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The City Council of the City of Hoboken in a resolution dated January 19, 2006 authorized the Planning Board to conduct a preliminary investigation to determine if the Study Area (Southwest Area/Proposed “IT” Zoning District) is a Redevelopment Area according to the criteria set forth in N.J.S.A. 40A:12A-5 and to conduct a hearing in accordance with N.J.S.A. 40A:12A-6. Subsequently, an analysis of the Study Area’s existing Land Use, physical characteristics and accessibility was conducted and published in a report/study called the Southwest “IT” District Redevelopment Study. The Southwest “IT” District Redevelopment Study determined that the overall study area satisfied the “d” and “e” criteria established by section 5 of the LRHL as a Redevelopment Area. The Planning Board then completed a hearing on the matter and recommended it to the City Council. The City Council adopted a resolution on June 21, 2006 determining the study area a Redevelopment Area. The City Council of the City of Hoboken in a resolution dated August 9, 2006 authorized the preparation of a Redevelopment Plan for the Southwest “IT” District Redevelopment Area (hereafter referred to as the “Plan”), for the area identified in the Area in Need of Redevelopment Map.
Statutory Requirements

According to the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-1, et seq.), the Redevelopment Plan shall include an outline for the planning, development, redevelopment or rehabilitation of the project area sufficient to indicate:

1. Its relationship to definitive local objectives as to appropriate land uses, density of population and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements;

2. Proposed land uses and building requirements in the project area;

3. 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;

4. An identification of any property within the Redevelopment Area which is proposed to be acquired in accordance with the Redevelopment Plan;

5. 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; and
   • The State Development and Redevelopment Plan adopted pursuant to the “State Planning Act" PL 1985, C398 (C52:18A-196 et al.).
The Southwest Area

History
The western portion of the City, beyond Clinton Street was the center of Hoboken’s industrial economy. This portion of the City was originally salt marshes, and was generally unsuitable for residential development until an acceptable sewer system was installed in the area after 1892. Being away from the waterfront, the western portion was however, suitable for manufacturing enterprises. Numerous remnants of such enterprises are preserved even to this day—particularly in the Southwest Area of the City.

Hoboken experienced a tremendous growth in construction and occupancy in the late nineteenth century, and the growing population peaked at over 70,000 in 1910. Since that time the population declined every decade until 1990, with the exception of a slight increase in the 1940’s. However, during the 1990’s the population increased again by 16 percent to a population of around 38,600 in the year 2000. The rebirth of Hoboken is well underway and this plan for the Southwest Area furthers that effort, as this industrial area is ripe for redevelopment. Under tremendous pressure to develop properties in the Southwest, the administration in Hoboken has seized the opportunity to plan comprehensively by coordinating land uses and open space opportunities with new and improved mass transit facilities and the existing neighborhoods. The approach decided on was “redevelopment” as defined in the Local Housing and Redevelopment Law. An investigation study was conducted first which resulted in the designation of the Southwest Area as “an area in need of redevelopment”. The plan that follows is the plan for the Area’s future.

Description of the Southwest Area: Context and Community
The City of Hoboken, also known as the mile square city, is approximately 1.3 square miles in land area and is located in eastern Hudson County along the Hudson River. The City of Hoboken is bordered by Weehawken Township to the north, Union City to the west, Jersey City to the west and south and the Hudson River to the east. It is located on the western bank of the Hudson River, right across from New York City, the largest metropolis of the United States. Hoboken has strong and well defined edges: the rail line along its southern edge, the immediate grade change of the palisades along its western border with Jersey City, the New York City harbor to the east and the rail line to the north. These act as strong edges of the City, clearly separating it from the neighboring cities, and hence rendering the City its own unique position in the region.
The Area designated as an area in need of redevelopment was called the Southwest “IT” District at the time of the preliminary investigation study. The plan for the area and laid out below is to be known as the Southwest Redevelopment Plan (Plan). Located in the southwest corner of the city, it is roughly bounded by Paterson Avenue and Observer Highway to the north, and the City of Jersey City to the south and west. While the physical fabric of the City is well connected and extremely homogenous, the Southwest, on the other hand, seems to be one of the very few areas isolated from the core of the City – and in this case it is because of Paterson Avenue at the northern edge of the area. The boundaries of the Area are shown for clarity on the "The Southwest Area" map. The designated Area contains fifteen blocks totaling approximately 13 acres in size. There are 31 total ownership tracts and 7 blocks in single ownership.

**Existing Conditions and Potential for Redevelopment**

As further set forth in the Southwest ‘IT’ District Redevelopment Study, the Southwest Area can be described as an area that has remained stagnant and underutilized, in spite of its strategic location with excellent mass transit and vehicular accessibility. The Area currently includes a mix of industrial and commercial uses, surface parking, stacked car storage, vacant lots, two residences, and also a holding area for police horses and other animals. Many of the buildings in the Area are poorly maintained, or, are in need of general maintenance; façade alterations have generally been haphazard and in some cases are inconsistent with the style of the original building architecture; some of the industrial buildings are in a state of obsolescence; and almost none of the properties are landscaped.
A number of parcels with industrial or commercial use have almost 100 percent building coverage. This development characteristic, in addition to the faulty arrangement and design of sites and buildings in the area, has resulted in a number of instances where aspects of the commercial and industrial operations such as parking, loading, and in some cases material storage and temporary signs, encroach on the public right-of-way. It addition to the encroachment, some portions of rights-of-way are even fenced-in and used as part of the adjacent property.

Significant portions of the Area are used for surface parking or the stacked storage of cars. Nearly all of the surface parking/car stacking areas is enclosed with barbed wire topped chain-link fencing, and none of the parking areas are screened from public view.

In general, the Area has developed in piecemeal fashion over time. This has resulted in a haphazard, fragmented development pattern with a mix of eclectic and incompatible land uses. One particular example of such haphazard development pattern can be seen in Block 12, where an irregularly shaped surface parking lot, a vacant lot, a small City-owned lot, and two residences abut a specialty/light manufacturing-type use.

As depicted in the “Existing Conditions” map, the entire Redevelopment Area is located within a half mile of the Second Street Hudson-Bergen Light Rail Station and within a mile of Hoboken Terminal (with light rail, NJ Transit bus and train service, PATH, and ferry service connections). In addition to its access to public transit, the Area is also situated at the junction of Newark Street, Observer Highway, and Paterson Avenue, the three major gateways into the City. The locational advantages, ongoing projects, visual prominence on important gateways, and the capacity of the Area to accommodate redevelopment, bundled with the increasing real estate values in the general area promise a great potential for the success of a comprehensive redevelopment plan.

Notwithstanding these advantages, a major challenge of the Area is the use of its roadway network as access points to the Holland and Lincoln Tunnels. As pointed out in the City’s Master Plan, five of the city’s nine “portals” are in this neighborhood creating significant amounts of “cut-through” traffic. While close proximity to these portals into Manhattan present a locational advantage, the traffic flowing through the neighborhood must be factored into any planning effort for the area, particularly as it relates to the pedestrian environment. Connecting residents to the light rail station as well as new parks and retail services will be critical.
As depicted in the “Underlying Zoning” map, the Southwest Redevelopment Area lies completely within the I-2 Industrial District (Mixed Use). The purpose of the I-2 district is to “establish appropriate standards and uses for rail and other transportation-related commercial and light industrial activities; to provide criteria for off-street parking and loading, and to otherwise facilitate the movement of vehicular traffic and materials transshipment.”

The bulk standards for this zone are:
- Minimum lot area: 5,000 square feet,
- Minimum lot width: 50 feet
- Minimum lot depth: 100 feet
- Maximum floor area ratio: 1.25
- Minimum front yard: 5 feet
- Minimum side yard: 5 feet (each side)
- Minimum rear yard: 15 feet

Principal Structures
- Lot coverage: 60 percent
- Maximum height: 2 stories, but not more than 40 feet

Accessory Structures
- Lot coverage: 10 percent
- Maximum height: 1.5 stories, but not more than 30 feet

Permitted principal uses in this zone are:
- Food processing and related storage and distributive activities,
- Manufacturing, processing or fabricating operations which meet the performance standards as set forth in Article XII, provided that all operations and activities are carried on within enclosed buildings and that there is no outside storage of materials,
- Retail business or service,
- Public buildings and uses, such as equipment garages, parking facilities, parks and playgrounds,
- Wireless telecommunications towers subject to Sections 196-26 and 196-35.

Permitted accessory uses in this zone are:
- Off-street parking, loading and unloading in accordance with Article XI,
- Accessory uses customarily incidental to principal permitted uses and on the same tract,
- Signs. See Section 196-31,
- Wireless telecommunications antennas subject to Sections 196-26 and 196-35.

Conditional uses in this zone are:
- Automotive sales,
- Automobile service stations,
- Automobile laundries,
- Bars,
- Commercial garages,
- Public parking facilities,
- Railroad-related shipping terminals,
- Manufacturing and processing operations, wherein additional evidence is required to demonstrate ability to comply with minimum performance standards as set forth in Article XII,
- Accessory use customarily incidental to a principal permitted use, but not located on the same lot or parcel or, if contiguous, within the same zoning district.
Creating the Basis for the Plan

Public Input

An open public input process was initiated in the formation of this Plan’s vision. Several public meetings with residents and stakeholders occurred where dialogue was freely exchanged. The result of this input informed this plan’s vision. The initial meeting focused on an S.W.O.T. (Strengths, Weaknesses, Opportunities and Threats) Analysis. The results were as follows:

Strengths - (What the Neighborhood has to offer and build upon.)

- Strong sense of community
- Mass transit opportunities / Alternate modes of transportation
- High demand to locate in Hoboken
- Young active families
- Historically significant industrial architecture
- Leadership committed to community vision
- New York marketplace

Weaknesses - (Things that could be improved upon or that challenge the Neighborhood.)

- Lack of neighborhood retail and larger high end retail chain stores
- Traffic congestion & inherent pedestrian conflicts
- Lack of open space
- Cost of commercial space
- Lack of chain stores createStore that cater to young families

Opportunities - (How the City can utilize its Strengths to improve.)

- To create additional outdoor space through redevelopment
- To create a destination
- To create additional retail to serve existing and future marketplace
- To create a neighborhood and an extension of the existing one in the Southwest

Threats - (The different influences on the community or region that challenge the plan moving forward.)

- Flooding/ sewage overflows
- Regional traffic utilizing County Roads (Paterson, Newark, and Observer Highway)
- Environmental Contamination
- New residential buildings in the Southwest are out of character with the existing fabric and the community.
- Paterson Avenue – Regional roadway connecting various other destinations a major source of congestion

Other Comments that were received.

- Townhouses should be a consideration in the plan
- Development in surrounding communities is a weakness and strength (strong marketplace/ intense development)
- Attract more clean industry – office space
- Look into the opportunity of a tenant occupancy
- Parking authority should invest in parking
- Roads cannot remain barriers
- Open process – selection/solicitation sorely needed
- Property owners should be given the right to redevelop property in the area
- Movie theater would be a nice addition
- Childcare centers should be included in the plan
- Building’s parking dedicated for use by the building
- Private space for every resident should be considered
- Community rooms and/or exercise rooms
- Balanced parking requirements
- An area with place to hold concerts
- Buffer roadway
- Multiple residential opportunities. Mix of housing types
The Process Creating the Plan

This Plan utilized the public input gathered during three (3) open public meetings together with the recommendations of the Master Plan (adopted April 2004), and the Mayor’s Open Space Initiative as the basis for this Plan. The Master Plan’s Open Space Concept Map serves as a guide and is not an acquisition plan. Mayor Roberts open space initiative has expressed the objective of adding 20 acres to the City’s inventory in the next ten years recognizing that the Master Plan was a guide. However, as will be explained below, this Plan will actually implement a significant portion of the Master Plan’s open space recommendations for the Southwest. Starting with two mandates - a large contiguous park area and a new destination for Hobokenites - the Southwest Redevelopment Plan works to fuse these mandates into one - a superior urban park that is to be the jewel of the Southwest and a destination in and of itself - “Southwest Green”.

After reviewing property information, construction costs, cost of land and sales data in Hoboken, traffic circulation and the City’s ability to facilitate implementation potentially through grants and its bonding capacity, the Plan began to be envisioned as a shared endeavor whereby all development entities in the Southwest will contribute to the creation of parkland. A cursory review of the market data began to reveal how much development could be necessary given all the contributions envisioned. As discussed with the public, four concepts (including a Master Plan alternative) provided a breakdown of land masses and roadway alignments through which the skeleton of the Plan began taking shape.

Taking the planning process to the next logical step, the park itself was conceptualized. Following the outline presented in the Master Plan and responding to the request of the public, a contiguous area overlapping Blocks 9, 10, 12 and 14 forming a triangle bounded by Observer Highway, Paterson Avenue and the western alignment of the LRT tracks was identified. Since the selected area crosses two local roads (Harrison and Jackson Streets) and potentially part of a county road (Paterson Avenue), it was immediately obvious that the park would have to be implemented in phases. Because it was necessary to determine how the park could fit into the Plan in the short-term while also allowing for longer-term intergovernmental efforts needed to potentially realign and relocate Paterson Avenue and its heavy traffic volumes, the park needed to be realistic but innovative. The approach created was to leverage potential public outlay with private investment through both required contributions and bonus mechanisms. Given the large amount of money required to realize public park space and infrastructure improvements, the Plan works to lay out a development strategy which enlists opportunities for private investment to implement the Plan thus minimizing the pressures on the Hoboken tax base.

In order to allow a limited amount of development within a restricted area at the western edge of the land area designated to become Southwest Green, the plan offers an innovative concept. The Plan provides an opportunity to make man-made structures look naturalistic by allowing integration of buildings and park design through a tiered or topographical approach.
Four concepts (including a Master Plan alternative) provided a breakdown of land masses and roadway alignments through which the skeleton of the Plan began taking shape.
The evolution of the Plan conceived of several concepts. Ultimately, the one that guaranteed the creation of a large Public Park was chosen.

The slopes that would be created through this approach are envisioned generally to be a 1 to 8 slope leading up to the first and second levels of the buildings. These slopes provide the ability to create multiple spaces within tiers - playgrounds, plaza areas, dog runs, outdoor venues, and lawn areas that could be carved into the park space while simultaneously providing a large amount of level park area. Sloped areas were also envisioned to be varied, thus providing room for other innovative urban park design.

The Plan also anticipates the realignment of Harrison Street in such a way that it will become a transition area between the elevated parkland on Block 10 to its West and at-grade parkland on Block 12 & 14 to the East.

Building forms and massing of the entire Southwest Area then began to unfold around the park. Relationships between existing neighborhoods, high-rise development in Jersey City, the Master Plan goals, adjacent redevelopment plans, the light rail, and heavy rail lines were factored into the massing of new potential development. A form-based approach was taken where a 3-D model was utilized to represent new buildings and show how they compare to existing structures. In essence, gateways were then created by utilizing the roadway networks. Observer Highway then became a focal point where it meets Paterson Avenue and the formation of the neighborhood’s retail core emerged. Gateway-type structures were envisioned. The evolution of the Plan then focuses on this location as an impressive gateway to the new park as well. Newark Street also came into focus as a transition

**Hoboken**

**SOUTHWEST**
The input received from the Public helped create a much better Plan for the Southwest Area. Creating relationships, both within the neighborhood and the surrounding community at-large (including Jersey City) will ultimately ensure implementation of this Plan as a “value-added” asset to the citizens of the City of Hoboken.

As part of the public presentations, a model was utilized. Left, a model view from atop the Palisades; Right, a view down Newark Street.
VISION STATEMENT

The Southwest Redevelopment Plan envisions that this eleven-block area in the southwest corner of the City will be transformed from being a “stagnant, underutilized and congested area” to an active, pedestrian friendly and livable “neighborhood”. It will be a neighborhood that provides opportunities for commercial, residential, and public places - one that takes full advantage of its strategic location along the three major gateways into the city, as well as its proximity to the light rail, regional railway, and ferry connections. Every building will add true value toward preserving the integrity of the surrounding community.

New structures will provide exciting architectural elements that complement a rich history - one that is uniquely Hoboken. Buildings will, however, be built to the standards and requirements of the modern era and will accommodate some of the best places to live, work, sell, or be entertained. The new buildings will be contained in a web of streets that are comfortable, well lit, green and shaded, colorful, lively, and friendly to both pedestrians and automobiles. Each corner, intersection, or gateway along these streets will be treated with a unique monumentality that captures the eye and attracts one and all. The Southwest Area will become another point of pride Hoboken residents with its centerpiece - Southwest Green, a fantastic urban park complete with recreational, entertainment and family spaces.
The Southwest Redevelopment Plan will be undertaken in conformity with the city’s Master Plan to the greatest extent possible and will be designed to meet the following goals and objectives detailed herein:

A. Creation of a destination where unique views, monumental gateways, unique and innovative architecture are blended with the history of Hoboken and surrounding neighborhood.

B. Creation of a large park area that becomes a focal point within the Southwest.

C. Creation of new venues for the performing arts as well as for graphic artists.

D. Establishment of a network of open spaces through the neighborhood that unites all development through the integration of the greater Hoboken open space network.

E. Improvement of the functional and physical layout of the Area’s street pattern such that through traffic is reduced and Paterson Avenue is ultimately relocated.

F. Improvement of pedestrian safety through a variety of techniques including traffic calming and intersection improvements.

G. Control of parking in the area by promoting shared parking by different land uses as well as mixed private/public garage facilities.

H. Coordination of all neighborhood amenities with new land uses, circulation patterns, existing and proposed mass transit facilities and street scape improvements.

I. Provision of site improvement standards that seek to implement this comprehensive plan including height, setbacks and massing.

J. Creation of parking standards and regulation of its placement within buildings to ensure that it is screened from view at sidewalk level by effective architectural treatment.

K. Promotion of balanced development that includes provisions for Affordable Housing.

L. Creation of mixed use buildings that offer lively ground floor uses to enliven the streetscape.

M. Creation of live/work spaces for artists.

N. Creation of meeting and special event space.

O. Creation of new retail and office spaces for Southwest Hoboken and the City at large.

P. Allowance for short-term implementation of this plan by also considering long-term possibilities of alternatives to the existing traffic patterns in the Area.

Q. Facilitation of cooperative intergovernmental efforts between the City of Hoboken, Jersey City, Hudson County, NJDOT and NJ Transit toward regional stormwater control, regional traffic patterns, new and existing mass transit facilities and open space funding.
Creation of a large park area that becomes the focal point within the Southwest was a strong desire of the residents of the Southwest.
Relationship of the Plan to City Land Development Regulations

The Southwest Redevelopment Area shall be redeveloped in accordance with the standards detailed in the Plan. The Plan supersedes use, bulk, and design standard provisions of the City Land Use Regulations applicable to the property within the Southwest Redevelopment Area. All other provisions of the City Land Development Regulations shall supply.

All development applications shall be submitted to the Planning Board through the normal site plan and subdivision procedures as identified in N.J.S.A. 40:55D-1, et seq. The Planning Board (but not the Board of Adjustment) may grant deviations from the regulations contained within this Redevelopment Plan, where, by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions, pre-existing structures or physical features uniquely affecting a specific piece of property, the strict application of any area, yard, bulk or design objective or regulation adopted pursuant to this Redevelopment Plan, would result in peculiar and exceptional practical difficulties to, or exceptional and undue hardship upon the developer of such property. The Planning Board may also grant such relief in any application relating to a specific piece of property, where the purposes of this Redevelopment Plan would be advanced by a deviation from the strict requirements of this Plan and the benefits of the deviation would outweigh any detriments.

No relief may be granted under terms of this section unless such deviation or relief can be granted without substantial detriment to the public good and will not substantially impair the intent and purpose of the Redevelopment Plan. An applicant for a deviation from the requirements of this Redevelopment Plan shall provide public notice of such application in accordance with the public notice requirements set forth in N.J.S.A. 40:55D-12(a) and (b).

Notwithstanding the above, neither the Planning Board nor the Board of Adjustment shall have authority to allow deviations from the permitted use, or height standards or expansion of a nonconforming use or other “d”-type variances. Any such deviation may only be granted through a formal amendment to the Plan by the City Council in accordance with the process set forth in the Local Redevelopment and Housing law, N.J.S.A. 40A:12A-1 et seq., and only upon finding that such deviation would be consistent with and in furtherance of the goals and objectives of this Plan.

The City reserves the right to require an applicant requesting deviation to reimburse the City for such costs of its professional engineers, planners and attorneys in furtherance of such deviation, for which an escrow fund may be established. The City further reserves the right to require an applicant requesting an amendment to the Plan to prepare a study of the impact of such amendment, which study must be prepared by a professional planner in the State of New Jersey.

A Land Use Plan was created to implement the goals of this Plan. The Southwest Zoning District Map details location of the zone districts. While the permitted uses and design standards within the various districts are detailed in the Land Use Bulk Standards section for each respective district, the Design Standards section also apply.
General Land Use Provisions

The Southwest Redevelopment Plan is based first and foremost on building form and the functional relationships between individual sites and the new neighborhood the Plan looks to create.

To produce a Plan of this nature, where all development parcels are asked to contribute toward the creation of this new dynamic place, particularly the park space, a cursory review of the Hoboken marketplace, weighed against what the Plan seeks in public amenities was necessary. The Plan mandates that re-developers make certain “contributions” to build within the Plan area even at the initial level. It then offers bonus height and floor area in exchange for other public amenities. Hard costs will not be known until the City enters into redevelopment agreements for each site. The negotiation process will then determine the specific value of the amenities. Nonetheless, the Plan has already set the neighborhood form with and without the bonuses. Form is paramount within the Southwest, and every development application must first and foremost work within the Heights, Lot Coverage, and Design Standards of this Plan.

The Southwest Redevelopment Plan provides for four basic Districts: Mixed-Use Park (MUP), Mixed-Use Business (MUB), Mixed-Use Residential (MUR) and Multi-Family (MF). These districts shall be regulated according to the Plan as depicted in the Southwest Zoning District Map.

The location of new development, creation of new affordable housing, implementation of public park space (both large and small) and infrastructure improvements have all been put into the mix to create the future for this neighborhood. All development created pursuant to this Plan, will contribute to the improvement of public park space and infrastructure upgrades including regional stormwater management. These contributions will have to be determined as the City develops hard financial numbers to achieve implementation of all the public provisions required in the Southwest to make it a true success. No development will be exempt from these contributions and all funds generated through this Area’s development will be expended within the Southwest Area itself.

Each district has certain mandated contributions as well as bonus-based contributions.

- AFFORDABLE HOUSING: All redevelopers will have to make affordable housing contributions. Because COAH regulations are in flux as of the writing of this Plan, reference is made to COAH guidelines. The guidelines in place at the time a re-developer initiates a developer agreement with the City are the ones that will be in effect. In essence, the purpose of this Plan as it relates to affordable housing is to ensure the City’s obligations to provide affordable housing are met.
- OFF-TRACT IMPROVEMENTS: Mandatory contributions to the Area’s infrastructure will be made pursuant to developer agreements.
- PARKS/OPEN SPACE: Contributions to the creation of the Open Space network in this plan will be required. Developers who assemble properties to create contiguous open space on or adjacent to their sites will receive a bonus as described in the district regulations. Every residential developer will contribute to the creation of park space – whether
Allowable Uses- Generally.
Each district provides specific criteria pertaining to permitted uses. Generally, the Southwest Plan intends to allow:

(1) Ground level commercial – Active uses which invigorate the street.
(2) Office – above retail. It should allow for convenient conversion to retail space where retail is allowed above the ground floor and office space is not permitted on the ground level.
(3) Residential – above retail. The mix of unit sizes is encouraged to contain a minimum of 10% three-bedroom and above units (which may be simply designed as 1500 square feet or above). The minimum unit size in all residential development projects shall be 650 square feet.

<table>
<thead>
<tr>
<th>All multi-unit Residential Buildings must provide:</th>
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<tbody>
<tr>
<td>(1) Laundry facilities either on each floor or one sufficient in size to accommodate residents of the building (unless it is shown that each unit has its own laundry equipment).</td>
</tr>
<tr>
<td>(2) A storage room(s) available for residents of the building.</td>
</tr>
<tr>
<td>(3) An indoor bicycle storage area.</td>
</tr>
<tr>
<td>(4) On-site workout facilities.</td>
</tr>
</tbody>
</table>

General Parking Requirements
All parking shall be located within the building area. There shall be no separate parking structures (except as specifically permitted in district regulations), nor shall surface parking lots be permitted. Furthermore, no parking may be provided in any yard or on any rooftop. Additionally:

(1) All parking and related mechanical spaces located internally behind a street façade shall be “wrapped” on the exterior by active building uses.
(2) No exhaust area or vent shall open directly into any street or park space.
(3) All self-parking spaces shall be 8.5 by 18 feet deep. All aisles shall be a minimum of 20 feet wide. Compact spaces may be provided upon Planning Board approval.
(4) Curbs cut are limited to twelve feet (12) in width.
(5) Parking is encouraged to be located below ground level.
(6) Areas where vehicular access is required shall be designed to match the adjacent active uses. A non-contrasting garage door shall be provided that provides glazing at eye level. The door must be made of a solid material and must be kept closed.

Parking Standards
This plan utilizes reduced parking standards due to the walkability of Hoboken and access to excellent Mass Transit services. To have standards that are excessive are far more detrimental to the built environment than those standards that provide less. The Southwest is planned as a “park-once” district, with the preference given to pedestrian movement within the area. For these reasons, substantial reductions are allowed to the normal off-street parking requirements. The following ratios shall apply to determine the number of off-street parking requirements:

Parking Ratios
(a) Residential: 1.0/unit average. Further broken down by unit type:

<table>
<thead>
<tr>
<th>Unit Type</th>
<th>Spaces per Unit</th>
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</thead>
<tbody>
<tr>
<td>Studio</td>
<td>0.50</td>
</tr>
<tr>
<td>1 Bedroom</td>
<td>0.75</td>
</tr>
<tr>
<td>2 Bedroom</td>
<td>1.00</td>
</tr>
<tr>
<td>3 Bedroom</td>
<td>1.25</td>
</tr>
</tbody>
</table>
(b) Non-Residential Ratios
   (1) Retail — One (1) per 2,500 square feet
   (2) Office space — One (1) per 1,000 square feet
   (3) Hotel — One (1) per room

**Loading Requirements**
(a) There are no requirements for loading for residential uses.
(b) All loading areas for non-residential uses shall be enclosed and their doors kept closed except when loading and unloading. Trash and recycling materials must be kept inside the loading area prior to pick-up. See design requirements for vehicular access above.
(c) Only supermarkets and hotels are required to have off-street loading berths.
   (1) Supermarket
      a. First 8,000 square feet — None
      b. Next 10,000 — One (1)
      c. Each additional 200,000 or fraction thereof — One (1)
   (2) Hotels
      a. First 100,000 square feet — None
      b. Each additional 10,000 or fraction thereof — One (1)

**Parking Locations**
(a) Parking is encouraged to be fully or partially below grade but is permitted at-grade.
   (1) Parking is permitted at the first floor and above the first floor but shall be fully screened from public view and located behind active uses where mandatory.
   (2) Where parking is not screened by active uses it must be clad to match the building above and must have appropriate ground level window treatments with translucent but not transparent glazing no smaller than three feet by three feet starting no higher than three feet above ground.
   (3) Access to all parking facilities must be appropriately located and may not be located along any street envisioned to be vacated.

*Signature buildings (either classical or contemporary) are envisioned to invite people into the park through exciting architecture and public art.*
Specific Land Use Provisions

Zone MUP Mixed-Use Park District – Blocks 9, 10, 13, 14 and 23

To achieve successful implementation of this Plan given the fact that these Blocks are held by multiple owners, the City could consider consolidation of these blocks as a high priority in order to assemble a buildable site in order to create a large contiguous park. Location of visible development will be strictly limited as described below. Bonuses provisions are available if a single developer assembles all the properties designated as parkland.

Block 9 (Lot 6) and Block 23 (Lot 1), both of which are located on the west side of the HBLR line and are currently developed as part of larger industrial/commercial properties, which lie primarily in Jersey City, are not designated for any development. Rather they are designated for site improvements such as decorative fencing and landscaping to make them a more welcoming gateway for those entering the Hoboken from the north via Paterson Avenue.

Park Provisions

Public park space is a critical component of this Plan. As such, the relationship between private buildings and public space must be carefully considered. This Plan mandates that while some park space is envisioned sloping up to the top of first and second story portions of private buildings, at least three (3.0) acres must be level even if not at-grade (see below). Such park area may be created only in accordance with the Parks and Open Space section. All visible development permitted in this MUP District shall be limited to Block 9, Lots 1, 2, 3, 4 & 7 and Block 10, Lot 37. However, to encourage innovative building design which may include a sinuous facade to better mesh with the adjacent parkland, limited portions of the building may extend beyond the eastern boundary of Blk. 10, Lot 37 so long as a comparable amount of contiguous park space is provided within Lot 37.

The balance of this zone, all east of the LRT tracks, is designed to yield a minimum of four (4.0) acres of contiguous open space (after vacation of Harrison and Jackson Streets) with a minimum of three 3.0 acres to be level so that field sports can be played there. All of Blocks 12 and 14 shall be designed to be at grade level (street elevation). Portions of the park located on Blocks 9 and 10 may be located above grade (i.e. atop a man-made structure) so long as the park transitions to street level contact along Harrison Street as well.
as along Paterson Avenue and Observer Highway immediately adjacent to Harrison Street.

Because the ultimate re-developer will be dependent on the City’s efforts to close Harrison and Jackson Streets and achieve the re-alignment of Paterson Avenue, the following phases are foreseen so that parkland can still be developed while street closings are being worked out: Phase one: park and other development of Block 9 and 10 (no significant street closing required - the City may want to consider vacation of the northern stub of Marshall Street); Phase two: park development of Block 12 (with or without re-alignment, pending re-alignment and ultimate vacation) and Phase three: development of “gateway” entrance to park on Block 14 (with or without vacation of Jackson St.). The City will determine the timing of development to ensure that there is parkland developed in the first phase.

The actual design of the park and the activities to be provided within it will be subject to the review and approval of the City through the Department of Community Development. The design and programming of the future park as established in fall of 2006 in a plan worked out through the collaboration of Academy Bus Company (the largest landowner in the proposed park area) and the Southwest Parks Coalition will be the basis for the ultimate design. For purposes of this Plan, the park shall be known as Southwest Green. The Park shall be 100% public park space.

Permitted Uses (Visible on Block 9 (lots 1,2,3,4 & 7) and Blocks 10, Lot 37 and under the park on the balance of Block 10 only)

**Principal Uses (All floors)**
- Multi-family residential
- Hotel (stand alone or in combination with residential)
- Mixed Use residential and secondary commercial uses
- Office

**Secondary Use (Ground floor)**
- Retail and business services
- Restaurants and Cafes
- Art Galleries, studios, workshops and schools
- Health Clubs
- Day Care (Family and Child)
- Clubs, Community Centers and Meeting Rooms

**Accessory Uses**
- Facilities associated with residential buildings
  - Management Offices
  - Meeting Rooms
  - Resident Gyms
  - Bicycle storage
  - Parking for principal and public uses:
    - Parking is permitted at-grade, fully or partially below grade.
    - Parking is permitted above the first floor but shall be fully screened from public view and located behind active uses.

**Additional Use Regulations**

**Street Level Provisions**

The relationship between buildings, the street and the park is paramount to creating active and successful places. Given that much of the future development of the MUP district will be located along the Hudson Bergen Light Rail Line and that the Second Street Station is located less than 500 feet from the edges of Blocks 9 and 23 which border Paterson Avenue, efforts should be made to ensure that active uses are located along Paterson Avenue thus tying pedestrian travel to and from the rail station to the residential uses and the park.

Principal uses are not mandatory along the Observer Highway frontage although secondary or non-parking accessory uses are required. Blank streetwalls are prohibited. To create synergy between existing and new development, this District is the linchpin for new retail commercial activities, building massing and neighborhood design. Therefore, the first floor of every building must be located within four (4) feet of the adjacent sidewalk elevation. The first floor space shall be an active use...
and is mandated to contain retail uses or secondary or accessory uses listed above. Where the building is a parking structure under Block 10, permitted treatment of the street facade includes vegetation so as to create a natural edge along adjoining streets thus rendering the structure invisible.

**Bulk Regulations**

New construction shall be built according to the criteria set forth below. These standards regulate bulk, density, area and height but shall not supersede the provisions set forth in the Parks and Open Space section.

**Floor Area Regulations**

The maximum Floor Area Ratio (FAR) for all properties, is 1.0 (exclusive of area devoted to parking) calculated over the total land area owned by a single redevelopment entity.

**Height**

Except where expressly permitted, the average maximum height allowed is eight (8) stories and eighty-five (85) feet, relative to the grade of adjacent streets. Building Height is required to vary with no portion higher than ninety-five (95’) feet. In this district no setback is required as regulated in the Design Standards section.

**Lot Size**

The minimum Lot Size in the MUP District is 24,000 square feet.

**Lot Coverage**

Development can only occur on the lots indicated above. The balance of the site must be public parkland. The maximum visible building coverage in this District is as shown below calculated on the basis of the lots where visible development is permitted:

- 1st – 2nd Floor - 100% of the site so long as it is lower the level of the park adjacent to it.
- 3rd Floor and Above – 45% of the site so long as it is higher than park surface.

Building coverage permitted below park level for the balance of Block 10 will be limited to the area remaining after creating 2.0 acres of level parkland (90% of which must be at grade) pursuant to the Parks and Open Space section and the requirements stated above in the MUP district regulations.

**Building Placement**

All visible development permitted in this MUP District shall be limited to Block 9, Lots 1,2,3,4 & 7, and Block 10, Lot 37. Limited structure is permitted on the balance of Block 10, albeit below the level of the park, pursuant to the lot coverage requirements above. No development other than parkland and “gateway” structures (to be determined by the City) shall be permitted on Blocks 12 and 14. All development permitted in this District shall have some frontage on Paterson Avenue and Observer Highway.

Buildings shall be oriented to face streets and create a street wall. Any building that faces a street or park space shall be architecturally treated as a front facade. Sidewalks shall be provided between any building facade and an adjacent park designed in such a way as to clearly separate private from public. Generally, sidewalks shall be a minimum of twenty (20) feet in width. Should insufficient space exist in the existing R.O.W., buildings should be set back to provide such width.

**Yield**

Parking areas are not considered floor area. This District will yield a minimum of 15,000 square feet of commercial floor area and approximately 150 dwelling units to be located according to the Recommended Ground-Level Retail Locations Map.
Bonus Provisions for the MUP District

To provide the most valuable park space possible with minimal impact on the Hoboken tax base, the Plan offers bonus provisions to landowners who can cooperate in the spirit of community to create this valuable neighborhood park feature. Should all parcels within at least Block(s) 9 (Lots 1, 2, 3, 4 & 7), 10, 12, and 14 be assembled through purchase or collaboration in a manner that allows the creation of the contiguous public park space as described in this Plan, the following provisions shall control. Bonus FAR will be calculated over the area included in the collaboration. If the designated re-developer is able to further the City’s efforts to relocate Paterson Avenue or to persuade the County to support the closing of Harrison and/or Jackson St., additional FAR bonuses may be granted (e.g. based on the area of the street which is closed). The Parks & Open Space Standards section shall control as to the design of the mandatory park space.

Conditions

The design of parks shall be pursuant to the Parks and Open Space Standards in the Plan. The following conditions must be met:

1) The Public park space ultimately created must occupy the total land area within Block(s) 10 (other than Lot 37), 12 & 14 at or above grade (approximately 4.0 acres).
2) Harrison Street shall be realigned as early as possible during the initial park development phase (see Circulation Improvements Section for more discussion). Realignment shall include traffic-calming measures including the use of cobblestone street pavers. The developer shall work with the City to achieve this as Harrison Street is under the City’s responsibilities.
3) Block 14 shall be treated as a “Gateway” Park entrance into the park
4) Block 11 (outside the jurisdiction of this Plan) may become an addition to the park should the City or developer become successful acquiring said Block. Connections to this Block shall be considered when designing the park anticipated in this Plan.

Bulk Regulations

FAR Regulations

The Maximum FAR (relating to residential FA only) permitted under these Bonus provisions will be based on the consolidated area of Blocks 9 (Lots 1, 2, 3, 4 & 7), 10, 12, and 14. The Maximum FAR permitted may be increased from 1.0 to 2.0 FAR if the area within Blocks 9 (Lots 1, 2, 3, 4 & 7), 10, 12, and 14 is consolidated in order to create a contiguous park.
The FAR may be increased to 3.5 provided that:

- A minimum of 12,000 square feet is devoted to City/public use.
- Said community use is located at the interface with the Park.
- Childcare facilities are provided on-site.
- Active uses; retail, restaurant, café and community center space are provided at street level along Southwest Green.
- An outdoor amphitheater is constructed utilizing the sloped space created at the buildings’ interface.
- Affordable housing obligations per COAH guidelines shall be satisfied.
- The High Performance Building Design Standards are implemented in the design.

Additional FAR may be considered by the City if the designated re-developer of the consolidated park area achieves any of the following: (1) helps the City persuade the County and any other governmental entities to relocate Paterson Avenue and to permit the closing of Harrison and/or Jackson Streets. Consideration may also be given if (2) the re-developer acquires and dedicates land on Block 11 which was identified in a City Council resolution as possible additional contiguous park area, albeit, outside the Plan boundaries.

**Height**

In order to encourage innovative building design with variable heights as well as a variable facade rising above a parking base which will be hidden by the park, the following regulations will apply: the building mass shall combine a base building approximately 65ft. in height (as measured adjacent to the park) with multiple tall, slender tower portions. The weighted average height of the entire structure shall not exceed 95ft. measured above the park. As buildings approach Paterson Avenue frontage, heights shall be designed to minimize the impact to the surrounding neighborhood.

**Lot Coverage**

The maximum visible building coverage in this District is as shown below calculated on the basis of the lots where visible development is permitted:

- 1st & 2nd Floor – 100% of the site so long as it is lower than the level of the park adjacent to it
- Base building – 45% of the site as seen above the park surface
- Tower portions - 45% of the site as seen above the park surface

The maximum building coverage below park level for the balance of Block 10 is 100% so long as the park is developed as described above at the beginning of the MUP regulations and in the Parks and Open Space section.
Building Placement

All visible development permitted in this MUP District shall be limited to Block 9, Lots 1, 2, 3, 4, 7, and Block 10, Lot 37. To encourage innovative building design which may include a sinuous facade to better mesh with the adjacent parkland, limited portions of the building may extend beyond the eastern boundary of Block 10, Lot 37 so long as a comparable amount of contiguous park space is provided within Lot 37. Structure is permitted on the balance of Block 10, albeit below the level of the park, so long as the requirements of the park are fulfilled.

Harrison Street will be a transition area in the park because of its initial realignment and its subsequent role of joining the at-grade areas on Block 12 to the elevated areas of the park on Blocks 9 and 10. No development other than parkland and “gateway” structures (to be determined by the City) shall be permitted on Blocks 12 and 14. All development permitted in this District shall have some frontage on Paterson Avenue and Observer Highway.

Yield

The provisions will yield a minimum of 35,000 square feet of community and commercial space and approximately 525 dwelling units. With the bonus, the development shall yield approximately 4.0 acres of park space (inclusive of Block(s) 10, 12, 14 and vacated R.O.W. of Harrison and Jackson Streets).

Zone MUB – Mixed-Use Business District - Blocks 4 and 5

Blocks 4 & 5 are located near both the Second Street light rail station and the vehicular entry portal from the Holland Tunnel. To coincide with the overall vision of the Southwest Redevelopment Plan, these blocks can capture new office/commercial space to complement the existing Hoboken Business Center and may also provide for a hotel and associated entertainment uses.

The Hoboken Business Center, a nicely renovated factory structure (located on Block 5, Lots 4 through 13), lacks pedestrian level details because it was and is surrounded with other commercial/industrial uses. The Plan encourages the retention of both the current use and the structure but provides incentives to improve the facade and clean up the street level conditions on the site. The City may want to consider vacating Marshall St. in exchange for some developer-funded improvements which could include developing it as part of the City’s Green Circuit.

Opportunity also exists in this District to create an additional park through a joint Hoboken and Jersey City stormwater program that utilizes the New Jersey Transit property to enhance an existing underutilized retention pond. Regardless of the future of this open space, development of Blocks 4 and 5 must locate active uses along Observer Highway and Harrison Street.

The Plan mandates staggered building heights through its Design Standards to create interesting variation of building types throughout the neighborhood.
Permitted Uses

Principal Uses (All Floors)
- Existing Hoboken Business Center
- Offices; office buildings
- Hotel (stand alone or in combination with other permitted uses)
- Mixed-use buildings (combinations of any permitted uses)
- Parking garages (may mix accessory & public parking)

Secondary Uses (Ground Floor)
- Retail and business services
- Restaurants and Cafes
- Health Clubs
- Day Care (Family and Child)
- Movie Theaters

Accessory Uses
- Facilities associated with office buildings and hotels
  - Management offices
  - Meeting Rooms
  - Tenant/guest Gyms
  - Bicycle Storage
  - Storage (for tenant use only)
- Structured Parking for principal and public use
  - Parking is permitted, fully or partially below grade and above grade
  - Parking is permitted above the first floor level, but shall be fully screened from public view and located behind active uses.

Additional Use Regulations

Street Level Provisions
Buildings shall be placed so as to ensure an active street life. Retail shall front Observer Highway and Harrison Street. Incentives are provided to retrofit more fenestration and architectural details into the Business Center's street facades to make it more pedestrian friendly.

Site Design
This district has an opportunity to complement an existing business with in-fill development. The new development would be located on Block 4, Lot 1 and on Block 5, Lots 1-3 and 14-17. To maximize the footprint for any potential parking structure, movie theatre or even retail use, 100% building coverage may be permitted on the first several floors provided the Parks & Open Space Provisions are met to allow for the equivalent of 25% of the total area of Block 4, Lot 1 plus Block 5, Lots 1-3 and 14-17 to be provided for Public Park access. The City may also wish to create a Green Circuit in connection with the rest of the open space system by utilizing the City-owned Marshall Street R.O.W.

Furthermore, all property between the HBLR rail line and the NJ Transit Heavy rail Waterfront Service line, located within jurisdiction of Jersey City, is encourage to included in the overall design of the property.

An active street life is essential to all Great Places
Parks & Open Space Provisions
Pursuant to the Parks and Open Space map, this District’s buildings shall relate to the public open space system as depicted in the Map. Additionally, this District presents an opportunity to alleviate parking pressures due to the creation of Southwest Green within Blocks 9, 10, 12 and 14 located in the MUP zone. As such, the park space created upon the MUB District buildout may be permitted on-top of structured parking provided the Park space is fully accessible to the public. The Parks and Open Space section of this Plan are also guiding.

Hotel Use Provisions
As a permitted use, hotels are free to locate in the District pursuant to all other bulk and design provisions. Acknowledging that hotels often come with many of the secondary permitted uses within this zone, such uses, when associated with a hotel use are permitted on all floors within the hotel structure.

Bulk Regulations
Height
Pursuant to the Height Regulations Map, this District contains specific provisions for height since it borders two transitional zones; the MUP and the MUR. As such, buildings located within the first 75 feet west and south of the corner of Observer Highway and Harrison Street are limited to six (6) stories or sixty-five (65) feet. Heights above six (6) stories along Observer Highway shall be set back a minimum of ten (10) feet from the roofline of the sixth floor. Balconies may encroach within the step-back.

Provided the Bonus Provisions of this zone are met, height may reach twelve (12) stories or 125 feet for a Hotel use or six (6) stories and 90 feet for an Office use. Mixed use buildings may reach 125’ provided the Office use is limited to six (6) floors.

Lot Size
The minimum lot size in the District shall be 24,000 square feet.

Lot Coverage
The maximum building coverage in this District is;
- 1st - 3rd Floor – 85% (100% if bonus provisions are met)
- 4th - 6th floor - 75%
- 7th Floor – 9th Floor – 55%
- 10th Floor and Above – 45%

Building Placement
Buildings in this District shall be oriented to face streets in order to create a street wall. Buildings shall maintain frontage along Harrison Street and Observer Highway. All streets shall maintain a minimum of fifteen (15) feet of sidewalk width. Furthermore, efforts shall be made to facilitate pedestrian flow from Newark Street around the site’s southerly perimeter toward Observer Highway.
Bonus Provisions

1) Existing Hoboken Business Center building undergoes a re-design of its street facades in order to install more fenestration and appropriate design details to make the building pedestrian friendly.

2) Contribution toward acquisition of land for park use is made (amount to be negotiated at time of developer agreement) or the bed of Marshall Street is developed as a public open space at the developer’s expense if the City Council decides to vacate it. All such open space located within this Block will be 100% Public open space. The City may consider swapping the Marshall Street land area for Block 4, Lot 1 or some other variation in order to achieve the best site design.

3) Affordable housing obligations generated per COAH guidelines are satisfied.

4) The High Performance Building Design Standards are implemented in the design.

MUR – Mixed-Use Residential District - Block 6

Permitted Uses

Principal Uses (All Floors)
- Multi-family residential
- Artist live/work studios
- Town homes
- Mixed-use residential / office and secondary commercial uses

Secondary Uses (Ground Floor)
- Retail, and Business Services
- Business and professional offices
- Restaurant and Cafes
- Artist Galleries, Studios (art, music, dance), Workshops and Schools
- Performing art venues; art centers
- Miscellaneous space for cultural activities as requested by the Cultural Affairs Department
- Health Clubs
- Supermarkets

- Day Care (Family and Child)

Accessory Uses
- Facilities associated with residential buildings
  - Management Offices
  - Meeting Rooms
  - Residents Gyms
  - Bicycle Storage
- Structured Parking for principal and public uses
  - Parking is permitted at-grade, fully or partially below grade.
  - Parking is permitted above the first floor but shall be fully screened from public view and located behind active uses.

Additional Regulations

Street Level Provisions

This District provides elements critical to the overall vision of the plan area. To ensure that sites relate properly to all streets that surround it, buildings shall be positioned to create a street wall on all adjacent streets; Harrison Street, Jackson Street and Observer Highway.

Newark Street serves as a major gateway into Hoboken; Newark Street frontage on Block 6 must therefore be treated as such. Pursuant to the Parks and Open Space Map, site development shall be oriented so as to create public open space that presents an inviting atmosphere upon entry into Hoboken. To coincide with this gateway park concept, buildings shall be oriented to maintain frontage adjacent to the open space.

Observer Highway is another street of critical importance as the active uses on Blocks 12 and 14 must be complemented by the uses on the Block 6 side of the street. This active street level will then work itself along Jackson Street where residential or commercial use will be located so as to continue the active street life toward Newark where new residential opportunities are proposed.
Jackson Street thus becomes a critical link between Newark Street and the park.

**Parks & Open Space Provisions**
Pursuant to the *Parks and Open Space Map*, District’s buildings shall relate to the public open space system as depicted in the *Map*.

**Bulk Regulations**

**Bonus Provisions**

**Height**
This District contains specific provisions for height since it borders two transitional zones; the MUP and the MF. Heights are limited to six (6) stories or sixty-five (65) feet, unless rehabilitation of the existing structure along Observer Highway and Harrison Street is performed. In the case of rehabilitation, height may reach what currently exists, however no new building may exceed six (6) stories.

So long as the Bonus Provision of this zone are met, development may reach twelve (12) stories or one hundred and twenty-five (125) feet as the block approaches Newark Street. Additionally, heights above six (6) stories along Observer Highway shall be set back a minimum of ten (10) feet from the rooftop of the sixth floor. Balconies may encroach within the step-back

**Lot Size**
The minimum lot size in this District shall be 24,000 square feet

**Lot Coverage**
The maximum building coverage permitted in this District is as follows. Additional coverage may be granted upon City approval so long as indoor Public space is created. The purpose and intent of the Parks and Open Space section will remain in effect.

- 1st Floor to 6th Floor – 85%
- 7th Floor to 9th Floor – 55%
- 10th Floor and Above – 45%

**Building Placement**
Buildings in this District shall be oriented to face streets to create a street wall; all streets shall maintain a minimum of fifteen (15) feet of sidewalk width. Furthermore, all street frontages shall be treated as a front.

Townhomes are permitted and encouraged with this zone, along Harrison and Jackson Streets, and may have stairways and stoops. Such stairs and stoops shall meet the adjacent sidewalk at a 90 degree angle (i.e. perpendicular). Along no point may any stairs, stoops or private space infringe upon the public R.O.W. by more than three (3) feet

**Yield**
The provisions shall yield a minimum of 20,000 square feet of commercial space. Residential density is controlled by the requirement of 200 sq.ft. of site area for every dwelling unit.

**Bonus Provisions**
1) Public open space is created along Newark St. such that it is lushly landscaped and appointed with street furniture and treated as a ‘Gateway’ into the City. The open space shall be treated as 100% Public open space but the City may grant the developer the right to use specified parts of it for outdoor cafes associated with ground level retail uses or for other public use. Open space includes public plaza space as well.
2) Affordable housing obligations generated per COAH guidelines are satisfied.
3) The High Performance Building Design Standards are implemented in the design
The multi-family district is created as a transitional zone between very tall and intense land uses to the south of Hoboken in Jersey City (the twelve (12) and fourteen (14) story high residential buildings called “The Zephyr” and “700 Grove”), and the low-rise residential zoning districts in Hoboken at the northern edge of the Plan area. This district is meant to provide massing with strong architectural elements to provide both a buffer and a screen against the adjacent tall buildings and NJT’s rail lines running along the southern boundary line of both the city and the district.

Furthermore, with the nearby presence within the Plan area of the twelve (12) story Skyline and the ten (10) story Hoboken Grande, variation of building heights with strong architectural design can work to create a distinct neighborhood.

This District is broken down into two (2) Sub-Districts; MF-1 & MF-2. This was done in order to specify the unique open space provisions of this plan as it relates to the current land uses and lot configurations.

**Permitted Uses**

**Principal Uses (All Floors)**
- Multi-family Residential
- Artist live/work studios
- Town homes

This conceptual axiometric sketch depicts how the standards of this plan can be implemented along Newark Street.
Secondary Uses (Ground and second Floor)
• Retail and Business Services
• Business and professional offices
• Restaurants and Cafes
• Artist Galleries, Studios (art, music, dance), Workshops and Schools
• Performing art venues; art centers
• Miscellaneous space for cultural activities as requested by the Cultural Affairs Department
• Health Clubs
• Day Care (Family and Child)

Accessory Uses
• Facilities associated with residential uses
  - Management Offices
  - Meeting Rooms
  - Resident Gyms
  - Bicycle Storage
• Structured Parking for principal and public use
  - Parking is permitted at-grade, fully or partially below grade.
  - All parking shall be screened from public view. Parking above grade and fronting any public street must be appropriately landscaped. Landscaping may not infringe upon the sidewalk R.O.W.

Additional Regulations
Street Level Provisions
This district is located at a critical point in the area where all sites must relate properly to Newark Street. Despite the constraints of site dimensions, it is critical that building facades are properly coordinated with the Park and Open Space section of this Plan. Furthermore, all building fronts shall be developed with active uses. Parking structures may meet the front façade, above the first floor only, but any portion of said façade shall be treated architecturally to appear as if it were active space.

Park and Open Space Provisions
Each building lot is subject to the Bulk Regulations section but must provide the open space requirements in the designated park areas pursuant to the Park and Open Space section.

Building Placement
Buildings in this district shall provide for active uses along all streets and park space. While buildings must reduce lot coverage for floors above six (6) stories, the floors above shall be oriented so as to align the mandatory green roof space created on top of the sixth (6th) floor with any adjacent ground level park space.

Yield
The MF District may produce 22,000 square feet of retail/commercial space. Residential density is controlled by the requirement of 200 sq.ft. of site area for every dwelling unit.

MF-1 – Multifamily-1 District – Block(s) 3 & 3.1

Bulk Regulations
Height
Heights in this district are limited to six (6) stories or sixty-five (65) feet. Heights may reach up to twelve (12) stories or 125 feet provided the bonus provisions of this zone are met. Additionally, all heights above six (6) stories must be stepped-back ten (10) feet from the front roofline on the sixth floor and at least ten (10) feet from each side lot line.

Lot Size
The minimum lot size in the MF-1 District shall be 12,000 square feet.

Lot Coverage
The maximum building coverage permitted in the District is
• 1st - 6th Floor – 85% (100% if all bonus provisions are met)
• 7th – 12th Floor – 60% of the total coverage permitted.
**Bonus Provisions**

1) Monetary contributions or land exchange equivalent to 15% of a development parcel’s site area shall be provided to create the additional open space envisioned adjacent to “Your Park” as depicted in the Parks & Open Space Map. This value will be credited toward the Southwest Green Park financial contribution that all development must provide;

2) Active uses; retail, restaurant, café and/or community center space shall be provided adjacent to park space.

3) Improvements or contributions to the park shall be made through landscaping, hardscaping, public art.

4) Affordable housing obligations generated per COAH guidelines are satisfied.

5) The High Performance Building Design Standards are implemented in the design.

The maximum number of dwelling units may be increased by up to 10% if the following option is provided:

6) An Arcade along Newark Street is created at street level. Such Arcade shall provide cover over the fifteen (15’) feet of building recess created at street level. The Arcade shall be a minimum of one and one-half (1 ½) stories in height. The area between Arcade and street shall be occupied by a minimum of eight (8’) feet of open public sidewalk. The Arcade shall be architecturally treated and must be designed to coordinate with adjacent properties and/or park space.

**MF-2 — Multifamily-2 District — Block(s) 3.2 & 139.1**

This district includes a five parcel surface parking lot (Block 3.2, Lots 1 through 5) at the corner of Grove Street which provides the accessory off-site parking for the Skyline condominium. It should be noted that no development is planned for the parking lot site nor does the City intend to use eminent domain to acquire the site. However, it should be noted that both this Plan as well as the Master Plan discourages open surface parking lots.

**Bulk Regulations**

**Height**

Heights in this district are limited to six (6) stories or sixty-five (65) feet. Heights may reach up to twelve (12) stories or 125 feet provided the bonus provisions of this zone are met. Additionally, all heights above six (6) stories must be stepped-back ten (10) feet from the front roofline on the sixth floor and at least ten (10) feet from each side lot line.

**Lot Size**

The minimum lot size in the MF-1 District shall be 12,000 square feet.
Lot Coverage
The maximum building coverage permitted in the District is

- 1st - 6th Floor – 85% (100% if all bonus provisions are met)
- 7th – 12th Floor – 60% of the total coverage permitted.

Bonus Provisions
1) Monetary contributions or land exchange equivalent to 15% of a development parcel’s site area shall be provided to contribute to any open space envisioned in the Parks & Open Space Map in this Plan.
2) Active uses; retail, restaurant, café and/or community center space shall be provided adjacent to park space.
3) Improvements or contributions to the park shall be made through landscaping, hardscaping, public art.
4) Affordable housing obligations generated per COAH guidelines are satisfied.
5) The High Performance Building Design Standards are implemented in the design.

The maximum number of dwelling units may be increased by up to 10% if the following option is provided
6) An Arcade along Newark Street is created at street level. Such Arcade shall provide cover over the fifteen (15’) feet of building recess created at street level. The Arcade shall be a minimum of one and one-half (1 ½) stories in height. The area between Arcade and street shall be occupied by a minimum of eight (8’) feet of open public sidewalk. The Arcade shall be architecturally treated and must be designed to coordinate with adjacent properties and/or park space.

In this view of model of Newark Street, the Mandatory Green Roofing is located adjacent to the new Parkland. (Foreground right “The Skyline”. Background left, “700 Grove”.

Southwest
The purpose of the Southwest Plan is to create the desired quality and character for pedestrian-oriented activities within the plan area. New buildings are expected to accommodate pedestrians by providing storefronts near sidewalks and by offering shade and shelter along major streets. The centerpiece of development in the Southwest is Southwest Green an innovative designed Urban Park. All the Plan’s design criteria have been conceived to produce this park space in such a way that the existing and new neighborhoods relate to it. New development along all the streets and blocks in the Southwest Plan will support this effort and will work to create strong streetwalls and a pleasing pedestrian environment.

(a) Purpose and intent. The purpose of these design regulations include:

1. Encouraging building forms that reinforce the high quality of life in the City of Hoboken
2. Creating usable outdoor space through the arrangement of compatible commercial buildings along street frontages.
3. Encouraging buildings of compatible type and scale to have creative ornamentation using varied architectural styles.
4. Creating a business district, which is an attractive destination for recreation, entertainment, and shopping.
5. Maintaining and enhancing the City’s sense of place and its property values.

(b) Applicability. Except where this plan specifically provides otherwise, these design standards apply to all buildings or portions thereof that are being newly built, and to “substantial improvements” on properties that are within the Southwest Redevelopment Area.

(c) Compliance determinations. Compliance with these standards shall be determined as part of the site plan review process after submission to the City Planning Board. However, prior to submission, the applicant may seek conceptual review as follows:

1. An applicant may seek conceptual review of a specific building and/or site design during the development process. The review may include specific site plans, building elevations and other architectural detail. The project architect shall clearly specify on the drawings the extent to which he/she believes the application has met these design standards and whether any deviations are sought.
2. An applicant may submit all such applications simultaneously to the Director of Community Development and to the City Planner to make a determination of substantial compliance with these standards before an application is filed with the Planning Board. Note that such a determination will not in any way supersede the Board’s procedures pursuant to the Municipal Land Use Law regarding complete applications.
3. The City Planner will provide a written copy of each compliance determination to the applicant and to the City Planning Board within 30 calendar days.
4. The professional time spent on the review will be billed to the developer’s escrow account set up for site plan review at the Planning Board.

(Use Regulations.

1. All buildings in the Southwest Plan Area are encouraged to be mixed-use structures. In mixed-use buildings containing residential and non-residential, residential uses are not permitted on the same floor with non-residential uses other than
(2) Zoning in the MUP and MUB district may be developed with mixed uses. Should development of a hotel occur, a health club, restaurant or other hotel-related use is permitted; other eating and drinking establishments may also be located within the hotel.

(3) Special Permit Uses-
   a. The following uses are permitted only by specific approval by the City Council: Electric, Gas or other Public utility substations
   b. As a condition, location of such use must be such that it minimizes any adverse affects on existing or future development envisioned by the Plan.

Green Design
(a) All buildings are encouraged to be LEED-qualified buildings.

(b) To meet the Bonus provisions within the Southwest Zoning Districts, developers shall demonstrate at a minimum, that the following High Performance design elements have been met in each application:
   (1) Measures to reduce “heat-island” effects including the following:
      a) Green roofs (this element is required regardless of whether a bonus has been requested - see Parks & Open Space Standards)
      b) Appropriate landscaping that increases shading of paved portions of the site
   c) Building orientation and design that reduces heating and air-conditioning use.
   d) Pedestrian circulation patterns leading to and/or including waiting areas for buses or light rail trains that are highly efficient and aesthetically pleasing to encourage the use of mass-transit facilities
   e) Indoor bicycle storage facilities that are incorporated into the building

(2) Natural resource efficiencies have been employed resulting in:
   a) Measurable reduction in water usage. Including, but not limited, to rainwater capture, low flow fixtures, and low irrigation landscaping
   b) Optimization of energy performance
   c) Utilization of locally manufactured construction materials.
   d) Utilization of recycled materials for construction

District map and applicability.
The properties located within the area indicated on the Southwest Area Map are governed by the provisions for each Zoning District as depicted on the Zoning District Map.

Property development regulations.
(a) In the Southwest Green Plan, land use is controlled through the development regulations that are provided in the “Land Use Bulk Standards”

(b) Variances shall be dealt with as follows:
   (1) C-type variances are those that meet the requirements of the MLUL for “c” variances and
may be granted by the Planning Board in the course of site plan review.

(2) D-type variances are those that meet the requirements of the MLUL for “d” variances, which would ordinarily be the jurisdiction of the Zoning Board of Adjustment. Under this plan, such variances may be resolved only by way of Plan amendments approved by the City Council.

(c) Development Incentives (bonuses)- Each Zoning District provides criteria for increased development opportunities.

**Build-to lines, Step-backs, & Setbacks.**

(a) Build-to and Step-back lines distinguished. The Plan specifies build-to lines for street frontages and step-back lines for buildings over certain heights.

(1) A build-to line identifies the precise horizontal distance (or range of distances) from a street that the front of all primary structures must be built to, in order to create a fairly uniform line of buildings along streets.

(2) A step-back line identifies the minimum distance that the portions of buildings above specific heights must be set back from the building’s edge or build-to line in order to minimize the effects of taller buildings at street level.

(b) Requirements for build-to lines.

(1) Where a build-to line is specified as a range (for instance, 5 to 10 feet), this means that building fronts must fall within that range of distances from the front property line. Where there is a range, the front facade does not have to be parallel to the street or in a single plane, as long as the front facade remains within the range.

(2) At least 75% of the building frontage is required to align with the build-to line. The remaining 25% may be recessed up to 10 feet behind the build-to line, for instance to provide recessed pedestrian entrances or simply for architectural diversity. (See also Plazas.)

(3) Build-to lines are subject to adjustment to maintain visibility for vehicles exiting onto primary streets.

a. Site triangles must be maintained on both sides of intersecting streets and exiting driveways to provide equivalent visibility.

b. Within these triangles, no buildings, shrubs, or low-hanging tree limbs may obstruct visibility between the height of 2 feet and 6 feet above ground. However, visibility triangles are not required at intersections with 2 or 4-way stop signs or traffic signals.

(4) Stories up to the sixth (6) floor are encouraged to remain in the same vertical plane, with the exception of vertical architectural elements that are employed to “break up” long horizontal planes, such as the first Many buildings in the Southwest are at the edge of the public R.O.W. and yield great pedestrian oriented streets.
floor. Above the six (6) stories, step-backs and other additional provisions must be met.

(5) Awnings, canopies, balconies, bay windows, porches, stoops, arcades, and colonnades are allowed on building exteriors provided that they comply with the design standards. These features may extend beyond the build-to or step back provisions, but must adhere to additional regulations provided herein.

(6) All streets shall have sidewalks. A minimum of fifteen (15) feet shall be provided on all streets in the Southwest Green Plan Area. Should insufficient width exist in the existing R.O.W., buildings shall be set back to provide such width regardless of build-to provisions.

(7) Arcades are permitted provided:
   a. No recess exceeds twenty (20) feet from the public R.O.W.
   b. A minimum of eight (8) feet of open sidewalk, not under the arcade is provided.

Building frontages and lot frontages

(a) Building frontage is the length of a building facade that faces a street. All buildings that face a street shall be treated like a front regardless of garage or loading needs.

(b) Additional Requirements
   (1) All setback and building recesses along any street shall be appropriately landscaped. Low fences, walls and gates may be provided along the landscape area but shall not exceed three (3) feet in height.
   (2) Additionally, all development on lots in Blocks 10 and 12 is prohibited from fronting Harrison Street. Development along adjacent streets must be significantly setback from Harrison Street to create Public park space:
      a. All buildings must maintain a distance from Harrison Street so as to provide a natural sloped area leading toward the top of the first and second floors. A minimum of eight (8) feet of distance from Harrison Street for every one (1) foot of structure above grade shall be provided.
      b. Development must provide a naturalistic park setting that is integrated with the built environment.

Building placement

(a) Build-to lines established.
   (1) Build-to lines for all streets are 0 feet to 5 feet from front property lines, except:
      a. Build-to lines are 0 feet for Observer Highway and Paterson Avenue.
      b. Where insufficient R.O.W. exists for minimum of fifteen (15') foot sidewalk requirements
   (2) Adjustments to build-to lines to maintain visibility do not apply:
      a. To buildings fronting Public Plaza or Park space, or
      b. To building fronts, where wide sidewalks and on-street parking lanes allow the necessary visibility.

(b) Stepback lines are established as follows:
   (1) Build-to lines must be met for all buildings up to four (4) stories. Beyond four (4) may be stepped back.
   (2) Above six (6) stories, all buildings must be stepped back ten (10) feet from the front roofline and ten (10) feet from the side roofline. Except that:
      a. Zone MUP need not step-back
      b. Zone MUB and MUR must step-back ten (10) feet from Observer Highway
Building size.

(a) Building frontage.

1. Notwithstanding provisions provided for within each Zoning District all buildings fronting any street shall be considered fronts.
2. For multiple adjoining lots under single control, or for a single lot with multiple buildings, all standards apply to the combination of lot(s) and building(s).
3. For buildings facing important viewsheds, historic sites or parks it is encouraged that the ground level storefronts be restaurants, cafes, or other types of “assembly” uses such as bookstores with outdoor seating.
4. All buildings fronting Park space are governed by the Parks and Open Space section.

(b) Building height. Building heights are regulated by Zoning District in the Land Use Bulk Standards

Additionally:

1. All heights above six (6) stories, unless otherwise specified in each Zoning District Sections, must be stepped back a minimum of ten (10) feet from the building edge as described in the Stepback section.
2. No height above six (6) stories may have a width greater than 140’ wide
3. The following shall be considered roof appurtenances and may penetrate the maximum height limit by no more than twenty-five (25) feet so long as, in the aggregate, the appurtenances do not occupy more than 10% of the topmost roof:
   a. Chimneys and flues
   b. Elevator or stair bulkheads, water tanks and mechanical equipment (such as air conditioning condensers)
   c. Parapets, cornices and other decorative architectural elements will not count toward roof coverage so long as they are not higher than five feet above the roof slab.

6. The Planning Board, may modify the special height restrictions set forth in this Section for any development pursuant to the requirements and limitations of the MLUL in the course of site plan review. As a condition for such modification, the Board shall find that:
   a. All other provisions of the particular Zoning District are met.
   b. The project is providing additional open space or public gathering spaces,
   c. The modified proposal provides adequate access of light and air to surrounding streets and properties.

7. The Board may also prescribe appropriate conditions and safeguards to protect and minimize any adverse effects on the surrounding community.
Additional Standards

(a) The design standards shall apply to all commercial and mixed-use buildings, or portions thereof, that are being newly built or substantially improved.

(b) Open space and buffers. All open space and buffers will be regulated by the Parks & Open Space Section.

(c) Outdoor sales. Merchandise may be sold outdoors but only in accordance with this subsection subject to approval by the City Council:

(1) On private property. Retail businesses may sell their regular merchandise outdoors on private property between their stores and a street right-of-way or on up to two wheeled vending carts that meet the following criteria:
   a. Carts may contain no signage whatsoever;
   b. Carts must be non-motorized, moveable by hand, and no taller than 8 feet including the height of the merchandise on the cart;
   c. Carts must be moved indoors during any hours that the business is not open; and
   d. Carts shall have integral roofs or umbrellas and use traditional or creative designs.

(2) On public property. Retail businesses may extend their operations onto public sidewalks and plazas only as follows:
   a. Locations explicitly sanctioned by the City Council and/or where public markets or festivals are located.
   b. Vending rights are available only to the owner or primary lessee of the private property that immediately abuts the sidewalk or pedestrian plaza; vending rights may not be further subleased.
   c. Vending rights can be used only in the area directly in front of the private property and lying between 90-degree linear extensions of the side property lines.
   d. No fixed or moveable equipment may be placed on a public sidewalk or plaza to sell or serve food except as follows:
      i. Tables, umbrellas, and chairs may be placed by restaurants for the use of their customers; no signage is permitted except lettering on umbrellas up to 8 inches in height.
      ii. Wheeled food carts are permitted if they meet the following criteria:
         1. Not more than one chair or stool may be provided for the employee; and
         2. One sign per cart may be displayed, with each sign limited to 3 square feet in area.
   e. All tables and carts shall be placed on the 5-foot bricked furnishing zone adjoining the curb and shall not otherwise block pedestrian movement along the sidewalk.
   f. Vending rights may be exercised only upon issuance of a permit by the City that sets forth conditions, including:
      i. Additional restrictions on the degree, which tables, umbrellas, chairs, and carts may interfere with pedestrian movement;
      ii. Restrictions on the extent to which food or merchandise not available in the abutting business may be sold;
      iii. Requirements that surrounding the tables or carts from debris and refuse at all times;
      iv. Insurance requirements;
      v. Payment of fees established by the City for vending rights;
         vi. Limitations on leasing of vending rights, if any; and
      vii. Other reasonable conditions as determined by the town, including full approval rights over the design of umbrellas, carts, tables, etc.
ARCHITECTURAL DESIGN STANDARDS

(a) Generally. This section governs the architectural features of all buildings in the Southwest. In order to minimize the bulk of large buildings, all facades shall provide architectural elements to reduce these effects.

(b) Horizontal Massing.
(1) Base. Defined as the first two (2) stories on all facades, shall be oriented to the pedestrian and the greater sidewalk network. The Base should appear heavier than the upper stories through material and dimension.
(2) Middle. Shall be treated with horizontal elements such as belt courses or cornices and shall exhibit changes in materials or patterns.
(3) Top. Defined as any roofline, shall be accentuated with parapet walls and/or balustrades or deep cornice features with a minimum of eight (8”) inch projection.

(c) Vertical Massing.
(1) Below six (6) stories, the façade plane shall be broken into 30’- 60’ foot- sections.
   a. Distinguished by columns, pilasters, gutters, size and spacing of windows, pattern of balconies or other acceptable architectural measures the City deems appropriate.
   b. All commercial uses at street level shall relate to the buildings vertical patterns

(d) Balconies.
(1) “Juliet” balconies are permitted.
(2) Balconies in excess of three (3’) feet shall be recessed behind the principal façade.
(3) Balconies may not open directly into any park space unless they are located two (2) full stories above the grade of the associated park.

Exterior walls

(a) Generally. These standards require buildings to have traditional pedestrian oriented exteriors and to be clad with typical Metropolitan New York and City of Hoboken building materials that are durable and appropriate to the visual environment and climate. Design flexibility and creativity is encouraged using ornamentation from a wide variety of architectural styles but in essence should seek to enhance the City’s character. Historic imitation is not the goal of this Plan, compatibility is, therefore introduction of more contemporary architecture may be appropriate, but should be respectful of the City’s rich history.

(b) Finish materials for walls. Exterior walls are the publicly visible part of most buildings. Their exterior finishes shall be as follows:

   (1) Any of the following materials may be used for exterior walls and for columns, arches, and piers:
      a. Natural stone or brick
      b. Reinforced concrete (with smooth finish or with stucco)
      c. Concrete block with stucco (CBS)
      d. Wood, pressure-treated or naturally decay-resistant species
      e. Glass and Steel

   (2) Other materials for exterior walls may be used only if approved as a deviation from this section when explicit approval has been granted to vary from these regulations. Faux material shall be discouraged.

   (3) Fastenings that are required to dry flood-proof the first story of commercial buildings shall be integrated into the design of principal facades or be visually unobtrusive.

(c) Types of exterior walls. Principal facades and their requirements are defined herein. Exterior walls
that are not defined as principal facades require a lesser degree of finish and transparency, but at a minimum must meet the following requirements:

1. Transparent windows must cover at least 30% of the wall area below the expression line and at least 10% of the wall area between the expression line and the cornice.
2. All windows must have their glazing set back at least 3 inches from the surface plane of the wall, or set back at least 2 inches when wood frame construction is used.
3. Rectangular window openings shall be oriented vertically (except for Transom windows).

**Principal Façade walls**

(a) Façade elements. Principal facades are those facades that face a public space such as a street or a public park. Being in public view, they shall be given special architectural treatment.

1. All principal facades shall have a prominent cornice and expression line, a working entrance, and windows (except for side-wall facades where entrances are not required).
2. Buildings wider than 60 feet shall, to the extent feasible, incorporate varied heights and roof types to enhance visual interest. This may be accomplished with a parapet designed to vary in height as it traverses the roofline so long as the average height of the parapet alone is no more than five feet.
3. Principal facades facing a street, plaza, or public park may not have blank walls (without doors or windows) greater than 10 feet in length.
4. Expression lines and cornices shall be a decorative molding or jog in the surface plane of the building that extend at least 3 to 6 inches out from the principal facade, or a permanent canopy may serve as an expression line.
5. Awnings may not hide or substitute for required features such as expression lines and cornices.

(b) Entrances. A primary entrance and views into the first floor of buildings are fundamental to creating an

*Architectural Design Standards such as vertical or horizontal design elements make for attractive well designed buildings*
interesting and safe pedestrian environment.

(1) The primary entrance to all buildings shall face the street.

(2) Corner buildings shall have their primary entrance face either the intersection or the street of greater importance. Buildings may also locate the primary entrance on the corner.

(3) Ground floor retail spaces within the same building shall all have their respective primary entrances face streets unless the retail space does not adjoin the exterior wall along a street.

(4) Where building frontages exceed 50 feet, operable doors or entrances with public access shall be provided along streets at intervals averaging no greater than 50 feet.

(c) Windows. Every principal facade must contain transparent windows on each story with the exception of windows opening into a parking floor. Garage windows shall have translucent glazing.

(1) All windows.
   a. All windows (with exception of all-glass structures) must:
      i. Contain visible sills and lintels on the exterior wall, and;
      ii. Have their glazing set back at least 3 inches from the surface plane of the wall, or set back at least 2 inches when wood frame construction is used.
   b. Glass in windows and doors, whether integrally tinted or with applied film, must transmit at least 50% of visible daylight.

(2) First-story windows. In order to provide clear views inward and to provide natural surveillance of exterior spaces, the first story of every commercial building’s principal facade shall have transparent windows meeting the following requirements:
   a. Window openings shall cover at least 60% of the wall area below the expression line;
   b. The bottom of the window opening can be no higher than 30 inches from sidewalk level; and
   c. These windows shall be maintained so that they provide continuous view of interior spaces lit from within. However, private interior spaces such as offices may use operable interior blinds for privacy.

(3) Upper-story windows. All stories above the first story of every building’s principal facade shall contain between 50% of the wall area with transparent windows.

(d) Corner buildings. For buildings located at the intersection of two streets, the corner of the building at the intersection may be angled, curved, or chamfered. The distance from the corner shall not exceed 20 feet measured from the intersection of the right-of-way lines to the end of the angled or curved wall segment, unless a greater amount is required by the visibility triangles.

(e) Facade projections. Facade projections add visual interest to buildings. Some projections also...
provide protection from the sun and rain for those passing by; others provide additional floor space for the building. The following types of facade projections are permitted as indicated below. At least one of these facade projections is required on each principal facade of all commercial buildings. Any projections extending beyond the front lot line into the public right-of-way of a county road are subject to approval by Hudson County. Any projections into local roads are subject to the approval of the City Council or its designee:

(1) Awnings and canopies:
   a. Awnings and canopies may extend forward of the build-to line and may encroach into a sidewalk right-of-way.
   b. Awning or canopies extending from the first story cannot exceed the following dimensions:
      i. Depth: 15 feet maximum.
      ii. Height: the lowest point on an awning or canopy shall be no lower than 7 feet above sidewalk level and the highest point shall be no higher than 12 feet above sidewalk level.
      iii. Length: 25% to 90% of the front of the building.
   c. There are no minimum or maximum dimensions for awnings or canopies extending from a second story or higher except that they are limited to window openings.
   d. Awnings shall be covered with fabric. (High-gloss or plasticized fabrics are prohibited). Backlighting of awnings is prohibited.

(2) Balconies:
   a. Balconies may extend forward of the build-to line or step-back line and may encroach into a street right-of-way from the 2nd story floor and above.
   b. Balconies cannot exceed the following dimensions:
      i. Depth: 5 feet maximum.
      ii. Height: 10 feet minimum distance from any sidewalk.
      iii. Length: 25% to 40% of the building frontage.
   c. Top of railing: must be in accordance to all City and State building and construction standards.
   d. On corners, balconies may wrap around and forward of the build-to line.

(3) Bay windows:
   a. Bay windows may extend forward of the build-to line but may not encroach on the public right of way below the 2nd floor.
   b. Windows extending from the first story cannot exceed the following dimensions:
      i. Depth: 3 feet maximum from facade.
      ii. Height: 10 feet maximum.
      iii. Length: 6 feet maximum.
   c. Bay windows shall have the same details required for principal facades: sills, lintels, cornices, and expression lines but may not encroach into a street right-of-way above the sidewalk and below the second story.

(4) Stoops:
   a. Stoops may extend forward of the build-to line but may not encroach into a street right-of-way or sidewalk without specific approval by the County or City.
   b. Front porches and Stoops cannot exceed the following dimensions:
      i. Depth: 6 feet (minimum) Measured from R.O.W to front facade.
      ii. Length: 5 feet (minimum) Measure across
iii. Top of railing: 2-3/4" (minimum)
c. Stoops may be roofed or unroofed but may not
be screened or otherwise enclosed.
d. Stoops must meet the sidewalk at a 90 degree
angle (i.e. perpendicular to direction of sidewalk)

Roofs
(a) Roof types permitted. Buildings may have any of
the following roof types: hip roofs, gable roofs, shed
roofs, flat roofs with parapets, or mansard roofs.
   (1) All flat roofs, and any shed roof with a slope of less
   than 2 inches vertical per 12 inches horizontal,
   must have their edges along all streets concealed
   with parapets and trimmed with decorative
cornice.
   (2) All hip roofs and gable roofs, and any shed roof
   with a slope of more than 2 inches vertical per
   12 inches horizontal, must have overhangs of at
   least 18 inches.
      a. Exposed rafter ends (or tabs) are
         encouraged.
      b. Wide overhangs are encouraged and can
         be supported with decorative brackets.
   (3) Mansard roofs are permitted only when the lowest
   sloped surface begins above a cornice line and
   then slopes upward and inward.
   (4) Small towers, cupolas, and widow's walks are
       encouraged.
   (5) Dormers are permitted and encouraged on
       sloped roofs.
   (6) Skylight glazing must be flat to the pitch of the
       roof if the skylight is visible from a primary street,
       plaza, or public park.
(b) Roofing materials permitted. Commercial building
roofs may be constructed with one or more of the
following roofing materials:
   (1) Shingles: No imitation type products are
       permitted.
      a. Asphalt (laminated dimensional shingles only)
      b. Fiber-reinforced cement
      c. Metal (same as (a)(1))
   (2) Tiles:
      a. Clay or terra cotta
      b. Concrete
   (3) Flat roofs: Any materials allowed by applicable
building codes
   (4) Gutters and downspouts: Metal (same as (c)(1))
(c) Other roof types and materials. Other types of
roofs and roofing materials are prohibited unless
explicitly approved by the Planning Board.
(d) Vegetated green roofs designed pursuant to
LEED are required for the topmost roof on all new
buildings; lower level roofs of new buildings as well
as roofs of buildings which are renovated shall be
landscaped and accessible to building occupants.
Signage

(a) Permitted signs. The following types of signs are not permitted: billboards and signs elevated on poles. New signs are allowed generally as follows:

   (1) Signs can be painted or attached directly onto buildings walls.

   (2) Signs can be mounted onto a marquee that extends out from the front of a building.

(b) Purpose of this section. Conventional ground signs are inappropriate for pedestrian-oriented commercial buildings, as are large plastic signs designed to be viewed from a distance. The purpose of this section is to restrict inappropriate wall signs and to replace the ground-sign option with a greater selection of signs that either project out from a building’s principal facade or extend above the top of the facade.

   (1) Ground signs. Ground signs are not permitted for buildings designed in accordance with these standards.

   (2) Wall signs. Examples of acceptable wall signs that are placed flat against a principal facade. Internally lit box signs of plastic and/or metal are not permitted.

   (3) Projecting signs. Projecting signs of these types are permitted notwithstanding any prohibitions. Location of projecting signs. Signs designed in accordance with this section may extend over public sidewalks, but must maintain a minimum clear height above sidewalks of 9 feet. Signs shall not extend closer than 2 feet to an existing or planned curb.

(c) Size of signs. Maximum gross area of all signs on a given facade shall not exceed 32 square feet.

(d) Illumination of signs. Signs shall be illuminated externally only, except that individual letters and symbols may be internally lit only.

(e) Placement of signs on principal facades. The following illustration shows correct placement of signs on principal facades. Signs must coordinate in size and placement with the building and storefront;

   (1) Building signs shall not conceal the cornice;

   (2) Over-varied shapes create visual confusion and are discouraged;

   (3) Awning signs shall not cover masonry piers;
Streetscape Standards

A uniform streetscape plan is the goal in the Southwest

a. Any current above-ground utilities shall be located underground.

b. All streetscapes shall have trees planted to the greatest extent possible; spacing shall be maximum thirty (30’) feet on-center or as appropriate for the tree species unless space is needed for signature entranceways and driveway curb-cuts.

c. Streetlights and traffic signal standards shall be installed consistent with the type utilized in along Washington Street in the Hoboken Downtown.

d. Brick pavers shall be installed on all pedestrian crosswalks (Raised at some key crossings near parks, rail and bus facilities)

e. New street furniture and other installations shall maintain uniformity with existing streetscape including tree grates;

f. Uniform trash receptacles with tops that discourage inhibit residential use;

g. Attractive bus stop shelters should be located at all stops in the Southwest to be consistent with those pictured in the Design Standards sections.

h. Planters - shall be uniform in style. Planters are permitted and encouraged within any plaza or pocket park.

i. Bike racks shall be installed throughout Southwest to eliminate bicycles being chained to trees.

j. Traffic Calming Principles shall be employed;
   - textured crosswalks and paving shall be provided;
   - Raised crosswalks in strategic locations to calm traffic shall be installed (subject to approval by City and County when necessary)
   - Landscaping, including street trees and planters shall be employed both for aesthetics and safety

Some areas of Washington Street Exhibit great uniformity of streetscape

Tree Grate- Typical
Material- Steel Color- Standard Grey

Typical Trash receptacle recommended in this plan
**Parks & Open Space Standards**

This section governs all open space within the Southwest Area. These provisions are detailed because of the public’s high regard for these spaces. These places are important and even more so in urban settings. The purpose of these provisions is to ensure that the Public open space provided in this Plan is in-fact public and that the form and function of these spaces is strongly considered. Generally, locations of all Public Park and impervious coverage space must be located according to the Parks & Public Open Space Map.

Furthermore, it is intended that all development in the Southwest contribute to the creation of PUBLIC open space. The Off-Tract Improvements section detail this further. It should be noted that all Public Open Space created within each development project may be deducted from the monetary contribution provisions for “Southwest Green”, so long as it is 100%Public space.

**Private and Quasi- Public Areas**

(a) Generally. New buildings are generally oriented to public sidewalks. This section addresses other public open spaces that also can affect the orientation of buildings.

(b) Plazas. This plan contains specific criteria that require new buildings to be placed near public sidewalks. These regulations allow up to 25% of a building’s frontage to be recessed 10 feet. Plazas meeting the following requirements are permitted to be recessed further than the standard 10 feet:
   1. The plaza cannot exceed 25% of a building’s frontage.
   2. The plaza is strictly for pedestrian usage and cannot be used to park vehicles.
   3. All building walls that surround the plaza must meet the design criteria for principal facades.
   4. The Plaza shall be appropriately landscaped.

(c) Private Courtyards and Residential Open Space. New buildings shall provide interior or rooftop courtyards and open space designed for private usage. Design of such areas should be consistent with Green-build techniques. These areas:
   1. Are encouraged to provide passive and active recreational amenities for their residents such as; pods, playgrounds and lawn areas.
   2. Must occupy the equivalent of 30% to 40% of the total exposed rooftop.
   3. Shall be coordinated with on the ground open spaces, vistas and views to create more aesthetic appeal.
   4. Uppermost roof tops must comply with LEED requirements for green roofs; lower roofs must be landscaped and accessible to building occupants with vegetation maximized according to green roof standards.

(d) Pedestrian passages. Pedestrian passages, with or without a lane for vehicles, can be provided on private property to connect a ground level courtyard to the sidewalk system, to provide walkways to parking garages behind buildings, or to provide additional retail frontages.

(e) Gateway Park Space. There are several areas where Park space is intended to be multi-functional usable passive open space and signature gateways into Hoboken. These areas shall be treated with public amenities including lighting, benches and public art. Coordinating with the major entry points into the Southwest, this Plan contemplates the following areas to be treated as such.
   1. Harrison Street Gateway (Blocks 6 & 3)- This includes adding usable space to the park known as “Your Park”.
   2. Grove Street Gateway (Block 3.2)
   3. Paterson Avenue & Observer Highway Gateway (Block 14)
Public Park Space

(a) Generally, Public Park Space is envisioned throughout the entire Southwest Area and shall be developed as a comprehensive network of open space designed to serve several purposes which include;

1. Creation of a large Public park (Southwest Green) designed to serve the passive and active recreational needs of both the Southwest and the entire City.
2. Creation of a network of streets that work together with pedestrian-oriented travel to encourage an active street life and strong neighborhoods.
3. Creation of Pocket Public Spaces through space set aside by new development that coordinates with development of the entire Southwest.
4. Integration of building design that precludes any public space functioning as private space.
5. Creation of an entire open space system that is coordinated with the Recreation & Open Space Element of the City’s Master Plan to the greatest extent possible.

(b) The provisions of this Chapter are coordinated with the Parks & Open Space Map in this Plan.

c) Active Uses at Park Level. All building facades fronting Park Space, shall be treated as a principal facade with active uses, including residential, with the distinction that;

1. No Residential Unit may have direct access to said Public Space unless through common lobby space.
2. No residential balcony is permitted within two (2) full stories of the grade of the adjacent park.

(d) Southwest Zone Districts.

1. MUP District - This zone is designed to yield Southwest Green, a large Public park to be innovatively designed to be accessed primarily at grade level (street elevation), Portions of the Park may be located above grade as long as the park retains street level contact along Harrison Street as well as Paterson Avenue and Observer Highway adjacent to Harrison. The Park shall be 100% Public park space without exception.

As the zone in the entire Southwest that binds existing neighborhoods to new proposed neighborhoods, all development in the MUP District shall relate to the park space, commercial and residential uses, while employing a pedestrian first approach.

a. Design of Southwest Green. The relationship between private buildings and public space must be carefully considered during the design process. While park area may be created to slope up onto portions of the 1st and 2nd stories of buildings immediately abutting the park space it must be designed in such a way as to generally create a slope (at a 1:8 ratio) from grade level within the park continuing to the top of the second floor). Variations in the slope of Southwest Green may be creatively implemented so as to create innovative park spaces and as much flat and level park surface as possible. Regardless, all slopes shall be natural looking and any man made features such as stairways or walkways shall be designed to look as though it is feature within the natural environment.

The key to designing Southwest Green will be to ensure its function as Public park space that is inextricably linked to ground-level life. Park space in the Southwest must be public.

b. Uses Fronting Park Space. Residential uses are permitted to front the park space. However, no residential unit may have direct access from the unit unless it is through a common building lobby to the public park space. Furthermore, no private balcony may be located within at least two (2) stories above park grade adjacent to the building.

i. Eating and Drinking Establishments are permitted and encouraged to be located on all levels fronting the park. Uses may have
similarly to that depicted in Section (d)a of this subchapter. The City may also seek to utilize the existing bed of Marshall Street to remain open with appropriate design treatments to function as a link that is part of the City’s Greenway network. All open space created shall be accessible from at-grade and remain Public.

(3) MUR District. This zone is envisioned to have two (2) areas where at-grade open space shall be provided:
   a. Public Plaza entryway into the site from Observer Highway
   b. Gateway Park space as travelers enter Hoboken from Jersey Avenue

(4) MF District.
   a. MF-1 Sub-District. This Sub-District provides for additional park space to be created along side of “Your Park”. All space shall be at-grade with active uses fronting it. Alternative open space alignments may be considered, but shall be coordinated with adjacent property owners. **Block 3 & 3.1 Open Space Scenario** graphic depicts how open space is considered in this Subdistrict
   b. MF-2 Sub-District. This Sub-District recommends park space to be created on the existing surface parking lot in the future should the property owner relocate the on-site parking.

   All open space shall be created at-grade with active uses fronting it. Alternative open space alignments are permitted according to the District Bulk Standards, but shall be coordinated with adjacent property owners. **Block 3.2 & 139.1 Open Space Scenario** graphic depicts how open space is considered in this Subdistrict

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**A View of the MUB Zone from Jersey City.** This particular concept within the Plan depicts strong open space coordination and in-fill development surrounding the Hoboken Business Center.
Alternative Open Space
- Existing Park
- Proposed Park
- Arcade Treatment

City of Hoboken
Southwest Redevelopment Plan
Block 3 & 3.1 Open Space Scenarios
Hudson County, New Jersey
1:1,200
Heyer, Gruel & Associates
February 2007
Illustrative ONLY
Parks and Open Space

- **Proposed**
- **Arcade**

**City of Hoboken**
**Southwest Development Plan**

**Block 3.2 & 139.1 Open Space Scenario**

Illustrative ONLY

[Map showing Preferred and Alternative Open Space Alignments]
**Public Park Amenities**

As stated previously, Public Park Space is envisioned throughout the entire Southwest Area and shall be developed as a comprehensive network of open space designed to serve multiple purposes.

The actual design of the park and the activities to be provided within it will be subject to the review and approval of the City through the Department of Community Development. The design and programming of the future park as established in fall of 2006 in a plan worked out through the collaboration of Academy Bus Company (the largest landowner in the proposed park area) and the Southwest Parks Coalition will be the basis for the ultimate design. For purposes of this Plan, the park shall be known as Southwest Green. The Park shall be 100% public park space.

A graphic depiction of the hard work the residents of this community put forth regarding park programming is illustrated.
Circulation Improvements

The Plan proposes public improvement of existing streets, and construction of new street connections as shown on the Circulation Improvements Map. These improvements and new connections will increase fluidity of internal circulation, improve safety through natural surveillance, improve the quality and appeal of the neighborhood, improve the connectivity of the neighborhood with respect to the City and shall also add to the value of the neighborhood.

Recognizing the impediments that may await the Plan with regard to County routes of travel; Newark Street, Observer Highway, and Paterson Avenue, this Plan provides both a short-term and a long-term approach to Circulation planning. These issues must be addressed to make this neighborhood work at the pedestrian level.

Short-Term Recommendations

The Plan proposes the following circulation improvements in the Area:

1. Construction of covered bus shelters along all bus routes consistent with the Streetscape Standards.
2. Enhancement of sidewalks for pedestrian comfort and separation of vehicular and residential traffic, by design of street intersections including; parallel parking curb bulb-outs, brick-pavered sidewalks (raised or at-grade).
3. Traffic-Calming and re-alignment of Harrison Street as it bifurcates the new park.
5. Development of connections that are exclusively for pedestrians and bicycles.
6. Development of a way-finding signage plan for the neighborhood including signage from major thoroughfares.
7. Initiation of a discussion regarding a redesign of the Henderson, Newark and Observer Highway intersection particularly as it relates to the Fire House so that emergency access and neighborhood traffic patterns are efficient.
8. Connections of all Open Spaces to the greater Pedestrian Circulation system
9. Initiation of negotiations with the County, Jersey City and NJ Transit to realign Paterson Avenue.

Clear Bicycle demarkations are critical to a pedestrian-based environment
City of Hoboken
Southwest Redevelopment Plan
Circulation Improvements
Hudson County
Heyer, Gruel & Associates
New Jersey
1/2,400
Community Planning Consultants
February 2007
Long-Term Recommendations

In order to make the Southwest area a truly pedestrian place, the regional traffic volume generated by the peculiar connection that Paterson Avenue makes to Jersey Avenue, must be addressed. The importance of this route of travel is evident. Connecting traffic from Jersey City to the Lincoln Tunnel and from Union City to the Holland Tunnel is of obvious importance to Hudson County. Furthermore, the crossing of NJ Transit’s Waterfront Service Line from Paterson Avenue to Jersey Avenue is an extreme obstacle. Nonetheless, a more direct circulation pattern for Paterson Avenue must be the goal of Hoboken, Jersey City, NJ Transit, NJ DOT, and Hudson County as it clearly benefits all involved.

Should Paterson Avenue’s regional traffic volume be re-directed from the Southwest, that portion of Paterson Avenue, from Marshall Street to Harrison Street may be considered for closure. At that point, the City will then be able to vacate Harrison Street between Paterson and Observer Highway and potentially vacate Jackson Street in favor of the R.O.W.’s becoming public park space. Unless and until the regional traffic is lifted from the Southwest Area, neither of these streets will be vacated, as their removal will disrupt the network.

REDEVELOPMENT POWERS & INTENT

Off-tract Improvements and Developer Contributions
All development in the Southwest Area will be conditioned upon an appropriate contribution for off-tract improvements necessary to carry out the entire vision of this Plan. Except as otherwise specified in this Plan, the extent of a developer’s contribution for off-site improvements will be outlined in the redeveloper’s agreement with the City. If such responsibility is not covered in the redeveloper agreement, the redeveloper’s contribution for off-tract improvements will be determined in the same manner as other development projects throughout the City during the permit and/or site plan review process.

Developer Designation
Following the adoption of the Southwest Redevelopment Plan, no property within the redevelopment area shall be developed until a re-developer has been designated by the City Council. This applies to owners of the property at the time of adoption as well as to contract-purchasers. The City intends to allow all property owners the opportunity to redevelop their property, so long as it is in strict conformance to this Plan and its vision. The Department of Community Development has application forms detailing the application process which includes meeting first with appropriate city officials, planning staff and Council committee to review proposed plans, followed by a presentation to the City Council for designation.

Off-tract Improvements and Developer Contributions
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Property Acquisition Plan

The City has no plan to acquire property for municipal use at this time. However, the City may seek to negotiate contracts of sale of privately-held parcels of land within the redevelopment area to enable consolidation of redevelopment sites. If such contracts are executed, they will be assigned to the developer who is selected to develop the area.

Should negotiation fail, the City Council, acting as redevelopment agency, shall reserve the right to condemn any and all privately-held parcels of property within the subject portion of the redevelopment area on behalf of the selected developer pending the deposit of cash or a letter of credit with the City by the developer equal to the value of such parcel as determined by appraisal. Such money shall be used to purchase the property. The developer shall also be responsible for:

1. The difference between that appraisal price and a court-determined final condemnation award;
2. The relocation costs of any business or resident displaced as a result of the condemnation, to extent required by law state or federal law, whichever is applicable (see Relocation Plan below);
3. All costs that may arise from the requirements of the Industrial Site Recovery Act (ISRA) of the State of New Jersey, N.J.S.A. 13:1K-6 et. seq.;
4. The costs of the City’s professionals, planners, engineers, attorneys in furtherance of such condemnation, for which an escrow fund shall be established.

Such condemnation shall be subject to all requirements of state and federal law.

Given the potentially large size of the costs involved, the City may contemplate a strategic acquisition plan should funds or Bonding Capacity allow. This strategy should be focused on Block(s) 9, 10, 12 and 14. While all lots within these blocks are important to the creation of the park space, the City must review the Property Appraisal information being worked on at the time of this Plan as the basis for such a decision.

Relocation Plan

As detailed in the “Southwest ‘IT’ Redevelopment Study by Heyer, Gruel & Associates dated April 2006, there are only a few residential structures and a limited number of residential units in the redevelopment area. At the expense of the selected developer(s), the City will provide all displaced residents with the appropriate relocation assistance, pursuant to applicable state and federal law, should relocation be necessary. The local housing market, including Hoboken and surrounding communities, contains an ample supply of decent, safe, and sanitary dwelling units that are affordable to residents, if any, who are displaced by the redevelopment process.

If necessary, the City will prepare, at the expense of the redeveloper, a Workable Relocation Assistance Plan (WRAP), which shall be filed with the New Jersey Department of Community Affairs (NJDCA) prior to the acquisition of any property by the City and the relocation of any residents or businesses. The WRAP will be prepared in accordance with the applicable relocation statues. A relocation officer may be designated by the City to facilitate the WRAP process and to assist in any relocation of residents or business.

Where the City is responsible under applicable law for relocation costs, such costs shall be paid for by the redeveloper. If the relocation of any resident or business is not directly caused by the Redevelopment...
Plan, neither the City nor its selected redeveloper shall assume any responsibility for the cost of same to the extent permitted by applicable law.

**Public Improvements**

In addition to the standards outlined in this Plan, the City may be required to take additional action to implement this Plan. These may include:

- Negotiation for and Collection of Fees from Developers for park and infrastructure improvements.
- Public investment in Parks improvements.
- Environmental Remediation in conjunction with parks improvements.
- Vacation or realignments of utility and roadway R.O.W. and easements.
- Negotiations with adjacent municipalities, Hudson County, State of New Jersey and New Jersey Transit.
- Improvements outside of this Plan’s jurisdiction to facilitate connections between new and existing neighborhoods, mass transit stations and schools.

*Paterson Road realignment has several options when considering relocating it west of the Hudson Bergen Light Rail line: sharing the HBLR R.O.W. under the heavy rail rail line; flyover the rail line; and utilizing the existing portal at Newark Street.*
Hoboken Master Plan
The City’s Master Plan made several recommendations which are being implemented by the Southwest Redevelopment Plan: (1) aggressively pursue the development of parks and open space as suggested on the Open Space Concept Map - the Plan’s proposed four acre Southwest Green represents one of the largest recommended park development sites identified anywhere in the city; (2) involve the private sector in creating open space - the Plan’s bonus provisions go a long way in actually developing large and small parks with primarily private funding. (3) Require street trees as part of development applications - the Plan does just that. and (4) Provide more recreation and parks through better utilization of land, creative thinking and intelligent use of limited resources including creating parks and recreation over parking garages, requiring “green” rooftops of new large buildings, and requiring developers to provide new public open space as part of new construction - all of these techniques are in the Plan.

Adjacent Municipalities
Hoboken is bordered only by Jersey City as it relates to the Southwest Redevelopment Plan. Historically, Jersey City has been utilizing land in this area for industrial purposes. Today, recognizing the development pressures that industrial uses are facing, both cities have created redevelopment plans for these adjoining areas. The redevelopment plans in Jersey City are similar in approach to the subject Plan. Consequently, the Southwest Redevelopment Plan will not have any adverse impacts on the adjacent municipality and is consistent with Jersey City efforts.

Hudson County
The 2002 Hudson County Master Plan outlines the following goals:

- To improve the overall quality of life in Hudson County.
- To provide for the economic revitalization of the County’s commercial and industrial base.
- To preserve the character of existing well established neighborhoods.
- To improve the transportation network.
- To increase the tax base.

This Plan has employed similar goals. As such, the Plan is consistent with Hudson County’s Planning efforts.

New Jersey State Development & Redevelopment Plan
Hoboken is located in Metropolitan Planning Area (PA1) of the State Plan. The goal of PA1 is to focus and contemplate development and redevelopment activities in communities like Hoboken. It is the goal of this Plan to reinvigorate less than fully productive land through a comprehensive planning approach. Therefore, this Plan is entirely consistent with the State Plan.
Other Considerations
**Hoboken Community Groups**

A Plan was prepared by Academy Bus, a major land owner in the area. Their proposal was created with input from members of the Southwest Parks Coalition and is worthy of recognition within this Plan. This Redevelopment Plan references a conceptual park design produced by Academy’s landscape architect, Mr. Lee Weintraub. The Southwest Redevelopment Plan recognizes the community’s efforts and makes note that some of their ideas were considered in preparing this Plan. The City recognizes these efforts and seeks to continue working with the community to incorporate the park amenities the community desires.