



## **HOBOKEN YARD REDEVELOPMENT PLAN**

### **Overview of Plan Changes Compared to 2012 Draft Plan**

Based on feedback from the City Council, NJ Transit/LCOR, members of the community, and lessons learned from Super storm Sandy, various changes were made to the draft plan introduced in 2012.

Additional commercial density was provided to make the project economically viable (175,000 SF baseline additional and an additional 125,000 SF if commercial sites are designed to be LEED Gold and with architectural creativity). The maximum height of the tallest commercial building was increased from 19 stories to 22 stories (24 stories if LEED Gold and with architectural creativity). The height limitations on the site closest to the PATH remain the same and there is no change to the residential population. While the NJ Transit concept proposed in 2008 would have had a residential population of 7,300, the City's 2012 and 2014 plans both correspond to a residential population of 950. Of the estimated 583 dwelling units, 20% are required to be family-sized 3 bedroom units and a minimum of 10% of all units are required to be affordable units.

Based on community feedback, blocks were separated into their own tax parcels, streets were extended to the southern end of the property/service road, and parking deck access was established from the access road behind the buildings and prohibited from the north /south streets.

The 2012 draft plan included a provision for a "Performing Arts Center." In order to provide more flexibility to the City and allow for other potential uses, the plan was revised to require "Indoor Public Space," noting that this may include a variety of uses such as performance space, public meeting rooms, and other civic uses to be determined by the City. The final design will be determined in the negotiation of the redevelopment agreement.

Stricter traffic language was included, such as references to existing severe traffic conditions and the need for the developer to address the constraints of train overpass trestles on nearby streets and accommodate better traffic flow. Parking ratios for commercial and office space were maintained. The parking ratio for residential sites was increased to 0.75, along with a corresponding provision for a 10 foot height increase on the site to accommodate the additional spaces. The plan includes requirements for shared car services and bike share in the buildings to facilitate less car usage. In addition, as one option to address parking concerns, new residents in these new buildings may not be permitted to have parking permits to park on the street in Hoboken.

The revised plan includes various flood mitigation measures including requiring the separation of the sanitary sewer and storm sewer, sewer pumps to serve the property, compliance with the City's Flood Damage Prevention ordinance, and encouraging the construction of storm surge protection at Warrington Plaza. A varied mix of stairs, seating levels, and irrigated green walls may need to be incorporated to tie the street and sidewalk grade on Observer Highway.