RESOLUTION MEMORIALIZING REVIEW AND RECOMMENDATIONS TO CITY COUNCIL REGARDING AN ORDINANCE ADOPTING THE HOBOKEN YARD REDEVELOPMENT PLAN

WHEREAS, the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1, et seq. (the "LRHL"), authorizes municipalities to determine whether certain parcels of land in the municipality constitute areas in need of redevelopment; and

WHEREAS, in accordance with the LRHL, the City Council of the City of Hoboken (the "City Council") adopted by Ordinance on November 5, 2014, a Redevelopment Plan known as the "Hoboken Yard Redevelopment Plan" for the redevelopment of certain properties known and designated on the Tax Map of the City of Hoboken as Block 229, Lots 1 and 2, and Block 139, Lots 1.1, 1.2, 1.3, 2, 3, and 4, which was determined to be an area in need of redevelopment pursuant to N.J.S.A. 40A:12A-1, et seq.; and

WHEREAS, pursuant to N.J.S.A. 40A:12A-7, City Council submitted the Hoboken Yard Redevelopment Plan to the Planning Board of the City of Hoboken (the "Board") for its review and recommendations, including any modifications, for City Council's consideration; and

WHEREAS, pursuant to N.J.S.A. 40A:12A-7(e), the Board's Planner transmitted a report dated November 26, 2014, attached as Exhibit "A", concluding that the Hoboken Yard Redevelopment Plan is consistent with and designed to effectuate the Hoboken Master Plan of 2004, as updated by the Reexamination Report of 2010, and that it promotes the goals and objectives of the City Master Plan, namely by fostering development of mixed use along Observer Highway, larger housing units to increase the availability of housing for families, affordable housing, and promoting employment and a variety of commercial and public uses near the City's existing transportation hub; and

WHEREAS, the Board concurs with the letter from the Board Planner dated November 26, 2014; and

WHEREAS, at the Board's regular meeting of December 2, 2014, the Board conducted a thorough review of the proposed Hoboken Yard Redevelopment Plan, listened carefully to the Public's comments and determined that it should make recommendations, notwithstanding the fact that the Board found the proposed redevelopment plan to be consistent with and designed to effectuate the City's Master Plan.

NOW, THEREFORE, BE IT RESOLVED by the Planning Board of the City of Hoboken, in the County of Hudson and State of New Jersey, on the 2nd day of December, 2014, upon a motion made by Daniel Weaver and seconded by Frank Magaletta that the Board has reviewed the proposed Hoboken Yard Redevelopment Plan and has determined that the Plan is consistent with the Master Plan; and

AND, BE IT FURTHER RESOLVED, that the Planning Board makes the following recommendations:

1. The Governing Body should consult with the Historic Preservation Commission prior to entering into any Redeveloper Agreement which would encompass historic buildings or neighborhoods as identified in the plan.

2. Preserve the Washington Street corridor as either open space or roadway at grade.

3. Based upon public concerns, the Council should review existing height and shadow considerations.

4. Consider requiring that a "*Transportation Demand Management Plan*" be incorporated into each Redeveloper Agreement.

5. Consider maintaining access to the existing businesses along Hudson Place.

6. Some consideration should be given to establishing appropriate sunset provisions to cover non-performance.

7. The City should undertake transportation modeling for the adjacent roadways to ensure the circulation plan will work.

8. Phasing should be balanced. By way of illustration, the Board suggests that the residential component should not be completed first.

9. The buildings, whether residential or commercial, should be required to include loading zones within the building or in the rear of the building and they should be accessed from the service road.

10. The City should consider appropriate facilities to accommodate pets, such as dog runs.

11. In considering open space, street level green space and parks should be a priority.

12. Consistent with the City's policy, the Board recommends that a cost benefit analysis be undertaken prior to the issuance of any tax abatement within this plan.

13. The Council should consider establishing a panel of design professionals as selected by the NJAIA to determine design excellence in order to achieve a bonus.

VOTE ON ROLL CALL:

IN FAVOR: Gary Holtzman; Frank Magaletta; Stephen Marks; Brandy Forbes; Ravi Bhalla; Daniel Weaver; Sasha Conroy; Caleb McKenzie

OPPOSED: Ann Graham

BE IT FURTHER RESOLVED that a copy of this Resolution be forwarded to the Clerk of the City of Hoboken for distribution to City Council.

12/4/2014

Gary Holtzman, Chairman
Hoboken Planning Board

CERTIFICATION

It is hereby certified the attached is a true copy of the Resolution considered and duly adopted as to form by the Planning Board at its regular meeting on December 2, 2014.

Patricia Carcone, Secretary

Exhibit "A"

Engineers Planners Surveyors Landscape Architects Environmental Scientists Customer Loyalty *through* Client Satisfaction

November 26, 2014

Ms. Patricia Carcone
Planning Board Secretary
Hoboken Planning Board
94 Washington Street, Second Floor
Hoboken, NJ 07030-4585

Re: Review of Hoboken Yard Redevelopment Plan, October 2014
MC Project No. HOP-133

Dear Ms. Carcone:

On November 5, 2014, the City Council introduced an ordinance to adopt the Hoboken Yard Redevelopment Plan, October 2014. The proposed ordinance and redevelopment plan have been referred to the Planning Board for its review and recommendations pursuant to N.J.S.A. 40A:12A-7.

This office has reviewed the following background documents related to the ordinance amendment:

- Ordinance #Z-317, Adopting the "Hoboken Yard Redevelopment Plan, October 2014", Introduced November 5, 2014;

- Memorandum from Director Brandy Forbes to Hoboken Planning Board, dated October 30, 2014.

The Hoboken Yard Redevelopment Plan covers a linear area along Observer Highway adjacent to the transit yard from Jefferson Street to Hudson Place at the Terminal. Generally, the 8 redevelopment parcels along the redevelopment area have been divided between the north-south streets and along Hudson Place as follows:

1. Site 1 (Between Washington and Bloomfield Streets) – 0.63 Acres
2. Site 2 (Between Bloomfield and Garden Streets) - 0.80 Acres
3. Site 3 (Between Garden and Park Streets) – 0.56 Acres
4. Site 4 (Between Park Street and Willow Avenue – 0.55 Acres

5. Sites 5 & 6 (Between Willow Avenue and Newark Street) – 1.21 Acres
6. Site 7 (Between Grand and Jefferson Streets) – 1.58 Acres
7. Site 8 (adjacent to the south of Hudson Place) – 1.09 Acres
8. Site 8A (adjacent to the south of Hudson Place) – 0.72 Acres

We have the following comments on the proposed redevelopment plan: 1. The Plan essentially splits the linear redevelopment area at Park Street to a westerly portion to Jefferson that is mixed-use with residential over retail and an easterly portion to Hudson Place that is mixed use with office over retail. This land use split is consistent with the land use context in the blocks along the north side of Observer Highway.

2. The proposed FAR and building height is represented as being based on a "contextual" analysis of existing building heights along Observer Highway and the Plan Framework proposes that both FAR and height increase from west to east as the redevelopment parcels are closer to the Hoboken Terminal. The concept of increasing development intensity with shorter walking distance from transit (page 37) is consistent with the "Walkable Streets" criteria (Neighborhood Pattern and Design Credit 1) of LEED for Neighborhood Development (LEED-ND).

3. Sites 5 and 6 are opposite the Neumann Leathers Rehabilitation Area. The redevelopment program for this parcel calls for 179,000 square feet of residential development in six to eight story buildings above 20,000 square feet of retail. This program is very consistent with the economic projections for redevelopment of the Neumann Leathers site and the projected FAR for this parcel is 4.0, while we expect the maximum FAR for Neumann Leathers to be 3.1 (excluding parking) and building heights of new infill development to range from 6 to 12 stories (including parking and retail levels).

4. The revisions to the redevelopment plan based on public comment are outlined in Director Forbes memo of October 30, and include the incorporation of a rear service road and the base development with bonus for achieving LEED Gold and meeting architectural creativity standards for the mixed use office parcels.

5. The revisions between the September draft and the introduced October draft redevelopment plan include an increase in the minimum three-bedroom unit requirement from 10% to 20%, while maintaining the 10% affordable requirement of City ordinance.

6. The introduction of a rear service road in the October draft enabled the creation of city blocks with the previous stub extensions of the north-south streets to become connected for pedestrian access to the service road as park/plaza spaces, while allowing a pedestrian-only block front along Observer Highway. This extension of the existing City grid is consistent with the connectivity standards of LEED-ND Walkable Streets (NPD Credit 1).

7. Observer Highway is proposed to be re-designed as a boulevard with prominent pedestrian crossings at each block intersection with the redevelopment parcels.

8. The October 30 memorandum from Director Forbes describes the economic analysis that has been done to verify the viability of the proposed development program. A similar analysis has been part of the development of the Neumann Leathers redevelopment plan and the two projects will complement each other.

9. The redevelopment plan included efforts to interact with stakeholders and focus groups to obtain input. This input is referenced on page 29 as resulting in the incorporation of service-oriented retail, live-work places and community amenities such as day care, classroom space, public space for theatre ensemble rehearsals, a large public theatre, etc., as well as the mix of office and retail or residential and retail development. This should be a consideration in the future redevelopment agreements and site plan applications that will follow to implement the redevelopment plan.

10. The public park/plaza spaces at the extended termini of the north south streets have the potential to become effective with the appropriate improvements to Observer Highway to make for safe pedestrian mobility across the busy road. Care in the design of these spaces to ensure that they are accessible and energized by adjacent retail will be needed during the site plan approval stage. These spaces should be designed with corner retail that wraps around the street level façade corners of the buildings.

11. We note that the parking standards are 0.75 spaces per dwelling unit; 0.5 spaces per 1,000 GSF of retail or related uses and 0.25 spaces per 1,000 GSF for office. We presume that these ratios were vetted by the City's professional staff prior to introduction of the Plan, but we do not have any objections as they are generally consistent with the parking analysis we have done in other redevelopment plans.

12. Page 67 of the Plan details the requirements for redeveloper designation and the execution of a redeveloper agreement prior to making application to the Board for site plan approval.

In conclusion, the proposed amendments are consistent with the City Master Plan, specifically with regard to creating opportunities for larger housing units (20% three bedroom), affordable housing and creating employment near transit.

Very truly yours,

MASER CONSULTING P.A.

David G. Roberts, P.P., AICP, LLA,
Planning Board Planner

DGR/dgr.

cc: Hoboken Planning Board (via secretary, via e-mail)
Dennis Galvin, Esq., Planning Board Attorney
Andrew Hipolit, PE, Planning Board Engineer