or Commercial Uses
- Restaurants and Bars
- Farmers Markets
- Supermarkets
- Business Services
- Sidewalk Kiosks
- Spaces for Cultural Activities and Civic Uses
- Artists Galleries, Studios and Workshops
- Performing Art Venues
- Health Clubs

### Accessory Permitted Uses

- Bicycle shower facilities
- Bicycle storage

- Off Street Parking Facilities
- Off Street Loading

### 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.
- Off street parking facilities are not permitted on the first floor.

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

The Commercial Mixed-Use District (C-MU) is located along the proposed Observer Boulevard between Hudson Street and Park Avenue. C-MU is envisioned as a transit oriented development within a walking distance of the Terminal building. The following categories of uses are permitted within the C-MU District:

### Permitted Uses (Group A)

- Office
- Transportation Related Uses
- Hotel
- Entertainment
- Civic/Institutional
- Parks and Plazas
- Educational/Schools
- Day Care
- Indoor Public Space

### Permitted Ground Floor Uses (Group B)

- Retail or Commercial Uses
- Restaurants and Bars
- Farmers Markets
- Business Services
- Spaces for Cultural Activities and Civic Uses
- Artists Galleries, Studios and Workshops
- Performing Art Centers
- Movie Theatres
- Health Clubs
- Indoor Public Space

### Accessory Permitted Uses

- Bicycle Shower Facilities
- Bicycle Storage
- Off Street Parking Facilities
- Off Street Loading

### 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 Boulevard.
- Developer must build and provide space/location for a 23,000 square foot 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.
- Developer must provide approximately 30,000 SF of commercial accelerator space within Sites #1 and 3.

### Residential Mixed-Use District (R-MU)

The Residential Mixed-Use District (R-MU) is located along the proposed Observer Boulevard, toward the west side of the Redevelopment Area between Park Avenue and Marin Boulevard. The residential uses are compatible with existing residential uses on the north side of Observer Highway. These uses also add a critical amount of residential density within the Redevelopment Area; closer to the transit station and office-mixed use district to provide 24/7 pedestrian activity along the proposed Observer Boulevard. The following categories of uses are permitted within the R-MU District:

### Permitted Uses (Group A)

- Multi - Family Residential
- Office
- Transportation Related Uses

- Retail
- Parks and Plazas
- Educational/Schools

### Permitted Ground Floor Uses (Group B)

- Retail or Commercial Uses
- Restaurants and Bars
- Grocery Stores / Supermarkets
- Farmers Markets
- Business Services
- Day Care
- Spaces for Cultural Activities and Civic Uses
- Artists Galleries, Studios and Workshops
- Performing Art Centers
- Health Clubs

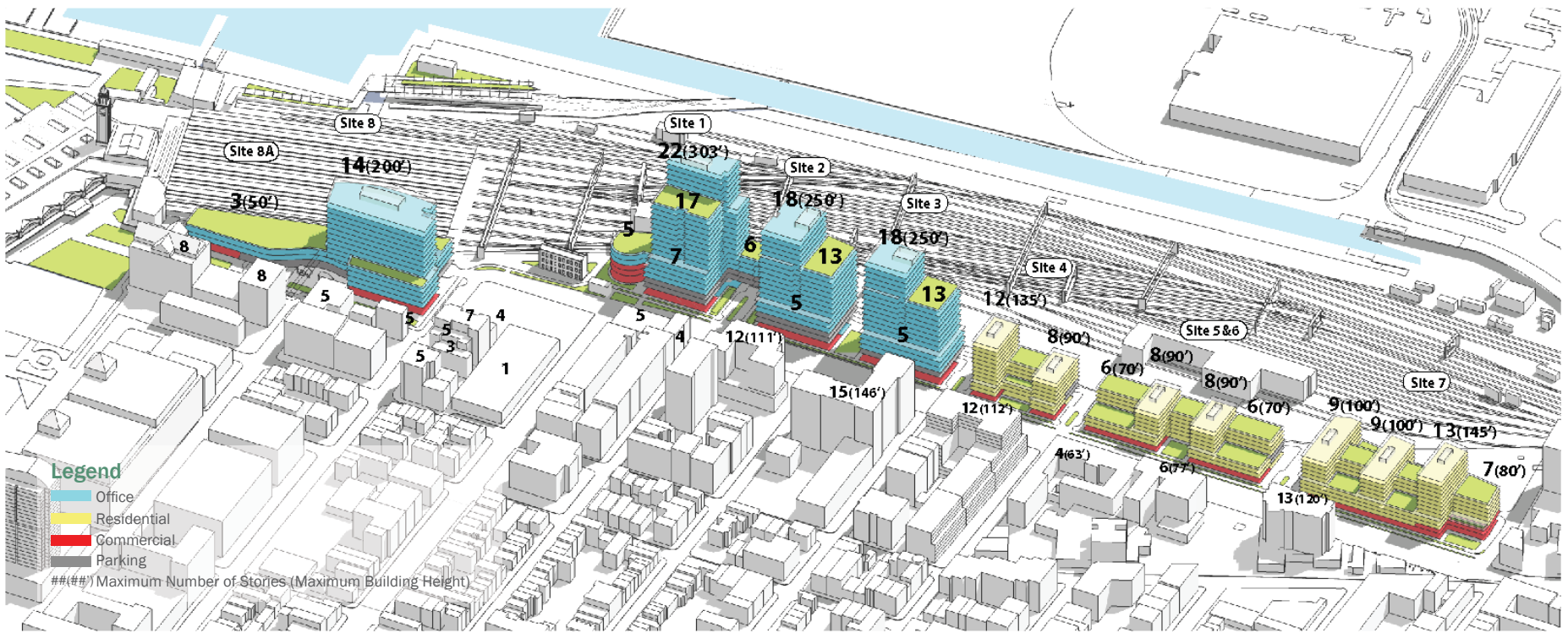
### Accessory Permitted Uses

- Bicycle Shower Facilities
- Bicycle Storage
- Off Street Parking Facilities
- Off Street Loading

### Additional Use Regulations

- A minimum of 10 % units within the R-MU District shall consist of three bedroom units, where the net floor area of such three bedroom units shall not be less than 1,500 SF.
- A minimum of an additional 10 % units within the R-MU District shall consist of three bedroom units, where the net floor area of such three bedroom units shall not be less than 1,800 SF.
- Floor Area shall include a minimum of 70% residential uses.
- Building frontage from street level to 50 feet above street level along Observer Highway and Marin Boulevard shall be allotted exclusively to multi-family residential uses or Group B uses listed above.
- No less than 70 % of the first floor spaces within the buildings in the R-MU District shall include only uses listed in Group A or B above.
- Off street parking facilities are not permitted on the first floor fronting Observer Boulevard.

Figure 15: Illustrative View showing Maximum Building Heights and Bulk (without additional two floors as incentive for commercial use for architectural creativity and achieving LEED Gold for Sites #1, #2 and #3).



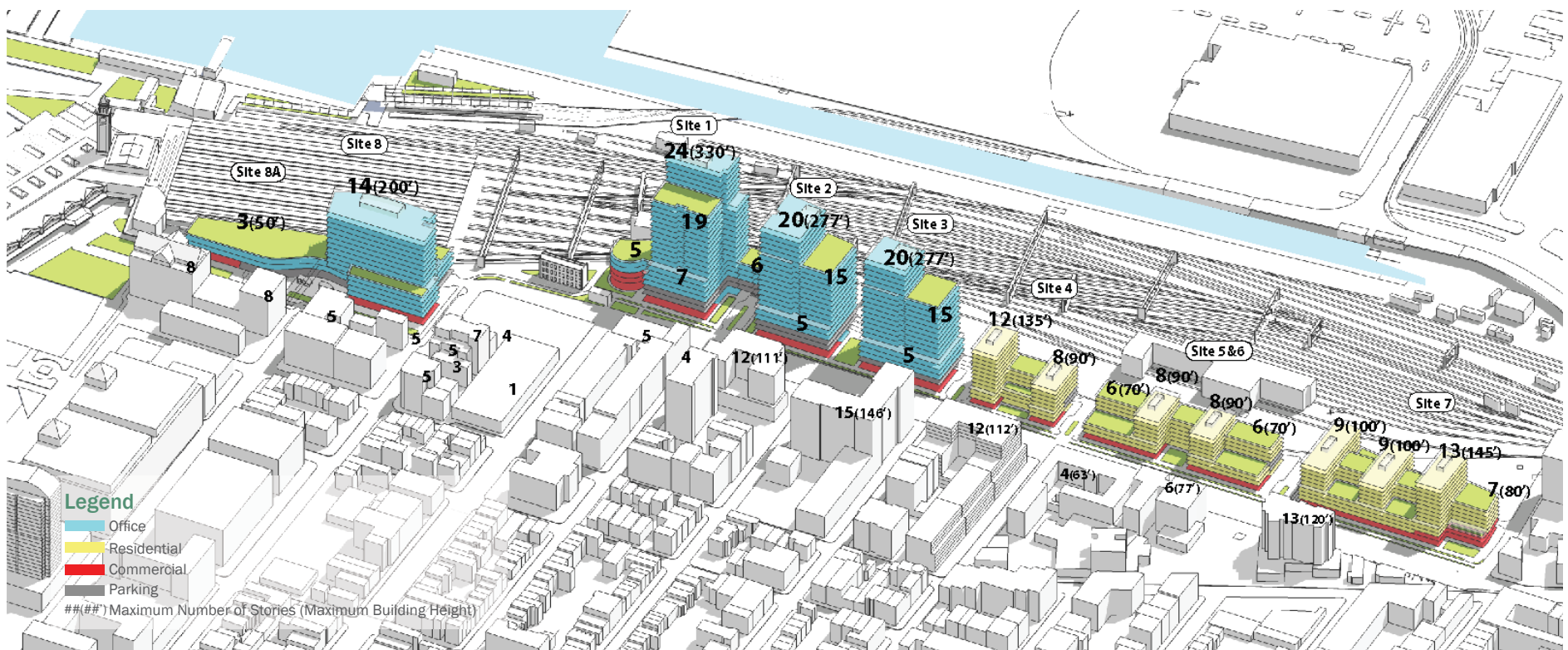
## 4.4 Height and Bulk Requirements

The Redevelopment Plan provides building height and bulk requirements for all new structures within the Redevelopment Area. Height and bulk requirements are derived 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.

Height and bulk requirements are provided for each of the three land use districts described in the previous section. Figure 17: Development Sites - Diagram showing Building Setbacks identifies the location of each site within the two larger developable areas, and indicates building setbacks and buildable Floor Area Ratio (FAR). The overall FAR 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 and scale of Hoboken. All regulations and setbacks are based on the future Observer Boulevard right-of-way cross section as required in Section 4.5 Circulation and Parking Requirements. The height is measured from the minimum first-floor elevation of the building to the highest point of the coping of a flat roof or the highest gable of a pitched roof as defined in the City's current Flood Damage Prevention Ordinance.

Figure 16: Illustrative View showing Maximum Building Heights and Bulk (with additional two floors as incentive for commercial use for architectural creativity and achieving LEED Gold for Sites #1, #2 and #3).



### Building Height & Bulk Requirements: Hudson Place & Terminal District

The Hudson Place and Terminal District includes two development sites: Site#8 and Site #8A.

#### Building Heights

##### Site #8A:

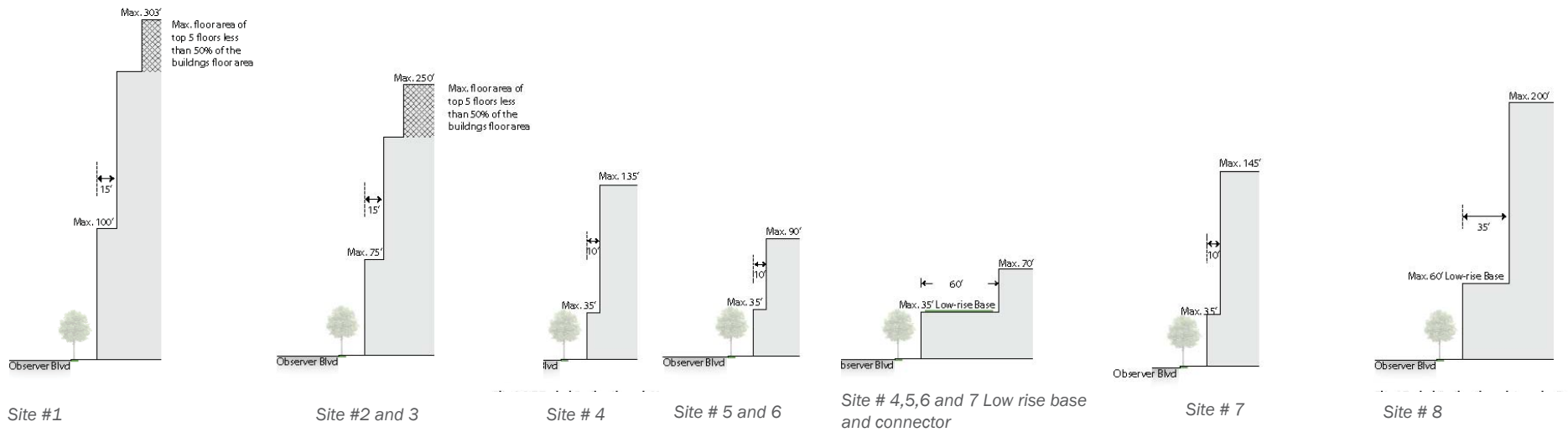
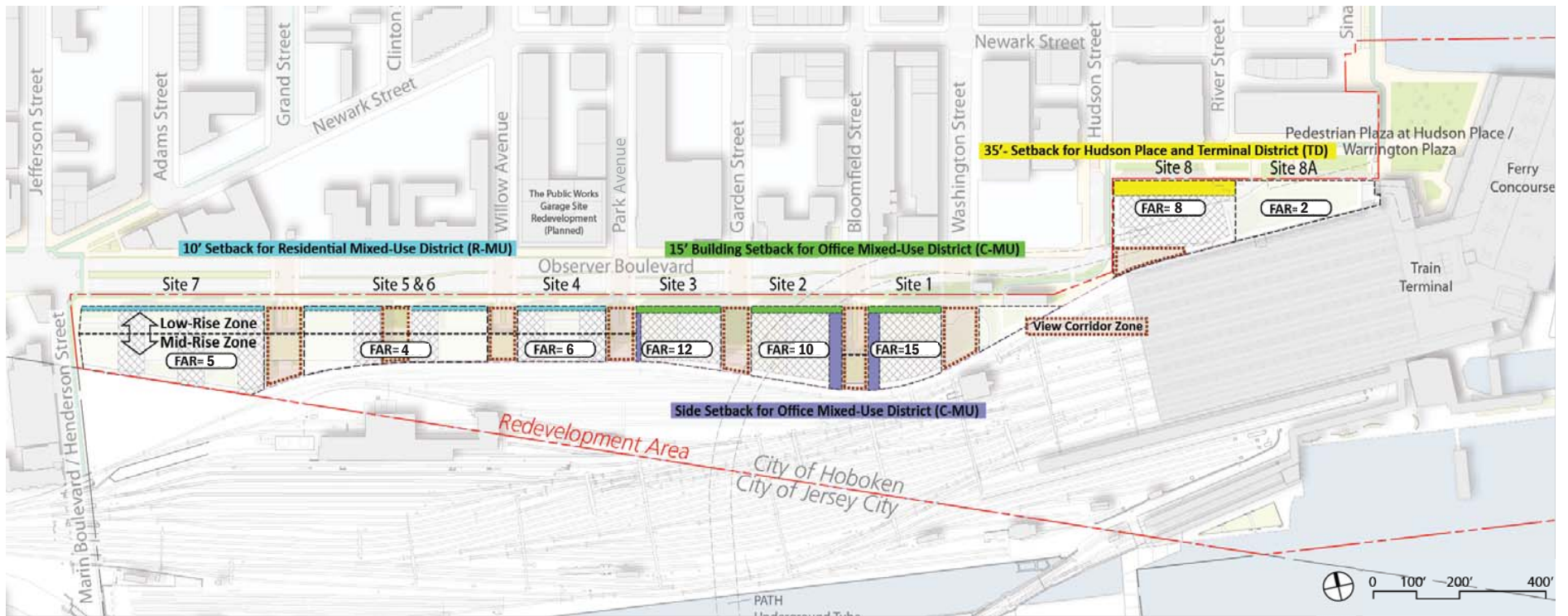
- The maximum Floor Area Ratio (FAR) for Site #8A shall be 2.0
- Development within Site #8A shall not exceed a maximum height of 50 feet.
- Development within Site #8A shall be built to the property line frontage along Hudson Place.
- Development within Site #8A shall be required along a minimum of 70% of the property line frontage along Hudson Place in order to maintain a consistent street wall and focus development toward a pedestrian-activated streetscape.
- Development within Site #8A shall be integrated visually with building on Site#8.

##### Site #8

- The maximum FAR for Site #8 shall be 8.0
- Development within Site #8 shall be required to have a low-rise base structure with upper stories setback from the right of way lines.
- The upper stories above the low-rise base component within Site #8 shall be required to have a front setback of 35 feet.
- Upper stories above the low rise base shall be oriented parallel to the proposed Observer Boulevard in order to limit their visual impact and amount of shade created.
- The low-rise base component shall not exceed maximum height of 60 feet.
- Development within Site #8 shall not exceed maximum height of 200 feet.
- Mechanical equipment must be effectively screened from view or integrated into architectural character of building within Site#8



Figure 17: Development Sites - Building Setbacks



### 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

- Limited structured parking (less than 25 spaces) for executive parking may be permitted on Site #8. Further reduction in parking ratio's are recommended for Sites #8 and #8A due to their proximity to transit.
- Additional parking needs for these two buildings may be met by providing shared parking on Sites #1, 2 and 3.

### View Corridors

- Site#8 development shall be designed to maintain existing views of the Lackawanna Clock Tower from the proposed Observer Boulevard right-of-way east of Marin Boulevard.

### Building Height & Bulk Requirements: Commercial Mixed-Use District

Commercial Mixed Use District includes individual site regulations for three sites: Site #1, Site#2 and Site#3.

#### Building Heights

##### Site #1

- The maximum FAR for Site #1 shall be 15.0.
- Development within Site #1 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.
- Development within Site #1 shall not exceed maximum height of 303 feet.
- Mechanical equipment must be effectively screened from view or integrated into architectural character of building within Site#1.
- Upper stories above the low rise base must maintain a minimum setback of 15 feet from the base component along the proposed Observer Boulevard frontage.
- Maximum floor area of the top five floors shall not exceed 50% of the buildings floor area with setback from Observer Boulevard.
- Building shall be required to have a side setback of 20 feet from the extended right of way line of Bloomfield Street.

##### Site #2

- The maximum FAR for Site #2 shall be 10.0.
- 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 75 feet.
- Development within Site #2 shall not exceed a maximum height of 250 feet.
- Upper stories above the low rise base must maintain a minimum setback of 15 feet from the base component.
- Mechanical equipment must be effectively screened from view or integrated into architectural character of building within Site#2.
- Maximum floor area of the top five floors shall not exceed 50% of the buildings floor area.
- Building shall be required along a minimum of 80% of the site#2 frontage at Observer Highway in order to maintain a consistent street wall and focus development toward pedestrians in an activated streetscape.

##### Site #3

- The maximum FAR for Site #3 shall be 12.0.
- Development within Site #3 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 75 feet.
- Development within Site #3 shall not exceed maximum height of 250 feet.
- Upper stories above the low rise base must maintain a minimum setback of 15 feet from the base component.
- Mechanical equipment must be effectively screened from view or integrated into architectural character of building within Site#3.
- Maximum floor area of the top five floors shall not exceed 50% of the buildings floor area.
- Building shall be required along a minimum 80% of the site#3 frontage at Observer Highway in order to maintain a consistent street wall and focus development toward pedestrians in an activated streetscape.
- Upper stories above the low rise base of the building shall be required to have a side setback of 10 feet from the extended right of way line of Park Street.

### Additional Height Regulations (Applies to all three sites in C-MU)

- If a development proposal within Sites #1, 2 and 3 demonstrates significant architectural creativity to reduce negative impacts to light and air and provides LEED Gold certification for the subject building(s), the City of Hoboken may permit up to two additional stories in a building to be agreed to in Redevelopment Agreement.

### Street level Provisions (Applies to all three sites in C-MU)

- No off street loading areas are permitted along the proposed Observer Boulevard in the C-MU District.
- Development shall be accessible by pedestrians at grade from Observer Boulevard.
- Street-level building facades must include architectural articulation, windows, entryways, etc. Blank street walls are prohibited in the C-MU District.
- In order to maintain the quantity of the public space in the Redevelopment Area, all buildings must be designed to incorporate piazza at the termini of Hoboken's North- South thoroughfares at Observer Boulevard. These corner piazza may range in scale from 2,300 to 6,400 square feet.

### Upper Level Provisions (Applies to all three sites in C-MU)

- Parking areas and structures shall be incorporated into the site plan and architecture to limit their impact on the public realm.
- New development shall not have exposed parking at upper levels along the building's primary road frontage.
- Structured parking deck(s) may connect between adjacent buildings for circulation purposes.

### 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 the proposed Observer Boulevard. 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 the proposed Observer Boulevard.



Aerial View showing Warrington Plaza / Hudson Place



Hudson Place

- Low rise building of up to 90 feet in height is permitted within the Bloomfield Street view corridor with front setback of minimum 100 feet as part of Site#1 and/or Site#2 development.
- Low rise building of up to 75 feet in height is permitted within the Washington Street view corridor as part of Site#1 development.
- No buildings are permitted within the Garden Street, Park Avenue, Willow Avenue and Grand Street view corridors.

## Building Height & Bulk Requirements for Residential Mixed-Use District

Residential Mixed Use District includes individual site regulations for three sites: Site #4, Site#5 and Site#6.

### Building Heights

#### Site #4

- The maximum FAR for Site #4 shall be 6.0.
- Development within Site#4 shall have variation in height and bulk. Maximum built up area of the development shall be 90%.
- Two mid-rise residential buildings within Site #4 are permitted. Mid-rise residential building closer to Site #3 is permitted with a maximum height of 135 feet. The other mid-rise residential building shall not exceed maximum height of 90 feet.
- The two mid-rise buildings combined shall have a maximum of 30 % of the site#4 frontage along Observer Highway.
- Mid-rise residential buildings within Site #4 shall be required to have a low-rise base.
- The low-rise base component shall not exceed maximum height of 35 feet.
- Upper stories above the base component must maintain a minimum setback of 10 feet from the base component.
- A low rise connector building between the two residential buildings is allowed with a maximum height limit of 70 feet.

#### Site #5 and Site#6

- The maximum FAR for Sites #5 and #6 shall be 4.0.
- Development within Sites #5 and 6 shall have variation in height and bulk. Maximum built up area of the development shall be 90%.
- Two mid-rise residential buildings within Site #5 and 6 are permitted. They shall not exceed maximum height of 90 feet.
- The two mid-rise buildings combined shall have a maximum of 30% of the combined Site#5 and Site#6 frontage along Observer Highway.
- Mid-rise residential buildings within Sites #5 and 6 shall be required to have a low-rise base.
- The low-rise base component shall not exceed maximum height of 35 feet.
- Upper stories above the base component must maintain a minimum setback of 10 feet from the base component.
- A low-rise connector building between the mid-rise residential buildings is allowed with a maximum height limit of 70 feet.

#### Site #7

- The maximum FAR for Site #7 shall be 5.0.
- Development within Site #7 shall have variation in height and bulk. Maximum built up area of the development shall be 95%.
- Three mid-rise residential buildings within Site #7 are permitted.
- A mid-rise building closer to Marin Boulevard is permitted with a maximum height of 145 feet. The other two mid-rise residential buildings shall not exceed maximum height of 100 feet.
- The three mid-rise buildings combined shall have a maximum of 30 % of the Site#7 frontage along Observer Highway.
- Mid-rise residential buildings shall be required to have a low-rise base.
- The low-rise base component shall not exceed maximum height of 35 feet
- Upper stories above the base component must maintain a minimum setback of 10 feet from the base component.
- A low-rise connector building between the mid-rise residential buildings is allowed with a maximum height limit of 70 feet.

#### Street Level Provisions (Applies to all four sites in R-MU)

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

#### Upper Level Provisions (Applies to all four sites in R-MU)

- Parking areas and structures shall be incorporated into the site plan and architecture to limit their impact on the public realm.
- New development shall not have exposed parking at ground and upper levels along the building's primary road frontage.

### View Corridors (Applies to all four sites in R-MU)

- View corridors shall be maintained at Willow and Grand Streets to allow winter solstice light at the edge of the sidewalk along north side of the proposed Observer Boulevard.

### Signs and Signage

There should be an overall signage plan submitted at time of site plan approval and should be based on the City's sign regulations.

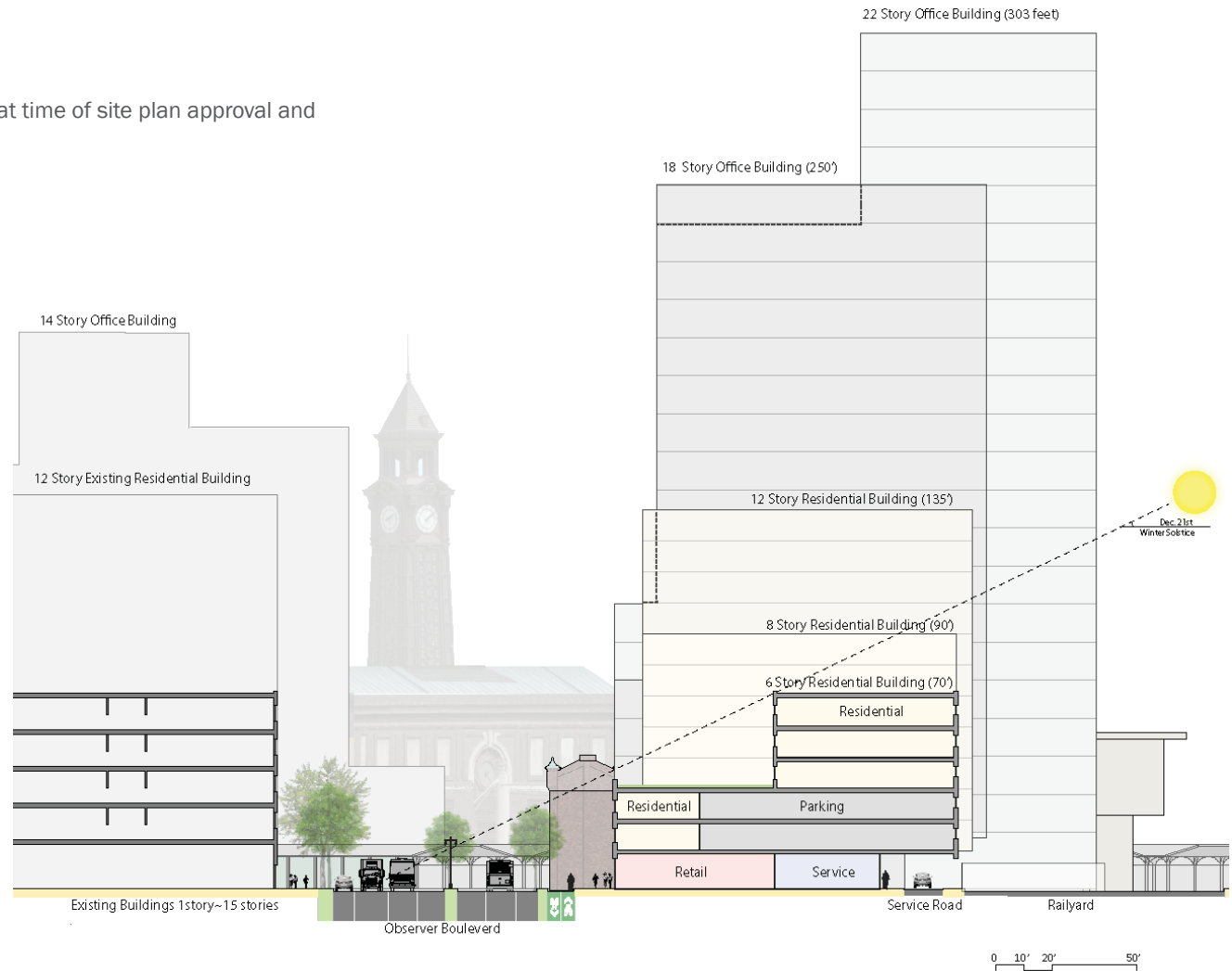
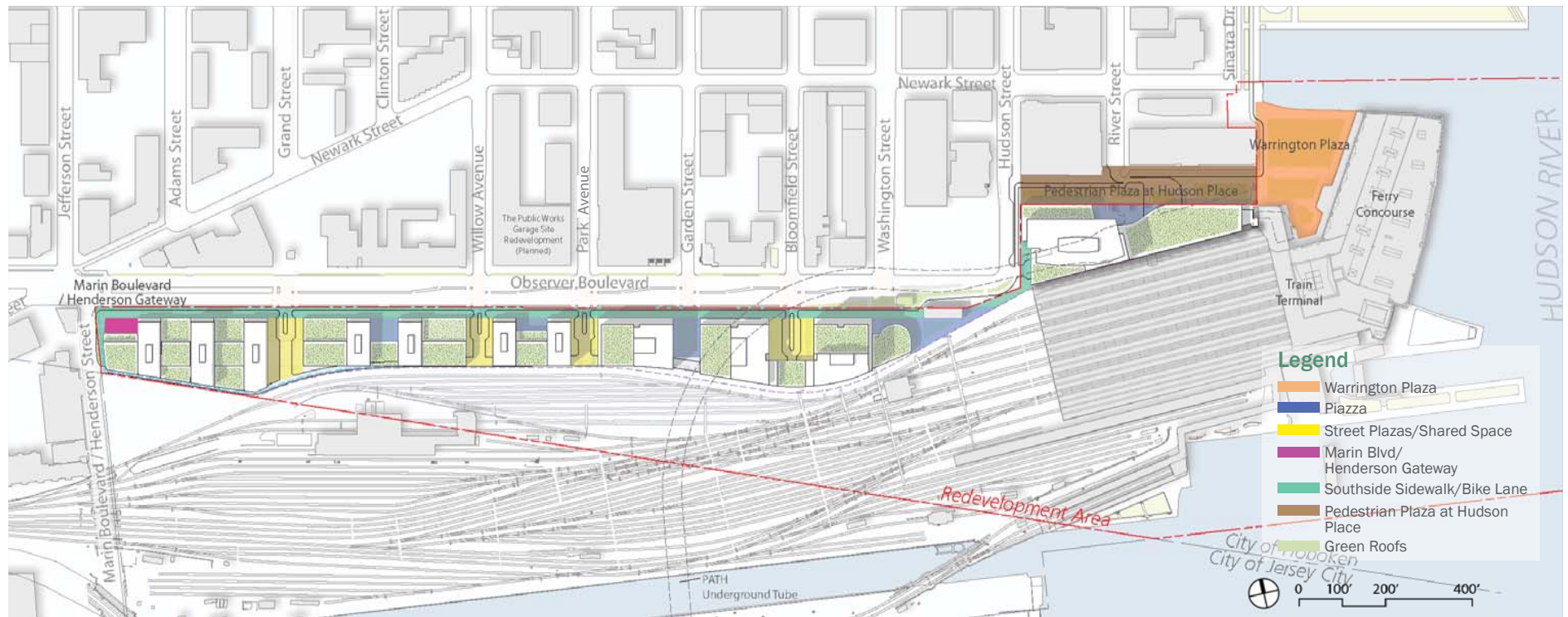


Figure 18: Illustrative Section along Proposed Observer Boulevard

Figure 19: Public Space and Pedestrian Plazas



## 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. Figure 19 shows the types public spaces included in the Redevelopment Plan. They 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 4.5 acres of public space and pedestrian plazas within the Redevelopment Area. The Plan shows a total of 5.63 acres of public space including the pedestrian plaza at Hudson Place. 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 must also function to provide green infrastructure and enhance storm water management. An indoor public space is required to be provided within the development area that may include a variety of uses such as performance space, public meeting rooms, and other civic uses to be determined by the City. The provision of public spaces shall comply with these requirements and will need to be addressed in the Redevelopment Agreement document. A financial open space contribution for off-site open space is required and will be based on a review by the City of Hoboken of a redevelopment pro-forma and included in the Redevelopment Agreement.



Pedestrian Plaza



Piazza



Shared Spaces



Boulevard

### **Pedestrian Plaza at Hudson Place / Warrington Plaza**

A pedestrian plaza is required at Hudson Place from Hudson 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. Circulation alternatives have been developed as part of the redevelopment planning process, and have been included in Appendix C. Redesign of the pedestrian plaza will need to be addressed at the time of Redevelopment Agreement. 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 shower facilities. Improvements to Hudson Place and Warrington Plaza shall be implemented at the time of development of Site #8 (Hudson Place Site).

### **Piazza**

A series of piazza or smaller plazas are required at mid-block or corner locations of the redevelopment along Observer Highway. Each piazza is required to be a minimum of 2,500 SF with appropriate landscaping and public amenities.

### **Street Plazas / Shared Spaces**

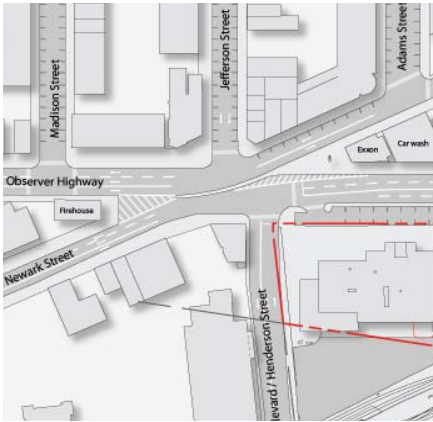
Pedestrian oriented street plazas or shared spaces are required as part of the Redevelopment Plan. Recommended locations include Grand Street, Willow Street, Park Avenue, Garden Street and Bloomfield Streets. These plazas are also recommended to indicate a visual extension of Hoboken’s Street grid southward into the Rail Yards. This will ensure light at regular intervals along Observer Highway and break the skyline. The street plazas serve as pedestrian drop off areas with pedestrian oriented landscaping. These plazas will be anchored by ground level retail uses and serve as entry points for the parking garages and service access behind buildings.

### **Marin Boulevard / Henderson Gateway**

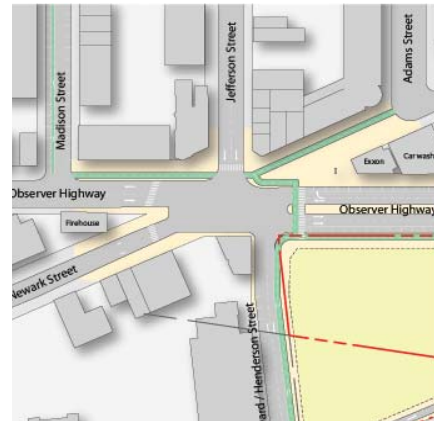
An open space is required at the development site at the corner of Marin Boulevard / Henderson Street and Observer Highway. The open space will act as a gateway space into Hoboken.

### **Green Roofs**

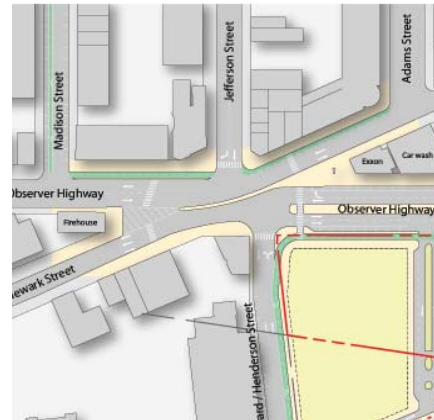
Green roofs are required for large roof buildings to reduce stormwater runoff by limiting the amount of impervious surface throughout the Redevelopment Area. These roofs may also serve as additional open space, and they are effective in reducing the heat island effect. The location and design of the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



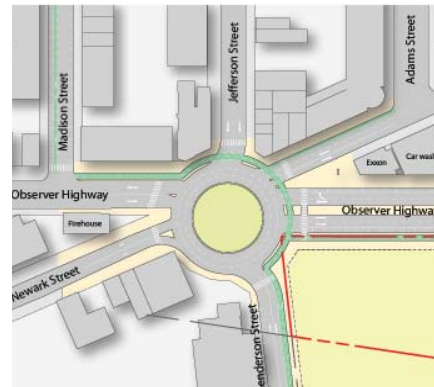
Existing 5-Way Intersection



Reconfiguration Option 1



Reconfiguration Option 2



Reconfiguration Option 3

## 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. 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 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. 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.

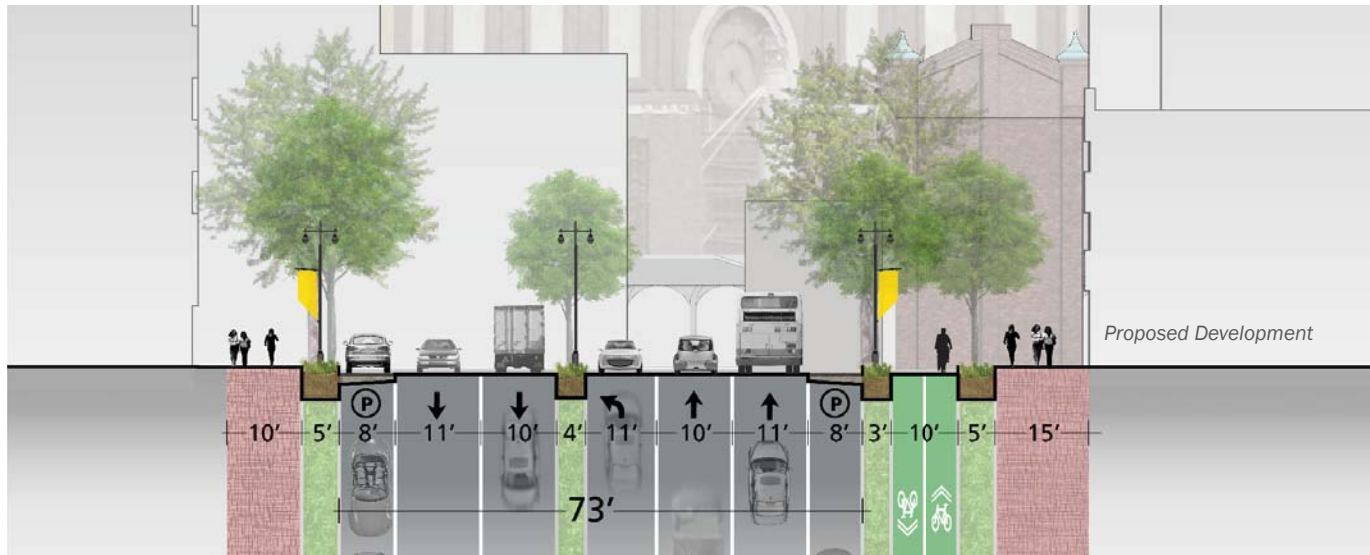
### Streets and Traffic Related Improvements

Severe traffic issues are already prevalent in this area of Hoboken. A detailed traffic impact analysis will be required as part of a Redevelopment Agreement to identify potential traffic impacts and necessary facility improvements related to any proposed new development within the Redevelopment Area. Consideration of widening or addressing the constraints of train overpass trestles on nearby streets to accommodate better traffic flow should be included in the traffic impact analysis and proposed improvements. Based on the available documents and studies, the following is a preliminary list of streets and traffic related improvements that may be needed as part of redevelopment. The developer will be responsible for all 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.

- Improvements or redesign of the segment of Marin Boulevard and Henderson Street between Hoboken and Jersey City.
- Re-configuration of the five point intersection at Henderson Street/Newark



Figure 20: Illustrative Section of Proposed Observer Boulevard (Section looking East)



Avenue/Observer Highway and Jefferson Street intersection. Adjoining Figures show options or alternatives that were evaluated for this intersection within the Jersey City/Hoboken Sub-regional Transportation Study (2012), City of Hoboken Master Plan and in the 2008 Draft Redevelopment Plan prepared by FXFowle.

- Evaluation and reconfiguration of existing traffic directions for Grove and Henderson Streets, Newark Avenue and Marin Boulevard.

### Redesign Observer Highway as a Boulevard

Widening of the Observer Highway may be necessary to accommodate the proposed redevelopment if the traffic impact study demonstrates traffic volumes associated with the development exceeding the existing capacity. If no additional lanes are required, the developer is responsible for pedestrian and traffic related improvements that will be necessary to convert Observer Highway into a pedestrian friendly Observer Boulevard including constructing a sidewalk and class I bicycle lane on south side of the highway. Any additional right-of-way that may be required as a result of these improvements will need to be accommodated within the Redevelopment Area property. The street section for the proposed Observer Boulevard showing these pedestrian friendly improvements is shown in Figure 20: Proposed Observer

Boulevard. These improvements will include:

- Addition of east and west bound vehicular lanes. (accommodated within the Redevelopment Area property) if necessary.
- Provision of a minimum of 15 feet of sidewalk on the southern side of the proposed Observer Boulevard.
- Providing 10 feet of dedicated bike lane within the proposed Observer Boulevard with a 3 feet of buffer between bike lane and vehicular lanes.
- Redesigned intersections along Observer Boulevard including coordinated signalization at each intersection to reduce traffic congestion and traffic calming measures for pedestrian crossings.
- Addition of a landscaped median and left or right turn lanes within the median.
- Improved street lighting to match the increased activity along the corridor induced by the development.
- Provision for on-street parking at both sides of the proposed Observer Boulevard.

These improvements to Observer Boulevard will be required and will need to be addressed in the Redevelopment Agreement document.

Figure 21: Pedestrian Plaza at Hudson Place / Warrington Plaza



## **Pedestrian Plaza at Hudson Place / Warrington Plaza**

The recommended cross section of the proposed pedestrian plaza is shown in Figure 21: Pedestrian Plaza at Hudson Place and Warrington Plaza. The recommended option provides an illustrative design option that meets the goals of the Redevelopment Plan. Alternative designs are encouraged that meet or exceed these requirements. Specific requirements for pedestrian plaza include:

- Redesign of the Hudson Plaza and Warrington Plaza as a pedestrian oriented plaza minimizing pedestrian and vehicular conflicts.
- Closing of Hudson Place between Hudson Street and Warrington Plaza for through vehicular traffic.
- Integration of dedicated bike lanes closer to the Terminal 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 and shower facilities.
- Provision of way-finding signage for pedestrians.

These improvements to Hudson Place and Warrington Plaza will be required as a part of this Redevelopment Plan and will need to be addressed in the Redevelopment Agreement document.

## **Bicycle and Pedestrian Environment**

In addition to the bicycle and pedestrian related improvements mentioned above, provision of integrated bicycle lanes and supporting facilities such as bike lanes, 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 will need to be addressed in the Redevelopment Agreement document. 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 additional traffic. 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. The parking requirements for various uses within the new development are recommended to complement the use of shared parking. They include:

- Corporate or Professional Offices: 0.25 parking stalls for each 1,000 GSF
- Residential: 0.75 parking spaces for each dwelling unit
- Hotels: 0.25 parking spaces for each hotel room
- Retail: 0.5 parking spaces for each 1,000 GSF
- Other uses: 0.5 parking spaces for 1,000 GSF

Parking access shall be provided from the service road proposed behind buildings. The access to parking decks is not permitted from the north-south running streets. Use of mechanical parking garages is also recommended to increase space efficiencies. 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. These provisions will need to be addressed in the Redevelopment Agreement document.

## **Service and Loading Access**

A service or access road must be provided behind buildings along the proposed Observer Boulevard to ensure efficient movement of traffic. The proposed service road will be accessed by street plazas recommended as extension of the Hoboken's street grid within the redevelopment. The service road will provide access to parking decks and service areas of all major buildings to minimize impact on the vehicular traffic and pedestrian environment on the proposed Observer Boulevard. The service road is recommended to extend from Marin Boulevard up to Bloomfield Street. Service related curb cuts are prohibited on the proposed Observer Boulevard within the Redevelopment Area.

## 4.7 Sustainable Design and Flood Resiliency

### Sustainable Design

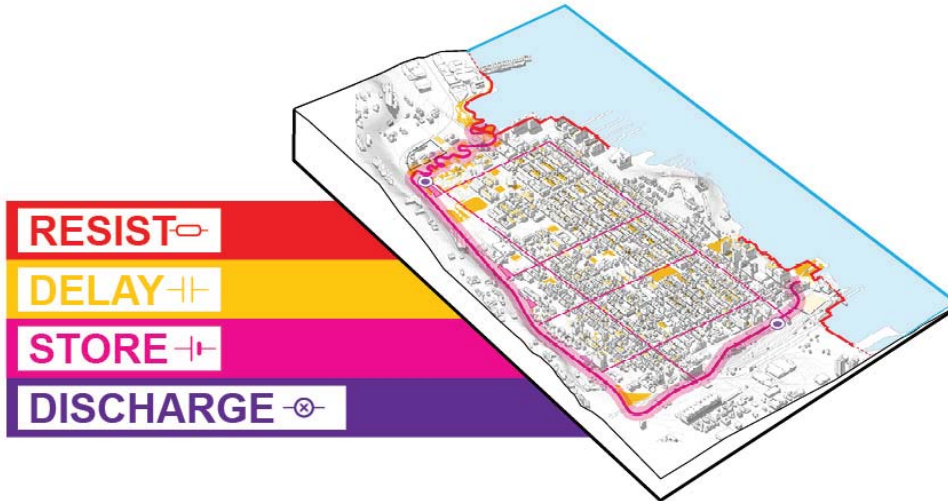
Redevelopment within the area provides opportunities to integrate sustainable site design and building design components. Inclusion of such sustainable design techniques are highly recommended as part of the redevelopment. Inclusion of such green site plan and building design methods and techniques will 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 higher 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 resident 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.
- 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 document to assure visual variety of interest.



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



Rain Garden



Green Roof



Photovoltaic Panels

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 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.

## 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 will be required and will need to be addressed in the Redevelopment Agreement document. 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:

- Replacing the existing combined storm and sanitary sewer system along Observer Highway within the Redevelopment Area.
- 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 the affordable housing element of this Redevelopment

Plan will be further addressed in the Redevelopment Agreement to be entered into between the City of Hoboken and the redeveloper. 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.

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 Chapter 7 of this Redevelopment Plan.

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 anytime 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**

# 5.0 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

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



*Historic Hoboken Terminal & Clock Tower*

## 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.

## 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. 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. 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.

## 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 their redevelopment team as plans progress.



City of Hoboken, Bicycle and Pedestrian Plan Recommendations

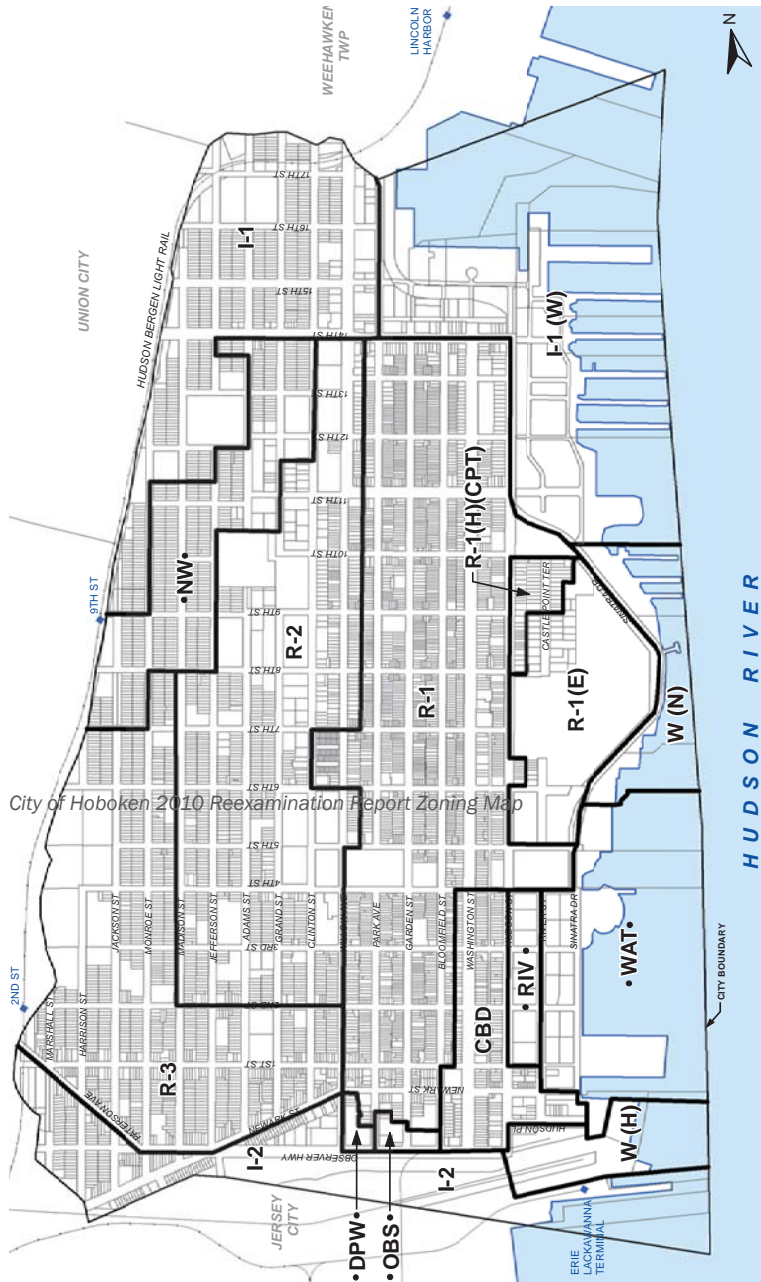
## 5.5 Relationship to Hudson County 2002 Master Plan and 2008 Reexamination Report

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."

## 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. 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 Maim 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.



City of Hoboken 2010 Reexamination Report Zoning Map

City of Hoboken, Existing Zoning

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 current 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 – Marine 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 out 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

## 6.1 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 Ordinance. The provisions of the 2012 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 5 of this Redevelopment Plan. The designated redeveloper(s) shall adhere to the parameters for development presented in Chapters 3 and 5 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.

## 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 Redeveloper - 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 redevelopers 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 the 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 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.
- 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 Redeveloper 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 redeveloper 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 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 open space, 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 outlined in the redeveloper's agreements with the City. 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.

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:

## 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 redeveloper 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 redeveloper 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 redeveloper’s 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.

## 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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## **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



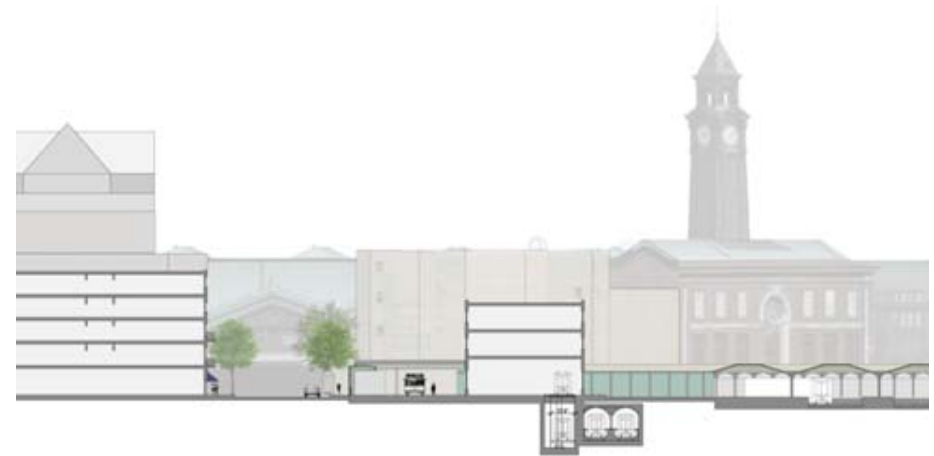
Welcome to  
**HOME**  
at the  
**CANTON BUS DEPOT**



## **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.



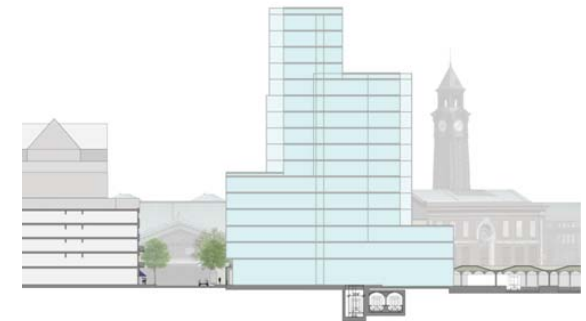
*Existing Hudson Place Section*



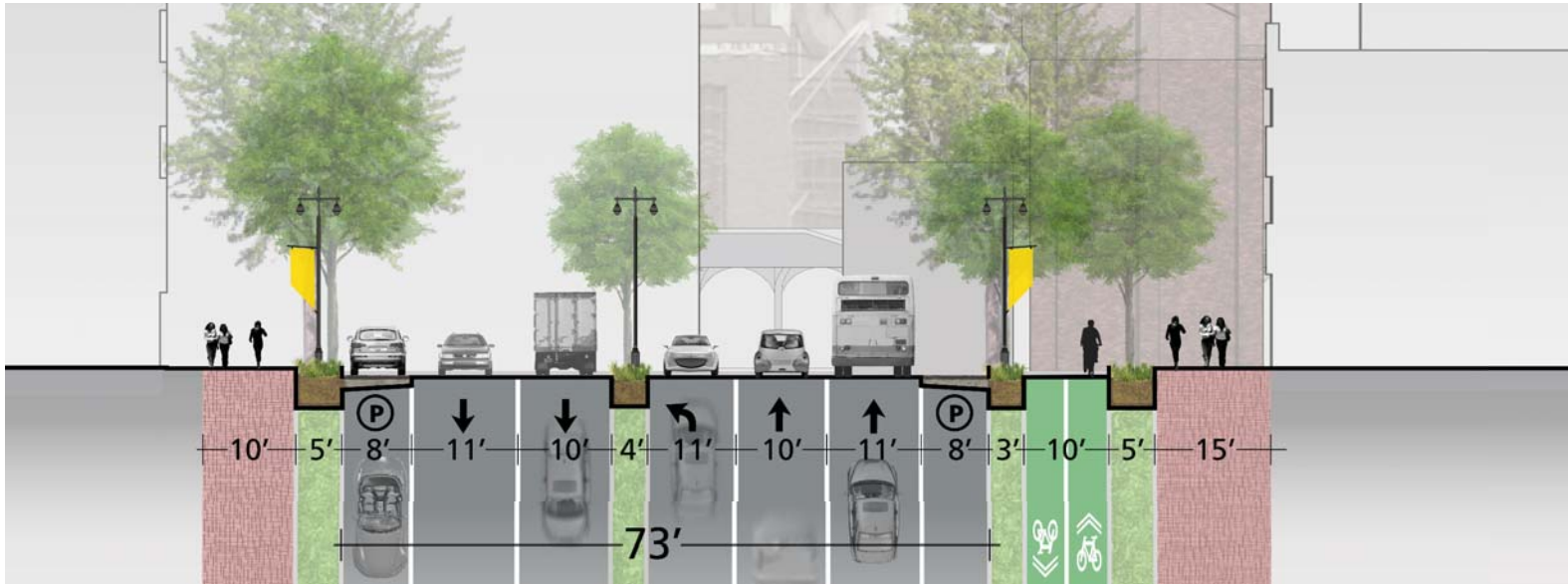
*Alternative A: Hudson Place*



*Alternative B: Hudson Place*



*Alternative C: Hudson Place*



*Proposed Observer Boulevard Typical Section*

## 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

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



Alternative A: Hudson Place Building



Alternative A Illustrative Site Plan



Alternative A Land Uses

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



Alternative A Building Heights

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

## 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.

### Hudson Place Building

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



Alternative A: Observer Boulevard



Alternative B: Hudson Place Building





Alternative B Illustrative Site Plan



Alternative B Land Uses

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



Alternative B Building Heights

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

## 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



Alternative B: Hudson Place Building



Alternative C Illustrative Site Plan



Alternative C Land Uses

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



Alternative C Building Heights

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

Revisions to Alternative A



Revisions to Alternative B



Revisions to Alternative C



## 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.



NJ TRANSIT

Hoboken Bus Terminal





## 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.

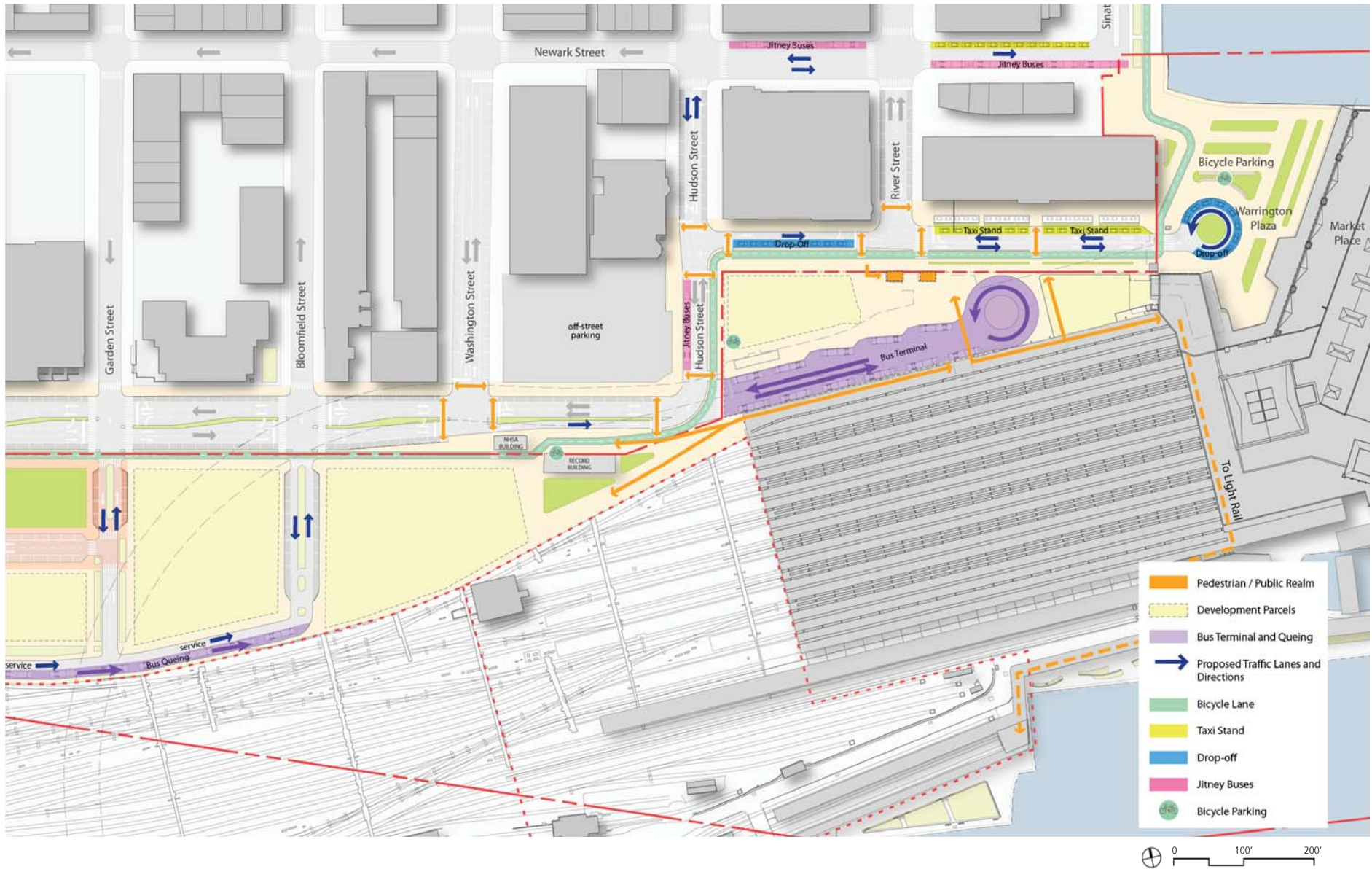
The following circulation options were set forth to provide guidance to NJ Transit, if and when it determines to proceed with any of these improvements:

### Option A

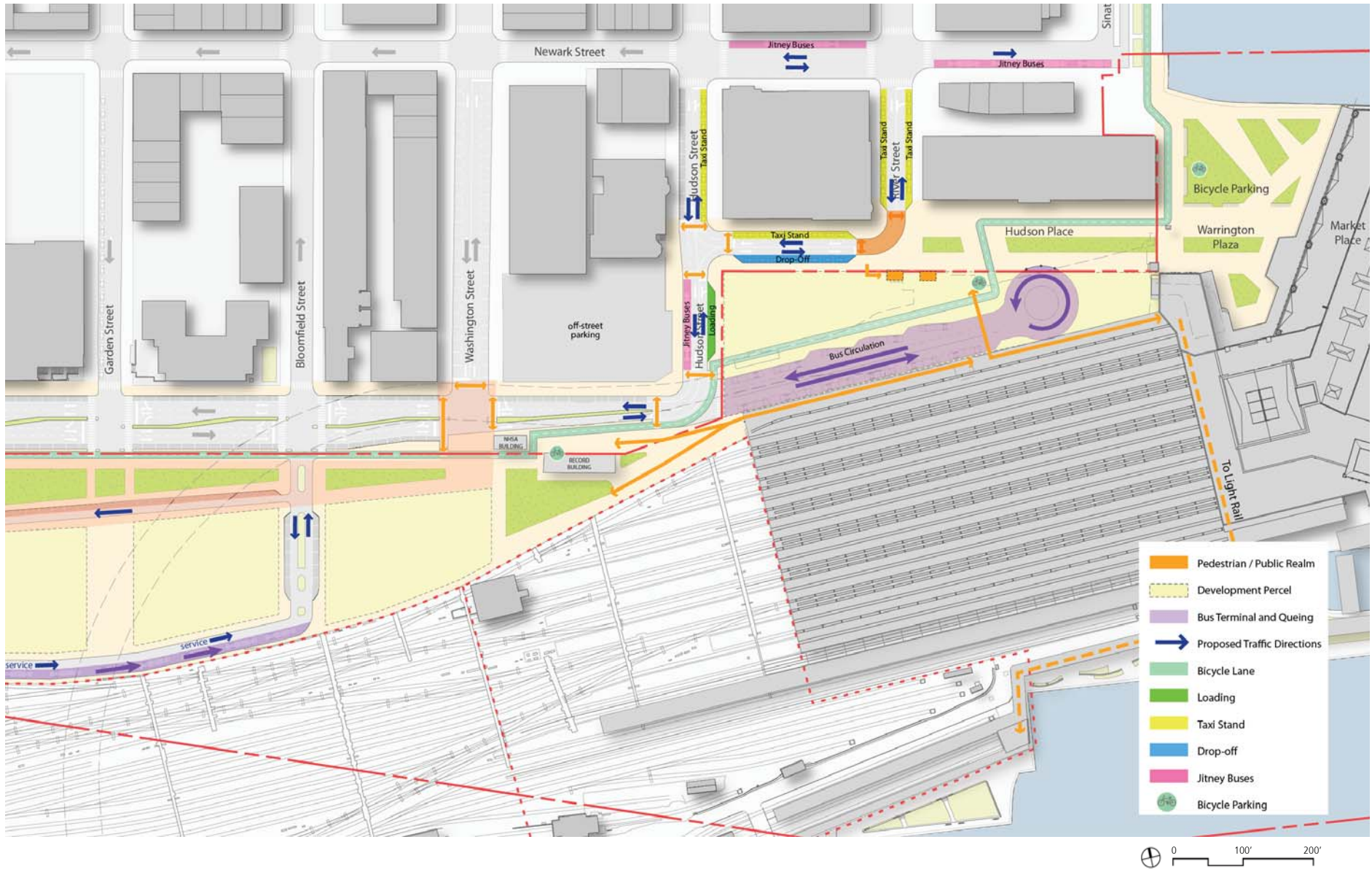
- Maintained vehicular traffic on Hudson Place with a turnaround at Warrington Plaza to accommodate a commuter drop off area.
- Maintained the existing location of the taxi stand, and provided an alternative location for additional taxi parking north of Newark Street between River Street and Sinatra 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



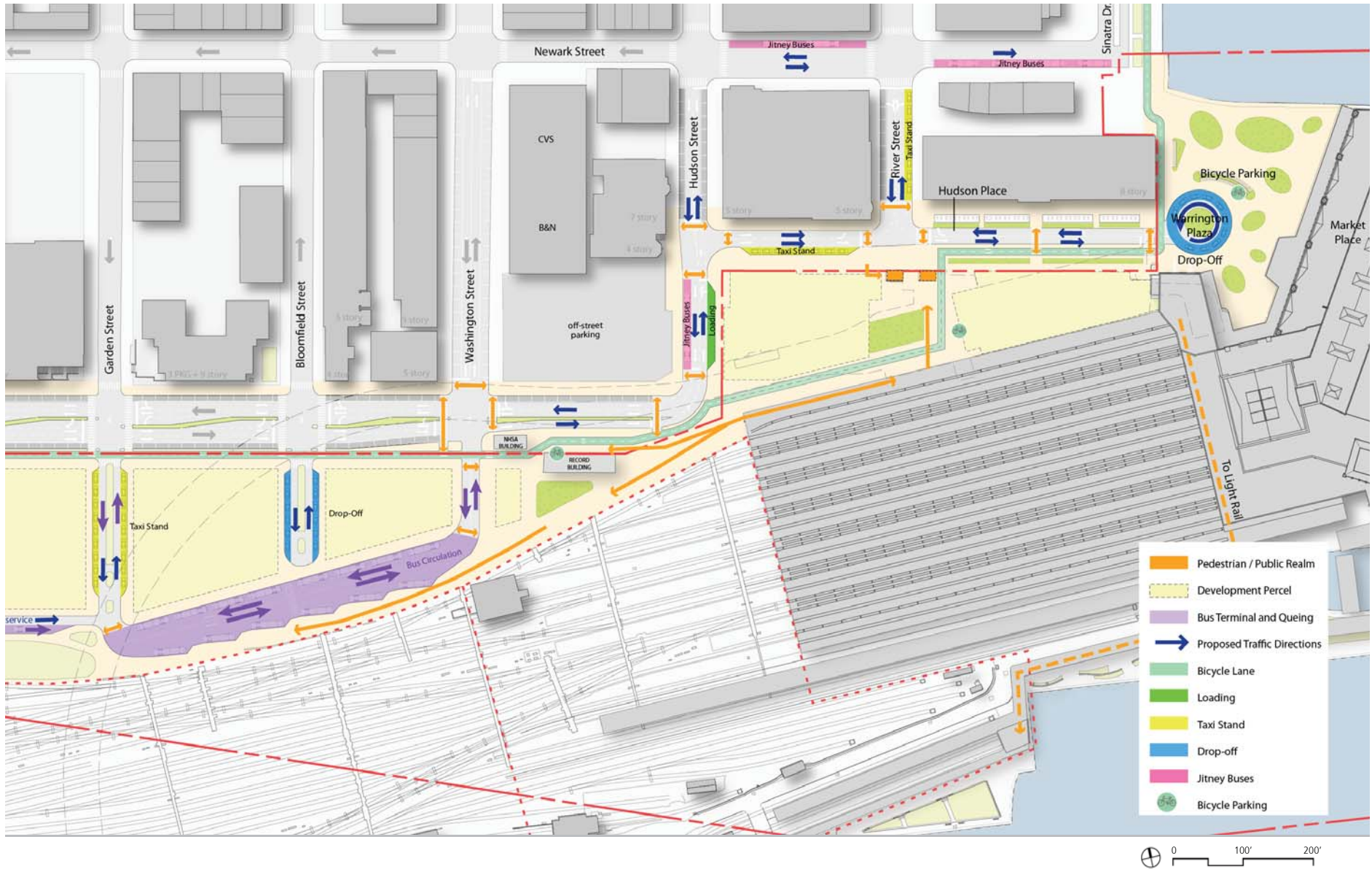
# Circulation Option B Plan



## 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.

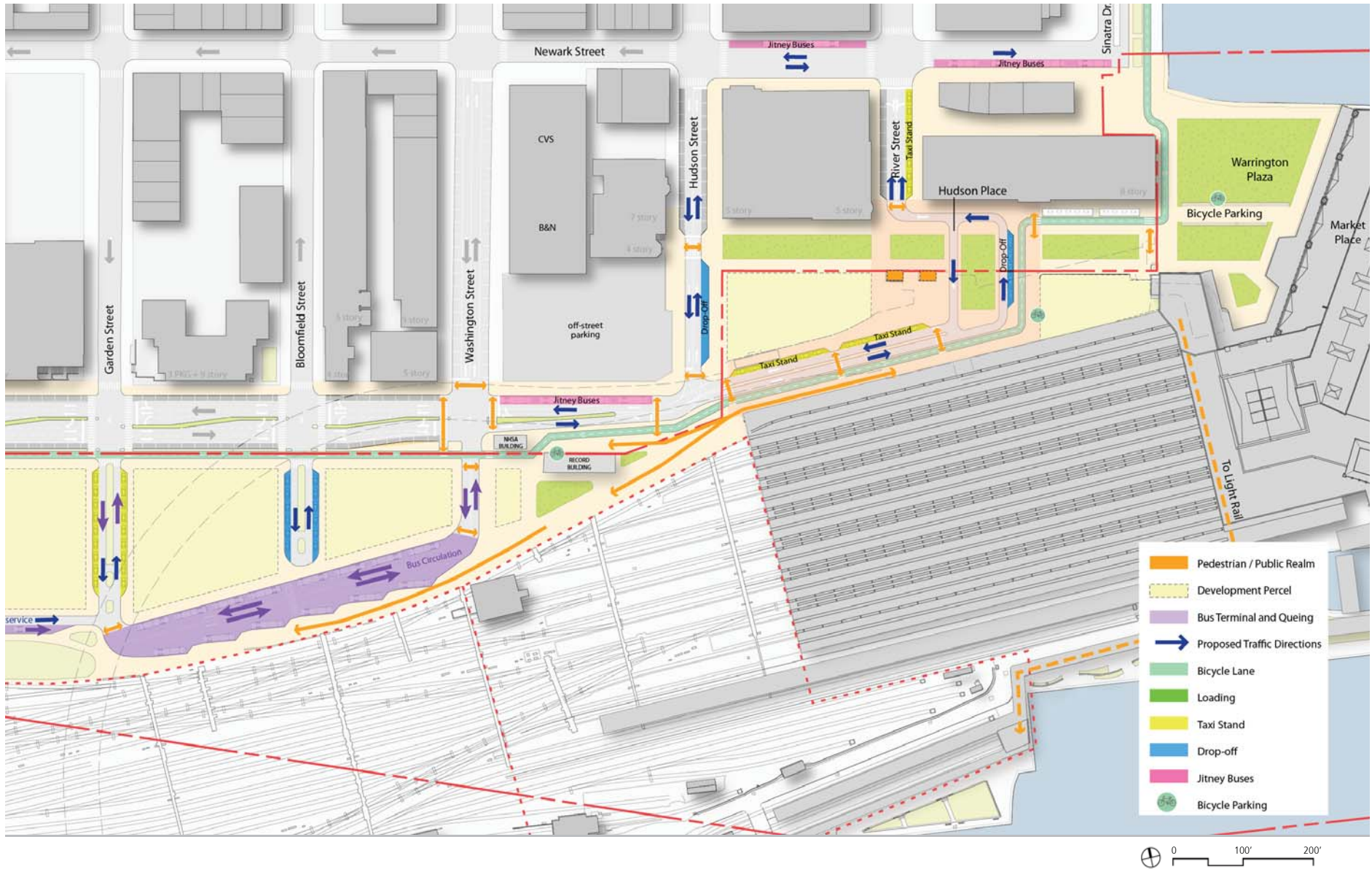
Circulation Option C Plan



### 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



## **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

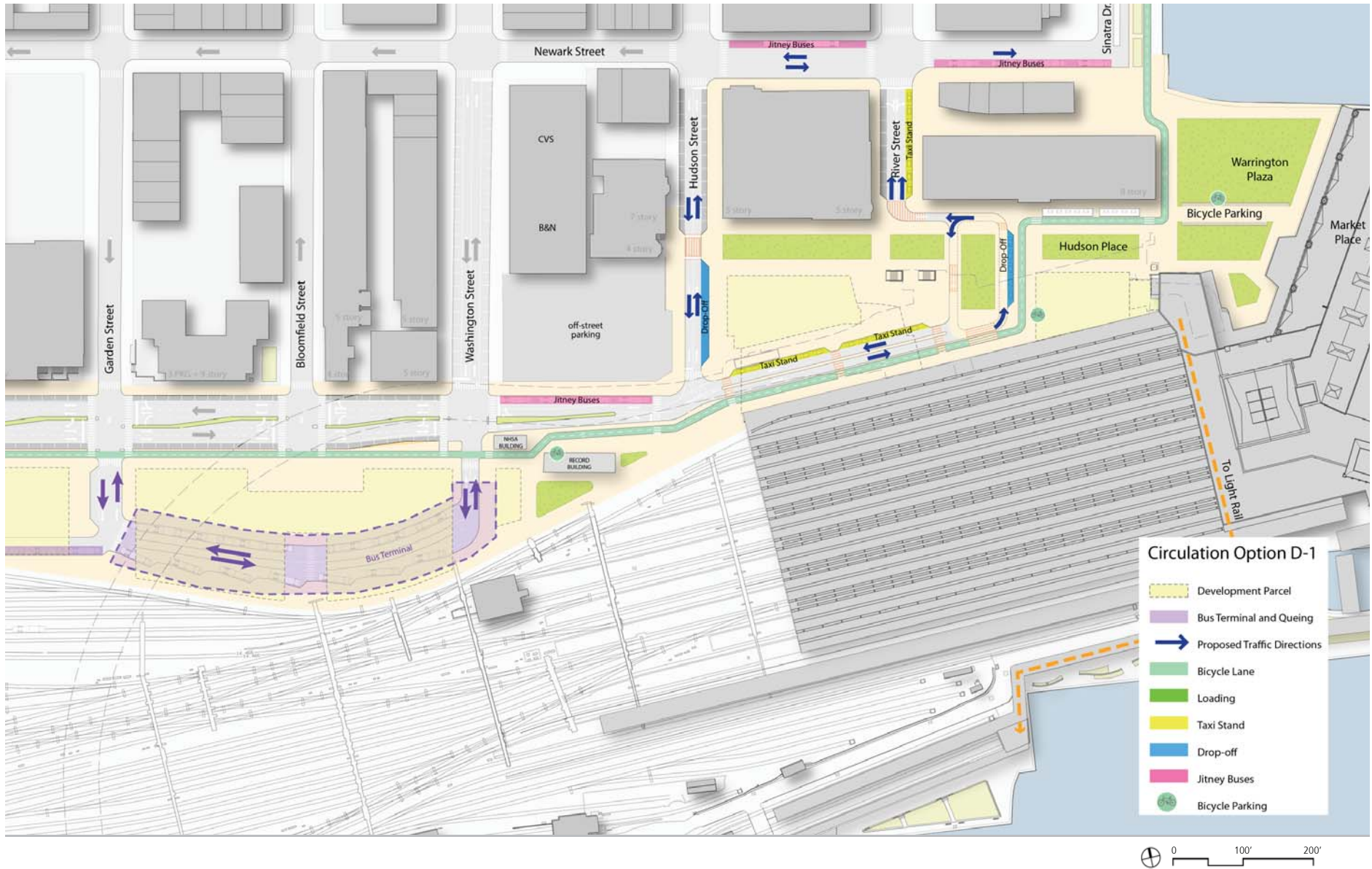
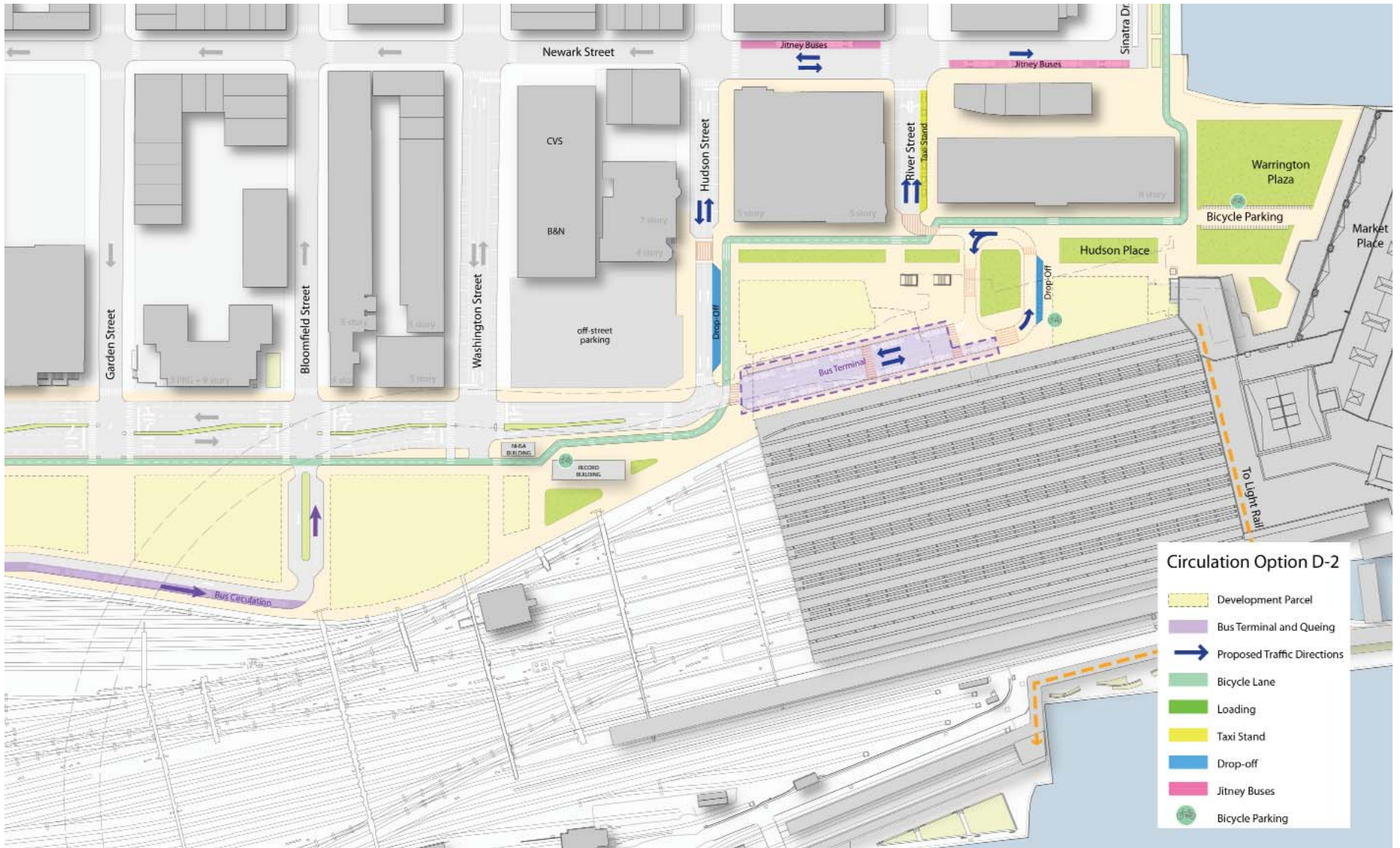




Figure C4: Circulation Option D2 Plan





## Consultant Team

### WRT

Planning, Urban Design, Architecture, Landscape Architecture  
[www.wrtdesign.com](http://www.wrtdesign.com)

Nando Micale, FAIA, AICP, PP  
Principal

Yogesh Saoji, AIA, AICP, LEED AP BD+C  
Senior Associate / Project Manager

Ayako Okutani  
Urban Designer / Planner

Brian Traylor  
Planner

My Ly  
Architect

Hyemin Choi  
Urban Designer

### Maraziti Falcon, LLP

Redevelopment and Environmental Law & Litigation  
[www.mfhlaw.com](http://www.mfhlaw.com)

Joseph J. Maraziti, Jr., Esq.  
Partner

Christopher D. Miller, Esq.  
Partner

### Freeman/Frazier & Associates, Inc.

Real Estate Services  
[www.freemanfrazier.com](http://www.freemanfrazier.com)

Jack Freeman  
Principal

Jessica Kooris  
Senior Project Manager

### Robert B. Pauls, LLC

Real Estate and Planning Consultants

Robert B. Pauls  
President

Barbara J. Cohen  
Senior Associate



