

Redevelopment Plan

Western Edge Redevelopment Area



City of Hoboken
Hudson County, New Jersey

Block 92, Lots 1.01 and 1.02
Block 106, Lot 1
Block 112, Lot 1
EXCLUDING BLOCK 92, Lot 2

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MC Project No: 14000536G



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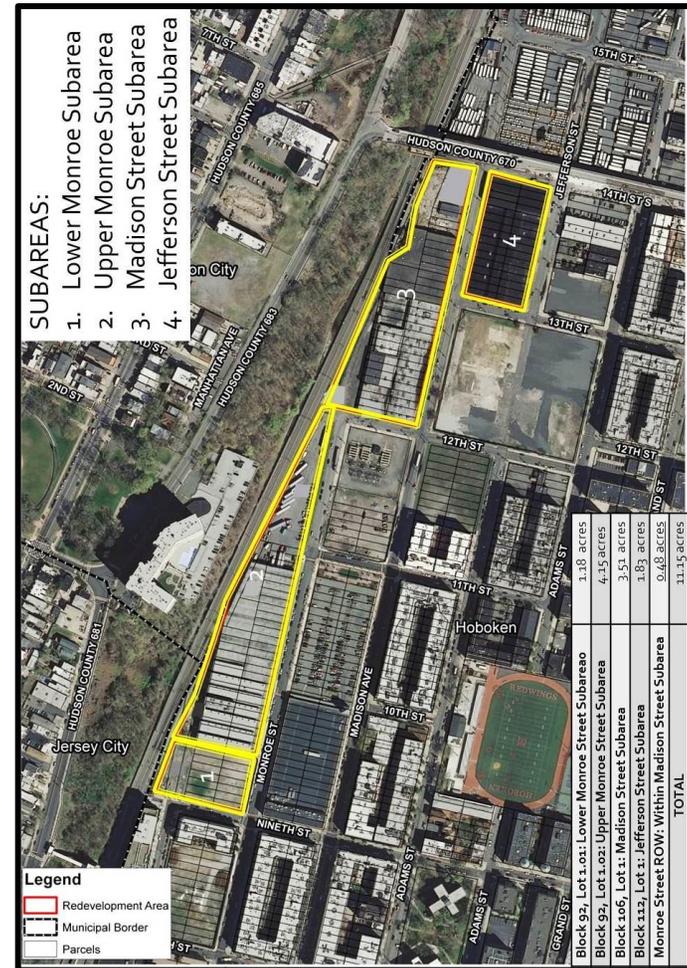


1.0 Introduction

This Redevelopment Plan has been prepared for the Western Edge Redevelopment Area (“Redevelopment Area”) within the City of Hoboken, Hudson County, New Jersey. The Western Edge Redevelopment Plan Area includes four properties located in the western portion of the City, within an area bounded by the Hudson-Bergen Light Rail (HBLR) right-of-way and the Palisades to the west; Ninth Street and a residential area to the south; Monroe Street, Madison Street and Jefferson Street and neighboring non-residential and residential areas to the east; and the Fourteenth Street viaduct and an industrial area to the north.

By resolution dated October 5, 2005, the City of Hoboken Council directed the City’s Planning Board to study the area in order to determine whether it was an “Area in Need of Redevelopment” in accordance with the criteria specified at N.J.S.A. 40A:12A-5. The City retained Phillips Preiss Shapiro Associates to conduct an Area in Need of Redevelopment investigation, which was completed in November 2006. A public hearing on the investigation was then held on November 20, 2006, January 11, 2007 and March 6, 2007 by the Planning Board, which recommended by resolution dated April 3, 2007 that the study area qualified as an **Area in Need of Redevelopment**. Based on the findings of the report, the delineated Western Edge Redevelopment Area boundaries were adopted as Resolution No. 07-977 of the City Council on July 18, 2007 (see Appendix). Paragraph 5 of the Resolution stated: “The City Council has considered the recommendation of the Planning Board that any related development plan ‘should allow each property therein to be developed by its respective owner(s)’ and will consider that at the time it considers and adopts a redevelopment plan for the Western Edge Area”.

As stated in Section 9.3 herein: the City determines that each property be redeveloped in the Western Edge Redevelopment Area by its respective owner(s). Involuntary acquisition by eminent domain is not authorized by this Plan.



MAP 1

Western Edge Redevelopment Area

The Western Edge Redevelopment Plan (“Redevelopment Plan”) provides a framework for the redevelopment of a number of properties in the northwestern portion of the City in proximity to the Ninth Street Hudson-Bergen Light Rail Station. The Redevelopment Plan sets forth standards and guidelines for land use and design; circulation and parking; open space and recreation; and resiliency.

2.0 Redevelopment Area

The Redevelopment Area encompasses properties located in the western portion of the City of Hoboken near its boundaries with the City of Union City and the City of Jersey City. In recent years, the western portion of Hoboken has evolved from an industrial, manufacturing-oriented area to an area that includes some residential and commercial development. The Redevelopment Area is located at the western edge of Hoboken, at the foot of the Palisades. The study area boundaries are formed by the following: the Hudson-Bergen Light Rail (HBRL) right-of-way to the west; Ninth Street to the south; Monroe Street, Madison Street and Jefferson Street to the east; and Fourteenth Street and the Fourteenth Street viaduct to the north.

The Redevelopment Area consists of approximately 11.15 acres, as shown in Table 1. The area includes four separate Subareas identified as the Lower Monroe Street Subarea, Upper Monroe Street Subarea, the Madison Street Subarea and the Jefferson Street Subarea. With the exception of the two Monroe Street Subareas, each Subarea is separated from the others by the existing street network. Together, the Subareas total four parcels on three tax blocks (Block 92, Lot 1.01; Block 92, Lot 1.02; Block 106, Lot 1; and Block 112, Lot 1). They were consolidated from 143 tax lots on portions of eight tax blocks: Blocks 92, 93, 97, 101,

105, 106, 111 and 112 on the previous official City of Hoboken tax maps. An unimproved section of Monroe Street identified as the Monroe Street ROW in Table 1 is also included in the Redevelopment Area. For the purposes of this Redevelopment Plan, Block 92, Lot 2, which is owned by New Jersey Transit as part of the Hudson Bergen Light Rail, is not included.

Table 1: Redevelopment Area Summary

Block 92, Lot 1.01: Lower Monroe Street Subarea	1.18 acres
Block 92, Lot 1.02: Upper Monroe Street Subarea	4.15 acres
Block 106, Lot 1: Madison Street Subarea	3.51 acres
Block 112, Lot 1: Jefferson Street Subarea	1.83 acres
Monroe Street ROW	<u>0.48 acres</u>
TOTAL	11.15 acres

The Western Edge Redevelopment Area is surrounded by a mix of uses, including multi-family residential to the south, the Hudson-Bergen Light Rail (HBRL) right-of-way to the west (which is also the municipal boundary), industrial uses to the north, and public, industrial, commercial, and multi-family residential uses to the east. Map 1 on page 1 shows an aerial view of the variety of land uses surrounding the redevelopment area.

Although the City of Hoboken has experienced a development boom in the last two decades, the northwestern portion of the City is one of the few areas that still contains remnants of its industrial past. There has been construction activity in recent years, especially in response to the adoption of the nearby Northwest Redevelopment Plan. Most of the new construction has been either residential or commercial. The development that has occurred in response to the Northwest Redevelopment Plan represents the most significant new residential development in the area in recent years.



South and east of the Redevelopment Area are several multi-family residential buildings that have been constructed in connection with the Northwest Redevelopment Plan, as well as non-residential development that includes a Shop Rite supermarket. The Northwest Redevelopment Plan Area wraps around the study area to the east and south and consists of all or parts of 22 tax blocks, of which four directly abut study area properties on Ninth Street, Monroe Street, and Jefferson Street.

North of the study area is an active industrial and warehousing area, a large part of which is occupied by Academy Bus. These properties are separated from the Western Edge Redevelopment Area by the 14th Street viaduct. The Hudson-Bergen Light Rail runs along the western boundary of the study area. The 9th Street Light Rail Station is located at the westernmost end of 9th Street, which is at the southwesterly edge of the Redevelopment Area.

2.1 Property Description

Lower Monroe Street Subarea (900-912 Monroe Street)

900-912 Monroe Street includes Block 92, Lot 1.01. This parcel is a 1.179 acre former industrial property. At the time of the Area in Need of Redevelopment Report, a vacant industrial building occupied this site. Since then, the industrial structure has been demolished in advance of the construction of a new approved residential building. The approved project is known as “900 Monroe” and includes an 11-story, 135 unit residential building with ground floor retail amounting to approximately 1,900 gross square feet plus an 11,500 sq. ft. child care center and three levels of structured parking. The project includes a hardscaped public walkway along the Hudson-Bergen Light Rail (HBLR) tracks. The Floor Area Ratio (FAR) of the proposed project is approximately 4.0 (excluding parking).



Figure 1: A mixed use project approved by Use Variance from the Zoning Board of Adjustment is under construction at 900-912 Monroe Street.

The lower Monroe Street Subarea is bordered by Monroe Street on the east and 9th Street on the south. Monroe Street is a one-way southbound street and 9th Street is a one-way eastbound street. Transit access includes the 9th Street Hudson-Bergen Light Rail Station at the southwest corner of the Subarea, and the City’s Green Hop shuttle bus service which is available along Madison Street a block to the east.

Surrounding land uses include the following:

- To the north is a one-story industrial building included in this Redevelopment Plan (Upper Monroe Subarea).
- To the east is a relatively new Shop Rite supermarket.
- To the south are a five-story and a ten-story multi-family residential building.
- To the west are the 9th Street Station and the tracks for the Hudson-Bergen Light Rail.



Figure 2: A Shop Rite supermarket takes up the block opposite 900-912 Monroe Street, as well as the block opposite 914-930 Monroe Street and is part of the adjacent Northwest Redevelopment Plan Area.

Upper Monroe Street Subarea (914-930 Monroe Street)

The Upper Monroe Street Subarea includes Block 92, Lot 1.02. This Subarea includes an industrial property with an older structure that is used for warehousing and distribution purposes. The site totals approximately 4.15 acres and has an elongated triangular shape. The Palisades and a 22+ story high-rise building in Union City adjoin the site to the west on the opposite side of the Hudson-Bergen Light Rail Line.

The Upper Monroe Street Subarea is bordered by Monroe Street on the east. Monroe Street is a one-way southbound street. Transit access includes the 9th Street Light Rail Station which is only several hundred feet from the southern end of the Subarea. In addition, access to the City’s Green Hop shuttle bus service is available along Madison Street, one block to the east. 11th Street is one-way westbound and 12th Street is one-way westbound from Madison to Monroe and one-way eastbound from Madison to Hudson Street. Both streets terminate at Monroe Street in this Subarea.

Surrounding land uses include the following:

- To the west is the HBLR Light Rail, beyond which are the Palisades and a 22+ story high-rise building.
- To the east is the Shop Rite supermarket store, a pocket plaza on 11th Street, a vacant parcel of land and a PSE&G substation.
- To the south is a parcel of land under development that is part of this Redevelopment Plan (Lower Monroe Street Subarea).

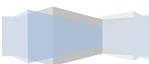


Figure 3: This image shows the northern end of 914-930 Monroe facing south, back towards the existing industrial building with the high-rise in Union City shown to the right built into the Palisades.

Madison Street Subarea (1200-1318 Madison Street)

The Madison Street Subarea includes Block 106, Lot 1 as shown in Figure 4. This Subarea contains a former industrial building with frontage on Madison and 12th Streets, extending north to 14th Street. The parcel totals approximately 3.51 acres.

Madison Street is a one-way northbound street along the eastern side of the Madison Street Subarea. Transit access is available via the City’s Green Hop shuttle bus service, which travels along Madison Street. In addition, the 9th Street Hudson-Bergen Light Rail Station is approximately 1/3 mile south of the Subarea. 13th Street is a one-way westbound street that terminates at Madison.



Surrounding land uses include the following:

- To the south is the PSE&G substation.
- The 14th Street viaduct is to the north.
- A City-owned paper street extension of Monroe Street and the Hudson-Bergen Light Rail line and the Palisades are to the west.
- To the east is an industrial building between 13th and 14th Street within the Redevelopment Area (Jefferson Street Subarea) and land in the block between 12th Street and 13th Street owned by BASF that the City plans to acquire for a park.



Figure 4: View of rear of 1200-1318 Madison Street where Monroe Street terminates into the end of 12th Street.

The Jefferson Street Subarea (1300 - 1330 Jefferson Street)

The Jefferson Street Subarea consists of Block 112, Lot1, containing a total of approximately 1.83 acres that is currently improved with a one-story metal-clad building which has been recently renovated for use as a parking garage (Figure 5). The block has frontage on four streets, including Madison Street (a one-way northbound street), 14th Street (a one-way eastbound street south of the 14th Street Viaduct), Jefferson Street (a two-way street north of 13th Street) and 13th Street (a one-way westbound street). Transit access includes the 9th Street Hudson-Bergen

Light Rail Station which is less than a half-mile from the southern end of the Subarea. In addition, access to the City's Green Hop shuttle bus service is available along Madison Street and Adams Street. NJ Transit Route 22 bus runs along the 14th Street Viaduct, with a bus stop five blocks away between Park Street and Garden Street.

Surrounding land uses include the following:

- Vacant industrial building to the west, included in the redevelopment area (Madison Street Subarea).
- The 14th Street Viaduct is to the north.
- A one-story retail building and vacant area to the east, beyond which are six-story multi-family residential buildings.
- A vacant block between 12th and 13th Street (BASF Site) which is proposed as a future park.



Figure 5: This former vacant industrial building (top) at 1300 Jefferson Street has been renovated for use as an interior parking garage (bottom) in recent years.

2.2 Existing Zoning

All the Study Area properties are located within the I-1 Industrial Zone district as shown on the City’s Zoning Map.

Purpose:

The purpose of this district is to establish standards for urban industrial activity; to acknowledge the City’s traditional locational advantages for materials handling and fabrication; to maintain employment opportunities for local residents while diversifying and strengthening the City’s economic base.

Permitted Uses:

- Manufacturing, processing, producing or fabricating operations which meet the performance standards set forth in Article XII, provided that all operations and activities, except parking, are carried on within enclosed buildings and that there is no outside storage of materials, equipment or refuse.
- Office buildings.
- Research laboratories.
- Warehouses and related office buildings.
- Essential utility and public services.
- Wireless telecommunications towers subject to Sections 196-26 and 196-35.

Accessory Uses:

- Off-street parking, loading and unloading.
- Accessory uses customarily incidental to principal permitted uses and on the same tract.
- Signs.
- Wireless telecommunication antennas.

Conditional Uses:

- Automobile service stations.

- Commercial garages.
- Building supply and lumber yards.
- Factory outlet stores.
- Planned industrial development
- Manufacturing and processing operations wherein additional evidence is required to demonstrate ability to comply with minimum performance standards, as set forth in Article XII.
- Public parking facilities.
- Intermediate material recovery facility for solid waste that meets but does not exceed the requirements of the 1979 Hudson County Solid Waste Management Plan, provided that all operations and storage are carried on entirely within enclosed buildings.
- Accessory uses customarily incidental to a principal permitted use but not located on the same lot or parcel or, if contiguous, within the same zoning district.

Bulk Requirements

Lot area, minimum: 20,000 square feet.

Lot width, minimum: 200 feet.

Lot depth, minimum: 100 feet.

Lot coverage, maximum:

- principal buildings 65%;
- accessory buildings 10%

Building height, maximum:

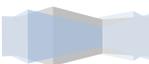
- principal buildings 4 stories, but not more than 80 feet;
- accessory buildings 1.5 stories, but not more than 30 feet.

Yard dimensions, minimums:

Front - 10 feet

Side - 10 feet each side

Rear - 20 feet



3.0 The Need for Redevelopment

This Redevelopment Plan has been prepared in accordance with N.J.S.A. 40A:12A-7A, which provides that redevelopment projects may only be undertaken or carried out in accordance with a redevelopment plan adopted by ordinance of the municipal governing body, upon its findings that the specifically delineated project area is an area in need of redevelopment, according to the criteria set forth in Section 5 of the Local Redevelopment and Housing Law (LRHL).

In 2006 the City of Hoboken Council directed the City's Planning Board to study the area in order to determine whether it was an "Area in Need of Redevelopment" in accordance with the criteria specified at N.J.S.A. 40A:12A-5. The City retained Phillips Preiss Shapiro Associates to conduct a Redevelopment Area investigation, which was completed in November 2006. A public hearing on the investigation was then held by the Planning Board, which recommended that the study area qualified as an Area in Need of Redevelopment. Based on the findings of the report, adoption of the delineated Redevelopment Area boundaries was effectuated by the City Council in July 2007.

A draft redevelopment plan was prepared by the City in September 2008. The draft plan, however, was met with significant public resistance because it did not incorporate the residents' concerns. Major criticisms of that 2008 plan included the height of the buildings, inadequate amount and location of open space, and the lack of a cohesive plan for a community center. As a result, the draft plan was never adopted. A revised plan, prepared in September 2010, was presented to City Council, but also was not adopted due to concern with the types and square footage of uses proposed. A market analysis of the uses proposed in the September 2010 draft plan was drafted in 2011, but was not

finalized. This Redevelopment Plan is the result of meetings with property owners, a public opinion survey, public input from an open house and a review of market conditions and economic viability.

4.0 Vision, Goals and Objectives

4.1 Vision

The Western Edge Redevelopment Area has been referred to as Hoboken's final frontier in the City's Master Plan. The last vestiges of the City's industrial past are here in the form of underutilized industrial buildings as well as vacant lands, both of which are ripe for redevelopment. The opportunity to start anew is here with a vision replete with green technology, sustainability and climate change mitigation. Moving beyond sustainability toward a regenerative process is also part of the vision.

Despite its relatively small size of approximately 11 acres, there are many goals that can be achieved here. Residential neighborhoods with mixed use development combining retail and recreation uses with residential uses as recommended in the 2010 Reexamination Report can be achieved. At the same time the "green circuit" for pedestrian and bicyclist use espoused in recent planning documents can be accommodated. Most recently in the aftermath of Superstorm Sandy the Western Edge has been identified as an area for flooding mitigation strategies as presented in the Rebuild By Design Competition (Resist, Delay, Store, Discharge: A Comprehensive Strategy for Hoboken) and the Hoboken Green Infrastructure Strategic Plan from Together North Jersey. Both of these studies identify the Western Edge as an area for water retention storage during flooding events. Lastly the Western Edge can serve as an example of the use of green technology and LEED building standards.

In order for the Redevelopment Plan to be viable, it must be implementable and realistically balance competing interests. Market research was conducted, meetings held with interested parties (city, public, property owners, and design professionals) and pro-forma's were analyzed. The Redevelopment Plan provided is the result of massing studies used to test assumptions and ensure the site's performance but also provide a vision from both the design and economic perspective. The resulting metrics of the Redevelopment Plan are reasonable and balanced and serve as the basis for the plan's zoning and guide for development of the Redevelopment Area.

The resulting Redevelopment Plan provides a clear direction for economic expansion while providing an opportunity to develop a project that recognizes the area's unique attributes in the geography and topography of the City that enable it to serve functions including flood storage and recreation. While the Redevelopment Plan requires open space it also proposes complementary uses and a design which will support the goal of sustainability.

4.2 Goals and Objectives

Consistent with the community's vision for Western Edge, the broad goal of the Redevelopment Plan is to create a sustainable LEED certified mixed use neighborhood that is economically viable with residential, retail and recreation uses while providing for open space, flood mitigation facilities and the "green circuit".

Goal 1. To increase the economic base of the Redevelopment Area.

Policies & Objectives

- Take advantage of the 9th Street Light Rail Station and advocate for a second station at 15th Street serving as anchors

at opposite ends of the Redevelopment Area and have new redevelopment maximize the use of the Light Rail.

- Encourage mixed use development with mixed use office, retail and commercial, recreation and residential uses closest to the existing 9th Street and potential 15th Street Light Rail Stations, followed by residential uses towards the central portion of the redevelopment area oriented to existing and proposed park spaces, with ground floor retail in all new mixed use buildings.
- Encourage a mix of non-residential uses, including small and mid-sized urban manufacturing and technology businesses that are particularly adaptable to urban environments and compatible with mixed-use neighborhoods.

Goal 2. To provide a pedestrian friendly streetscape.

Policies & Objectives

- To include mixed use buildings with ground floor retail that wraps around corners of buildings where they front on pedestrian walkways.
- Provide numerous pedestrian access points to new development and provide pedestrian walkways to the 9th Street Light Rail Station, with a multi-purpose pedestrian-bicycle path running along a linear park adjacent to the Light Rail and connecting both the existing 9th Street Light Rail Station and the potential 15th Street Light Rail Station.
- Provide pedestrian linkages to the "green circuit", using and extending the existing street grid.



Goal 3. To provide a suitable corridor for the “green circuit”

Policies & Objectives

- Make the “green circuit” a prominent feature of the Redevelopment Plan, with setbacks from the Light Rail line that will enable the development of the linear park proposed in Rebuild by Design.
- Provide linkages to the “green circuit” throughout the redevelopment area and ensure that suitable connections are designed as the “green circuit” enters and leaves the Redevelopment Area.

Goal 4. To provide for climate change mitigation.

Policies & Objectives

- Recognize that the Redevelopment Area is a prime location for flood water retention and incorporate engineered solutions to achieve retention and discharge, with the “spine” of the open space system being the linear park along the Light Rail line that will double as a designed chain of bioretention swales and rain gardens.
- Incorporate green street technology into all redevelopment-related street improvements to aid infiltration of excess stormwater.

Goal 5. Promote sustainability in the built environment to achieve a Sustainable Neighborhood.

Policies & Objectives

- Allow for adaptive reuse of existing industrial buildings, where such reuse can be successfully integrated with other redevelopment projects.
- Require LEED Silver Certification or better for all buildings.

LEED ND SIDEBAR #1

What is a Sustainable Neighborhood?

“A neighborhood can be considered the planning unit of a town. The charter of the Congress for the New Urbanism characterizes this unit as “compact, pedestrian-friendly, and mixed-use.” By itself the neighborhood is a village, but combined with other neighborhoods it becomes a town or a city. Similarly, several neighborhoods with their centers at transit stops can constitute a transit corridor.

The neighborhood, as laid out in LEED-ND, is in contrast to sprawl development patterns, which create podlike clusters that are disconnected from surrounding areas. Existing and new traditional neighborhoods provide an alternative to development patterns that characterize sprawl, such as the single-zoned, automobile-dominated land uses that have been predominant in suburban areas since the 1950s. Instead, traditional neighborhoods meet all those same needs—for housing, employment, shopping, civic functions, and more—but in formats that are compact, complete, and connected, and ultimately more sustainable and diverse.

The metrics of a neighborhood vary in density, population, mix of uses, and dwelling types and by regional customs, economies, climates, and site conditions. In general, they include size, identifiable centers and edges, connectedness with the surroundings, walkable streets, and sites for civic uses and social interaction.”

LEED FOR NEIGHBORHOOD DEVELOPMENT, 2009, PAGE XVI

- Encourage solar installations and other renewable energy innovations as appropriate.
- Design pedestrian and bicycle friendly streets that are shaded and where sidewalk interruptions are minimized, using LEED-ND standards as a minimum requirement.

Goal 6. Maximize open space and the greening of the City through regenerative initiatives and other means.

Policies & Objectives

- Encourage the creation of a linear “ecological park” in the Western Edge along the HBLR line by requiring building setbacks from the rear and linking the rear yards through a conservation easement running from 9th Street to 14th Street.
- Encourage bioretention of water in new redevelopment projects by requiring sustainable best practices such as green roofs and green walls as part of the architectural design and the use of raingardens as part of landscaped public spaces and parks.
- Preserve view corridor along the east-west streets to the Palisades to expand the sensation of open space.

5.0 Relationship to Local Objectives

In addition to the redevelopment area-specific goals and objectives, the LRHL requires that the Redevelopment Plan indicate its relationship to definite local objectives regarding land uses, population density, traffic and public transportation, public utilities, recreational and community facilities, and other public improvements. This will ensure that the goals and objectives of the Redevelopment Plan are consistent with or will support the broader community-wide goals of the Master Plan.



Figure 6: The area along the Light Rail line at the base of the Palisades (shown above) has been identified in Rebuild by Design and the Green Infrastructure Plan for a linear park that doubles as flood storage and stormwater retention. This Redevelopment Plan envisions the linear park as also providing a bike-ped link (similar to lower image) between the existing 9th Street Light Rail Station and the 15th Street Light Rail Station recommended in the 2004 Master Plan and 2010 Reexamination Report.

The 2004 Master Plan and 2010 Master Plan Reexamination Report provide the basis for the long range planning and zoning efforts for the City. The information provided in these documents provides insight into the study area with both specific and general recommendations.

The following statements from the City of Hoboken’s 2004 Master Plan and the 2010 Reexamination Report are relative to the Western Edge Redevelopment Area:

5.1 2004 Master Plan

In 2004, the Planning Board adopted a comprehensive Master Plan. The 2004 Master Plan made general and specific references to issues relevant to the study area. Excerpts of the 2004 Master Plan are provided by the element in which they appeared.

Open Space, Recreation, and Conservation Element

This element recommends the following:

“Maximize park and recreation opportunities for residents. Hoboken has a severe shortage of open space and recreation facilities. The City should aggressively pursue the creation of new parks, open space, and recreation facilities. Possible sites to be acquired for open space purposes, as well as other recreation facilities were shown [Map 4 in the Master Plan]. Notable park sites in the project area shown on this map include the Cognis (formerly Henkel) factory site located between Twelfth, Thirteenth, Adams, and Madison Streets and various properties along the Light Rail tracks in the Western Edge.”

“Involve the private sector in creating open space. Possible methods include requiring the provision of mini-parks and other publicly accessible open space amenities in any new development. Examples of this approach that are already planned include small

parks that will be built as part of the Shop Rite development and on Block B of the Southern Waterfront.”

“Create park corridors or ‘green streets’. One way to increase recreation opportunities is to redesign existing streets for greater use by bicyclists, pedestrians, runners and skaters. These streets, designated as “urban trail” streets ideally would connect existing and proposed parks, and would feature pedestrian improvements, additional trees and signage. Eleventh Street in the redevelopment area is designated as a ‘green street’.”

“Require street trees as part of development applications. Developers of new buildings or applicants completing substantial rehabilitations of existing buildings should be required to plant trees on the sidewalk in front of these projects.”

“Provide more recreation and parks through better utilization of land. Addressing the City’s open space deficit requires creative thinking and intelligent use of limited resources. Possible ways to increase open space in conjunction with new development and redevelopment include 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.”

“Create a green circuit in the City to link recreational and other amenities.

The City should take a bold step by creating a multi-use path around Hoboken’s periphery that would eventually connect a series of parks, as shown on the Open Space Concept map. A portion of this effort is the completion of the Hudson River waterfront walkway in the City, which would be linked to new paths and open spaces created on City property and private land, as well as New Jersey Transit’s property adjacent to the Light Rail tracks.”

“Promote public acquisition of undeveloped parcels on the circuit. There are opportunities to construct new parks, particularly in the northwest section of the City. The City should identify which properties are appropriate for open space, as well as determined methods of acquisition. Priority should be given to vacant or underutilized sites adjacent to the proposed trail network.”

Community Facilities Element

This element recommends the following:

“Encourage environmentally sensitive and sustainable design. Consider incorporating the US Green Building Council’s LEED (Leadership in Energy and Environment Design) Rating System in the development application checklist. Such a system would promote building and site design that reduces environmental impacts and encourage applicants and approving authorities to consider these impacts when preparing and evaluating site plans.”

“Promote the creation of green roofs and parking lots. Roofs planted with vegetation collect runoff, provide shade, decrease glare and mitigate the urban “heat island” effect. The City should work with local developers to investigate the most cost-effective and technologically advanced specifications for such roofs, as well as for large exposed parking areas.”

“Address drainage problems in the City’s flood zones. The City should rigorously enforce requirements that new development in area prone to flooding mitigate flooding problems and improve drainage. In areas where systems are failing, innovative solutions such as tax increment financing for sewer and drainage improvements should be considered.”

“Develop a set of stormwater management policies and regulations for new development. Consider requiring that all site plans and redevelopment plans include stormwater management plans. Require that underground stormwater detention facilities be created in new parks to handle runoff from new development surrounding the parks.”

“Encourage the replacement of the existing combined sanitary and storm sewer system. The existing system is currently being upgraded to reduce the amount of waste that escapes into the Hudson River during storm events. Over the long term, consideration should be given to creating separate storm and sanitary sewer systems in portions of the system.

Due to its age and design, Hoboken’s sewer system poses a number of challenges. The system was originally designed to handle both stormwater and sanitary sewage, which it carried without treatment directly into the Hudson River. When the first treatment plant was constructed in 1958, a system of interceptor sewers and pump stations was built to direct wastewater to the plan, and a system of regulator chambers was installed to reduce the amount of waste that drains into the river during storms. The regulators are currently being consolidated and upgraded in accordance with the Long Term Solids/Floatables Facilities Plan. Hoboken’s sewers are quite old - in many cases, they date to the Civil War era. The authority is engaged in a program to clean-out and rehabilitate these wooden sewers to prevent backups.”

Circulation Plan Element

The Circulation Plan recommends the following:

“Pedestrian/Bicycle

Create a multi-use circuit around the City, if possible adjacent to the Light Rail tracks.”



“Transit

Lobby New Jersey Transit for the creation of an uptown Light Rail Station. Providing an additional station between the Ninth Street Station in Hoboken and the Lincoln Harbor Station in Weehawken would improve transportation in the City and encourage economic development in the City’s northwest corner. A possible location for this station is at the west end of Fifteenth Street.”

“Traffic

Employ traffic calming. These techniques help to reduce speeding and limit the amount of through traffic on residential streets. Particular attention should be paid to areas where traffic enters residential areas from major roads, such as the streets that intersect with Observer Highway or Fourteenth Street. This approach also should be focused on Madison, Monroe and Jackson Streets, which often handle cut-through traffic avoiding the eastern part of the City.”

Economic Development Element

The Economic Development Element recommends the following:

“Promote convenience retail at the new Light Rail transit stops. Transit stations are appropriate locations for non-residential development, both to serve transit riders as well as the increased concentrations of population in the surrounding area. The area around the planned Light Rail Stations at Second Street and Ninth Street are therefore logical places for small business districts to be created. Permitted non-residential uses should be limited to pedestrian-oriented, convenience retail and service uses.”

Land Use Plan Element

The Land Use Plan Element, Part II has the following recommendations:

“Reuse existing older buildings in the area when possible. Although this section of the City may not have a large number or concentration of historic buildings, there are some notable structures in the area. Reusing these where possible would help to maintain some connections to the area’s industrial past.”

“Promote redevelopment that is more industrial in character. The design standards for any new construction in this area should not be the same as in other, more historically residential areas of the City. Good design can also be more industrial in nature, and would be more in keeping with the historic uses in the west side of Hoboken.”

“Encourage use of cobblestone streets. In addition to providing a glimpse into Hoboken’s past, the use of this somewhat uneven surface also could serve a traffic calming function. Due to cost and maintenance concerns, these surfaces may be appropriate in limited areas on the west side, perhaps near intersections of residential streets with main streets.”

“Provide additional open space and community facilities as other development occurs. As discussed elsewhere in the Master Plan, Hoboken is in need of additional open space and community facilities. To the greatest extent possible, new development - particularly in this section of the City - should contribute to the provision of these elements. Providing open space and community facilities in this area also would make this area more balanced for residents of new (and existing) buildings in the area.”

“Improve the area underneath the Fourteenth Street Viaduct. The Viaduct increases in height starting a ground level at Willow Avenue to the western edge of Hoboken. This area is currently in poor condition, with some portions occupied by vehicle storage and others completely closed off. The area underneath the Viaduct has the potential to serve as open space and/or a unifying feature for this section of the City. It even could provide additional parking for residents, or for new businesses in the underbridge area, as long as it is well-designed. The existing one-way cobblestone streets on the north and south sides of the Viaduct should be preserved and incorporated for any designs for this area.”

The park under the Viaduct was constructed during the writing of this Redevelopment Plan and is a crucial part of the pedestrian mobility and open space component of this Redevelopment Plan.

5.2 2010 Reexamination Report

The 2010 Reexamination Report, which included a revised Land Use Plan, was adopted in March of 2011. The 2010 Reexamination Report notes changes to the city since the 2004 Master Plan and makes specific recommendations for both the city and the study area.

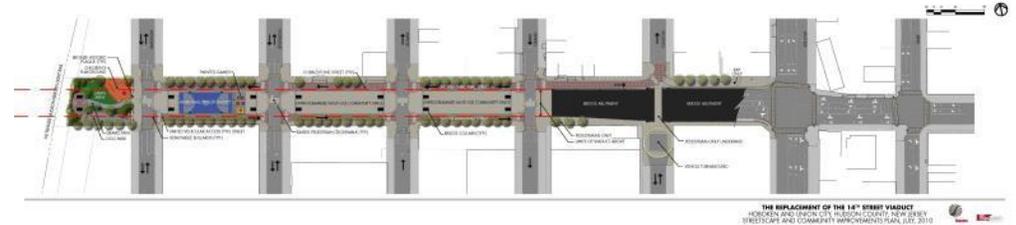


Figure 7: Concept Plan for the public park spaces under the 14th Viaduct, recently constructed.

As to the extent to which 2004 Master Plan problems and objectives have been reduced or increased, the 2010 Reexamination Report reports as follows:

- With regard to new development in former industrial areas in the western section of the City and the creation of residential neighborhoods, with mixed use development the Reexamination Report states:

“To develop ‘neighborhoods’ it takes a redevelopment plan rather than zoning; the Western Edge Redevelopment Plan (drafted in 2007 but not adopted) has a new consultant and has been rewritten and is under review prior to referral to the Planning Board;

- With regard to promoting redevelopment that is more industrial in character; reusing existing older buildings in the area when possible; saving and highlighting remaining industrial features; and encouraging use of cobblestone streets, the Reexamination Report states:

No regulations have been put into place which would protect existing buildings and features, encourage their preservation and reuse or require new buildings to be designed in an industrial style.

- With regard to Redevelopment initiatives the Reexamination Report recommends that the Western Edge Redevelopment Plan be finalized.

The Master Plan recommended, in part, an “IT Industrial Transition” area to include “current and former industrial areas, some of which are in varying stages of redevelopment. Limited industrial uses will continue to be permitted in these areas, with public facilities and office development permitted as well. Residential uses should be permitted only as a conditional uses in accordance with specific requirements. These include being located adjacent to public parks, or by providing open space that is dedicated to the City. Increased building height and density should only be permitted if amenities such as public parking or cultural facilities are provided.”

The 2010 Reexamination Report recommended, in part, “Eliminate the previously recommended Industrial Transition [IT] zone districts and maintain the existing Industrial [I-1, I-2] zone designations...The recommendations of the 2004 Master Plan to create transitional zones with high-rise residential and mixed-use has been called into question and is no longer recommended”; and “finalize [the] Western Edge Redevelopment Plan.”

While the 2010 Reexamination Report points to a redevelopment plan as being preferable to a zoning-based solution to introducing more diversity in land uses within Industrial zones such as the I1 Zone, this Redevelopment Plan is consistent with the 2004 Master Plan recommendations to reuse buildings where possible and to enable an “industrial transition” district. This Redevelopment Plan specifically permits industrial arts and urban manufacturing uses in the Western Edge Redevelopment Area and encourages the reuse of existing industrial buildings. It also promotes recognition of the industrial heritage of the City in its design standards. As such, this Redevelopment Plan is both consistent

with and designed to effectuate both the 2004 Master Plan and the 2010 Reexamination Report.

5.3 2010 Hoboken Bicycle and Pedestrian Plan

The City of Hoboken adopted a Bicycle and Pedestrian Plan in 2010. The Bicycle and Pedestrian Plan was prepared through the NJDOT Office of Bicycle and Pedestrian Program’s Local Technical Assistance (LTA) Program to address concerns of walking and bicycling within Hoboken. Within the Western Edge Redevelopment Area the Bicycle and Pedestrian Plan notes that there is an existing Class II Bike Lane (a striped, signed and stenciled 5 ft. lane for one- way bike traffic) on Madison Street between Observer Highway and 11th Street. Also there is an existing Class III Bike Lane (shared lane marking or “sharrow”) on 13th Street between Hudson Street and Madison Street.

The proposed improvements are part of an Enhanced Bike Network program that includes planned bike lanes on Monroe Street, Madison Street north of 11th Street, Jefferson Street and Adams Street. Also roadways with shared lane markings are proposed on 10th and 11th Streets under the Enhanced Bike Network. Improvements proposed as part of the Action Implementation Agenda for traffic calming includes traffic calming measures for Monroe Street and the installation of a “block buster” at the Madison Street and 11th Street intersection. The “block buster” would consist of curb extension treatment and signage to restrict two-way traffic from entering the opposite one-way approach.

5.4 Green Infrastructure Strategic Plan

The City was selected by Together North Jersey to receive technical consulting services to prepare a comprehensive Green Infrastructure Strategic Plan, which was completed in October of 2013. The Green Infrastructure Strategic Plan divides the City into three “zones”, Blue, Green and Gray. The Blue zone wraps around the western and southern edges of the City, the Green Zone is in



Figure 8: Map 4 from the Hoboken Bicycle and Pedestrian Plan with the Western Edge Redevelopment Area outline and labeled for reference.

the center and the Gray zone covers the downtown area and riverfront (see Figure 9).

The Western Edge Redevelopment Area is entirely located in the Blue Zone where constructed wetlands along the foot of the Palisades are shown as an example of the stormwater retention

strategy. The Blue Zone emphasizes retention Best Practices and the Green Zone emphasizes infiltration Best Practices (Figure 9). Subsurface storage is emphasized in this Redevelopment Plan through the provision for the linear park as either constructed wetlands or a series of bioretention swales and rain gardens through conservation easements across private parcels adjacent

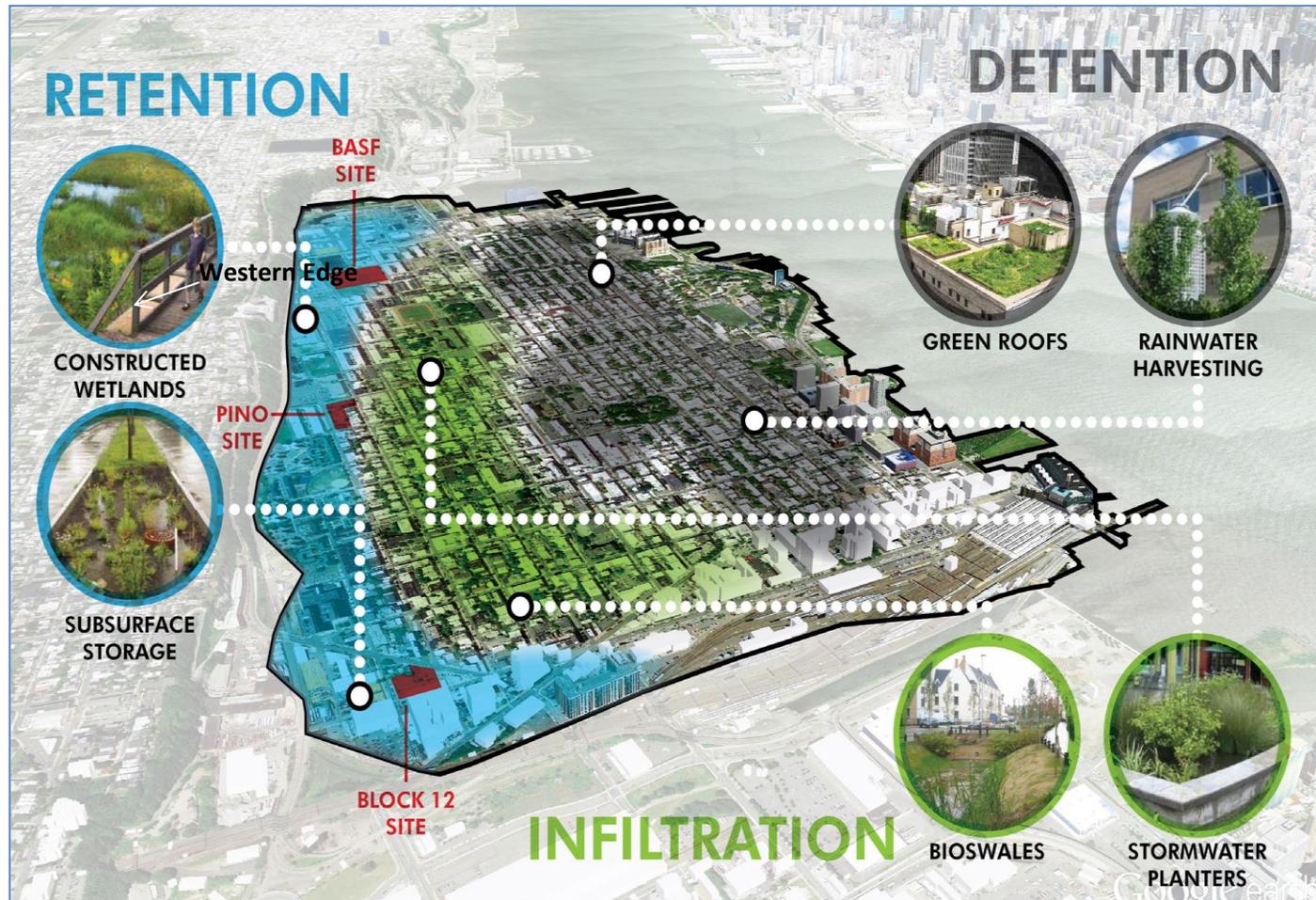


Figure 9: Map from Green Infrastructure Plan

to the Light Rail line. This strategy is intended to supplement the flood storage to be designed into the planned park at the adjacent BASF site. This Redevelopment Plan also promotes infiltration through the incorporation of rain gardens (stormwater planters) within the newly created interior public courtyards and plazas that are required. More details are found in the Section 8.9, Design Standards for Green Infrastructure.

In the aftermath of Hurricane Sandy, a comprehensive water management “Resist, Delay, Store, Discharge” strategy was developed to protect Hoboken from flooding due to storm surges and flash flooding as part of Housing and Urban Development (HUD) sponsored Rebuild by Design competition. Hoboken’s project won \$230 million federal funding as part the competition in June 2014. The comprehensive urban water strategy deploys programmed hard infrastructure and soft landscape for coastal defense (resist); policy recommendations, guidelines, and urban infrastructure to slow rainwater runoff (delay); a circuit of interconnected green infrastructure to store and direct excess rainwater (store); and water pumps and alternative routes to support drainage (discharge).

The recommendation in Rebuild by Design for Western Edge is shown in Figure 10 as the linear park with flood storage as has become the centerpiece of this Redevelopment Plan.

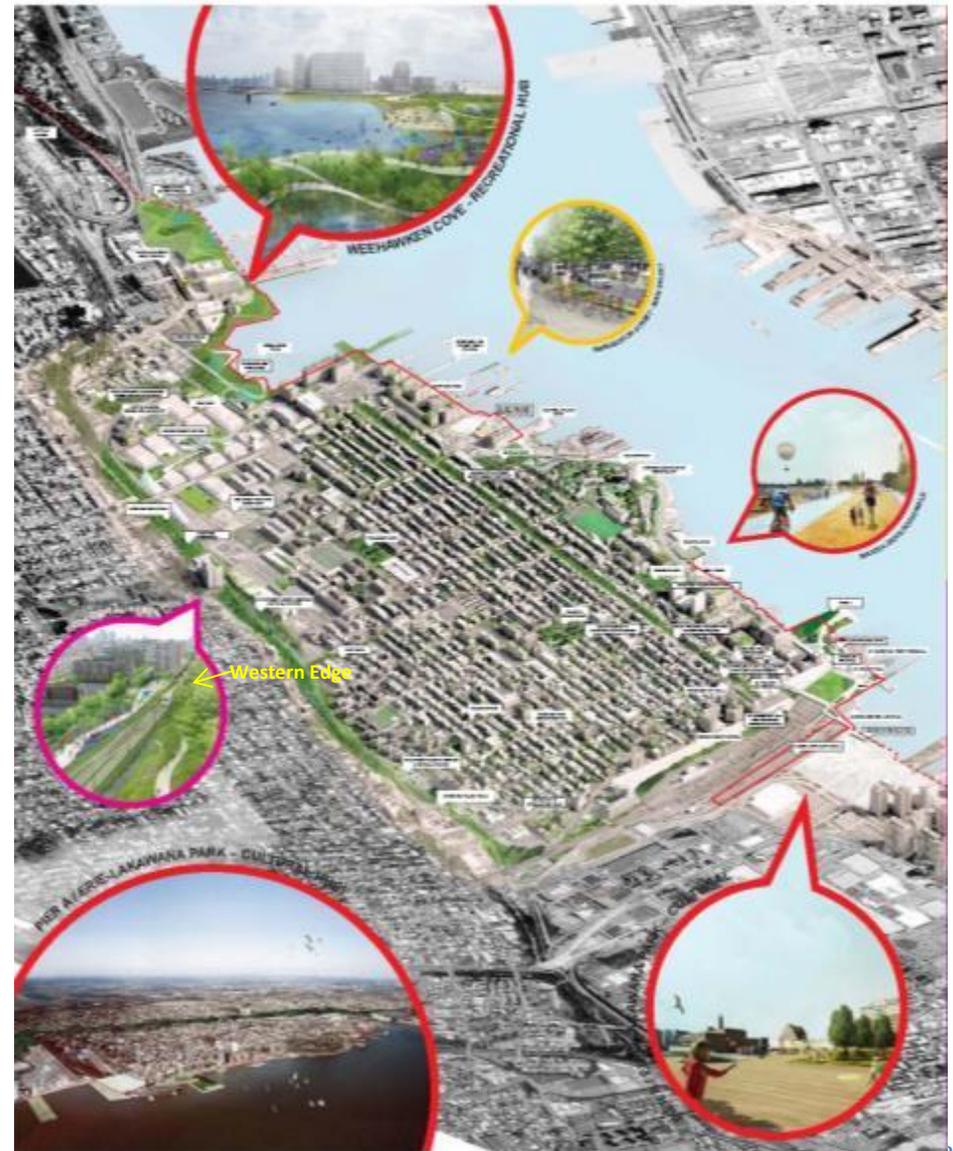


Figure 10: The Rebuild by Design strategy recommend a linear greenway along the light rail line for Western Edge as noted

6.0 Relationship to Other Plans

This section of the report discusses any significant relationship of the Western Edge Redevelopment Plan to the master plans of contiguous municipalities, the master plan of Hudson County, and the State Development and Redevelopment Plan. This is a requirement of the LRHL intended to link redevelopment planning to the regional planning goals and objectives.

6.1 Plans of Adjacent Communities

The Western Edge Redevelopment Area is located at the western edge of Hoboken, adjacent to Jersey City on the west. A Master Plan for Jersey City was adopted in 2000, and Reexamination Reports completed in 2005 and 2011. The Redevelopment Plan is compatible with the Land Use and Circulation Elements of Jersey City's Master Plan.

6.2 Hudson County Master Plan

Hudson County adopted a Master Plan Reexamination in August 2008, which updates, amends and supplements the 2002 Hudson County Master Plan to address issues, such as climate change, flooding, sustainability, etc., that have arisen since 2002. The following sections review the relationship of the Western Edge Redevelopment Area to the Hudson County 2008 Master Plan Reexamination:

Hudson County Goals and Objectives

The Western Edge Redevelopment Plan promotes the following goals and objectives of the Hudson County Master Plan:

General Goals & Objectives

- Goal 3. To provide for the economic revitalization of the County's commercial and industrial base.
- Objective 1. Encourage development and redevelopment that utilizes alternative transportation measures for bicycle, pedestrian and transit-friendly design practices and capitalizes on existing and planned transportation improvements.
- Objective 9. Reduce the amount of impervious coverage that contributes to flooding, adverse drainage conditions and the "urban heat island" affect.
- Objective 11. Promote the use of green building design to reduce "greenhouse gas" emissions, reduce stormwater run-off and non-point source pollution, and the "urban heat island" affect.

Land Use Goals

- Goal 3. To provide for a full range of retail businesses and personal services in suitable locations to serve the needs of the County.
- Goal 5. To integrate land use planning with transportation planning and capacities, including all modes, but particularly pedestrian and bicycle and to promote development intensities that will support mass transit.
- Goal 6. To promote compact and mixed-use development patterns.
- Goal 10. To minimize the negative effects of development and redevelopment on the natural and built environments.

Economic Goals

- Goal 3. To provide for the economic revitalization of the County's commercial and industrial base.

Goal 4. To retain existing businesses and attract new industries.

Goal 5. To reduce the tax burden on residential uses by encouraging additional development that generates significant tax benefits.

Circulation Goals

Goal 4. To promote alternate transportation modes including bicycling, telecommuting, transit and walking.

Goal 11. To provide pedestrian and bicycle access along all roadways, particularly those roads that leads residents to job centers.

Utilities Goals

Goal 1. To maintain existing capital facilities and replace aging capital facilities that are no longer effective.

Goal 3. To invest in new infrastructure technology to encourage future economic growth and redevelopment.

Goal 5. To reduce stormwater run-off and nonpoint source pollution.

Goal 6. To promote the development of renewable energy.

6.3 New Jersey State Plan

2001 State Development and Redevelopment Plan

The City of Hoboken, including the Western Edge Redevelopment Area, is designated within the Metropolitan Planning Area (PA-1) of the 2001 State Development and Redevelopment Plan (SDRP). The intent of PA-1 is to provide for much of the state's future redevelopment; revitalize cities and towns; promote growth in compact forms; stabilize older suburbs; redesign areas of sprawl; and protect the character of existing stable communities. The

Redevelopment Plan has a significant relationship to the SDRP by advancing many of the objectives for PA-1 Metropolitan Planning Area, including:

- **Land Use:** Promote redevelopment and development in Cores and neighborhoods of Centers and in Nodes that have been identified through cooperative regional planning efforts. Promote diversification of land uses, including housing where appropriate, in single-use developments and enhance their linkages to the rest of the community. Ensure efficient and beneficial utilization of scarce land resources throughout the Planning Area to strengthen its existing diversified and compact nature.
- **Housing:** Provide a full range of housing choices through redevelopment, new construction, rehabilitation, adaptive reuse of nonresidential buildings, and the introduction of new housing into appropriate nonresidential settings. Preserve the existing housing stock through maintenance, rehabilitation and flexible regulation.
- **Economic Development:** Promote economic development by encouraging strategic land assembly, site preparation and infill development, public/private partnerships and infrastructure improvements that support an identified role for the community within the regional marketplace. Encourage job training and other incentives to retain and attract businesses. Encourage private sector investment through supportive government regulations, policies and programs, including tax policies and expedited review of proposals that support appropriate redevelopment.
- **Transportation:** Maintain and enhance a transportation system that capitalizes on high-density settlement patterns by encouraging the use of public transit systems, walking and

alternative modes of transportation to reduce automobile dependency, link Centers and Nodes, and create opportunities for transit oriented redevelopment. Facilitate efficient goods movement through strategic investments and intermodal linkages. Preserve and stabilize general aviation airports and, where appropriate, encourage community economic development and promote complementary uses for airport property such as business centers.

- **Redevelopment:** Encourage redevelopment at intensities sufficient to support transit, a broad range of uses and efficient use of infrastructure. Promote design that enhances public safety, encourages pedestrian activity and reduces dependency on the automobile.
- **Public Facilities and Services:** Complete, repair or replace existing infrastructure systems to eliminate deficiencies and provide capacity for sustainable development and redevelopment in the region. Encourage the concentration of public facilities and services in Centers and Cores.

Secondly, the Redevelopment Plan has the potential to advance 3 of the eight goals of the SDRP:

- **Revitalize the State's Cities and Town Centers** – Revitalize New Jersey's cities and towns by investing wisely and sufficiently in improvements in their infrastructure systems, public spending programs, tax incentives and regulatory programs to leverage private investment and to encourage infill and redevelopment in ways that are consistent with the State Plan's vision and goals.
- **Conserve the State's Natural Resources and Systems** – Conserve the State's natural resources and systems by planning the location and intensity of growth in ways to

maintain natural resources and systems capacities and make the necessary infrastructure investments to protect natural resources and systems in ways that guide growth and development that are consistent with the State Plan's vision and goals.

- **Promote Beneficial Economic Growth** – Promote beneficial economic growth in locations and in ways that improve the quality of life and the standard of living for all New Jersey residents. Provide infrastructure in advance of, or concurrent with, the impacts of new development sufficient to maintain adequate facility standards. Encourage partnerships and collaborative planning with the private sector and capitalize on the State's strategic location, and economic strengths including its existing business enterprises, entrepreneurship, the research and development capacity of its institutions of higher learning, skilled workforce, cultural diversity and logistic facilities in ways that are consistent with the State Plan's vision and goals.

2012 Draft Final State Strategic Plan

The 2012 State Strategic Plan (SSP) is New Jersey's revised State Development and Redevelopment Plan designed to meet the statutory charges of the State Planning Act. The SSP was intended to be adopted by the State Planning Commission in November 2012, but was postponed due to Super Storm Sandy. The State Planning Commission is revising the SSP to incorporate disaster planning goals in light of Super Storm Sandy.

The overall goal of the SSP is to guide future growth by balancing development and conservation objectives best suited to meet the needs of New Jersey.

Goal 2 of the SSP is to “guide and inform regional planning, enabling each region of the State to experience appropriate growth, preservation and protection based on its assets and desires.” The SSP no longer relies on the 2001 SRPR Policy Map. Instead, the SSP has developed a system of Investment Areas to identify areas for the growth, agriculture, open space conservation and other appropriate designations.

Priority Growth Investment Areas are where more significant development and redevelopment is preferred and where public and private investment to support such development and redevelopment will be prioritized. Priority Growth Investment Areas include former PA1 areas, TDR receiving areas, urban enterprise zones, designated areas in need of rehabilitation or redevelopment, foreign trade zones, transit villages, urban transit hubs, and other identified areas. The Goal 2 objectives and strategies direct various state agencies to focus their investments and planning efforts into the Priority Growth Investment Areas.



7.0 Property Owner Proposals

As part of this Redevelopment Plan, the project team met with all of the developer/property owners in the Redevelopment Area to better understand specific issues related to their properties and their pre-existing proposals for developing their own parcels. For purposes of this Redevelopment Plan, there were four developer/property owners identified and engaged by the project team and the four redevelopment parcels were identified as described earlier in this Redevelopment Plan:

Lower Monroe Subarea (900-912 Monroe Street)

Upper Monroe Subarea (914-930 Monroe Street)

Madison Street Subarea (1200-1318 Madison Street)

Jefferson Street Subarea (1300 Jefferson Street)

7.1 Property Owner Proposals – Build Out Analysis

Based on the information that the project team collected from the developer-property owners and their either pending or decided applications for development submitted to the Zoning Board of Adjustment, Camoin Associates developed an aggregated build-out breakdown shown in Table 2. Based on this build-out, a total of 1,990,942 square feet of residential and non-residential development is either approved or proposed for the Western Edge Redevelopment Area. Camoin also prepared a proforma for this build-out to evaluate the economic viability and determined that the amount of residential development proposed significantly exceeded that which was reasonable to support an acceptable rate of return and needed debt service for financing.

Table 2: Property Owners Proposals - Design

PROJECT	Residential	Commercial	Parking	Non-rentable SF	Grand Total
1200-1318 Madison St	479,904	518,950	342,000	113,597	1,454,451
Affordable residential	48,098				48,098
Circulation (residential)				104,097	104,097
Commercial parking			126,000		126,000
Community Space SF				9,500	9,500
Hotel		142,500			142,500
Incubator		305,000			305,000
Market-rate residential	431,806				431,806
Open air park & market					
Residential parking			216,000		216,000
Retail		71,450			71,450
Rooftop Soccer Field and Club house					
1300-1330 Jefferson St	277,752	57,190	181,350	60,248	576,540
Affordable residential	27,970				27,970
Bowling alley		20,600			20,600
Circulation				35,420	35,420
Climbing gym		5,500			5,500
Commercial parking			59,850		59,850
Common room/gym (residential)				2,800	2,800
Market-rate residential	249,782				249,782
Office		19,540			19,540
Other residential non-rentable				22,028	22,028
Residential parking			121,500		121,500
Retail		11,550			11,550
900-912 Monroe St	142,000	13,021	36,418	69,667	261,106
Affordable residential	14,517				14,517
Commercial parking			-		-
Common Area				36,951	36,951
Market-rate residential	127,483				127,483
Outdoor area				32,716	32,716
Residential parking			36,418		36,418
Retail		13,021			13,021
914-930 Monroe St	436,490	65,635	238,950	49,083	790,158
Affordable residential	43,060				43,060
Amenities				8,255	8,255
Commercial parking			7,200		7,200
Live/Work	8,100				8,100
Market-rate residential	385,330				385,330
Non-rentable SF				40,828	40,828
Office		25,925			25,925
Residential parking			231,750		231,750
Retail		39,710			39,710
Community					
Baseball Field					
Kiddie Park & Dog Run					
Public Park					
Tennis Courts					
Wet Park					
Grand Total	1,336,146	654,796	798,718	292,595	3,082,255

7.2 Economically Viable Level of Development

Table 3A provides the summary of the financial performance projections for the various redevelopment parcels per the property owner proposals and Table 3B shows the amount of

square footage of residential development that each parcel could be reduced and still be financially viable and provide an initial infrastructure contribution. In Table 3A the IRR means Internal Rate of Return (IRR). Camoin has determined that 13% can be used as a reasonable minimum IRR needed for financing in the region that includes Hoboken. The minimum debt service (ratio of project revenue to debt) required by most financial institutions is 1.25.

We have established this build-out as the “base”. Bonus density may be allowed if determined desirable by the City, through the negotiation of a Redevelopment Agreement and evaluation of the project proforma, to achieve public benefits to the entire City, such as transportation infrastructure, parks, open space, community recreation and flood resiliency. The most important public project that is central to the entire Western Edge Redevelopment Plan vision is the linear park/greenway between the existing 9th Street HBLR Station and the potential station at the westerly end of 15th Street and directly opposite the Madison Street and Jefferson Street Subareas.

Table 3A shows that the project currently under construction at 900-912 Monroe Street was the closest to the “base” development, only having a 3% margin of potential reduction (from 15.6% to 13% IRR). However, as that project will not be subject to a Redevelopment Agreement under this Redevelopment Plan because it was already approved by the Zoning Board of Adjustment and is under construction, it is cited only for basis of comparison with the other proposed projects.

7.3 Economically Viable Floor Area Ratios

When the residential floor area is separated out from the total floor area (after internal parking floor space and other areas not counted in FAR are subtracted), the approved residential FAR for 900 Monroe of 2.76 is relatively comparable to the residential FAR

adjusted by the reductions in Table 3B (2.10 for 914-930 Monroe; 2.59 for 1300 Jefferson; and 2.30 for 1200-1318 Madison). Rather than applying a uniform FAR, however, the maximum residential FAR has been adjusted for each Subarea so that all four Subareas allow for the same minimum IRR of 13%, while providing an initial infrastructure contribution.

This economic review was factored into the Redevelopment Plan to determine the location and amount of residential floor area that would be permitted as a base with an initial infrastructure contribution and that which could be earned through partnering with the City on other public projects.

Table 3A: Property Owner Proposals – Economic Analysis

Project	IRR	Debt Service Coverage Ratio									
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
1200-1318 Madison St	22.5%	1.92	1.97	2.03	2.09	2.15	2.21	2.28	2.34	2.41	2.48
1300-1330 Jefferson St	20.5%	1.81	1.86	1.92	1.97	2.03	2.09	2.15	2.21	2.27	2.34
900-912 Monroe St	15.6%	1.56	1.60	1.65	1.70	1.75	1.80	1.85	1.90	1.96	2.01
914-930 Monroe St	21.4%	1.86	1.91	1.97	2.03	2.09	2.15	2.21	2.27	2.34	2.40
All Projects	20.8%	1.82	1.87	1.93	1.99	2.04	2.10	2.16	2.23	2.29	2.36
All Projects except 900-912 Monroe	21.9%	1.88	1.94	2.00	2.05	2.11	2.17	2.24	2.30	2.37	2.44

Table 3B: Redevelopment Plan Economic Analysis

Project	Maximum Reduction in Allowable Residential by Project				
	Total Proposed Residential SF (Market-rate + Affordable)	Max. Residential SF for Base FAR* (assumes 10% affordable)	Reduction in Residential SF	Reduction in Allowable Residential SF %	Minimum Commercial SF
1200-1318 Madison St	479,904	351,734	128,170	27%	107,026
1300-1330 Jefferson St	277,752	206,536	71,216	26%	188,925 (w/Hotel) 48,626 (w/o Hotel)
900-912 Monroe St	142,000	129,400	12,600	9%	13,021
914-930 Monroe St	436,490	379,625	56,865	13%	90,387
All Projects	1,336,146	1,067,295	268,851	20%	399,359 (w/Hotel) 259,359 (w/o Hotel)
All Projects except 900-912 Monroe	1,194,146	937,895	256,251	21%	386,338 (w/Hotel) 246,338 (w/o Hotel)

*Minimum IRR of 13%

8.0 Redevelopment Plan

This chapter of the Redevelopment Plan provides the process and land use requirements for the redevelopment of the Redevelopment Area.

8.1 Land Use & Development Requirements

The specific land use and development requirements, including design standards that are applicable to the entire Redevelopment Area, are outlined in the following sections.

Permitted Uses:

1. Industrial Arts Space/Urban Manufacturing: a place of work for small scale machinists, woodworkers, craftsmen, or similar businesses engaged in working with raw materials to create finished products for sale, such as furniture, cabinetry, glass, musical instruments, models, theater sets, food products, or a similar creative or modern manufacturing use including persons engaged in the application, teaching or performance of such endeavor, such space shall not include residential occupancy but may include a very limited area for accessory office space (i.e. accessory exclusively to the on-site activity not to an off-site activity) as well as limited toilet and washroom installation.
2. Multifamily Residential as part of a Mixed-use Building
3. Indoor Recreation:
 - a. "Recreation, Commercial" – Recreation facilities operated as a business and open to the general public for a fee; and
 - b. "Recreation, Public" – Recreation facilities open to the general public with or without a fee.
4. Artist Studio: a place of work for an artist, artisan, craftsperson, dancer, designer, musician, photographer, videographer or a similar creative or light manufacturing use including persons engaged in the application, teaching or performance of such endeavor; such space shall not include residential occupancy but may include a very limited area for accessory office space (i.e. accessory exclusively to the on-site activity not to an off-site activity) as well as limited toilet and washroom installation.
5. Live-Work Unit: a single dwelling unit that includes dedicated work space for the artist, artisan, craftsperson, dancer, musician, photographer, videographer that resides therein. Uses proposed for Live-Work workspaces shall meet the requirements of Section 196-32(B) of the City of Hoboken Code.
6. Specialty Services: provision of services related to an area of special expertise, such as electronics, communications, security, audio-video recording studios, entertainment, cinema, or similar fields involving technology or applied sciences, in accordance with performance standards for noise, dust and emissions.
7. Technology & Research: businesses oriented to research and development of technology, such as electronic, mechanical, medical, sustainable (green) or climate change and adaptation practices and products.
8. Studios for design professionals such as architects, landscape architects, interior designers, graphic artists, musicians, dancers, sculptors, model makers, photographers or videographers.
9. Restaurants/Bars.
10. Retail Business & Services.
11. Business & Professional Offices – except on ground floor.
12. Hotels
13. Educational Space: Inclusive of educational activities of a public or private primary or secondary school, charter school, or of a college or university.
14. Urban Agriculture/Rooftop Gardens.
15. Temporary construction and sales offices are permitted during the construction and sales phases of a development project.
16. Interim Uses. If, prior to entering into a Redevelopment Agreement for a permanent redevelopment project, an existing building and/or the real property appurtenant to such existing building located within the Redevelopment Area

is/are not being utilized productively, that existing building and/or the real property appurtenant to such existing building may be utilized in a manner that is consistent with the uses permitted in this Redevelopment Plan, on an interim basis, pursuant to the terms of an Interim Redevelopment Agreement to be negotiated and executed by and between the City and the conditionally-designated Redeveloper. The Interim Redevelopment Agreement shall govern the utilization of the existing building and/or real property appurtenant to such existing building until such time as the City and a designated Redeveloper enter into a Redevelopment Agreement for a permanent redevelopment project and the project is implemented.

Mix of Uses Guidelines:

1. Lower Monroe Subarea
 - a. Mixed-use residential/retail
2. Upper Monroe Subarea
 - a. South of 10th Street: Mixed-use non-residential/retail buildings are encouraged.
 - b. North of 10th Street: Mixed use residential/retail buildings are encouraged.
3. Madison Street Subarea
 - a. South of 13th Street: Mixed-use residential/retail buildings are encouraged.
 - b. North of 13th Street: Mixed-use non-residential/retail buildings are encouraged.
4. Jefferson Street Subarea: Mixed-use non-residential/retail and residential/retail buildings
5. Childcare & other community facilities as contained within a mixed-use building.

Building and Yard Requirements

1. Minimum Outdoor Amenities:
 - a. Jefferson Street Subarea (on-grade or directly accessible from the public right-of-way) 5,000 sf.
 - b. Other Subareas (on-grade) 40,000 sf. per Subarea

2. Maximum Building Coverage at Street Level:
 - a. Jefferson Street Subarea 75%
 - b. Other Subareas 65% per Subarea

Base Floor Area Minima and Maxima (excluding parking):

1. Maximum Residential FAR (Net sf.):

Lower Monroe Subarea	2.76
Upper Monroe Subarea	2.10
Madison Street Subarea	2.30
Jefferson Street Subarea	2.59
2. Minimum Nonresidential (Net sf.):

Lower Monroe Subarea	0.25
Upper Monroe Subarea	0.50
Madison Street Subarea	0.70
Jefferson Street Subarea (with 140K sf hotel)	3.1
(without 140,000 sf hotel)	0.61

Total Base Floor Area Ratio (Net sf.)

Lower Monroe Subarea	3.01
Upper Monroe Subarea	2.60
Madison Street Subarea	3.00
Jefferson Street Subarea (w. Hotel)	5.69
Jefferson Street Subarea (w/o Hotel)	3.20

Setbacks:

1. Front, side, rear: none required
2. Min Stepbacks: 10 ft. back above 66 ft.; Additional 10 ft. above 96 ft., or as negotiated through a Redevelopment Agreement
3. Build-to Line: 5 ft from street lot line, except for allowances for architectural interest, as negotiated through a Redevelopment Agreement.
4. From HBLR ROW 150 ft. at southern end of Subarea
(See Figure 12) 50 ft. at north end of Subarea

Building Stories/Height:

The maximum base height for all mixed-use buildings with residential shall be 66', approximately 5 stories residential

(typically of 10 feet each) over at least one story of approximately 16 feet for parking/retail. Within the Jefferson Street Subarea, the maximum base height for all mixed-use buildings with residential shall be eighty-six (86') feet if non-automated, self-parking is utilized and is not less than 90% of the total parking (otherwise the maximum base height shall remain 66 feet). The maximum base height for all non-residential mixed-use buildings, with uses such as commercial, office, educational, or hotel, shall be 82', composed of approximately 6 stories non-residential (typically of 11 feet each) over at least one story of approximately 16 feet for parking/retail. Within the Jefferson Street Subarea, the maximum base height for all non-residential mixed-use buildings shall be one hundred two (102') feet if non-automated, self-parking is utilized and is not less than 90% of the total parking (otherwise the maximum base height shall remain 82 feet). Bonus FAR may be allowed, as deemed appropriate by the City, through the negotiation of a Redevelopment Agreement and evaluation of the project pro forma, for the purpose of receiving improvements, contributions, or infrastructure from the redeveloper that provide a benefit to the larger neighborhood or the City in accordance with provisions of a Redevelopment Agreement. The bonus FAR may increase the allowable height up to a maximum of 116' for mixed-use buildings with residential (not more than 10 stories over the parking/retail story or stories) and up to a maximum of 126' for non-residential mixed-use buildings (not more than 10 stories over the parking/retail story or stories). Within the Jefferson Street Subarea, the allowable height averaging may increase up to a maximum of 136' for mixed-use buildings with residential, and up to a maximum of 146' for non-residential mixed-use buildings, if non-automated, self-parking is utilized and is greater than ninety (90%) percent of total parking (otherwise the maximum base heights shall remain 116 feet and 126 feet as set forth above). The bonus FAR may increase the allowable height for a hotel in the Jefferson Street Subarea up to a maximum of 166' (not more than 15 stories over one story of parking/retail). Height averaging may also be employed, wherein a total square footage within the allowable maximum base FAR and building height can be varied so that floor area from a building lower than the maximum base height can be added to a building in the same Subarea that is higher than the maximum base height up to (but not exceeding)

the maximum bonus height level shown in Figures 13 and 14 and noted in this subsection. Both the residential mixed-use buildings and the non-residential mixed-use buildings are required to have at least one story for parking and retail of approximately 16 feet. The building height shall be measured from the Design Flood Elevation, as established in the Hoboken Flood Damage Prevention Ordinance. Rooftop amenities such as bathrooms, lounges, pools, mechanical equipment, including elevator bulkheads and stairwells and other amenities shall not be included in overall height, but shall not exceed more than 22 feet in height. Enclosed structures shall not exceed 50% of the roof area. Hotel shall be permitted to have a restaurant/lounge on the roof.

In cases where there is inconsistency between the development requirements expressed in the body text of this Plan and within the illustration and massing concepts shown in Figures 12-15, the text shall supersede.

Building Bulk:

The street grid that is cut by the HBLR and Palisades that define the Western Edge of Hoboken form typical blocks of 200 feet in width by 400 feet in length. The diagrams in Figures 12, 13 and 14 illustrate the building “form” intended in this Redevelopment Plan, which generally restricts the maximum floor plate to 200 feet in width along the north-south streets and requires separation between buildings of at least 25 feet in width, aligned with the east-west street grid, for extensions of the streetscape to provide access for pedestrians to the linear greenway/park in the rear, with specific layout, locations and dimensions to be determined in a Redevelopment Agreement. These breaks between buildings are intended as a key element of the pedestrian circulation system and the connectivity of the Redevelopment Plan, as well as view corridors to the Palisades. FAR square footage permitted shall be calculated on a net square footage basis. The calculation for net floor area shall exclude circulation, common areas, amenity spaces, mechanical and service areas. The gross floor area (GFA) must comply with the development

requirements (building coverage, setbacks, step-backs and building height) set forth elsewhere in this plan.

Density & Dwelling Unit Size:

- 1. Minimum residential unit size: 400 net sq. ft.
- 2. Minimum Average unit size: 1,000 net sq. ft.
- 3. Minimum 3-bedroom Units 10%
- 4. Minimum Average unit size – 3-bedroom units: 1,500 net sq. ft.
- 5. Minimum Affordable per Ordinance: 10% of all units in Subarea

Retail Space Size:

A minimum and maximum square footage for retail spaces shall be established in the negotiation of a Redevelopment Agreement(s) for each redevelopment project to foster diversity in the kinds of retail servicing the area.

Parking:

- 1. Residential: 1.0 parking spaces per unit (see also discussion on TDM)
 - a. Residential parking spaces may be provided in self-park, automated or Valet Park garages; parking garages entered from side streets or service drives and visually screened from view from the public street or walkway is the preferred best practice to reduce curb cuts and interruption of retail frontage on the primary streets.
 - b. Self-park spaces provided to meet the residential parking requirement may be used to meet the retail parking requirement up to a maximum of 10% of the total residential parking requirement. Hotel parking shall be provided at 0.25 spaces per room.

- 2. Nonresidential: It is a LEED-ND based goal of this Redevelopment Plan to provide a diversity of goods and services within walking distance of both neighborhood residents and employees so as to make the Western Edge Redevelopment Area and the adjacent neighborhoods function as a more complete, connected and compact neighborhood. It is therefore an objective that a large

percentage of retail users will be residents and employees of the new redevelopment projects and the residents of the immediate neighborhood will walk to the new retail stores and services. Accordingly, there will be no retail parking requirement for the first 10,000 square feet of retail in any individual Subarea.

- a. 1 parking space per 1,000 sf
 - b. All parking provided for retail space in accordance with this Redevelopment Plan must be self-park spaces. On-site surface parking shall not be located between a principal building and any street frontage. Parking garages entered from side streets or service drives and visually screened from view from the public street or walkway is the preferred best practice to reduce curb cuts and interruption of retail frontage on the primary streets.
 - c. It is also recommended as part of this Redevelopment Plan that metered parking on the Subarea frontages of Monroe Street, Madison Street and Jefferson Street be provided for retail users and that residential parking permits be restricted. Final determination of the use of street parking shall be outlined in the Redevelopment Agreement for each Subarea.
- 3. Within any redevelopment project proposed within the Jefferson Street Subarea, regardless of whether such redevelopment project is residential, non-residential, or mixed use, the redevelopment may add up to two (2) additional stories of self-park, not to exceed twenty (20') feet in overall height.

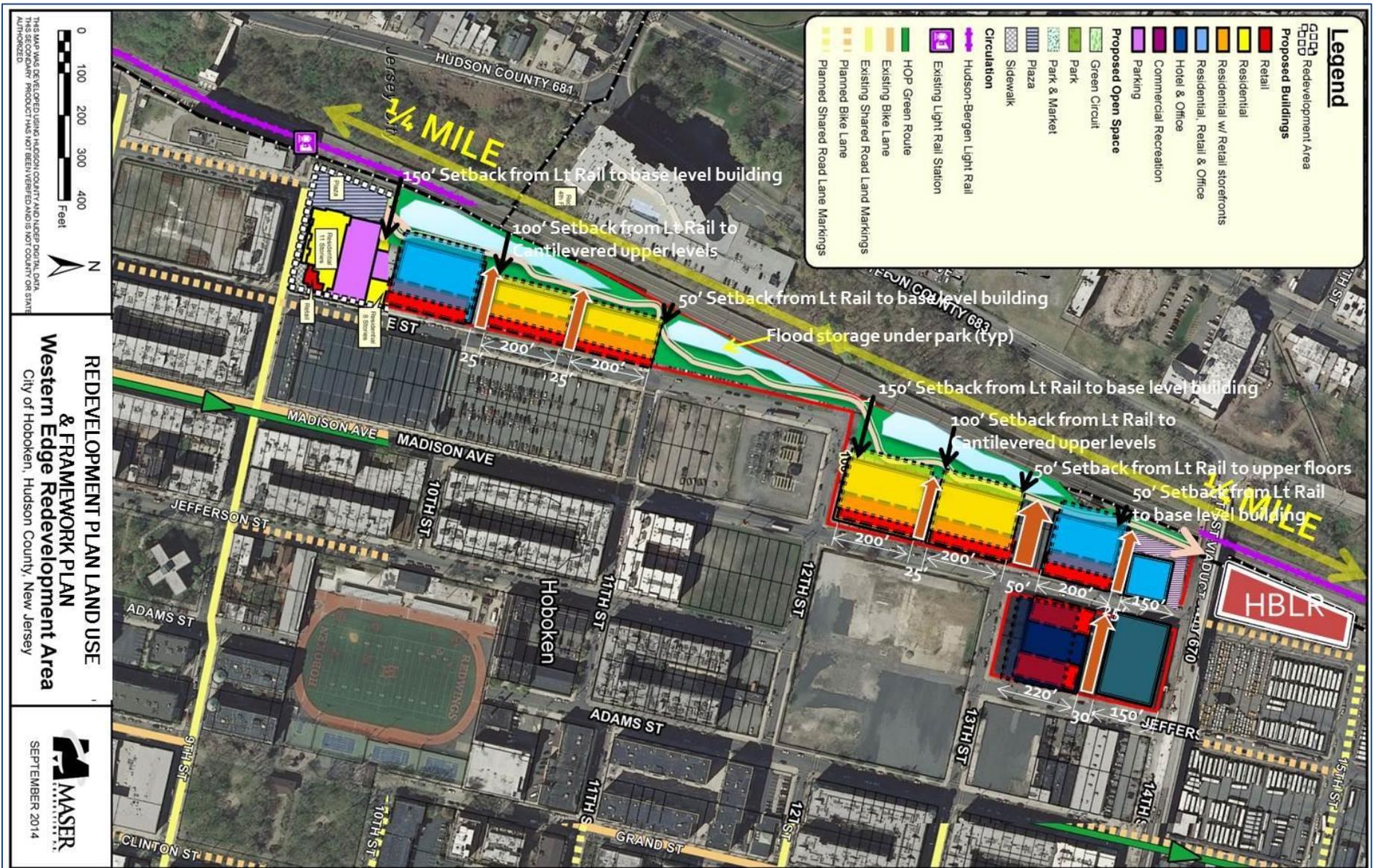
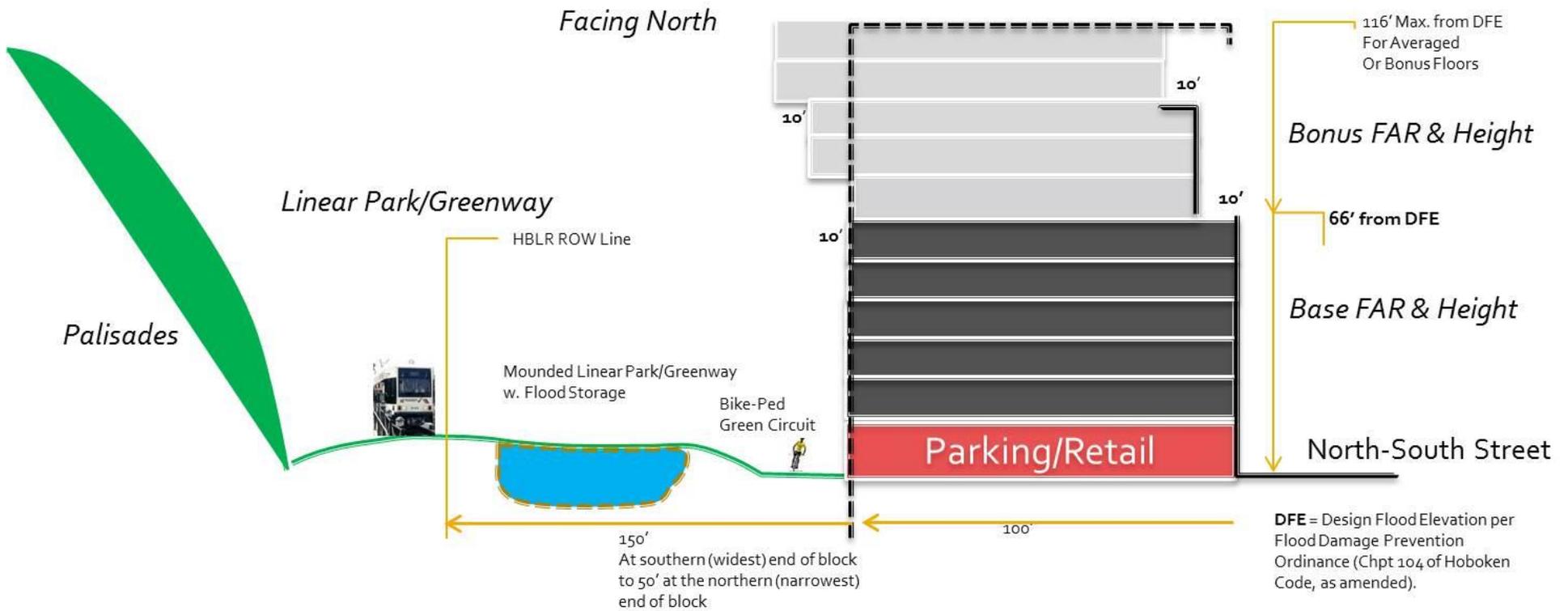
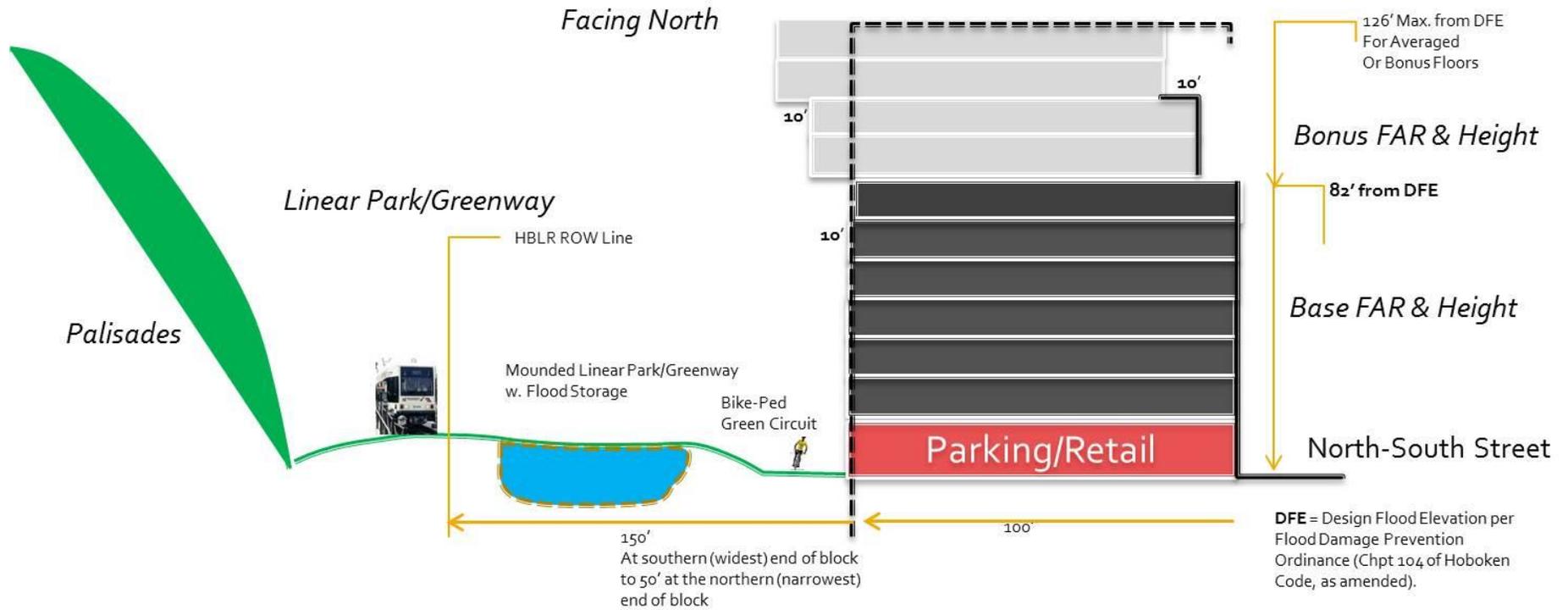


Figure 12: Redevelopment Plan Land Use and Framework Plan



Western Edge Redevelopment Plan Building Heights and Setbacks – Mixed Use: RESIDENTIAL

Figure 13: This diagram illustrates the orientation of buildings on the blocks along the HBLR (Subareas except Jefferson Subarea) where buildings will be built to the streetline of Monroe or Madison Street, stepped back after the sixth level and ninth level, but allowed to cantilever stepped floorplates over the linear greenway/park for the bonus levels, if allowed in a Redevelopment Agreement. The existing unimproved ROW of Monroe Street would be included in the setback from the HBLR and incorporated into the linear park/greenway. The diagram above is representative of a mixed-use building with residential over retail using 10 foot story heights over a 16 foot parking/retail level. Mixed-use non-residential over retail would be up to one foot higher per floor over the parking/retail level (see Figure 14).



Western Edge Redevelopment Plan Building Heights and Stepbacks – Mixed Use: NON-RESIDENTIAL

Figure 14: Comparable diagram as for Figure 13 only for mixed use buildings with non-residential floors over ground floor retail and parking.

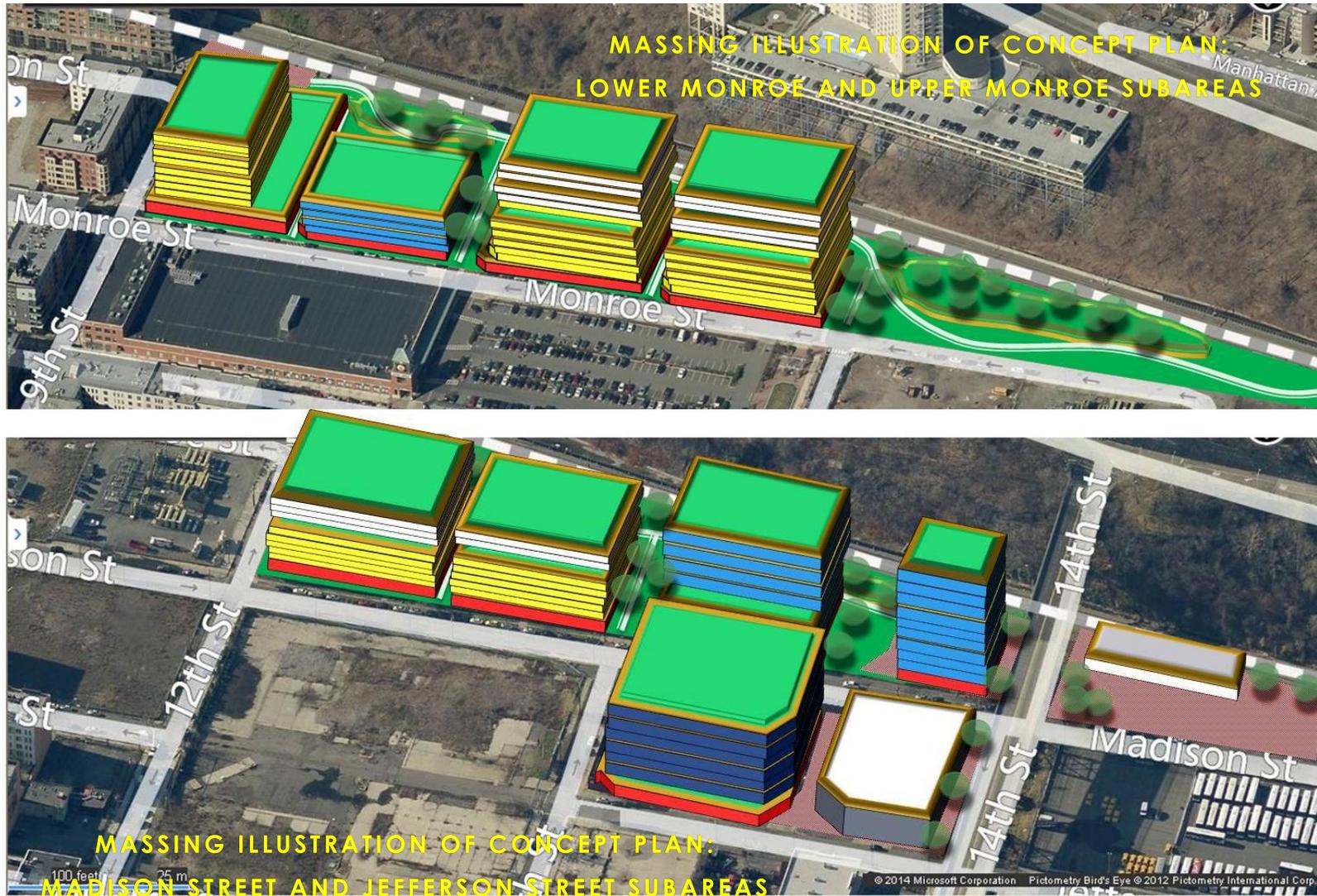


Figure 15: These diagrams illustrate the “base” and the potential maximum bonus massing in three dimensions, with the top illustrating the Lower and Upper Monroe Subareas and the bottom illustrating the Madison and Jefferson Subareas. The red color represents parking/retail, the yellow represents residential, blue represents non-residential and slate grey represents commercial recreation. The white levels above the yellow illustrate the maximum possible bonus FAR/height, if allowed by the City in a Redevelopment Agreement. All roofs are shown as either green roofs or with reflective surfaces per Section 8.8.

Loading:

New residential and retail development will be required to be designed for sufficient loading and unloading off the street and within the parking/retail level. The preferred best practice is for loading to be accessible from a service drive located so that it does not interrupt the retail street frontage, subject to the review and approval of a concept plan by the City as part of a Redevelopment Agreement.

Circulation Plan & Transportation Demand Management:

The Western Edge Redevelopment Area is located in the most transit-rich community in New Jersey and the future redevelopment projects and the surrounding neighborhoods will benefit from maximizing the use of transit and minimizing the use of the automobile (Figure 16). However, while Hoboken is known for being a transit hub with various ways to get into downtown Manhattan via PATH, ferry, and bus, as well as connections from Hudson-Bergen Light Rail and HOP shuttles available, getting from the west side of Hoboken to the terminal can still be a challenge. Despite the location of a Light Rail station at 9th Street, the method of choice for commuters into Manhattan is New Jersey Transit bus lines. Long lines of passengers wait to get on a bus at rush hour in the morning. However, the Port Authority Bus Terminal in Manhattan is at capacity and cannot accept additional buses. With the anticipated price tag of \$8 to \$10 billion dollars to improve the Port Authority Bus Terminal in Manhattan in order to increase bus capacity, and no established timeline for completing such improvements, the expectation is that such improvements will not be available anytime in the near future. Therefore, future development in northern Hoboken should not expect direct buses into Manhattan to be available as a transportation mode when planning for transportation.

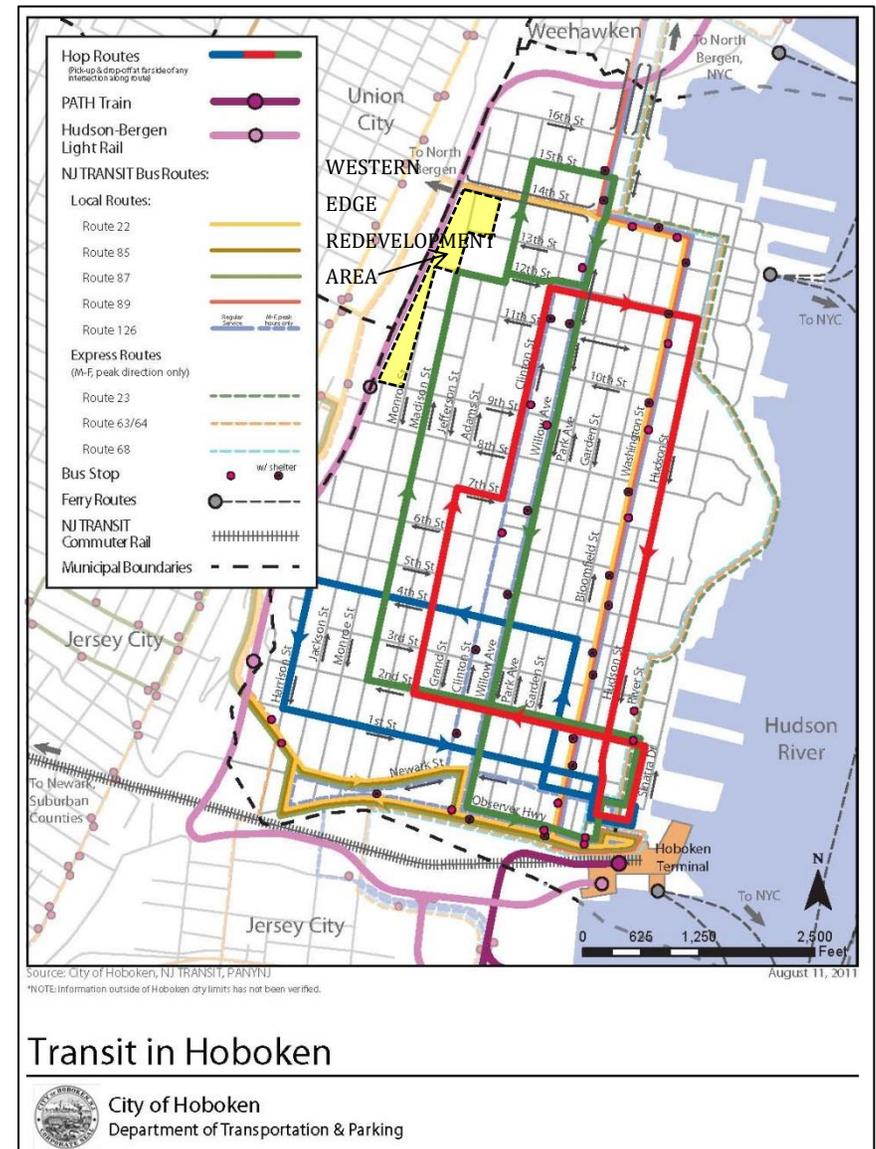


Figure 16: Hoboken Transit Map with Western Edge Redevelopment Area shown in yellow with a dashed border.

The challenge for redevelopment of the Western Edge Redevelopment Area is to maximize the amount of trips using transit without relying on bus transit. This Redevelopment Plan has been guided by the fact that there is a half mile distance between the 9th Street Light Rail Station and the northern edge of the Redevelopment Area at 14th Street with potential for another Light Rail Station at 15th Street on a parcel currently used to store buses. However, if the Light Rail Station at 15th Street does not become a reality, new transit trips generated by redevelopment projects in the Redevelopment Area will have to depend on paratransit shuttle service, bike mobility and bike sharing to either the ferry station at 14th Street or the Hoboken Terminal to access the PATH service into Manhattan.

Review of traffic reports submitted as part of applications to the Zoning Board of Adjustment by property owners in the Lower Monroe, Upper Monroe and Jefferson Street Subareas, indicates that the capacity of the local road network, specifically Madison Street, Monroe Street and Jefferson Street, appear to have sufficient capacity to accommodate additional vehicle trips generated by new development. There are certain intersections that may be impacted by additional vehicular trips that were projected for these projects. However common Levels Of Service for intersections in the Redevelopment Area are currently either A or B, with new vehicle trips from proposed redevelopment potentially lowering intersections in spot locations to Level Of Service C. These intersections are identified as follows:

1. Lower Monroe and Upper Monroe – Monroe Street & 9th Street (From LOS-B to LOS-C eastbound and southbound in AM and PM peak hour)
2. Upper Monroe – Monroe Street & 11th Street (From LOS-B to LOS-C westbound and southbound in PM peak hour; LOS-A to LOS-B eastbound (from project site) and southbound in AM and PM peak hour).

3. Jefferson Street Subarea – Jefferson Street and 15th Street (From LOS-B to LOS-C in PM peak hour).

However, the traffic studies that were reviewed applied discounts to trip generation based on the assumption that transit would absorb a significant number of trips during the morning and evening peak hours. In reality, actual transit availability has significant constraints. Therefore, the true impact on the street network from redevelopment projects in the Redevelopment Area must factor the limitations of Light Rail due to frequency of service, the availability of a Light Rail Station at 15th Street, and the capacity limitations on the bus system due to the restrictions at the Port Authority Bus Terminal. Trips credited to the use of transit are therefore required in this Redevelopment Plan to be justified by a Transportation Demand Management (TDM) Plan by redevelopers prior to the execution of a Redevelopment Agreement.

The required TDM Plan must demonstrate a commitment to a combination of strategies, including developer sponsored shuttles and/or contributions to the City’s existing HOP shuttle system (such as additional or larger shuttle buses on the “Green Line” shown in Figure 16) that shuttle residence and employees to and from either the ferry at the 14th Street Pier or Hoboken Terminal. A TDM Plan shall include other means, such as car sharing, bicycle sharing or enhanced bicycle access to the terminal and ferry (see Figure 8). The TDM Plan is required to quantify the number of trips that will be diverted from the street network to transit, acknowledging the constraints of Light Rail and the fact that the buses are at capacity, and the difference in the Level Of Service in the existing and “build” conditions attributed to the use of transit.

Even with the emphasis on transit oriented redevelopment in this Redevelopment Plan, all future redevelopment projects are required to employ a traffic and transportation computer simulation model such as “Synchro” or the equivalent to assess the impacts of new vehicular trips on the street network and evaluate impacts of redevelopment projects on pedestrian and bicycle mobility.

Reduction in the parking requirements may be authorized in the Redevelopment Agreement based on the details of an approved TDM Plan that is incorporated therein.

Sustainable Building Practices and Green Infrastructure:

This Redevelopment Plan has been based on the LEED for Neighborhood Development Rating System, which has three prongs: (1) Smart Location & Linkage (SLL); (2) Neighborhood Pattern & Design (NPD); and (3) Green Infrastructure & Building (GIB). The SLL prerequisites and credits were developed by the Environmental Defense Council, the NPD prerequisites and credits were developed by the Congress for the New Urbanism (CNU) and the GIB prerequisites and credits were developed by the United States Green Building Council (USGBC).

LEED ND moves beyond the objective of deeming a building “green” because it has been “certified” and evaluates the larger neighborhood of which it is a part. While this Redevelopment Plan does not stipulate that a LEED ND certification be obtained, it does require that all new buildings be **designed** to the LEED-NC (LEED for New Construction and Major Renovation) Silver standard, that one or more of the new infill buildings in each Subarea be **certified** under one of the LEED rating systems, and that the redeveloper be required to utilize a comprehensive approach to sustainable practices for the redevelopment of the buildings, open space and site with the appropriate consideration of this area as well as the surrounding area and a systems approach to improvements.

The LEED ND 2009 Sustainable Neighborhood Development Checklist (Appendix) was used to evaluate the provisions of this Redevelopment Plan as if it were earning points toward LEED ND certification (Stage 2 – Certified Plan). The Regional Priority Credits were inputted on the USGBC website for the Hoboken zip

LEED ND Sidebar #2

Regional priority credit lookup

Filter

LEED ND: Plan
v2009
USA, 07030

Rainwater management

GIBc8 | Up to 4 points

Mixed-income diverse communities

NPDC4 | Up to 7 points

Street network

NPDC6 | Up to 2 points

Transportation demand management

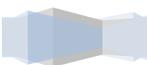
NPDC8 | Up to 2 points

Brownfields redevelopment

SLLc2 | Up to 2 points

Housing and jobs proximity

SLLc5 | Up to 3 points



code and the result is shown in the LEED ND Sidebar #2. The LEED ND Checklist was compiled based on assumptions between points that could be earned or are required in this Redevelopment Plan versus points that might be earned as part of the development of a site plan. The Checklist estimates that this Redevelopment Plan would comfortably be certified and could reach the edge of LEED ND Gold to Platinum level of sustainability.

The City of Hoboken, due to its location and design, already satisfies many of the traditional LEED ND checklist items. In terms of advancing sustainable practices in the city, it is anticipated and expected that the project will go beyond the “Yes” items on the checklist and incorporate most of the “Maybe” standards. The Redevelopment Plan should be viewed through the lens of a system where all of the component parts are interdependent and contribute to the health and success of the whole. The attainment of points on the LEED-ND Checklist under the “Maybe” category may be considered by the City in approving bonus FAR under this Redevelopment Plan.

An emphasis should be placed on the major building and site systems (HVAC, Sanitary/Stormwater, energy production/consumption, lighting) and commissioning the building(s) to ensure that they function in the capacity as designed. The on-site infrastructure shall utilize and give consideration to: advanced gray and wastewater systems, living and green walls and roofs, rainwater harvesting cisterns and rain barrels for irrigation and graywater use; daylighting water/stormwater, constructed wetlands, permeable and porous paving, etc.

Other Plans:

The Redevelopment Plan should be coordinated with the adjacent redevelopment area plans to develop an overall strategy for the improvement and upgrading of these areas onsite and off-site

infrastructure. Sustainable and progressive green techniques as discussed in the 2010 Reexamination Report should be utilized to guide and develop the improvements necessary to address both climate change and stormwater related issues. A comprehensive area and ultimately city-wide approach to stormwater mitigation efforts should be developed. This includes, but is not limited to the following improvements both in the streets and within the City ROW's: stormwater tree trenches, planters, and bump-outs; pervious/porous asphalt and concrete; rain gardens, green roofs, cisterns and rain barrels. Additional harvesting and the creative reuse of waters (gray, storm, waste), should be employed to the greatest extent possible. On-site and off-site improvements required shall comply with any Complete Streets Guidelines adopted by the City of Hoboken.

8.2 Affordable Housing Requirements

The development of residential market-rate units as part of a proposed redevelopment project in the Western Edge Redevelopment Area shall meet the affordable housing requirements of the applicable ordinances of the City of Hoboken. Affordable units equal to not less than 10% of the total proposed residential units, including Live-Work units, shall be provided.

N.J.S.A. 40A:12A-7(a)(6) and N.J.S.A. 40A:12A-7(a)(7) require that a redevelopment plan include (i) as of the date of the adoption of the resolution finding the area to be in need of redevelopment, an inventory of all affordable housing units that are to be removed as a result of implementation of the redevelopment plan; and (ii) a plan for the provision, through new construction or substantial rehabilitation of one comparable, affordable replacement housing unit for each affordable housing unit that has been occupied at any time within the last 18 months, that is subject to affordability controls and that is identified as to be removed as a result of the redevelopment plan.

The following subsections (1) and (2) satisfy the affordable housing “inventory” and “replacement unit plan” requirements of the law.

(1) Inventory of Affordable Housing:

As of July 18, 2007, which is the date upon which the Council of the City of Hoboken adopted a resolution finding the subject properties to be in need of redevelopment, there were no housing units (neither market rate nor affordable) in the Redevelopment Area. The properties within the Redevelopment Area have been limited to non-residential uses. Thus, zero (0) affordable housing units will be removed as a result of this Redevelopment Plan.

(2) Plan for the Provision of Affordable Replacement Housing:

As zero (0) affordable housing units will be removed as a result of this Redevelopment Plan (see subsection (1) above), there are no affordable housing units to be replaced.

8.3 Flood Damage Prevention

All new construction and substantial rehabilitation shall comply with the Hoboken Flood Damage Prevention Ordinance, Chapter 104 of the Hoboken Municipal Code. A review by the City of Hoboken Flood Plain Administrator shall be required prior to submission to the Hoboken Planning Board of an application for development approval of a redevelopment project.

8.4 Design Standards for Rehabilitation & New Construction

Compatible Design: Redevelopment planning seeks to stabilize the unique industrial environment, as well as the economic environment. New permitted uses, including retail, recreation and office use, may be incorporated in adaptive reuse of existing structures. The coexistence of varied uses will add vitality and livability to the Western Edge. Required

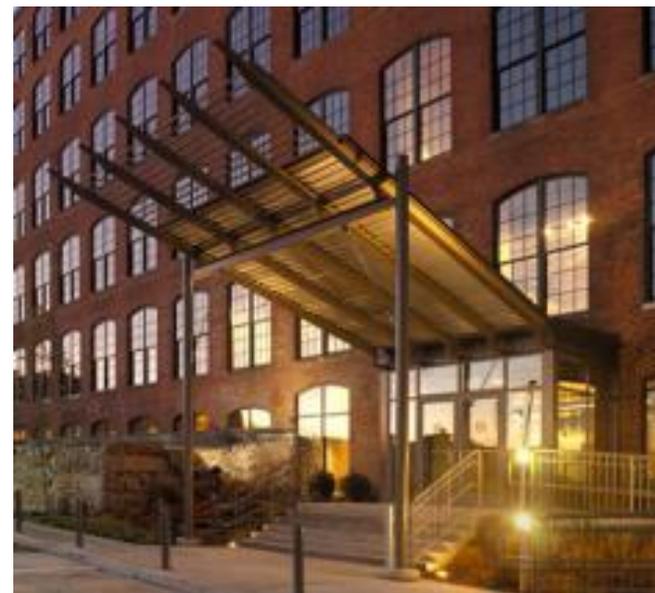


Figure 17: Examples of compatible design with the industrial context of the Western Edge.

compatibility will allow new buildings to coexist in aesthetic and spatial harmony with existing structures without destroying character.

Infrastructure The intention of this Redevelopment Plan is to retain existing industrial buildings and structures where they can be successfully integrated into mixed use development without impeding the primary objective of creating the linear park along the HBLR line, which is a critical part of the City’s resiliency strategy per the Green Infrastructure Strategic Plan and Rebuild by Design. Selective demolition of portions of existing industrial buildings to provide the linear park along the HBLR, or adjustments to the width of the linear park to maintain existing building balanced by increased width of the linear park where there is new infill construction, shall be reviewed in conjunction with design proposals and be included in the negotiation of a Redevelopment Agreement(s). Infrastructure improvements, including landscaping, hardscaping and pedestrian amenities shall be integrated with the existing built fabric.

8.5 Guidelines for Buildings, Structures and Related Elements

The existing industrial buildings within the Western Edge offer opportunities, through rehabilitation, adaptive reuse and sensitive redevelopment, to support a sense of place and history, enrich civic pride and develop collective memory. Strategies are simple:

- Selective retention of industrial structures and original elements;
- Enhance historic industrial character; and
- Provide quality new development incorporating materials, scale, rhythm, form and detail which complement original built fabric and character.



Figure 18: Primary points of entry to all uses shall be clearly identified, and material treatment and detailing shall be appropriate and differentiated for each use. Scale shall address pedestrians.

411. Guiding Principles

- a. Buildings that are being adaptively reused shall be designed to be compatible with new construction.

- b. Existing buildings, structures and features to remain shall be maintained. “Demolition by neglect” is not permitted.
- c. Industrial elements and historic components which define the practical and historic use of the site are encouraged to be integrated into the design of redevelopment projects, including but not limited to smokestacks, vents, fire escapes, loading docks, original sliding warehouse doors, roof mounted structures, water tower, hydrants, hardware, signage (including all painted and ghost signs), and other defining architectural features.
- d. Retain framing structures and other original built elements, even if no longer in use, to the greatest extent possible for continued service or as interpretive features to describe and mark the history of use.
- e. Where a Subarea has buildings being adaptively reused, any new buildings in that Subarea shall be compatible in design with, but not replicate, historic fabric and shall include: facades of rational composition that respect and complement original industrial facades; massing which frames or contrasts with adjacent adaptively reused structures; windows and doors that reflect the regular rhythm of fenestration found in existing structures, as appropriate to the uses within the new buildings; screening of new rooftop equipment; sustainable design including engineered green roofs and terraces; door hardware, railings, and lighting fixtures of finish and style appropriate to the character of the site; wood and steel configurations scaled to and compatible with industrial references.
- f. At new buildings, window fenestration shall be regular and rhythmic, with proportions that are compatible with existing industrial fabric.

8.6 Guidelines for the Subarea

Comprehensive site design and appropriate selection of materials for site rehabilitation and new improvements are important in reinforcing the industrial character of the Redevelopment Area. The Redevelopment Plan envisions improved streetscapes along municipal frontages; new circulation patterns to allow for safe and welcoming pedestrian access, and clear delineation of pedestrian

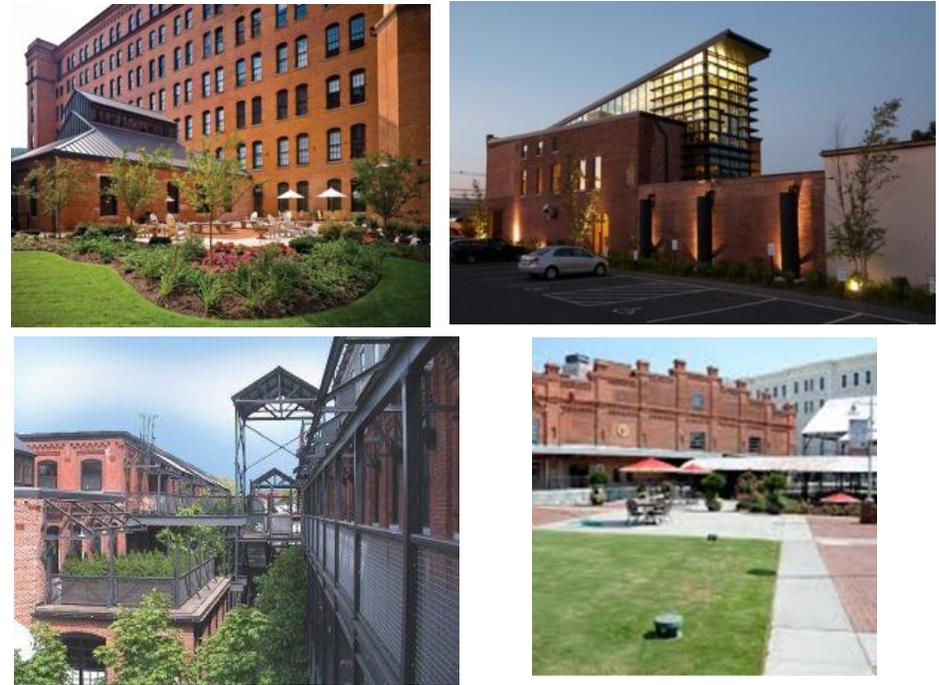


Figure 19: Buildings of mixed use should articulate change in use primarily in the treatment of fenestration, signage and awnings.

and vehicular circulation; and flexible use of new open space, parks and plazas which support varied coexisting uses. Design strategies should address the practical working requirements of varied uses.

1. Guiding Principles

- a. Provision of visually pleasing, inviting, and safe pedestrian circulation.
- b. Provision of clear delineation between vehicular/ loading access and pedestrian access.
- c. Provision of expanded flexible, varied outdoor open space, and landscaped green space at grade levels and at roof and balcony levels.

- d. Site improvements shall incorporate and support bicycle use and public transit.

2. Requirements

- a. When adaptively reusing buildings, original historic features of interpretive value shall be preserved, replaced-in-kind, and be retained or relocated to the extent possible for continued use or creative interpretation.
- b. Materials and finishes should be consistent with historic context when adaptively reusing buildings.
- c. Provide well lit, secure pedestrian access along interior site pathways and pathways to interior frontage.
- d. New street furnishings, lighting, awnings and signage, etc., shall be compatible with the historic character of any adaptively reused buildings in design, materials, color and scale. Loading docks, alleys, remnants of rails, and other historical features should be preserved in place or expressed in rehabilitated conditions.
- e. Provide creative use of materials to provide pedestrian scale in the texture and form of hardscape and softscape, in pavement, trees and plantings, amenities, (i.e. transit shelters, site lighting, benches, bicycle racks, furnishings, planters, bollards, waste receptacles, etc.) along all municipal street frontages to protect and enhance safe and pleasant pedestrian movement and in the interior site as appropriate. Street trees shall not obscure entryways.
- f. Maintain and improve original building entries when adaptively reusing buildings and clearly define primary points of access and use. Clearly delineate loading areas and truck access. All pathways shall incorporate measures for pedestrian and vehicular safety and shall comply with State and Federally mandated ADA requirements.
- g. Open space shall be provided with park like features for shade and passive enjoyment, support for new non-residential activity, play space and flexible gathering and event use.



Figure 20: Public plazas and interior spaces shall be designed for active pedestrian and public use in a way that will invite the neighborhood to engage the site, as shown in the middle and lower images above.

8.7 Signage

Existing historic signs can contribute to the character of the redevelopment project and may be maintained and preserved, as deemed appropriate in the Redevelopment Agreement. New signage should respond to context in compliance with municipal regulations. Deviations from the signage may be permitted to address the size and scale of buildings and to address project-wide signage that may be developed in accordance with this Redevelopment Plan, as negotiated as a signage plan in a Redevelopment Agreement(s).

1. Guiding Principals

- a. Preserve historic signage when appropriate
- b. Respect historic context; utilize historically appropriate materials when adaptively reusing buildings.
- c. Reinforce pedestrian scale
- d. Avoid sign clutter

2. Requirements

- a. New signage shall comply with municipal standards but shall be fabricated in materials and styles consistent with and compatible to the historic industrial character of the adaptively reused buildings.
- b. No new signage shall obscure historic features.
- c. New directional signage and public signage shall comply with the City of Hoboken adopted Wayfinding Signage Guidelines.



8.8 Sustainability

Environmentally conscious strategies and the adaptive reuse of existing buildings reduce the consumption of resources and support municipal policies for sustainability.

1. Guiding Principals

- a. Retain and rehabilitate existing buildings within the Redevelopment Area when consistent with the Goals and Objectives of this Redevelopment Plan.
- b. Provide new construction for buildings and structures that advance high performance reduction in energy use and address sustainability in all aspects of design.

2. Requirements

- a. Design for rehabilitation and redevelopment shall be consistent with referenced standards and LEED for Neighborhood Development Sustainability Checklist appendix, and shall address: reduction of wastewater and storm water; and shall address prerequisites and contain strategies for obtaining minimal credits—such as: Certified Green Building, Minimum Building Energy Efficiency and Innovation Credits.
- b. All new buildings shall be designed to the Silver standard or better under the LEED for New Construction and Major Renovation Rating System.
- c. New construction shall incorporate the use of salvaged materials, recycled materials, regionally produced materials, renewable materials, materials with low or no VOCs in accordance with referenced standards.
- d. Design shall incorporate appropriate areas for collection and storage of recyclable materials and refuse.
- e. Parking garage areas shall accommodate alternate energy vehicles and secure bicycle racks. Bicycle racks should also be located in open site areas convenient to primary entries. Weather protection/shelters shall be provided as integrated site elements, to support public transit.



*“The greenest building is...
one already built.”*
Carl Elefante, National Trust

Figure 21: Green roofs and Green terraces shall allow for a variety of rooftop gardens and vegetated rooftops, in addition to utilization of balcony planters.

8.9 Design Standards for Green Infrastructure

As is common in many older cities, the existing sewer collection system in Hoboken handles both stormwater and sewage in the same pipes, and is known as a combined sewer overflow (CSO) system. When it rains, the volume of stormwater falling on exposed surfaces and running into storm inlets is added to the sanitary sewer aspects of the system and eventually fills the pipes to a greater capacity. As a result, some of this sewage-stormwater can be discharged directly into local waterways through an overflow system.

One of the major goals of stormwater management is an attempt to retain and / or infiltrate the first 1” inch of rainfall in the immediate area. This can be achieved by numerous methods to integrate green streets concepts into the redesign of urban corridors and spaces, and to improve infrastructure sustainability and assist the regional utility authority in their attempt to reduce peak stormwater flows into the combined system. This includes using a variety of applications to divert and reduce the volume of stormwater flowing initially into the system, such as underground storage and green roof structures.

As stated earlier; the intent is that the Redevelopment Plan will retain rather than increase stormwater from the site, lessening site and localized flood conditions; with remediation of the site to the extent necessary. As outlined in Goal 4 of this Redevelopment Plan, “the Redevelopment Area is a prime location for flood water retention and to incorporate engineered solutions to achieve retention and discharge, with the “spine” of the open space system being the linear park along the Light Rail line that will double as a designed chain of bioretention swales and rain gardens. Incorporate green street technology to all redevelopment-related street improvements to aid infiltration of excess stormwater.”

The first step is to investigate the level of stormwater management initiatives and techniques in conjunction with the appropriate improvements associated with redevelopment. This provides an approach that incorporates green infrastructure design standards that can be fully integrated with the redesign of the entire area

The planning process must include an evaluation of the existing sewer utilities throughout the designated area, and an evaluation of the ability of the runoff to be stored or infiltrate the ground within the existing rights of way. . The use of Test Borings and percolation testing should be done within any project area to determine both the current conditions of the subgrade material and the potential to provide storage and infiltration.

Redevelopment and rehabilitation areas are generally in the lower portions of the city, and previous investigations have indicated little to no ability of the subgrade to provide storage and infiltration. Therefore, new redevelopment projects, street reconstruction and park design will need to provide storage volumes through methods such as green roof applications and surface and subsurface storage systems in cisterns or stone trenches capable of slow release of stormwater back into the CSO system at non-peak flow times.

For the Western Edge, this Redevelopment Plan also anticipates that redevelopment will provide an opportunity to combine flood resiliency design with green infrastructure so if Monroe Street and Madison Street, at minimum, can be reconstructed, the opportunity to separate the storm from the sanitary lines can become part of the underground flood storage strategy that centers around the proposed linear greenway along the HBLR and the proposed park at the BASF site.

The following are general design criteria and methodology to be used to determine the volumes to be addressed, and the ability of an area to support green infrastructure and to provide for effective stormwater management.

Methodology

It has been the intent of most green stormwater systems to evaluate the possibility of intercepting the initial 1" to 1 ½" of rainfall, and divert it to an alternative drain system that can infiltrate and / or store the potential runoff.

Present design standards encourage the introduction of innovative approaches as to how this can be achieved, but have generally led to the installation of green roof systems, combined with porous and pervious surface systems, which include rain garden areas, shade trees and landscaping to mitigate stormwater prior to it reaching the existing inlets and CSO systems.

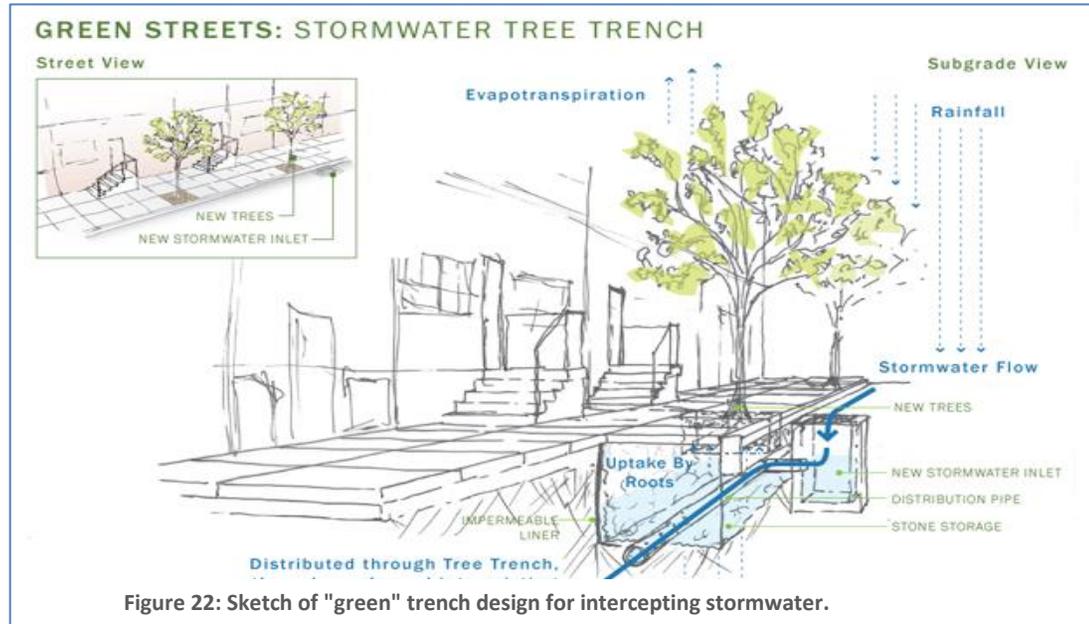


Figure 22: Sketch of "green" trench design for intercepting stormwater.

These standards encourage the introduction of green inlets, which can capture water for distribution to a trench stone or other manufactured drain system, such as, storm crates, upstream of existing City inlets (which are connected to the citywide CSO system), to divert and intercept runoff. As illustrated in Figure 22, the general idea is to intercept rainfall and to develop sufficient systems for storage and potential reuse of the stormwater.

Typically, the calculations have been based upon the capacity of any given area to handle volumes generated by a 1½" of rain from a storm event, but for planning purposes both 1" and 2" events should be considered by the following formula:

SF impervious x rainfall = cf to be mitigated:
Amount of square footage of impervious area (sf) to be mitigated x rainfall amount (1" = 0.083, 1½" = 0.125, 2" = 0.166) equals cubic feet (cf) of stormwater to be retained and handled by the green infrastructure.

General Infiltration / Detention Guidelines

- Infiltration testing must be completed for all green stormwater facilities.
 - Underdrains are installed in all systems.
 - Underdrains shall connect to a control structures/orifices in systems with a measured infiltration rate of less than 0.25 inches per hour or if the storage bed would not drain within 72 hours.
 - Systems should be lined and underdrained if there are any geotechnical or contamination issues that contraindicate infiltration.
 - Infiltration loading ratios (drainage area to infiltration area) should be minimized to the maximum extent feasible. The target for green applications should be 10:1, but higher loading ratios can be evaluated on a case by case basis.
 - The maximum effective head on an infiltration system should not exceed 2 feet. Effective head is calculated as the depth of storage divided by the void ratio of the storage material.
 - Due to high water tables and poor soil types, the systems in this area will most likely be designed as drain through systems which will allow the water to be held and used for watering the plant material, and remainder to be slowly released into the corner storm drains. The addition of tree pits in areas with Shade Trees will be strongly recommended as a means to attenuating additional water.
- Whenever possible, systems should be located directly upstream from existing inlets.
 - A recommended 3' should be maintained from the right-of-way line.
 - Systems should not cross sewer laterals. For infiltration systems, 3' should be maintained between systems and sewer laterals. For detention / slow-release systems that include an impermeable liner, adequate trenching width should be maintained.
 - Infiltration systems should be at least 10' from buildings.
 - Over the length of the trench, it is desirable to maintain less than 1' of elevation change.
 - In general, trenches should be no more than 4' deep at the low (shallow) end.
 - A perforated distribution pipe will run the length of the system. This pipe is typically 8" in diameter, but can be larger to achieve greater storage. The distribution pipe should be sloped toward the inlet at 0.5%.
 - A perforated underdrain pipe should be included in all designs. This pipe is normally 8" in diameter. This pipe should extend for 20' within the trench where possible.
 - Water stops should be included for all pipes that enter and exit systems or sections of systems.
 - Clean-outs should be included every 100' and at the end of all pipes.
 - Orifices for slow-release / detention systems should not be less than 0.5" in diameter.
 - One observation well should be included per system.
 - Maintain sufficient cover on all pipes.
 - The soil in tree pits should be a minimum of 3' deep from the sidewalk elevation.

General Design Constraints and Recommendations

- A 5' distance should be maintained from any telephone poles or other large poles (street lights, etc.).
- Excavation should not occur within the dripline of existing trees.



9.0 Implementation

9.1 Supersedes Existing Zoning

The provisions of this Redevelopment Plan shall supersede all existing Zoning and Development Regulations of the City of Hoboken that regulate development within the Western Edge Redevelopment Area in accordance with New Jersey’s Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-7.c). Any subdivision of lots and parcels of land within the Redevelopment Area shall be in accordance with the requirements of this Plan and Chapter 44. Land Use Procedures of the City of Hoboken Ordinance. The provisions of the 2012 Hoboken Flood Damage Prevention Ordinance shall apply.

The Official Zoning Map of the City of Hoboken is hereby amended to designate the Redevelopment Area, which consists of the following Lots and Blocks, as the “Western Edge Redevelopment Plan Area”: Blocks 92, Lots 1.01 and 1.02,, 106, Lot 1, and 112, Lot 1.

9.2 Redevelopment in Accordance with the Plan

Repair, rehabilitation and redevelopment, as well as other improvements, will take place as set forth in this Redevelopment Plan. The designated redeveloper(s) shall adhere to the parameters for development presented in Section 8 of this Redevelopment Plan and refine the design concepts presented therein in developing a unique and high-quality project proposal. Once a redeveloper is selected by the City, the redeveloper will be required to enter into a Redevelopment Agreement with the City that addresses, among other things, the precise nature and extent of the improvements to be made and their timing and phasing as permitted there.

9.3 Acquisition

As the majority of property within the Redevelopment Area is privately owned by developers, involuntary acquisition of properties located

within the Redevelopment Area is not contemplated by the City of Hoboken. The City determines that each property located in the Western Edge Redevelopment Area be redeveloped by its respective owner(s).

9.4 Other Actions

Other actions may be taken by the City to further the goals of the Plan. These actions may include, but shall not be limited to: (1) provisions for public infrastructure necessary to service new development; and (2) vacation of public utility easements and other easements and rights-of-way as may be necessary for redevelopment. The costs for these actions shall be borne by the designated redeveloper(s).

9.5 Role of City

The City of Hoboken acting as the Redevelopment Entity will be solely responsible for the implementation of this Redevelopment Plan as set forth below.

9.6 City Designation of Redeveloper – Redevelopment Agreement

Anytime the word “developer” is utilized in this Redevelopment Plan, the same shall mean the redeveloper or redeveloper(s) that have been designated by the City of Hoboken in accordance with the Redeveloper Selection Process set forth in this Redevelopment Plan.

Only redevelopers designated by the City may proceed to implement the redevelopment projects set forth in this Redevelopment Plan. In order to assure that the vision of the this Redevelopment Plan will be successfully implemented in an effective, comprehensive and timely way, and in order to promptly achieve the public purpose goals of the Plan, the City, acting as the Redevelopment Entity, will select the redeveloper(s) in all areas governed by this Redevelopment Plan. This Redevelopment Plan does not prohibit any owner or contract-purchaser of property situated within the Redevelopment Area from seeking

designation by the City, in accordance with this chapter, as a redeveloper of said property.

All designated redeveloper(s) will be required to execute a Redevelopment Agreement satisfactory to and authorized by the City. The procedural standards described here will guide redeveloper selection. The City, acting as the Redevelopment Entity may, at any time, proactively solicit potential redevelopers by utilizing appropriate methods of advertisement and other forms of communication, or may, in its discretion entertain unsolicited proposal(s) from a prospective redeveloper(s) for redevelopment of one or more redevelopment parcels. A prospective redeveloper will be required to submit materials to the City that specify their qualifications, financial resources, experience and design approach to the proposed redevelopment project. The selection process will likely include the submission of some or all of the following materials (additional submission materials may be requested by the City as deemed appropriate to the particular project sites.):

- Conceptual plans and elevations sufficient in scope to demonstrate that the design approach, architectural concepts, number and type of dwelling units, retail and or non-residential uses, parking, traffic circulation, transportation infrastructure improvements or funding for same, flood mitigation, landscaping, recreation space and other elements are consistent with the objectives and standards of this Redevelopment Plan as well as anticipated construction schedule, including estimated pre-construction time period to secure permits and approvals, and other elements that are consistent with the objectives and standards of this Redevelopment Plan.
- Documentation evidencing the financial responsibility and capability of the proposed redeveloper with respect to carrying out the proposed redevelopment including but not limited to: type of company or partnership, disclosure of ownership interest, list of comparable projects successfully completed, list of references with name, address and phone information, list of any general or limited

partners, financing plan, and financial profile of the redeveloper entity and its parent, if applicable.

The following provisions regarding redevelopment are hereby included in connection with the implementation of this Redevelopment Plan and the selection of redeveloper(s) for any property or properties included in the Redevelopment Plan and shall apply notwithstanding the provisions of any zoning or building ordinance or other regulations to the contrary:

- The redeveloper, its successor or assigns shall develop the property in accordance with the uses and building requirements specified in the Redevelopment Plan and shall comply with all the terms and obligations of the Redevelopment Agreement.
- Until the required improvements are completed and a Certificate of Completion is issued by the Redevelopment Entity, the redeveloper covenants provided for in N.J.S.A. 40A:12A-9 and imposed in any Redevelopment Agreement, lease, deed or other instrument shall remain in full force and effect.
- The Redevelopment Agreement(s) shall include a provision that requires the redeveloper to provide all inclusionary affordable housing that is generated by its project, to the extent required by law or the Redevelopment Plan.
- The Redevelopment Agreement(s) shall contain provisions to assure the timely construction of the redevelopment project, the qualifications, financial capability and financial guarantees of the redeveloper(s) and any other provisions to assure the successful completion of the project.
- The designated redeveloper(s) shall be responsible for any installation or upgrade of infrastructure whether on-site or off-site. Infrastructure items include, but are not limited to parks, recreational and open space, traffic and transportation infrastructure improvements and facilities, gas, electric, water, sanitary and storm sewers, flood mitigation, telecommunications,

streets, curbs, sidewalks, street lighting and street trees or other improvements.

- All infrastructure improvements shall comply with applicable local, state and federal law and regulations. All utilities shall be placed underground.
- In addition to the provisions set forth herein, the Redevelopment Agreement may provide that the redeveloper(s) will agree to provide amenities, benefits, fees and payments in addition to those authorized under the Municipal Land Use Law.
- At a minimum, the Redevelopment Agreement shall provide that the redeveloper shall be responsible to post sufficient escrows to cover any and all costs of the City and the professional consultants retained by the City to review the proposed redevelopment project and advise the City on any and all aspects of the redevelopment process and as otherwise set forth in the Redevelopment Agreement.

9.7 Approvals Process

This Redevelopment Plan changes the process by which approvals for the development of land are typically granted. For a typical development application, a property owner submits plans and an application to the Planning Board or Zoning Board of Adjustment, and the board schedules a hearing on the application. However, in order to comply with this Redevelopment Plan and to maximize the effectiveness of the review process, the following procedure will be followed:

City Review

The City acting as the Redevelopment Entity shall review all proposed redevelopment projects within the Redevelopment Area to ensure that such project(s) is consistent with the Redevelopment Plan and relevant Redevelopment Agreement(s). Such review shall occur prior to the submission of an application

for approval of the redevelopment project(s) to the Planning Board. As part of its review, the City may require the redeveloper(s) to submit proposed site plan applications to the City or to a subcommittee organized by the City Council prior to the submission of such applications to the Planning Board. Such subcommittee may include members of the City Council and any other members and/or professionals as determined necessary and appropriate by the City. Such subcommittee shall make its recommendations to the Mayor and Council. In undertaking its review, the City shall determine whether the proposal is consistent with this Redevelopment Plan and relevant Redevelopment Agreement(s). In addition, the review may address the site and building design elements of the project to ensure that the project adequately addresses the goals and objectives of this Redevelopment Plan.

Planning Board Review Process

Thereafter, all development applications shall be submitted to the City of Hoboken Planning Board through the normal site plan and subdivision procedures as outlined in N.J.S.A. 40:55D-1 et seq. The Planning Board shall deem any application for redevelopment for any property subject to this Redevelopment Plan incomplete if the applicant has not been designated by the City as a redeveloper(s), a Redevelopment Agreement has not been fully executed and the project plan has not been reviewed and approved by the City. Additionally, the Planning Board shall deem any application for redevelopment for any property subject to this Redevelopment Plan incomplete if the applicant has not received approval from the City or any subcommittee that it may designate for such purpose, stating that the application is consistent with the Redevelopment Plan and Redevelopment Agreement.

Variances Not to be Considered

Neither the Planning Board nor the Zoning Board of Adjustment shall grant any deviations from the terms and requirements of this Redevelopment Plan, including the granting of any “c” or “d” variances. Any proposed changes to the Redevelopment Plan shall be in the form of an amendment to the Redevelopment Plan adopted by the City Council in accordance with the procedures set forth in the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq. Notwithstanding the above provisions, the Redevelopment Entity may authorize, within the Redevelopment Agreement, the Planning Board to exercise discretion on waivers of standards in Sections 8.5 through 8.9.

Easements

No building shall be constructed over a public easement in the Rehabilitation Area without prior written approval of the City of Hoboken.

Site Plan and Subdivision Review

Site plans must be submitted to the City Council (as redevelopment entity) for approval prior to review and approval by the Planning Board. Prior to commencement of construction, site plans for the construction and/or rehabilitation of improvements within the Redevelopment Area, prepared in accordance with the requirements of the Municipal Land Use Law (N.J.S.A. 40:55D-1 et seq.), shall be submitted by the applicants for review and approval by the Hoboken Planning Board. Any subdivision of lots and parcels of land within the Redevelopment Area shall be in accordance with the requirements of this Redevelopment Plan, the Redevelopment Agreement, and the subdivision ordinance of the City of Hoboken, except that where this Redevelopment Plan contains provisions that differ from those in the subdivision ordinance, this Plan shall prevail.

Approvals by Other Agencies

The redeveloper shall be required to provide the City with copies of all permit applications made to federal, state and county agencies upon filing such applications, as will be required by the redeveloper’s agreement to be executed between the redeveloper and the City.

Certificate of Completion and Compliance

Upon the inspection, verification and approval by the City Council that the redevelopment of a parcel subject to the Redevelopment Agreement has been completed and that all obligations of the Redevelopment Agreement have been satisfied, a Certificate of Completion and Compliance will be issued to the redeveloper and such parcel will be deemed no longer in need of redevelopment.

9.8 Relocation Plan

While much of the Western Edge Redevelopment Area is currently vacant land, there are existing industrial uses within one or more buildings. This Plan provides for uses that may be compatible with the reuse of one or more of these buildings, but general warehousing would not be consistent or compatible with the mixed-uses anticipated to be redeveloped in this Redevelopment Plan. To the extent that general warehouse or distribution uses will need to be relocated, the redeveloper of the Subarea within which the property is located will be responsible for relocation. The City of Hoboken will not use its power of Eminent Domain to acquire property in this Redevelopment Area at this time, and, therefore, will not be responsible for relocation.

9.9 Tax Abatement Program

By designating the study area as an Area in Need of Redevelopment, the City of Hoboken is given the authority to offer tax exemptions of up to 30 years as a financial incentive to

encourage redevelopment and rehabilitation of the area. In addition, the City of Hoboken adopted a Commercial and Industrial Improvement Projects Ordinance in 1979 (ord. C-127), which gives the City authority to enter into agreements with developers for tax abatement on commercial, industrial or residential improvements or projects, pursuant to the provisions of N.J.S.A. 54:4-3.95 (P.L. 1977, c. 12), providing for the exemption from real property taxation of improvements or projects for a period of five years. Any tax abatement(s) or exemptions for redevelopment projects in the Western Edge Redevelopment Area would need to be addressed as part of a Redevelopment Agreement, inclusive of a comparative financial analysis pursuant to City Council Resolution No. 09-496, adopted April 15, 2009.

9.10 Other Superseding Provisions

Terms and Definitions

Any terms or definitions not addressed within this Redevelopment Plan shall rely on the applicable terms and conditions set forth in the Zoning Ordinance of the City of Hoboken.

Other Applicable Design and Performance Standards

Any design or performance standards not addressed within this Redevelopment Plan shall rely on the applicable design and performance standards set forth in the Land Development Ordinance of the City of Hoboken. No use or reuse shall be permitted which, when conducted under proper and adequate conditions and safeguards, will produce corrosive, toxic or noxious fumes, glare, electromagnetic disturbance, radiation, smoke, cinders, odors, dust or waste, undue noise or vibration, or other objectionable features so as to be detrimental to the public health, safety or general welfare.

Conflict /Severability

Any word, phrase, clause, section or provision of this Redevelopment Plan, found by a court and other jurisdiction to be invalid, illegal or unconstitutional, such word, phrase, section or provision shall be deemed servable and the remainder of the Redevelopment Plan shall remain in full force and effect.

9.11 Non-Discrimination Provisions

No covenant, lease, conveyance or other instrument shall be affected or executed by the City Council or by a developer or any of his successors or assignees, whereby land within the Redevelopment Area is restricted by the City Council, or the developer, upon the basis of race, creed, color, national origin, ancestry, affectional preference, marital status or gender in the sale, lease, use or occupancy thereof. Appropriate covenants, running with the land forever, will prohibit such restrictions and shall be included in the disposition instruments. There shall be no restrictions of occupancy or use of any part of the Redevelopment Area on the basis of race, creed, color, national origin, ancestry, affectional preference, marital status or gender.

9.12 Amendments to the Redevelopment Plan

This Redevelopment Plan may be amended from time to time upon compliance with the requirements of state law. A non-refundable application fee of \$5,000 shall be paid by the party requesting such amendment, unless the request is issued from an agency of the City. The City, at its sole discretion, may require the party requesting the amendments to prepare a study of the impact of such amendments, which study must be prepared by a professional planner licensed in the State of New Jersey and other additional professionals as may be required by the City.

9.13 Duration of Plan - Certificates of Completion & Compliance

Upon the inspection and verification by the Redevelopment Entity that the redevelopment of a parcel subject to a Redevelopment Agreement has been completed, a Certificate of Completion and Compliance will be issued to the redeveloper and such parcel will be deemed no longer in need of redevelopment.

This Redevelopment Plan will remain in effect until Certificates of Completion have been issued for the designated Area In Need of Redevelopment, or until the Redevelopment Plan is deemed no longer necessary for the public interest and repealed by Ordinance of the Mayor and Council.

9.14 Infrastructure

The redeveloper, at the redeveloper's cost and expense, shall provide all necessary engineering studies for, and construct or install all on- and off-site municipal infrastructure improvements and capacity enhancements or upgrades required in connection with the provision of open space or parks, traffic, water, sanitary sewer, flood mitigation measures, and stormwater sewer service to the project, in addition to all required tie-in or connection fees. The redeveloper may also be responsible for providing, at the redeveloper's cost and expense, all sidewalks, curbs, streetscape improvements (street trees and other landscaping), street lighting, and on and off-site traffic controls and road improvements for the project or required as a result of the impacts of the project. The Redevelopment Agreement between the City and the redeveloper will contain the terms, conditions, specifications, and a description of required performance guarantees (such as performance bonds, parent guarantee, or other acceptable performance security) pertaining to redeveloper's obligation to provide the infrastructure and improvements required for the project

Nothing in this Plan shall limit the ability of the City to negotiate a Redevelopment Agreement with the designated redeveloper that requires that the designated redeveloper will provide benefits and amenities for the City that do not directly relate to the needs generated by its redevelopment project.



APPENDIX

The Planning Process

The public was invited to a community workshop on August 20, 2014 from 6 p.m. to 9 p.m. at the conference room in the Multi-Service Center located at 124 Grand Street. This first community workshop included exercises to recognize the existing conditions of the site and surrounding area, as well as identify constraints and opportunities for the future development of the area. This serves to inform the planning and design process for the project team of planners, economists, and landscape architects. The community feedback from this meeting helped develop a vision and determine appropriate alternatives for a comprehensive plan for the area.

The community workshop was designed as an open house format with six stations that the public could visit, each with a difference theme designed to garner comments from the public, including the results of the online public opinion survey that preceded the Open House by several weeks (Station 3). Attendees received a guide sheet as they entered the workshop to help collect their observations, thoughts and opinions

August 2014 | WESTERN EDGE REDEVELOPMENT PLAN | PUBLIC OPEN HOUSE #1



PUBLIC OPEN HOUSE GUIDE SHEET

PLEASE USE THIS SHEET
AS YOU VISIT EACH OF
THE SIX NUMBERED
STATIONS TO HELP US
GET YOUR THOUGHTS
AND OPINIONS.

CITY OF HOBOKEN

PLEASE VISIT STATIONS AS
NUMBERED BELOW

STATION

- 1 Existing Conditions
- 2 Neighborhood Context - Adjacent neighborhoods, redevelopment areas, and plans, planned parks, Light Rail
- 3 Strengths-Weaknesses-Opportunities-Threats (SWOT) - *Online Survey Results*
- 4 Vision for Western Edge – Build-out under existing zoning; Concepts by developers and property owners; Visual Preferences
- 5 Circulation & Connectivity- Access to Light Rail; shuttles; bike-ped circulation – use of neighborhood parks
- 6 “Rebuild by Design” – Resiliency Strategies

PLEASE PLACE COMPLETED
GUIDESHEET IN COLLECTION
BOX OR GIVE TO A
FACILITATOR AS YOU LEAVE.
THANK YOU!

STATION 1 – EXISTING CONDITIONS
Please use the markers provided to note your observations regarding the conditions at the site and the overall neighborhood on the aerial map and comment page provided on the station table. Examples include noting buildings that are unsightly or properties where a nuisance condition exists, etc.

STATION 2 – NEIGHBORHOOD CONTEXT
Please write in below the uses you think are missing from the larger neighborhood and that you would like to see in future redevelopment projects in Western Edge (use back of sheet if necessary):

1. _____
2. _____
3. _____
4. _____

STATION 3 – STRENGTHS-WEAKNESSES OPPORTUNITIES-THREATS
Please also respond to the following questions (Use back of sheet if needed):

1. What are the assets of the Western Edge that should be enhanced or built upon (light rail, viaduct public spaces, etc)?

2. What are challenges or obstacles to redevelopment (vulnerability to flooding, existing industrial uses, etc)?

3. What are some opportunities for redevelopment that would benefit the entire City of Hoboken (school, public park)?

4. What are threats of redevelopment (congestion, costs of services, etc)?

STATION 4 – VISION FOR WESTERN EDGE
Please use comment sheet at station to note your comments on the projected build-out under the existing Industrial Zone District. Please write in below the numbers of the images you see at this Station that you think are appropriate examples to apply to the Western Edge area (use back of sheet if necessary):

STATION 5 – CIRCULATION & CONNECTIVITY
Please use the markers provided to note your observations about existing vehicular, pedestrian and bicycle circulation in the neighborhood and around the Western Edge. Examples include noting intersections where it is hazardous for pedestrians to cross or where traffic backs up. Please write in the comment sheet provided on the station table your comments on public open space in the neighborhood and whether you would like to see outdoor spaces designed into the future redevelopment of the Western Edge.

STATION 6 – “REBUILD BY DESIGN”
In the lines below, please list the numbers of the images you see at this Station that you think are appropriate for the redevelopment of the Western Edge area:

STATION 1 – EXISTING CONDITIONS

Please note your observations regarding the conditions at the site and the overall neighborhood on the aerial map and comment page provided on the station table. Examples include noting buildings that are unsightly or properties where a nuisance condition exists, etc.

- Area is blighted and needs redevelopment (4)
- Replace industrial with residential, small office, small retail
- Need varying building heights
- Need more interesting architecture
- Need retail & recreation
- Need varying setbacks (2)
- Need improved infrastructure & roadways
- Need tall buildings to block view of parking deck on cliff

1 – EXISTING CONDITIONS



Station 2 – NEIGHBORHOOD CONTEXT

Station 2 asked participants to list uses they think are missing from the neighborhood and that they would like to see in future redevelopment projects in Western Edge. The following comments were received:

- Indoor / commercial recreation (21)
- Retail shops (19)
- Residential apartments (13)
- Park & open space (13)
- Restaurants, cafes, bars, etc. (12)
- Office (9)
- Pedestrian walkways (6)
- Performing arts / concert venue (5)
- Light Rail stop (5)
- Recreation/community center (3)
- Amenities (3)
- Indoor aquatic center (2)
- Keep view open to Palisades
- Parking
- Links to waterfront
- Bike paths
- Green buildings
- Dog park
- Live-work units

2 – NEIGHBORHOOD CONTEXT

The top left map shows a cross-section of a viaduct structure. The middle map is the 'City of Hoboken Reexamination Report 2010 Open Space Plan' showing various green spaces and walkways across the city. The right map is 'City of Hoboken Redevelopment Initiatives' with a legend including: NJ Transit Light Rail Stations, River Street Redevelopment Area (Completed), Observer Highway Redevelopment Area (Completed), DFW Redevelopment Area (Designated in Plan), South Waterfront Redevelopment Area (Designated in Plan), Northeast Redevelopment Area (Designated in Plan), Western Edge Redevelopment Area (Designated), NJ Transit Redevelopment Area (Designated), Neumann Leathers Rehabilitation Area (Designated), Midway Rehabilitation Area (Designated), Post Office Rehabilitation Area (Designated), and North End Rehabilitation Area (Designated).

Integration of the Western Edge Redevelopment Area into the larger neighborhood.

- 14th Street Viaduct
- Future City Parks
- New neighborhood services?
- Links to the waterfront?

STATION 3: STRENGTHS-WEAKNESSES-OPPORTUNITIES-THREATS

STATION 3 – STRENGTHS-WEAKNESSES-OPPORTUNITIES-THREATS

Please respond to the following questions:

- What are the assets of the Western Edge that should be enhanced or built upon (light rail, viaduct public spaces, etc)?*

 - Light rail (18)
 - Viaduct public spaces (6)
 - Traffic
 - Open space along light rail (2)
 - Mixed use
 - Vacant land
 - Accessibility
- What are challenges or obstacles to redevelopment vulnerability to flooding, existing industrial uses, etc)?*

 - Flooding (21)
 - Environmental cleanup (3)
 - Existing industrial uses (7)
 - Parking
 - Traffic (2)
 - Mass transit (3)
 - Planning process (4)
- What are some opportunities for redevelopment that would benefit the entire City of Hoboken (school, public park)?*

 - Public parks (21)
 - Retail shops (6)
 - School (5)
 - Recreational space (7)
 - Residential (4)
 - Performing arts/concert venue (2)
 - Animal shelter
 - Parking
 - Incubator space
 - Restaurants (2)
 - Bike path
 - Swimming pools
- What are threats of redevelopment (congestion, costs of services, etc)?*

 - Traffic congestion (9)
 - Planning process (7)
 - Infrastructure (5)
 - Overdevelopment (5)
 - Parking (4)
 - Mass transit (3)
 - Easy access to retail (2)
 - Flooding
 - Condo towers
 - Lack of open space
 - Lack of retail
 - Cost of services (2)

COMMENTS:

- Provide varying building heights (4)
- Need more indoor recreation
- Need more parks (2)
- No high rises (2)
- Resolve flooding issues (2)
- Need commercial to pay for amenities
- Survey should have mentioned properties are privately owned (2)

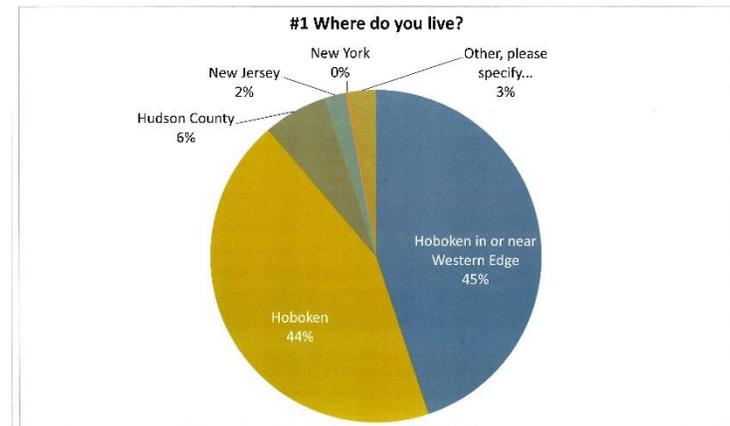
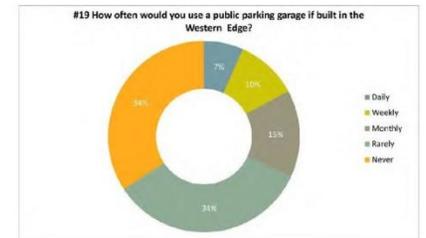
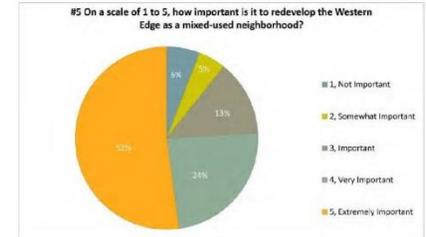
3 – STRENGTHS-WEAKNESSES-OPPORTUNITIES-THREATS

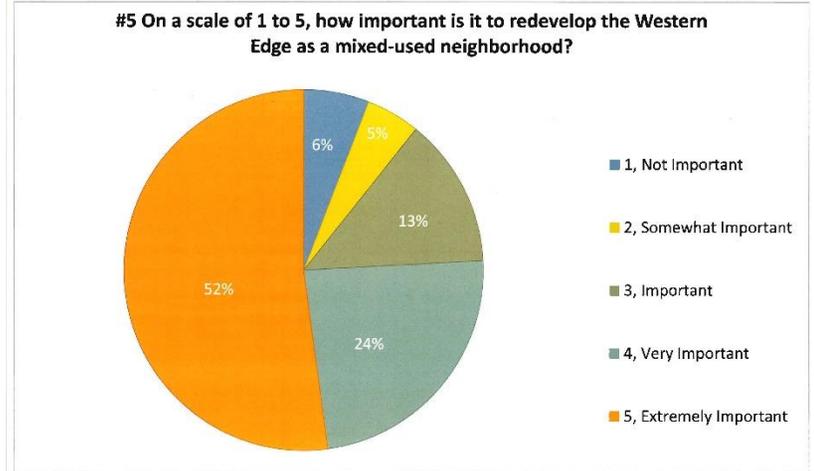
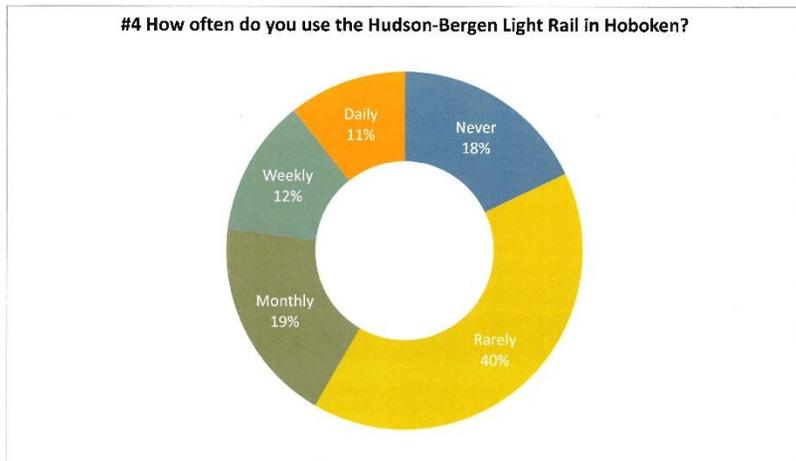
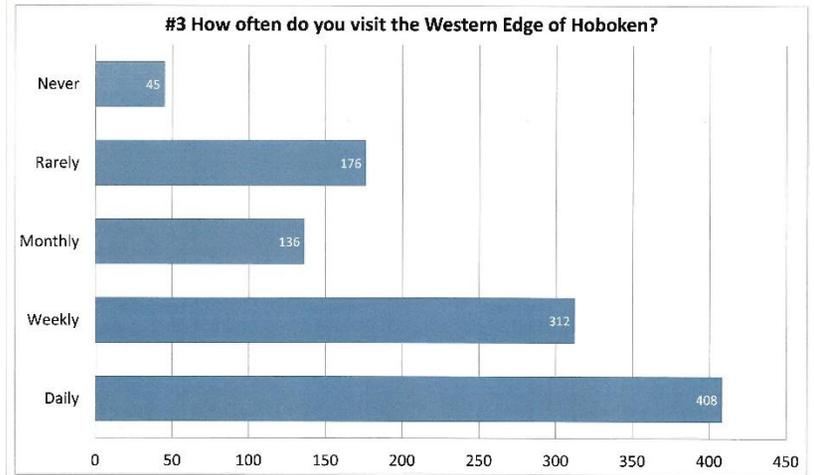
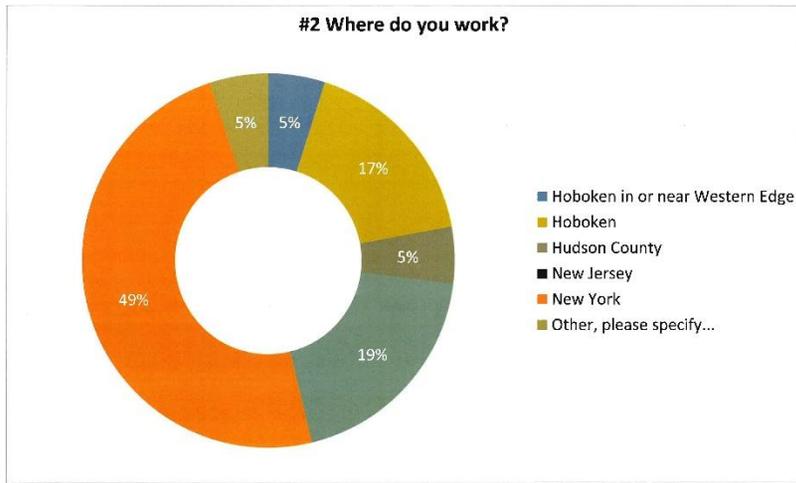
NEIGHBORHOOD NEEDS & PREFERENCES

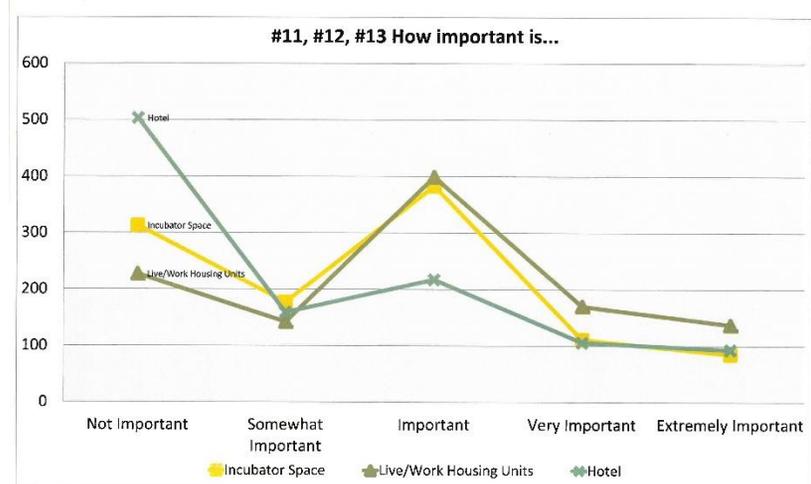
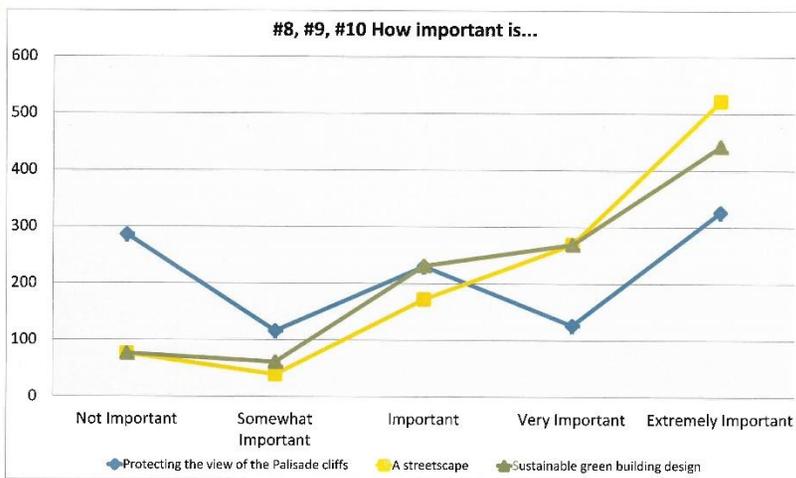
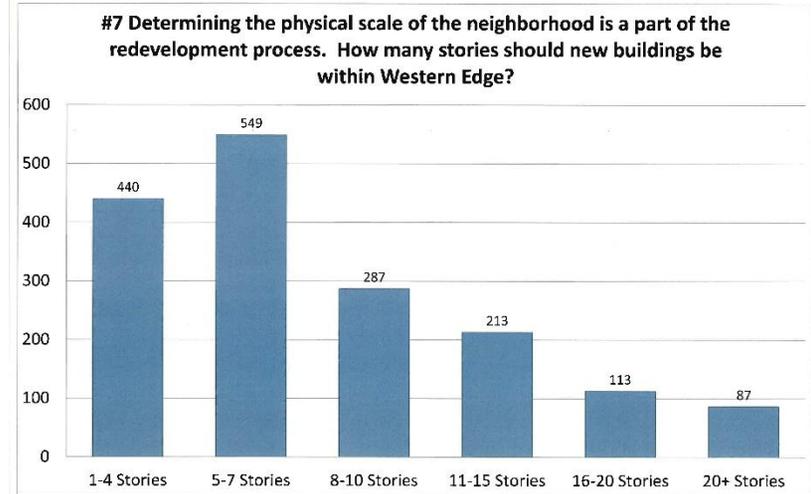
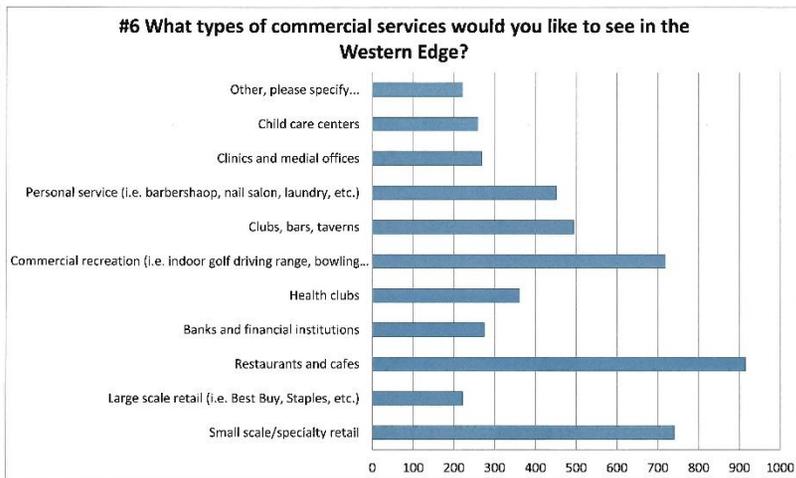
WHAT KINDS OF GOODS & SERVICES ARE NEEDED ?
Market data indicates that people leave the neighborhood to purchase a number of goods and services that are not available there. **Do you agree that there is a need for:**

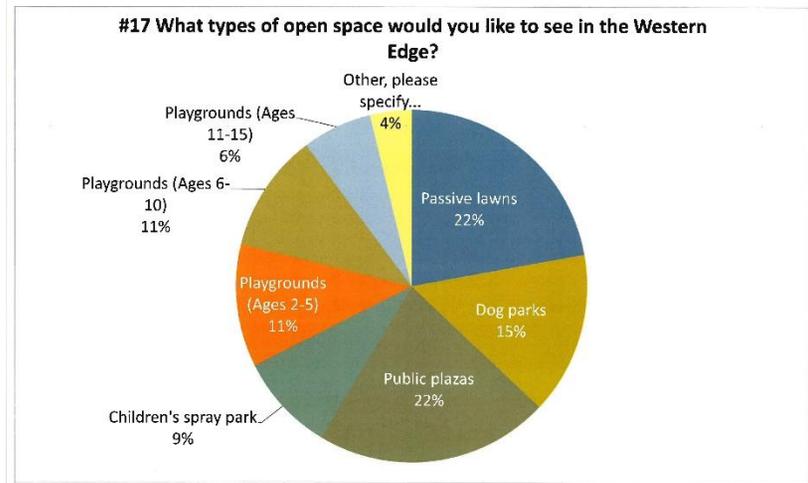
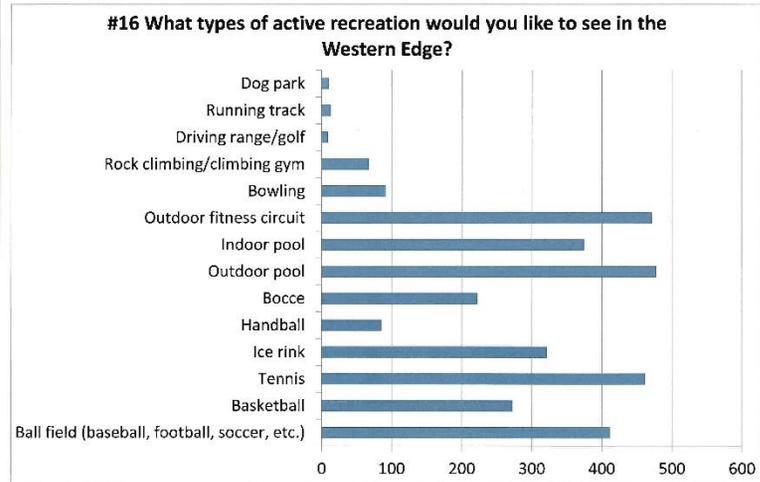
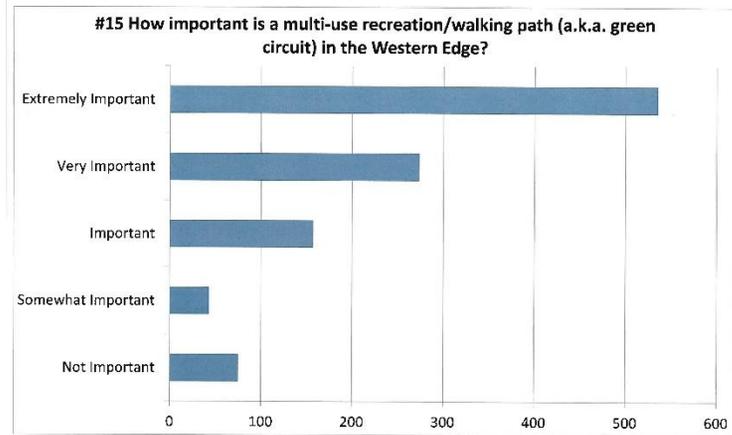
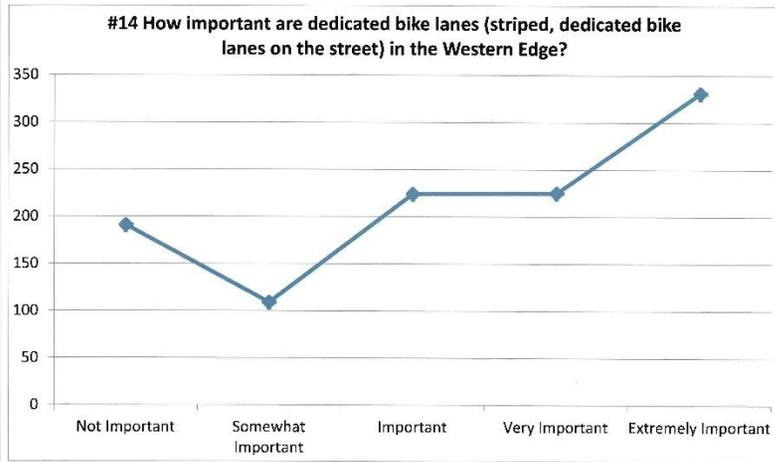
- Goods and services for nearby residential neighborhoods.** Examples of this include convenience retail (small grocers, pharmacies, sundries), personal services (salons, dry cleaners, childcare, health and wellness centers) and specialty retail offerings (bakery, ethnic restaurant, clothing/shoe boutique, etc.);
- Destination retail or businesses** that do not necessarily need foot traffic to be successful. Examples of this include furniture and home furnishing stores, office supply store, sporting goods stores, and some clothing and shoe stores. Businesses that people are willing to go out of their way for because they are big purchases and less likely to be on impulse.

Camoin Associates Preliminary Market Analysis

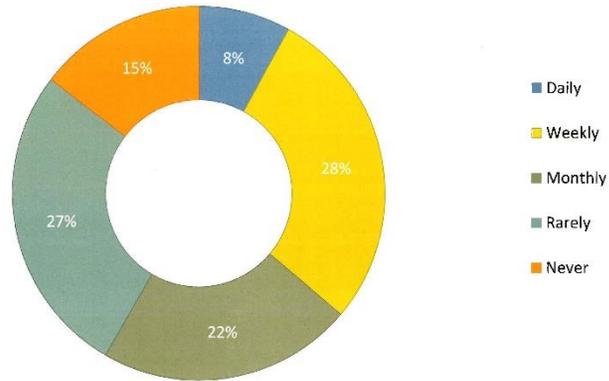




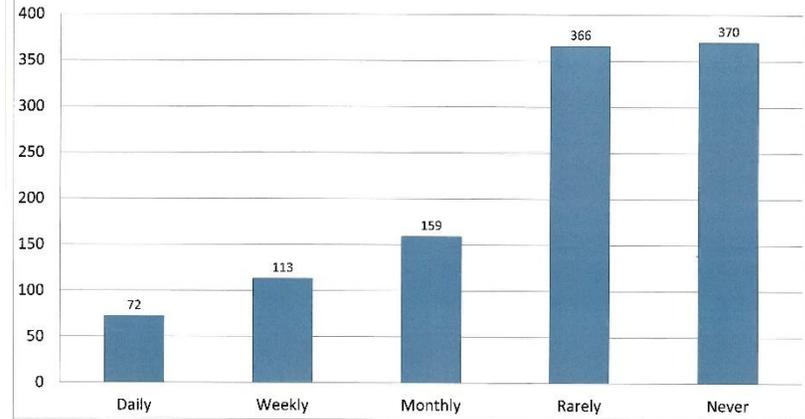




#18 How often would you utilize a community center if developed in the Western Edge?



#19 How often would you use a public parking garage if built in the Western Edge?



Station 4 – VISION FOR WESTERN EDGE

STATION 4 – VISION FOR WESTERN EDGE

Please provide your comments on the projected build-out under the existing Industrial Zone District.

- Low/mid-rise (4-5 stories) (3)
- Mid-rise (8 stories)
- Purchase Cogins’ site for open space (3)
- Indoor recreation
- Hide parking garage on cliff
- More commercial
- 6 stories is too low
- No more high rises, keep low and fix flooding
- Open parks instead of playing fields
- Parks surrounded by streets
- Tall modern buildings
- More green space

Please write in below the numbers of the images you see at this Station that you think are appropriate examples to apply to the Western Edge area:

- | | | | |
|----------|-----------|-----------|-----------|
| • 1 (6) | • 6 (4) | • 11 (6) | • 16 (13) |
| • 2 (7) | • 7 (4) | • 12 (10) | • 17 (6) |
| • 3 (10) | • 8 (3) | • 13 (9) | • 18 (16) |
| • 4 (12) | • 9 (12) | • 14 (9) | |
| • 5 (11) | • 10 (17) | • 15 (2) | |

4 – VISION FOR WESTERN EDGE
 (Compact-Complete-Connected?)
 From LEED for Neighborhood Development Sustainable Neighborhood Rating System



Visual Preferences – Mixed Use

4-5 Story Mixed Use Retail lower one or two stories With residential above	7-9 Story Mixed Use Retail lower one or two stories With residential above	10+ Story Mixed Use Retail lower one or two stories With residential above
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Visual Preferences – Public Spaces

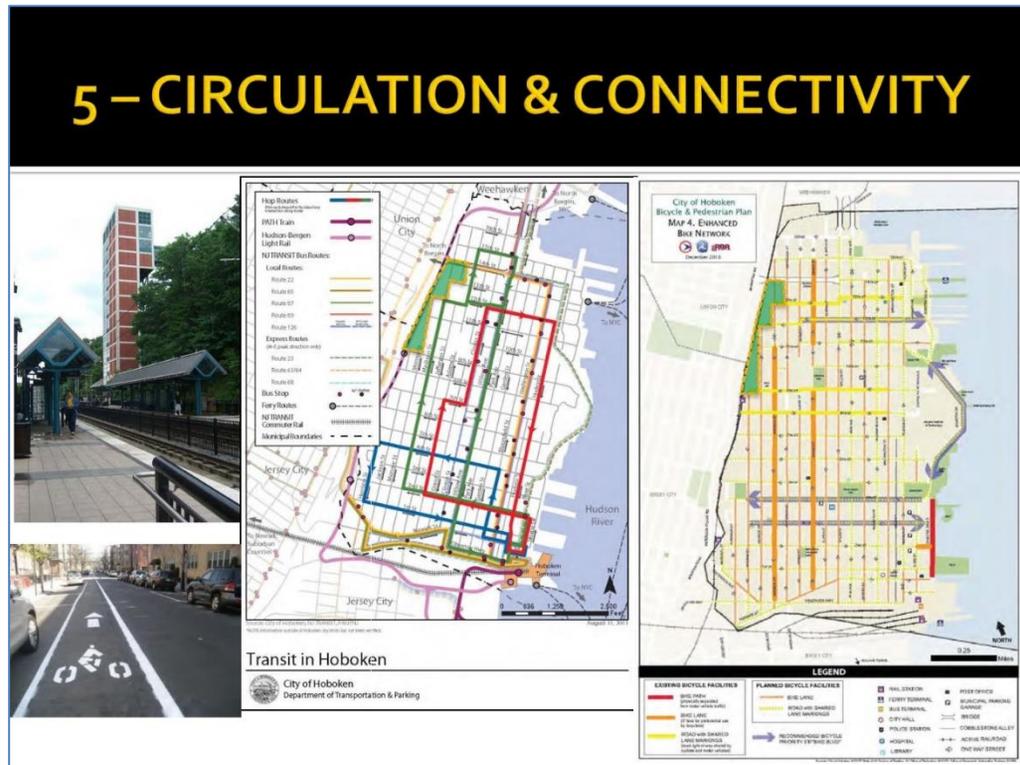
Passive Parks 10 – Lawns 11 – Dog Parks 12 – Landscaped Paths	Active Parks 13 – Play Fields 14 – Playgrounds 15 – Skate Parks	Urban Spaces 16 – Formal Spaces 17 – Spray Parks 18 – Garden Spaces
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Station 5 – CIRCULATION & CONNECTIVITY

Please note your observations about existing vehicular, pedestrian and bicycle circulation in the neighborhood and around the Western Edge. Examples include noting intersections where it is hazardous for pedestrians to cross or where traffic backs up. Please provide your comments on public open space in the neighborhood and whether you would like to see outdoor spaces designed into the future redevelopment of the Western Edge.

- Add Light Rail at 14th Street (5)
- Light Rail service on weekends (3)
- Increase number of stops at each station (2)
- Need vibrant neighborhoods with amenities (2)
- Need more buses
- Light Rail at 9th street should have office near it
- Existing traffic problems on Monroe and Madison will be exacerbated
- Add connection to Terminal from Western Edge
- Bike paths
- Cross-town transportation
- Improve HOP system



Station 6 – REBUILD BY DESIGN

Please list the numbers of the images you see at this Station that you think are appropriate for the redevelopment of the Western Edge area:

- 1 (24)
- 2 (24)
- 3 (25)
- 4 (17)
- 5 (20)

6 – “REBUILD BY DESIGN”

Use your guide sheet to fill in the numbers of images that show design practices that should be included in the redevelopment plan. Use the Comment Sheet on the table to elaborate.



1



2

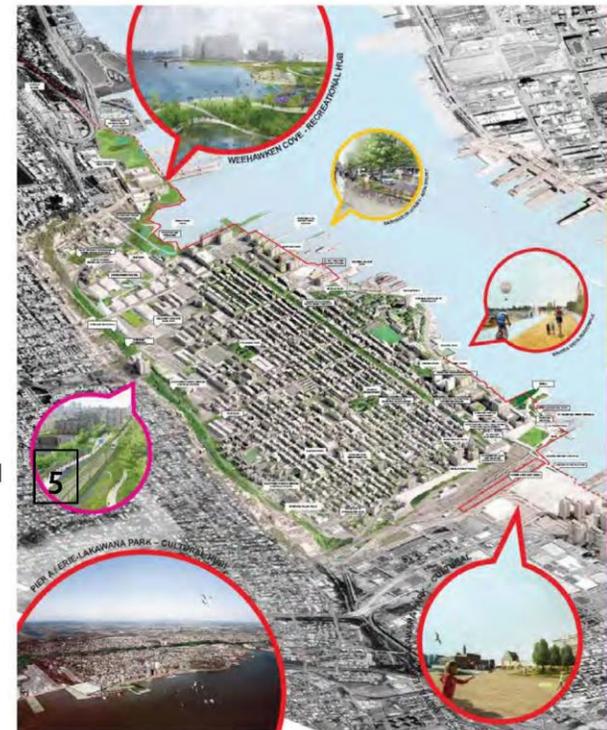


4

1. Bio-swale tree lawn
2. Green roof
3. Streetscape raingardens
4. Green walls
5. Green belt along Light Rail



3



5

LEED For Neighborhood Development – Sustainable Neighborhood Checklist

How would the Western Edge Redevelopment Plan rate as a sustainable neighborhood?

PROJECT NAME: Western Edge ADDRESS/LOCATION: Hoboken, NJ TYPE OF PROJECT: Redevelopment Plan

STEP 1: Sustainable Neighborhood Development Checklist					Step 2: Optional LEED-ND Scoring Exercise			
TOPIC	DOES THE PROJECT DO THE FOLLOWING?	YES	MAYBE	NO	LEED-ND POINTS POSSIBLE	PROJECT "YES" POINTS	PROJECT "MAYBE" POINTS	LEED-ND SOURCE CREDIT OR PREREQUISITE
SMART LOCATION AND LINKAGE (SLL)								
LOCATION	Is located on a site that is any of the following (only one required for scoring): Infill (75% surrounded by existing development) Well-connected to adjacent development by an existing street network Well-served by transit or neighborhood amenities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 1: Smart Location
	Is located on a site that is one of the following (pick just one for scoring): Infill and also a previously developed site Infill but not a previously developed site Adjacent to existing development, and also a previously developed site A previously developed site, but not adjacent or infill	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5	5	5	Credit 1: Preferred Locations
	Is surrounded (within ½ mile) by a well-connected existing street network. If possible, estimate the existing number of intersections per square mile nearby (pick just one for scoring): 200 to 250 intersections per square mile 250 to 300 intersections per square mile 300 to 350 intersections per square mile 350 to 400 intersections per square mile More than 400 intersections per square mile	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	2	4	Credit 1: Preferred Locations
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2			
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3			
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	4				
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5				
	Is located in an economically distressed area while also providing affordable housing.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3	3	Credit 1: Preferred Locations	
ECOSYSTEMS AND OPEN SPACES	Does not build on habitat where species are threatened, endangered, or imperiled or creates a habitat conservation plan under the Endangered Species Act.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 2: Imperiled Species
	Does not build on wetlands or water bodies and leaves buffers of undeveloped land around them of at least 50 to 100 feet.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 3: Wetland/Water Body Conservation
	Does not build on prime agricultural land, unless the project is infill, transit-served, or makes up for soil loss by creating permanently protected soil easements elsewhere.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 4: Agricultural Land Conservation

Western Edge		Hoboken, NJ			Redevelopment Plan			
TOPIC	DOES THE PROJECT DO THE FOLLOWING?	YES	MAYBE	NO	LEED-ND POINTS POSSIBLE	PROJECT "YES" POINTS	PROJECT "MAYBE" POINTS	LEED-ND SOURCE CREDIT OR PREREQUISITE
ECOSYSTEMS AND OPEN SPACES	Does not build on floodplains.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 5: Floodplain Avoidance
	Conserves pre-existing on-site habitat, native plants, wetlands, and water bodies in perpetuity.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1	1	Credit 7: Site Design for Habitat/ Wetland Conservation
	Restores degraded on-site habitat, wetlands, or water bodies, and conserves them in perpetuity.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1			Credit 8: Restoration of Habitat/Wetlands
	Implements a long-term (at least 10 years), fully funded management plan for on-site wetlands, water bodies, and habitat.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1			Credit 9: Long-Term Management of Habitat/Wetlands
	Limits development on steep slopes (greater than 15%), and restores many or all previously developed steep slopes with native or noninvasive plants.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1	1	Credit 6: Steep Slope Protection
CONTAMINATED SITES	Does one of the following (pick just one for scoring):							
	Remediates a contaminated site and then locates there.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1		Credit 2: Brownfield Redevelopment
	Remediates a contaminated site in an economically distressed area, and then locates there.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2		2	
TRANSIT-ORIENTED LOCATIONS	Is located on a site that is either of the following (pick just one for scoring):							
	Within walking distance (¼ mile for buses or streetcars and ½ mile for rail, ferry, and bus rapid transit) of high levels of transit service (See the LEED-ND Rating System for detailed transit thresholds).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-7	7		Credit 3: Locations with Reduced Auto Dependence
	In an area documented to have low vehicle miles travelled (See the LEED-ND Rating System for detailed thresholds).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-7		7	
CYCLING FACILITIES	Does both of the following:				1			
	Is located within ¼ mile of a bicycle network that is either 5 miles long (minimum) or connects to 10 diverse land uses.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		1		Credit 4: Bicycle Network/ Storage
	Provides secure and covered bicycle storage (for at least 10% of nonresidential and 30% of residential building occupants), as well as bicycle parking for visitors.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>			1	
JOBS AND HOUSING PROXIMITY	Does one of the following (pick just one for scoring):							
	Existing jobs within ½ mile walk distance outnumber project's dwelling units, and the project provides affordable housing.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3			Credit 5: Housing/ Jobs Proximity
	Existing jobs within ½ mile walk distance outnumber project's dwelling units.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2		2	
	Provides jobs on an infill site within ½ mile walk distance of both existing housing and an existing (or new) rail, ferry, tram, or bus rapid transit stop.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1		
					27 Points Possible	19	26	SLL SUB-TOTALS

Western Edge

Hoboken, NJ

Redevelopment Plan

TOPIC	DOES THE PROJECT DO THE FOLLOWING?	YES	MAYBE	NO	LEED-ND POINTS POSSIBLE	PROJECT "YES" POINTS	PROJECT "MAYBE" POINTS	LEED-ND SOURCE CREDIT OR PREREQUISITE
NEIGHBORHOOD PATTERN AND DESIGN (NPD)								
WALKABLE STREETS	Includes all of the following at minimum: Public-facing building entries (onto any public space except a parking lot) on 90% of building frontage. A minimum "building-height-to-street width-ratio" of 1 to 3 (1 foot of building height for every 3 feet of street width) along at least 15% of street length. Sidewalks along 90% of street length (both sides of the street). Garage doors along no more than 20% of street length.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 1: Walkable Streets
	Includes some or all of the following (See Rating System for scoring thresholds): Minimal distance between the sidewalk and most buildings, with mixed-use and nonresidential buildings particularly close to the sidewalk. Frequent building entries (at least every 75 feet). Unshuttered windows along the sidewalk for nonresidential buildings. No blank walls more than 50 feet along sidewalks. Frequent on-street parking (available along at least 70% of streets). Sidewalks along 100% of street length (both sides of the street). Elevated ground-floors for at least half of all dwelling units (at least 24 inches above sidewalk grade). A minimum "building-height-to-street width-ratio" of 1 to 3 (1 foot of building height for every 3 feet of street width) along 30% of street length. Low design speeds for most streets (20 mph for residential, 25 mph for non-residential). Driveway crossings along no more than 10% of sidewalk length.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-12	1	1	Credit 1: Walkable Streets
	Lines 60% of street length with non-invasive trees (spaced an average of at least every 40 feet from trunk center to trunk center).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1	1	Credit 14: Tree-Lined and Shaded Streets
	Provides noon-time shade along at least 40% of sidewalks.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1	1	
	Meets minimum required densities (At least seven dwelling units per acre for residential and 0.50 floor-area ratio for non-residential—see Rating System for calculation and scoring details).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 2: Compact Development
	Exceeds increasing density thresholds (At least 10 dwelling units per acre for residential and 0.75 floor-area ratio for non-residential—see Rating System for calculation and scoring details).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-6	4	5	Credit 2: Compact Development

TOPIC	DOES THE PROJECT DO THE FOLLOWING?	YES	MAYBE	NO	LEED-ND POINTS POSSIBLE	PROJECT "YES" POINTS	PROJECT "MAYBE" POINTS	LEED-ND SOURCE CREDIT OR PREREQUISITE
NEIGHBORHOOD CONNECTIONS	Does either of the following (only one required for scoring): Includes a street or pathway into the project at least every 800 feet, and has at least 140 intersections per square mile within the project (estimate if possible). Or , only if the project has no internal streets: is surrounded (within ¼ mile) by an existing street network of at least 90 intersections per square mile (estimate if possible).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 3: Connected Community
	Does all of the following: Does not include cul-de-sacs. Includes a street or pathway into the project at least every 400 feet. Has high intersections per square mile within the project (pick just one of the following for scoring this credit): 300 to 400 intersections per square mile Has more than 400 intersections per square	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				Credit 6: Street Network
MIXED USES	Enables walking access (within ¼ mile) to the following number of existing or new land uses, clustered within neighborhood centers (pick just one of the following for scoring this credit): 4 to 6 uses	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1		Credit 3: Mixed-Use Neighborhood Centers
	7 to 10 uses	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2			
	11 to 18 uses	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3		3	
	More than 19 uses	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	4			
AFFORDABLE AND DIVERSE HOUSING	Provides multiple housing types of different sizes, such as large and small apartments, duplexes, townhomes, and/or single-family homes. (See Rating System for detailed housing diversity thresholds).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-3			Credit 4: Mixed-Income Diverse Communities
	Provides a percentage of new rental and/or for-sale housing at high levels of affordability, available for at least 15 years (See Rating System for detailed affordability thresholds).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-3	1		
	Provides both high levels of affordability and multiple housing types of different sizes.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		1	

Western Edge

Hoboken, NJ

Redevelopment Plan

TOPIC	DOES THE PROJECT DO THE FOLLOWING?	YES	MAYBE	NO	LEED-ND POINTS POSSIBLE	PROJECT "YES" POINTS	PROJECT "MAYBE" POINTS	LEED-ND SOURCE CREDIT OR PREREQUISITE
PARKING AND TRANSPORTATION DEMAND	Does all of the following: Minimizes total surface parking area (no greater than 20% of development area) and includes no individual surface lot over 2 acres.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			Credit 5: Reduced Parking Footprint
	Locates any off-street parking at the side or rear of buildings (not along the sidewalk).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		1	1	
	Provides bicycle storage for building occupants, bicycle parking for visitors, and spaces for carpool or shared vehicles.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
	Includes shelters, benches, lighting, and information displays at all new and existing transit stops.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		1	Credit 7: Transit Facilities
	Provides any or all of the following options (for scoring, award 1 point for every 2 options achieved):				1-2			Credit 8: Transportation Demand Management
	Subsidized transit passes to half of regular price or cheaper.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
	Developer-sponsored-transit services—such as a shuttle—to off-site employment centers and/or major transit facilities.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
	Well-publicized vehicle sharing facilities on-site, or within ¼ mile walk distance.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		1	1	
For 90% of dwelling units or non-residential space, separates the cost of a parking space from the price of dwelling units or non-residential space.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
A comprehensive transportation demand management (TDM) program to reduce trips by 20%.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
PARKS AND RECREATION	Enables access (within ¼ mile walk distance) to public space such as squares, parks, paseos, and plazas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1	1	Credit 9: Access to Civic/ Public Spaces
	Enables access (within ½ mile walk distance) to publicly accessible indoor or outdoor recreational facilities (at least 1 acre in size outdoor or 25,000 square feet indoor).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1		Credit 10: Access to Recreation Facilities
UNIVERSAL DESIGN	Provides either of the following (only one necessary to score a point): For residential projects, universal accessibility for people of diverse abilities in 20% of dwelling units.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		1	Credit 11: Visitability and Universal Design
	For non-residential projects, universal accessibility for people of diverse abilities along 100% of public rights-of-way.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
COMMUNITY PARTICIPATION	Does either of the following (pick just one for scoring): Relies on multiple forms of community input and feedback to guide project concept and design, both before and during development.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1	1	Credit 12: Community Outreach and Involvement
	Relies on multiple forms of community input and feedback as above, but also conducts a design charrette or obtains an endorsement from a smart growth jury or program.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2			

TOPIC	DOES THE PROJECT DO THE FOLLOWING?	YES	MAYBE	NO	LEED-ND POINTS POSSIBLE	PROJECT "YES" POINTS	PROJECT "MAYBE" POINTS	LEED-ND SOURCE CREDIT OR PREREQUISITE
LOCAL FOOD	Provides both of the following: Permanently set aside gardening space, free local produce shares (from within 150 miles) for residents, or proximity to a farmer's market (on-site or within ½ mile walk distance).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		1	Credit 13: Local Food Production
	Allows growing of produce, including in yards or on balconies, patios, or rooftops.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		1		
SCHOOL ACCESS AND DESIGN	Achieves both of the following: Is located within walking distance of a school (½ mile for elementary and middle schools; 1 mile for high schools).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	1	1	Credit 15: Neighborhood Schools
	New school campuses included in the project are no larger than 5 acres (elementary), 10 acres (middle schools), or 15 acres (high schools).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
					44 Points Possible	24	29	NPD SUB-TOTALS
GREEN INFRASTRUCTURE AND BUILDINGS (GIB)								
CONSTRUCTION TECHNIQUES	Creates and implements an erosion and sedimentation control plan for construction activities, reducing soil erosion and downstream pollution.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 4: Construction Pollution Prevention
	Does both of the following: Preserves all heritage trees and most other noninvasive trees, especially larger ones.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1	1	1	Credit 7: Minimized Site Disturbance in Design and Construction
	Preserves a proportion of previously undeveloped land (10% to 20%) on the project site.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
ENERGY EFFICIENCY AND CONSERVATION	Ninety percent of building square footage meets minimum energy efficiency requirements. (Minimum 10% improvement over ASHRAE 90.1—see Rating System for details).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 2: Minimum Building Energy Efficiency
	Ninety percent of building square footage exceeds increasing thresholds for energy efficiency. (Minimum 18% improvement over ASHRAE 90.1 and/or 75 HERS Score—see Rating System for details and increasing thresholds).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-2		1	Credit 2: Building Energy Efficiency
	Orients 75% of buildings or dense blocks length-wise along east-west axes (within 15 degrees) to maximize passive and active solar access.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1	1	Credit 10: Solar Orientation

Western Edge

Hoboken, NJ

Redevelopment Plan

TOPIC	DOES THE PROJECT DO THE FOLLOWING?	YES	MAYBE	NO	LEED-ND POINTS POSSIBLE	PROJECT "YES" POINTS	PROJECT "MAYBE" POINTS	LEED-ND SOURCE CREDIT OR PREREQUISITE
ENERGY PRODUCTION AND DISTRIBUTION	Generates renewable energy on-site, providing the following percentage of the project's annual electrical thermal and energy cost (pick just one for scoring):							Credit 11: On-Site Renewable Energy Sources
	5%	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		1	
	12.5%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2			
	20%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3			
	Provides at least 80% of building heating and cooling through a shared neighborhood-wide system.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2			Credit 12: District Heating/ Cooling
	Provides energy-efficient new neighborhood infrastructure such as traffic lights, street lights, and water and wastewater pumps (15% minimum improvement over a conventional model).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		1	Credit 13: Infrastructure Energy Efficiency
WATER EFFICIENCY AND CONSERVATION	Meets minimum requirements for water efficiency in buildings (at least 20% reduction over a baseline - see Rating System for details).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 3: Minimum Building Water Efficiency
	Exceeds increased threshold for water efficiency in buildings (at least 40% reduction over baseline—see Rating System for details).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1		Credit 3: Building Water Efficiency
	Reduces water consumption for outdoor landscaping (at least 50% reduction over baseline).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1		Credit 4: Water-Efficient Landscaping
STORMWATER AND WASTEWATER	Is able to retain and treat all stormwater on-site from the following sizes of rainstorm (pick just one for scoring):							Credit 8: Stormwater Management
	80 th percentile rainstorm (more rain than 80% of storms for the past 20-40 years)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		1	
	85 th percentile rainstorm	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2			
	90 th percentile rainstorm	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3			
	95 th percentile rainstorm	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	4			
	Treats and reuses wastewater on-site (pick just one of the following for scoring):							Credit 14: Wastewater Management
	25% of wastewater reused	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		1	
	50% of wastewater reused	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2			

Western Edge

Hoboken, NJ

Redevelopment Plan

TOPIC	DOES THE PROJECT DO THE FOLLOWING?	YES	MAYBE	NO	LEED-ND POINTS POSSIBLE	PROJECT "YES" POINTS	PROJECT "MAYBE" POINTS	LEED-ND SOURCE CREDIT OR PREREQUISITE
GREEN BUILDING PROCESS	Uses LEED or a similar green building rating system to certify at least one project building.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 1: Certified Green Building
	Uses LEED or a similar green building rating system to certify the following percentages of the project's building square footage (pick just one for scoring):							Credit 1: Certified Green Buildings
	At least 10%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	2		
	At least 20%	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2			
	At least 30%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3			
	At least 40%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	4			
At least 50%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5				
HISTORIC AND EXISTING BUILDING REUSE	Reuses and restores at least 20% of the existing building stock.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1	1	Credit 5: Existing Building Use
	Includes a historic building(s), and rehabilitates if necessary.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1			Credit 6: Historic Resource Preservation/Reuse
HEAT ISLANDS	Uses one of the following strategies—or a combination of the two—to reflect instead of absorb solar heat:				1			Credit 9: Heat Island Reduction
	Solar-reflective roofs (usually light-colored) or vegetated roofs.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>			1	
REUSE AND RECYCLING	Shade, open-grid pervious paving, or solar-reflective paving for at least 50% of roads, sidewalks, parking areas, and other "hardscape."	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
	Uses recycled content in at least 50% of the total mass of public infrastructure materials such as paving, road base, and water/sewer piping.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		1	Credit 15: Recycled Content in Infrastructure
	Provides at least four of the following five:				1			Credit 16: Solid Waste Management Infrastructure
	Recycling services for residents	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			1	
	Hazardous waste disposal services for residents	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
Composting services for residents	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
Recycling receptacles on every mixed-use or nonresidential block	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					
Recycling or salvaging of at least 50% of construction waste	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
LIGHT POLLUTION	Provides both of the following:				1			Credit 17: Light Pollution Reduction
	Motion sensors in "shared areas" (publicly or privately owned) to reduce lighting when unoccupied and during daylight hours.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
	Limits "light trespass" to surrounding areas by directing exterior lighting downward and reducing its brightness, especially in rural areas and residential or mixed use neighborhoods.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		1	1	
					29 Points Possible	8	12	GIB SUB-TOTALS

Western Edge

Hoboken, NJ

Redevelopment Plan

TOPIC	DOES THE PROJECT DO THE FOLLOWING?	YES	MAYBE	NO		PROJECT "YES" POINTS	PROJECT "MAYBE" POINTS	LEED-ND SOURCE CREDIT OR PREREQUISITE
INNOVATION AND DESIGN PROCESS (ID)								
INNOVATION AND EXEMPLARY PERFORMANCE	Exhibits exemplary environmental performance in areas not addressed by, or greatly exceeding, the LEED-ND rating system. Write in below (for scoring, add up to five):							Credit 1: Innovation and Exemplary Performance
	1.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			
	2.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			
	3.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			
	4.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			
	5.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			
	Employs a project team member credentialed as a LEED Accredited Professional, in smart growth by the Natural Resources Defense Council and Smart Growth America, or in new urbanism by the Congress for the New Urbanism.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1	1	Credit 2: LEED Accredited Professional
					6 Points Possible	1	1	ID SUB-TOTALS
REGIONAL PRIORITY CREDIT (RP)								
REGIONAL PRIORITY	Addresses geographically-specific environmental, social equity, or public health priorities. Write in below (for scoring, add one point per strategy used up to four, even if the strategy is already addressed in LEED-ND. A complete list of Regional Priority Credits is available from U.S. Green Building Council):							Credit 1: Regional Priority Credit
	1. Rainwater Management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1		
	2. Street Network	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		1	
	3. Brownfields Redevelopment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		1	
	4. Housing & Jobs Proximity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		1	
					4 Points Possible	1	3	RP SUB-TOTALS
110 POINTS POSSIBLE								
TOTAL								
						53	71	PROJECT TOTALS (Certification Estimates)
		Certified: 40-49 points		Silver: 50-59 points		Gold: 60-79 points		Platinum: 80+ points

Regional priority credit lookup Filter

[LEED ND: Plan](#)

[v2009](#)

USA, 07030

[Rainwater management](#)

GIBC8 | Up to 4 points

[Mixed-income diverse communities](#)

NPDC4 | Up to 7 points

[Street network](#)

NPDC6 | Up to 2 points

[Transportation demand management](#)

NPDC8 | Up to 2 points

[Brownfields redevelopment](#)

SLLC2 | Up to 2 points

[Housing and jobs proximity](#)

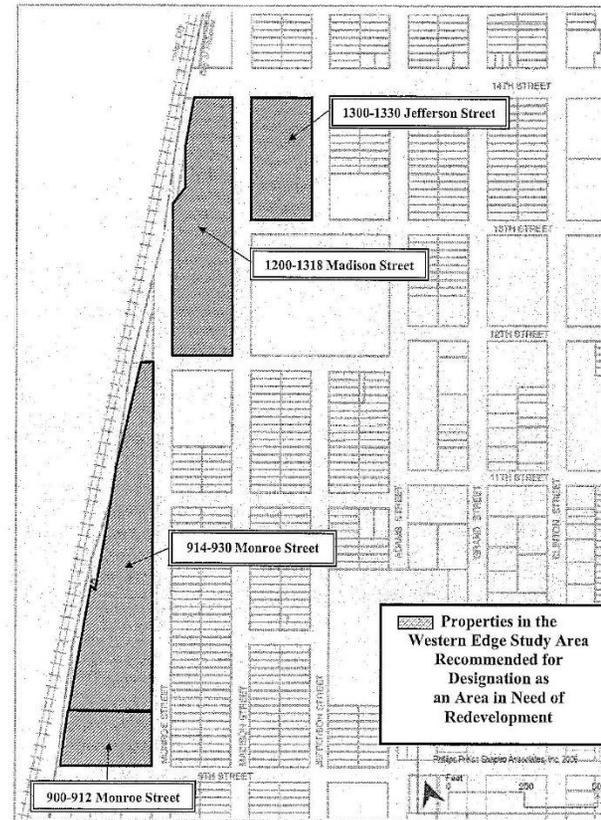
SLLC5 | Up to 3 points

following:

- (i) The discontinuance of the use of buildings previously used for commercial, manufacturing, or industrial purposes; the abandonment of such buildings; or the same being allowed to fall into so great a state of disrepair as to be untenable, N.J.S.A. 40A:12A-5(b), and
 - (ii) Areas with building or improvements which, by reason of dilapidation, obsolescence, overcrowding, faulty arrangements or design, lack of ventilation, light and sanitary facilities, excessive land coverage, deleterious land use or obsolete layout, or any combination of these or other factors, are detrimental to the safety, health, morals or welfare of the community, N.J.S.A. 40A:12A-5(d).
- f. The second property analyzed in the Study (914-930 Monroe Street), is presently used as a warehouse and distribution facility.
- (i) This property suffers from excessive lot coverage and a faulty arrangement for vehicular flow. As a result, trucks use the sidewalks for queuing and parking.
 - (ii) As described by Paul Phillips, this property is a “remnant” of a formerly active industrial area and its present use is in conflict with development trends and land use policies for the study area and adjacent areas, and poses a legitimate public safety concern.
 - (iii) Because of the use and location of this property relative to the other properties within the Study Area, and the City’s desire for a comprehensive redevelopment plan, its inclusion is necessary to effectuate redevelopment of the Study Area.
 - (iv) The Council has been informed that the second property was the only property for which permission to conduct an inspection of the building’s interior was not granted; however, the above findings could be reasonably made without the benefit of such an inspection.
- g. Based upon the detailed, property-by-property analysis in the Study, the findings of which are accepted and incorporated herein as if set forth at length, the findings of the Planning Board and the presentation of Paul Phillips of Phillips Preiss Shapiro Associates Inc., this second property meets the statutory criteria set forth in N.J.S.A. 40A:12A-5 for the designation of an area for redevelopment, including N.J.S.A. 40A:12A-5(d) (see Paragraph 1(c)(ii) above), and should, in accordance with N.J.S.A. 40A:12A-3, be included in the recommended redevelopment area because such property is necessary for the effective redevelopment of the subject area.

2. The City Council further adopts the findings of the Study as follows:

ATTACHMENT A



“The results of the redevelopment area investigation reveal that all the properties and all of the acreage within the [s]tudy [a]rea meet one or more of the statutory conditions for redevelopment area designation . . . As such, for all the reasons expressly set forth in this report, we conclude that the study area qualifies as “an area in need of redevelopment” in accordance with N.J.S.A. 40:12A.”

3. Accordingly based upon the detailed, property-by-property analysis in the Study and the findings of the Planning Board, the following properties within the Study Area meet the statutory criteria for redevelopment:

Block 92, Lots 1.1, 1.2, 1.11 and 1.12, Block 93, Lots 1 through 32, Block 97, Lots 1.1, 1.2, 1.3, 2, 3, 4, 5, 6.2, 6.3 and 7 through 22.2, Block 101, Lot 1.1, Block 105, Lot 1.1, Block 106, Lots 1 through 32, Block 111, Lots 2 through 14.1, and Block 112, Lots 1 through 32, which are generally located along the western edge of the City between Ninth and Fourteenth Streets.

4. Therefore, the City Council determines that the properties identified in Paragraphs 1(d) and (f) and 3 above, and highlighted on the map hereto affixed as Attachment A, should be and hereby are designated as an area in need of redevelopment, as provided in N.J.S.A. 40A:12A-5.

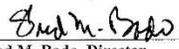
5. The City Council has considered the recommendation of the Planning Board that any related development plan “should allow each property therein to be developed by its respective owner(s)” and will consider that at the time it considers and adopts a redevelopment plan for the Western Edge Area.

6. The City Clerk shall forthwith transmit a copy of this resolution to the Commissioner of Community Affairs, in accordance with N.J.S.A. 40A:12A-6.

7. Within ten (10) days of the adoption of this resolution, the City Clerk shall further serve a notice of the determination of the City Council to designate the Western Edge Area as an area in need of redevelopment upon each person, if any, who filed a written objection thereto and supplied an address to which such notice can be sent.

Date of Meeting: July 18, 2007

APPROVED:


Fred M. Bado, Director
Community Development

APPROVED AS TO FORM:


Steven W. Kleinman,
Corporation Counsel