



City of Hoboken
**GARAGE B MUNICIPAL GARAGE
REDEVELOPMENT PLAN**



ADOPTED XXXXXX

ACKNOWLEDGEMENTS & PROJECT PARTNERS

PREPARED FOR:

CITY OF HOBOKEN

94 Washington Street
Hoboken, New Jersey 07030

MAYOR OF HOBOKEN

THE HONORABLE MAYOR RAVI. S. BHALLA

2024 HOBOKEN CITY COUNCIL

JENNIFER GIATTINO

6th Ward - President

JAMES DOYLE

At-Large – Vice President

PAUL PRESINZANO

1st Ward

TIFFANIE FISHER

2nd Ward

MICHAEL RUSSO

3rd Ward

RUBEN RAMOS JR.

4th Ward

PHIL COHEN

5th Ward

EMILY JABBOUR

At-Large

JOE QUINTERO

At-Large

PREPARED BY:

HOBOKEN DEPARTMENT OF COMMUNITY DEVELOPMENT

CHRISTOPHER A. BROWN, AICP, PP

Community Development Director

JESSICA L. GIORGIANNI, AICP, PP

Supervising Planner

CATHLEEN WOLF, AICP, PP

Principal Planner

TABLE OF CONTENTS

1.0 INTRODUCTION Error! Bookmark not defined.	5.1 Relationship to Municipal Land Development Regulations Error! Bookmark not defined.
1.1 Background and Rehabilitation Study Area Error! Bookmark not defined.	5.2 Permitted Uses Error! Bookmark not defined.
1.2 Redevelopment Process and Preliminary Investigation Error! Bookmark not defined.	5.3 Development Requirements..... Error! Bookmark not defined.
1.3 Redevelopment Plan Statutory Requirements Error! Bookmark not defined.	5.4 Bulk Standards Error! Bookmark not defined.
2.0 DEFINITIONS Error! Bookmark not defined.	5.5 Additional Development Requirements Error! Bookmark not defined.
3.0 EXISTING CONDITIONS .. Error! Bookmark not defined.	5.6 Multi-Modal Circulation & Parking... Error! Bookmark not defined.
3.1 Location..... Error! Bookmark not defined.	5.7 Sustainable Design, Flood Resiliency, and Infrastructure..... Error! Bookmark not defined.
3.2 Garage B Site Description & Users... Error! Bookmark not defined.	5.8 Affordable and Workforce Housing.. Error! Bookmark not defined.
3.3 Future Required Analysis Error! Bookmark not defined.	5.8.1 Affordable Housing..... Error! Bookmark not defined.
3.2 Existing Zoning Error! Bookmark not defined.	6.0 RELATIONSHIP TO DEFINITE LOCAL OBJECTIVES Error! Bookmark not defined.
3.4 Historic Overlays Error! Bookmark not defined.	6.1 Appropriate Land Uses Error! Bookmark not defined.
4.0 VISION, GOALS, AND OBJECTIVES Error! Bookmark not defined.	6.2 Development of Public Electric Vehicle Charging Stations..... Error! Bookmark not defined.
4.1 Lead-up to Garage B Redevelopment..... Error! Bookmark not defined.	6.3 Public Utilities Error! Bookmark not defined.
4.2 Plan Vision..... Error! Bookmark not defined.	6.4 Community Facilities Error! Bookmark not defined.
4.3 Redevelopment Plan Goals and Objectives Error! Bookmark not defined.	6.5 Proposed Land Uses and Building Requirements.. Error! Bookmark not defined.
5.0 REDEVELOPMENT PLAN REGULATIONS Error! Bookmark not defined.	6.6 Plan for Affordable Replacement Housing Error! Bookmark not defined.

7.0 RELATIONSHIP TO OTHER PLANS..... Error!

Bookmark not defined.

7.1 City of Hoboken Master Plan **Error! Bookmark not defined.**

7.2 Bicycle and Pedestrian Plan **Error! Bookmark not defined.**

7.5 Hoboken Street Design Guide..... **Error! Bookmark not defined.**

7.6 Vision Zero Action Plan **Error! Bookmark not defined.**

7.7 Master Plans of Contiguous Municipalities **Error! Bookmark not defined.**

7.8 Hudson County Master Plan **Error! Bookmark not defined.**

7.9 Hudson County Land Development Regulations ...**Error! Bookmark not defined.**

7.10 North Hudson Sewerage Authority (NHS) H6/H7 Stormwater System Design for the Long-Term Control Plan (2018) **Error! Bookmark not defined.**

7.11 New Jersey State Development and Redevelopment Plan... **Error! Bookmark not defined.**

8.0 PLAN IMPLEMENTATION..... Error! Bookmark not defined.

8.1 Supersedes Existing Zoning..... **Error! Bookmark not defined.**

8.2 Redevelopment Agreement(s)..... **Error! Bookmark not defined.**

8.3 Acquisition **Error! Bookmark not defined.**

8.4 Other Actions **Error! Bookmark not defined.**

8.5 Role of City **Error! Bookmark not defined.**

8.6 City Designation of Redeveloper - Redevelopment Agreement **Error! Bookmark not defined.**

8.7 Approvals Process **Error! Bookmark not defined.**

8.8 Other Superseding Provisions.....**Error! Bookmark not defined.**

8.9 Non-Discrimination Provisions**Error! Bookmark not defined.**

8.10 Amendments to the Redevelopment Plan ... **Error! Bookmark not defined.**

8.11 Duration of Plan – Certificates of Completion & Compliance**Error! Bookmark not defined.**

8.12 Infrastructure.....**Error! Bookmark not defined.**

TABLE OF FIGURES

FIGURE 1: AREA IN NEED OF REDEVELOPMENT DESIGNATED AREA....	7
FIGURE 2: GARAGE B REDEVELOPMENT PLAN AREA.....	12
FIGURE 3: GOOGLE EARTH AERIAL IMAGE OF GARAGE B LOOKING EAST	13
FIGURE 4: TAX MAP OF BLOCK 224, LOT 2.....	14
FIGURE 5: GOOGLE STREET VIEW IMAGES OF GARAGE ENTRANCES/EXITS ON 2ND STREET (TOP) AND VIEW FROM RIVER STREET SHOWING THE PEDESTRIAN DOOR TO THE SERVICE ALLEY (BOTTOM)	15
Figure 6	16
Figure 7 – Existing zoning.....	19
FIGURE : HISTORIC DISTRICTS	22
FIGURE : BUILDING HEIGHT & SETBACK REQUIREMENTS CHART	28
FIGURE : HOBOKEN WAYFINDING KIOSK STANDARD.....	31
FIGURE : PERMEABLE PAVEMENT PROJECT	34
FIGURE : URBAN RAIN GARDEN.....	34
FIGURE : UNDERGROUND/SUBSURFACE DETENTION	34
FIGURE : GREEN ROOF.....	35

Contents

1.0 INTRODUCTION	7	5.1 Relationship to Municipal Land Development Regulations.....	26
1.1 Background and Rehabilitation Study Area	7	5.2 Permitted Uses.....	26
1.2 Redevelopment Process and Preliminary Investigation	8	5.3 Development Requirements	27
1.3 Redevelopment Plan Statutory Requirements	8	5.4 Bulk Standards	27
2.0 DEFINITIONS	10	5.5 Additional Development Requirements	29
3.0 EXISTING CONDITIONS	12	5.5.1 Architectural Design.....	29
3.1 Location.....	12	5.5.2 Street-level Frontage Requirements.....	29
3.2 Garage B Site Description & Users.....	14	5.5.3 Public Space and Streetscaping.....	30
Garage B Users.....	15	5.5.4 Landscaping and Lighting	31
Service Alley Easement	17	5.5.5 Signage	31
Rooftop Use Easement	17	5.6 Multi-Modal Circulation & Parking	31
Dog Run.....	18	5.6.1 Required Traffic & Parking Analysis	31
Mural project	18	5.6.2 Vehicular/Bicycle Parking/Loading Standards	32
3.3 Future Required Analysis	18	5.6.3 Complete Streets Design Standards.....	33
3.4 Existing Zoning	19	5.7 Sustainable Design, Flood Resiliency, and Infrastructure.....	33
3.5 Historic District Considerations.....	22	5.7.1 Stormwater Infrastructure.....	33
4.0 VISION, GOALS, AND OBJECTIVES	23	5.7.2 Sustainable Design	35
4.1 Lead-up to Garage B Redevelopment.....	23	5.7.3 Flood Resiliency.....	35
4.2 Plan Vision.....	24	5.8 Affordable and Workforce Housing	35
4.3 Redevelopment Plan Goals and Objectives	24	5.8.1 Affordable Housing	35
5.0 REDEVELOPMENT PLAN REGULATIONS ..	26	5.8.2 Workforce Housing	36
		6.0 RELATIONSHIP TO DEFINITE LOCAL	
		OBJECTIVES.....	37
		6.1 Appropriate Land Uses.....	37

6.2 Development of Public Electric Vehicle Charging Stations	37	8.7 City Designation of Redeveloper - Redevelopment Agreement	47
6.3 Public Utilities	37	8.8 Approvals Process	48
6.4 Community Facilities.....	38	8.8.1 City Consistency Review.....	48
6.5 Proposed Land Uses and Building Requirements	38	8.8.2 Planning Board Review Process	49
6.6 Plan for Affordable Replacement Housing.....	38	8.8.3 Variances Not to be Considered	49
7.0 RELATIONSHIP TO OTHER PLANS.....	39	8.8.4 Subdivision Review.....	49
7.1 City of Hoboken Master Plan	39	8.9 Other Superseding Provisions	49
7.1.1 2018 Master Plan Reexamination.....	39	8.10 Non-Discrimination Provisions.....	50
7.1.2 2018 Master Plan Land Use Element	41	8.11 Amendments to the Redevelopment Plan.....	50
7.2 Hoboken Street Design Guide.....	41	8.12 Duration of Plan – Certificates of Completion & Compliance..	50
7.3 Vision Zero Action Plan	41	8.13 Infrastructure	50
7.4 Master Plans of Contiguous Municipalities	42		
7.5 Hudson County Master Plan	42		
7.6 Hudson County Land Development Regulations	43		
7.7 North Hudson Sewerage Authority (NHSA) H6/H7 Stormwater System Design for the Long-Term Control Plan (2018)	43		
7.8 New Jersey State Development and Redevelopment Plan.....	44		
8.0 PLAN IMPLEMENTATION.....	46		
8.1 Supersedes Existing Zoning.....	46		
8.2 Redeveloper Solicitation	46		
8.3 Redevelopment Agreement(s).....	47		
8.4 Acquisition	47		
8.5 Other Actions	47		
8.6 Role of City	47		

1.0 INTRODUCTION

1.1 Background and Rehabilitation Study Area

Pursuant to the Local Redevelopment and Housing Law N.J.S.A. 40A-12A-1 et seq., the Hoboken City Council adopted Resolution 22-818, which designated the area known as Block 212.01, Lots 4-15.02; Block 224, Lots 1 and 2; Block 225, Lot 2; and Block 226, Lot 2 as a **Non-Condemnation Area in Need of Redevelopment** (“Redevelopment Area”), which area is shown in **FIGURE 1: AREA IN NEED OF REDEVELOPMENT DESIGNATED AREA**. The Redevelopment Area encompasses six (6), non-contiguous parcels (“scattered sites”) containing three (3) municipal parking garages, the Hoboken Police Headquarters, and an Office Building property (the “Study Area”).

TABLE 1
REDEVELOPMENT STUDY AREA PROPERTIES

Block	Lot	STREET ADDRESS	OWNER NAME	COMMON NAME
224	1	38 FIRST ST	HOBOKEN ASSOCIATES LP % IVY EQUI	5 MARINE VIEW PLAZA
224	2	112-34 RIVER ST	HOBOKEN PARKING UTILITY	GARAGE B
225	2	210-222 RIVER ST	HOBOKEN PARKING UTILITY	GARAGE D
226	2	310 RIVER ST	HOBOKEN PARKING UTILITY	GARAGE G
212.01	12-15.02	126 HUDSON ST	RIVIEW RLTY – BANK OF AMERICA	BANK OF AMERICA
212.01	4-11	106 HUDSON ST	CITY OF HOBOKEN	ONE POLICE PLAZA

With the Redevelopment Area designation in place, the City is now able to develop and implement one or more Redevelopment Plans

for the redevelopment of these properties. This purpose of this Plan is to provide the development requirements for the redevelopment of Block 224, Lot 2, the site of the existing Garage B Municipal Parking Garage.

The Council of the City of Hoboken serves as the Redevelopment Entity responsible for the preparation and adoption of this Plan, which is intended to supersede, where applicable, the provisions of Chapter 196, Zoning, of the City of Hoboken’s land development regulations.



FIGURE 1: AREA IN NEED OF REDEVELOPMENT DESIGNATED AREA

1.2 Redevelopment Process and Preliminary Investigation

The general purpose for designating a redevelopment area under the Local Redevelopment and Housing Law (“LRHL”) at N.J.S.A. 40A:12A et. seq. is to encourage and assist the redevelopment of an area consistent with goals and objectives of the community, which generally includes upgrading structures and improvements, constructing new infrastructure, and attracting uses appropriate to a specific area, for example.

“Redevelopment” means clearance, replanning, development and redevelopment; the conservation and rehabilitation of any structure or improvement, the construction and provision for construction of residential, commercial, industrial, public or other structures and the grant or dedication of spaces as may be appropriate or necessary in the interest of the general welfare for streets, parks, playgrounds, or other public purposes, including recreational and other facilities incidental or appurtenant thereto, in accordance with a redevelopment plan.

- N.J.S.A. 40A:12A-3. Definitions

On October 3, 2022, the Hoboken City Council adopted Resolution 22-720 which authorized the Hoboken Planning Board to undertake a preliminary investigation and conduct a public hearing to determine whether the Study Area properties in Table 1 met statutory criteria to be designated as a non-condemnation area in need of redevelopment, pursuant to the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et. seq. (the “LRHL”).

The preliminary investigation report entitled, “Redevelopment Area Determination of Need Block 212.01, Lots 4-15.02; Block 224, Lots 1 and 2; Block 225, Lot 2; Block 226, Lot 2” prepared by Bright View

Engineering, LLC dated October 22, 2022 (“Redevelopment Study”) concluded that each of the properties met one or more of the statutory criteria to be designated, or should otherwise be included in the designation of the Area as an area in need of redevelopment under Section 3 of the Act.

With the adoption of Resolution 22-818 on November 14, 2022, the Hoboken City Council designated the Study Area as an “area in need of redevelopment” and may therefore prepare one or more redevelopment plans for the Study Area.

This Redevelopment Plan applies to the property known as Block 224, Lot 2, located at 112-134 River Street, the site of the “Garage B” Public Parking Garage owned and operated by the Hoboken Parking Utility.

“No redevelopment project shall be undertaken or carried out except in accordance with a redevelopment plan adopted by ordinance of the municipal governing body...”

- N.J.S.A. 40A:12A-7. Adoption of a Redevelopment Plan

1.3 Redevelopment Plan Statutory Requirements

While some flexibility is permitted in the plan components, there are statutory elements required of a redevelopment plan. Pursuant to N.J.S.A. 40A:12A-7, the plan shall include an outline for the planning, development, and redevelopment or rehabilitation of the project area sufficient to indicate:

- Its relationship to definitive local objectives as to appropriate land uses, density of population, the development of public electric vehicle charging stations in appropriate locations,

and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.

- Proposed land uses and building requirements in the project area.
- Adequate provision for the temporary and permanent relocation as necessary of residents in the project area including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market.
- An identification of any property within the Redevelopment Area which is proposed to be acquired in accordance with the Redevelopment Plan.

- Any significant relationship of the Redevelopment Plan to the master plans of contiguous municipalities, the master plan of the County in which the municipality is located, the State Development and Redevelopment Plan adopted pursuant to the “State Planning Act” PL 1985, C398 (C52:18A-196 et al.), the local ordinances and master plan.
- An inventory of all housing units affordable to low and moderate income households that are to be removed as a result of implementation of the redevelopment plan.
- Adequate provision for the replacement, on a one-for-one basis, of any affordable unit that is identified to be removed as a result of the implementation of the redevelopment plan.
- Proposed locations for zero-emission electric vehicle fueling and charging infrastructure within the project area in a manner that appropriately connects with an essential public charging network.

As evidenced by the following sections of the plan, this Redevelopment Plan meets these statutory requirements.

2.0 DEFINITIONS

For this Redevelopment Plan, the following terms shall have the meaning as set forth in this section. Terms used within this Redevelopment Plan that are not defined herein shall have the meaning set forth in Chapter 196, Zoning, of the Municipal Code of the City of Hoboken.

“Affordable Housing” means housing restricted to income-eligible low- and moderate-income households, as defined in the City’s Affordable Housing Ordinance at Chapter 65A and the New Jersey Uniform Housing Affordability Controls (“UHAC”) at N.J.A.C 5:80-26.1 et seq.

“Average Adjacent Grade” means the final elevation, after development, of the average ground level adjoining a building computed by averaging the grade obtained at the four corners of the structure or at four points set 90° apart where the ground meets the exterior wall of the building.

“Design Flood Elevation” or **“DFE”** means the base flood elevation or an elevation designated and adopted by the municipality plus required freeboard. The design flood elevation is established by ordinance and set forth in Chapter 104, Flood Damage Prevention, of the Municipal Code of the City of Hoboken.

“Green Roof” means a rooftop that is either partially or completely covered in vegetation on top of the human-made roofing structure. A Green Roof shall be in compliance with City Code § 196-28.2.B.

“Open Space” means a publicly accessible space that is not occupied at the ground-level by any structures or buildings. Open Space may have elements of adjacent structures, such as overhangs, terrace seating, canopies, or sky bridges, located above it, permitting that the

space remains open to the public and allows for the free movement of light and air.

“Public Plaza” means an area of open space accessible to the public which contains landscape features, seating, or other amenities which is reserved by a legal instrument for public use or enjoyment.

“Redeveloper” means any person, firm, corporation or public body that shall enter into or propose to enter into a contract with a municipality or other redevelopment entity for the redevelopment or rehabilitation of an area in need of redevelopment, or an area in need of rehabilitation, or any part thereof, under the provisions of this act, or for any construction or other work forming part of a redevelopment or rehabilitation project.

“Redevelopment Agreement” or **“RDA”** means a legally binding document entered into by and between the City of Hoboken and the designated Redeveloper, memorializing the various obligations of the Redeveloper in the implementation of the Redevelopment Plan.

“Redevelopment Entity” means a municipality or an entity authorized by the governing body of a municipality pursuant to subsection c. of § 4 of P.L. 1992, c.79 (C.40A:12A-4) to implement redevelopment plans and carry out redevelopment projects in an area in need of redevelopment, or in an area in need of rehabilitation, or in both. Such entities may be created by Council pursuant to N.J.S.A. 40A:12A-11 and then authorized by Council to implement redevelopment plans. In the City of Hoboken and for this Redevelopment Plan, the Redevelopment Entity is the City Council of the City of Hoboken.

"Redevelopment Project" means any work or undertaking pursuant to a redevelopment plan; such undertaking may include any buildings, land, including demolition, clearance or removal of buildings from land, equipment, facilities, or other real or personal properties which are necessary, convenient, or desirable appurtenances, such as but not limited to streets, sewers, utilities, parks, site preparation, landscaping, and administrative, community, health, recreational, educational, and welfare facilities.

"Service Alley" means the drive aisle and sidewalk located at the southern end of the Redevelopment Plan Area and the northern end

of Block 224, Lot 1, which allows for vehicular and pedestrian access through a public access easement.

"Workforce Housing" means housing restricted to households earning no more than 120% of the Region 1 median household income, as annually published by the Affordable Housing Professionals of New Jersey (AHPNJ).

3.0 EXISTING CONDITIONS

3.1 Location

The Garage B Redevelopment Plan Area, as shown in **FIGURE 2: GARAGE B REDEVELOPMENT PLAN AREA** encompasses the entirety of Block 224, Lot 2 and is bounded by 2nd Street to the north, Hudson Street to the west, River Street to the east and the 5 Marine View Plaza office building to the south. The garage is located just one block from the waterfront to the east and one block to Washington Street, the City's main downtown shopping corridor to the west.

The surrounding uses include residential, high-rise residential, and the W Hotel to the north on the north side of Second Street, office buildings to the east on the opposite side of River Street and adjoining the property to the south, and the Hoboken Police Department headquarters to the west, with some commercial. While the Hudson Street frontage of the Redevelopment Plan Area borders low-rise, mixed-use buildings, the 2nd Street and River Street frontages are characterized by mid-rise and high-rise commercial and office use developed through the South Waterfront Redevelopment Plan Area.



FIGURE 2: GARAGE B REDEVELOPMENT PLAN AREA



FIGURE 3: GOOGLE EARTH AERIAL IMAGE OF GARAGE B LOOKING EAST

3.2 Garage B Site Description & Users

The three (3) downtown municipal parking garages (Garages B, D, and G), which were constructed in the 1970's, were envisioned as key components of the 1967 "Urban Renewal Plan for the Hudson Street Urban Renewal Project," later re-named the River Street Redevelopment Plan¹.



The Garage B property is approximately 1.18 acres (51,400 square feet) in area and owned by the Hoboken Parking Utility ("HPU"). The rectangular-shaped Garage B structure occupies the lot with a footprint of approximately 36,500 square feet. The garage is setback from three property lines to the west, south and east: on the westerly side, between the garage and Hudson Street is space for a 19-foot-wide, fenced-in dog park; there is +/- 24' grassy area on the east side of the garage along River Street; and the garage is set back approximately +/- 40 feet on the southerly side, to accommodate the Service Alley that meets the property boundary with 5 Marineview Plaza.

The garage was constructed in 1972 and rehabilitated in 1993 and consists of a steel and concrete framing system and reinforced concrete slabs. Vehicle ingress and egress to Garage B are from separate access points on 2nd Street. On the interior of the garage, automatic barrier arm gates lift to allow vehicles entry and exit. The

gates are equipped with license plate reader technology for monthly and reserved users. There are 8 levels in the garage-- a ground floor and seven elevated floors of parking—accommodating approximately 810 spaces.

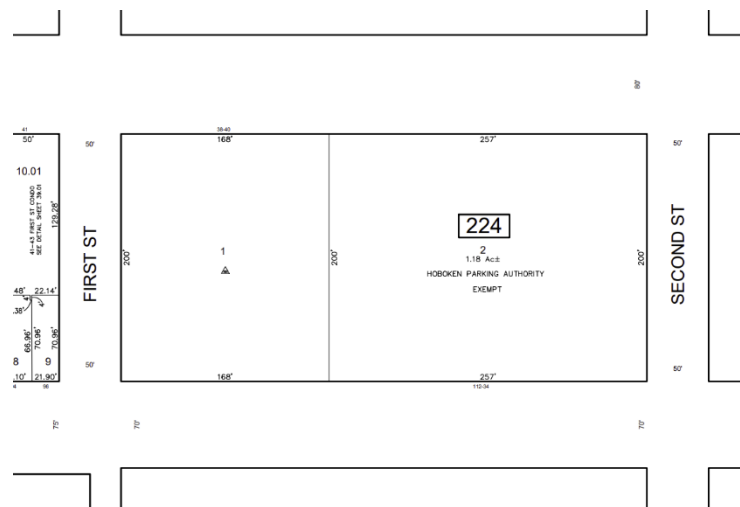


FIGURE 4: TAX MAP OF BLOCK 224, LOT 2

Pedestrians enter and exit the garage at two locations, either onto 2nd Street or a pedestrian-only door at the Service Alley, close to River Street. Stairwells are located at each entry and an elevator is also located at the 2nd Street entrance.

In 2023, HPU contracted with Greenman-Pedersen, Inc. (GPI) to perform a professional engineering services condition assessment and develop a repair study for Garges B, D and G. The Draft March

¹ The Urban Renewal Plan for the Hudson Street Urban Renewal Project was originally prepared by the Hoboken Housing Authority ("HHA") in July 1967, since at the time, the HHA served as the Redevelopment Entity for the City of Hoboken, pursuant to the NJ Local Housing Authorities Law in effect at the time. In September 1987, by Ordinance 2242 v123, the Hoboken City Council divested the HHA of its "slum clearance and urban development powers, functions, and activities" and appointed the City Council in the position of local redevelopment agency. In August

1988, the City Council Amended the Hudson Street Urban Renewal Plan to re-name it the "River Street Redevelopment Plan," including amendments to replace all references of "urban renewal" with the term "redevelopment." The same Ordinance amended the permitted uses to include low- and moderate-income housing units in accordance with the City's Affordable Housing Ordinance. The Redevelopment Plan controls expired 30 years after its adoption.

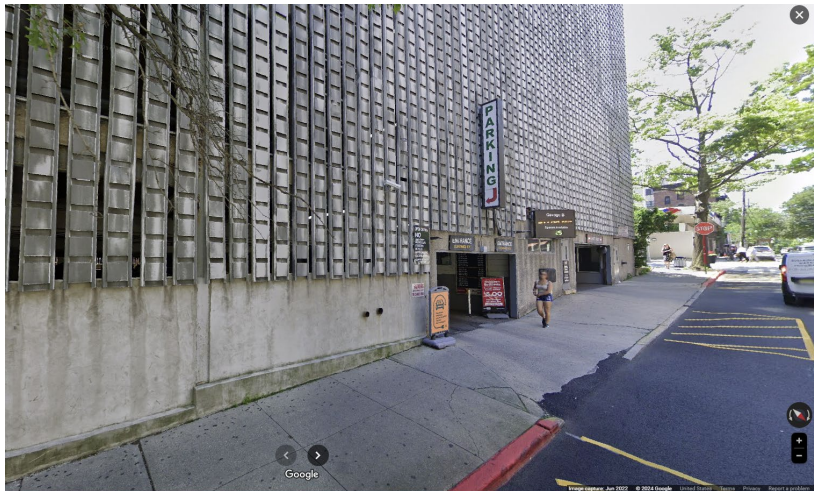


FIGURE 5

GOOGLE STREET VIEW IMAGES OF GARAGE ENTRANCES/EXITS ON 2ND STREET (TOP) AND VIEW FROM RIVER STREET SHOWING THE PEDESTRIAN DOOR TO THE SERVICE ALLEY (BOTTOM)

2024 Report documents field inspection findings and material sampling and testing results to determine the level of deterioration of structural elements and includes an alternatives analysis that compares repair program options and costs to bring the facilities into good repair. The report estimates a repair program to add an additional 5 to 10 years to the life of the garage will cost approximately \$3.9 million (“alternative 1”), or an estimated \$16.9 million to add 25 years to the garage (“alternative 2”), before substantial additional expenditures are required in each scenario, with annual maintenance expenses of \$50,000 and \$20,000, respectively.

Garage B Users

The Hoboken Parking Utility (“HPU”) owns and operates the Garage and contracts with LAZ Parking for some parking management services, such as handling invoicing and payments for monthly customers and validation accounts, as well as daily cleaning.

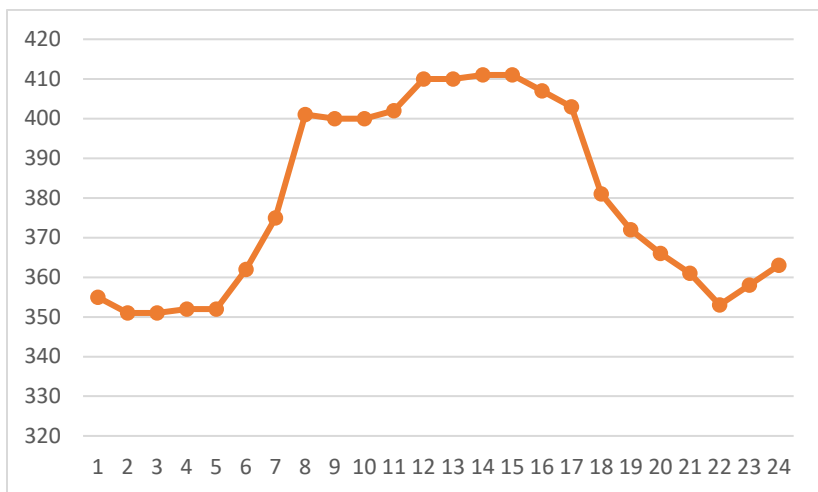
Garage B currently accommodates the following types of users:

- Daily users
- Monthly Permit holders
- HHELPR Program participants
- Agreements with Commercial and Residential property owners that guarantee parking to office tenants, commercial spaces and apartment renters.
- Parking validation service for local businesses, billed monthly
- Enterprise Rental car service
- Municipal employee parking program
- Hoboken Police Department vehicle parking
- Emergency parking for City residents during flooding or snowstorm emergencies

Daily or transient parking users are tracked by LAZ based on the quantity of payment receipts received each month. For the month of August 2024, for example, the median daily receipt total was 224 receipts, with a total of 7,408 receipts for the month.

Monthly parking utilization is tracked by the license plate reader technology at the turnstile, which reads the license plates of incoming and exiting vehicles. According to HPU, the City contracts with 972 monthly subscribers for the use of Garage B, which includes both monthly permit holders and the HHELPR program participants, which is a program that allows employees of local businesses to park at the garage for \$5/day. The median weekday occupancy of monthly subscribers for weekdays in the month of August, by hour of the day, is shown in Figure X below. The peak usage of monthly subscribers is in the 7/8AM to 5/6PM range, when more than 400 monthly subscribers used the garage each hour during the weekday workday in August.

FIGURE 6
MONTHLY USERS MEDIAN WEEKDAY TRIPS BY HOUR OF DAY, AUGUST 2024



HPU has parking agreements in place with various local businesses and entities, as shown in Table X below. The parking agreements guarantees their use of a certain number of spaces, which total approximately 230 parking spaces in Garage B. Any redevelopment of Garage B will need to include an evaluation of the parking agreement terms and conditions.

TABLE 2
HPU PARKING AGREEMENTS FOR GARAGE B

HPU Parking Agreement Party	Guaranteed spaces
Enterprise	37 spaces
84 Bloomfield St	18 spaces
Bloomfield Wells	8 spaces
Doctors	8 spaces
Hardesty & Hanover	4 spaces
National Realty	76 spaces
Riverview Historical Plaza	17 spaces
Port Authority	62 spaces
Total	230 spaces

With the parking validation program, individual businesses are billed monthly for parking validation transactions that occur throughout the month. Parking validations made for the month of August 2024, for example, are shown in Table X below.

TABLE 3
PARKING VALIDATION PROGRAM USERS FOR GARAGE B, AUGUST 2024

Hoboken Business	Validations
Brass Rail	11
Hoboken Massage	41
Brian Change	10
Ivy Rehab	40
Foot & Ankle PS	5
Hudson Sport & Spine	46
Enterprise	1,282
HPU	11
NJ Bariatric Center	2
Kessler Rehabilitation Center	44
Provident Bank	36
SportsCare Hoboken	8
Gardian IOP	74
Caru Salon	45
Hackensack Radiology	257
Hackensack Meridian	23
HMH Urgent Care Plus	63
NJIN	8

Service Alley Easement

Adjacent to the south of the garage structure, located within the property boundary, is an approximately +/- 40-foot-wide area that includes a sidewalk alongside the garage and an 32-foot-wide, unnamed access drive area, commonly referred to as Firehouse

Plaza, which provides access to parking spaces to the south of the aisle; the parking spaces, however, are located on the adjacent property, Block 224, Lot 1, commonly known as 5 Marineview Plaza. An easement between the Hoboken Parking Utility and 5 Marineview Plaza provides ingress and egress rights to the latter for the use and maintenance of the paved drive aisle. The easement also permits public access to the walkway within the easement area.

Rooftop Use Easement

The proposal for uses on top of the Garage B rooftop dates back to the 1967 Hudson Street Urban Renewal Plan, which contemplated, “connections between the parking areas and other adjacent uses” through “special pedestrian walkways and/or elevators and escalators” and provided that other types of permitted uses could be “constructed above the garage.” A 1979 Agreement between the then-owner (Bekay Urban) of the adjacent office building located at 5 Marineview Plaza and the Hoboken Parking Authority provided that (1) tenants of Bekay Urban in the office building would have a renewable lease to park in the parking garage; (2) right of ingress, egress, and maintenance over the 32-foot-wide service road and walkway between the two buildings, which also allowed public use of the walkway; and (3) an easement for the purpose of constructing and using rooftop improvements on the parking garage and to pay for the cost of “additional foundation and support” for anticipated rooftop improvements, which costs for adding reinforcing steel to the garage were ultimately paid by Bekay Urban.

The office building property (including the bundle of real estate rights and easements, etc.), was sold through foreclosure in 1993 to Travelers Insurance Company, and then sold several more times before being conveyed in 1998 to Hoboken Associates LP in 1998. In 2015, Hoboken Associates, LP, asked to meet with the City about the use of its rooftop improvements easement to develop recreational

facilities for Hoboken residents. The estate of Helen Kenny, the descendant of the Bekay Urban estate, however, objected and claimed entitlement to the rooftop easement. In 2018, in the case of the Hoboken Associates, LP (plaintiff) vs. the Estate of Helen Kenny (defendant), the NJ Superior Court issued a summary judgement affirming the trial court's order that title to the rooftop easement "be and remain part of the bundle of rights appurtenant to the fee ownership of the adjacent office building."²

Dog Run

In 2019, a narrow dog park was constructed on the west side of Garage B, located on Second Street between Hudson and River Streets. The dog run is approximately 19 feet wide and runs the entire length of the garage in the setback area between the garage and the sidewalk. The dog run has water fountains, lighting, shade structures, benches and is surrounded by a fence enclosure. The area is covered with K9 grass (artificial turf).

Mural project

A dedication of 1% of bond ordinances towards the funding of art installations within the City of Hoboken was established by executive order in 2018, followed by the establishment of the Hoboken Art Committee Advisory Board in 2019. In 2022, the Mayor, City Council, and Art Committee reviewed a proposal from Canadian artist Michelle Hoogveld. After a public review, the City Council approved the agreement with Hoogveld to create a bold, colorful mural (see cover page) which now adorns the western facade of Garage B and can be seen from blocks away. One recommendation of this Plan is that any large, blank wall areas on the future parking garage or building would also be appropriate canvasses for public art.

² Superior Court of New Jersey Appellate Division, Docket No. A-3561-16T2, Hoboken Associates, LP (plaintiff-respondent), v. Carolyn B. Kenny, in her capacity as Executrix

3.3 Future Required Analysis

Prior to entering into any Redevelopment Project agreement with the City of Hoboken, a Parking Needs Assessment will need to be prepared by the Redeveloper or the City, with funds provided by the Redeveloper. The Parking Needs Assessment will evaluate the existing and future projected demand of Garage B. The completed project will inform the future rehabilitation of the aging municipal Garages B and ensure redevelopment within the project area provides a parking supply commensurate with expected future demand.

A thorough background analysis of existing conditions will be necessary, including garnering an understanding of all existing parking agreements with the various garage users and a detailed title search to ensure the future project accommodates any required land encumbrances, entitlements, or existing agreements.

Details as to the Parking Needs Assessment and Traffic Impact Analysis requirements are provided in **5.6.1 Required Traffic & Parking Analysis**.

Given the strain on parking in the neighborhood during construction and the temporary loss of all of Garage B's parking spaces, the Redeveloper will be required to submit an Interim Parking Mitigation Plan prior to entering into a Redevelopment Agreement with the City. This Mitigation Plan will discuss strategies to minimize impact on on-street parking spaces and ways to accommodate typical Garage B users with multi-modal mobility alternatives during the construction phase of this Redevelopment Plan.

of the Estate of Helen Kenny (Defendant-Appellant), argued May 30, 2018, decided November 21, 2018

3.4 Existing Zoning

Per Article VII, Schedule III: Review Districts, of the City of Hoboken’s zoning ordinance, the entirety of the Redevelopment Plan Area is located within the C-1 Hoboken Terminal District, which is concentrated around the transit hub. As indicated in the City’s zoning ordinance, “The purpose of the C-1 Hoboken Terminal District is to promote economic job growth and a healthy business environment closest to New Jersey’s second busiest transit hub. The high density of businesses, entertainment, jobs, and recreational and social opportunities within the compact terminal district serve to increase transit ridership and decrease automobile dependency and automobile-related congestion and pollution; all core principles of transit-oriented development. The C-1 District is the City’s gateway for residents and visitors entering Hoboken by mass transit.”

Existing permitted principal uses in the C-1 Hoboken Terminal District include a variety of retail businesses and services, restaurants, and professional facilities. Notable permitted conditional uses are hotels, mixed use buildings, supermarkets, several commercial recreation uses and places of worship. The lists that follow show permitted and conditional uses in the C-1 District.

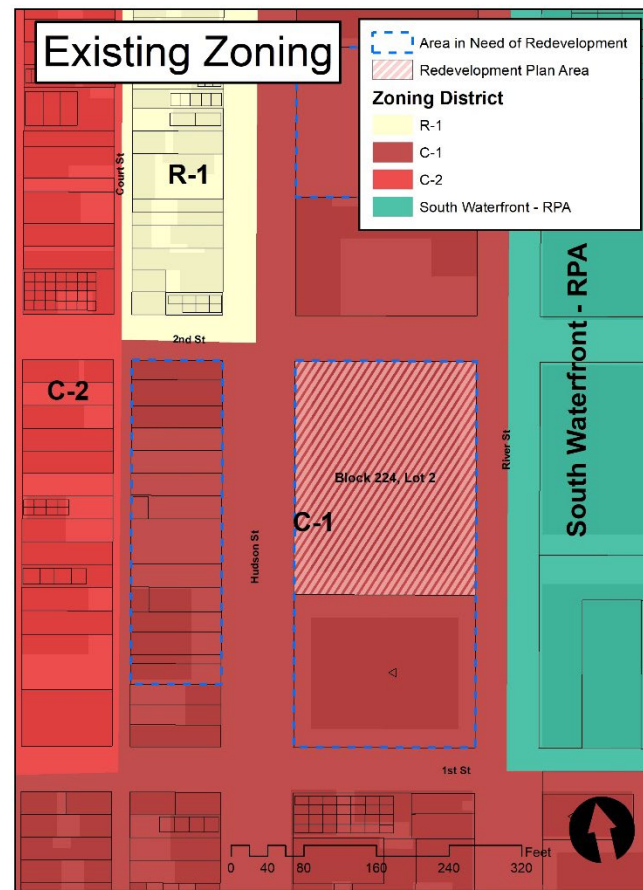


FIGURE 7 – EXISTING ZONING

C-1 District Permitted Uses

- Commercial Buildings
- Civic Buildings, Government Offices, Park & Public Facilities
- Animal, Grooming
- Animal, Veterinary Services
- Banks
- Bakeries
- Beer, Wine and Liquor Stores (Type 44 ABC License)
- Book Stores and Libraries
- Business Service Centers; i.e., tech services, printing, copy services
- Catering; Commercial Kitchen
- Childcare Facilities
- Child Recreation Facilities and Services
- Clothing Stores
- Confectionery Stores
- Cosmetic and Beauty Supply Stores
- Educational Tutoring and Exam Prep
- Florists
- Food Stores: Convenience
- Footwear and Leather Goods Repair
- Galleries and Art Dealers
- Gift, Novelty and Souvenir Stores
- Hair Salons and Barber Shops
- Hobby, Toy and Game Stores
- Home Furnishings
- Jewelry Stores
- Laundry and Dry Cleaning (drop-off only)
- Meat, Fish and Seafood Markets
- Music Stores; prerecorded, instruments and supplies
- Nail Salons
- Office Supply and Stationary Stores
- Opticians and Vision Services
- Other General Merchandise Stores
- Paint and Hardware Stores
- Pet Supply Stores (no live animals)
- Pharmacies and Drug Stores
- Photographic Studios
- Postal Services
- Prepared and Specialty Food Stores
- Spas
- Shoe Stores
- Sporting Goods Stores
- Tailoring and Alteration Shops
- Bar: Class II
- Health Clubs; low-impact gyms, yoga studios, rehab facilities
- Restaurant: Class I through Class IV
- Artist Studio and Work spaces
- Clinics, Laboratories and Diagnostic Imaging Centers
- Medical and Dental Offices
- General Business and Professional Offices
- Shared Office Facilities
- Accessory uses customarily incident to a principal permitted use and located on the same lot

C-1 District Conditional Uses

- Hotels
- Mixed-Use Buildings
- Animal, Boarding and Day Care
- Food Stores: Supermarkets
- Furniture and Upholstery Repair
- Medical Cannabis Dispensaries
- Places of Worship
- Private Schools
- Smoke Shops
- Arcades, Game and Internet Cafes
- Bar: Class I
- Billiards/Pool Halls
- Bowling Centers
- Event Spaces
- Indoor Fitness Facilities; high-impact courts (i.e., tennis, basketball), pools, climbing gyms, alternative gyms (i.e., cross-fit, boxing), batting cages, mini-golf, golf simulators, and similar
- Meeting and Convention Facilities
- Movie and Performing Arts Theaters
- Vocational and Trade Schools, Other Instructional and Training Facilities

The bulk standards of the C-1 District are summarized as follows:

- **Min. Lot area:** 5,000 s.f.;
- **Min. Lot width:** 50 ft.;
- **Min. Lot depth:** 100 ft.;
- **Max. Building Height:** 60 ft. and/5 stories; 10 ft. step-back above prevailing height of adjacent buildings;

- **Max. Lot Coverage:** 80% ground floor and 60% upper floors;
- **Min. Front Yard Setback:** Zero ft. or prevailing; maximum of 10 ft. for new structure;
- **Min. Side Yard Setback:** As existing, zero ft. or 5 ft. for new construction;
- **Min. Rear Yard Setback:** As existing, 20% for new construction/expansion;
- **Maximum Density:** in accordance with use conditions set forth in herein.

Residential buildings are not permitted within the C-1 District without obtaining a variance from the Board of Adjustment. “Mixed Use Buildings” are permitted as a conditional use and are subject to any applicable conditions in § 196 19 (F) and the conditions set forth in § 196-19 (G) (30), which states that “Parking requirements for the specific commercial uses, as designated herein, shall be provided separately from any parking accommodations required for the residential use under Article XI, § 196-39 et seq.”

Upon adoption of this Redevelopment Plan, the land use and building development requirements described in the following pages shall govern all lands within the Redevelopment Plan Area and shall supersede existing zoning. For instances in which the Redevelopment Plan is silent, the zoning ordinance shall be adhered to.

3.5 Historic District Considerations

The Redevelopment Plan Area is neither a City-designated historic landmark nor is it located within a City historic district. However, it is located across Hudson Street from the Hoboken Terminal – Washington Street Historic Overlay District (“H1-O Overlay District”) as codified in Chapter 42 Historic Preservation of the Hoboken Municipal Code (see **FIGURE 9: HISTORIC DISTRICTS**). According to Chapter 42, the Hoboken Historic Preservation Commission may “[u]ndertake an advisory review, at the request of the Mayor, City Council, Planning Board or Board of Adjustment, of any application for a project within the City, or for projects outside of the City but which may have a physical or visual impact on the cultural resources of the City. The Commission shall develop, in a timely manner, a report on its findings and submit the same to the Mayor, City Council, Planning Board, Board of Adjustment and State Historic Preservation Office.”



FIGURE 8
HISTORIC DISTRICTS

4.0 VISION, GOALS, AND OBJECTIVES

4.1 Lead-up to Garage B Redevelopment

The City of Hoboken operates five (5) municipal parking garages supplying approximately 2,810 spaces, combined. Three (3) of the municipal parking garages (Garages B, D and G) combined contain approximately 1,786 spaces (64% of municipal garage spaces). Garage B contains approximately 810 spaces, or 29% of the total municipal garage parking supply.

Garages B, D, and G are located just blocks apart in downtown Hoboken between Hudson Street and River Street, bounded by 1st Street to the south and 4th Street to the north. The Garages get their names from the 1967 Hudson Street Urban Renewal Plan, which divided the Urban Renewal Area (redevelopment area) into eight (8) distinct parcels for redevelopment- Parcels A through H. Parcels B, D and G in the Plan ultimately became Garages B, D and G. The three (3) municipal garages were included within a scattered sites “Area in Need of Redevelopment” designation in November 14, 2022 so that one or more Redevelopment Plans could be prepared to facilitate a program(s) of redevelopment for those sites.

The garages have been a well-used source of parking for City residents, visitors, local businesses and their employees since their construction in the 1970’s. Garage B is the largest of the three downtown parking garages developed through the Hudson Street Urban Renewal Plan (now River Street Redevelopment Plan) and sees the greatest intensity of parking use as it is frequently full, except for in summer months. Garage B is the only garage that exists as a standalone building, without other buildings attached to or flanking the garage structure. Garage B is also located furthest south and is

closest to the Hoboken Terminal. For these reasons, Garage B has fewer barriers to construction than the other Garages locations.

Having been in operation for 40 years, the downtown garages are in need of substantial repair to continue providing safe parking operations. The 2023 Greenman-Pedersen, Inc. (GPI) Report described earlier in this Plan estimates that the City must spend millions of dollars to bring the Garages to a good level of repair, demonstrating the timing for redevelopment, rather than repair, could be beneficial.

The City’s past planning efforts have supported various programs for improving and/or redeveloping the downtown garages. The 2014 Parking Master Plan, for example, recommended improving the downtown public garages with upgrades to the interior and exterior, including new facade treatments, public art installations, lighting, visibility security enhancements, bicycle parking, and green building design. The Parking Master Plan also promoted renovating the garages to accommodate multiple uses in addition to parking, such as street-level retail, office and incubator space.

The City’s 2018 Master Plan Re-examination Report also includes specific recommendations for the redevelopment of the City’s municipal garages, as referenced in 7.1 City of Hoboken Master Plan.

In addition to continuing to accommodate public parking uses, the redevelopment of this City-owned property provides an opportunity to include other uses that private property owners and developers are less likely to build but which are sorely in demand, such as workforce housing and affordable housing to accommodate households and families that are unable to afford the exponentially

increasing rents in the City. The City's affordable housing waitlist, as managed by the City's contracted Affordable Housing Administrative Agent, currently exceeds 21,000 households, including over 1,000 Hoboken resident households.

4.2 Plan Vision

It is the vision of this Redevelopment Plan that new, mixed-use development will transform the existing site of the Garage B parking garage, providing a much-enhanced experience for those parking at Garage B, hundreds of homes for households of low, moderate and workforce income levels, and a greatly improved sidewalk experience with new, convenient retail and commercial uses.

Once developed, vehicles entering the new parking garage will be greeted with modern technology to assist them in locating a parking space and will experience a safe and welcoming journey down to street level, where they can visit convenience shops before making their way to their final destinations. The new public garage contains sufficient parking to accommodate those using the garage today, as well as future users considering the pipeline of new development projects near the site.

New residents of the building will enjoy spectacular views of Hoboken and beyond, while benefitting from immediate proximity to the Hoboken Terminal to the south, the downtown business district to the west and the Hoboken waterfront to the east, a mere one to two blocks in each direction. Considering their proximity to the Hoboken Terminal and supply of bus, train, light rail, and ferry public transit, their parking demands are low, making this a quintessential transit-oriented development.

Ground floor uses, such as those offering conveniences to the parking garage users and the new residents above, as well as employees of

the office buildings, visitors to the W hotel and the waterfront walkway, should thrive in this location. Improvements to the streetscape developed as part of the new Project will dramatically improve the pedestrian experience on this block.

Leveraging the proximity of the Redevelopment Plan Area to the Hoboken Terminal transit hub promotes new employment and economic opportunity, new public spaces and community amenities, and the extension of the retail district and social experiences. The intent is to allow pedestrians, shoppers, commuters, and visitors full utilization of this gateway location to downtown Hoboken. The plan seeks to revitalize the south end of Washington Street with retail shops and streetscape improvements.

The plan creates viability for a new, modernized public parking garage through the increase in building height to accommodate new residential housing as well as the opportunity for community benefits for the broader downtown area.

4.3 Redevelopment Plan Goals and Objectives

This Redevelopment Plan seeks to transform the Garage B site from a 40-year-old parking garage in substantial need of repair to a mixed-use site with active ground-floor retail, a modern public parking garage, and upper story residential uses to accommodate workforce housing and housing affordable to low- and moderate-income households. The location of the site makes it a prime Transit Oriented Development (TOD) with immediate connections to the Hoboken Terminal, as well as the Washington Street downtown district to the west and the waterfront recreation uses to the east.

The Redevelopment Plan objectives are as follows:

- a. Permit a variety of complementary mixed uses that maximize the site's proximity to the Hoboken Terminal, a key transit hub for

- New Jersey Transit commuter trains, regional PATH service, Light Rail Station, buses, and water-borne ferry service.
- b. Ensure that new construction that is respectful, harmonious, and compatible with the surrounding area.
 - c. Prioritize appropriately sized space for ground floor uses, such as retail, entertainment or recreation, for example, that activate the pedestrian experience on Hudson Place and River Street and fill the existing retail void along those corridors.
 - d. Provide new housing that is affordable to a range of incomes, with ample housing for low-, moderate- and workforce level incomes that exceed City affordable housing set-side requirements.
 - e. Replace an ageing parking structure that is costly to maintain with a state-of-the-art parking facility that can continue to provide revenue to the City.
 - f. Provide parking sufficient to accommodate current existing Garage B users and anticipated future users, based on a comprehensive Parking Needs Assessment that must be prepared in advance of any Redevelopment Agreement.
 - g. Encourage building architecture that creates space for light and air, particularly on any residential tower above a parking garage base, through the use of strategic setbacks, orientation of towers, material use, and other design strategies.
 - h. Strive to minimize shadows on surrounding properties through thoughtful design.
 - i. Minimize impact to pedestrian traffic with the thoughtful locating of garage entrance/exit and loading areas, and enhanced pedestrian safety measures.
 - j. Improve the publicly accessible pedestrian connection between Hudson Street and River Street on the southerly side of the property through streetscaping materials and features, lighting, possible landscaping, the design of the building wall, etc.
 - k. Consider existing easements and incorporate those encumbrances in accordance with legal requirements.
 - l. Require that new construction incorporates resilient and sustainable features and building design which would meet LEED or other similar program accreditation.
 - m. Pay homage to the existing public art mural by incorporating photographs or pieces of the mural into the new building, while also providing opportunities for new public art.
 - n. Provide development opportunities on City-owned property that contribute to the City's tax base or provide other sources of revenue through lease agreements, PILOT revenues, etc;
 - o. Continue the City's ownership of the property through a long-term lease agreement.

5.0 REDEVELOPMENT PLAN REGULATIONS

5.1 Relationship to Municipal Land Development Regulations

The standards and provisions contained in this Redevelopment Plan shall supersede the existing zoning and development regulations of the City of Hoboken in accordance with the LRHL (N.J.S.A. 40A:12A-7c). Any subdivision of lots within the Redevelopment Plan Area shall be in accordance with the requirements of this Plan and Hoboken City Code Chapter 44, Land Use Procedures. In addition, the requirements and regulations of the Flood Damage Prevention Ordinance (Code Chapter 104) shall apply to all development in the Plan Area. In areas where the Redevelopment Plan is silent, the Hoboken City Code shall apply.

Upon adoption of this Redevelopment Plan the Hoboken City Zoning Map should also be amended to designate the Redevelopment Area as the “Garage B Municipal Garage Redevelopment Plan Area”.

5.2 Permitted Uses

Permitted on the Ground Floor:

Retail and commercial uses as permitted in the C-1 District. Uses conditionally permitted in the C-1 District shall only be permitted if all conditions are met; except that any conditions related to parking shall not be applicable.

Permitted on Upper Floors:

1. Affordable Housing Units
2. Workforce Housing units

3. Civic/Government Offices/Public Facility
4. Publicly accessible recreation facilities

Permitted Accessory Uses:

1. Accessory uses customarily incidental to a permitted use
2. Parking garages/structures are a permitted accessory use in conjunction with mixed-use buildings
3. Bicycle parking
4. Public plazas and open space

5.3 Development Requirements

Development in accordance with this Redevelopment Plan is permitted in accordance with the execution of a Redevelopment Agreement and the provision of community benefits as described herein. The following shall be required for any redevelopment project within the Redevelopment Plan Area. These requirements are necessary to effectuate the vision of the Redevelopment Plan.

Development regulations for the Redevelopment Plan Area apply to all of Block 224 Lot 2.

- Minimum 20% Affordable Housing.
- No market-rate residential units are permitted in the Redevelopment Plan Area.
- Minimum 15,000 square feet of retail space to be provided on the ground floor, along Hudson Place and River Street frontages.
- Minimum 800 parking spaces. The final amount of parking, including spaces to be dedicated to building residents or available to the public in a municipal garage, is to be based on the Parking Needs Assessment required per 5.6.1 Required Traffic & Parking Analysis of this Plan, and as negotiated in a Redevelopment Agreement.
- Residential use and areas may wrap around the exterior of parking uses and areas, however no floor that contains only parking may be located above a floor with residential uses, excluding lobbies, mail rooms, residential bike parking, and entrances, etc.

- Minimum 50% of building rooftop space provided as Green Roof.
- Enhanced stormwater/sewer management infrastructure improvements in accordance with 5.8 Sustainable Design, Flood Resiliency, and Infrastructure.
- The vehicle entrance and exit to the Parking Garage shall be located on Second Street.
- The access easement for adjacent Lot 1 shall be maintained along the south side of the lot as required by the easement terms; however, development may exist above the easement area, if permitted by the easement terms.

5.4 Bulk Standards

Bulk and use standards for the Redevelopment Plan are as outlined in FIGURE 11: BUILDING HEIGHT & BULK REQUIREMENTS CHART.

FIGURE 9: BUILDING HEIGHT & SETBACK REQUIREMENTS CHART

	Min. Open Space Percentage	Floor-to-Floor Height ¹	Building Setbacks and Step-backs		Maximum Height
			Setbacks	Upper-level Step-backs	
Base Structure with Parking Garage	10% at street level; (Service Alley Easement Area not included) or as negotiated in an RDA Upper stories may cantilever or extend over ground floor open space	Street-Level Min. 16' Parking Levels: As required by Building Code; preferably min. 7.5' for feeling of spaciousness	Maintain setback from Block 224 Lot 1, per easement requirements.	5' above ground floor along River and Hudson is preferred	
Residential Structure	Upper stories may cantilever or extend over ground floor open space	Min. 10'	Hudson, River, 2 nd Street: No setback	10' at first residential floor ² Additional upper-story 10' step back for light and air and architectural interest; location to be negotiated in RDA.	
Total		--			250' above avg. adjacent grade

Notes:

1. The Minimum Street-level Story Floor-to-floor height is measured from the ground-level finished floor elevation to the second story finished floor elevation.
2. Step-back does not apply to stories with parking wrapped by residential.

5.5 Additional Development Requirements

5.5.1 Architectural Design

The Redevelopment Plan does not provide detailed architectural design guidelines; however materials, massing and articulation will be reviewed and determined during the redevelopment negotiations and by the Planning Board. Building design should reflect, enhance, and complement the character of the surrounding neighborhood. The following provisions shall apply:

1. Street-level building facades shall include features such as architectural articulation, windows, and entryways. Blank street walls are prohibited in the Redevelopment Plan Area.
2. Parking levels shall either be wrapped by residential use or masked with architectural details and aesthetically pleasing facades that harmonize with the surrounding buildings, or they should serve as a canvas for public art. .
3. Upper floors should be designed to minimize their visual impact and shadow impact and maximize light and air, with attention paid to the design and selection of the building's form and massing, lines, colors, textures and materials.
4. Green building and energy efficiency must drive exterior and interior design, as discussed more **in** 5.7 Sustainable Design, Flood Resiliency, and Infrastructure.
5. Mechanical equipment shall be screened from view or incorporated in the building design.

5.5.2 Street-level Frontage Requirements

Proposed uses along the street-level of Hudson Street, 2nd Street, and River Street shall be restricted to retail/commercial uses and residential lobbies to the maximum extent possible.

Areas devoted to loading or vehicle access shall be primarily along 2nd Street with limited access from River Street. Dedicated on-street drop-off/pick-up and loading zones should also be considered. Mechanical and utility elements shall be the minimum size necessary to maximize the amount of space for street-level retail and commercial uses.

The "First Level" of a building and any parking area is defined as the lowest level, having a finished floor elevation at or near exterior grade at the closest public sidewalk, but not less than elevation 6 feet or as required by North Hudson Sewage Authority. Further, in accordance with current NJDEP Stormwater Management Rules, residential lobbies, services, amenities, etc. need to be elevated to one (1) foot above DFE. All areas below DFE shall be regulated in accordance with the City of Hoboken Flood Ordinance, Chapter §104 (Flood Damage Prevention).

The amount of storefront glass shall be maximized. Storefront glass shall begin no higher than three (3) feet above sidewalk grade. Where storefront glass or glazing does not extend to the sidewalk, low-height planter beds or seat walls are required to occupy the space below windows against the building to create space for seating and landscaping and to improve the design aesthetic. The extent of First Level glass may necessitate passive dry floodproofing with deployable floodproofing only at entrances. All glazing and façade treatments shall be reviewed and approved by the Planning Board and must meet floodproofing requirements as per the City's Flood Damage Prevention Ordinance.

5.5.3 Public Space and Streetscaping

The Redevelopment Plan requires the provision of public space and streetscaping to enhance the pedestrian realm through the provision of, for example:

- Chamfered corners
- Retail Arcades
- City sidewalk enhancements
- Service Alley pedestrian connection upgrades

The use of chamfered corners and/or retail arcades can provide interesting architecture and covered spaces for pedestrians. These designs should be used in combination with upgrades to the City sidewalk experience, including at a minimum, street furniture, street trees, landscaping, lighting, and public art, where appropriate. The design should incorporate recommendations from the Hoboken Street Design Guide.



EXAMPLE OF A PARKING GARAGE WITH RETAIL ARCADE

The Service Alley provides another opportunity to improve the pedestrian experience and enhance an underutilized space for public use. The Service Alley is currently the pedestrian gateway from the existing Garage B to the rest of Hoboken. Although it should continue to support the back-end uses of the adjacent 5 Marineview Plaza building (parking, loading, trash service), as required by the existing Easement Agreement, a re-design of this area could create a much more attractive walkway that does not impede on those uses. The redesign could incorporate historic cobblestone or brick treatments, decorative pavers, new lighting, public art, wall murals, planters, wayfinding signage, etc. to make the experience more pedestrian-friendly.



SERVICE ALLEYWAY REDESIGN CONCEPT IN WILMETTE, IL

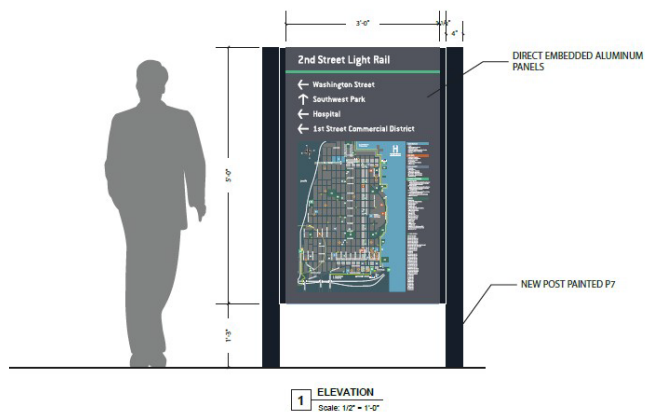
5.5.4 Landscaping and Lighting

The redevelopment project shall provide landscaping and lighting improvements for the new building, site and streetscape, which shall be negotiated as part of a Redevelopment Agreement. Where possible, the exterior walls of the parking garage should incorporate both landscaping and lighting to soften its appearance and create visual interest.

5.5.5 Signage

The redevelopment project shall include a comprehensive signage and wayfinding package, which shall be negotiated as part of a Redevelopment Agreement. Wayfinding signage must be incorporated into the design of the public parking garage, at all building entrances/exits, at street corners, and within the Service Alley. Wayfinding signage and other street furnishings should be designed to comply with the design standards set forth in the Hoboken Wayfinding Signage Standards (see **FIGURE 19: HOBOKEN WAYFINDING KIOSK STANDARD**).

FIGURE 10: HOBOKEN WAYFINDING KIOSK STANDARD



5.6 Multi-Modal Circulation & Parking

5.6.1 Required Traffic & Parking Analysis

As part of a Redevelopment Agreement, the Redeveloper will be required to prepare and submit a **Traffic Impact Study**, a **Transportation Demand Management Plan**, a **Parking Needs Assessment** and a **Comprehensive Parking Garage Design Plan**.

The **Traffic Impact Study** shall assess multi-modal demand, circulation, and traffic impacts for all proposed uses at the site.

The **TDM Plan** shall describe the strategies proposed for reducing single-occupancy vehicle trips, including maximizing transit infrastructure, bike share, car-share amenities, and other methods proposed by the Redeveloper.

The **Parking Needs Assessment**, as referenced in 3.3 Future Required Analysis, shall either be prepared by the Redeveloper’s Qualified Parking Consultant, or shall be prepared by the City, using funds contributed by the Redeveloper for this purpose. The scope of work for the Parking Needs Assessment, which will be finalized by the City, shall include, for example, but not be limited to: collecting parking data from public and private parking facilities, counting spot utilization, analyzing existing supply and demand and projecting future parking demand based on anticipated development.

Once the size of the parking facility is determined through the Parking Needs Assessment, the Redeveloper shall prepare a **Comprehensive Parking Garage Design Plan** which must address all aspects of Garage Design and include proposals for operations and maintenance structures with funding source options. The scope of work for the Comprehensive Parking Garage Design Plan, which will be finalized

by the City, shall include, for example, but not be limited to the following:

- Functional Design
 - Parking structure type (open vs. enclosed)
 - Street access design, entrances/exits
 - Vehicle circulation
 - Parking configuration
 - Pedestrian circulation, stairs, elevators
 - Security, passive and active
 - Lighting / Illumination
 - Signage and wayfinding
 - Ventilation / HVAC
 - Drainage, Stormwater Management
 - Revenue/operating control
 - Fire safety
 - Sustainability (Green Parking)
 - Technology integration (Smart Parking)
 - EV Charging
 - Durability considerations
- Operations, Enforcement, etc.
 - Permits, Agreements,
 - Pricing: Flat, Hourly, Tiered, Dynamic
 - Marking Management Systems
 - Complaint resolution
- Maintenance & Cleaning
 - Housekeeping
 - Preventative
 - Snow and Ice removal
 - Periodic Audits
- Financial Analysis
 - Financing options

- State, Federal Funds and Grants

5.6.2 Vehicular/Bicycle Parking/Loading Standards

1. The Redevelopment Plan Area is in close proximity to the Hoboken Terminal, and multiple public and private parking garages. While this Plan calls for a new public parking facility to replace the existing public parking within Garage B, the Plan proposes minimal additional parking for the private development components, the residential and commercial uses, to encourage residents and visitors to use alternative modes of transportation:
 - a. No Parking Minimums: This Redevelopment Plan does not establish a minimum number of vehicle parking spaces required for residential and non-residential uses.
 - b. Car-share Spaces: Where parking is provided for residential users, car-share spaces and vehicles shall also be provided, as negotiated in a Redevelopment Agreement.
 - c. EV Spaces: Electric Vehicle Supply Equipment (EVSE) and Make-Ready parking spaces shall be installed in conformance with the Model Statewide Municipal Electric Vehicle (EV) Ordinance published by the New Jersey Department of Community Affairs. The model ordinance implements New Jersey state law that requires EVSE and Make-Ready parking spaces be designated as a permitted accessory use in all zoning or use districts and establishes associated installation and parking requirements related to EVSE. The model ordinance sets standards addressing installation, sightline, and setback requirements and other health- and safety-related specifications for EVSE and Make-Ready parking spaces.

- d. Parking design standards: The public parking garage must be a self-park design that meets all applicable building codes and regulations, such as the International Building Codes (IBC), National Fire Protection Association (NFPA), and American with Disabilities Act (ADA) and is designed to industry standards and recommendations from organizations such as the American Institute of Architecture (AIA), the National Parking Association (NPA), International Parking Institute (IPI), the American Society of Civil Engineers (ASCE) and the Green Parking Council (GPC). Dimensional requirements from City Code Chapter **196-40 Design Standards for off-street parking areas** should be incorporated; however, variations from City parking standards may be considered if the proposed parking configuration provides for an improved design if negotiated as part of a Redevelopment Agreement. The parking garage component of the project must be designed by a qualified parking consultant.
 - e. Loading: On-site loading, vehicle access, truck access for solid waste collection and delivery vehicles shall be determined based on the Traffic Impact Study to be prepared by the Redeveloper.
2. Bike parking shall be provided in secure locations, as follows:
- a. Residential: One (1) indoor bike parking space per dwelling unit in secure bike facilities.
 - b. Non-residential: Outdoor bike racks shall be provided on-site near building entrances and/or within public spaces.

5.6.3 Complete Streets Design Standards

As the Garage B property is redeveloped, improvements to the adjoining streets should also be incorporated in a manner that is consistent with and designed to implement the recommendations of the Hoboken Street Design Guide.

The Hoboken Street Design Guide provides recommended dimensions and uses for various design elements within the pedestrian and travel realms, specific to each street typology. The Guide categorizes 2nd Street as a “**Community Corridor**” typology and Hudson Street and River Street as “**Neighborhood Street**” typology. The Garage B redevelopment project should strive to implement the recommended visions for these street typologies. The Redeveloper should submit completed “**Complete Streets and Green Infrastructure Checklists**” found in the Guide and engineered drawings will be required that show how proposed street improvements implement the recommendations of the Guide.

5.7 Sustainable Design, Flood Resiliency, and Infrastructure

5.7.1 Stormwater Infrastructure

A Green Infrastructure Plan consisting of proposed improvements which mitigate stormwater runoff volumes, increase water quality of stormwater runoff, increase pervious areas, and address heat island effects shall be submitted as part of a Redevelopment Agreement process. Green Roofs are required on rooftops of all new structures and shall generally be provided in accordance with § 196-28.2 (B) of the Hoboken Municipal Code, or as negotiated as part of a Redevelopment Agreement. Any redevelopment project must abide by NHSA and City of Hoboken standards for on-site detention and

green infrastructure methods for capturing stormwater, including, but not limited to, those within the NHTSA's Sewer Policies and Procedures (Resolution 22-076).

The following figures provide examples of stormwater mitigation strategies that can be incorporated into the redevelopment of the Plan Area to comply with this Redevelopment Plan and NHTSA and City of Hoboken standards for on-site detention and green infrastructure.

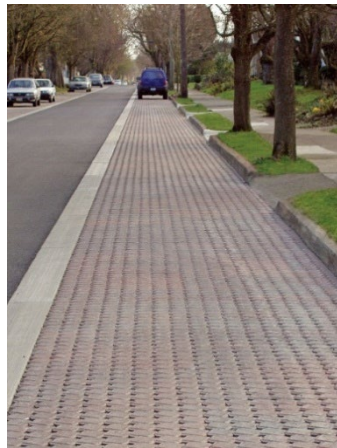


FIGURE 11: PERMEABLE PAVEMENT PROJECT

SOURCE:

[HTTPS://WWW.MUTUALMATERIALS.COM/PROJECTS/WESTMORELAND-PERMEABLE-PAVEMENT-PILOT-PROJECT/](https://www.mutualmaterials.com/projects/westmoreland-permeable-pavement-pilot-project/)

Rain Gardens, Swales, and Stormwater Planters are all effective means of reducing flooding issues while not occupying a large amount of space within the City. Within the dense urban setting of the Redevelopment Plan Area, these types of management practices can also be implemented as curb bump outs within rights-of-way thereby reducing traffic speeds and enhancing the aesthetics of the area by providing green spaces.



FIGURE 12: URBAN RAIN GARDEN

SOURCE: [HTTPS://WWW.CHEESAPEAKEQUARTERLY.NET/V15N1/MAIN1/](https://www.chesapeakequarterly.net/v15n1/main1/)

Underground/Subsurface Detention of stormwater is an important method of containing storm surges which can quickly inundate a City like Hoboken (dominated by impervious surfaces).



FIGURE 13: UNDERGROUND/SUBSURFACE DETENTION

SOURCE: [HTTPS://CULTEC.COM/STORMWATER-SYSTEMS/](https://cultec.com/stormwater-systems/)

Green Roofs can be an effective means of reducing stormwater impacts on sites like this Redevelopment Plan Area, which contain limited space to provide for some of the larger and more effective Best Management Practices.



FIGURE 14: GREEN ROOF

SOURCE: [HTTPS://ZINCO-GREENROOF.COM/SYSTEMS/URBAN-CLIMATE-ROOF](https://zincogreenroof.com/systems/urban-climate-roof)

5.7.2 Sustainable Design

Sustainable design techniques in the Redevelopment Plan Area are a recommended component of this redevelopment. Sustainable site and building design standards include the requirement of the construction to a minimum LEED Silver or equivalent standard, and recommended use of energy conservation measures and solar energy systems.

The public parking garage portion of the development should accommodate sustainable design features and use innovative strategies to minimize the garage's environmental impacts and

³ If the version of the Parksmart Scorecard included in the Appendix becomes outdated or superseded, the Redeveloper should use the latest version of the

reduce the City's long-term costs of maintaining the garage. As part of the process of preparing a Redevelopment Agreement, the Redeveloper will be required to submit a **Parksmart Scorecard**³, demonstrating the points that the Project would be able to achieve through the proposed design, technology structure and future management program. If the Redeveloper does not commit to obtaining a Parksmart Certification, the Redeveloper will be required to submit a completed Parksmart Scorecard, and accompanying narrative descriptions, at various project stages: (1) at the time of Planning Board Application, (2) prior to the application for a Building Permit and, (3) prior to a Certificate of Occupancy, so that the City can assess whether the certification measures that were proposed are able to or have been achieved. At each stage, the Redeveloper's plans, drawings and narrative statements should describe how the Project would achieve points in each Certification Measure on the Parksmart Scorecard.

5.7.3 Flood Resiliency

Redevelopment of the Plan Area shall comply with the City Flood Damage Prevention Ordinance. Utilities, mechanical equipment, building design shall address the flood prevention requirements to further protect residents and properties.

5.8 Affordable and Workforce Housing

5.8.1 Affordable Housing

A minimum of 20% of all residential units shall be made affordable to low- and moderate-income households in compliance with the City's

Parksmart Scorecard, or equivalent certification program, if approved by the City in a Redevelopment Agreement.

Affordable Housing Ordinance and the Uniform Housing Affordability Controls (UHAC).

5.8.2 Workforce Housing

All housing units that are not in compliance with UHAC standards shall be made affordable to households with income up to 120% of Area Median Income. Workforce housing must comply with any applicable workforce housing manual.

6.0 RELATIONSHIP TO DEFINITE LOCAL OBJECTIVES

The Redevelopment Plan includes an outline of all pertinent information required for the Redevelopment Plan Area per N.J.S.A 40: A-7. While Section 7.0 of this Plan details the relationship between this Redevelopment Plan and the Master Plan for the City of Hoboken, County and State Plan, this Plan's relationship to local objectives is outlined below in order to address the statutory requirement.

6.1 Appropriate Land Uses

The site's location, compatibility with surrounding uses, existing infrastructure, and environmental factors influence the type of land uses that are most appropriate in this redevelopment project. Being located in the southeastern portion of the City of Hoboken, the area is located nearby the Hoboken Terminal, a central hub of transit that residents and visitors utilize to access New York City, Hudson County, and beyond. Additionally, there are two highly attractive public parks located on the Hudson River: Pier A and Pier C (both connected via the Hudson River Waterfront Walkway). Various high-rise buildings are located in proximity to the site, the tallest of which is The W Hotel (313 feet). Additionally, the Redevelopment Plan Area has frontages adjacent to commercial corridors on both Hudson Street and River Street. The City's most prominent commercial corridor, Washington Street, is located one block to the east of the Redevelopment Plan Area, and contains various retail, service, and commercial uses.

Mixed-use buildings are prevalent in Hoboken, with new developments frequently providing first floor retail/commercial

uses with residential units above. This plan envisions a continuation of this new development pattern. This plan envisions the site being developed with a yet determined mix of uses including service, retail, commercial office space, residential apartment units, structured vehicular parking, and additional uses which will further enhance the walkable nature of Hoboken.

6.2 Development of Public Electric Vehicle Charging Stations

N.J.S.A. 40A:12A-7 requires redevelopment plans to consider infrastructure for electric charging stations. Advancements in electric vehicles are rapidly progressing, potentially resulting in a future need for public charging stations. As such, electric vehicle charging stations should be considered as part of any Redevelopment proposal in the Redevelopment Plan Area.

6.3 Public Utilities

In October of 2013, Together North Jersey prepared for the City of Hoboken a Green Infrastructure Plan, which detailed the current conditions of sewer and water infrastructure within the City and established goals for future stormwater management. The plan depicts various best management practices for handling stormwater flooding concerns, which are a prominent issue for the City. The sanitary sewer system in Hoboken is combined with the stormwater system, owned and operated by the North Hudson Sewerage Authority. This system has become inundated at times of peak rainfall such as during and after Superstorm Sandy swept through the region. The January 7, 2020 Preliminary Investigation for

Determination of Eligibility for Declaration as a Non-Condemnation Area in Need of Rehabilitation depicts an outdated sewer and stormwater system which cannot handle the capacity of stormwater and waste that is required for existing and future needs.

Any future development associated with this Redevelopment Plan Area will need to be supported by adequate utility services. It shall be the responsibility of the Redeveloper to assess the condition of existing infrastructure, additional capacity needs, and to provide for any upgrades or replacement as may be required (this includes all necessary studies, surveys, and construction of on-site and off-site improvements).

6.4 Community Facilities

This plan addresses important community facilities in the development including the redevelopment of ageing municipal structured parking, potential recreation facilities, flood mitigation improvements, and streetscape enhancements. The City recognizes the opportunity to provide valuable resources for the community and recognizes the need to support incentives to development.

6.5 Proposed Land Uses and Building Requirements

Per the City of Hoboken zoning ordinance, the existing C-1 District permits a wide range of mixed-use, retail businesses and services commercial recreation, professional facilities, and accessory uses at limited height and scale. This Plan provides an opportunity to incorporate those uses and other, while gaining additional height, floor area ratio (FAR), and massing than what is allowed through underlying zoning, so as to stimulate the production of affordable housing and a new public parking garage which serve the community.

The existing land uses on site are Garage B, the municipally owned and operated public parking structure, and a small public dog park. This Plan intends to ameliorate the deteriorated conditions of the area by providing for a mixed-use structure which supports the economic viability of the City.

For the Redevelopment Plan Area, use and bulk standards, as defined and detailed herein, shall supersede the provisions of the underlying zone as described in the City of Hoboken zoning ordinance. All other relevant land use and building requirements as set forth in the zoning ordinance and all other ordinances and regulations of the City of Hoboken not conflicted in this Plan remain applicable. The definitions of the Hoboken zoning ordinance shall apply except as otherwise noted herein.

6.6 Plan for Affordable Replacement Housing

Per N.J.S.A 40: A-7, the Redevelopment Plan shall include a provision that requires the replacement, on a one-for-one basis, any affordable unit that is lost as a result of the Redevelopment Plan implementation. No displacement of affordable housing is necessary to advance the Redevelopment Plan.

Per Section 16 of the LRHL, all projects, programs and actions shall be in accordance with the housing element of the master plan, and with any fair share housing plan filed, whether or not the municipality has petitioned for substantive certification of the plan. This plan requires residential development to be inclusionary with a minimum of a 20% set aside, which doubles the amount required by the municipal affordable housing ordinance.

7.0 RELATIONSHIP TO OTHER PLANS

The Redevelopment Plan must demonstrate consistency with the local municipal Master Plan objectives. Additionally, per N.J.S.A 40:12A-7, the Redevelopment Plan shall include any significant relationship of the Redevelopment Plan to (a) the master plans of contiguous municipalities, (b) the master plan of the county in which the municipality is located, and (c) the State Development and Redevelopment Plan adopted pursuant to the "State Planning Act," P.L. 1985, c.398 (C.52:18A-196 et al.). Upon review of the latest available plans, this Redevelopment Plan is consistent with the goals and objectives of various adjacent municipalities, and the Hudson County Master Plan, City of Hoboken Master Plan and subsequent re-examinations, City zoning, N.J.S.A. 40A:12A-1 et seq, and the New Jersey State Plan for Metropolitan Planning Areas (PA1). Further details for each plan are provided below.

7.1 City of Hoboken Master Plan

The Master Plan is the City's policy document that guides the use of lands within a municipality in a manner which protects public health and safety and promotes the general welfare. The document defines existing conditions along with an in-depth look at future goals and objectives to guide the City. The City of Hoboken Master Plan was adopted by the Planning Board on April 28, 2004. The Master Plan was subsequently reexamined twice, once in 2010, and again in 2018. Additionally, in 2018 the Land Use Element of the Master Plan was updated. The Master Plan and its subsequent reexaminations were produced through a robust planning process involving input from community residents and stakeholders. It lays out recommendations

for achieving the vision and goals in the future, both short- and long-term. Overall, this Redevelopment Plan is consistent with various goals, objectives, and recommendations of these various Master Plan updates.

7.1.1 2018 Master Plan Reexamination

The 2018 Master Plan Reexamination Report Vision and Recommendations section includes the following goals and objectives, which are pertinent to the redevelopment planning process for the Redevelopment Plan Area.

A COMPLETE NEIGHBORHOOD

1.A/ Promote the enhancement of facilities and events for arts, culture, and education

- The Redevelopment Plan promotes the redevelopment of an aging municipal parking facility to incorporate a mix of uses, as well as additional opportunities for public art.

1.B/ Maintain the scale and experience of the City's Shared Streetscapes and Built Environment.

- The Redevelopment Plan requires the provision of enhanced streetscape improvements and sidewalk experience and new open spaces that are compatible with the standards within

the Hoboken Street Design Guide and activate the public realm.

SHARED PROSPERITY

2.B/ Provide affordable housing options for family and non-family households, and for lower-income communities.

- The Redevelopment Plan requires a minimum set aside of 20% for affordable housing and the remaining balance of units to be workforce housing.

2.D/ Diversify the local economy by encouraging non-residential uses, particularly in underserved areas of the city.

- The Redevelopment Plan requires the development of a residential mixed-use building providing affordable housing at a mix of incomes located proximate to Hoboken Terminal.

A CITY OF CONNECTED PLACES

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

- The Redevelopment Plan requires additional bike parking in the area and the improvement of the pedestrian experience surrounding Garage B.

3.C/ Use all available tools to efficiently manage and improve parking conditions.

- The Redevelopment Plan facilitates the renovation of the ageing Garage B, with a mix of uses wrapping the parking structure.

BECOMING A SUSTAINABLE AND RESILIENT CITY

4.A/ Upgrade and innovate infrastructure systems.

- The Redevelopment Plan requires significant upgrades to the site's stormwater and water infrastructure, and encourages sustainable design strategies.

In addition to the overall goals referenced previously, the 2018 Master Plan Reexamination included various, more specific recommendations which are supported through the adoption of this Redevelopment Plan. These recommendations are as follows:

1.A/8: Evaluate redeveloping one or more City parking garages to have multiple uses. Line street-facing sides with commercial space, incorporate City/non-profit/commercial uses on one or more floors, and develop rooftops as usable space for urban farming, recreation, or public open space.

1.B/8: Use public art to improve building facades, such as at the three public parking garages on Hudson and River Streets. Consider art forms that feature or integrate innovative lighting, painted murals, video projection, vegetative walls, or Hoboken history, for example. Consider bidding out naming rights for all municipal parking garages in order to fund such art improvements.

1.D/5: Evaluate the use of City-owned rooftops (e.g., parking structures) for new park and recreation space. With limited land and space available, rooftop space must be considered for new parks, playgrounds, sports courts, fields, and play space.

2.C/2: Mixed-use development should be allowed at greater intensities near the Hoboken Terminal and transit stops along the

periphery of the City. While the interior portions of the City should keep their lower-density, lower height character, areas close to the transit stations are appropriate locations for higher densities and building heights. A range of residential and non-residential development types can create more diversity among the socio-economic characteristics of those who live and work in Hoboken.

7.1.2 2018 Master Plan Land Use Element

The Master Plan Land Use Element expounds upon the Reexamination Report to provide more detailed recommendations and actions. The following statements are relevant to the Redevelopment Plan Area:

- There is a need for more neighborhood retail to provide more options for residents City-wide, strengthen neighborhood vitality, and provide options for different types and scales of businesses.
- Zoning for the Hoboken Terminal area should reflect the intensity of development that currently exists, the anticipated future redevelopment of NJ Transit-owned areas, and the proximity of a world-class public transit terminal.
- Gateways to the City should be recognized and strengthened.
- The City needs to improve and expand community facility resources to meet the growing demand.

This Redevelopment Plan allows the City to redevelop the existing Garage B site to provide for greater street activation while providing affordable housing and an upgraded municipal parking facility which will provide physical, economic, and social benefits to Hoboken residents and visitors. The Redevelopment Plan proposes no major

changes to the City of Hoboken Master Plan and is, therefore in substantial compliance with the Plan.

7.2 Hoboken Street Design Guide

The Hoboken Street Design Guide, adopted in 2019, provides guidance to all stakeholders involved in street design decision-making with a goal of supporting streets that are safe and accessible to all. The Design Guide “embraces design as a tool to advance the health and safety of the community, while promoting sustainable transportation options and vibrant public spaces.” The Design Guide utilizes the adopted street typology and provides guidance for treatment for each street type.

This Redevelopment Plan recognizes the Design Guide’s criteria and guidance and includes compliance in Section 5.6.3 Street Design Standards section of the Plan.

7.3 Vision Zero Action Plan

The Vision Zero Action Plan was adopted on July 21, 2021. The Vision Zero Plan is a vision for a safer Hoboken and action plan with near term recommendations for immediate improvements in traffic safety. The Plan is founded on the following principles:

1. Traffic deaths and injuries are preventable.
2. Human life and the prevention of death are prioritized within all aspects of transportation systems.
3. Human error is inevitable, and transportation systems should be forgiving.

4. Safety work should focus on systems-level change above influencing individual behavior; and
5. Speed is recognized as the fundamental factor in crash severity.

The Action Plan identifies the two intersections just south of the Redevelopment Plan Area, at First Street and Hudson Street and First Street and River Street as “high crash intersections.” This Redevelopment Plan provides for the maintenance of the mid-block pedestrian pass-through between Hudson Street and River Street.

7.4 Master Plans of Contiguous Municipalities

The City of Hoboken shares a municipal boundary with three different municipalities: Weehawken Township, Union City, and Jersey City. While the Redevelopment Plan Area is in close proximity to the municipal border with Jersey City, the closest immediate non-rail related use in Jersey City is over 1,000 feet from the Redevelopment Plan Area. The Master Plans of the three adjacent municipalities were reviewed for goals, objectives, and recommendations which relate to the redevelopment of the site, and the documents remained silent on this specific issue. Therefore, the goals of the Redevelopment Plan are not inconsistent with the intent and goals of the Master Plan for the adjoining municipalities.

7.5 Hudson County Master Plan

The Hudson County Master Plan was adopted in 2002, with subsequent reexamination reports being adopted in 2008 and 2016. The 2016 Master Plan Reexamination contains various elements including land use, circulation, housing, infrastructure, community facilities, conservation, historic preservation, and economic. Newly established land use goals for the County are detailed below.

This Redevelopment Plan promotes the following goals of the 2016 Hudson County Master Plan:

Land Use Goals:

- To integrate land use planning with transportation of all modes, with a particular focus on pedestrian and bicycle accessibility and major activity hubs.
- To maintain and improve areas that provide centers for employment, education, entertainment facilities, services, shopping, and other resources.
- To provide for a full range of retail businesses and personal services in suitable locations to serve the needs of the County.
- Encourage the planning and location of compatible development.
- Preserve and enhance existing neighborhood character.
- To promote the development of walkable communities fully linked and integrated with the pedestrian transportation grid.
- To encourage redevelopment in areas in need of rehabilitation.

Circulation Goals:

- Ensure existing infrastructure for all modes is in good repair and can support the needs of the County and the region.
- To provide a safe and efficient transportation system.
- Reduce traffic congestion.
- To promote alternate transportation modes including bicycling, telecommuting, transit and walking.

- To coordinate land use activities with the transportation network.
- To provide transportation improvements which support economic development.

Housing:

- Develop and preserve affordable housing stock, and develop a variety of housing options for current and future residents in transit accessible locations.
- To increase the availability of affordable housing.

Infrastructure:

- Enhance the resiliency and maintenance of critical facilities and infrastructure.
- To reduce stormwater run-off and nonpoint source pollution.

7.6 Hudson County Land Development Regulations

Adopted in 2016, the purpose of the Hudson County Land Development Regulations is to establish standards and an approval process for site plans and subdivision applications that shape the built environment. The Land Development Regulations also respond to state and local regulations by addressing housing, transportation, and stormwater-related design standards. The regulations also address the topics of inclusion, affordable housing, and shared public amenities provided by private developers, providing a model implemented in many projects.

In the Circulation & Roadway Design Standard section, the Land Development Regulations reiterate the Complete Street Policy adopted in 2012 to provide a safe and pleasant environment for all

modes of travel. For roads, the Land Development Regulations specify functional classes and typologies, each of which entails requirements for elements such as streetscape design, multimodal lanes, traffic calming, and scale reduction. In the North End Area, 14th Street is categorized as a Scenic Boulevard, and Park Avenue and Willow Avenue are under Neighborhood Street and Main Street criteria or marked as “gateway streets” in the existing conditions study.

In the Stormwater Management Design Standard section, the Land Development Regulations establish minimum stormwater management requirements and controls to protect and safeguard the general health, safety, and welfare of the public residing in watersheds within the County’s jurisdiction.

7.7 North Hudson Sewerage Authority (NHSA) H6/H7 Stormwater System Design for the Long-Term Control Plan (2018)

The purpose of this project is to reduce combined sewer overflow (CSO) events at NHSA’s Outfall 008A and provide the added benefits of reducing street flooding during heavy rains and helping to achieve the City of Hoboken’s green infrastructure vision. The project is a critical component of the City’s Rebuild by Design program and will be integrated into the program. The project will achieve these goals through integrated construction projects that meet the following objectives:

- Eliminating runoff entering the combined sewer system (CSS) in the northeast section of Hoboken by constructing high-level storm sewers in the H6 and H7 drainage areas.

- Conveying the captured stormwater to a new storage system placed under the new Northwest Resiliency Park that is being constructed by the City of Hoboken.
- Pumping stormwater from the stormwater storage system to an outfall during and after wet-weather events.

NHSA's Long-Term Control Plan (LTCP) included recommendations for citywide outfall alignment, stormwater management collection systems, flows, pre-treatment, and other technical solutions. The Garage B Municipal Garage Redevelopment Plan incorporates these recommendations. The development framework proposed in the Redevelopment Plan is consistent with the goals of the NHSA LTCP to develop an infrastructure system that is both viable and cost-effective, and also meets future needs once developments are in place.

7.8 New Jersey State Development and Redevelopment Plan

The State Planning Act of 1985 mandated the New Jersey State Development and Redevelopment Plan (SDRP), which establishes State-level planning policy. The State Development and Redevelopment Plan was subsequently adopted in March 1, 2001.

The City of Hoboken, including the Redevelopment Plan Area, is designated within the Metropolitan Planning Area (PA-1) of the 2001 State Development and Redevelopment Plan (SDRP). The intent of PA-1 is to provide for much of the state's future redevelopment; revitalize cities and towns; promote growth in compact forms; stabilize older suburbs; redesign areas of sprawl; and protect the character of existing stable communities. This Redevelopment Plan has a significant relationship to the SDRP by advancing many of the

following objectives of the PA-1 Metropolitan Planning Area, including:

1. **Land Use:** Promote redevelopment and development in Cores and neighborhoods of Centers and in Nodes that have been identified through cooperative regional planning efforts. Promote diversification of land uses, including housing where appropriate, in single-use developments and enhance their linkages to the rest of the community. Ensure efficient and beneficial utilization of scarce land resources throughout the Planning Area to strengthen its existing diversified and compact nature.
2. **Housing:** Provide a full range of housing choices through redevelopment, new construction, rehabilitation, adaptive reuse of nonresidential buildings, and the introduction of new housing into appropriate nonresidential settings. Preserve the existing housing stock through maintenance, rehabilitation and flexible regulation.
3. **Economic Development:** Promote economic development by encouraging strategic land assembly, site preparation and infill development, public/private partnerships and infrastructure improvements that support an identified role for the community within the regional marketplace. Encourage job training and other incentives to retain and attract businesses. Encourage private sector investment through supportive government regulations, policies and programs, including tax policies and expedited review of proposals that support appropriate redevelopment.
4. **Transportation:** Maintain and enhance a transportation system that capitalizes on high-density settlement patterns

by encouraging the use of public transit systems, walking and alternative modes of transportation to reduce automobile dependency, link Centers and Nodes, and create opportunities for transit-oriented redevelopment. Facilitate efficient goods movement through strategic investments and intermodal linkages. Preserve and stabilize general aviation airports and, where appropriate, encourage community economic development and promote complementary uses for airport property such as business centers.

5. **Redevelopment:** Encourage redevelopment at intensities sufficient to support transit, a broad range of uses and efficient use of infrastructure. Promote design that enhances public safety, encourages pedestrian activity and reduces dependency on the automobile.
6. **Public Facilities and Services:** Complete, repair or replace existing infrastructure systems to eliminate deficiencies and provide capacity for sustainable development and redevelopment in the region. Encourage the concentration of public facilities and services in Centers and Cores.

Secondly, the Redevelopment Plan has the potential to advance the following two of the eight goals of the SDRP:

- **Revitalize the State's Cities and Town Centers** – Revitalize New Jersey's cities and towns by investing wisely and sufficiently in improvements in their infrastructure systems, public spending programs, tax

incentives and regulatory programs to leverage private investment and to encourage infill and redevelopment in ways that are consistent with the State Plan's vision and goals.

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

8.0 PLAN IMPLEMENTATION

8.1 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 Garage B Redevelopment Plan 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 Plan Area shall be in accordance with the requirements of this Plan and Chapter 34 Subdivision of Land of the City of Hoboken Ordinance. The provisions of the 2012 Hoboken Flood Damage Prevention Ordinance shall apply.

The Official Zoning Map of the City of Hoboken is hereby amended to designate the Garage B Redevelopment Area, as the "Garage B Municipal Garage Redevelopment Plan Area".

8.2 Redeveloper Solicitation

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 Redevelopment Plan Area parcels.

The procedural standards described here will guide redeveloper selection. 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 non-residential uses, parking, traffic circulation, transportation infrastructure improvements or funding for same, 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, and other elements that are consistent with the objectives and standards of this Redevelopment Plan.
- 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.

8.3 Redevelopment Agreement(s)

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.

8.4 Acquisition

The Garage B Redevelopment Plan Area property is owned by the City of Hoboken, therefore acquisition of land is not contemplated or necessary to effectuate redevelopment.

8.5 Other Actions
Other actions may be taken by the City to further the goals of the Redevelopment Plan. These actions may include but shall not be limited to: (1) provisions for public infrastructure necessary to service new development; and (2) 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) in accordance with the provisions of a negotiated redevelopment agreement.

8.6 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.

8.7 City Designation of Redeveloper - Redevelopment Agreement

Except as described in **Section 8.2** hereof, 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.

Except as described in **Section 8.2** hereof, 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 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). All designated redeveloper(s) will be required to execute a Redevelopment Agreement satisfactory to and authorized by the City.

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

- The redeveloper, its successor or assigns shall develop the property in accordance with the uses and building requirements specified in the Redevelopment Plan and shall comply with all the terms and obligations of the Redevelopment Agreement.

- Until the required improvements are completed and a Certificate of Completion is issued by the Redevelopment Entity, the redeveloper covenants provided for in N.J.S.A. 40A:12A-9 and imposed in any Redevelopment Agreement, lease, deed or other instrument shall remain in full force and effect.
- The Redevelopment Agreement(s) shall include a provision that requires the redeveloper to provide all inclusionary affordable housing that is generated by its project, to the extent required by law or the Redevelopment 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 whether on-site or off-site. Infrastructure items include, but are not limited to parks, plazas, recreational and open space, traffic and transportation infrastructure improvements and facilities, gas, electric, water, sanitary and storm sewers, flood mitigation, telecommunications, streets, curbs, sidewalks, street lighting and street trees or other improvements.
- All infrastructure improvements shall comply with applicable local, state and federal law and regulations. All utilities shall be placed underground.
- 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.

- At a minimum, the Redevelopment Agreement shall provide that the redeveloper shall be responsible to post sufficient escrows to cover 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

8.8 Approvals Process

This **Section 8.8** shall not apply to redevelopment projects that meet the requirements of C-1 Zoning District. For projects that deviate from the requirements of the C-1 Zoning District, 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 for redevelopment projects that require a Redevelopment Agreement pursuant to **Section 8.2:**

8.8.1 City Consistency Review

Once a Redevelopment Agreement is in place, the designated redeveloper shall prepare an application for Planning Board approval, as outlined in the next paragraph. The redeveloper shall be required to submit such application in its entirety to the City of Hoboken Department of Community Development simultaneous to the Planning Board so that Community Development staff may conduct

a review of the proposal concurrent with Planning Board professionals to ensure the project is consistent with the Redevelopment Plan, as amended, and relevant Redevelopment Agreement(s). Through the course of the Planning Board review and approval process, any substantive changes to the proposal must first be submitted to the Department of Community Development for this consistency review.

8.8.2 Planning Board Review Process

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. 40:55D-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) and a Redevelopment Agreement has not been fully executed. 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 confirmation from the City as per the paragraph above (“City Consistency Review”), stating that the application is consistent with the Redevelopment Plan and Redevelopment Agreement.

8.8.3 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.

8.8.4 Subdivision Review

Any subdivision of lots and parcels of land within the Redevelopment Plan Area shall be in accordance with the requirements of this Redevelopment Plan, the Redevelopment Agreement, and Chapter 34 Subdivision of Land of the Hoboken Municipal Code, except that where this Redevelopment Plan contains provisions that differ from those in the subdivision ordinance, this Plan shall prevail.

8.9 Other Superseding Provisions

Terms and Definitions: Any terms or definitions not addressed within this Redevelopment Plan shall rely on the applicable terms and conditions set forth in the Zoning Ordinance of the City of Hoboken.

Other Applicable Design and Performance Standards: Any design or performance standards not addressed within this Redevelopment Plan shall rely on the applicable design and performance standards set forth in the Land Development Ordinance of the City of Hoboken. 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.

Conflict/Severability: Any word, phrase, clause, section or provision of this Redevelopment Plan, found by a court and other jurisdiction to be invalid, illegal or unconstitutional, such word, phrase, section or provision shall be deemed severable and the remainder of the Redevelopment Plan shall remain in full force and effect.

8.10 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 Plan 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 Plan Area on the basis of race, creed, color, national origin, ancestry, affectional preference, marital status or gender.

8.11 Amendments to the Redevelopment 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.

8.12 Duration of Plan – Certificates of Completion & Compliance

Upon the inspection and verification by the Redevelopment Entity that the redevelopment of a parcel subject to a Redevelopment Agreement has been completed, a Certificate of Completion and Compliance will be issued to the redeveloper and such parcel will be

deemed no longer in need of rehabilitation. This Redevelopment Plan will remain in effect until Certificates of Completion have been issued for the designated Area In Need of Redevelopment. Upon the issuance of such Certificate of Completion and recording of same, this Redevelopment Plan shall become the underlying zoning and the Redevelopment Plan will no longer be in effect.

8.13 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 open space or parks, 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 may 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.

Nothing in this Plan shall limit the ability of the City to negotiate a Redevelopment Agreement with the designated redeveloper that requires that the designated redeveloper will provide benefits and amenities for the City that do not directly relate to the needs generated by its redevelopment project.

