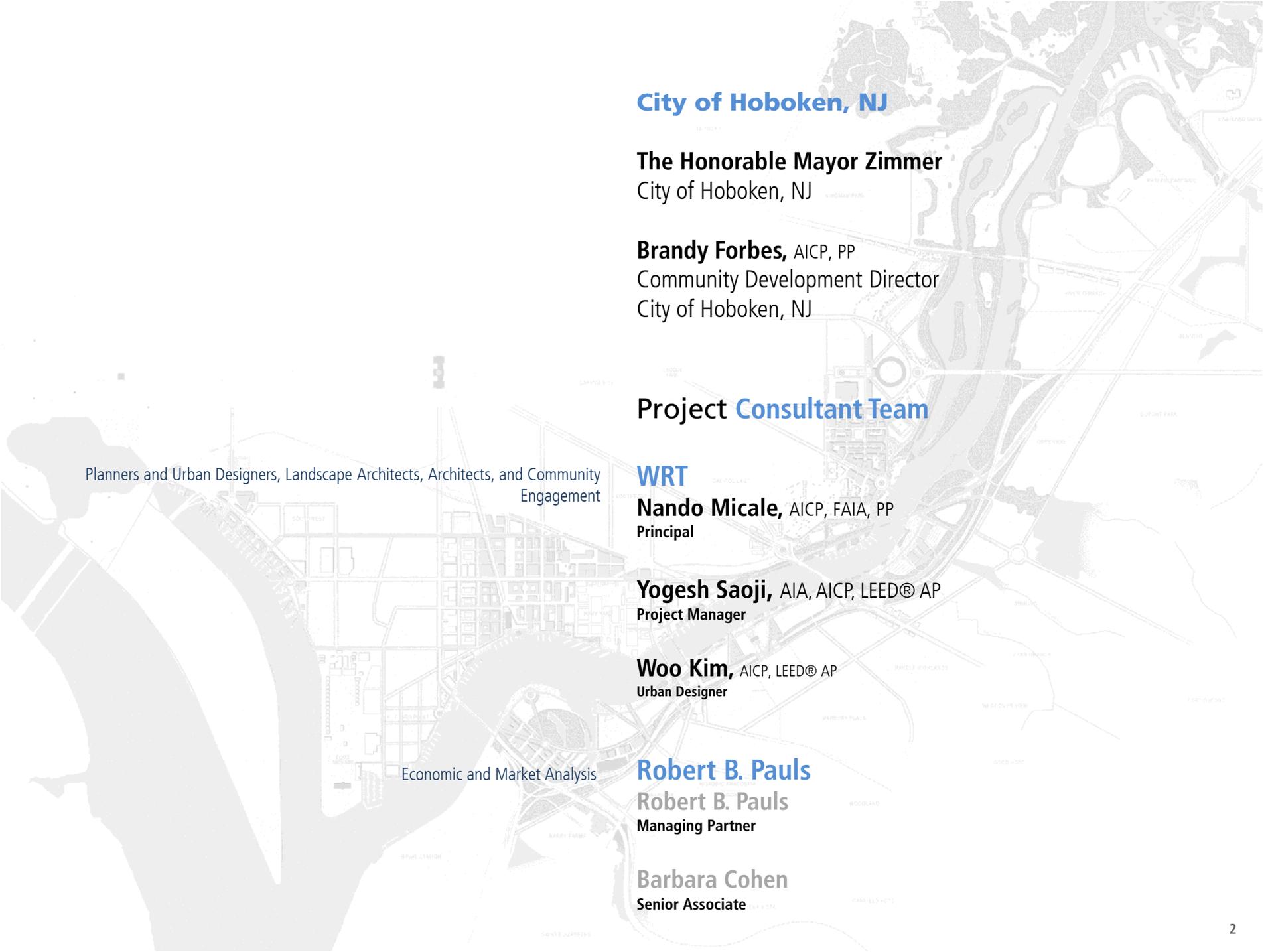




Hoboken Terminal and Yard Redevelopment Plan

Second Community Meeting

November 10, 2011



City of Hoboken, NJ

The Honorable Mayor Zimmer
City of Hoboken, NJ

Brandy Forbes, AICP, PP
Community Development Director
City of Hoboken, NJ

Project Consultant Team

WRT

Nando Micale, AICP, FAIA, PP
Principal

Yogesh Saoji, AIA, AICP, LEED® AP
Project Manager

Woo Kim, AICP, LEED® AP
Urban Designer

Robert B. Pauls
Robert B. Pauls
Managing Partner

Barbara Cohen
Senior Associate

Planners and Urban Designers, Landscape Architects, Architects, and Community Engagement

Economic and Market Analysis

Hoboken Terminal and Rail Yards Redevelopment Plan

Second Community Meeting

Agenda

1. Plan for the Full Site (Revised Project Schedule)
2. Summary Opportunities and Constraints
 - Circulation and Parking
 - Development Program, Existing Market and Fiscal Conditions
 - Previous Plans – Building Heights and Massing
3. Community Survey Findings
4. Development Options
 - Circulation Options
 - Development Program Options
 - Building Height and Massing Options
5. Discussion



Plan for the Full Site

Redevelopment Planning Process and Outcomes



Redevelopment Plan Full Site Boundaries

- **Phase I** – One Hudson Place (1.8 Acres)
- **Full Site** – Hoboken Terminal and Rail Yards (52 Acres)



Redevelopment Plan

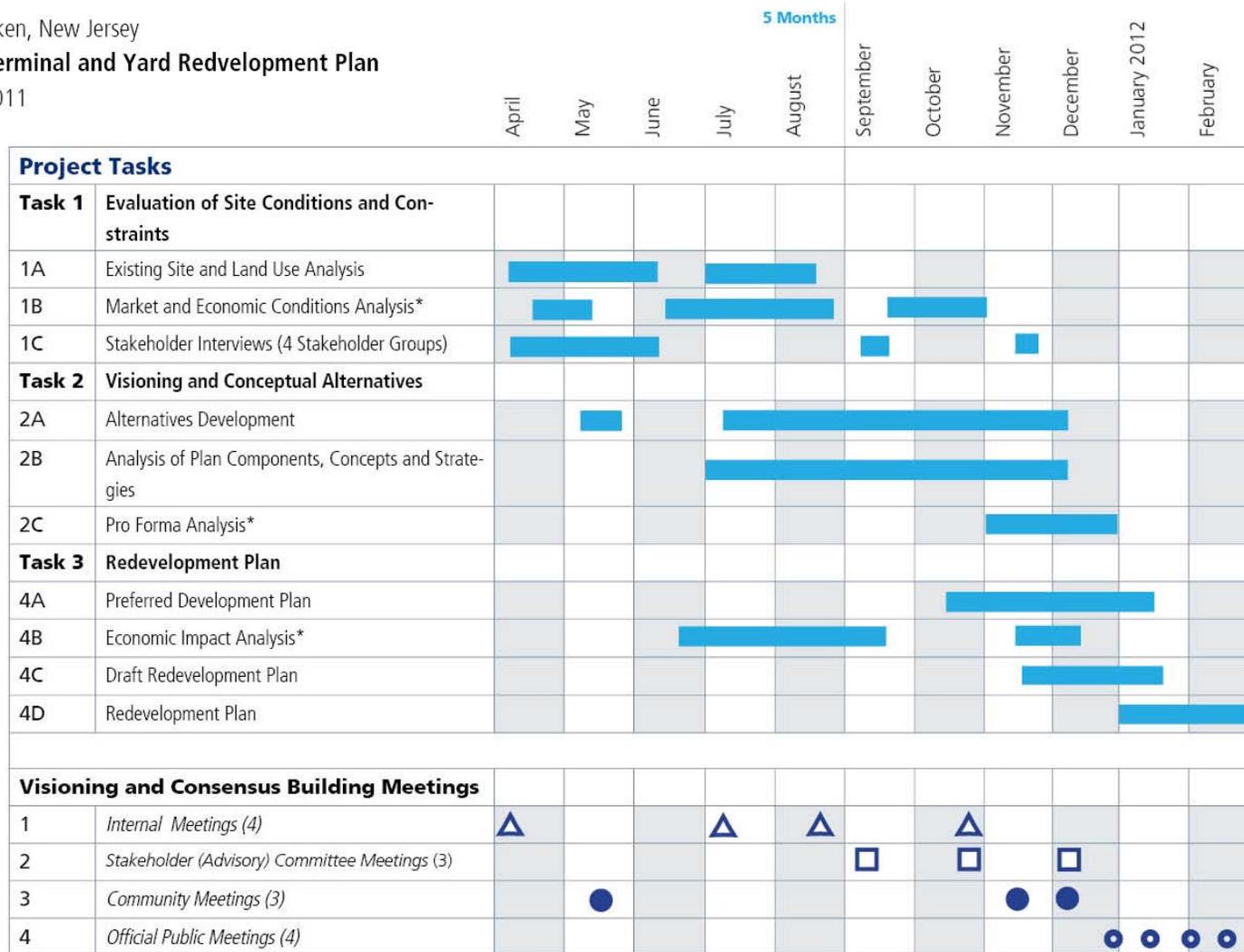
Planning Process and Revised Project Schedule

- Full Site Redevelopment Plan** (six months after completion of Phase I Redevelopment Plan)

City of Hoboken, New Jersey

Hoboken Terminal and Yard Redevelopment Plan

November 2011



* Robert B. Pauls, LLC

- Determine appropriate level of development program for the Terminal site.
- Address economic realities facing NJT and Hoboken.
- Develop a distinct place that integrates and reinforces Hoboken's image through building character and appropriate massing.
- Advance environmental, social and economic sustainability goals of the City and the region.
- Build consensus around the vision for the redevelopment.



Summary Opportunities and Constraints

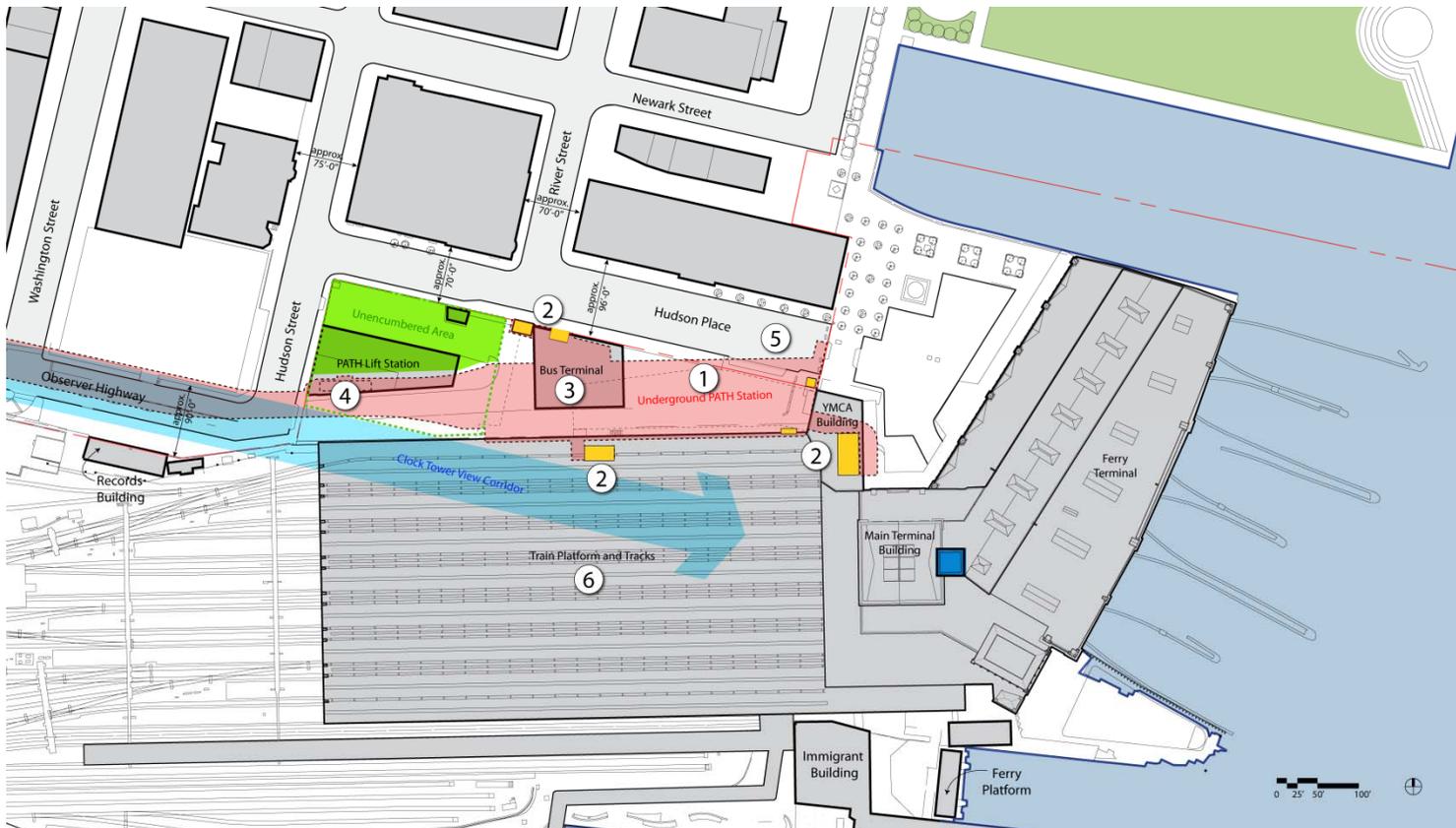
1. Transportation and Parking
2. Previous Plans – Building Height and Massing
3. Infrastructure Improvements and Amenities

Opportunities and Constraints
Full Site



- Redevelopment Area
- Existing Open Space
- Historic Resources/
Landmarks
- ↔ Major Retail Corridor
- ★ Major Transit Hub
- Buildable Area
- + Public Space Opportunity
- Gateway Opportunity
- 1 Proximity to Central Hoboken
- 2 Potential Connection to Waterfront
- 3 Potential Connection to SW Redevelopment
- 4 Potential Connection to Newport Redevelopment
- ⋯ Ferry Service Moving to Historic Location
- ⋯ Bicycle/Pedestrian Waterfront Walkway

Opportunities and Constraints Phase I Site Constraints



1. Underground PATH Location

2. Existing PATH Station Access Staircases

3. Bus Depot
• 11 Bus Loading Bays and Passenger Facilities

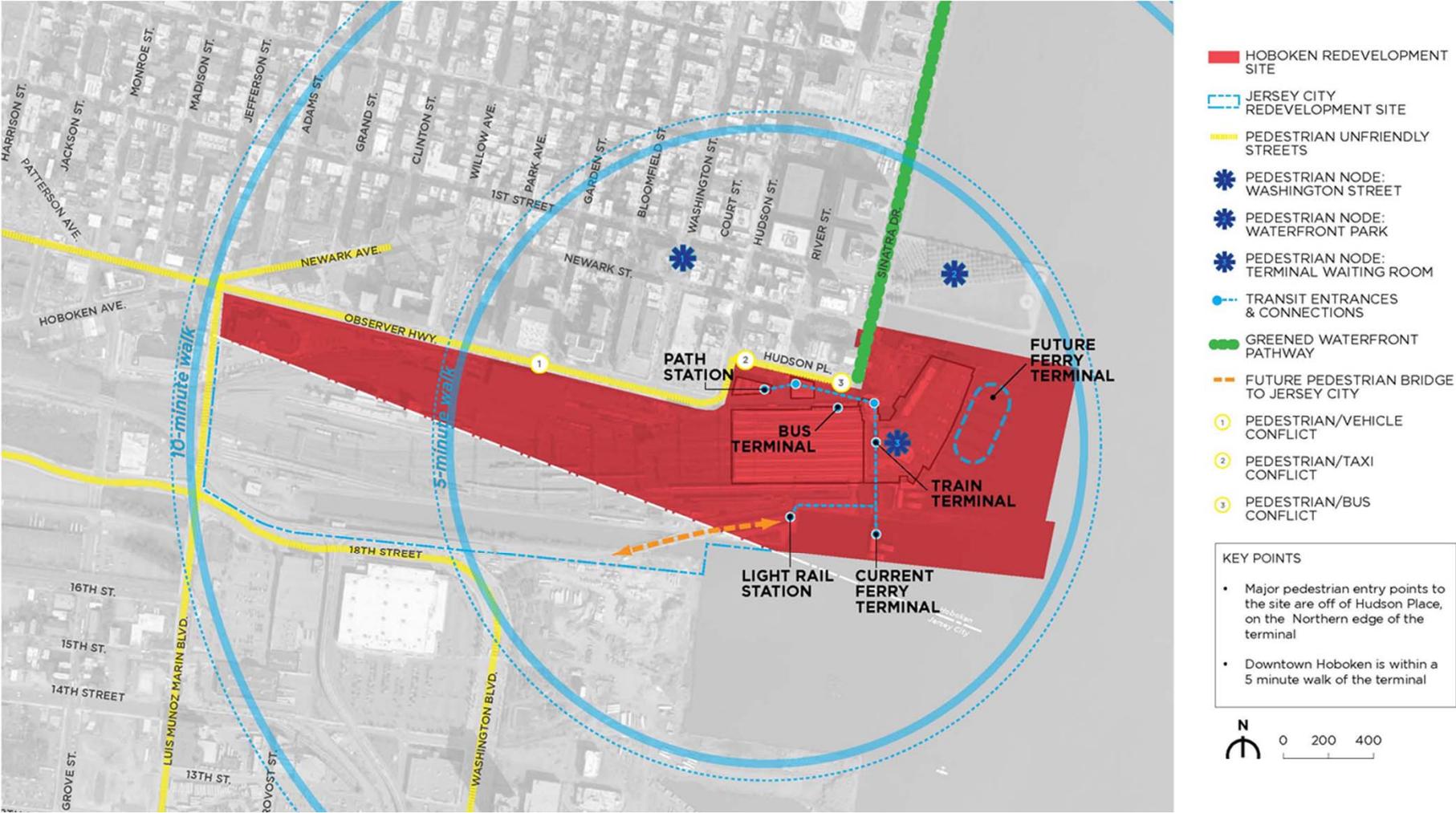
4. Existing Port Authority – Access Easement

5. Entry, Drop-off Location for Pedestrians, Jitney Buses, and Taxis

6. Adjacent Historic Train Shed Structure

Opportunities and Constraints: **Parking and Transportation**
Pedestrian Circulation

- Potential to evaluate alternative sites for the Bus Terminal within walking distance of the other modes



EXISTING CONDITIONS DIAGRAM courtesy City of Hoboken, March 2008 © FXFowle

**Full Site
Summary Opportunities and Constraints**

Market Conditions and Fiscal Impacts Review

Tax Benefits

The City of Hoboken like many municipalities has limited sources of revenue. The city does not benefit directly from increases in retail sales or income as they do not participate in the taxes from these sources that are assessed by the State of New Jersey.

Real Estate Taxes

This is virtually every municipality's primary source of revenue. The current tax rate is 4.621 per \$100 of assessed valuation. The assessed valuation is determined by the assessor based on the current market value of a property as determined by the assessor's office. This market value is multiplied by the equalization rate which is currently 29.63%. Therefore a property with a market value of \$100,000 would have an assessed value of \$29,463 and pay taxes of \$1,369.20.

However not all of the real estate tax collected goes to the City of Hoboken. A portion goes to Hudson County, another portion to the School District and the rest goes to the City. The current 2011 breakdown of these various jurisdictions are as follows.

Real Estate Tax Rates - Hoboken NJ		
	Rate per \$100	Percentage
Real Estate Tax Basis 2011	4.621	100.0%
County Tax	1.538	33.3%
Co. Open Space Tax	0.018	0.4%
School Tax	1.221	26.4%
Municipal Tax	1.711	37.0%
City Open Space Tax	0.02	0.4%
Library Tax	0.113	2.4%

Estimated Real Estate Taxes by Use		
	Total Taxes	Hoboken Taxes
Commercial Property per Sq. Ft.of Bldg	\$ 7.25	\$ 2.87
Residential Rental per Unit	\$ 3,100	\$ 1,228
Condominium per Sq. Ft of Apt. Area	\$ 9.00	\$ 3.56

Hotel Tax

In addition to real estate tax the City also collect a hotel tax. The State of New Jersey actually collects the tax and a portion is remitted to the City. We believe that the current tax rate is 4% of hotel revenue. Based on the W Hotel’s average rate of approximately \$375 per night (including weekend and other discounts) and an average occupancy of approximately 75% the average tax per room would be approximately \$4,000 per room for a hotel of a similar quality. Lesser priced hotels would of course produce less revenue and we will refine these figures should a hotel be part of any of the plans.

Parking Tax

Based on current parking rates we believe that each space public space provided would produce approximately \$250 per year in tax revenue.



Community Survey Results Planning and Design Principles

1. How would you judge the importance of redeveloping the Hoboken Rail Terminal and Yard property?
 Please check one selection.

- a. ---Not important for the future of Hoboken **3 (5.1%)**
- b. ---Somewhat important to the future of Hoboken **4 (6.8%)**
- c. ---Very important to the future of Hoboken **46 (78.0%)**
- d. ---I don't have an opinion at this point. I need to learn more **2 (3.9%)**
- e. ---None of Above ---- **4 (6.8%)**

78% OF SURVEY RESPONDENTS THINK THAT THE REDEVELOPMENT IS VERY IMPORTANT TO HOBOKEN

2. What do you believe should be the most important community goals for redeveloping **Phase I – One Hudson Place**? Please rate each goal on a scale of 1 to 10, with 10 representing the most important. Circle the number corresponding with your rating.

Important Community Goals for Phase I	Priority										Average Response Rating
	Low									High	
a. Create a new employment center	1	2	3	4	5	6	7	8	9	10	6
b. Expand the City's tax base	1	2	3	4	5	6	7	8	9	10	8
c. Create a new gateway for Hoboken	1	2	3	4	5	6	7	8	9	10	8
d. Create new open space for residents	1	2	3	4	5	6	7	8	9	10	6
e. Provide transportation improvements at the Terminal	1	2	3	4	5	6	7	8	9	10	8
f. Create sustainable design landmark	1	2	3	4	5	6	7	8	9	10	8
h. World class architectural design for Phase I	1	2	3	4	5	6	7	8	9	10	8
i. Other _____ (specify)	1	2	3	4	5	6	7	8	9	10	

SURVEY RESPONDENTS THINK EXPANDING THE CITY TAX BASE, CREATING A NEW GATEWAY/ LANDMARK, AND PROVIDING TRANSPORTATION IMPROVEMENTS ARE AMONG THE TOP PRIORITIES

4. What role do you feel the City should play in the redevelopment of Phase I and the entire underutilized areas with Terminal and Yard property? **Check the one answer that you think best applies.**
- a. Let the NJ Transit redevelop the property as they see fit and the City will control future uses through zoning.
4 (6.8%)
 - b. Leave the property as is.
3 (5.1%)
 - c. Enter into a joint agreement with NJ Transit to ensure that development achieves the community goals as per the redevelopment plan.
31 (52.8%)
 - d. It's too early for me to say, until I can learn more about what is being proposed.
8 (13.6%)
- No answer 13 (22.0%)

NEARLY A THIRD OF SURVEY RESPONDENTS THINK THAT A JOINT AGREEMENT WITH NJ TRANSIT TO ACHIEVE COMMUNITY GOALS IS THE ROLE OF THE CITY

3. If you were going to direct the City consultants on important community concerns regarding the redevelopment of the **entire (full site) Hoboken Rail Terminal and Yard property**, which of the following issues or concerns would you rate the highest? Please rate each concern on a scale of 1 to 10, with 10 representing the most important concern to address. Circle the number corresponding with your rating.

Issues and community concerns	Low Priority					High Priority					Average Response Rating
	1	2	3	4	5	6	7	8	9	10	
a. Excessive new building shadows on streets	1	2	3	4	5	6	7	8	9	10	6
b. Potential increase in traffic and demand for parking	1	2	3	4	5	6	7	8	9	10	7
c. Need to increase pedestrian safety	1	2	3	4	5	6	7	8	9	10	7
d. Building heights and contextual relationship	1	2	3	4	5	6	7	8	9	10	7
e. Capacity issues of existing infrastructure	1	2	3	4	5	6	7	8	9	10	7
f. Lack of open space and pedestrian amenities	1	2	3	4	5	6	7	8	9	10	7
g. Other _____ (specify)	1	2	3	4	5	6	7	8	9	10	

An aerial photograph of a city street scene, likely Hoboken, showing a mix of historic and modern buildings, a street with cars and buses, and a large rail yard with multiple tracks in the foreground. The image is overlaid with a semi-transparent grey box containing text.

Development Options

- 1. Circulation Options**
- 2. Program Options**
- 3. Building Heights and Massing**

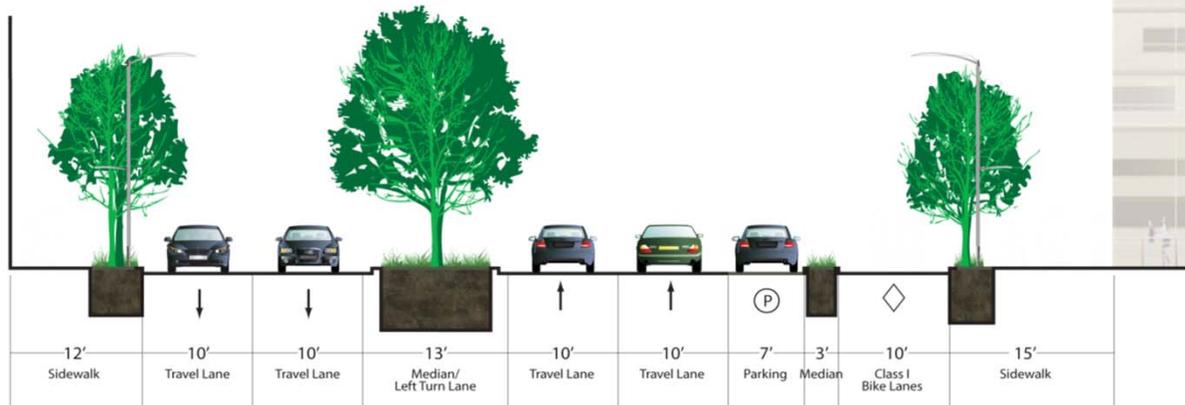
5 Minute (1,320 feet) walking distance from the Warrington Plaza / Ferry Terminal entrance



Opportunities and Constraints: **Parking and Transportation** **Observer Highway to Observer Boulevard**

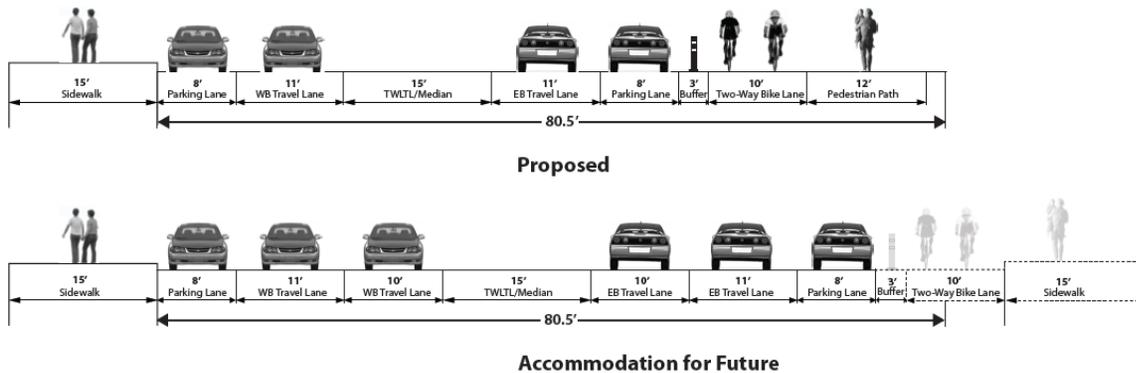
Observer Boulevard

(Proposed Redevelopment Full Site - NJ Transit)



Observer Highway

Interim Improvements – City of Hoboken / Hudson County (Marine Blvd. to Park Street Section)



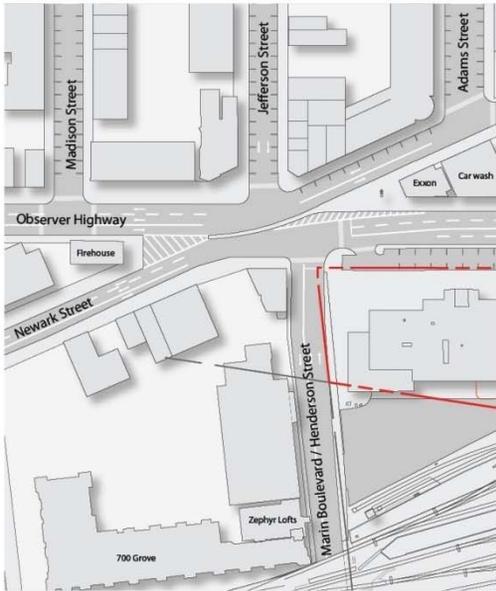
Improvements to accommodate Future Development – City of Hoboken / Hudson County



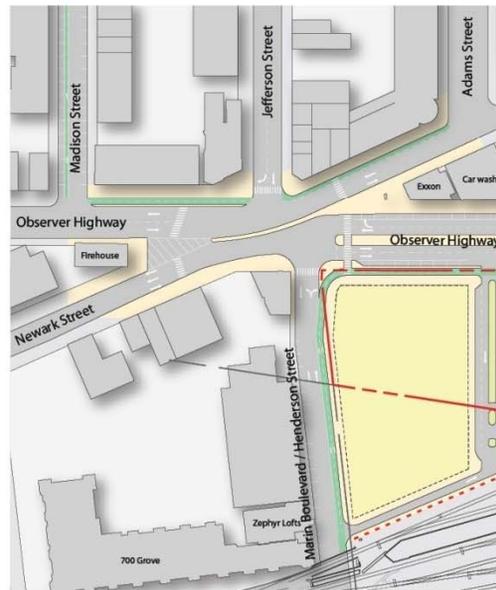
Interim Improvements – Typical Plan
(Marine Blvd. to Park Street Section)

Opportunities and Constraints: **Parking and Transportation** **Newark Street and Observer Highway** **Intersection Improvement Options**

- Jersey City/Hoboken Subregional Transportation Study, Draft Report
 - City of Hoboken Master Plan recommendations
- Recommendations from the previous redevelopment planning efforts



Option A Ref: Hoboken Master plan

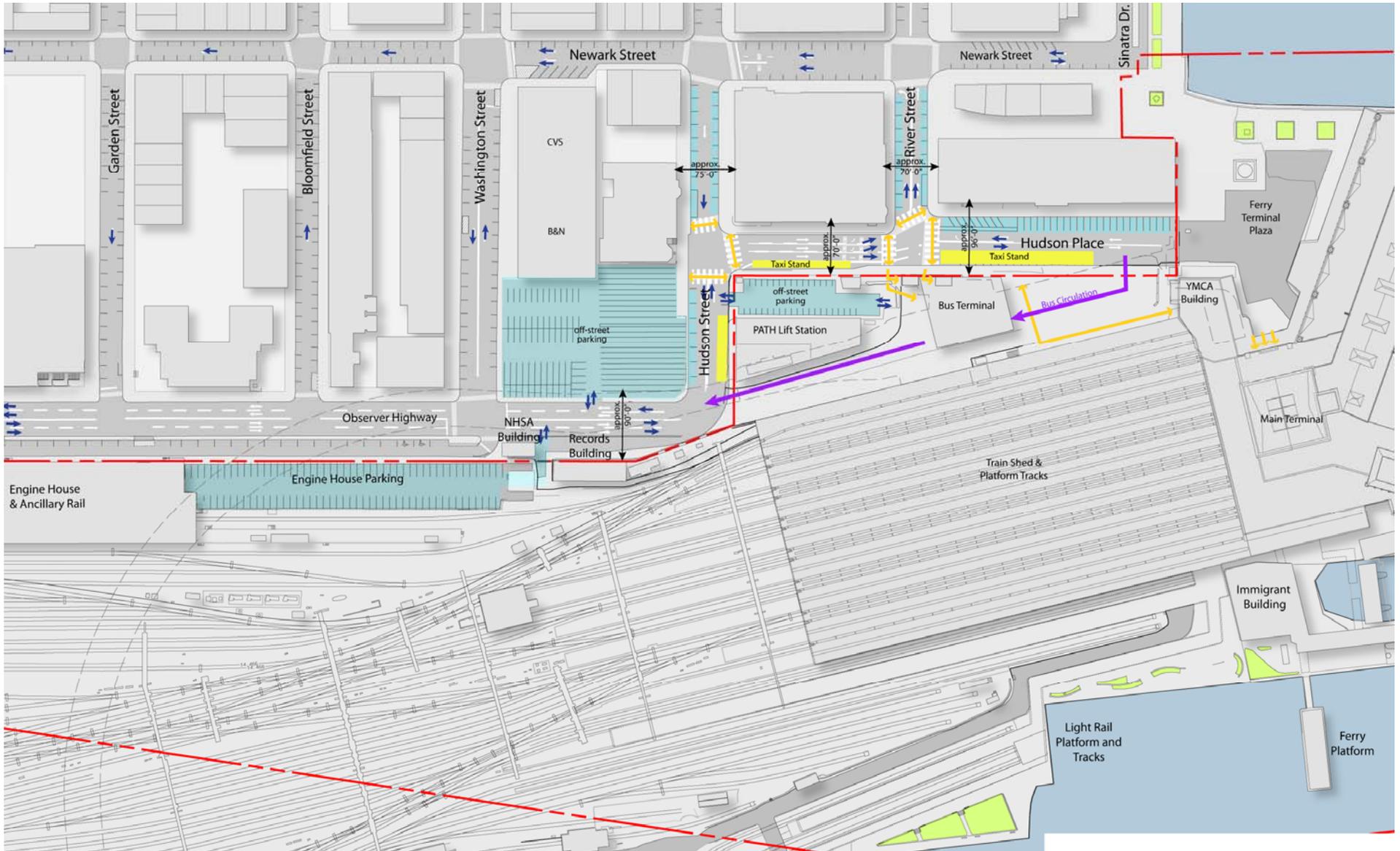


Option B Addition of bike lanes

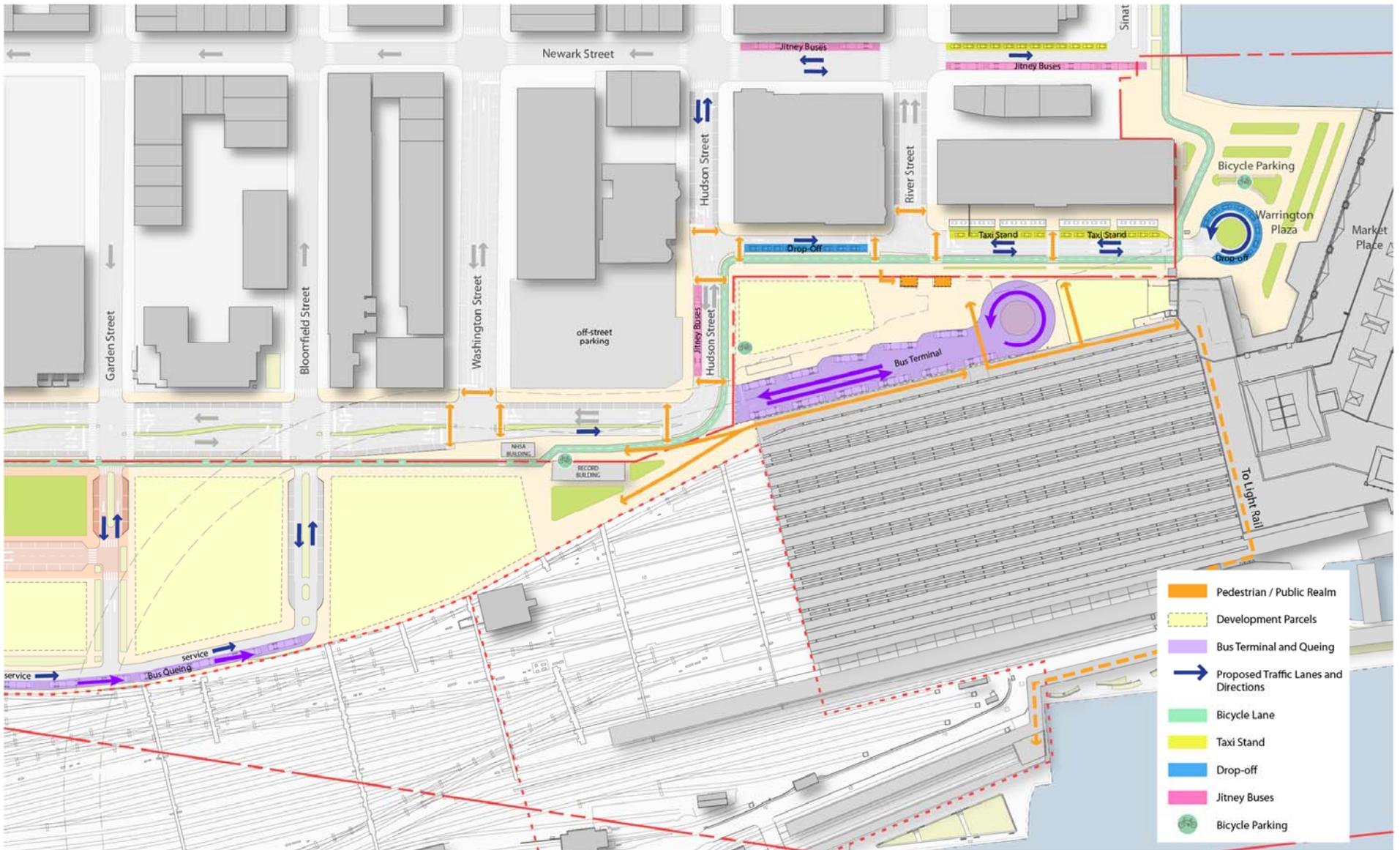


Option C Addition of bike lanes

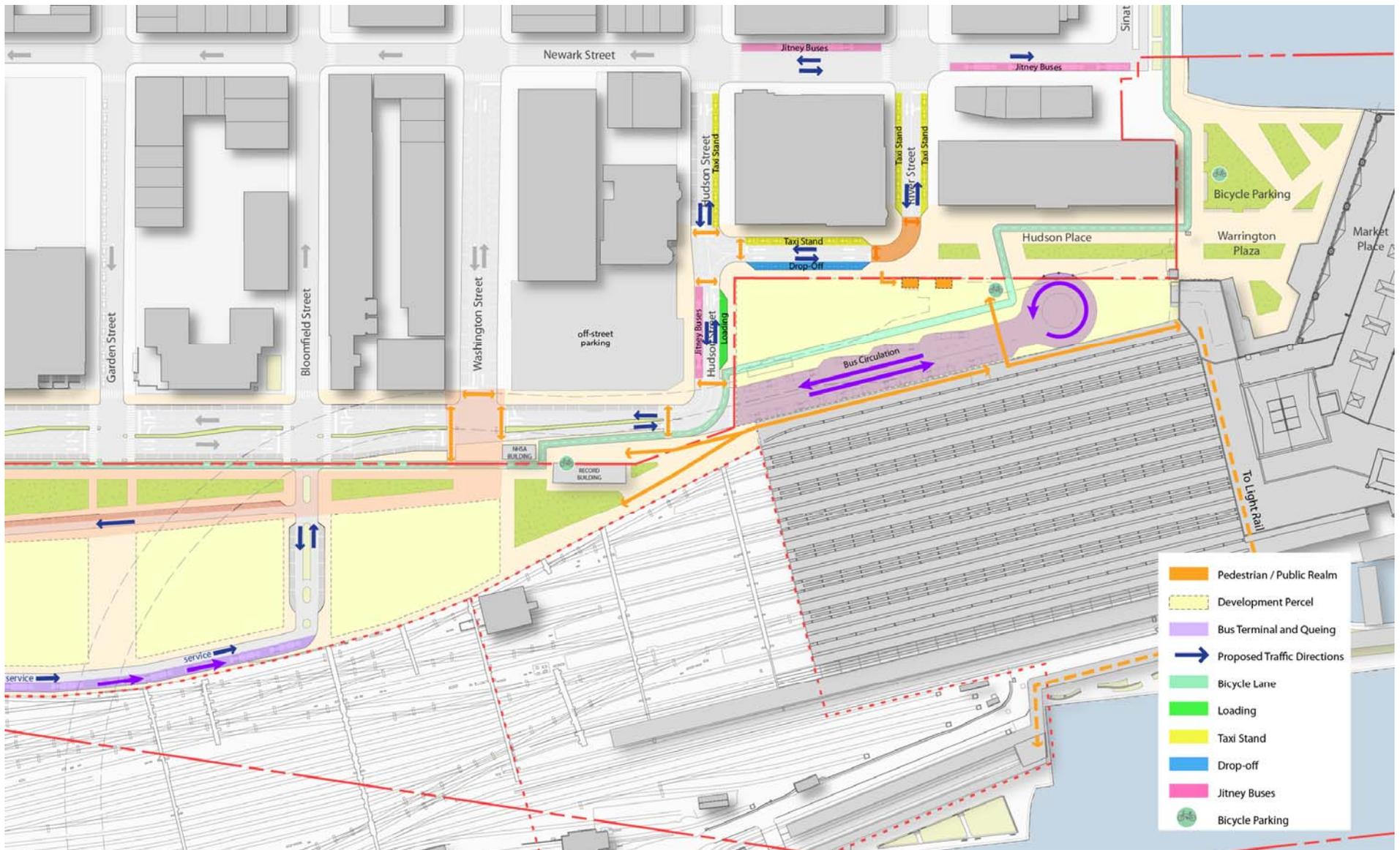
Opportunities and Constraints: **Parking and Transportation**
Existing Vehicular Circulation



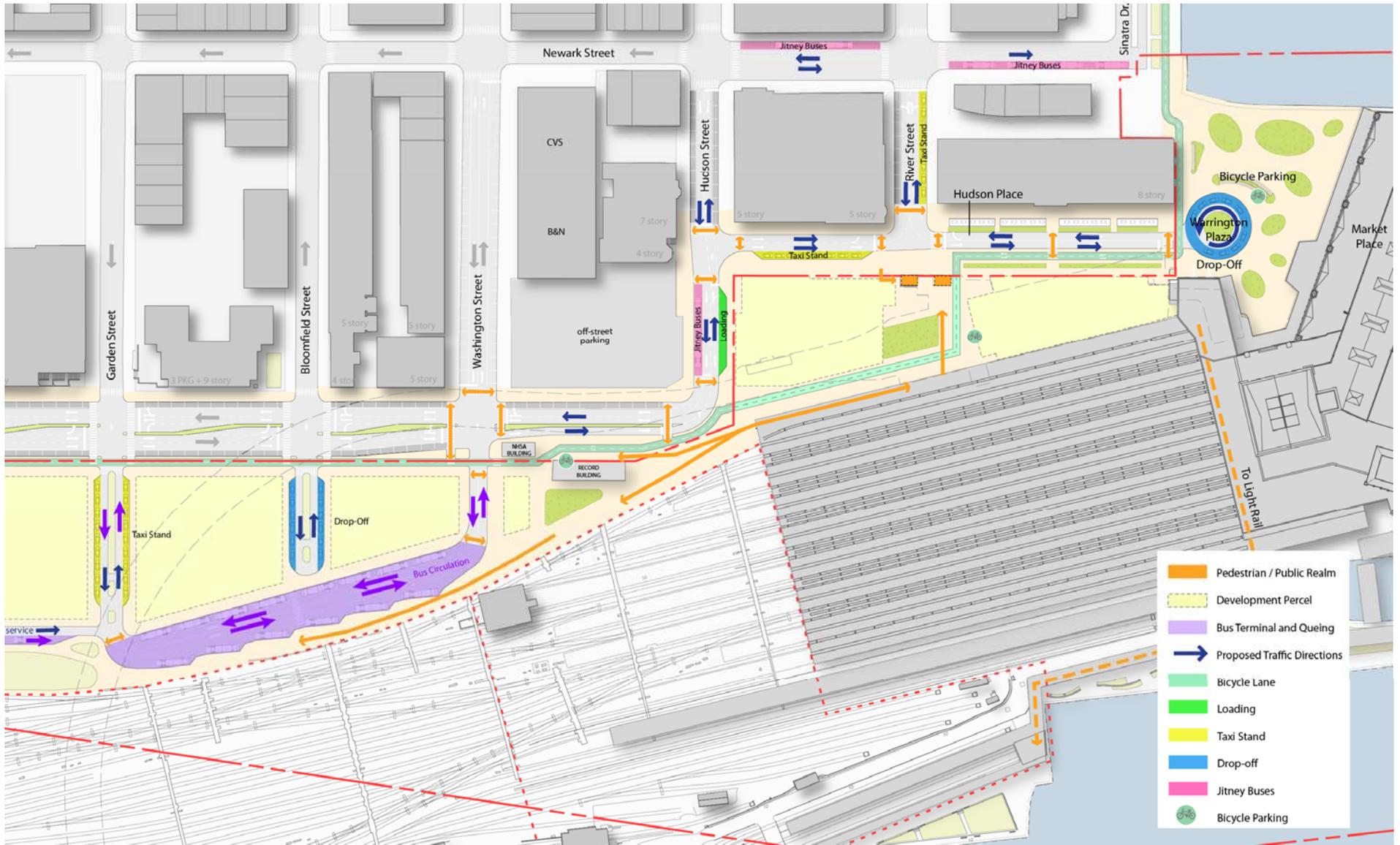
Parking and Transportation Circulation Option A



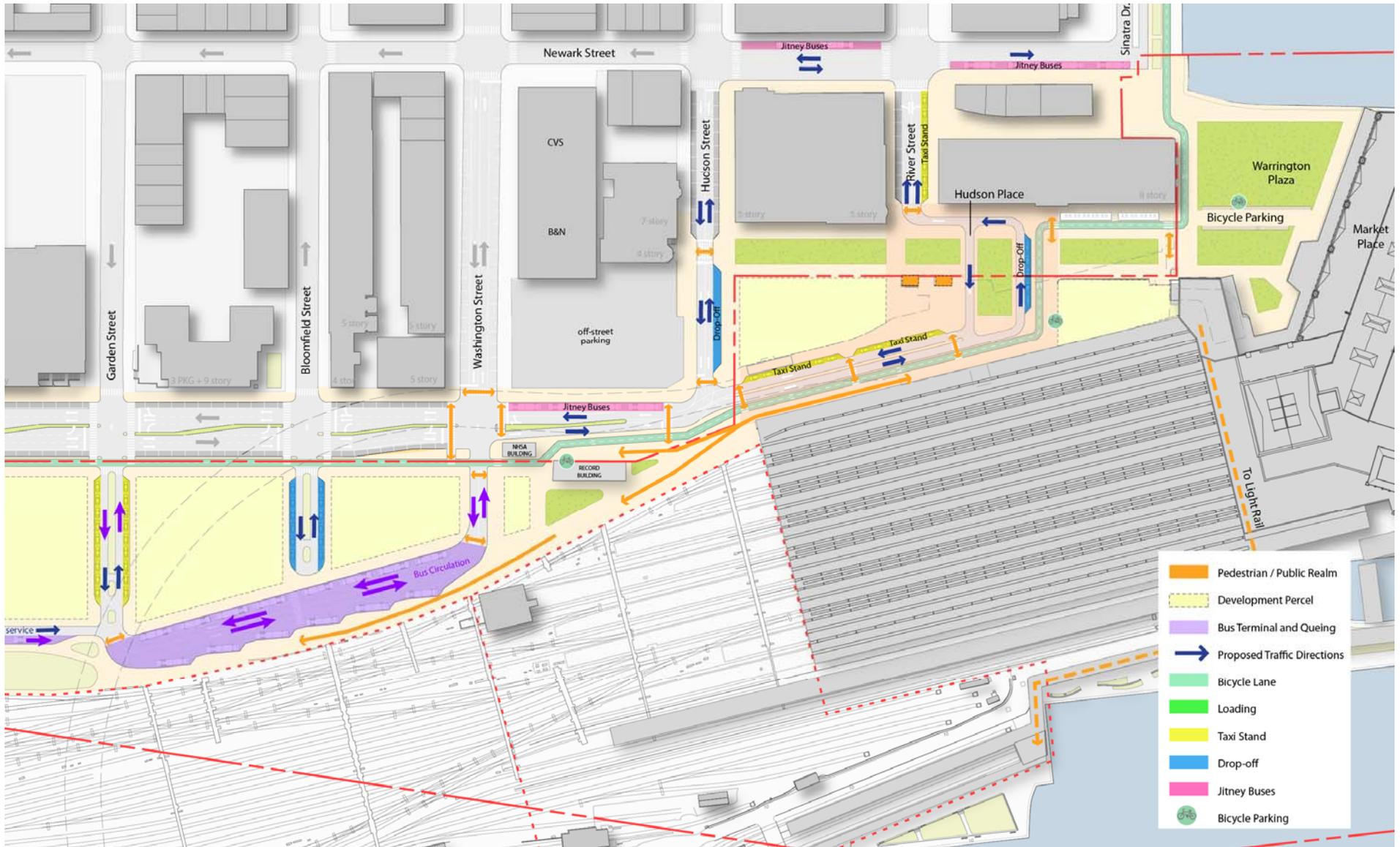
Parking and Transportation Circulation Option B



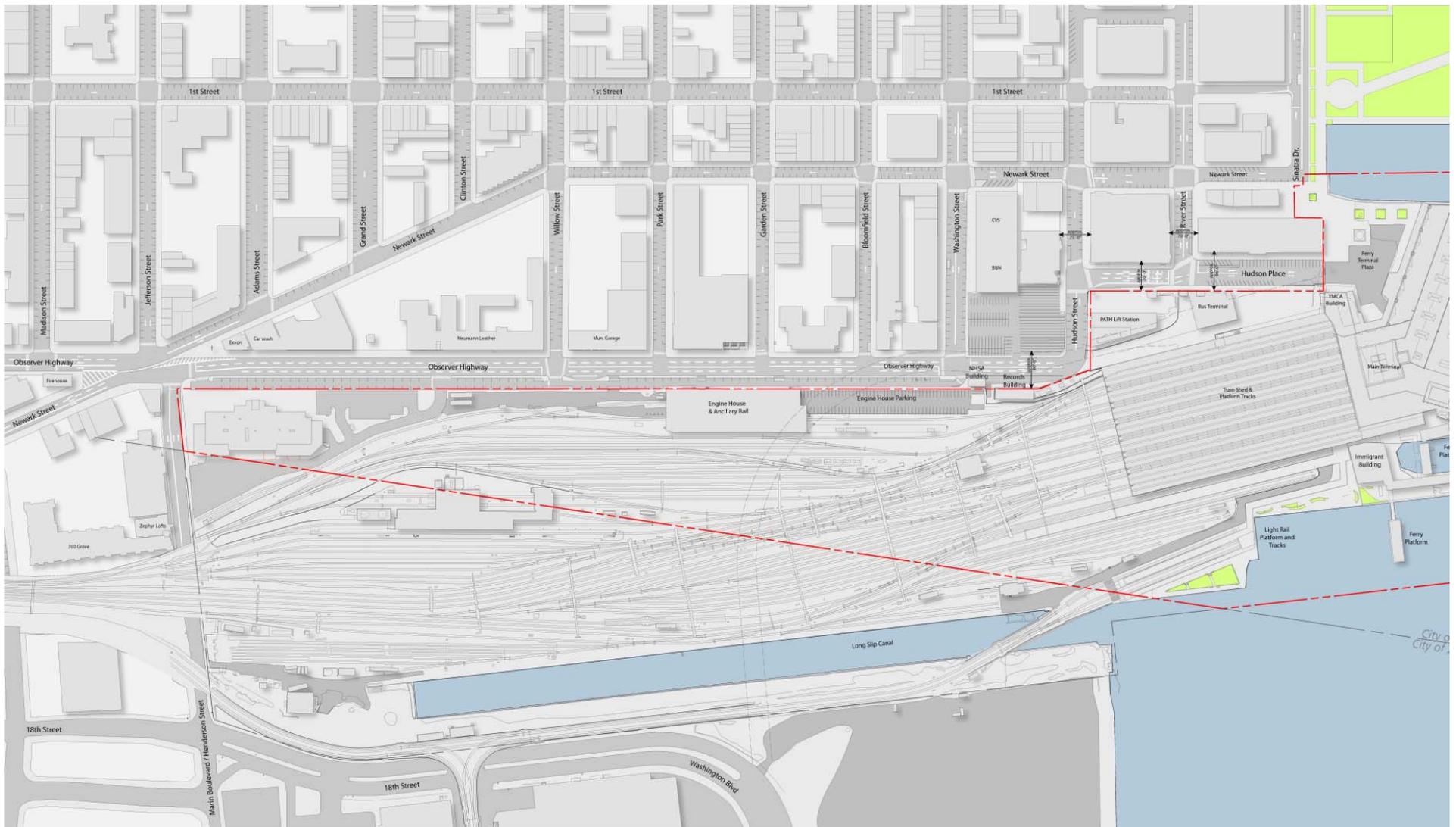
Parking and Transportation Circulation Option C



Parking and Transportation Circulation Option D



Opportunities and Constraints: **Urban Design** **Existing Conditions**



Development Program Option A



Development Program Option A



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

Development Program Option B



Development Program Option B

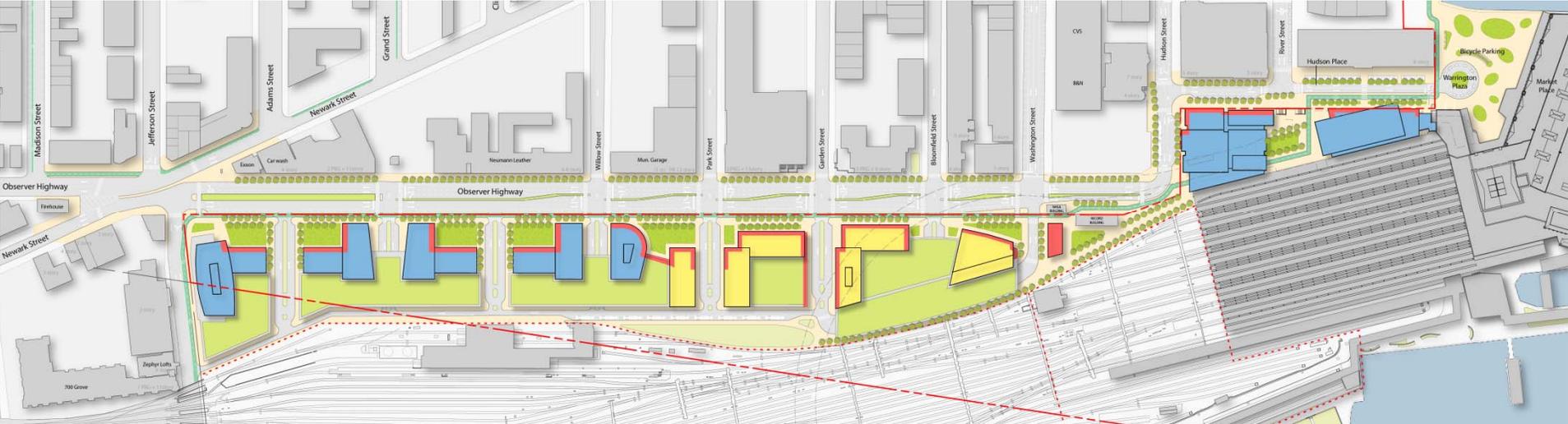


- Office
- Residential
- Mixed-Use
- Ground Floor Retail
- Ground Floor Small Office / Retail
- Parking Garage w/ Green Roof

Development Program Option C



Development Program Option C



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

Opportunities and Constraints: **Urban Design / Pedestrian Realm**
Building Heights and Massing

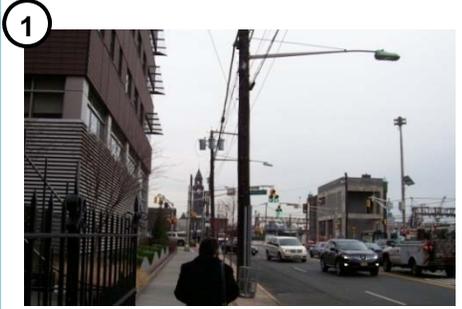
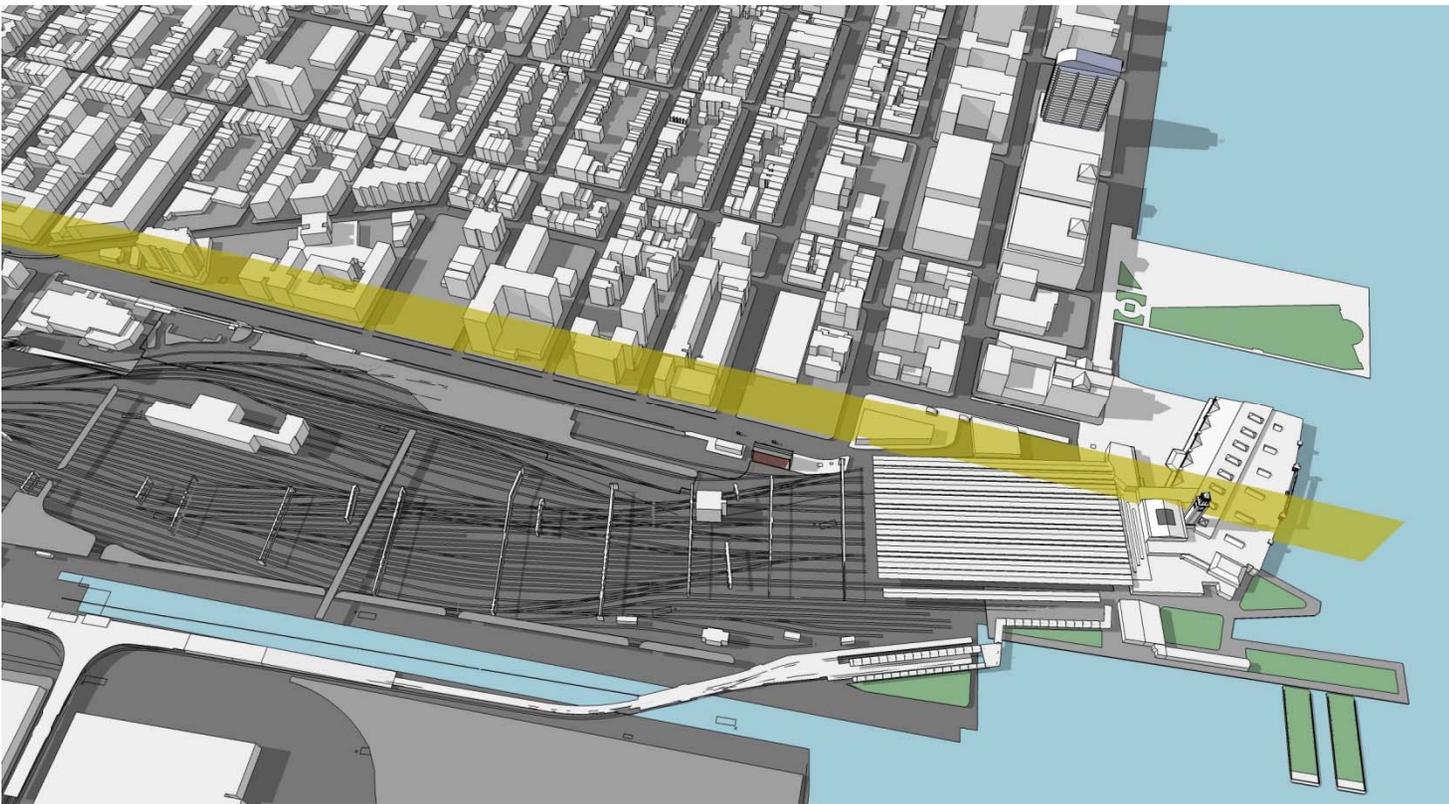
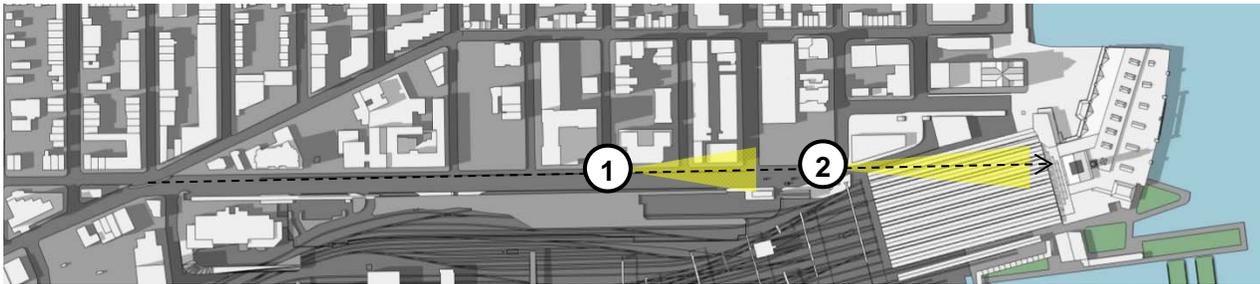


Diagram courtesy City of Hoboken, March 2008 © FXFowle

Building Height and Massing Option A



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

Building Height and Massing Option A

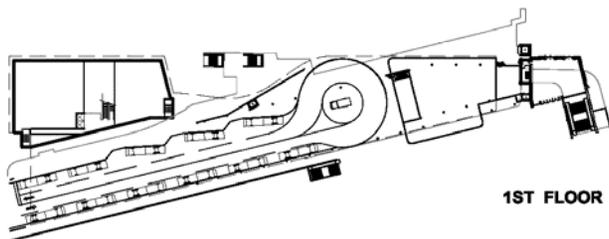
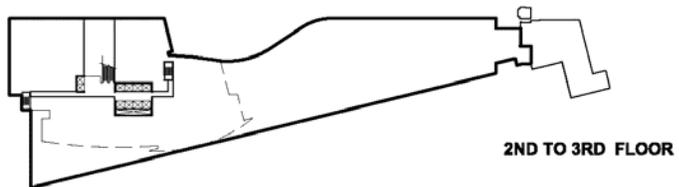
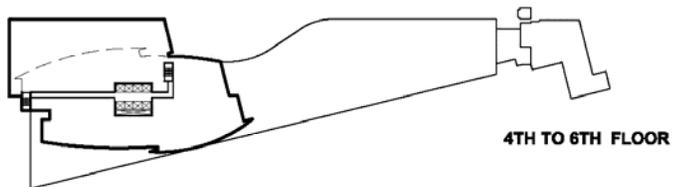
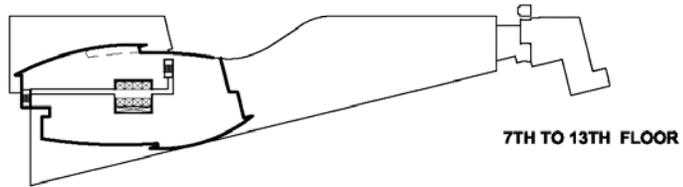
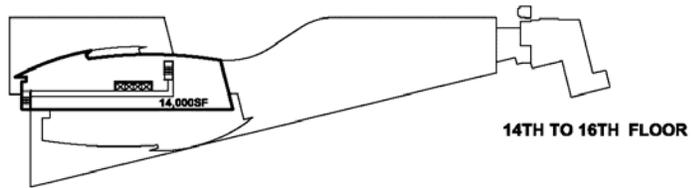


VIEW OF HUDSON PLACE FROM WARRINGTON PLAZA



VIEW UP OBSERVER BOULEVARD

Building Height and Massing Option A



OPTION 'A' (PHASE 1): MID-RISE

AREA: 460,000SF

DRAFT

Building Height and Massing Option B



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

Building Height and Massing Option B

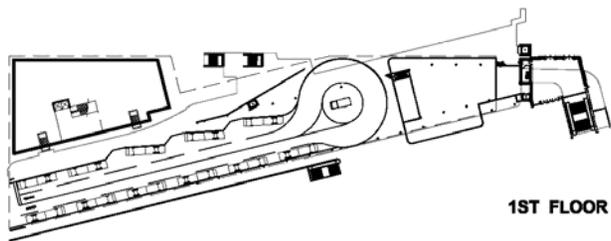
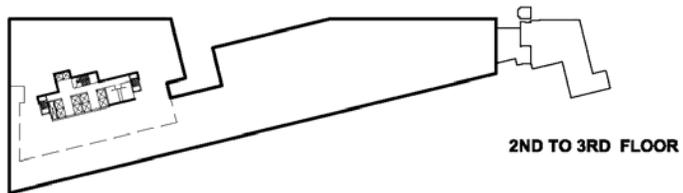
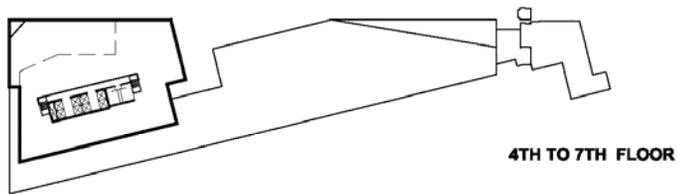
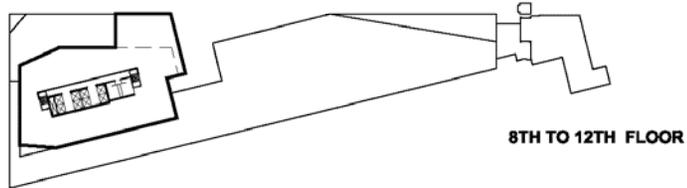
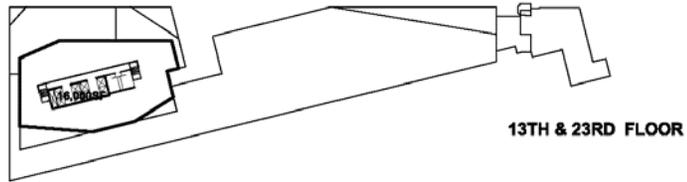


VIEW OF HUDSON PLACE FROM WARRINGTON PLAZA



VIEW UP OBSERVER BOULEVARD

Building Height and Massing Option B



OPTION 'C' (PHASE 1): HIGH-RISE

AREA: 550,000SF

Building Height and Massing Option C



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

Building Height and Massing Option C

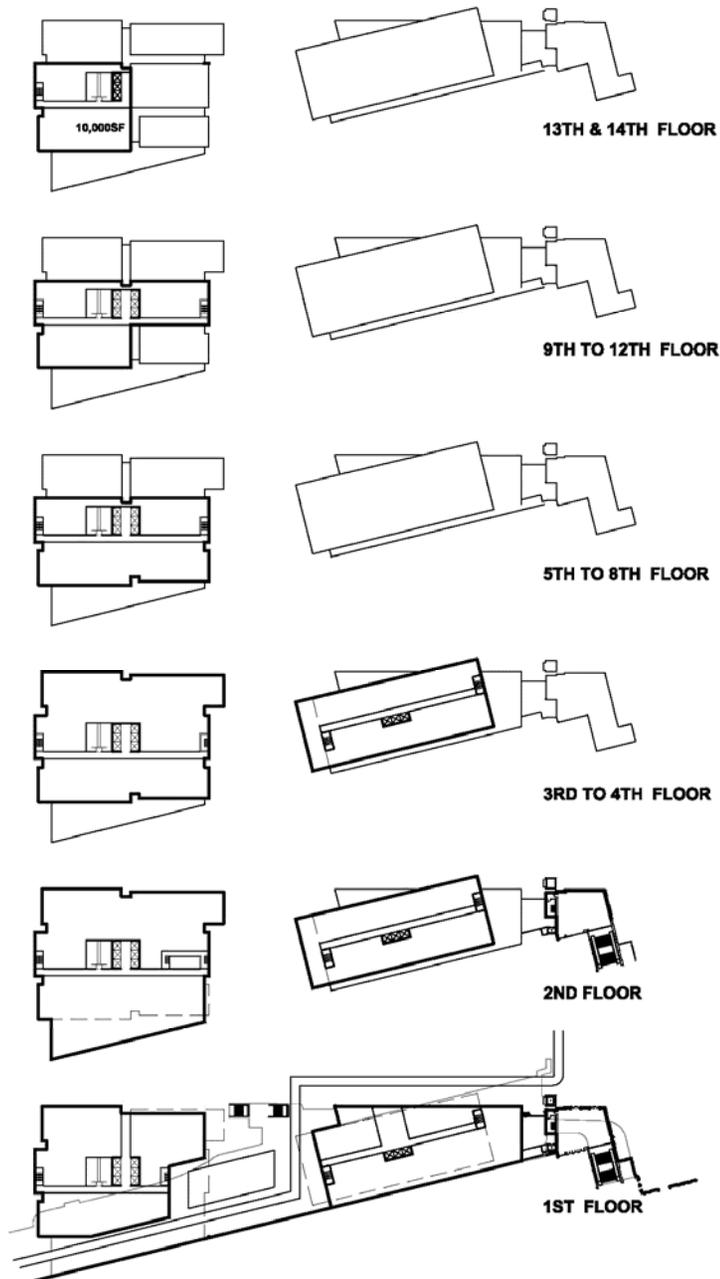


VIEW OF HUDSON PLACE FROM WARRINGTON PLAZA



VIEW UP OBSERVER BOULEVARD

Building Height and Massing Option C



OPTION 'B' (PHASE 1): LOW-RISE

AREA: 310,000SF

Building Height and Massing Hudson Place Sections



Existing Section



Option A



Option B



Option C

