

Memorandum

Hoboken Redevelopment Plan

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To Fred Bado
City of Hoboken
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Subject **Redevelopment Plan Summary and Comment Sheet**

The purpose of this memo is to outline the key decisions and seek feedback and recommendations from the City Council to finalize the Hoboken Terminal and Yard Redevelopment Plan. The memo is formatted to provide a concise summary of the Redevelopment Plan. Each section starts with the general requirements in the Plan and the key factors that influence the decision making and design process. The NJTRANSIT/LCOR proposal response to the plan is then listed. Finally attached there is a comment page which corresponds to each section in which to provide feedback. Please refer to the Draft Redevelopment Plan sections for more details and return the attached comment sheet to Mr. Fred Bado, Hoboken Community Development Director.

REDEVELOPMENT VISION AND PLANNING FRAMEWORK

The purpose of this Plan is to set forth a vision for the Hoboken Terminal and Yard Redevelopment Area including illustrative concepts, general recommendations, and specific provisions for land use, open space, circulation, height, density and bulk. Through a public input process and a detailed site-analysis, a set of planning principles were identified to establish a planning framework to guide the Redevelopment Plan:

- Support transit use by employing the principles of transit-oriented development.
- Respect the existing context on the northern edge of the site.
- Create a transition zone between established Hoboken neighborhoods to the north and Jersey City to the south.
- Create a vibrant mix of uses in close proximity to transit.
- Create new public open spaces and increase public access to the waterfront.
- Promote pedestrian friendly design and improve circulation into and around the site.
- Create gateways into Hoboken from the south and into the site.
- Protect and maximize views to and from the site.
- Utilize the potential of the site as a key economic growth area for Hoboken.
- Create a sustainable development.

KEY DECISIONS

In general, the Redevelopment Plan envisions a mixed-use development with improvements to land use, open space, circulation, and the built environment; transforming an underutilized area into a vibrant community. The following are the key decisions that will need conformed by the council.

1. Land Uses
2. Open Space
3. Height and Bulk
4. Circulation
5. Infrastructure

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01. LAND USES

- Residential Mixed-Use District
- Commercial Mixed-Use District
- Transit-Centered Zone

KEY FACTORS:

- Transit Orientated Development is maximized when it contains a mixture of commercial, residential retail uses.
- The proximity of five major public transit lines makes the site is a prime location for transit-oriented development.
- The mix of commercial and residential uses on site will encourage 24-hour activity.
- Allowing TOD development on the Terminal site will create jobs and a new source income for the City of Hoboken.

PLAN SUMMARY

The Hoboken Terminal and Yard Redevelopment Plan recommends new land uses for the site that promote activity, promote transit use and support economic development, and are compatible with surrounding development. These uses are defined by three districts within the Redevelopment Area: the Residential Mixed Use district (R-MU), the Commercial Mixed Use district (C-MU), and the Transit-Centered District (TC).

The RMU district is located on the western portion of the site and is a primarily residential zone. Retail uses are recommended at the ground levels to establish street-life along Observer Highway. This area is the residential heart of the Plan and provides the housing needed to ensure a successful 24-hour Transit-Oriented Development.

The CMU district is the commercial core of the site, providing a concentration of office and commercial uses in close proximity to mass transit in the center of the site. Retail uses are located at the base levels of commercial development to promote ground level activity and enliven public plazas and open spaces in this district. Residential uses are also permitted.

Similar to current conditions, the Transit-Centered District maintains primarily transportation uses. However the Redevelopment Plan also recommends retail and hospitality uses within this area in order to reactivate the interiors of the Ferry Building and Terminal Shed, restoring the station area to its former glory as a busy, mixed-use node.

NJTRANSIT/LCOR PROPOSAL - 15 – 20 Year Phased in Transit Oriented Development

Mixed Uses

- Commercial Office - 4.3 million SF
- Retail/Entertainment - 500,000 SF
- Hotel – 208,000 SF
- Major Infrastructure Improvements (+ \$500 Million)
- Residential
 - 3078 Residential Units (2463 market units)
 - 20% affordable / workforce (615 units)

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02. OPEN SPACE

- Public Open Space requirements
- Open space to be provided on-site
- Other recommended public open space

KEY FACTORS:

- Hoboken seeks to create more public open spaces and access to its waterfront.
- This plan promotes large central public open spaces and gathering places more waterfront access with water views.
- The proposed Freedom Park specifically allows for wide sweeping views of lower Manhattan.
- New and restored public plazas create unique community gathering places.
- Private open spaces on upper floors also provide amenities for residents on site.

PLAN SUMMARY

Currently Hoboken wants more open space; this is an important public amenity for its residents. This plan aims to create a significant amount of new open space, the majority of which is readily accessible for public use. New or improved open spaces and parks include:

- Henderson Gateway
- Pocket Parks/Shared Spaces
- Washington Steps and Freedom Park
- Bus Terminal Green Space
- Lackawana Promenade
- Restored Public Piers
- Warrington Plaza
- Temporary Open Space Barges
- Green Roofs, Pocket Parks and Corridors
- Upper Level Private Courtyards / Residential Open Space

NJTRANSIT/LCOR PROPOSAL

Restored Ferry and Train Terminal Plazas
Restored Ferry Terminal with Public Amenities and Retail
Rebuild Piers with Public Access
Pedestrian/Bicycle Walkway to Jersey City
Restored Records Building and Plaza
Green Courtyards/Pocket Parks
Enhanced Waterfront Access
Elevated Freedom Park
Green Corridor along Ferry Blvd
Sustainable Development with Green Infrastructure Systems
Public and Private Amenities

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03. HEIGHT AND BULK

Permitted FAR = 6 (Floor Area Ratio)

The plan proposes low-rise, mid-rise, and high-rise development in order to allow for variation in building types, and also to allow for a height transition of structures on the site towards Jersey City.

KEY FACTORS:

- The 6- FAR was determined by examining the existing permitted FAR of several sites including the Public Works Garage site on the north side of Observer Highway
- The existing Waterfront District contains taller structures and higher FAR
- Jersey City permits 12 - FAR and does not restrict heights of development.
- The total NJTRASIT site is in both Hoboken and Jersey City and thus lends itself to be a transition zone between the two communities.
- Specific provisions for street walls and view corridors along Observer Highway ensure that at the street level, the development is pedestrian/bicycle friendly with an inviting and lively street frontage.
- Taller structures are setback from the street to reduce the presence of the towers.

PLAN SUMMARY

This Plan establishes certain floor area, height and bulk regulations within the Redevelopment Area. The density for the site is defined by a maximum FAR of 6 across the site with the acreage used to generate FAR totaling approximately 36 acres. (Water Acreage was not used to generate FAR) A 6 FAR on 36 acres yields approximately 9.2 million square feet of new development and excludes the square footage of existing buildings which will remain on the site.

The 9.2 million square feet of development is distributed within three areas: the Transition Density Area, the High-Density Area, and the Transit-Centered Low Density Area. Different height and bulk regulations apply with each district, allowing the Plan to achieve three varied built environments within the Redevelopment Area. The primary regulatory measure used within the three density zones are height limits, which result in low-rise buildings, mid-rise buildings, residential towers, and office towers.

NJTRANSIT/LCOR PROPOSAL - FAR 6

Commercial Office	4.3 Million SF
Residential	4.2 Million SF
Retail/Entertainment	.5 Million SF
<u>Hotel</u>	<u>.2 Million F</u>

Total Square Feet 9.2 Million SF

Heights w/Setbacks

- 85' Base Structures (Street Wall)
- 200' Mid Rise Structures (Setback from Street Wall)
- 450' + 50' top - Residential High Rise (Setback from Mid Rise)
- 630'+50' top Commercial High Rise (Setback from Mid Rise)

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04. CIRCULATION

Traffic Circulation Improvements
Gateway Appearance
Parking Systems
Service and Loading Systems
Pedestrian/Bicycle Friendly Roadways
Enhanced Gateway

KEY FACTORS:

- Currently the Terminal Area is not pedestrian or bicycle friendly. The Observer Highway Gateway to Hoboken is an uninviting, semi industrial busy arterial. The circulation pattern around the Terminal Area is very inefficient and presents pedestrian safety issues. One of the main goals in the plan is to create an efficient and safe, pedestrian and bike-friendly circulation system with adequate parking and service roads that serves the new development AND enhances the Gateway to the Hoboken community.
- The plan will organize the existing circulation systems; vehicle traffic, pedestrian/bicycle pathways, sidewalks, parking and service roads. Roadway and traffic improvements including timed traffic lights, realigned roads parking plan and other measures are detailed in the plan. The TOD will also be an opportunity to reduce overall auto ownership by expanding bicycle usage, car sharing and parking management programs.
- The new development on site will allow the city of Hoboken to address roadway and circulation issues without using tax payer dollars.

PLAN SUMMARY

The Redevelopment Plan recommends a circulation framework that ties together different components of the site. The Plan identifies general locations for new vehicular roads, service roads, bicycle paths and pedestrian paths. It also recommends general traffic/road improvements and parking/loading requirements for new development. The plan recommends the redevelopment of the Bus Terminal area into a safe, efficient and pedestrian/bicycle friendly area.

The main circulation recommendations creating a new service road on-site located behind the new development to provide parking access and deliveries. Timed traffic flow with controlled left hand turns and realigned roadways will promote traffic flow. Observer Highway is to be transformed into a grand boulevard with landscaped medians, Class I separated Bicycle Lane, unified lighting program and controlled pedestrian crossings. The new "Ferry Boulevard" will be a attractive and functional Gateway into to the City of Hoboken.

NJTRANSIT/LCOR PROPOSAL

- New "Ferry Boulevard" Gateway to City
- Landscaped medians and left turn lanes
- Redesigned 5 Point Intersection
- Synchronized Traffic Lights at Intersection
- Wide Pedestrian Walkways & Crossings
- Dedicated and Separated Bicycle Lanes
- Adequate on and off street parking
 - 2,550 Total New Parking Spaces
 - Car Sharing – Zip Car Programs
 - Managed Shared Parking Plan

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05. INFRASTRUCTURE

- Combined storm and sanitary sewer
- Wet weather pump stations
- Infrastructure to service redevelopment area

KEY FACTORS:

- The existing utility infrastructure near the site is over one years old and do not meet today's standards. The combined storm and sanitary sewers do not have adequate capacity and contribute to flooding in the Southwest section of the city and do not meet today's environmental effluent disposal standards.
- Redevelopment of this area will require the replacement of these aging utility systems combined with NHMUA installation of wet weather pumps will greatly reduce the flooding problems.
- The City of Hoboken does not have the financial resources today to address these issues and redevelopment will resolve these infrastructure issues without using local tax dollars.

PLAN SUMMARY

The current infrastructure system in the Redevelopment Area is outdated and undersized, leading to flooding during heavy rains. Additionally, new development in the area will increase demands on existing infrastructure. Therefore this plan recommends certain infrastructure improvements including the replacement of the combined storm and sanitary sewer in Observer Highway, the expansion of utility infrastructure to service the Redevelopment Area, and the implementation of sustainable site infrastructure using state-of-the-art technology.

