LAND USE PLAN ELEMENT

hoboken master plan

hoboken planning board
1978

CITY OF HOBOKEN PLANNING BOARD
MASTER PLAN STUDY

LAND USE PLAN ELEMENT

DRAFT

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Introduction

It is more than twenty years since September 27, 1956 when the Hoboken Planning Board passed a resultion adopting the major elements of its recently completed master plan. Passage of the resolution followed public hearings held in April and July, 1956 on the various plan elements which had been prepared over the preceding two years by the planning board and its consultant. No members of the 1956 planning board still serve on the present body, but evidence of their work is expressed by the many completed projects which had originally been proposed by that master plan.

The twentieth anniversary of the Hoboken master plan coincided with the first year of the New Jersey Municipal Land Use Law. That law, which became effective on August 1, 1976, replaced a series of separate state laws affecting such local planning and development regulations as zoning, subdivision, site review and similar measures. The principal local agencies which the new law guides are the planning board, zoning board of adjustment, building department and governing body. The new law specifies the elements of a master plan (see Table A - 2 in the appendix) and the relationship between its land use plan element and a zoning ordinance. The new law also provides for:

> review and, if necessary, updating of the master plan and its related land use regulations every six years (Section 76);
>
> adoption by the planning board of the master plan's component elements (Section 19);

city council adoption of a zoning ordinance which substantially conforms to the land use plan adopted by the planning board or, if not in conformity, the vote of a majority of the council and the reasons for the vote (Section 49).

Other sections of the new law redefine the powers of planning boards and zoning boards of adjustment, specify the length of term and permitted affiliations of board members, set forth detailed procedures for capital improvements programming and site review and, in sum, cover those municipal agencies, procedures and regulations involved with local planning and development.

Local Planning

Planning has been described as a way of coming to terms with the future. The land use planning process at the local level is seen by some of its practitioners as a response to four questions:

Where are we now? (inventories and surveys)

Where do we want to go? (establishing and clarifying objectives)

How do we get there? (planning phase)

Who carries out the actions proposed by the plan? (implementation)

The responses to the first three questions are the responsibilities of a planning board. The fourth action, implementation, is the responsibility of the city government in two principal ways:

public regulation of private development actions, i.e. enforcement by the building inspector of building and

zoning codes; enforcement of minimum property standards by the housing squad; subdivision and site review by the planning board; adjudication of requests for variances by the zoning board of adjustment; and

public actions authorized by the city council, whether subsidized by grants from the state or federal government or paid out of local revenues, which provide new or improved public facilities such as schools, parks, roads, public buildings, water and sewer lines, or underwrite various forms of housing improvement by providing urban renewal, public housing or approval of tax abatement.

A master plan is one of the planning tools available to a local government. Prepared by an appointed, rather than elected body, it is advisory, a guide. Essentially, it serves the following purposes:

Information gathering - background studies for various master plan elements should be an encyclopedia of the city's present social and physical conditions.

Consciousness raising - preparation of a master plan can serve as a learning process for the planning board as well as for those individuals and agencies involved with gathering information and developing plans. (All should emerge with a clearer idea of the city's development potential within the frame of reference established by the planning process in general and the goals of the master plan.

Meeting legal and procedural requirements - the New Jersey Municipal Land Use Law requires a local zoning ordinance to conform to the objectives of the master plan's land use plan. A properly prepared and adopted master plan is often a requirement for a city to receive state and federal funds.

1956 Master Plan

Setting. Hoboken in the 1950s was a thriving employment and transportation center. In 1954, the New Jersey Department of Labor and

industry reported 29,350 covered jobs of all kinds in Hoboken; 18,000 of these were in manufacturing. It was estimated that Hoboken residents held approximately half of all covered jobs in the city. The population at the time of the 1950 Census, 50,676 persons, continued the city's position as the nation's most densely populated municipality despite a net loss of 18,000 residents in the thirty years since 1920. But behind the bustle of the city's busy waterfront, factories and shopping streets its facilities were aging. Housing, industrial plans, schools and other public buildings, water and sewer lines were in need of repair or replacement.

Emphasis. Reviewing the summary of the 1956 plan presented in Table A - 1 of the appendix to this report, it is apparent that federally-aided housing programs were recommended as the best hope for upgrading the city. Urban renewal clearance programs were stressed. Rehabilitation, although recommended in one master plan report as a necessary element of a successful housing improvement program, was not detailed. Both rehabilitation and conservation were left to the efforts of housing inspectors and other code enforcement personnel. In addition to urban renewal, repair and replacement of public buildings and utilities through a twenty-year public capital improvements program received major emphasis. The importance of Hoboken's industrial and commercial activities in providing employment for local residents and revenue for local government services and operations was mentioned, but no specific

programs were advanced to help retain these activities or make them more compatible with the city's residential sectors.

Implementation. Table A - 1 in the appendix details 1956 master plan implementation. The school plan fared best, with four out of five items completed: a new high school; conversion of Demarest and Brandt Schools to junior high schools; replacement of Wallace School. The traffic plan fared worst, although Shore Road has been acquired and repaved by the city and the Newark Street-Observer Highway intersection closed. Two of four recommended urban renewal projects were completed; a third is awaiting further action as a Neighborhood Development Program (NDP) in the area adjacent to Marian Towers on 1st Street between Grand and Adams.

Evaluation. An evaluation of the 1956 master plan prepared for the Planning Board's 1967 Community Renewal Program had the following observations about the redevelopment plan in particular and the land use plan element in general:

> "Had different questions been asked at the time that the redevelopment plan was formulated, it is very possible that a different site for the first housing project would have been chosen. Had other cost-benefit analyses been applied to the city as a whole, it is also possible that an industrial rather than a housing redevelopment project would have been staged first. Particularly in the case of a city rapidly approaching its debt limit and

badly in need of bolstering its tax base, a careful analysis of alternatives and an effort at optimum solutions were essential.

"Essentially, the objectives of the land use plan were as follows:

1. Organize the geographical core of the city.
2. Apply architectural and land use rather than economic solutions.
3. Assume that everything will remain the same, once some kind of balance has been achieved.

"It may be that the internal limitations of a small, comprehensive planning budget and the external limitations of the city's extremely complex physical and social situation may have dictated what was an essentially traditional and conservative solution." (Robert Heifetz, Professor of Planning, University of Illinois)

Community Renewal Program, 1964 - 1967

Working within the guidelines established by the 1956 master plan, the planning board sponsored a citywide renewal study and program which attempted to put the objectives of that document within reach. Beginning with a detailed inquiry into the city's most pressing needs for renewal of its residential and non-residential areas, the Community

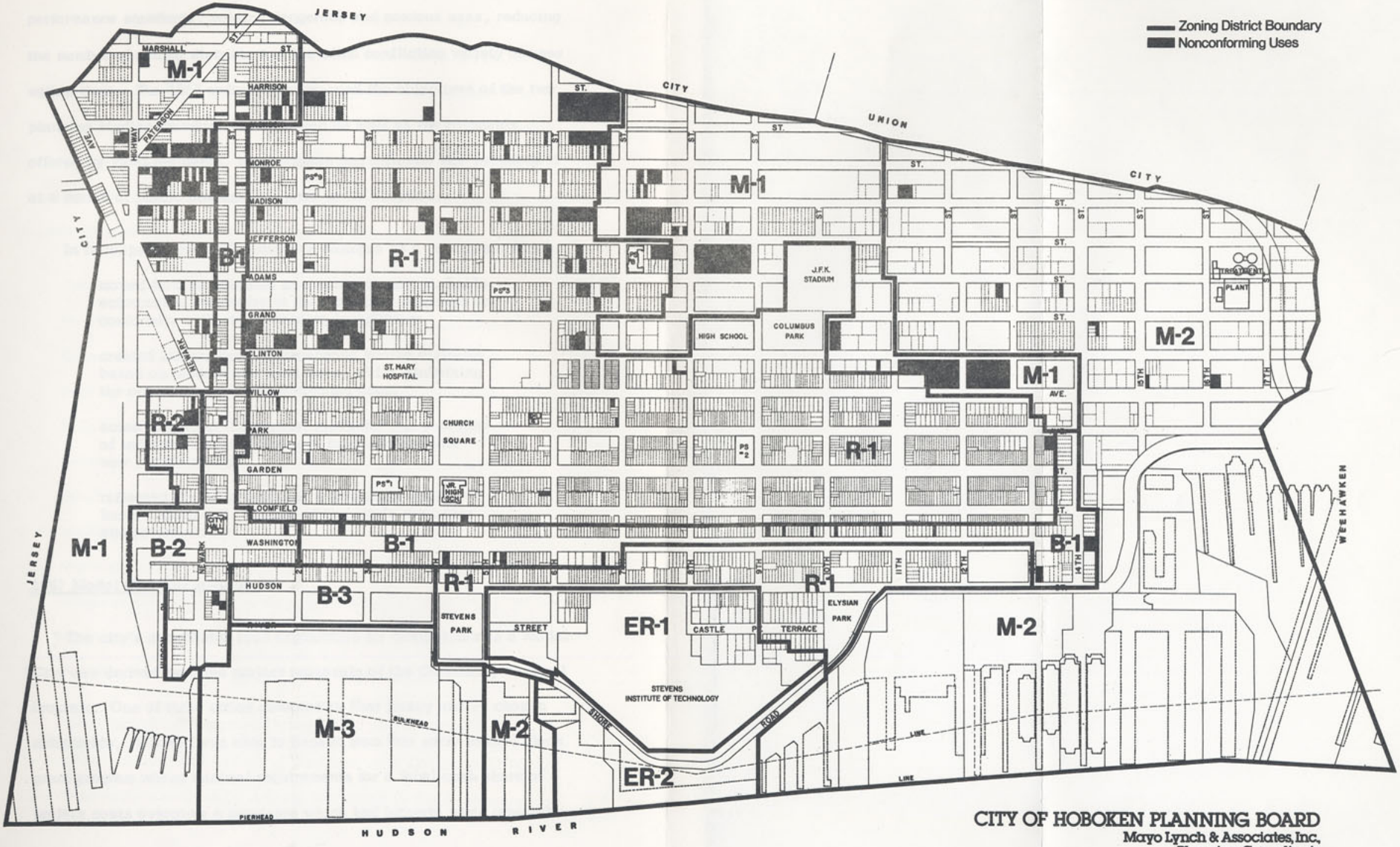
Renewal Program identified and measured the resources - public and private, fiscal, physical and social - which could be brought to bear on those needs. Citywide in scope, the CRP culminated in recommendations for a twenty-year program of eleven projects with a gross cost of $56 million and a net local cost of $10 million.

Reduced in scope to a ten-year program of seven projects with a net local share of $5 million, the CRP was designed to "take a long step toward achieving the city's potential as a desirable place in which to live and work". Recommended projects were both residential and non-residential and advocated solutions ranging from concentrated code enforcement to selective clearance and renewal. Detailed cost estimates and administrative procedures were prepared for each project and priorities assigned in relation to the city's fiscal and administrative capacity. The CRP served as a basis for the city's 1967 zoning ordinance and its successful application for Model City designation the same year.

1967 Zoning Ordinance

Hoboken's population peaked in 1910, climaxing forty years of development which gradually covered almost all of the city's vacant land. Twelve years later, the city adopted its first zoning ordinance. Frequently amended, the 1922 ordinance remained in effect until 1967. Based on master plan and CRP studies, the new ordinance restrained its predecessor's laissez-faire attitude by introducing industrial

EXISTING ZONING



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performance standards, voiding dangerous and noxious uses, reducing the number of zoning districts and the often conflicting variety of uses within them. The 1967 ordinance expressed the objectives of the two planning studies on which it was based as well as the comments offered by local residents, businessmen and officials who reviewed it at a series of public discussions prior to its adoption.

In retrospect, the 1967 ordinance emerges as a document which:

moved from an outdated to a contemporary workable, enforceable regulation in its concepts, language and conformity with state enabling legislation;

created larger, more homogeneous zoning districts based on predominant land uses, while minimizing the occurrence of non-conforming uses;

acted to protect the general character and potential of individual zoning districts from incompatible new construction;

reflected the perceptions at that time of residents, businessmen and officials of the city's character and potential.

1967 Model City Designation

The city's successful 1967 application for designation as a Model City was derived from the project proposals of the Community Renewal Program. One of three cities selected in New Jersey and 76 chosen nationwide, Hoboken was able to benefit from this early federal block grant program whose minimal requirements for a local cash share of project costs overcame a provision which had hitherto made renewal

projects an expensive luxury. Hoboken's cause was helped by the city's efforts to implement master plan objectives, innovative suggestions for appropriate commercial uses in the vicinity of the Erie-Lackawanna Terminal and favorable mention in the 1966 Regional Plan Association report, The Lower Hudson. Using photographs taken by the late Charles Pratt in conjunction with CRP studies, and included in the Model Cities application, the RPA report had the following observations:

> "Hoboken is a special place on the Lower Hudson and therefore in the Region. The only town built right up to the River's edge, Hoboken has retained its authentic character from the railroad and steamship era and still has a water-front flavor. Its small scale gives it an intimate feeling - even with 50,000 people...Both the City and the Region would be the gainers if Hoboken's particular physical qualities were preserved. The first requirement is to retain the street pattern and small blocks - the urban "grain". Maximum restoration of existing brownstone buildings and reconstruction of low housing, built up to the street in the Hoboken way, should be emphasized." (p.69)

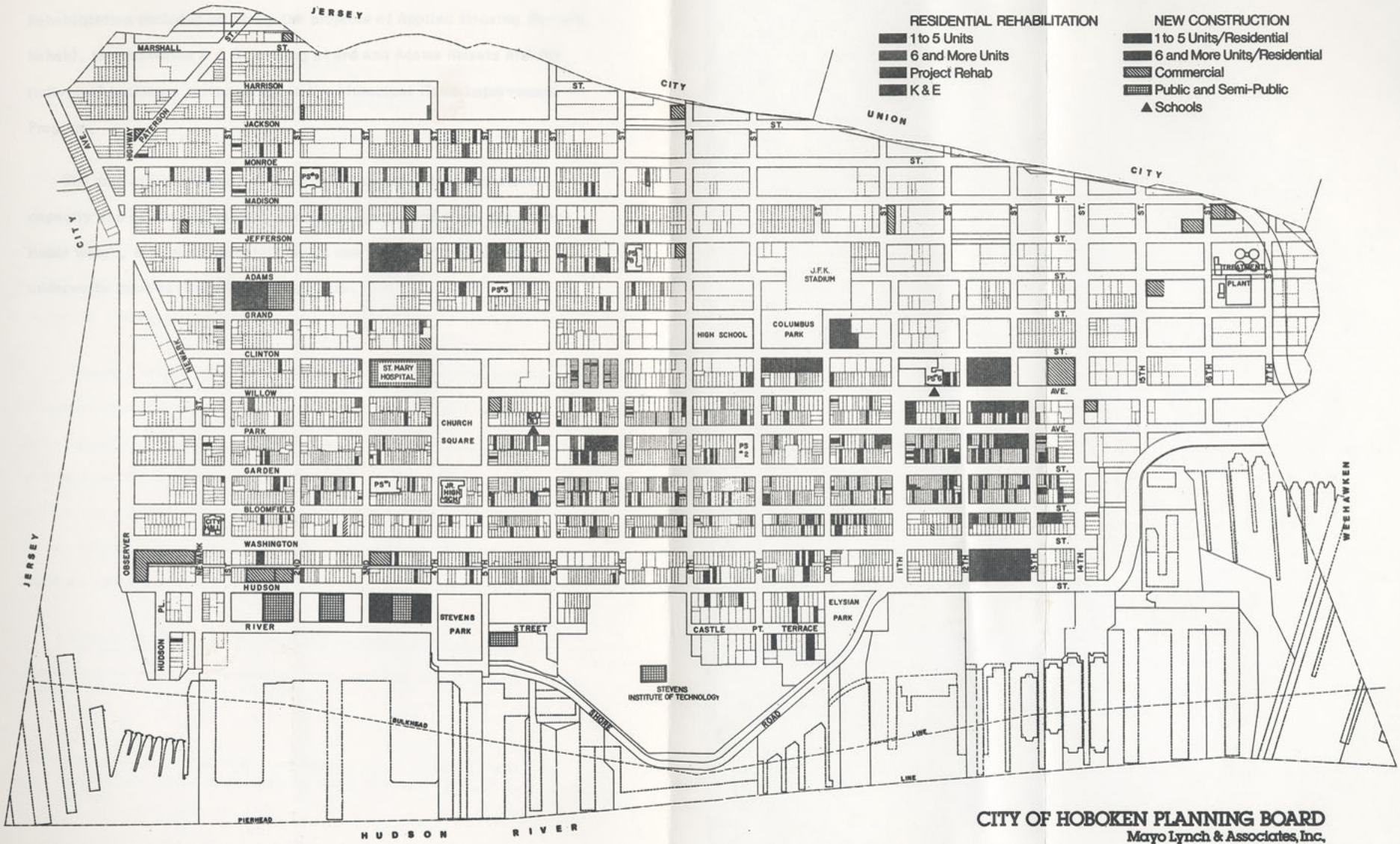
As the City Demonstration Agency of the Model Cities era gave way to the City Development Agency of the Community Development Block Grant approach to community renewal advocated by the Department of

Housing and Urban Development after 1973, emphasis shifted increasingly from social to physical renewal programs. Rehabilitation received major impetus through the low and moderate income housing programs of the Applied Housing Corporation and the individual homeowner-directed programs of the Municipal Home Improvement Program. The term "urban revival" was applied more frequently to the city. An article in the New York Times of August 21, 1977 had this to say

> "If any philosophy can be credited for the Hoboken revival, it was that of President Lyndon B. Johnson's Great Society which created Model Cities and pumped millions of dollars into the city by way of an alphabet soup of Federal programs."

The map on the following page (Construction Activity 1966-1977) identifies the location and extent of new construction and rehabilitation in the city between 1966 and 1977. New construction includes building at the city's two major semi-public institutions, St. Mary Hospital and Stevens Institute; two public schools, Wallace (#6) and Calabro (#4); the Fox Hill (12th and Willow) and Marian Towers (1st and Grand) senior citizen apartments; the garages of the Parking Authority and apartments of Grogan Plaza at the NJ R-144 urban renewal site between Hudson and River Streets; the multi-service center at Second and Grand; privately-built residential and commercial buildings throughout the city.

CONSTRUCTION ACTIVITY 1966-1977



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Rehabilitation includes primarily the projects of Applied Housing (Project Rehab), the converted K & E building at 3rd and Adams Streets and the individual buildings participating in the Municipal Home Improvement Program.

The map gives evidence of the city's increased administrative capacity and of the aggressive, successful pursuit of state and federal funds which, except for privately-built new commercial buildings, underwrote most of the completed projects.

State of the City, 1978

What is most apparent about Hoboken in 1978 is a sense of change. Induced by favorable media coverage, visitors come to view the "urban turnaround". There is competition for housing, resulting partly from rising costs in the region as compared to housing costs in Hoboken, partly from increasing awareness of the city's liveability and its accessibility to centers of employment. There are almost no vacant stores along Washington Street, despite an estimated 10 percent decrease in the city's population since 1970.

Housing, having received the most attention, has undergone the most dramatic transformation. The 1960 Census rated 48% of Hoboken's 15,528 housing units as substandard by virtue of structural or plumbing deficiencies, a higher percentage than any city of 25,000 or more persons in the northeast. By April, 1977, the mayor could report to a regional conference of mayors that 20 percent of the city's housing stock had been wholly or partially rehabilitated since 1972.*

Entering the city by its underground railway, PATH, the visitor encounters the handsome terminal building and European-style train sheds,

*By 1978, a Community Development Agency report estimated that only 15 percent of the city's housing stock could now be classified as substandard.

symbols of the city's heyday. Outside the terminal, the cobblestoned streets and view of the river and nearby piers manifest the authentic riverfront quality acknowledged so favorably by the Regional Plan Association.

The entering motorist or bus passenger is faced with other reminders of the city's regional location and former industrial vitality. Marginal uses, abandoned land and buildings are among the industrial activities bordering the approach streets on either side of the railroad tracks which help to define the city's boundaries to the south, west and north.

Walking or driving through the city, evidence of attractive housing is most apparent along the streets east of Willow Avenue and north of Second Street. As one approaches the city's western and southern boundaries, vacant lots and buildings appear more frequently. Frame buildings, more vulnerable to wear and fire damage, outnumber masonry structures. "Space Available" signs proliferate on industrial buildings in residential areas and in the city's industrial sectors. The signs visually substantiate reports from state agencies showing a loss of approximately 10,000 covered jobs of all kinds since 1967; 6,500 of these have been in manufacturing, the city's major employing category. The losses in jobs and population are characteristic of the region.

Regional Context. The shift of America's population to the sunbelt at the expense of the country's older metropolitan regions is now an accepted fact. It was not always so. The New York

Regional Plan Association commented as follows in its March, 1975 report entitled State of the Region:

> "The current prospect for the New York Region is one of stability rather than growth. This is a radically different prospect from a decade ago, when a 50 percent increase in population was expected toward the end of the century."

Accompanying population stabilization is an anticipated loss in job opportunities. Planners in the Tri-State Regional Planning Commission, the region's other major regional planning group, do not expect a reversal in the present trend until approximately 1985.

Households are expected to increase despite losses in other sectors. In the absence of migration and without population growth, the Regional Plan Association nevertheless expects an increase of 1.6 million households in the region, meaning a demand for that number of additional housing units.

New Jersey Department of Labor and Industry projections for Hudson County correspond to the Tri-State Regional Planning Commission forecasts. County population projections show a downward trend to a low of 540,000 people by 1985, after which a slow rise is anticipated. If Hoboken continues to maintain

TABLE P - 1
POPULATION TRENDS, ESTIMATES AND PROJECTIONS
City of Hoboken and Hudson County, 1910 - 2000

TRENDS

Year	Hoboken	Hudson County	Hoboken as % of County
1910	70,324	537,231	13.1
1920	68,166	629,154	10.8
1930	59,261	690,730	8.6
1940	50,115	652,040	7.7
1950	50,671	647,437	7.8
1960	48,441	610,734	7.9
1970	45,380	607,839	7.5

ESTIMATES

Year	Hoboken	Hudson County	Hoboken as % of County
1972	44,359	602,700	7.4
1974	41,908	585,100	7.2
1976	41,865	574,100	7.3
1978	41,500	560,800	7.3

PROJECTIONS

Year	Hoboken	Hudson County	Hoboken as % of County
1980	40,000	547,800	7.3
1985	39,400	540,100	7.3
1990	39,500	548,800	7.2
1995	39,900	554,000	7.2
2000	39,800	559,900	7.1

SOURCES: U.S. Bureau of the Census, 1910 - 1970
N.J. Department of Labor and Industry:
County and municipal estimates, 1972 - 1976
County projections, 1980 - 2000
Mayo, Lynch & Associates, Inc.:
County and municipal estimate, 1978
Municipal projections, 1980 - 2000

its present share of Hudson County's estimated population, the number of its residents will remain at about 40,000 persons for the remainder of the century.

Population and Housing. The 1970 Census showed a decline in the number of Hoboken residents over the ten-year period since the 1960 Census, but a persistence in their socio-economic characteristics. As to be expected with a traditional port of entry, a majority of Hoboken residents or their parents were born outside the continental United States. Twenty percent of the city's population was born abroad; another 20 percent were the children of at least one foreign born parent; 22 percent of Hoboken residents were of Puerto Rican birth or parentage. Median levels of income and educational attainment were lower for Hoboken residents than for the county or the state, while the percentage of the local labor force working in manufacturing was higher. The city's residents continued to be heterogeneous, with a working-class majority.

The characteristics of the city's housing stock reinforce the continuation of its population characteristics. The brownstones referred to so favorably by the Regional Plan Association in 1966 and in countless newspaper and magazine articles since then, are limited in number and confined geographically. Aided by the

TABLE P - 2
SUMMARY OF SELECTED POPULATION CHARACTERISTICS
City of Hoboken, Hudson County and State of New Jersey, 1970

Characteristic	Hoboken	Hudson County	State
Population Change, 1960 - 1970	-6.3%	-0.2%	18.2%
Age, All Residents			
65 years old and older	9.4%	11.4%	9.7%
17 years old and younger	31.7%	29.3%	33.3%
Ethnicity and Nativity			
Foreign born	20.3%	17.6%	8.9%
Persons of Puerto Rican birth or parentage	22.1%	6.2%	1.9%
Non-white	4.1%	10.0%	10.7%
Native born of foreign or mixed parentage	20.0%	24.5%	21.2%
Mobility, Persons 5 years old or older			
Residing in same house as in 1965	53.5%	56.0%	57.5%
Residing in same county as in 1965	77.3%	81.3%	77.0%
Education, Persons 25 years old or older			
Median school years completed	8.7	10.2	12.1
Percent completing 4 years of high school or more	26.6%	36.3%	52.5%
Annual Family Income			
$15,000 or more	12.4%	19.4%	29.5%
Below poverty level	16.9%	9.1%	6.1%
Median	$7,786	$9,698	$11,407
Occupation			
Manufacturing	37.5%	34.7%	32.0%
White Collar	36.7%	45.3%	52.7%
Government	12.2%	12.4%	13.8%
Journey to Work			
Private automobile	30.6%	48.5%	74.1%
Mass transit	35.7%	35.3%	14.1%
Walked to work	31.5%	13.9%	7.8%
Worked within county of residence	63.7%	56.6%	59.5%

SOURCE: U.S. Bureau of the Census, 1970

Municipal Home Improvement Program, they have been instrumental in attracting new professionals into the city, while retaining those already settled in. The middle-class movement back to the city is characteristic both in this country and abroad of reverse migration into bypassed older urban neighborhoods with basically sound, small-scale residential buildings suitable for repair or restoration, and occupied by working-class or lower-income residents. Typified by the English as "gentrification" and by American writers as "brownstoning", "revitalization" or "splashback", the Hoboken movement is estimated by local realtors to have resulted in the acquisition of approximately three hundred buildings by new owners moving into the city since 1970.

At the other end of the housing spectrum are the high-density tenement buildings, characteristically five stories high with 700 square-foot railroad flats, two to a floor, on either side of a central stairwell. These buildings represent at least one-third of Hoboken's housing stock. Their size and density make modernization difficult, although the programs of Applied Housing and the Community Development Agency have successfully renovated approximately 15 percent of the city's tenement buildings. Renovated and subsidized, or unrenovated, the tenements offer affordable housing to the city's lower-income residents.

Other low-income housing is provided by the 1,350 senior citizen and public housing units of the Hoboken Housing Authority.

Housing choices for individuals and families of moderate income range from units in sound older buildings in established neighborhoods to the moderate income units produced by Project Rehab or through urban renewal.

What will be the character of the city's population in the future? Studies show that availability of affordable housing and proximity of people with similar values are major inducements to settle in a particular place. In its 1967 publication, Public Participation in Regional Planning, the Regional Plan Association reported that 82 percent of all those responding to its interviews sought neighbors with similar moral values; 45 percent looked for income similarities and 25 percent for similarities in both race and income. Hoboken offers substantiating evidence. Residents with shared backgrounds from regions in Italy, Yugoslavia, India or Puerto Rico form neighborhoods, patronize stores catering to ethnic tastes, attend churches reflecting group origins, and join special associations. Other neighborhoods, not bound by ethnic or geographic links, show evidence of shared attitudes on housing style and neighborhood appearance.

Hoboken has traditionally had three broad population groupings: newly-arrived ethnics living in the lowest cost housing as renters while seeking jobs and professions; established ethnics with extended family ties, church and community affiliations; professionals, either owning or renting their dwellings, living in the vicinity of Stevens Institute on either side of Washington Street. The groupings are broad but recognizable. In combination, they form a social ecology which characterizes the city. In the opinion of Professor Peter Salins of Hunter College, it is the middle group, the established ethnics, who provide long-term stability. Concerned with neighborhood and family, they are entrenched and tend to remain as long as the values and structure of their tightly-knit community can be maintained. This group forms the most stable portion of the city's population. The other two groups tend to be more mobile: the professional group has the inducement of more choices, while the lower-income families must seek employment and inexpensive housing wherever these can be found.

The land use plan reflects the interrelationships of these traditional groupings, as well as the city's regional setting, the characteristics of its housing stock, its dependence to date on outside funding for its improvement programs, and the configurations of its present land uses.

TABLE P - 3
POPULATION CHARACTERISTICS BY CENSUS TRACT
AND PROPOSED PLANNING DISTRICT / FAMILY INCOME $25,000+ and UNDER $5,000
City of Hoboken, 1970

Census Tract	No. of People	% of Total	No. and % of All Families With Annual Incomes of $25,000+	%	Under $5,000	%	Median Family Income	Proposed Planning Districts
186	2,427	5.3	6	2.8	96	3.2	$9,310	R-1
187*	11,083	24.4	59	28.1	547	18.3	8,994	R-1
188	6,595	14.5	24	11.4	484	16.2	8,629	R-1, R-2
184	3,345	7.4	35	16.7	219	7.3	8,550	R-1, R-2
185	3,520	7.8	34	16.2	285	9.6	7,009	R-2, R-3
189	4,161	9.2	26	12.3	196	6.5	8,428	R-2, R-3
190	5,398	11.9	-	0.0	438	14.7	6,599	R-2, R-3
191	2,651	5.8	3	1.4	316	10.6	5,306	R-2, R-3
192	1,580	3.5	-	0.0	124	4.1	6,205	R-3
193	2,994	6.6	3	1.4	238	8.0	6,789	R-3, CBD
194	1,626	3.6	20	9.5	138	4.6	7,000	CBD
Total	45,380		210		2,981			

NOTE: *Includes 1,496 Stevens Institute students in group quarters

SOURCE: U.S. Bureau of the Census, 1970

TABLE P - 4
POPULATION CHARACTERISTICS BY CENSUS TRACT
AND PROPOSED PLANNING DISTRICT / EDUCATION
City of Hoboken, 1970

Census Tract	Number of People	% of Total Population	Median School Years Completed	Proposed Planning Districts
186	2,247	5.3	8.8	R-1
187*	11,083	24.4	10.1	R-1
188	6,595	14.5	8.6	R-1, R-2
184	3,345	7.4	9.3	R-1, R-2
185	3,520	7.8	8.4	R-2, R-3
189	4,161	9.2	8.6	R-2, R-3
190	5,398	11.9	8.6	R-2, R-3
191	2,651	5.8	7.3	R-2, R-3
192	1,580	3.5	8.3	R-3
193	2,994	6.6	8.1	R-3, CBD
194	1,626	3.6	8.7	CBD
Total	45,380			

NOTE: *Includes 1,496 Stevens Institute students in group quarters

SOURCE: U.S. Bureau of the Census, 1970

TABLE P-5
POPULATION CHARACTERISTICS BY CENSUS TRACT
AND PROPOSED PLANNING DISTRICT / OCCUPATIONAL STATUS
City of Hoboken, 1970

Census Tract	No. of People	% of Total	Occupational Status and % of Category Total: Professional Technical, etc. and	%	Managers, Administrators and	%	Craftsmen, Foremen and	%	Operatives except Transport and	%	Clerical and Kindred and	%	Proposed Planning Districts
186	2,427	5.3	72	4.5	31	5.0	101	5.7	245	5.5	153	4.7	R-1
187 *	11,083	24.4	768	48.5	244	39.9	444	25.3	700	15.7	956	29.4	R-1
188	6,595	14.5	199	12.5	78	12.7	252	14.3	669	15.0	625	19.2	R-1, R-2
184	3.345	7.4	121	7.6	41	6.7	131	7.4	279	6.3	233	7.1	R-1, R-2
185	3,520	7.8	34	2.1	6	1.0	204	11.6	370	8.3	184	5.6	R-2, R-3
189	4,161	9.2	114	7.2	51	8.3	156	8.9	427	9.6	336	10.3	R-2, R-3
190	5,398	11.9	99	6.2	20	3.2	141	8.0	495	11.1	314	9.6	R-2, R-3
191	2,651	5.8	32	2.0	27	4.4	90	5.1	365	8.2	97	3.0	R-2, R-3
192	1,580	3.5	10	0.6	31	5.0	94	5.3	170	3.8	99	3.0	R-3
193	2,994	6.6	51	3.2	41	6.7	93	5.3	456	10.2	146	4.5	R-3, CBD
194	1,626	3.6	83	5.2	42	6.8	49	2.8	272	6.1	111	3.4	CBD
Total	45,380		1,583		612		1,755		4,448		3,254		

NOTE: *Includes 1,496 Stevens Institute students in group quarters

SOURCE: U.S. Bureau of the Census, 1970

TABLE H - 1
HOUSING CHARACTERISTICS BY CENSUS TRACT
AND PROPOSED PLANNING DISTRICT / CONDITION
City of Hoboken, 1970

Census Tract	No. of Units	Lacking Some or All Plumbing Facilities		Overcrowded		Proposed Planning Districts
		Number	%	Number	%	
186	797	65	8.2	96	12.0	R-1
187	3,431	301	8.8	338	9.8	R-1
188	2,438	332	13.6	262	10.7	R-1, R-2
184	1,104	126	11.1	158	14.3	R-1, R-2
185	1,123	140	12.4	194	17.3	R-2, R-3
189	1,493	164	11.0	189	12.7	R-2, R-3
190	1,821	226	12.4	397	21.8	R-2, R-3
191	958	211	22.0	159	16.6	R-2, R-3
192	617	114	18.4	56	9.1	R-3
193	1,017	305	30.0	165	16.2	R-3, CBD
194	608	118	19.4	64	10.5	CBD
Total	15,407	2,102		2,078		

SOURCE: U.S. Bureau of the Census, 1970

TABLE H - 2
STATUS OF HOUSING PROGRAMS
City of Hoboken, 1970 - 1978

Project	Program	Construction Method	Status	No. of Units
Private homes (city-wide)	Municipal Home Improvement Program	Rehabilitation	Complete	2,259
Marian Towers (1st and Grand)	Section 236, low and moderate income; elderly	New	Complete; fully occupied	154
Fox Hill (12th and Willow)	Public housing for the elderly	New	Complete; fully occupied	200
Grogan Plaza (Hudson between 3rd and 4th)	N.J. Fox-Lance	New	Complete; fully occupied	422
Clock Tower Apartments / Keuffel & Esser (Adams & 3rd)	Section 236 (moderate income)	Gut rehabilitation	Complete; fully occupied	173
Applied Housing Project	Section 236; Section 8	Gut rehabilitation	Complete; fully occupied	972
Applied Housing Project	Section 8 substantial rehab	Gut rehabilitation	In process	165
Columbian Towers	NJHFA; elderly	New	In process	200

TABLE H - 2
continued

Project	Program	Construction Method	Status	No. of Units
CDA	Tenement rehabilitation	Rehabilitation	Completed	48
			In construction	32
			In process	37
CDA	Section 312 Rehabilitation Loan Program	Rehabilitation	In process	27

SOURCE: Community Development Agency

Land Use, 1977

Natural and Manmade Features

Hoboken's history has left it with environmental and manmade problems and assets. The original settlement was an island underlain by serpentine rock whose outcroppings are visible near the Stevens Institute campus. The only other location in the region evidencing major outcroppings of serpentine rock is Staten Island.

The building boom of the 1870-1910 railroad era induced developers to fill in the marshlands which had surrounded Hoboken Island to the south, west and north. Materials used for fill were generally unconsolidated, often unclassified refuse and cinders, and subject to excessive settlement.

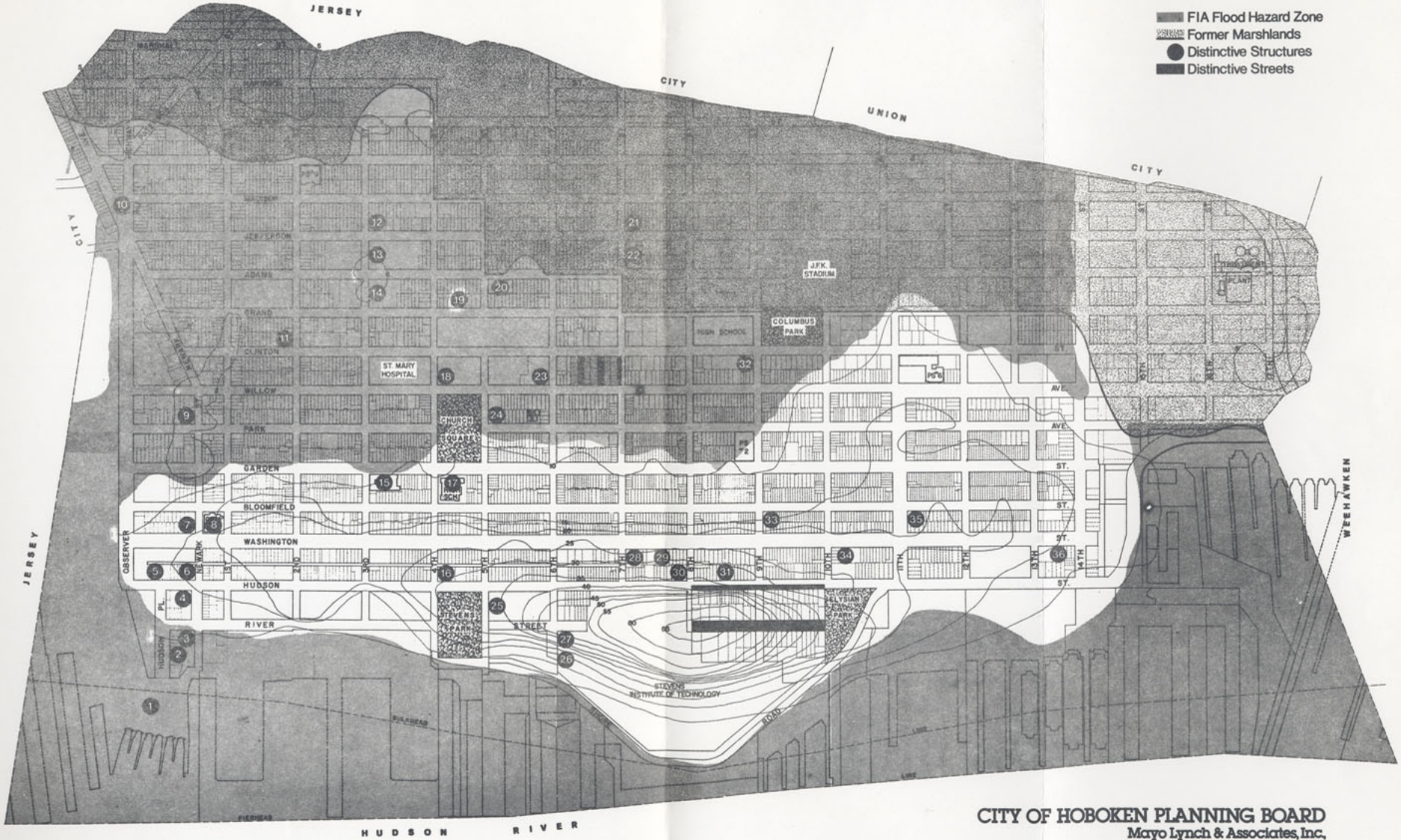
Topographically, the city rests on a flat valley floor interrupted by the north-south serpentine ridge of the original island between 4th and 11th Streets. Castle Point, rising to a height of 70 feet above sea level, is the city's major topographic feature. Outside the city's boundaries, forming a backdrop which both encloses the city and informs its residents of seasonal change, the southern end of the Palisades descends gradually from a height of 110 feet in Union City to disappear in Jersey City south of the Hoboken boundary.

The general slope of the land is from east to west. Storm water drains from the north-south ridge line of the original island to low-lying areas in the westerly sector which are subject to flooding after heavy rains. The natural features map accompanying this report shows the location of former marshlands and the flood-prone lands designated by the Federal Insurance Administration of the Department of Housing and Urban Development.

Development in the former marshlands west of Willow Avenue involves both legal and construction difficulties. Where clear title is sought by land owners in the city's westerly sector, the review and opinion of the State Office of Riparian Lands Management must be sought. The state claims underlying title to all present or former tidal lands. Depth to bedrock in the former marshlands area is from 100 to 200 feet. The need for piling to support heavy building loads increases construction costs; the need is graphically demonstrated along the northern portion of Madison Street where a sewer line supported by piling forms a sharp crown for the street which has settled on either side.

The manmade features shown on the accompanying map are distinctive non-residential buildings and residential sections which brighten the city's manmade landscape. Selected by a team of artists and architects, the list is comprehensive but not total. It augments other lists, such as those in the 1977 Facilities Plan for the Hudson County Sewerage

NATURAL AND MAN-MADE FEATURES



CITY OF HOBOKEN PLANNING BOARD

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October 1977

TABLE L - 1
DISTINCTIVE STRUCTURES
City of Hoboken, 1977

Map No. *	Structure	Location
1	Erie-Lackawanna R.R. Terminal	Hudson Place
2	Trust Company of New Jersey	Hudson Place
3	Hoboken Land and Improvement Co.	River Street, foot of Newark Avenue
4	First National Bank	S.E. corner, Hudson and Newark
5	German Seamen's Home	Hudson Street (demolished since survey)
6	Hudson Trust Company	S.W. corner, Hudson and Newark
7	Office Building (Hoboken Bank for Savings)	S.W. corner, Washington and Newark
8	City Hall	Washington Street between Newark and 1st
9	Industrial Building (P.S. #7)	S.W. corner, Newark and Park
10	Fire House; Station No. 2	Newark Avenue and Observer Highway
11	Industrial Building (P.S. #5)	S.W. corner, Clinton and 1st
12	St. Francis R.C. Church	N.W. corner, Jefferson and 3rd
13	Clock Towers (Keuffel & Esser)	3rd between Jefferson and Adams
14	Industrial Building (Keuffel & Esser)	3rd between Grand and Adams
15	David E. Rue School	N.E. corner, Garden and 3rd
16	Sts. Peter and Paul R.C. Church	N.W. corner, Hudson and 4th
17	A.J. Demarest Junior High School	4th St. between Bloomfield and Garden
18	Our Lady of Grace R.C. Church	N.W. corner, Willow and 4th
19	Fire Engine Co. No. 5	Grand Street between 4th and 5th
20	Daniel S. Kealey School	N.E. corner, Adams and 5th
21	St. Anna's R.C. Church	N.W. corner, Jefferson and 7th
22	Sadie F. Leinkauf School	7th Street between Adams and Jefferson
23	Church of the Holy Innocents	S.W. corner, Willow and 6th
24	Hoboken Free Library	N.W. corner, Park and 5th
25	Stevens Institute (Administration Bldg.)	5th between Hudson and River

TABLE L - 1
continued

Map No. *	Structure	Location
26	Morton Kitty Pierce Building	Stevens Institute campus
27	Gate House	Stevens Institute campus
28	Trinity Episcopal Church	N.E. corner, Washington and 7th
29	Mt. Olive Baptist Church	Washington between 7th and 8th (severely fire damaged since survey)
30	St. Matthew's Lutheran Church	N.W. corner, Hudson and 8th
31	St. Paul's Episcopal Church	Hudson between 8th and 9th
32	Scandinavian Lutheran Church	S.E. corner, Clinton and 9th
33	First Baptist Church	N.E. corner, Bloomfield and 9th
34	Elks Club	Washington between 10th and 11th
35	First Spanish Baptist Church	N.E. corner, Bloomfield and 11th
36	Fire Engine Company No. 2	Washington between 13th and 14th

NOTES: * See map, Natural and Man-Made Features
Former building name or owner in parentheses

SOURCE: Field survey, 1977, Mayo, Lynch & Associates

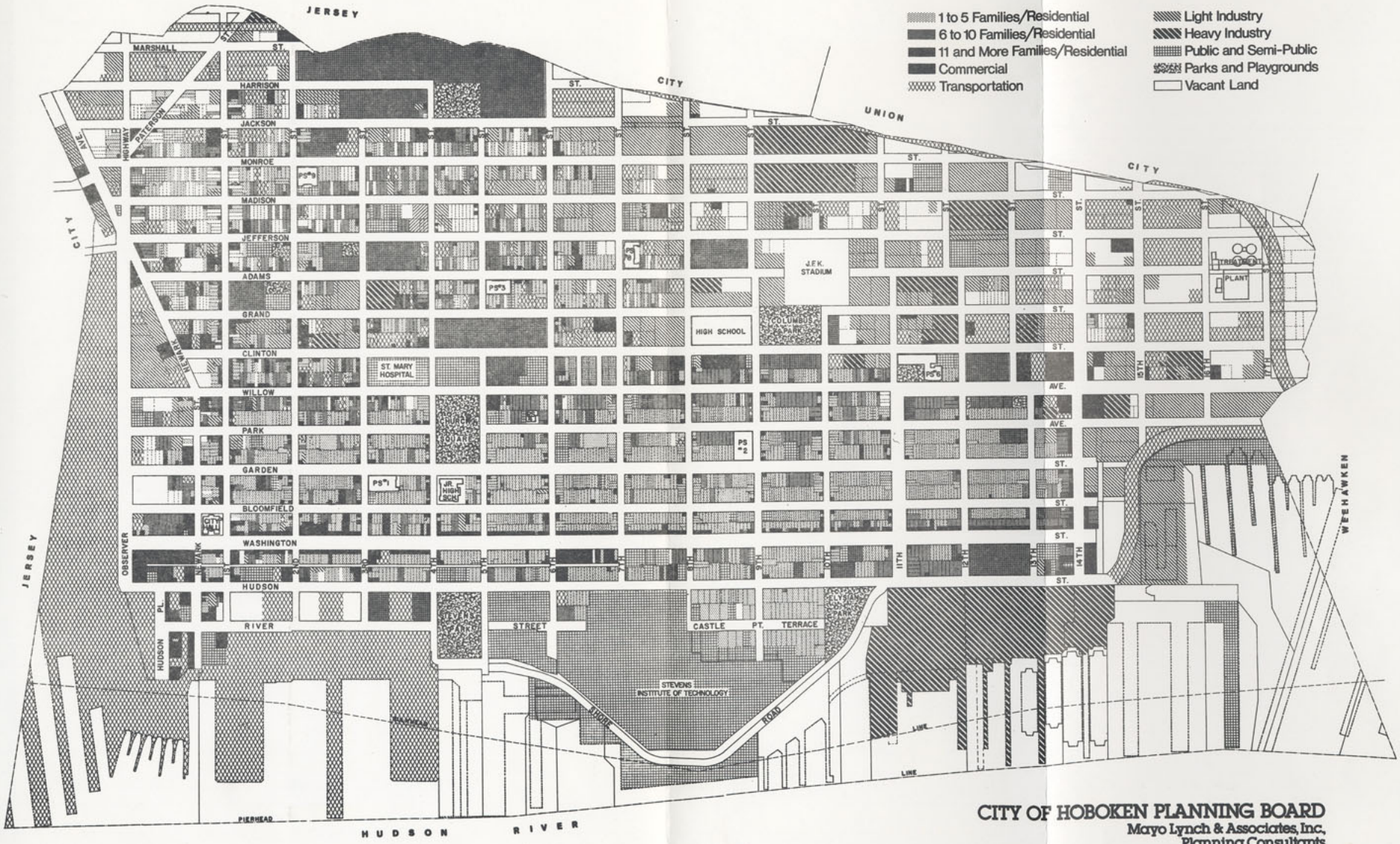
Authority and the 1975 Urban Preservation Study prepared for the Community Development Agency.

Land Use Survey and Map

The field survey conducted early in 1977 mapped the use of every parcel of land in the city. Uses were classified in accordance with uniform guidelines established by the Department of Housing and Urban Development and the American Society of Planning Officials. Categories were chosen to permit comparison with the results of the 1956 master plan's land use survey. In most cases, comparability was possible despite variations in classification. Total area of the city in both studies is 1.3 square miles.

Residential. The 1977 survey showed 21.6 percent of the city's total land in residential uses compared with 23.0 percent in 1956. The aggregate figure for Hudson County municipalities is 20.2 percent according to the county planning board's 1972 Land Use Study and Plan. The disproportionately small share of land for residential use in the county and its municipalities is evidenced by comparison with percentages of land in residential use in neighboring Essex (50.0 percent) and Bergen (41.4 percent) Counties. In the 1977 and 1956 Hoboken surveys, residential buildings with ground floor commercial uses were

LAND USE 1977



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October 1977

TABLE L - 2
PRESENT LAND USE
City of Hoboken, 1977

	Area in Acres	Percent of Total Area
Residential		
1 - 5 family	82.6	10.1
6 - 10 family	28.1	3.4
11 or more	37.2	4.5
Residential/Commercial	29.9	3.6
Total Residential	177.8	21.6
Commercial	20.6	2.5
Public and Semi-Public		
Parks and Playgrounds	17.4	2.1
Other	66.7	8.1
Industrial		
Light (storage and assembly)	57.7	7.1
Heavy (fabrication and process)	43.1	5.3
Transportation	106.3	12.9
Vacant	86.6	10.5
Streets	245.8	29.9
Total	822.0	100.0

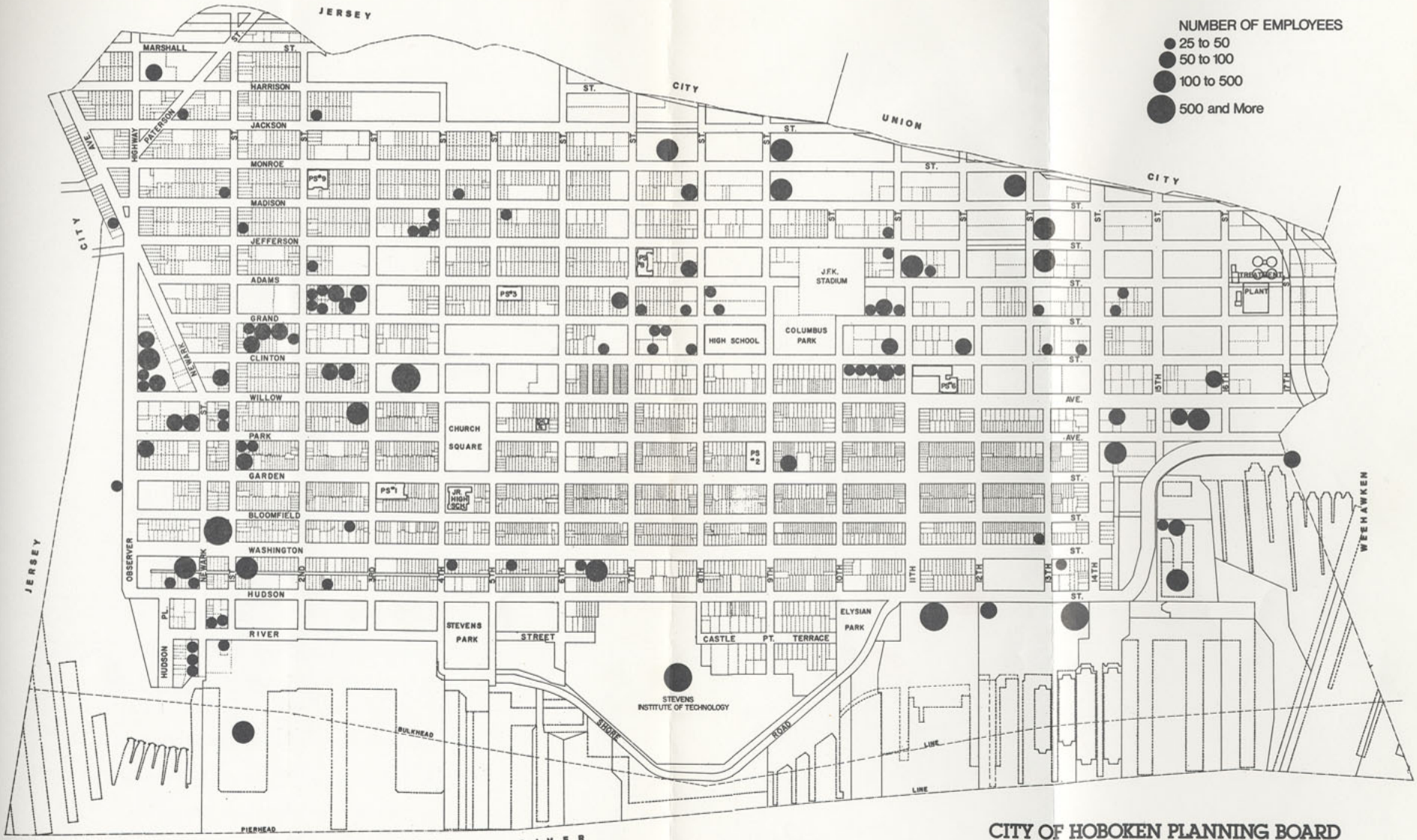
SOURCE: Field Survey, Mayo, Lynch & Associates, Inc.
December, 1976 - March, 1977

included in the residential totals.

Commercial, Transportation and Industrial. Activities in these non-residential categories occupy 28.8 percent of Hobokens 822 acres. The high percentage of non-residential land use is not unusual in municiialities at the edge of the New York metropolitan region's core. The Hudson County Planning Board in its 1972 Land Use Study and Plan reports that 43.3 percent of all land in the county, including related streets, was devoted to commercial and industrial uses. This compared with significantly lower figures for the larger, lower-density surrounding counties. Eleven percent of all land in Essex County, 8.2 percent in Passaic County, 15.8 percent in Union County and 8.9 percent of all land in Bergen County is occupied by commercial and industrial uses.

Employing units and jobs are spread throughout Hoboken. Mixed land uses are an inheritance of the city's early, complete development prior to zoning. Despite manufacturing remaining as the city's largest employment category, three of the city's five largest employers provide services rather than manufactured products. The three are St. Mary Hospital, Stevens Institute and City Hall.

PRINCIPAL EMPLOYERS



CITY OF HOBOKEN PLANNING BOARD

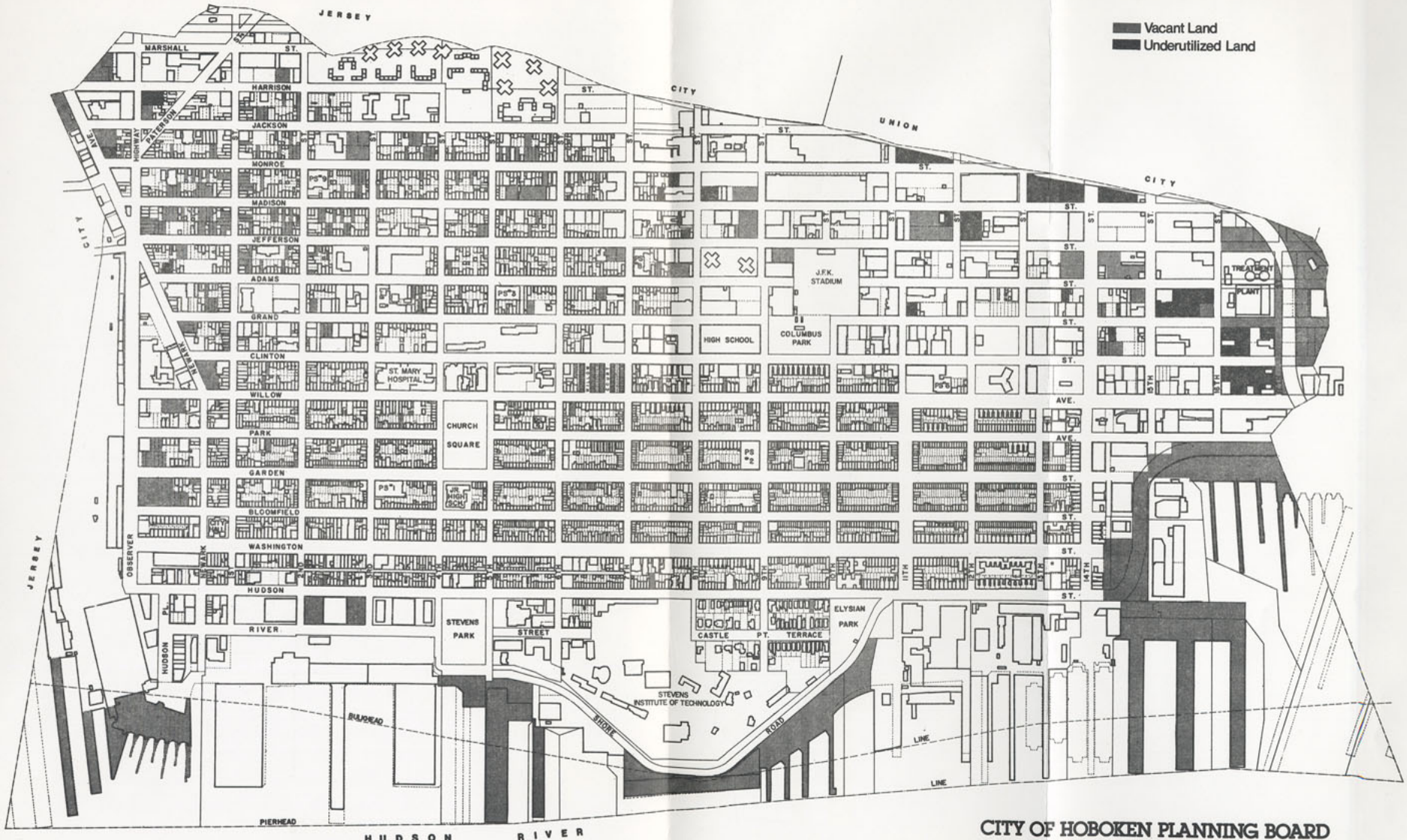
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Public and Semi-Public. 8.1 percent of Hoboken's total area is used for public and semi-public purposes. The former category includes city and Board of Education buildings and lands, but does not include streets which are classified separately; the latter category includes tax-exempt activities such as churches and private schools. In 1956, 5.8 percent of the city's total area was assigned to this category. Despite an increase in the public and semi-public land between 1956 and 1977, land devoted to recreation remained at approximately 2 percent of the city's area. Standards published in the 1977 New Jersey Statewide Comprehensive Outdoor Recreation Plan prescribe 10 percent of an urban municipality's land as a minimum requirement for outdoor recreation. Seventy percent of this requirement (7 percent of total area) is assigned as the county's responsibility and may be within the municipality or accessible to it. Three percent of the total area remains the municipal share of outdoor recreation responsibility. For Hoboken, this amounts to approximately 25 acres, leaving the city with a deficiency of 10 acres in meeting its share of the state standard.

Vacant. The percentage of vacant land in the city has increased significantly since the 1956 master plan. 3.6 percent of Hoboken's total land area was vacant in 1956; 10.5 percent

VACANT LAND



CITY OF HOBOKEN PLANNING BOARD

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in 1977. Much of the vacant land is in the city's industrial sector to the northwest and along its waterfront, signalling the decline of traditional activities in those areas. Vacant land is isolated for reference and visual analysis in the map entitled Vacant Land. Ostensibly a problem, vacant land offers an opportunity for needed development. Priorities, however, must be assigned to decide between competing claims on vacant land for parking, public buildings, recreation and private development.

Streets. Hoboken's gridiron pattern and the width of some of its major streets result in 30 percent of its area being devoted to streets. Except for the possibility of redesigning the industrial sector to create larger parcels, opportunities for reducing street coverage without impairing the city's scale or traffic movement are limited.

Land Use Analysis

In its analysis of the maps and data produced during the inventory phase of the planning process, the planning board took into consideration various viewpoints expressed during the 1977 public discussions. Two predominant viewpoints emerged from the discussions as possible futures for the city; a third from trends and utilization of available programs.

There were those who reasoned for future planning and zoning to accept the gradual disappearance of industrial employment as inevitable, even beneficial, to the city's eventual emergence as a totally residential community. The style of that community would depend on the emphasis of its housing strategies. In response there were those who maintained that given the same energy and applications of state and federal aid that had been directed toward housing the Hoboken industrial scene could be equally successful - or at least regionally competitive. They cited a shift in federal emphasis from housing to economic development and job creation through programs such as Urban Development Action Grants (UDAG) and those of the Economic Development Administration. If successful, industrial development could help support a local population with employment opportunities and a city government with revenue from non-residential sources for improving desired local services such as education, safety, recreation and general municipal maintenance.

The choices facing the planning board are summarized in the following matrix:

Targeted Income Group	Expected Futures: Emphasis on Residential Development	Expected Futures: Emphasis on Economic Development
A. Middle to Upper-Middle Income	a. Totally middle-income residential city with continuation of high-rise development extending from Fort Lee through North Bergen and Union City with related neighborhood retail activities; or b. Weehawken-type residential preservation with mid-rise apartments and related neighborhood retail activities.	Manhattan and commuter-oriented retail shopping at revitalized Terminal building; office buildings in surrounding area of central business district. Present industrial area to be used for low-density housing and recreation. Waterfront for public park.
B. Lower Income	City of subsidized low- and moderate-income housing with pockets of middle-income housing. Related neighborhood retail activities.	Emphasis on manufacturing, distributive and transportation industries to generate local employment and revenue base to compensate for fixed return from subsidized housing. Concern with revenue return from vacant land, including vacant waterfront land.
C. Mixed Income	City with range of housing choices for low-, moderate- and middle-income occupants. Related neighborhood retail activities	Central business district and industrial district development for employment and ratable base. Provision for a range of activities in the waterfront district including public recreation, commercial recration, housing and university-related research.

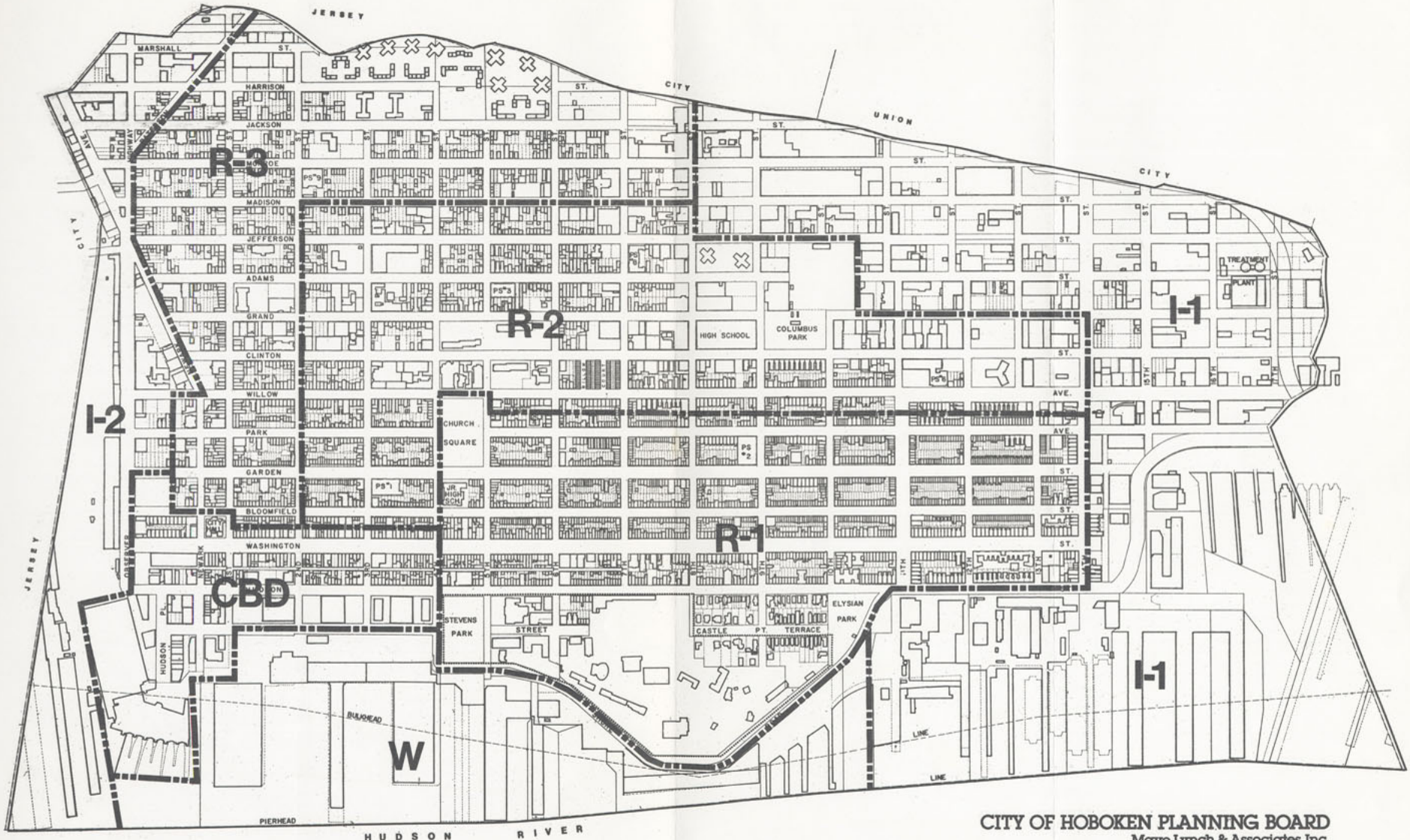
After considering the various alternative futures, the board voted to proceed on the assumption that C was both feasible and consistent with the city's traditional populations and patterns, thereby directing formulation of policies which would guide the city toward a balance of residential, industrial and business districts with related amenities.

The next step in the employment of collected data was to ascertain an "organic" order in the present configuration of the city's land uses that established a natural framework for land use planning. The inquiry assessed the ways in which these natural configurations delineated different areas and evaluated the implications of those differences for deriving appropriate planning and development guidelines. In the words of Benton MacKaye - regional planner, environmentalist and designer of the Appalachian trail - in his book, The New Exploration

> "...The civil engineer who plans a switchback across the Rocky Mountains...does not really plan the switchback, he finds it...and so with the city planner who... is a type of engineer, a man who finds rather than plans a region's best development: one who builds on the actualities disclosed by the exploration."

The planning board's "exploration" showed the city dividing itself naturally into seven districts: three residential districts (R-1, R-2, R-3), two industrial districts (I-1, I-2), a central business district (CBD) and a waterfront district (W).

LAND USE PLAN



CITY OF HOBOKEN PLANNING BOARD
Mayo Lynch & Associates, Inc.
Planning Consultants

November 1978

TABLE L - 3
PROPOSED LAND USE AND DEVELOPMENT DISTRICTS / SUMMARY
City of Hoboken, 1978

District	Area by Acres	Percent of Total Area	Present Zoning Districts
R - 1	180	22%	R-1, B-1, ER-1
R - 2	165	20%	R-1, M-1
R - 3	130	16%	R-1, R-2, B-1, M-1
CBD	57	7%	B-1, B-2, B-3, M-1
W	45	5%	M-2, M-3, ER-2
I - 1	190	23%	M-2
I - 2	55	7%	M-1
Totals	822	100%	

SOURCE: Mayo, Lynch & Associates, Inc.

TABLE L - 4
EXISTING LAND USE BY PLANNING DISTRICT / ACRES
City of Hoboken, 1977

	R - 1	R - 2	R - 3	CBD	I - 1	I - 2	W	Total
Residential								
1 - 5 families	50.1	18.2	11.0	2.1	0.6	0.6	-	82.6
6- 10 families	5.7	12.6	3.4	1.1	0.1	0.2	-	28.1
11 or more	4.4	14.4	17.1	1.3	-	-	-	37.2
Residential-Commercial	10.7	6.2	7.6	5.0	0.2	0.2	-	29.9
Total Residential	70.9	51.4	44.1	9.5	0.9	1.0		177.8
Commercial	2.3	6.2	4.2	5.3	2.3	0.3	-	20.6
Public and Semi-Public								
Parks and Playgrounds	8.8	8.1	0.5	-	-	-	-	17.4
Other	37.7	11.4	5.7	2.2	5.1	0.5	4.1	66.7
Industrial								
Light storage and assembly	0.2	14.6	10.9	0.5	26.1	5.4	-	57.7
Heavy fabrication and processing	0.2	4.1	0.2	-	38.6	-	-	43.1
Transportation	0.5	5.5	0.4	17.8	23.3	35.8	23.0	106.3
Vacant	0.3	6.5	14.0	2.8	48.0	1.1	13.9	86.6
Streets	58.8	57.4	49.8	19.0	46.0	11.0	3.8	245.8
Total	179.7	165.2	129.8	57.1	190.3	55.1	44.8	822.0

SOURCE: Field Survey, Mayo, Lynch & Associates, Inc., 1977

TABLE L - 5
EXISTING LAND USE BY DEVELOPMENT DISTRICT / PERCENT
City of Hoboken, 1977

	R - 1	R - 2	R - 3	CBD	I - 1	I - 2	W	Total
Residential								
1 - 5 families	27.9	11.0	8.5	3.7	0.3	1.0	-	10.1
6 - 10 families	3.2	7.6	6.5	1.9	0.1	0.4	-	3.4
11 or more families	2.4	8.7	13.2	2.3	-	-	-	4.5
Residential/Commercial	5.9	3.8	5.9	8.7	0.1	0.4	-	3.6
Total Residential	39.4	31.1	34.1	16.6	0.5	1.8		21.6
Commercial	1.3	3.8	3.2	9.3	1.2	0.5	-	2.5
Public and Semi-Public								
Parks and Playgrounds	4.9	4.9	0.4	-	-	-	-	2.1
Other	21.0	6.9	4.4	3.8	2.7	0.9	9.2	8.1
Industrial								
Light Industry	0.1	3.8	3.4	0.9	13.7	9.8	-	7.1
Heavy Industry	0.1	2.5	0.1	-	20.3	-	-	5.3
Transportation	0.3	3.3	0.3	31.2	12.2	65.0	51.4	12.9
Vacant	0.2	3.9	10.8	4.9	25.2	2.0	31.0	10.5
Streets	32.7	34.8	38.3	33.3	24.2	20.0	8.4	29.9
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

SOURCE: Field Survey, Mayo, Lynch & Associates, Inc., 1977

Residential Districts

The number of people living in Hoboken by the year 2000 is not expected to be significantly different from the 42,000 estimated to be residing in the city in 1978. The New Jersey Department of Labor and Industry projects a Hudson County population of 560,000 for the year 2000. Hoboken's share, in view of anticipated new construction in Secaucus and elsewhere in North Hudson should be approximately 7.1 percent or 39,800 people. The composition of that population is expected to follow Hoboken's historic pattern, a blend of economically secure professionals and business people, established older ethnic groups and newly-arrived ethnic groups. The balance between these groups, i.e., the city's social ecology, has been described earlier in this report.

District area boundaries were derived by a combination of social area analysis and aggregating related physical characteristics. Table L-6 summarizes residential district characteristics.

R - 1 This district has the soundest overall housing, and the most uniform scale despite a net density of 93 units to the acre. Applied Housing has exerted a stabilizing influence at the district's edges and the Municipal Home Improvement Program has been a significant home-ownership

stimulus. In addition, the district has the highest percentage of its land area in 1 to 5 family structures (27.9 percent) and public and semi-public uses (25.9 percent), the lowest percentage of vacant land (0.2 percent) and land in non-residential uses (2.0 percent).

R - 2 Anchored by churches, public and private schools, civic organizations and other significant institutions, this districts residents are among the city's most stable population segments. Neighborhood block association efforts are encouraging home ownership in the south-eastern sector. Despite 8.8 percent of its land devoted to light manufacturing, at least one of the district's light industrial buildings qualifies as a distinctive structure and local realtors report growing interest in loft space for residences. Clock Towers (K & E) has set standards for converting underutilized industrial space to residential use. There are 6.5 acres of vacant land, 3.9 percent of the district's land area.

R - 3 This is the residential area most in need of major programs for residential rehabilitation and replacement. St. Joseph's Church is a stabilizing influence at the south-western corner as are Marian Towers and the Multiservice

TABLE L - 6
RESIDENTIAL DISTRICT PROFILE
City of Hoboken, 1978

R - Districts	R - 1	R - 2	R - 3
Land Area:			
Total Acres	180	165	130
Residential acres	71	51	44
Vacant land as percent of total	0.1%	3.9%	10.8%
Population (no. persons)	20,466	14,249	8,531
Housing units (total)	6,665	4,918	3,124
Density: units per net acre	94	96	71
Major streets - north-south	River Rd. Hudson St. Washington St.	Clinton, Willow Jefferson, Madison	Clinton, Willow Jefferson, Madison
east-west	11th, 14th	4th, 7th, 14th	First, Newark, Observer, Paterson
Bus service:	Nos. 5, 21, 22, 63, Washington St., Crosstown	Hoboken Cross-town	Nos. 5, 7, 15/17 19/26, 31
Recreation :			
Parks	Stevens, Elysian Church Square	Columbus / JFK Field	--
Playgrounds	-	Wallace, Adams, Willow & 12th, Willow & 13th	Multiservice, Jackson Jefferson Rec.
Community buildings:	Library, Health Center, YMCA, SMILE	St. Mary Hospital, Am. Legion	Multi-service Ctr Jefferson Rec. Ctr
Schools and Churches			
Public schools	Calabro, Demarest, Brandt,	Rue, Kealey, Leinkauf, Wallace, H.S.	Connors
Parochial schools	SS Peter & Paul Sacred Heart	Our Lady of Grace St. Francis	St. Joseph's St. Anne's
Day care centers	3	3	1
Churches	13	7	6

Center and the programs of the First Ward Block Association and Applied Housing at, or just beyond its eastern edge. Almost 11 percent of the district's land is vacant, offering opportunities for public facilities supportive of neighborhood improvements or new housing developments.

Industrial District

The possibility of new roads being provided to serve these districts enhances the validity of their designation. Both roads depend on actions by the New Jersey Department of Transportation. If the planned abandonment of the section of the New Jersey Junction railroad occurs at the city's western edge, a combined service and truck bypass route becomes feasible at relatively low cost by using the abandoned railroad right-of-way.

The second road, designed to alleviate truck congestion along Observer Highway without losing local jobs, would be on the inside of the rail yards allowing truck access to the opposite side of the train sheds now serving trucks on Observer Highway. District characteristics are as follows:

I - 1 Approximately 25 percent of the district's land is in industrial uses, another 25 percent in roads and a third 25 percent vacant. Construction constraints in the western

sector are severe, a consequence of the filled-in marsh, but can be overcome as in Secaucus and North Bergen. The city's major industrial employers are at the district's eastern edge, while other employers of consequence are distributed throughout. The Hudson County Planning Board (Land Use Study and Plan, 1972), the Tri-State Regional Planning Commission (Regional Development Guide, 1977 - 2000, 1977) and the Community Renewal Program (Program for Renewal, 1967) recommend the use of this area for performance-controlled light industry.

I - 2 Sixty-five percent of this district's area includes land under the jurisdiction of the New Jersey Department of Transportation. The remainder, not including streets, occupies a fringe along the northern edge of Observer Highway. Trucking terminal operations along the southerly side seriously hamper traffic flow along a major city entryway. Two handsome buildings, 300 Observer Highway and Fire Station No. 2 are on the northerly side. Many of the other uses are highway-related: used car lots, auto parts and repair shops, car washes and service stations. There are remnants of the once-thriving wholesale meat industry and miscellaneous manufacturing enterprises share space in large buildings formerly occupied by a single firm.

Special Districts

C B D The transportation terminal (Conrail, PATH, intra- and intercity buses) is the hub of this central business district. It gives the district regional status, accounting for its apartments, office buildings, parking facilities and major eating and drinking places. City Hall, banks, professional offices, specialty retail stores and a Shop-Rite give the remainder of the district a citywide character. District boundaries have been drawn to incorporate the newly-formed historic district and to emphasize the planning district's citywide and regional characteristics.

W Port Authority piers and upland space comprise slightly more than half of this district's total area. Unable to handle containerized cargo efficiently and with an insufficient flow of bulk cargo, the facility is only partially used and intermittently active. The agency has shown some interest in alternate uses for the facility. Except for the parking lot and buildings of Stevens Institute's Department of Buildings and Grounds, the remainder of the district's area is vacant. The Long Dock, owned by Stevens Institute and formerly serving its floating dormitory, is crumbling and serves as an informal re-

creation place for fishermen and sunbathers. River Road, rebuilt and repaired in 1976, serves a dual function as a bypass for through north-south vehicular traffic and as a recreation site for joggers, cyclists and skateboarders.

Planning and Zoning by Objective

The land use plan has been styled to pose broad objectives based on the character, function and potential of individual planning districts. The process offers the opportunity for consensus on overall goals prior to developing the conforming specifics of individual implementary actions. The process is analagous to the administrative technique of management by objective. It gives the planning board the responsibility of establishing guidelines while assigning responsibility to implementary agencies and individuals to work within those guidelines. In this master plan development process, the land use plan is required to precede the sub-plans for other master plan elements rather than to follow them. The sequence requires the sub-plans to support the goals of the land use plan, thereby assuring consistency among a series of plans which otherwise might go their separate and possibly conflicting ways.

District	Objective
R-1	To conserve the architecture, grain and scale of residential blocks and street patterns; encourage high-quality amenities and supporting services.
R-2	To encourage neighborhood stability through residential rehabilitation, appropriate conversion of non-residential to residential space, provision of supportive public facilities.
R-3	To encourage residential renewal through removal of blighting influences, variety of housing types, provision of supportive community facilities and public utilities.

I - 1	To rationalize and modernize district infrastructure, encourage formation of large parcels of land, facilitate accessibility to regional highways, establish industrial performance standards.
I - 2	To facilitate traffic flow, improve entry-way appearance, establish performance standards for transportation-related activities.
C B D	To encourage regional and citywide services and business activities, support historic district objectives.
W	To ensure public access to the waterfront, encourage a mix of public recreation, commercial recreation, housing and research, subject all proposed uses to special site and performance review.

Land Use Policy and Plan

The land use plan is based on a policy of achieving a balanced community of diverse income groups and physical development. The policy stems from the perception that the city's most probable future will be one of continued social diversity, that the city's various groups coexist with minimal friction and that this potential for cooperative coexistence can be systematized and improved. The policy has been advanced in the planning process by geographically disaggregating the city so as to encourage a variety of development plans which allow each district to serve its function while coexisting constructively.

Expressed in general terms, the other master plan elements, referred to as sub-plans, will take their general direction from the land use plan element's overall policy and a more specific direction from the objectives of individual planning districts. The same will be true for zoning regulations. Examples follow:

Master Plan Element (Sub-plan)	Sub-plan Policy in Support of General Policy
Housing Plan	Provide for variety of housing types and programs responsive to population needs, character of present housing stock. Maintain existing densities.
Circulation Plan	Divert through and non-residential traffic from residential neighborhoods. Redirect industrial access from eastern to western edge of city. Design off-street parking facilities supportive of district character and objectives.
Conservation Plan	Identify, preserve and enhance natural assets such as views of Palisades and the river, manmade assets such as distinctive and historic buildings.
Recreation Plan	Achieve state minimum standards for playfields, playgrounds, parks and other outdoor recreation; coordinate with community facilities plans and programs; provide variety in response to neighborhood preferences.
Public Utilities Plan	Eliminate or alleviate adverse environmental impacts, particularly flooding and water pollution, through replacement or rehabilitation of defective utility systems.
Community Facilities Plan	Rehabilitate or replace present facilities in response to recognized standards, presen and related adequacy.

The expression of overall policy through a conforming zoning ordinance would be to establish zoning district regulations consistent with the distinctive characteristics and potential of individual residential, industrial and planning districts.

Individual planning district boundaries were delineated on the basis of an existing social ecology which appears to function with minimal friction. The objective of geographically disaggregating the city was to achieve a variety of development plans which would allow each district to serve its function while coexisting constructively with other districts. Zoning and development policies flow from planning district objectives:

District	Zoning and Development Policy
R - 1	The principal use is residential with higher education (Stevens) and neighborhood retail business in supportive roles. Maintenance of prevailing height, setbacks and lot coverage dictates continuation of present net residential densities. Industrial uses are prohibited. Individual retail businesses other than those on the ground floor of a residential building and occupying one-third or less of the building's total floor area are proposed as conditional uses. Present housing strategies emphasizing conservation and improvement of existing residential buildings through rehabilitation are supportive of district objectives. Systematic code enforcement, particularly of multi-family units and rooming houses is recommended.

R - 2

The primary use is residential. Requirements for maintaining prevailing height, setbacks and lot coverage on predominantly residential blocks should act to preserve the scale and grain of uniform residential blocks east of Willow Avenue , the character of Willow Court and higher uniform facade lines elsewhere. Neighborhood retail activities should be continued with more latitude allowed to predominantly commercial blocks. Automotive service and repair activities as well as other non-residential uses which generate traffic congestion, noise, odors or other incompatible consequences should be prohibited.

Present housing rehabilitation strategies should be continued, compatible replacement housing encouraged and proportional residential occupancy of non-residential buildings codified. Provision of additional recreational space should be coordinated with Board of Education and neighborhood organization programs.

R - 3

The primary use is residential. Availability of vacant land, lack of large areas of uniform character and proximity to the transportation terminal allow for a wider variety of replacement housing including mid-rise apartments. A wider variety of retail uses should be permitted in proportion to distance from established retail areas.

Development strategies should stress reinforcement of sound residential areas and their eventual linkage with replacement housing on land presently vacant or to become vacant through demolition of dilapidated structures . The community facilities plan should consider the feasibility of a specialized school serving also as a community building for adults and a related recreation area.

I - 1

Light industrial and distributive uses subject to performance standards regulating noise, smoke, odor and other environmentally unacceptable qualities are proposed for this district. The standards to be recommended will be those for a modern, in-city industrial park.

Public development strategies and investment will be the initial determinants of this district's achievement. An access road along the city's western boundary on or adjacent to the existing railroad right-of-way should shift development focus westward and facilitate access to regional highways while diminishing conflict with local traffic.

I - 2

Highway-related uses are proposed for this district whose standards will include strict requirements for off-street parking and loading.

Efficient use of Observer Highway is contingent on city actions leading to removal of on-street loading activities currently using the former Railway Express sheds on the southern side of this major entry road. Negotiations with the New Jersey Department of Transportation to move the operation inside the rail yards would initiate an important development action.

C B D

The uses proposed for this central business district should be regional and citywide in character. This indicates proposed uses as office buildings, banks, motels, citywide or regional retail establishments, apartments and parking structures. Controls will reflect the formation of a historic district thereby imposing design criteria in addition to those traditionally associated with central business district zoning.

C B D

Development strategies for this district revolve around its major regional facility, the transportation terminal. The Community Development Agency and the Hoboken Housing Authority have plans in progress or awaiting funding which will account for development in and around the terminal and City Hall.

W

Uses proposed for this waterfront district will reflect its special character and potential as well as the existence of the Port Authority as a major landholder. Some, but not all, of its area should be developed as a park, either piblic or private with public access. Other uses in this district may include: a marina, commercial recreation, housing or university-related research facilities. The district thus might be developed with a mixture of uses and the development controls similar to those of the newly-developed Boston waterfront. Controls will require review of proposals for appropriateness prior to approval.

Other than the bicycle path planned for River Road, there are presently no specific public plans for development of the waterfront. Decisions by the Port Authority for continuing or relinquishing its marine terminals will be of significance in future waterfront development.

Conclusion

The foregoing outline expresses the policies of the land use plan element, derived from the process described in this report. It is consistent with the land use policies of the Hudson County Planning Board and those of the neighboring municipalities of Jersey City, Union City and Weehawken.

APPENDIX

Table A - 1
1956 Master Plan Objectives and Implementation
Hoboken, New Jersey, 1956 - 1978

Table A - 2
Article 3 Master Plan
New Jersey Municipal Land Use Law

Table A - 3
Article 8 Zoning
New Jersey Municipal Land Use Law

TABLE A-1
1956 MASTER PLAN OBJECTIVES AND IMPLEMENTATION*
Hoboken, New Jersey, 1956 - 1978

Land Use Plan Objectives	Implementation
Residential neighborhoods without commercial or industrial uses	1967 zoning ordinance
Large industrial areas suitable for modern plant installation	1967 Community Renewal Program Study (Area delineation and costs)
Compact commercial centers instead of isolated stores spread throughout residential area	No action taken to implement. Small neighborhood stores considered appropriate.
Sliding scale of permissible residential densities	1967 zoning ordinance
Housing and Redevelopment Plan Objectives	**Implementation**
Redevelopment of four areas designated by priority with emphasis on clearance and replacement:	
Priority 1. Venus Pencil site	Church Towers, 1967, Hoboken Housing Authority
Priority 2. Harrison to Monroe between 2nd and 4th	Harrison Gardens, 1961, Hoboken Housing Authority
Priority 3. Clinton to Adams between Newark and 1st	Neighborhood Development Program, 1970, Hoboken Housing Authority
Priority 4. Garden to Willow between Observer and Newark	Code enforcement and demolition programs
Rehabilitation areas: selective clearance and rehabilitation via urban renewal plus strict code enforcement. Areas not clearly delineated.	Community Renewal Program (CRP) Area delineation Model Cities / CDA Applied Housing; Municipal Home Improvement Program; Tenement Rehabilitation

TABLE A - 1
continued

Conservation; rigid enforcement of housing and other codes	HUD grant for Federally Assisted Code Enforcement (FACE) Program, 1966 Organization of city housing squad, 1966
Traffic Plan Objectives	**Implementation**
Holland-Lincoln Tunnel by-pass along western boundary of city	Designation as Route 85; NJDOT "Master Plan for Transportation", 1968
Construct new traffic intersection on Observer Highway between Madison and Jefferson	Barricades erected to reroute traffic around firehouse and close intersection, 1960
Construct new traffic intersection for Newark and Observer Highway	See above
Acquire and repave Shore Road	Completed, 1976
Suggestions for widening streets at seven locations	No action
Suggestion for creating parking lots by vacating 2nd and 3rd Streets between Bloomfield and Washington	No action
Schools, Parks and Recreation Plan Objectives	**Implementation**
Construct new three- or four-year high school on site immediately south of Columbus Park	Completed, 1962
Eventual elimination of PS #6	Replaced, 1972

TABLE A - 1
continued

Eventual elimination of PS #8	No action
Conversion of Demarest High School to a junior high school	Converted, 1962
Conversion of PS #3 (Kealey) to a junior high school if a three-year high school is built	No action
Expansion of school playgrounds at Public Schools Nos. 1, 2, 3 and 9	No action
New County park athletic field north of Andrew Jackson Homes	No action
Closing of portions of 9th and 12th Streets for use as play areas	No action
Construction of small social center building near proposed playground for #2 School (Brandt)	No action
<u>Public Buildings Plan Objectives</u>	<u>Implementation</u>
Three new fire houses	No action
New fire training station	No action
Addition to police headquarters	Renovations, 1976

TABLE A - 1
continued

New Second Precinct station (to be combined with new fire house)	No action
Central storage and repair shop	Reuse of existing building and lot on Observer Highway between Garden and Park, 1970
Improvement of library juvenile facilities	No action
Sewer Plan Objectives	Implementation
New sewage treatment plant and interceptor sewers	Completed, 1960
Replace old sewer lines, including brick and wood lines	Application to HUD for federal aid, 1962. Funds for engineering feasibility report, Hoboken Sewerage and Drainage, 1969
Clean sewers and sewer manholes systematically	Department of Public Works new equipment and program after 1970
Water Plan Objectives	Implementation
Repair all broken water mains and valves	Application to HUD for federal aid, July, 1964 Funded February, 1972
Increase water pressure where necessary	See above
Replace aged water mains made ineffective by salt and sediment buildups	See above

TABLE A - 1
continued

Program for Realization of Master Plan	Implementation
Zoning: Replace 1922 zoning ordinance, as amended, with modern regulation	Hoboken Planning Board, 1965-1967
Capital Improvements Program	Hoboken Planning Board

NOTES: *1956 Master Plan objectives: a comprehensive plan for orderly physical development of the city with plan elements to be carried out principally by new zoning ordinance, capital improvements program and urban renewal projects.

SOURCES: 1956 Master Plan prepared by Isidore Candeub, Candeub and Fleissig
City Agencies

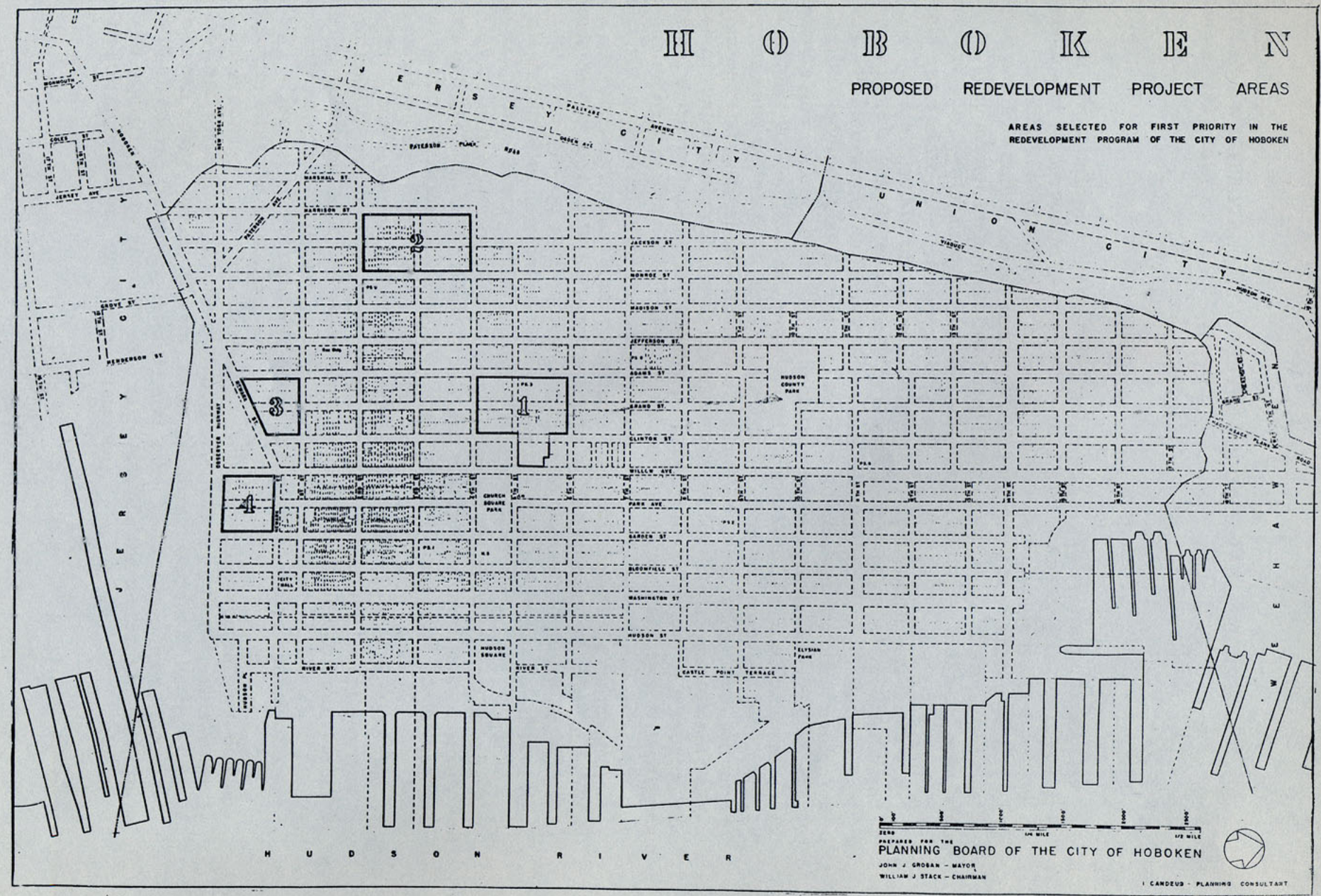

H O B O K E N
PROPOSED REDEVELOPMENT PROJECT AREAS
AREAS SELECTED FOR FIRST PRIORITY IN THE REDEVELOPMENT PROGRAM OF THE CITY OF HOBOKEN
JERSEY CITY
UNION CITY
WEEHAWKEN
HUDSON RIVER
1
2
3
4
HUDSON COUNTY PARK
CHURCH SQUARE PARK
HUDSON SQUARE
ELYSIAN PARK
CASTLE POINT TERRACE
PREPARED FOR THE
PLANNING BOARD OF THE CITY OF HOBOKEN
JOHN J. GROGAN - MAYOR
WILLIAM J. STACK - CHAIRMAN
I. CANDEUB - PLANNING CONSULTANT

TABLE A - 2
ARTICLE 3 MASTER PLAN, NEW JERSEY MUNICIPAL LAND USE LAW
Chapter 291, Laws of N.J. 1975

C. 40:55D-28 Preparation; contents; modification.

19. Preparation; contents; modification. a. The planning board may prepare and, after public hearing adopt or amend a master plan, or component parts thereof, to guide the use of lands within the municipality in a manner which protects public health and safety and promotes the general welfare.

b. The master plan shall generally comprise a report or statement and land use and development proposals, with maps, diagrams and text, presenting where appropriate, the following elements:

(1) A statement of objectives, principles, assumptions, policies and standards up which the consituent proposals for the physical, economic and social development of the municipality are based;

(2) A land use plan element (a) taking into account the other master plan elements and natural conditions, including, but not necessarily limited to, topography, soil conditions, water supply, drainage, flood plain areas, marshes, and woodlands. (b) showing the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, educational and other public and private purposes or combination of purposes, and (c) including a statement of the standards of population density and development intensity recommended for the municipality.

(3) A housing plan element, including but not limited to, residential standards and proposals for the construction and improvement of housing;

(4) A circulation plan element showing the location and types of facilities for all modes of transportation required for the efficient movement of people and goods into, about, and through the municipality;

(5) A utility service plan element analyzing the need for and showing the future general location of water supply and distribution facilities, drainage and flood control facilities, sewerage and waste treatment, solid waste disposal and provision for other related utilities;

(6) A community facilities plan element showing the location and type of educational or cultural facilities, historic sites, libraries, hospitals, fire houses, police stations and other related facilities, including their relation to the surrounding areas;

(7) A recreation plan element showing a comprehensive system of areas and public sites for recreation; and

(8) A conservation plan element providing for the preservation, conservation, and utilization of natural resources, including, to the extent appropriate, open space, water, forests, soil, marshes, wetlands, harbors, rivers and other waters, fisheries, wildlife and other natural resources; and

(9) Appendices or separate reports containing the technical foundation for the master plan and its constituent elements.

TABLE A -2
continued

c. The master plan and its plan elements may be divided into subplans and subplan elements projected according to periods of time or staging sequences.

d. The master plan shall include a specific policy statement indicating the relationship of the proposed development of the municipality as developed in the master plan to (1) the master plans of contiguous municipalities, (2) the master plan of the county in which the municipality is located and (3) any comprehensive guide plan pursuant to section 15 of P.L 1961, c. 47 (C.13:1B-15.52).

Source: C.40.55-1.10 (1953, c.433, s.10 as amended); C. 40:55-1.11 (1953, c. 433, s. 11 as amended); C. 40:55-1.12 (1953, c. 433, s.12).

SOURCE: Municipal Land Use Law, Chapter 291, Laws of N.J. 1975 printed by the Division of Local Government Services, New Jersey Department of Community Affairs in cooperation with the New Jersey League of Municipalities and the New Jersey Federation of Planning Officials, March, 1976

TABLE A -3
ARTICLE 8 ZONING, NEW JERSEY MUNICIPAL LAND USE LAW
Chapter 291, Laws of N.J. 1975

C. 40:55D-62 Power to zone.

49. Power to zone. a. The governing body may adopt or amend a zoning ordinance relating to the nature and extent of the uses of land and of buildings and structures thereon. Such ordinance shall be adopted after the planning board has adopted the land use plan element of a master plan and all of the provisions of such zoning ordinance or any amendment or revision thereto shall either be substantially consistent with the land use plan element of the master plan or designed to effectuate such plan element; provided that the governing body may adopt a zoning ordinance or amendment or revision thereto which in whole or part is inconsistent with or not designed to effectuate the land use plan element, but only by affirmative vote of a majority of the full authorized membership of the governing body with the reasons of the governing body for so acting recorded in its minutes when adopting such a zoning ordinance; and provided further that, notwithstanding anything aforesaid, the governing body may adopt an interim zoning ordinance pursuant to subsection 77b. of this act.

The zoning ordinance shall be drawn with reasonable consideration to the character of each district and its peculiar suitability for particular uses and to encourage the most appropriate use of land. The regulations in the zoning ordinance shall be uniform throughout each district for each class or kind of buildings or other structures or uses of land, including planned unit development, planned unit residential development and residential cluster, but the regulations in one district may differ from those in other districts.

b. No zoning ordinance and no amendment or revision to any zoning ordinance shall be submitted to or adopted by initiative or referendum.

Source: R.S. 40:55-30 (as amended); R.S. 40:55-31 (as amended); R.S. 40:55-32 (as amended).

C. 40:55D-63 Protest.

50. Protest. A protest against any proposed amendment or revision of a zoning ordinance may be filed with the municipal clerk, signed by the owners of 20% or more either of the area of the lots or land included in such proposed change, or of the lots or land extending 200 feet in all directions therefrom, inclusive of street space, whether within or without the municipality. Such amendment or revision shall not become effective following the filing of such protest except by the favorable vote of two-thirds of all the members of the governing body of the municipality.

Source: R.S. 40:55-35 (as amended).

C. 40:55D-64 Referral to planning board.

51. Referral to planning board. Prior to the hearing on adoption of a zoning ordinance, or any amendments thereto, the governing body shall refer any such proposed ordinance or amendment thereto to the planning board pursuant to subsection 17 a. of this act.

Source: R.S. 40:55-35 (as amended).

TABLE A - 3
continued

C. 40:55D-65 Contents of zoning ordinance.

52. Contents of zoning ordinance. A zoning ordinance may:

a. Limit and restrict buildings and structures to specified districts and regulate buildings and structures according to their type and the nature and extent of their use, and regulate the nature and extent of the use of land for trade, industry, residence, open space or other purposes.

b. Regulate the bulk, height, number of stories, and size of buildings and the other structures; the percentage of lot or development area that may be occupied by structures; lot sizes and dimensions; and for these purposes may specify floor area ratios and other ratios and regulatory techniques governing the intensity of land use and the provision of adequate light and air.

c. Provide districts for planned developments; provided that an ordinance providing for approval of subdivisions and site plans by the planning board has been adopted and incorporates therein the provisions for such planned developments in a manner consistent with article 6 of this act. The zoning ordinance shall establish standards governing the type and density, or intensity of land use, in a planned development. Said standards shall take into account that the density, or intensity of land use, otherwise allowable may not be appropriate for a planned development. The standards may vary the type and density, or intensity of land use, otherwise applicable to the land within a planned development in consideration of the amount, location and proposed use of common open space; the location and physical characteristics of the site of the proposed planned development; and the location, design and type of dwelling units and other uses. Such standards may, in order to encourage the flexibility of housing density, design and type, authorize a deviation in various residential clusters from the sensity, or intensity of use, established for an entire planned development. The standards and criteria by which the design, bulk and location of buildings are to be evaluated, shall be set forth in the zoning ordinance and all standards and criteria for any feature of a planned development shall be set forth in such ordinance with sufficient certainty to provide reasonable criteria by which specific proposals for a planned development can be evaluated.

d. Establish, for particular uses or classes of uses, reasonable standards of performance and standards for the provision of adequate physical improvements including, but not limited to, off-street parking and loading areas, marginal access roads and roadways, other circulation facilities and water, sewerage and drainage facilities; provided that section 41 of this act shall apply to such improvements.

e. Designate and regulate areas subject to flooding (1) pursuant to P.L. 1972, c.185 (C. 58:16-55 et seq.) or (2) as otherwise necessary in the absence of appropriate flood hazard area designations pursuant to P.L. 1962, c.19 (C.58:16A-50 et seq.) or floodway regulations pursuant to P.L. 1972, c. 185 or minimum standards for local flood fringe area regulation pursuant to P.L. 1972, c. 185.

f. Provide for conditional uses pursuant to section 54 of this act.

g. Provide for senior citizen community housing consistent with provisions permitting other residential uses of a similar density in the same zoning district.

h. Require that as a condition for any approval by the zoning board of adjustment that no taxes or assessments for local improvements are due or delinquent on the property for which any application is made.

Source: R.S. 40:55-30 (as amended); R.S. 40:55-31 (as amended); R.S. 40:55-32 (as amended); C. 40:55-55 (1967, c.61, s.1); C. 40:55-57 (1967, c.61, s.3 as amended).

C. 40:55D-66 Miscellaneous provisions; model homes; public and private day schools; placement of foster children in single family dwellings.

53. Miscellaneous provisions; model homes; public and private day schools; placement of foster children in single family dwellings.

a. For purposes of this act, model homes or sales offices within a subdivision and only during the period necessary for the sale of new homes within such subdivision shall not be considered a business use.

b. No zoning ordinance governing the use of land by or for schools shall, by any of its provisions or by any regulation adopted in accordance therewith, discriminate between public and private nonprofit day schools of elementary or high school grade accredited by the State Department of Education.

c. No zoning ordinance shall, by any of its provisions or by any regulation adopted in accordance therewith, discriminate between children who are members of families by reason of their relationship by blood, marriage or adoption and foster children placed with such families in a dwelling by the Division of Youth and Family Services in the Department of Institutions and Agencies or a duly incorporated child care agency and children placed pursuant to law in single family dwellings known as group homes. As used in this section, the term "group home" means and includes any single family dwelling used in the placement of children pursuant to law recognized as a group home by the Department of Institutions and Agencies in accordance with rules and regulations adopted by the Commissioner of Institutions and Agencies provided, however, that no group home shall contain more than 12 children.

Source: C.40:55-33.1 (1961, c.138); C. 40:55-33.2 (1962, c. 177).

C. 40:55D-67 Conditional uses; site plan review.

54. Conditional uses; site plan review. a. A zoning ordinance may provide for conditional uses to be granted by the planning board according to definite specifications and standards which shall be clearly set forth with sufficient certainty and definiteness to enable the developer to know their limit and extent. The planning board shall grant or deny an application for a

TABLE A - 3
continued

conditional use within 95 days of submission of a complete application by a developer to the administrative officer, or within such further time as may be consented to by the applicant.

b. The review by the planning board of a conditional use shall include any required site plan review pursuant to article 6 of this act. The time period for action by the planning board on conditional uses pursuant to subsection a. of this section shall apply to such site plan review. Failure of the planning board to act within the period prescribed shall constitute approval of the application and a certificate of the administrative officer as to the failure of the planning board to act shall be issued on request of the applicant, and it shall be sufficient in lieu of the written endorsement or other evidence of approval, herein required, and shall be so accepted by the county recording officer for purposes of filing subdivision plats.

Whenever review or approval of the application by the county planning board is required by section 5 of P.L. 1968, c. 285 (C. 40:27-6.3), in the case of a subdivision or section 8 of P.L. 1968, c. 285 (C.40:27-6.6), in the case of a site plan, the municipal planning board shall condition any approval that it grants upon timely receipt of a favorable report on the application by the county planning board or approval by the county planning board by its failure to report thereon within the required time period.

Source: R.S. 40:55-30 (as amended).

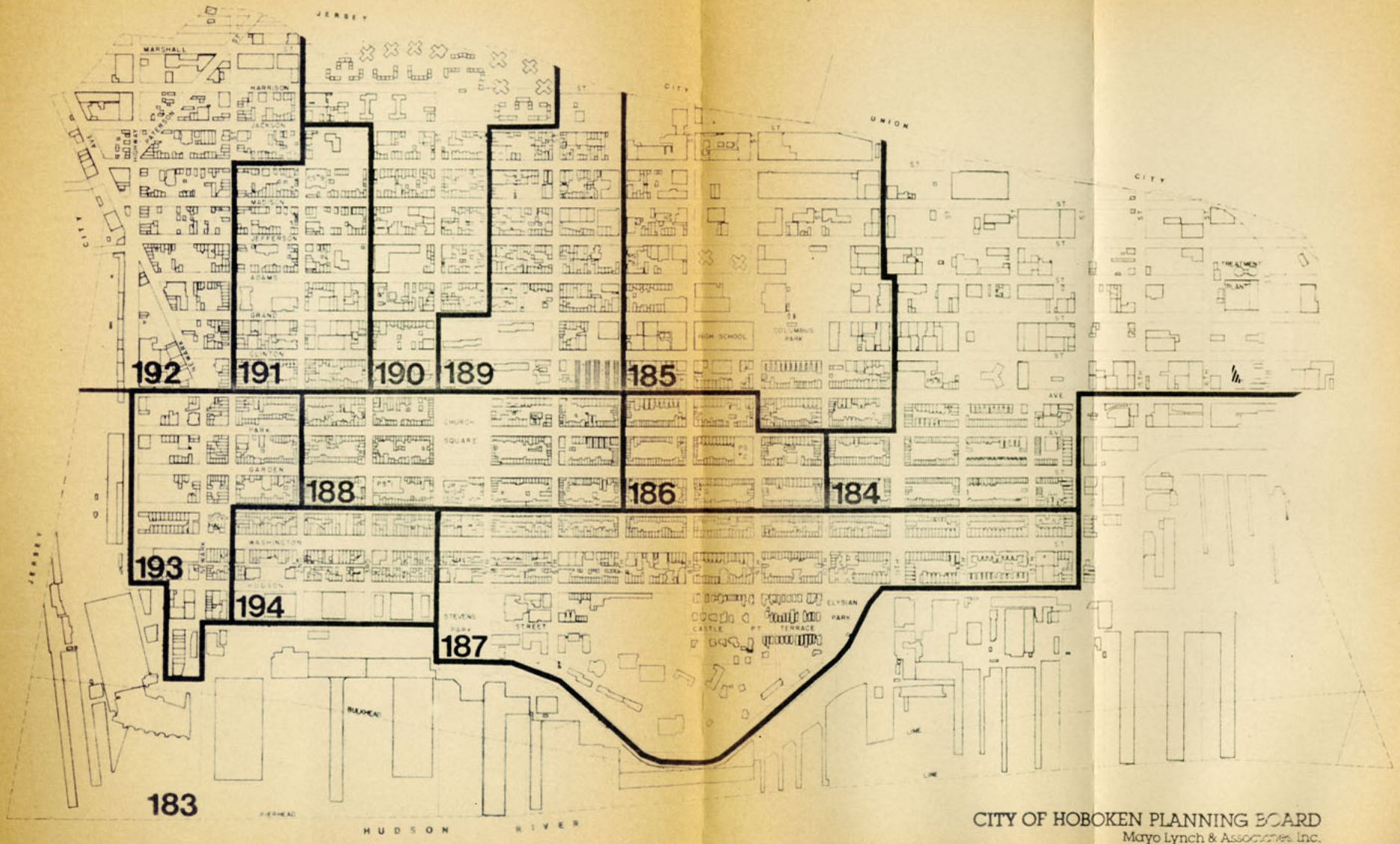
C. 40:55D-68 Nonconforming structures and uses.

55. Nonconforming structures and uses. Any nonconforming use or structure existing at the time of the passage of an ordinance may be continued upon the lot or in the structure so occupied and any such structure may be restored or repaired in the event of partial destruction thereof.

Source: R.S. 40:55-48

SOURCE: Municipal Land Use Law, Chapter 291, Laws of N.J. 1975 printed by the Division of Local Government Services, New Jersey Department of Community Affairs in cooperation with the New Jersey League of Municipalities and the New Jersey Federation of Planning Officials, March, 1976

CENSUS TRACTS

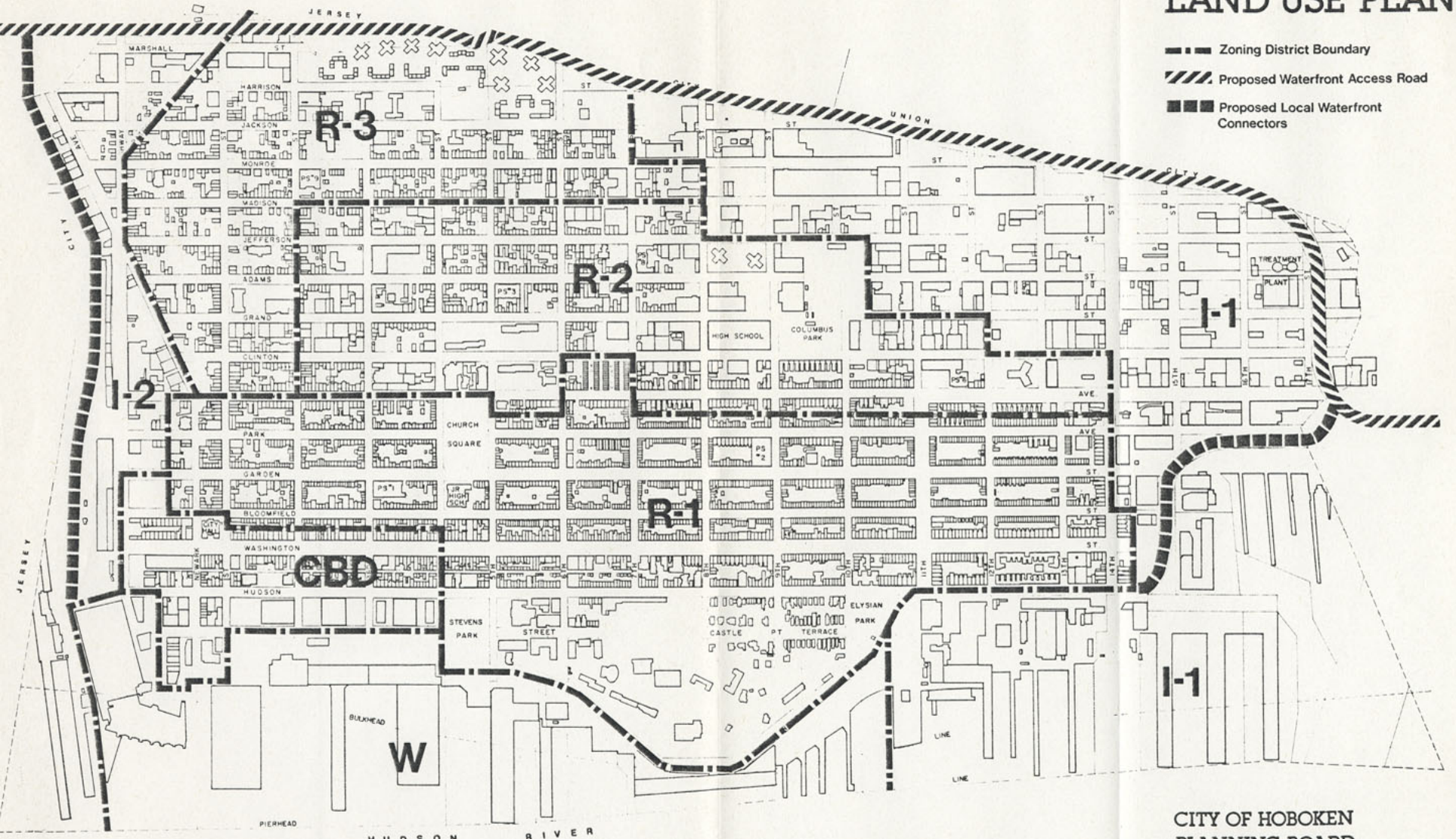


CITY OF HOBOKEN PLANNING BOARD

Mayo Lynch & Associates Inc.
Planning Consultants

November 1978

PROPOSED LAND USE PLAN



CITY OF HOBOKEN
PLANNING BOARD

January 1986