

REDEVELOPMENT PLAN FOR

Southwest Hoboken



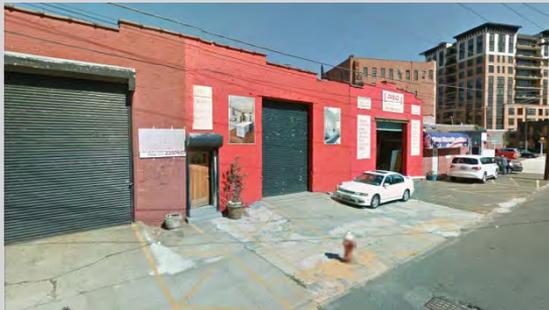
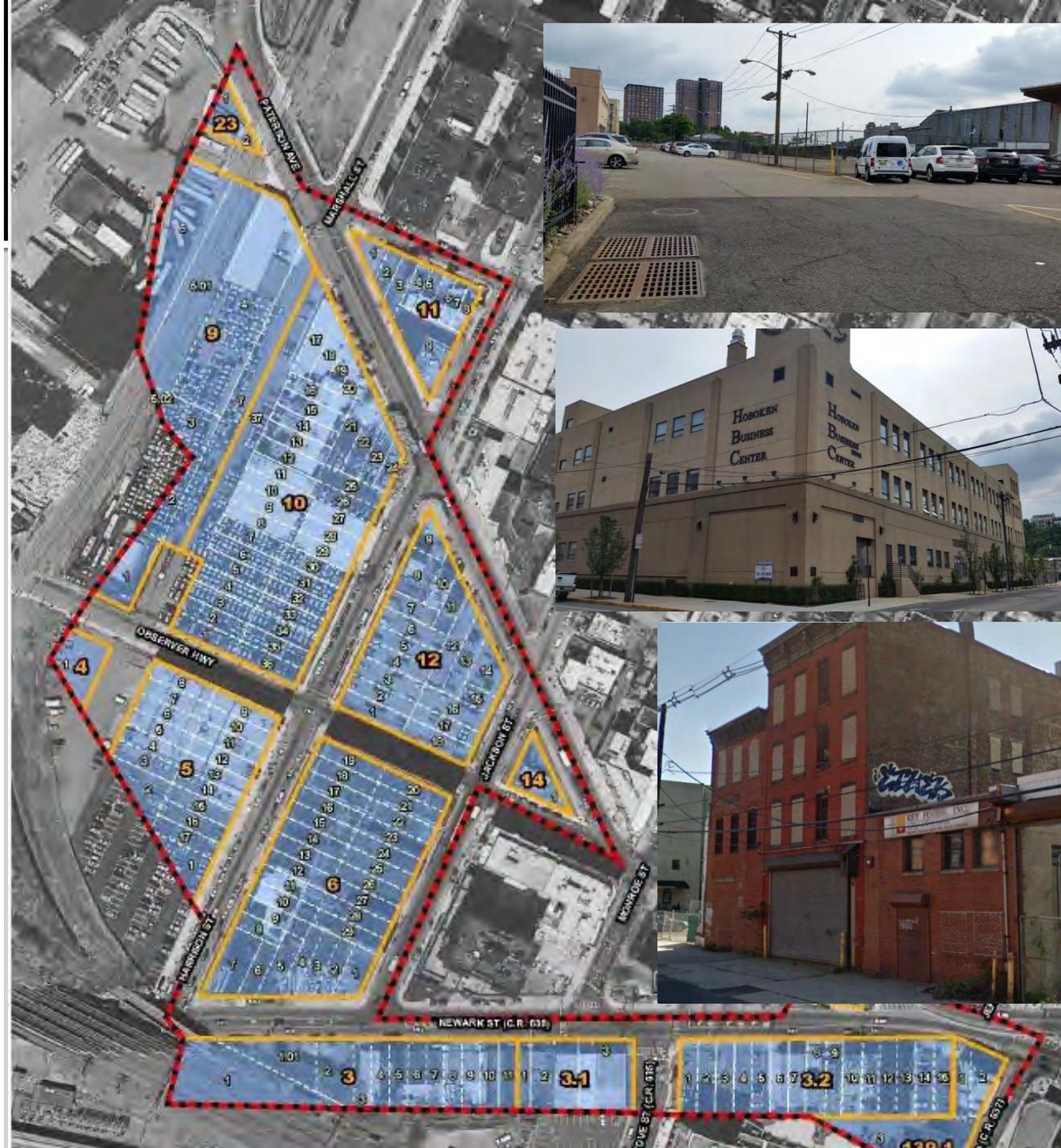
PUBLIC MEETING #2
October 13, 2016



Consulting, Municipal & Environmental Engineers
Planners ■ Surveyors ■ Landscape Architects

Southwest Redevelopment Plan Area

- Wrapped by HBLR on to the west and south.
- Both sides of Newark Street from Harrison Street to Jackson Street.
- Paterson Avenue is the northeastern boundary except for Block 11 (between Harrison Street and Marshall Street).



A Redevelopment Plan for a Rehabilitation Area is:

- ***Voluntary*** - No property owner is compelled to participate in the implementation of the Redevelopment Plan or to comply with the provisions of the Redevelopment Plan. Any combination or assemblage of adjacent properties is up to the property owners.
- ***An Overlay*** – It is proposed that the development standards and use provisions of this Redevelopment be an Overlay over the existing I-2 Zoning so that existing uses will not be affected, but options for new uses will be permissible if in conformance with the Redevelopment Plan and subsequent negotiated redevelopment agreement.

Southwest Redevelopment Plan Area facing Northeast

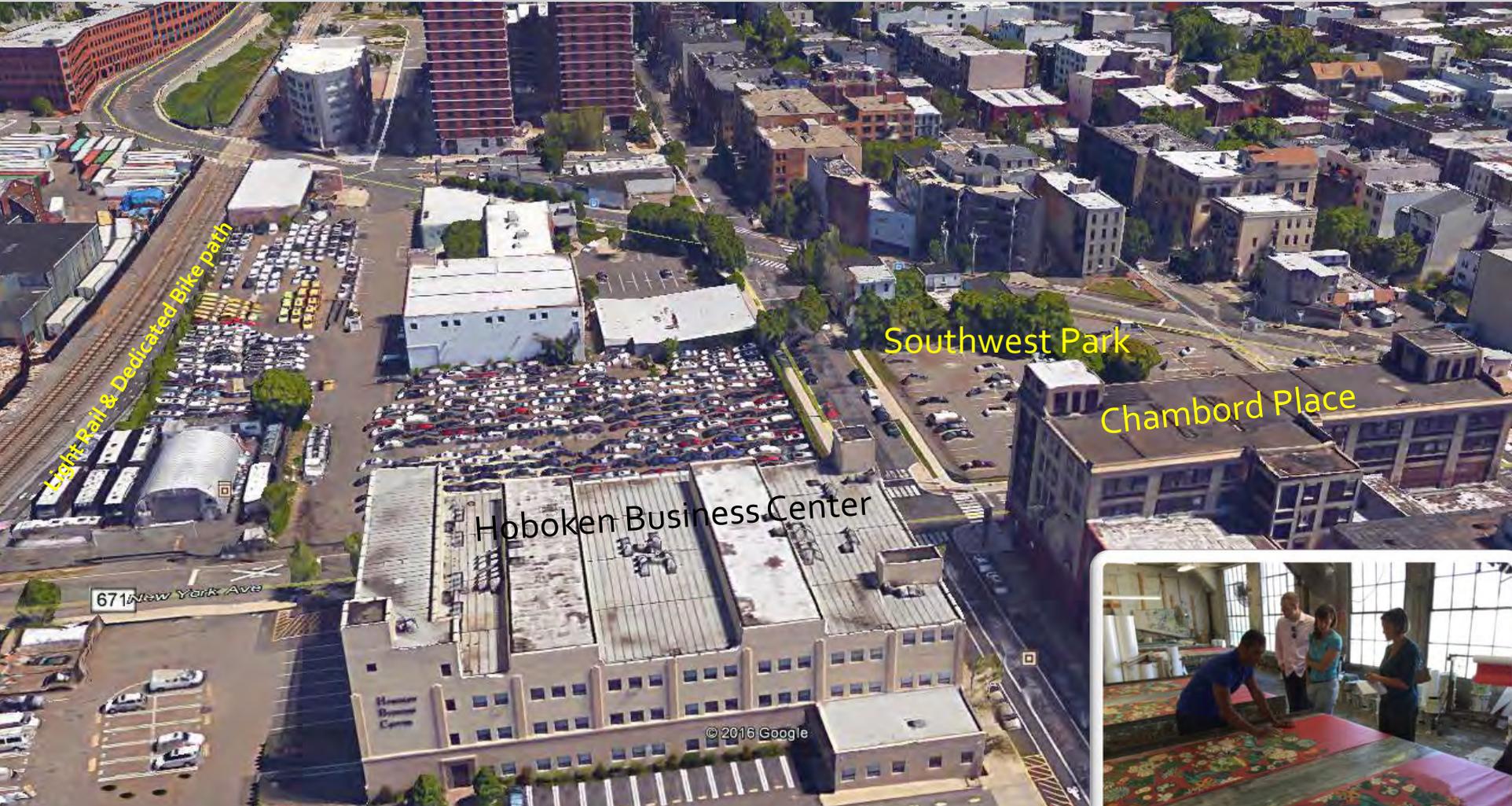


Southwest Redevelopment Plan Area – Facing Southwest



Potential for rehabilitation of existing industrial buildings; proximity to light rail with dedicated bikepath connection

STRENGTHS



Urban Manufacturing/Industrial Arts



STRENGTHS



STORMWATER IN RAIN EVENT

10-YEAR STORM : 5 INCHES

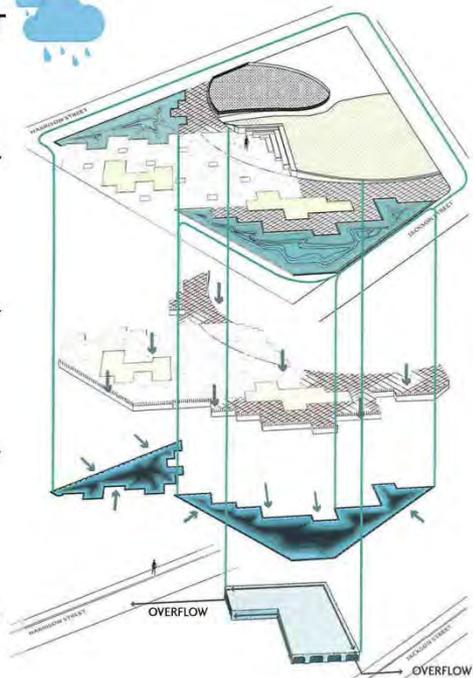


PARK FINISHED SURFACE
14, 316 C.F. ON-SITE STORAGE

SURFACE INFILTRATION
PERMEABLE PAVERS
WATER FLOW TOWARDS RAIN GARDEN

INFILTRATION | DETENTION
RAINGARDEN
VOLUME: 3, 305 C.F.

DETENTION | SLOW RELEASE TO
MUNICIPAL STORMWATER SYSTEM
PRECAST DETENTION CHAMBER
VOLUME: 10, 993 C.F.



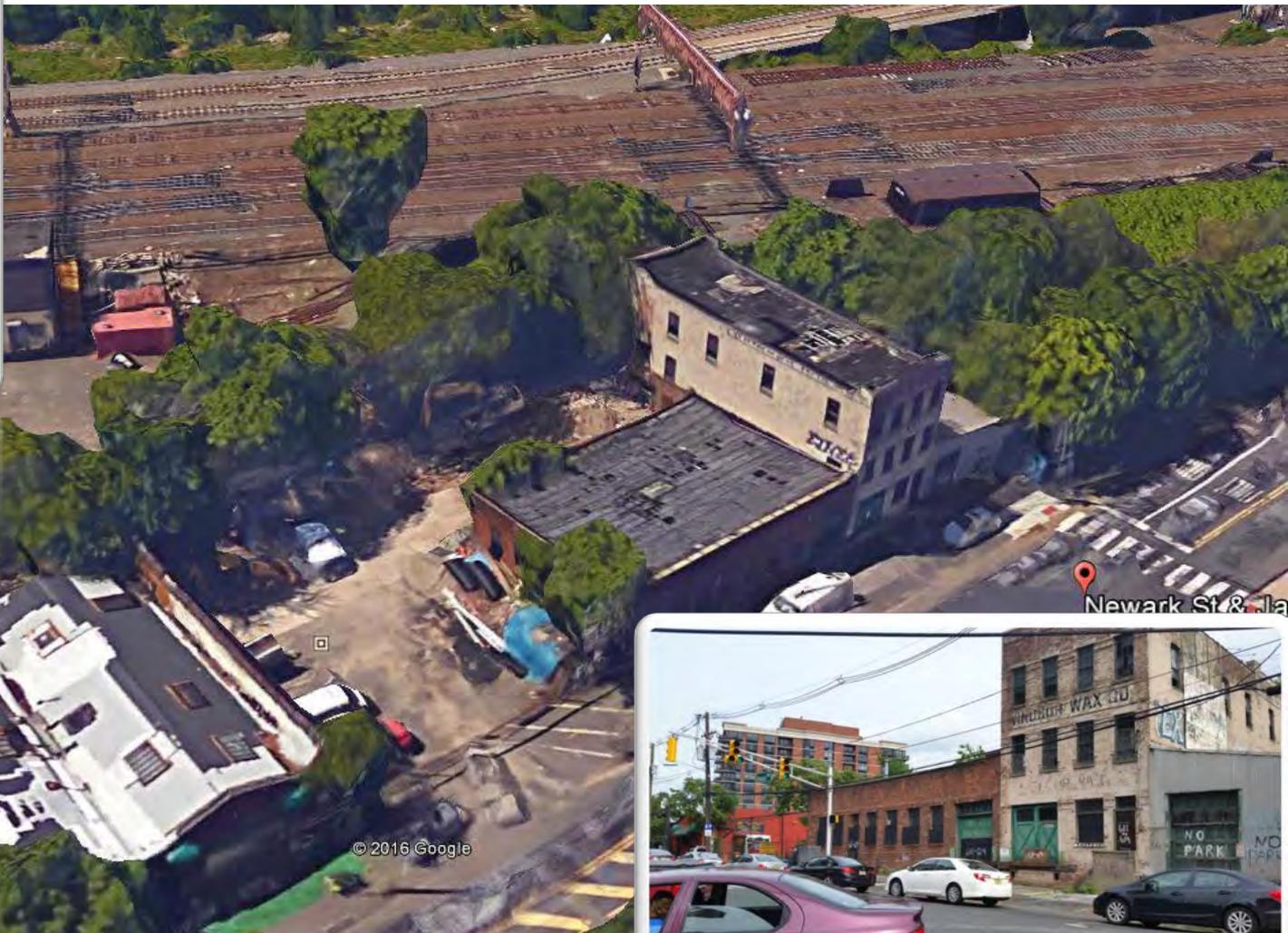
Excessive surface parking and storage & lack of park/green open space.

WEAKNESSES



Challenged Properties –
shallow lot depths,
existing buildings in poor
condition

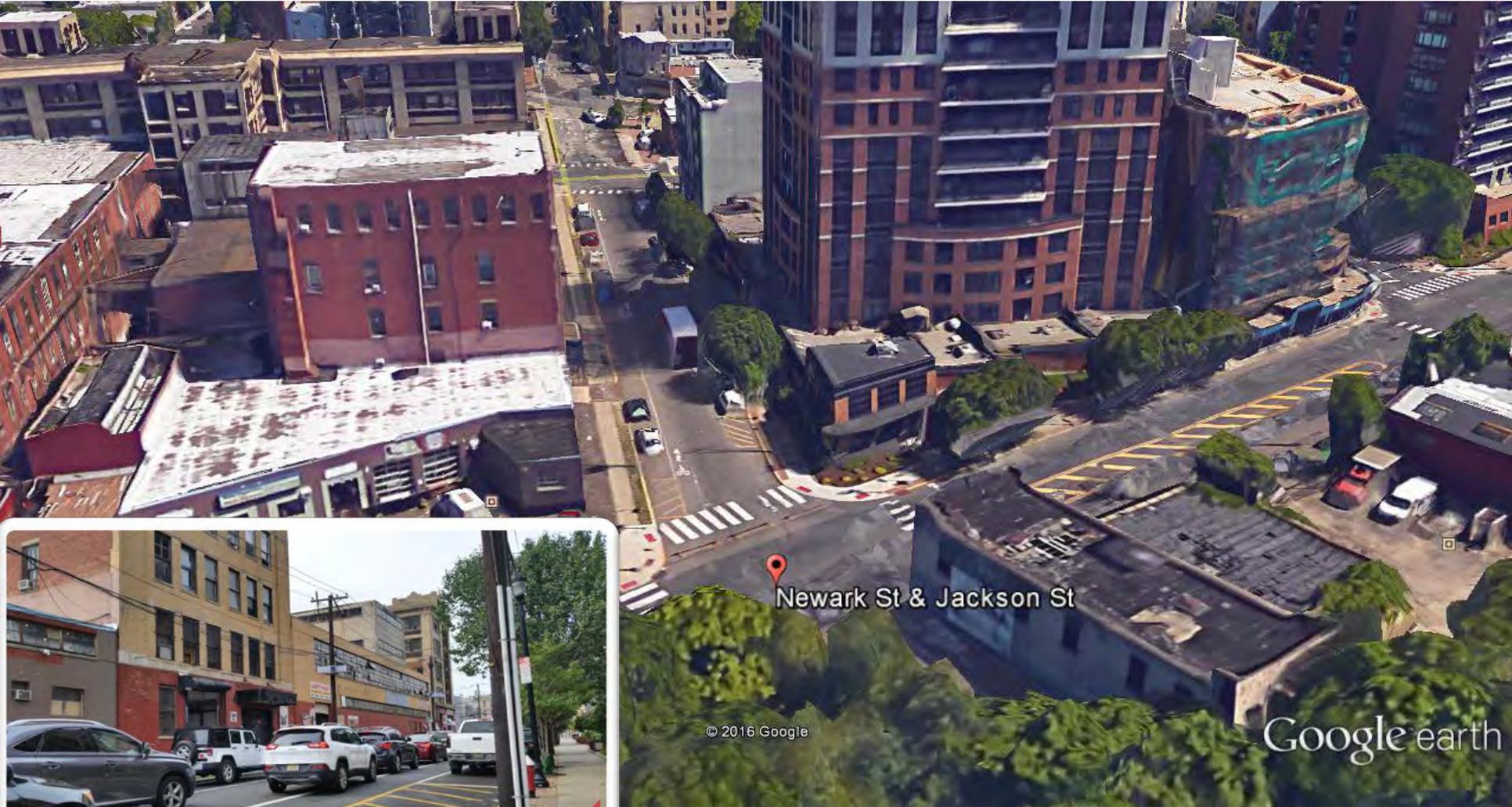
WEAKNESSES



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Conflicts between vehicular and pedestrian/bicycle mobility are threats to redevelopment

THREATS



Jackson Street at evening rush

Preferred Solution

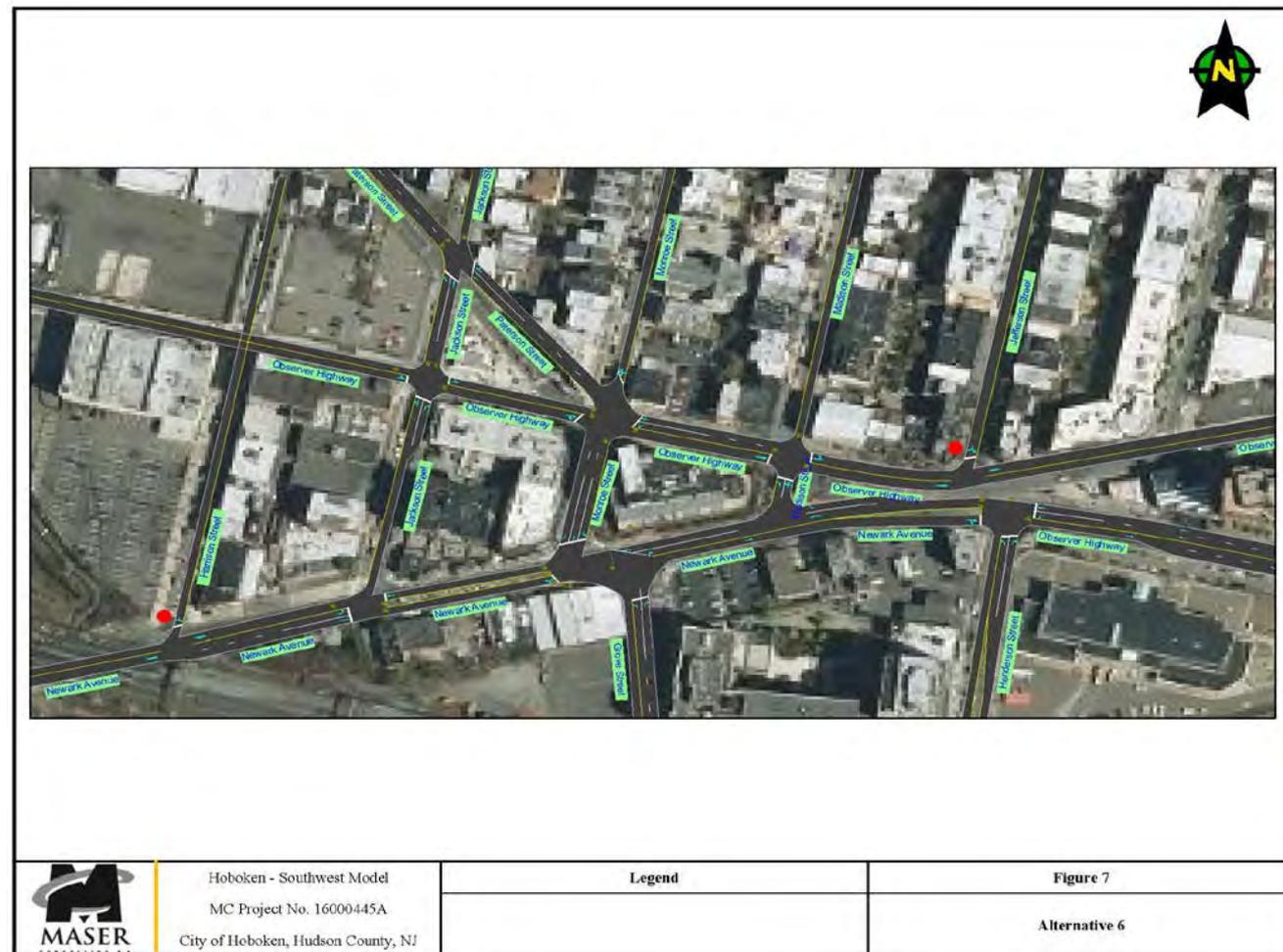
Short Term Improvement:

- Upgrading the existing traffic signal at Paterson Avenue & Jackson Street and providing a GPS Coordination System along Newark Avenue.
- Provides a 15.1% reduction in total delay during the AM peak hour and a 2.7% reduction in total delay during the PM peak hour.

Long Term Improvements:

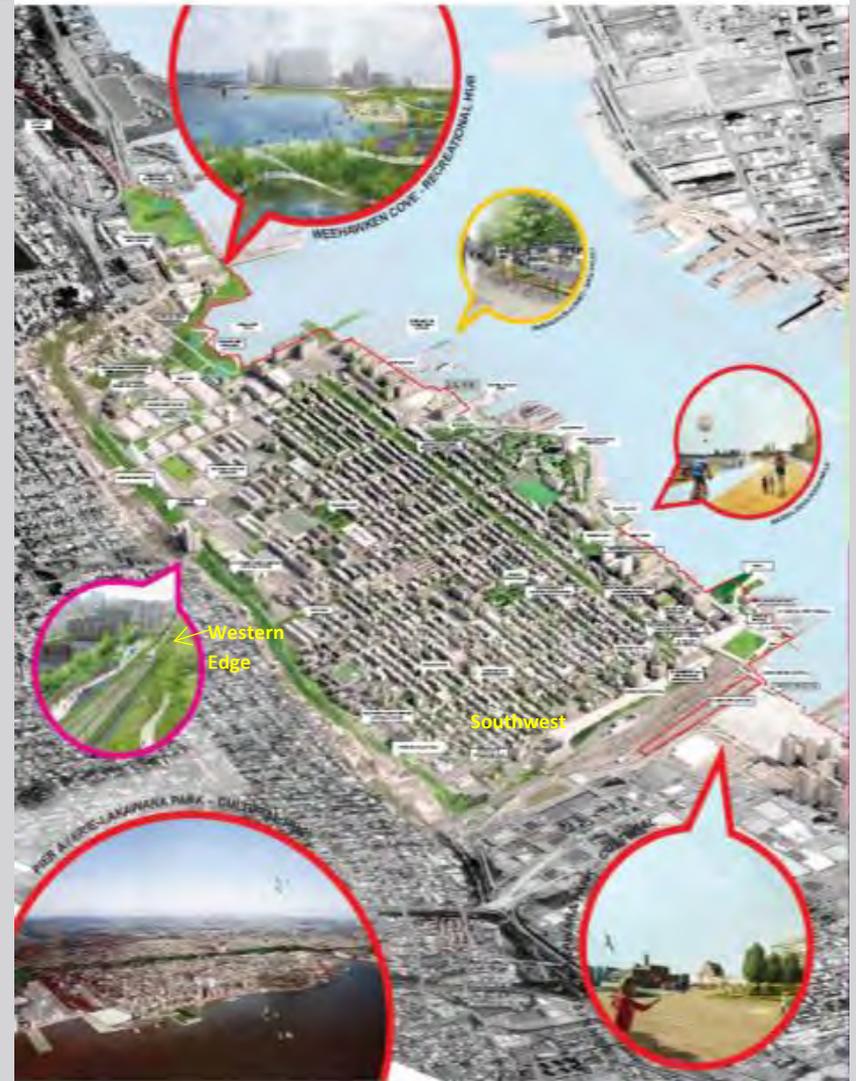
- Reconfiguring Paterson Avenue between Monroe Street and Harrison Street as westbound only to create a "Downtown Loop"; and
- Traffic signals at Madison and Observer, Jackson and Observer and Harrison and Observer, with Observer reconfigured for two-way flow.
- Provides a 22.7% reduction in total delay during the AM peak hour and a 40.1% reduction in total delay during the PM peak hour. Relocates the Newark Avenue westbound traffic currently maneuvering right-turns onto Jackson Street northbound to Madison Street northbound.

Vehicular Circulation Study Recommended Improvements



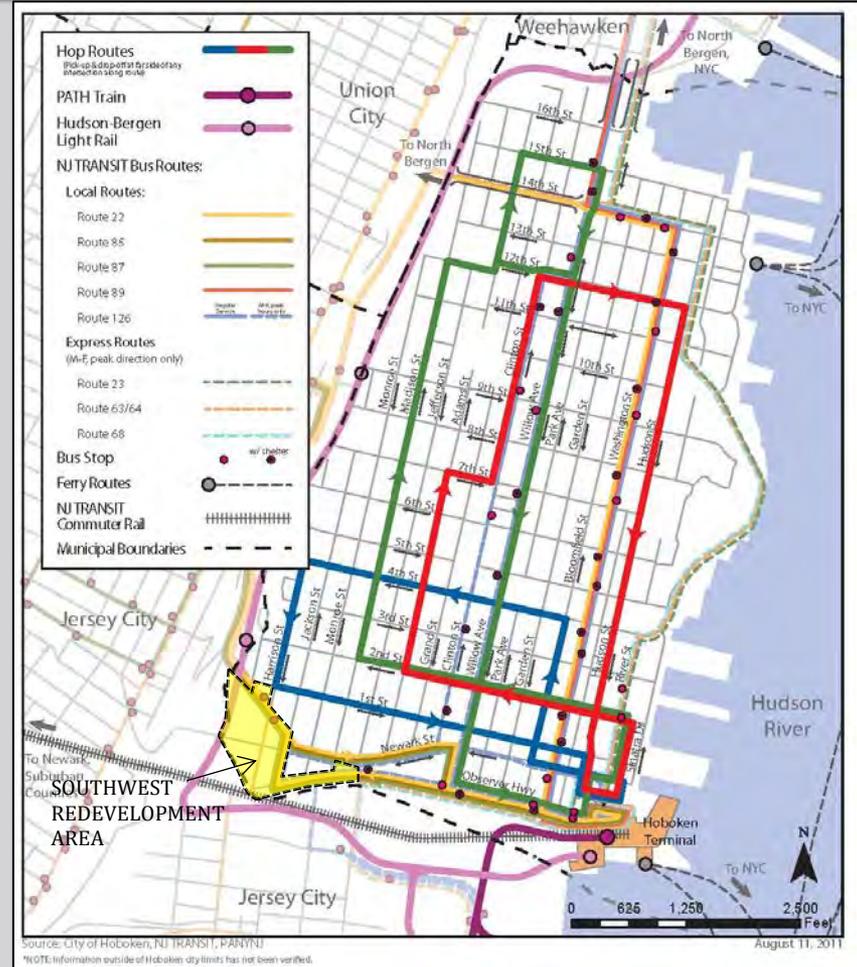
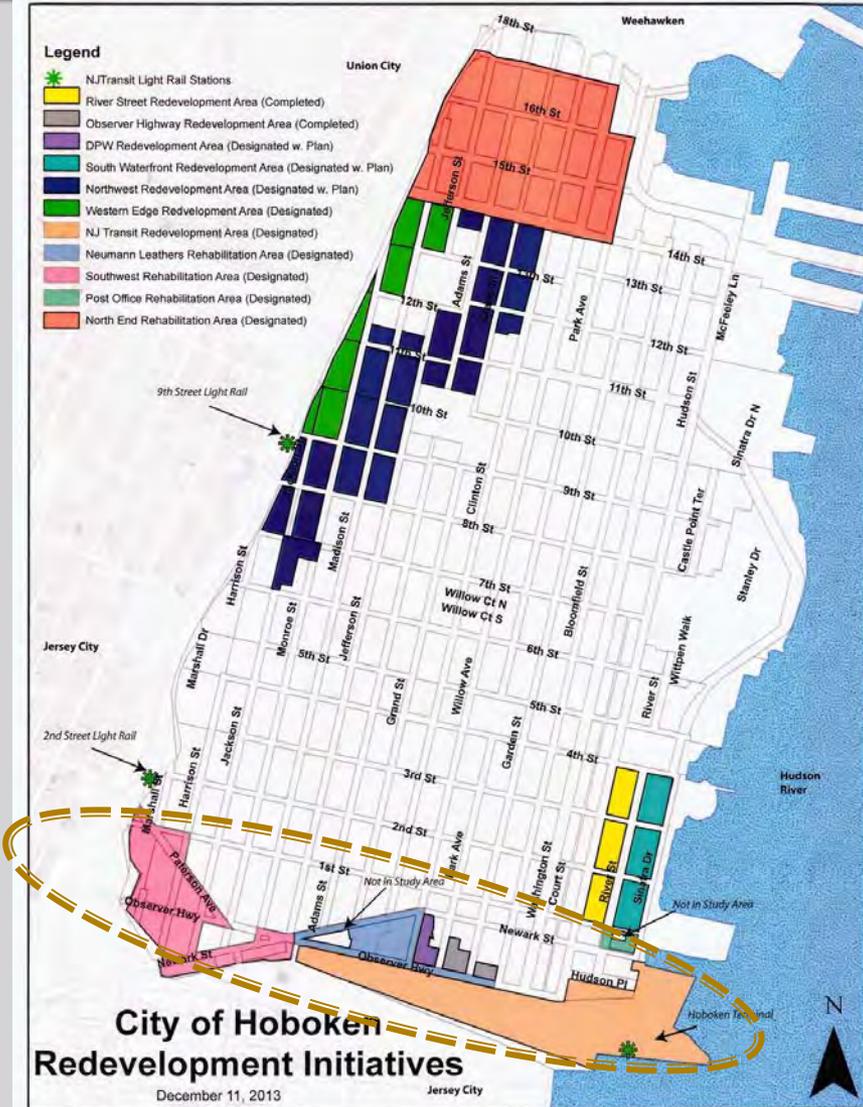
Lowest lying area in Hoboken – challenged by flooding vulnerability and high Design Flood Elevations

THREATS



Proximity of pending redevelopment at Neumann Leathers, Hoboken Yards and connection to protected bike lane along Observer Highway

OPPORTUNITIES



Opportunity to expand the Southwest Park to act as the central “Green” to inspire rehabilitation of existing industrial buildings.

OPPORTUNITIES

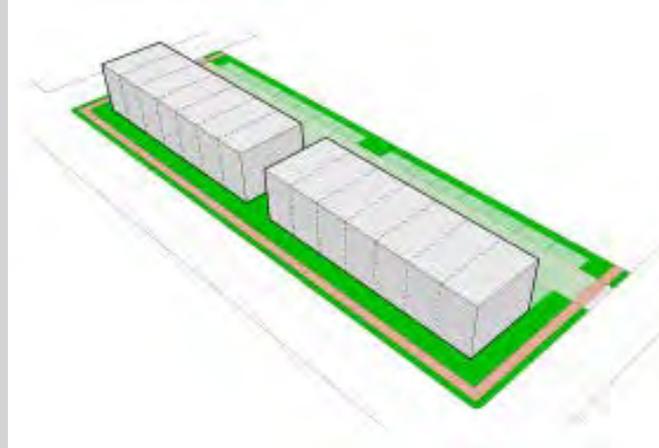


Opportunity to create alleyway access (similar to Court Street) to minimize driveways along Newark Street and other main routes.

OPPORTUNITIES

Pocket Neighborhoods:

- Fronting on alleyways
 - Top left image
 - Court Street – top right image
 - Landscaped alleys – lower left image
- Modified “donuts”
 - Lower right image



Concept Plan

Alternative Scenarios – Main Themes



Circulation Improvements – Short term GPS syncing of traffic signals and longer term improvements with additional signals and creation of a “loop” circulation pattern.

Park Expansion – Pursuit of acquisition of part of Block 10 to expand SW Park to the west (Park Expansion Area 1).

Density Controls – Use of traditional Hoboken neighborhood density of 660 sf of lot area per dwelling unit and a height of 40 ft above DFE with a minimum lot size of 2500 sf. This residential option is common to all scenarios for the 80 ft deep strip between Newark Street and the Jersey City border to the south and could be accessed by a common rear alleyway.

Preserve Urban Manufacturing & Encourage Commercial Uses – The introduction of a mixture of residential, hotel, neighborhood retail and “niche” commercial like microbreweries and industrial and fine arts, to the existing industrial and office uses through the adoption of a redevelopment plan as an “overlay” will provide optional land uses to property owners who choose to participate in the implementation of the Plan.

Concept Plan – Alternative Scenario #1



NOTE: The Southwest Hoboken Redevelopment Plan will apply to a Rehabilitation Area and participation by property owners will be voluntary. It is anticipated that the final concept plan scenario will be an overlay over the existing I-2 Zoning so that existing uses will not be affected.

NOTE: THIS MAP CONTAINS DATA FROM THE HUDSON AND HUDSON COUNTY GIS DATABASES. THIS SECONDARY PRODUCT HAS NOT BEEN VERIFIED BY HUDSON AND HUDSON COUNTY AUTHORIZED PERSONNEL. PLAN AREA: SOUTHWEST REDEVELOPMENT PLAN AREA. DATE: 10/2016



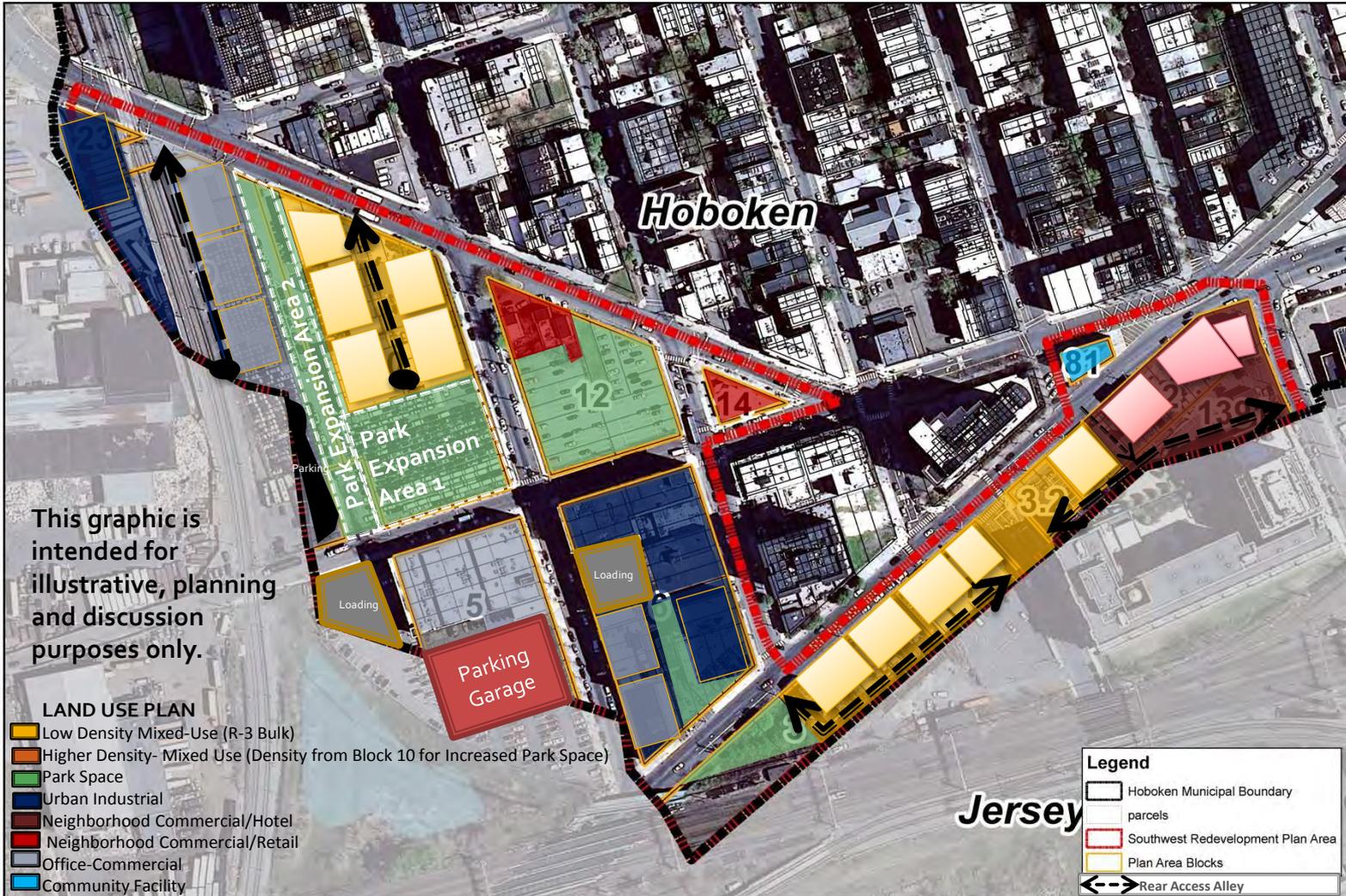
Concept Plan – Alternative Scenario #2



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This graphic is intended for illustrative, planning and discussion purposes only.

Concept Plan – Alternative Scenario #3



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LAND USE PLAN

- Low Density Mixed-Use (R-3 Bulk)
- Higher Density- Mixed Use (Density from Block 10 for Increased Park Space)
- Park Space
- Urban Industrial
- Neighborhood Commercial/Hotel
- Neighborhood Commercial/Retail
- Office-Commercial
- Community Facility

- Legend**
- Hoboken Municipal Boundary
 - parcels
 - Southwest Redevelopment Plan Area
 - Plan Area Blocks
 - Rear Access Alley

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Concept Plan – Alternative Scenario #4



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