



1904



1963



1983



2001



2003

DRAFT

City of Hoboken

MASTER PLAN

Prepared by
Hoboken Planning Board Master Plan Subcommittee

with consultants
Phillips Preiss Shapiro Associates, Inc.
Planning & Real Estate Consultants

September 2003

COVER INFORMATION

Historic images: from the United States Library of Congress, Prints and Photographs Division, Historic American Buildings Survey/Historic American Engineering Record

Background image – excerpt from deed map (1933)

Bird's eye drawing of southern waterfront (1904)

Aerial photograph of Hoboken waterfront and interior areas looking north (1963)

Aerial photograph of Hoboken Terminal and vicinity (1983)

Recent photographs: by Hank Forrest and Phillips Preiss Shapiro Associates

Southern waterfront under construction (2001)

Pier A Park (2003)

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City of **Hoboken**
MASTER PLAN

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EXECUTIVE SUMMARY: INNOVATIVE PLANNING FOR A HISTORIC URBAN VILLAGE

150 years ago, the new City of Hoboken was developed in accordance with a plan prepared by Colonel John Stevens' Hoboken Land & Improvement Company. That legacy lives on today in Stevens Institute of Technology, the mansions on Castle Point, neighborhoods of rowhouses, and the classic design of Washington Street. The historic districts of today are thanks to forward-looking planning in the nineteenth century.

150 years later, Hoboken is in the midst of remarkable changes. The industrial waterfront is being transformed into open space, as well as redeveloped for housing and offices. Factories have been redeveloped for housing. Rowhouses have been lovingly restored. The City has been transformed from an industrial enclave to a vibrant, livable, mixed-use community that is increasingly popular among people from all walks of life.



150 years from now, what will Hoboken's residents say of our time and our plans for the future?

The Hoboken Master Plan is predicated on creating a new type of urban village, using cutting edge planning techniques that incorporate new technologies, while preserving and enhancing what is best about Hoboken. Hoboken is in a unique position to utilize such innovations. While often touted as New York City's sixth borough, Hoboken has the additional advantage of being a small city in control of what happens within its boundaries. And while other communities consider incorporating "smart growth" concepts into their planning efforts, Hoboken already is what they seek to be: a compact, walkable, transit-accessible community with a mix of land uses. This plan will help ensure that future development in Hoboken will be balanced and sustainable, with new parks, upgraded public facilities, and transportation improvements that will benefit the entire community.

The Master Plan is comprehensive, as it should be. Its recommendations range from small interventions to large-scale actions that will create lasting improvements, and improve quality of life for all in Hoboken. The plan's key ideas and initiatives can be summarized as follows:

1. Transportation: Hoboken is a walkable city with great transit access, but also is a city that has many residents who have an automobile. Transportation improvements will make Hoboken a better place for pedestrians, bicyclists, and transit riders, while improving conditions for those who drive.

- It will be safer to walk and bicycle in Hoboken because of new facilities, intersection improvements, and other actions.
- All residents will have improved transit access as expanded light rail service and a system of jitney routes will connect all parts of the City.
- Public parking inventory will be increased through shared parking, new garages, and better utilization of existing facilities.
- Shuttles and taxi stands will serve the garages, light rail stops, and Washington Street.
- Flexible pricing, information technology, and improved signage will promote use of empty garages.



2. Community facilities: Like the best of suburbs, Hoboken will have high-quality, modernized school facilities. Like the best of urban centers, Hoboken will have a vast array of community facilities consistent with its demand for social and cultural enrichment.

- New and existing parks will be the focal points of the neighborhoods in which they are located, with community and cultural facilities grouped around them.
- State-of-the-art schools will be built, including a new high school and middle school with adjoining parks. Schools facilities also will be designed for use by the whole community.
- Police and fire departments will consolidate in modern facilities, in the center of town, taking former contaminated sit to safe and productive use.
- Historic schools, fire stations, etc. will be converted into popular charter schools, cultural incubators, community centers, and the like.

3. Parks: Ten years ago, Hoboken had less than 20 acres of parks. Ten years from now, Hoboken will triple that amount. And its parks will showcase the best that landscape architecture and park programming can offer.

- The entire waterfront will be connected by a pedestrian walkway and lined with parks and piers, offering plenty of opportunities for both active and passive recreation.
- New parks, ballfields, and other recreation facilities will be built in redevelopment areas and other parts of the City that have severe shortage of open space.
- The entire park system will be unified by a pedestrian, bicycle and rollerblading “circuit” – creating a synergy and excitement far greater than the actual number of acres. Hoboken will have an urban greenway, unique to but a handful of places.
- New investments in open space will actually increase property values and make Hoboken an even more desirable place to live.



4. Housing: The challenge thirty years ago was to maintain housing. Now the challenge is to maintain diversity.

- Reforms of the city’s inclusionary housing rules (along the lines of those employed in San Francisco) will assure that a certain percentage of the city’s housing stock stays affordable to moderate income people.
- Innovative “quality housing” zoning rules will promote homeownership and larger housing units, which—along with better schools and parks—will make Hoboken more of a family and less of a transient community.

5. Economic development: Hoboken will not be a bedroom community burdened by too-high taxes. New development will add to the City’s tax base—and directly fund community improvements—but will not overwhelm what makes Hoboken special.

- Washington Street will continue to flourish as the shopping and social “Main Street” of Hoboken – lined with restaurants, one-of-a-kind stores, and outdoor cafes featuring a variety of local-owned businesses, with unified management and marketing provided by a Special Improvement District.
- The southeast corner of the city will have modestly scaled office buildings located near the Hoboken transportation center.
- Adaptive reuse of the historic Terminal’s ferry concourse will create a new magnet for the city—perhaps a public market (like Pikes Market in Seattle), a recreation facility (like Chelsea Piers), a catering hall, or a conference/convention center—tapping a regional clientele to better serve the city.



- The northwest corner of the city will have new specialized offices, live/work space, and “medium box” sized retail stores.
- Each ferry and light rail stop will have service amenities – they will be places not glorified bus stops.

6. Land use: New housing has been built—and older residential buildings have been restored—in all parts of the City in recent years. Consistent with both smart growth principles and Hoboken’s historic mixed-use development pattern, commercial and office uses will complement residential growth. The goal is to create a balance of uses so that Hoboken is not just a residential enclave, but continues to be a true urban village.

- The heart of Hoboken will be preserved as a historic district, with a new type of review process that allows innovative design as it assures contextual development.
- The waterfront will be finished, with one continuous park and plenty of upland connections (learning from places like Battery Park City).
- The western redevelopment areas will be new residential *neighborhoods*, not isolated buildings, that boast shopping at the transit stops and mixed-use development.
- The Underbridge Economic Development area in the northwest corner of the City will feature a walkable environment offering the type of shopping and uses that residents normally would have to suffer through traffic jams to get to.
- Wherever larger scale development is permitted, new zoning tools will favor mixed-use development, including live/work space, artist housing, and ground floor cultural uses, and will require provision of public benefits like open space and cultural facilities.

7. Design: New construction is taking place in and around Hoboken’s many historic buildings and neighborhoods. The goal is not just to preserve what is best, but also to require high-quality design that will build the historic districts of the future.

- “Green” architectural standards will create a new, environmentally sensitive Hoboken design prototype to complement the traditional form.
- The city’s recent and excellent design guidelines will get better and better. Guidelines cannot assure good architecture (as any tour of the city will quickly show). But they can assure good urban design. The trick is to never be complacent: keep learning from past mistakes.
- Historic districts, design overlays and discretionary design review (in the redevelopment areas) will blanket the city – assuring the type of design input that residents clamor for.
- Wireless technologies combined with burial of utility wires will free Hoboken’s streets to be tree-lined and overhead wire-free.



In summary, this plan is not a typical “cookie-cutter” master plan. Such plans usually emphasize land use and zoning only. This plan is just as concerned about how development takes place, and what it yields in terms of quality of living and working in Hoboken. Much is made of the “Hoboken look” – featuring the historic brownstones and rowhouses lining narrow streets. But as the above list of initiatives illustrates, this Master Plan is just as concerned about the “Hoboken lifestyle” – featuring recreation, dining, cultural activities, and diversity.

This approach to guiding the City’s future is a direct result of a community involvement process that is unprecedented in Hoboken. The Master Plan has well over 200 recommendations, a richness of detail that emerged from the passions of the hundreds of people who participated in the plan’s drafting. The Plan is the product of a democratic dialogue among Hoboken’s many constituencies, including both “born-and-raised” and “newcomer” populations, as well as the business and development communities. This process has in-

cluded over a half-dozen public workshops, over a one-year process, which weathered the storm of at least one election. In other words, the Plan is a reflection of the type of urban village that Hoboken aspires to be.

It is hoped this spirit will lead to an ongoing dialogue and the Master Plan's improvement over time. But even if the details may change, the Plan's overall vision should remain steadfast: an urban village that uses the best innovations of technology and planning to create a place in which people choose to live, work, recreate, and stay.



I. INTRODUCTION

The Urban Village

The City of Hoboken is a mile-square community with deeply rooted traditions and historic quality, that is nonetheless experiencing dramatic demographic and physical changes.

Hoboken benefits from its location directly adjacent to the core of the nation's largest metropolis; some pundits call it New York City's sixth borough. Surrounded by natural and manmade barriers, it is a community that has maintained its distinct character and sense of place.



Although Hoboken's physical form was essentially set in place by the late Nineteenth Century, a modest increase in new construction in Hoboken that began in the 1970s had become by the end of the 1990s a full-fledged building boom that has touched all parts of the City. During the 1990s, Hoboken experienced its first population increase in several decades and it was a significant increase. According to the U.S. Census, Hoboken's 2000 population was roughly 38,600, an increase of 5,200 residents or 16 percent since 1990. Much of this development has been linked to new waterfront and other amenities, and is often superior in quality to new construction elsewhere.

This wave of construction, renovation, rehabilitation, and gentrification has put a strain on the City's more than century-old street system and aging infrastructure, as well as its parks, school system, and body politic. Hoboken is known for and enriched by a sizable population that stuck it out during the 1960s and 1970s when disinvestment prevailed. Now the City's population diversity is at risk of erosion due to increasing rents and property values. And in terms of its pace, Hoboken is clearly being developed in a rapid manner that has upset its sense of stability.



Hobokenites have high expectations of their community—a historic, vibrant and strategically-located urban village where one can drive to the suburbs or shore almost as easily as take a train, bus, or ferry into Manhattan. But Hoboken's popularity, especially among those who want to live in an urban environment yet own a car, has resulted in changes. Hobokenites who have found this new perfect place now see it threatened. Hobokenites want to safeguard and improve upon their urban village paradigm.

Formulating the Community's Plan

It is in this context that the City decided to undertake the preparation of a new master plan. The last full revision of Hoboken's Master Plan was completed in 1979. Since that time, various plan elements have been adopted; including a new land use plan element in 1986 and reexamination reports in 1995, 1998, and 2001. But these efforts, while producing notable positive changes, generally are based upon a document that is over two decades old. In 2001, the administration of then-newly elected Mayor David Roberts decided that the preparation of a new master plan was necessary for Hoboken to gauge what the City was at that time, and to help determine what it wants to be ten or twenty years from now.

The Master Plan Subcommittee of the Hoboken Planning Board is guiding the preparation of the new master plan along with Community Development Director Fred Bado and Environmental Services Director Cassandra Wilday. The City issued a request for proposals in late 2001 for a consultant team to assist with this pro-

ject, and selected Phillips Preiss Shapiro Associates (PPSA), with subconsultants focusing on transportation (Wilbur Smith Associates, Jeffrey Zupan), historic preservation (Mary Delaney Krugman Associates), architecture and design (Fox & Fowle Architects), business district improvements (Norman Mintz Associates), and urban design (Project for Public Spaces).

Demographic and economic data was obtained for the City. City government departments and authorities were contacted, along with outside agencies with significant operations in Hoboken such as New Jersey Transit, the Port Authority, and utility companies. Wilbur Smith Associates and PPSA prepared a geographic information system (GIS), or digital base map, for the city. A survey of existing land uses in Hoboken was completed and mapped.



As background information was being gathered, the consultant team worked with the Mayor's administration, Planning Board, and Community Development Department to set up an extensive public engagement process that went beyond outreach and validation. A total of eight interactive workshops have been held to date:

- A Master Plan kickoff "Town Hall" meeting in July 2002 to generate initial ideas
- Four topical workshops focusing on (1) economic development, (2) community resources, (3) buildings and design, and (4) circulation
- A focused workshop with the business community, and another workshop with senior citizens
- Finally, an all-day Saturday public charrette in February 2003, to apply what had been discussed in the seven prior workshops to specific areas of the City.

This interchange of ideas and priorities formed the core of the planning process. But in addition, a variety of strategies were employed to generate even more participation and insight.

- An email distribution list was set up to constantly inform civic leaders, committee and board members, and other interested parties.
- A resident survey was included as an insert in the November 24, 2002 edition of The Hoboken Reporter, and was made available at the Office of Constituent Services at Hoboken City Hall. A total of 427 responses to this survey were received by fax, regular mail, or drop-off at the Office of Constituent Services, representing a response rate of 2.5 percent—consistent with the usual 2 percent for mail back surveys.
- A merchant and business survey was mailed directly to approximately 700 businesses in Hoboken in early December 2002. A total of 74 responses to this survey were received by fax, regular mail, or drop-off at the Office of Constituent Services representing an imprecise response rate of ten percent.
- The community has been invited to submit comments, photographs, and maps. Numerous comments and many hundreds of photos have been forwarded.
- Information on the plan and how to get involved has been posted on the City's website.
- Information on the plan and how to get involved was featured at a booth at the Hoboken Art and Music Festival in September 2002.
- Perhaps most encouraging, the weekly newspaper serving the City, The Hoboken Reporter, has provided extensive coverage of this process since its inception.

The consultant team was listed earlier. But Hobokenites are part of that team too! The workshops were less about input and more about brainstorming. Virtually all of the photos in this document have been taken by City residents. The vision and passion underlying this plan is homegrown. Indeed, PPSA's project director is a Hobokenite. The Acknowledgments section of this chapter lists the community co-authors of the plan. Hoboken is enriched by its combination of old-time residents and large cadre of design and management professionals—the two main constituencies who participated in this planning process.

Public Participation

Thanks to the following members of the community for their involvement in the Master Plan process:

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...and anyone else who attended a meeting or workshop, responded to a survey, sent in a comment, or otherwise participated.

Special thanks to Hank Forrest, Sandy Sansevere, Dennis Shah, and Bill Tobias for contributing photographs for use in the Master Plan.

Thanks also to Sharon Henry, Tom Jennemann, Caryn Lissner, David Unger, and others at [The Hoboken Reporter](#) for outreach assistance.



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Thanks to Joanne Buonarota, David Calamoneri, Bill Campbell, Joseph A. Corrado, Sharon Curko, Cathy DePalma, Mary Emma, Suzanne Hetman, and other City staff members for their assistance.

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The Master Plan Subcommittee also gratefully acknowledges the contributions of Beth Mason, former Planning Board member and Master Plan Subcommittee chair; Louise Taglieri, former Planning Board and Master Plan Subcommittee member; Michael Pane and Douglas Bern, former Planning Board attorneys; and Roseanne Andreula, former councilwoman.

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Goals and Objectives

According to the MLUL at NJSA 40:55D-28, a master plan must include a “statement of objectives, principles, assumptions, policies and standards upon which the constituent proposals for the physical, economic and social development of the municipality are based.” This statement is often expressed as a series of goals and objectives. Goals are future conditions to which a community aspires, while objectives are intermediate steps toward attaining a goal. The Hoboken Master Plan is based upon the following general goals:

- Amplify Hoboken’s sense of community, encompassing its social diversity
- Enhance Hoboken’s unique setting as an urban enclave facing New York Harbor
- Protect its historic rowhouse fabric
- Celebrate Washington Street’s classic “Main Street” character
- Improve the appearance of Hoboken’s streets
- Maintain Hoboken’s urbane mix of uses
- Enhance its walkability and pedestrian amenities
- Contemporize its community facilities
- Provide additional open space and recreation facilities
- Tap into the entrepreneurial and community spirit of Hoboken’s residents

These goals serve as a basis for the plan’s objectives, which are expressed throughout this document.



II. LAND USE, PART I: AN URBAN VILLAGE



Hoboken's character is greatly enhanced by its rich heritage. The City has been essentially built out for decades. But as demonstrated by a wave of redevelopment in recent years, Hoboken is a place that is now reshaping itself, property by property. Requiring design that creates lasting buildings can help ensure that what is built in coming years will be around to enrich the physical environment for future generations.

When it was founded nearly 150 years ago, the City of Hoboken was planned in an orderly fashion that created its unique character, as well as the historic districts of today. The typical master plan looks 10 to 20 years into the future, which this plan does. But one of the primary purposes of this plan is to not just address how Hoboken will look a few decades from now, but to plan for its next 150 years – to lay the foundation for the historic districts of tomorrow.

This chapter contains the first half of the Land Use Plan Element. Its focus is on existing conditions in Hoboken, including a look at how the City came to be what it is today. Additional information regarding Hoboken's past is included in the Historic Preservation Plan Element in Chapter VIII. The second half of the Land Use Plan Element in Chapter X brings together the recommendations contained elsewhere in the document and applies them to specific areas of Hoboken. It serves as the basis for amendments to the City's Zoning Ordinance.

Historical Overview

Hoboken today is the result of conscious land use and urban design decisions made a century and a half ago. It is in fact a planned community. Even before Hoboken was incorporated as a city in 1855, its growth was guided by an orderly grid system laid out in 1804 by Colonel John Stevens. The Hoboken Land & Improvement Company undertook a series of actions in the years that followed that established the City's character.

These early interventions set the stage for a community that well over a century later would be hailed as a model urban village, with a plethora of historic resources. The City grew dramatically during the second half of the Nineteenth Century, reaching its population peak of over 70,000 in 1910. Hoboken's first zoning law was enacted a few years later in 1922. As Hoboken's population grew, its built environment grew as well, with the construction of numerous civic buildings, parks, and transportation improvements that survive to this date.

Hoboken's heritage was also shaped and saved by the changing nature of its population and economic base. The City's population has evolved from a long line of newcomers, from German, Irish, and Italian immigrants in earlier days to Puerto Ricans, Asians, artists, musicians, and young professionals more recently. Each of these groups has impacts on the City's built form, as well as its cultural life.

The changes in the economic base center around the transformation of Hoboken from an industrial stronghold to a residential community that is a regional commercial and nightlife destination. Manufacturing operations that once covered much of the City moved out of Hoboken over a few decades in the mid-Twentieth Century. A waterfront that once teemed with active docks and longshoremen became a victim of containerization of ship cargo. This cycle of disinvestment and population loss continued through the 1970s.

But ironically, it also helped maintain the City's unique character that is now one of its biggest selling points. Other urban areas were transformed by "urban renewal" in the 1950s and 1960s, as older buildings were torn

down and streets removed to be replaced by superblocks of large buildings surrounded by parking. This type of redevelopment was limited to very small areas of Hoboken, leaving intact many other neighborhoods. Many housing units were in substandard shape—15 percent of the City’s dwelling units in 1950 did not have a private toilet, and over one-quarter did not have running hot water. But most of these buildings were structurally sound, and have since been refurbished for occupancy by new residents. The stabilization and reuse of existing neighborhoods and buildings throughout Hoboken has been accompanied in recent years by a significant amount of new construction, as detailed later.

The effects of these changes are illustrated in part by the City’s varying population throughout the Twentieth Century as shown in Table II-1.

**Table II-1
Hoboken Population, 1910 to 2000**

<u>Year</u>	<u>Population</u>	<u>Change</u>	
		<u>Number</u>	<u>Percent</u>
1910	70,324		
1920	68,166	-2,158	-3.1%
1930	59,261	-8,905	-13.1%
1940	50,115	-9,146	-15.4%
1950	50,671	556	1.1%
1960	48,441	-2,230	-4.4%
1970	45,380	-3,061	-6.3%
1980	42,460	-2,920	-6.4%
1990	33,397	-9,063	-21.3%
2000	38,577	5,180	15.5%

Source: U.S. Census Bureau

Today Hoboken’s population is unique to the metropolitan New York area. The typical Hoboken resident is young, single, well educated, upwardly mobile and transient. Getting this population to put down more permanent roots is one of the challenges of this plan. Extensive demographic and housing information is included in the Housing Plan Element, Chapter VII.

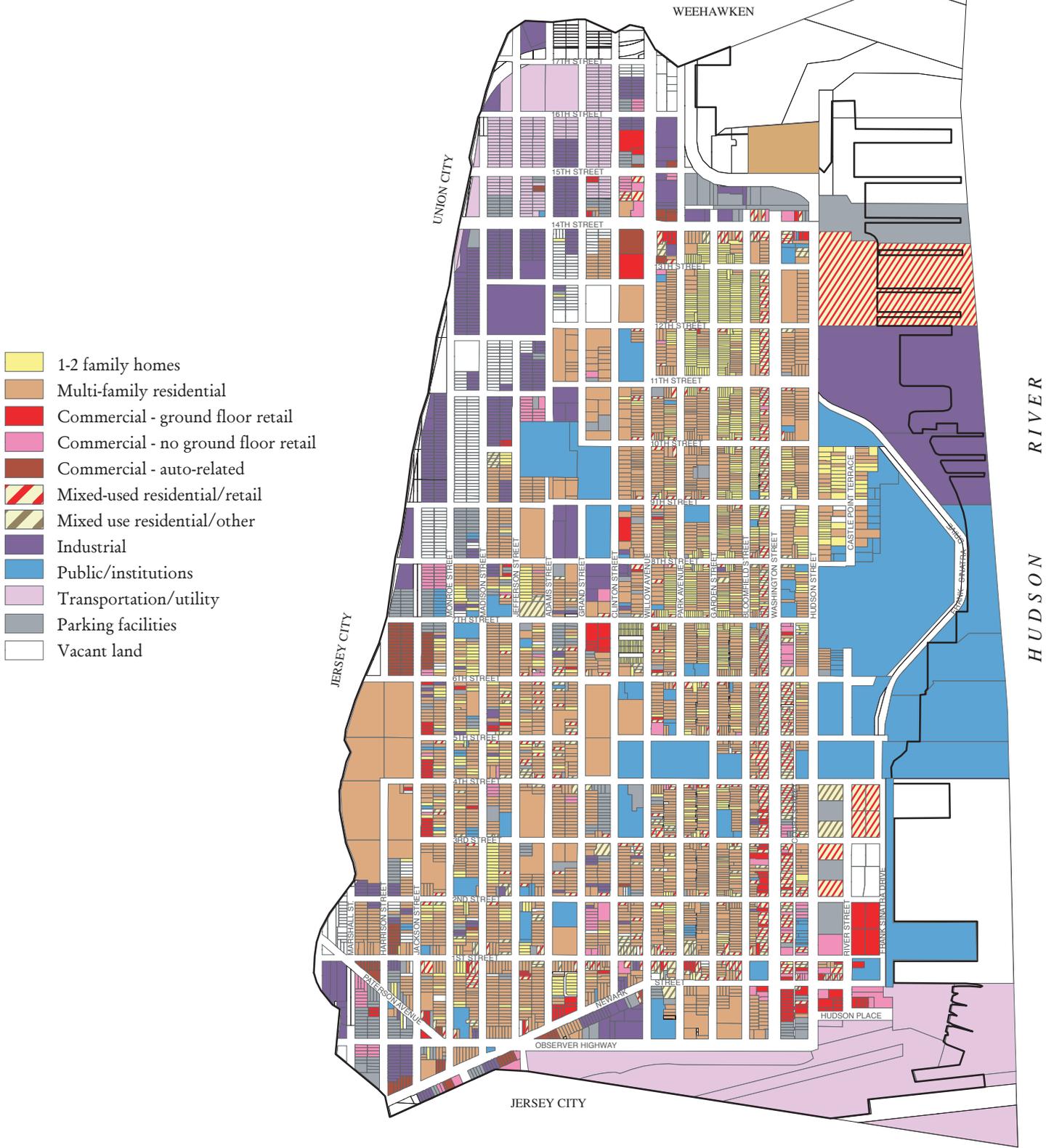
In terms of its physical characteristics, Hoboken was at one time an island in the area of Castle Point in what is now the east central portion of the City, generally between Fourth and Eleventh Streets. The outcroppings of serpentine rock near the Stevens Institute of Technology campus and along Sinatra Drive are remnants of this island. Much of the area to the south, west, and north of Hoboken Island was marshland and that over time was filled in and developed. As a result, Hoboken’s topography varies from a high elevation of approximately 70 feet at Castle Point to less than five in a few areas in the western half of the City. Many blocks in Hoboken actually are located in a flood zone.

Existing Land Use

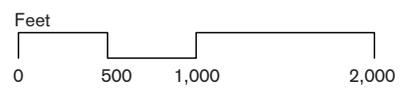
Hoboken today is essentially fully developed. As shown on the Existing Land Use Map, the City contains a mix of land uses including residential, commercial, industrial, public, and institutional.

City of Hoboken

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- 1-2 family homes
- Multi-family residential
- Commercial - ground floor retail
- Commercial - no ground floor retail
- Commercial - auto-related
- Mixed-used residential/retail
- Mixed use residential/other
- Industrial
- Public/institutions
- Transportation/utility
- Parking facilities
- Vacant land



Map prepared by Phillips Preiss Shapiro Associates, Inc.
 April 2003
 Base map source: Wilbur Smith Associates

Several parts of the City stand out or are unified in some fashion. These notably include the five general areas described below. Recommendations for these geographic areas are discussed in more detail in Chapter X, Part II of the Land Use Plan Element.

Terminal Area

Hoboken Terminal, located in the extreme southeast corner of the City, is a major transportation hub. It is surrounded by dense, primarily commercial, development. A large number of bars and restaurants are concentrated in this area at street level, with offices and some residential uses located on upper floors. Two blocks located east of River Street just north of the Terminal were recently redeveloped as part of the South Waterfront Redevelopment Area described below. The plan for this area was modified over the course of a few decades, resulting in the current plan with development west of Sinatra Drive and public open space to the east.

The Terminal area is the scene of recent and prospective public and private investment. Its challenges have to do with balancing its nature as a regional hub and local amenity.

Business Districts

Washington Street is Hoboken's main commercial spine. This fifteen-block long street is developed for its entire length with buildings ranging from two to five stories in height. A concentrated commercial area is located south of Seventh Street, followed by more limited commercial space for the next few blocks, with a northern commercial node generally in the area around Fourteenth Street. Residential uses are located on upper floors of most buildings along Washington Street's entire length, with some entirely residential buildings in some locations. The street has a very pedestrian-friendly character with wide sidewalks and only a handful of driveways. Enhancing Washington Street as the city's "Main Street" and meeting place is one of this plan's priorities.

There are other commercial concentrations throughout the City. First Street is lined with retail and service commercial uses as well as professional offices along much of its length. Fourteenth Street has pedestrian-oriented commercial uses between Sinatra Drive and Garden Street, as well as a node of generally automotive-oriented uses in the area of its intersections with Park and Willow Avenues. Some other east-west streets have small clusters of shops and services just off Washington Street; some like Fourth Street continue for three blocks west, while others like Tenth Street are limited to a short distance from Washington. There are retail clusters located in a few places elsewhere in the City, which are mostly remnants of once-larger satellite business districts, as well as some scattered small shopping centers and supermarkets. Scattered retail adds to the convenience of living in Hoboken without easy access to a car; but in some places residents complain about the noise and nuisance associated with some uses, such as bars.

Central City Neighborhoods

A large portion of Hoboken's land area is developed with residential neighborhoods. As an older urban community, most of these neighborhoods are not only residential, but also have other uses interspersed among the rowhouses and walk-ups that define the City. Most residents live within a few blocks some type of convenience retail or service use, such as a cleaners or small grocery store, as well as an institution such as a school or house of worship. In some areas, older uses such as automotive repair, butcher shops, or funeral homes stand next to—and usually below—residential uses.

There is no one typical neighborhood in Hoboken. Some areas have a unified character, such as the blocks of brownstones on upper Bloomfield and Garden Streets, or rows of five story walk-up tenements on Park or Willow Avenues. Other areas have ranges of heights and building styles in a single block.

However, there is what some call a "Hoboken look," which is actually a series of design features. Traditional Hoboken residential buildings are low- to mid-rise, generally between two and five stories. Many have stoops

in front, with a ground floor halfway below grade. But the ground level is either devoted to residential or commercial uses, not parking. Fences in front of a small, generally paved, yard are common – in Hoboken, garage sales are called “gate sales” due to the prevalence of such fenced-in yards. Buildings are generally faced with masonry, at least when constructed. Windows are large, with height as least twice the width. Decorative features such as cornices break up facades. Based on our outreach, Hoboken residents are in love with this paradigm, which should, in their view, shape the style and character of all but especially infill development.

Waterfront

Like other areas in Hoboken, the waterfront has undergone a dramatic transformation. The once bustling docks have largely been replaced; the only active industrial use left on the waterfront is Union Drydock, located just north of Castle Point Park. Housing and offices have replaced warehouses and railroad tracks. Parks have taken over piers. A waterfront walkway already exists along a large portion of the waterfront. Hoboken will soon be the first community on the New Jersey shore of the Hudson River to complete its State-mandated waterfront walkway.

There are still some unresolved issues with regard to the waterfront, however. For example, much of the ground floor retail space located on the west side of Sinatra Drive facing the waterfront currently is vacant. But this will likely change when the redevelopment of the waterfront is closer to completion. And as with any redevelopable land in Hoboken, there is debate as to what the waterfront should look like. As the final pieces fall into place in this area, decisions need to be made as to what role the waterfront will serve in the community.

West Side/Northwest Redevelopment Area

The area of Hoboken with the most potential to be transformed is a large swath along its west side, including both the southwest and northwest corners of the City. Most of the last remaining large industrial concerns in Hoboken are located in this area. Some of these, such as Cognis (formerly Henkel) will soon be gone, with others likely to follow in coming years. The Hudson-Bergen Light Rail Transit system is being constructed along the western edge of the City, with two stations in Hoboken—at Second and Ninth Streets—scheduled to open within the coming year. A recently approved large-scale mixed-use development known as Village West will bring new housing, shops, and cultural facilities to the area adjacent to the Ninth Street station.

This area truly is Hoboken’s final frontier, an area that will change in the next few decades, although how it will look when complete is still to be determined. Some uses will remain in this area; such as PSE&G substations and the North Hudson Regional Sewerage Authority treatment plant at the west end of Sixteenth Street. But other uses, such as blocks of surface parking for buses and mostly vacant industrial buildings, will become available for redevelopment. Further south in this part of the City, there are changes occurring both within and close to the cluster of Hoboken Housing Authority affordable housing developments. The far southwest corner of the City also has the possibility of transformation with an eclectic mix of residential, commercial, and industrial uses crisscrossed by high-traffic streets and located close to the Second Street light rail station.

Existing Zoning

Overview

Zoning is a legal tool for regulating development. In general, zoning ordinances control permitted uses, intensity, and bulk (e.g., setbacks, height). Zoning usually includes text regulations as well as a map of zone districts. The New Jersey Municipal Land Use Law (MLUL) permits municipal governing bodies (the City Council in Hoboken) to adopt a zoning ordinance. According to the MLUL, a zoning ordinance generally must be “substantially consistent” with the municipality’s master plan. Permitted uses in New Jersey include

principal uses (the primary use of a property), accessory uses (only permitted in conjunction with a principal use), and conditional uses (permitted only if certain criteria are met).

The structure of the Hoboken Zoning Ordinance seems relatively straightforward: three residential districts, two industrial districts, and two review districts. However there are also two residential subdistricts, one industrial subdistrict, and three review subdistricts. There are also three redevelopment areas whose regulations supersede those of the underlying zoning districts. The various zone districts in the current Hoboken Zoning Ordinance are shown on the Existing Zoning map and are described below.

Residential Districts

There are three residential districts in the City: the R-1, R-2, and R-3 Zones. Residential buildings and retail businesses and services (in accordance with certain regulations) are permitted principal uses in all three zones. Additional uses such as schools or restaurants are permitted in these zones as accessory or conditional uses. Maximum permitted building height is three stories or 40 feet in the R-1 Zone. In the R-2 and R-3 Zones, maximum permitted building height is 40 feet and three residential stories, regardless of whether or not ground level parking is provided. Maximum permitted density in the is limited in all three residential districts by requiring a minimum site area of 660 square feet per dwelling unit, which permits three dwelling units on a “typical” 2,500-square foot lot.

There are also two residential subdistricts. Also referred to as “overlay zones,” these districts cover a portion of a larger zoning district (such as the R-1 Zone) and provide additional development regulations within these areas. These zones are the R-1(E) and R-1(CS) Subdistricts. The R-1(E) Subdistrict generally covers the campus of Stevens Institute of Technology and provides additional standards for development in this zone. The R-1(CS) Subdistrict covers the portion of Court Street located in the R-1 Zone.

Maximum permitted building heights in all zones are listed in Table II-2.

Industrial Districts

The I-1 Zone covers most of the northwest corner of Hoboken, although a large portion of it is superseded by the Northwest Redevelopment Area (see below). This district permits industrial uses, office buildings, research laboratories, warehouses, and utilities, with other uses permitted as conditional uses. Maximum permitted building height in the I-1 Zone is four stories or 80 feet for principal buildings, 1½ stories or 30 feet for accessory buildings.

The I-2 Zone is located along almost the entire southern border of the City. Permitted uses in the I-2 Zone include food processing and related storage and distribution, manufacturing, retail businesses and services, and public buildings and uses, with other uses permitted as conditional uses. In the I-2 Zone, maximum permitted building height is two stories or 40 feet for principal buildings, 1½ stories or 30 feet for accessory buildings.

There is also an I-1(W) Subdistrict, which encompasses the entire northeast waterfront area of Hoboken. This zone permits the manufacturing, office buildings, and research laboratories. It also permits “planned unit developments,” which may include a mix of residential, commercial, industrial, public, or quasi-public uses. Residential uses must comprise 25 percent to 85 percent of the gross use area of a development, while other uses must comprise 15 percent to 75 percent. The height regulations vary for different uses, with a maximum height of 125 feet in a portion of a development if certain standards are met. In general terms, the maximum permitted height of residential or office buildings is eight stories or 85 feet.

Review Districts

The City’s two review districts are the CBD Zone and the Waterfront Zone.

City of Hoboken

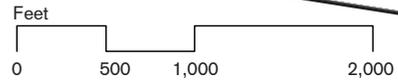
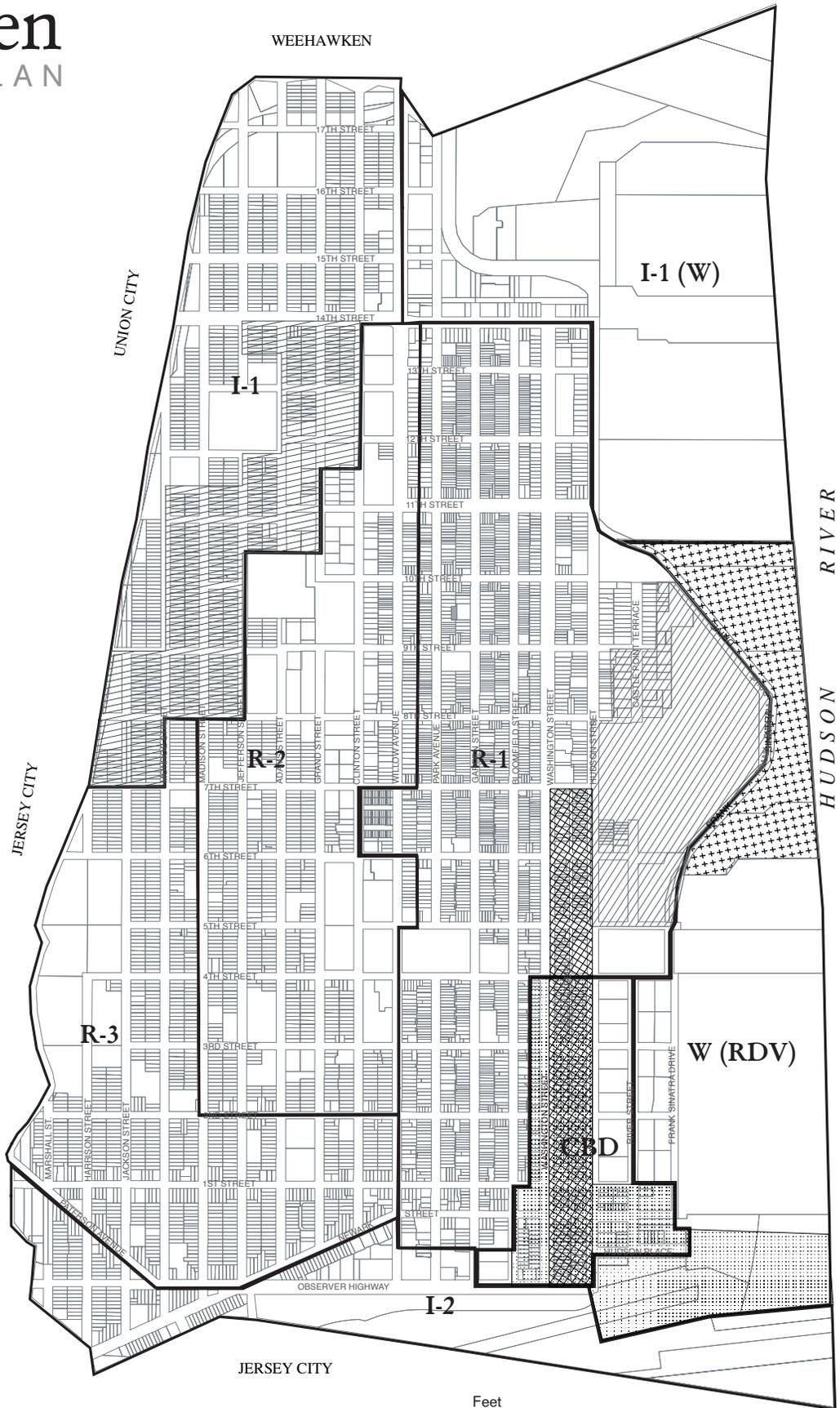
MASTER PLAN

WEEHAWKEN

— Zoning Boundary

Overlay Zoning

-  CB (CS)
-  CBD (H)
-  NWRD
-  R-1 (CS)
-  R-1 (E)
-  W (H)
-  W (N)



Map prepared by Phillips Preiss Shapiro Associates, Inc.
 April 2003
 Base map source: Wilbur Smith Associates

Existing Zoning

The CBD Zone encompasses the approximate boundaries of Hoboken's central business district, generally located south of Fourth Street between the middle of River Street and the west side of Washington Street. Two subdistricts of the CBD Zone are the CBD(H) Subdistrict, covering much of the southern and western areas of the zone, and the CBD(H)(CS) Subdistrict, which encompasses the southern stretch of Court Street. A wide variety of commercial and residential uses are permitted in the CBD Zone and the two subdistricts. The maximum permitted height in the CBD Zone is sixteen stories or 160 feet, although this height is only permitted in four blocks within this zone that are not part of subdistricts. However, in the CBD(H) and CBD(H)(CS) Subdistricts that encompass the majority of the CBD Zone, the maximum permitted height is the prevailing height of the block in which a building is located, but not in excess of five stories.

The Waterfront District includes the W(H) Subdistrict covering Hoboken Terminal, the W(N) Subdistrict covering the area on the east side of Sinatra Drive underneath Castle Point, and the W(RDV) Subdistrict covering the South Waterfront Redevelopment Area (see below). Limited uses are permitted in the W(H) and W(N) Subdistricts, with maximum permitted building height of two stories or 35 feet in these areas. Development in the W(RDV) Subdistrict is regulated by the South Waterfront Redevelopment Plan.

Redevelopment Areas

The New Jersey Local Redevelopment and Housing Law at NJSA 40A:12A allows municipalities to designate a property or multiple properties as an "area in need of redevelopment." There are specific requirements for so designating an area, and development in such an area is then regulated by the standards contained in a redevelopment plan. These regulations supersede the underlying zoning in a redevelopment area. Hoboken has two active redevelopment areas.

The first is the Northwest Redevelopment Area, which covers all or part of 22 tax blocks located west of Clinton Street between 7th and 14th Streets. There are three zones within this redevelopment area in which different uses and building heights are permitted: Zone 1 (mid-rise residential and non-residential), Zone 2 (high-rise residential and non-residential), and Zone 3 (non-residential only). In addition, office/research labs, factory outlet stores, and public parking garages permitted uses in all areas. Permitted building height is 120 feet in Zone 2 (adjacent to transit) and 60 feet in other zones. Floor area and height bonuses permit maximum height to be increased to 140 feet in Zone 2 and 65 feet in Zone 1.

The second is the South Waterfront Redevelopment Area, which incorporates three blocks located between Hudson, River, First, and Fourth Streets, as well as the public lands to the east. The Waterfront Corporate Center office development is located on the southernmost parcel (Block A). This recently completed development includes approximately one million square feet of office space. The northernmost parcel (Block C) is developed with a residential building known as 333 River Street. Ground level commercial space is provided in both of these developments. A hotel and office building are proposed for the Block B, the middle parcel.

There is also the Observer Highway Redevelopment Area, which generally includes portions of two blocks fronting on Observer Highway from Bloomfield Street to Park Avenue. This redevelopment area has been built out in accordance with the redevelopment plan resulting in two high-rise residential buildings.

**Table II-2
Maximum Permitted Building Heights
Current Hoboken Zoning Ordinance**

Zone	Permitted Height	
	Stories	Feet
R-1	3	40
R-1(E)	4 (within 200 ft. of residential zone), 10 (beyond 200 ft.)	40 (within 200 ft. of residential zone), 100 (beyond 200 ft.)
R-1(CS)	3 (principal), 1 above garage (accessory)	40 (principal), 30 (accessory)
R-2	4 (if 3 over parking) or 3 (without parking)	40
R-3	4 (if 3 over parking) or 3 (without parking)	40
I-1	4 (principal bldg.), 1½ (accessory bldg.)	80 (principal bldg.), 30 (accessory bldg.)
I-1(W)	Manufacturing: 4 Offices/research: 8 Marinas and retail: 2 Retail: 2 Residential: 8 Parking: 8	Manufacturing: 80 Offices/research: 80 (may be increased to 85 in a Planned Unit Development) Marinas and retail: 30 (may be increased to 80 in a Planned Unit Development with rooftop parking) Residential: 85 (125 in a Planned Unit Development in certain cases) Parking: 80
I-2	2 (principal bldg.), 1½ (accessory bldg.)	40 (principal bldg.), 30 (accessory bldg.)
CBD	16	160
CBD(H)	Prevailing, not to exceed 5	--
CBD(H)(CS)	Prevailing, not to exceed 5	--
W(H)	2	35
W(N)	2	35
W (RDV)	125 ft., 175 ft. within 1,500 ft. of Hoboken Terminal	--
NW RDV	Zone 1: 60 ft., 65 ft. w/ bonus Zone 2: 120 ft., 140 ft. w/ bonus Zone 3: 60 ft.	--

Buildings in Hoboken are generally low-rise to mid-rise in character. Most neighborhoods have buildings ranging in height from two to five stories. However, some newer buildings are six stories or more in height, with some recently constructed projects that are over ten stories high. The building height map on the following page shows the existing distribution of building heights throughout the City.

City of Hoboken

MASTER PLAN

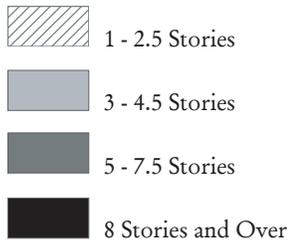
WEEHAWKEN

UNION CITY

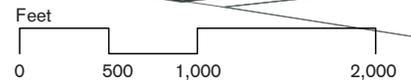
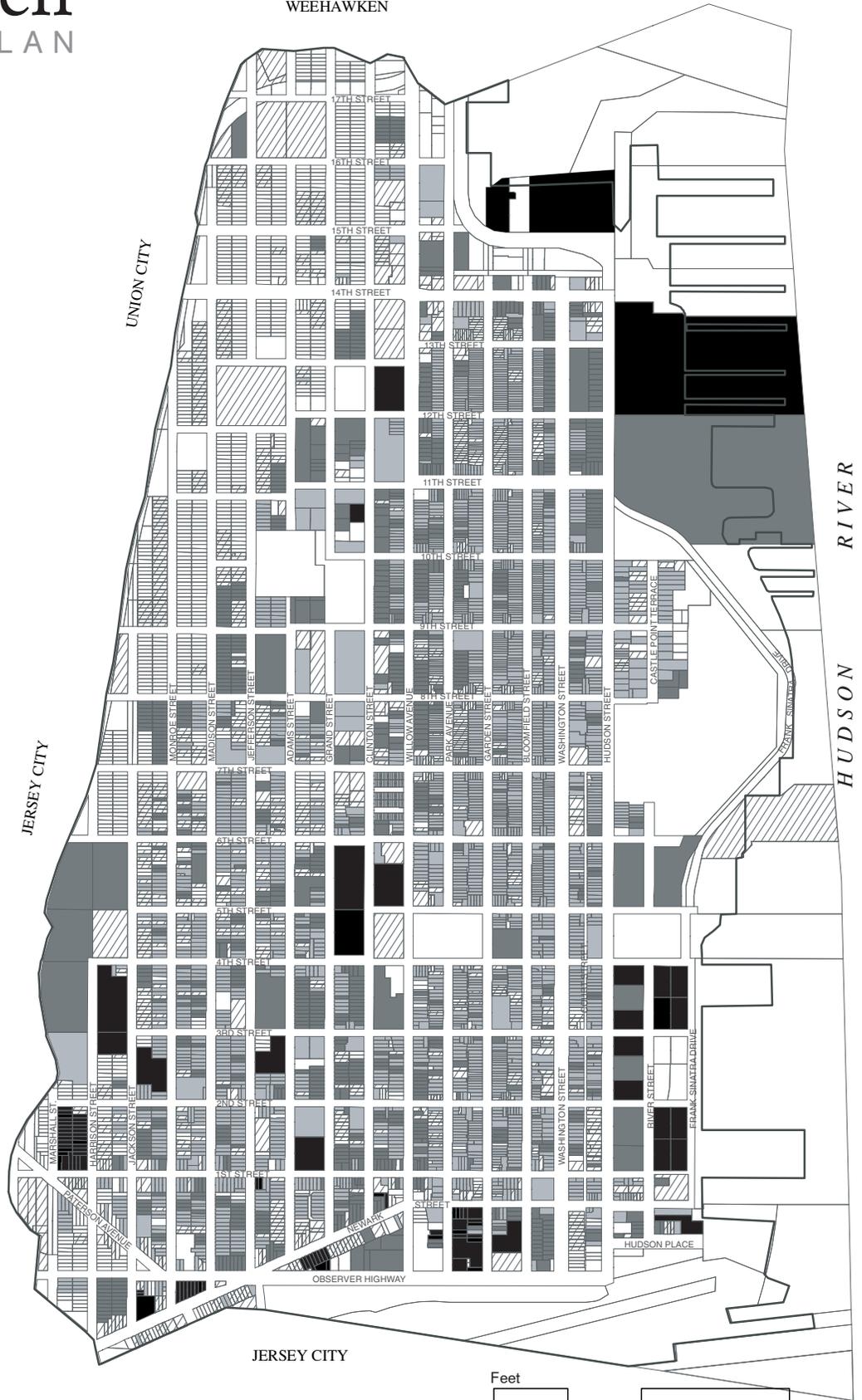
RIVER
HUDSON

JERSEY CITY

JERSEY CITY



**Building heights not shown on parks or NJ Transit properties.*



Map prepared by Phillips Preiss Shapiro Associates, Inc.
April 2003
Base map source: Wilbur Smith Associates

Building Heights

Recommendations

General Concepts

1. **Promote and enhance Hoboken's historic character and design image.** One of Hoboken's defining traits is its compact grid lined with many attractive older buildings. It is this character that contributes to the City's neighborliness and its desirability as a place both to visit and to live, as well as to its walkability. Additional detailed recommendations are provided throughout this plan that address this general concept, but the overall objective should be for the City to do all it can to ensure Hoboken reinforces what separates it from suburban communities, or even from other urban areas that no longer have these traits.
2. **Continue to promote a pedestrian-friendly environment.** Hoboken is a walkable community. According to the US Census, residents of fully one-third of Hoboken's households do not have an automobile available, and over two-thirds of Hoboken residents take public transportation or walk to work. But nearly all Hoboken residents—including those who own cars—are pedestrians as well. The policies of the Master Plan should encourage development and government actions that continue to make the City a safe and inviting place to walk.
3. **Maintain an appropriate mix of land uses.** For much of the Twentieth Century, it was common planning practice to promote the separation of incompatible land uses from one another. But most older communities, particularly those in urban areas, were developed with a mix of uses. Hoboken is proof that a wide range of land uses can coexist in a small area, with certain limitations. New development in Hoboken should generally continue this type of arrangement, with uses limited to those permitted in the zone district in which a project is located.
4. **Locate uses that require large amounts of parking and vehicular traffic away from residential areas and the City's core.** There are, of course, certain land uses that are not compatible with the established, pedestrian-oriented nature of much of Hoboken. These land uses include automotive-oriented commercial development and larger scale retail stores. These types of uses should be strictly regulated to ensure that, both in terms of location and design, their impact on the City is minimized.
5. **Enhance physical and visual connections between the waterfront and the rest of the City; and between the Palisades and City.** As a municipality founded nearly 150 years ago, much of Hoboken's natural environment has long since disappeared. The Hudson River and the cliffs of the Palisades flank Hoboken, and serve as reminders of the City's past. They also provide visual relief in a densely developed community with limited open space resources. Visual connections such as view corridors and limitations on height, as well as actual connections, should be encouraged where possible.
6. **Encourage any future redevelopment of existing public buildings for public, cultural, and civic uses.** Hoboken has lost many of its former public buildings to reuse by the private sector. While this technique has perhaps saved some historic structures by providing financially viable restoration options, the City has many community facilities and recreation needs with limited space for development of such amenities. The continuing escalation in property values also has made it prohibitive for government acquisition of new facilities without significant subsidies or other market intervention. The City should protect its existing resources, and consider them for public reuse before losing even more of such facilities. Exceptions should be considered only when the high value of property warrants its sale, and the proceeds will support the purchase of community facilities elsewhere in Hoboken.
7. **Coordinate development decisions with adjacent municipalities and Hudson County.** Hoboken's location in a densely populated county just outside the nation's largest city, with significant access limitations, makes it dependent on what happens outside its borders. Cooperation with the three neighboring municipalities and the County is vital to ensuring that

the development decisions of one community do not adversely impact the quality of life in another one.

8. **Work with institutions to ensure that any future growth is appropriate in terms of location, scale and design.** Hoboken is strengthened by Stevens Institute of Technology and St. Mary Hospital, as well as other smaller institutions. It is important that the City and these entities recognize their mutually dependent relationship in planning for future growth.

Building and Site Design

1. **Promote compatibility in scale, density, design, and orientation between new and existing development.** Maintaining the desirable character of Hoboken means acknowledging the relationship between old and new development. In particular, new construction, as well as rehabilitation of older buildings, should reflect older architectural styles present in the City, but not simply mimic historic building design. Historical precedent should provide a basis for new construction so that the character of the City is not
2. **Require buildings to be oriented to the street.** Although there have been few examples of non-street-oriented development, it is clear this type of arrangement is generally out of character with the predominant type of design in Hoboken. In some instances, such as Willow Terrace, a different type of design can be created that still creates internal “streets,” even when not facing directly onto a public street. This type of deviation should only be permitted when there is a significant public benefit from allowing such a design.
3. **Continue to promote stoops (and stoop life).** Hoboken’s traditional residential building type has addressed the street in a manner that has a transition from the private space of a home to the public realm of the sidewalk. In recent years, however, many new buildings have been constructed without this type of intervening space. These features should be provided in new development, and preserved in rehabilitation of older buildings.
4. **Encourage ground floor and basement apartments where possible.** This type of development is not possible in some parts of the City due to flood regulations. But in other areas, apartments at or below grade enable provision of additional units in buildings with lower heights, while adding to life on the street level that is absent when blank walls or parking areas are provided along the sidewalk.
5. **Continue to hide parking on the ground level of buildings.** As noted above, garage doors or blank walls related to parking areas deaden the pedestrian experience at street level. Ideally, parking should be screened by residential or retail uses. At a minimum, the appearance of garages should be masked by regulating the size and appearance of garage doors and windows as well as exterior finish. More detail is provided in the Circulation Plan Element.
6. **Provide open space on the interior of blocks by providing and protecting rear yards.** The typical Hoboken block is a “doughnut” with a “hole in the middle” comprised of rear yards behind buildings. The existing residential zone regulations prohibit development in rear yards through setback and building coverage requirements, but either through variances or illegal intrusions into the rear yard, some buildings have been permitted to cover the entire lot. The cumulative effect of this type of development is to take away some of what little open space is provided on many residential blocks. Variances from these requirements should be few and far between, if granted at all.
7. **Refine existing building façade regulations.** The existing Zoning Ordinance has detailed facade regulations for residential buildings, which have helped to improve the overall quality of new development and substantial rehabilitations. But as is the case with most design guidelines, there are ways to comply with the letter of the law while violating the spirit of it. These regulations should be modified to reduce the possibility of unintended design “solutions.” Particular changes to be considered should include the mix of building materials, amount of fenestration at ground level, provision of additional ground level pedestrian entrances in larger buildings, and staggering of roof line heights of larger buildings.

8. **Consider incentive zoning to restrict the maximum width of buildings, but permit wider buildings if certain amenities are provided.** Except where broken up by older factory buildings that have been converted to residential use, Hoboken’s traditional development pattern is characterized by blocks of smaller buildings. Some residential buildings constructed in recent years have been more monolithic in nature, sometimes taking up half the length of a block. These types of buildings should be discouraged unless significant public benefits are provided, such as public open space, public parking, or affordable housing units.
9. **Require the provision of rear yard trees where possible.** As Hoboken is limited in its open space, any additional green space and vegetation can have a significant impact. In addition to street trees, additional trees should be considered in the rear yard area, particularly on larger sites.
10. **Enact “green architecture” requirements for new construction.** Small changes to building design can go a long way to creating sustainable development in Hoboken; that is, construction that reduces energy use and impacts such as stormwater runoff. Additional detail is provided in the Utility Service section of the Community Facilities Plan Element.
11. **Enact “quality housing” model design guidelines for new construction.** This approach would include a point system for new housing construction that assigns points based upon certain amenities. These could include high percentages of units with three or more bedroom or affordable units, provision of trees, provision of open space or community facilities, green architectural elements, and design features such as high ceilings or larger windows. Applicants would need to meet a certain minimum score that could be obtained through a choice of components. Deviations from stoop requirements, maximum width, etc. could be tied to quality housing requirements. These requirements should be regularly updated to reflect changing priorities and housing economics.

Streetscape Design

1. **Provide additional street trees.** Trees add to the walkability of Hoboken’s streets and should be required for new construction and substantial rehabilitations where possible. In conjunction with the Shade Tree Commission, a list of acceptable street trees (i.e., those that do not interfere with pedestrian traffic, overhead utility wires, or underground utilities) should be prepared and included in the Zoning Ordinance.
2. **Encourage the removal of overhead utility wires.** Burying aboveground utility wires would vastly enhance Hoboken’s appearance and ease the planting of street trees. Until utility lines are buried—or if they cannot be buried—there are ways to soften their impact. One possible solution is to consolidate transformers on poles. Additional detail is provided in the Utility Service section of the Community Facilities Plan Element.
3. **Provide additional public art, design features, and interpretive signage.** Hoboken has a rich heritage, including a history of creativity. This heritage should be showcased where possible. The periodic or permanent installation of artwork or unique design features would enhance the character of the City. In addition, signage related to historic or noteworthy sites should be provided.
4. **Prohibit the construction of additional pedestrian skywalks.** The Zoning Ordinance permits a bridge over Clinton Street to connect the Midtown Parking Garage with St. Mary Hospital. Although this skywalk may make sense for this particular location, future skywalks in any other part of the City should be prohibited as they detract from the pedestrian-oriented nature of Hoboken and are not consistent with the City’s character.
5. **Prohibit new surface parking lots or other open parking areas.** Land in Hoboken is at a premium, and as such, there should not be surface parking lots taking up land solely for the storage of motor vehicles. Where new parking lots are necessary, they should be constructed as multi-level facilities that are masked in their appearance by other uses on the exterior. Strong consideration should also be given to covering lots with open space.

6. **Upgrade landscape requirements for existing off-street parking lots.** Where surface parking lots already exist, additional trees and other plantings should be provided to soften their appearance. Street trees should be provided along street frontages, with shrubbery along parking aisles to block automobiles from view. Trees should also be planted on islands within larger parking lots.
7. **Restrict new curb cuts.** The creation of new curb cuts (or driveway openings) is limited by the Zoning Ordinance. They are prohibited for new or existing development in the R-1 Zone as well as on Washington Street in the R-1 and CBD Zones. Curb cuts also are not permitted in any zone on sites with less than 50 feet of street frontage and on east-west streets with 50 feet of right-of-way unless access is being provided to multiple sites. These regulations have been helpful in limiting creation of new driveways, but consideration should be given to expanding their reach. Curb cuts should be prohibited within all historic districts. The minimum lot width threshold also should be increased to at least 75 feet.

Historic Preservation

Detailed information about historic resources in Hoboken, as well as recommendations related to preservation, are listed in the Historic Preservation Plan Element, Chapter VIII. The general recommendations of the Historic Preservation Plan Element are included here in the Land Use Plan Element to reinforce their applicability to the built environment throughout the City. These are listed below:

1. Safeguard the heritage of Hoboken by preserving buildings and other features within the City that reflect elements of its cultural, social, economic, and architectural history.
2. Encourage the continued use of historic and/or noteworthy buildings, structures, objects, and sites and to facilitate their appropriate reuse.
3. Discourage the unnecessary demolition or other destruction of historic resources, including buildings as well as features such as signs, smokestacks, and other relics of Hoboken's industrial past.
4. Encourage proper maintenance of and reinvestment in buildings and structures within the City.
5. Protect Hoboken's historic resources by expanding locally regulated historic districts.
6. Encourage contemporary building designs for new construction that complement Hoboken's historic buildings without mimicking them.
7. Maximize National Register listings for individual properties and/or districts.
8. Consider designating Hoboken's historic public and institutional buildings as local landmarks.
9. Commission a citywide cultural resources survey to update and expand the 1978-1980 survey.
10. Recognize architectural styles that reflect various periods of Hoboken's history and promote their preservation.
11. Revise and update the existing historic preservation ordinance to comply with current preservation ordinance standards for format and content.
12. Revise the Zoning Ordinance to better integrate historic preservation considerations into the development review process.
13. Make Historic Preservation Commission procedures more specific and predictable.
14. Improve the enforcement of Historic Preservation Commission actions.
15. Publish more detailed design guidelines.
16. Increase public awareness of Hoboken's architectural heritage.
17. Consider becoming a Certified Local Government, so as to increase the amount of input on public undertakings and qualify for preservation grants.
18. Encourage the creation of historic plaques and markers, as well as preservation of relics, to commemorate Hoboken's past.

III. OPEN SPACE, RECREATION, AND CONSERVATION: GREENING THE CITY

Hoboken is a densely developed city that has some terrific existing parks, but is in need of additional parks, recreation, and open space. Its youthful demographics create a considerable constituency for active recreation, particularly sports such as bicycling, rollerblading, and kayaking, as well as outdoor places to socialize. As the city’s residential areas expand, there is a growing need for parks and recreation everywhere.

The Master Plan introduces new open space features throughout the City, ranging from small interventions to large facilities, that will improve the quality of life for Hoboken’s residents, workers, and visitors. These actions can be summarized in three concepts:

- Green connections: reclaim the waterfront and gritty properties to create a circuit of parks and recreational amenities that will attract users from throughout the City
- Green plazas: create (and enhance existing) multi-use multi-generational plazas and playgrounds serving population within a short walking distance
- Green design: make lots, roofs, and streets more environmentally friendly



Right now, there are 0.78 acres of park for every 1,000 residents—well below (for example) New York City’s standard of 2.5 acres. The open space deficit in Hoboken can be overcome, but it will require the will to ensure that new open space amenities are provided at every possible opportunity, such as in conjunction with large-scale development projects, redevelopment plans, or government actions.

Existing Conditions

Hoboken has four parks that are integrated into its street grid: Church Square, Columbus, Elysian, and Stevens (Hudson Square) Parks. These older parks, while relatively small, serve as gathering places for nearby neighborhoods and break up the developed nature of the City. There are some other existing small, older parks throughout the City. These include a park on the Hoboken Housing Authority’s property at 4th and Jackson Streets and two “pocket parks”, one at 3rd and Madison Streets and one on east side of Willow Avenue between 13th and 14th Streets. Information regarding these and other parks in Hoboken is listed in Table III-1. These parks also are shown on the existing open space map.

The City’s open space inventory has increased dramatically in the past few years with the addition of some new parks. The first of these is Sinatra Park, which was important for being the first significant public open space on the Hoboken’s waterfront. This park was followed a short time thereafter by the opening of Pier A Park and the first leg of the Hudson River Waterfront Walkway. Pier A covers four acres in the Hudson River at the south end of the City, and in a short time has become a popular recreation destination. It also is home to movie screenings, recreation classes, and special events.

The Hudson River Waterfront Walkway will eventually stretch 18.5 miles along the New Jersey coast of the Hudson River and New York Harbor from Fort Lee to Bayonne. The walkway is being constructed through the New Jersey Department of Environmental Protection, which requires the provision of land at the water’s edge by developers of waterfront property. While the creation of the walkway is progressing slowly in some areas, Hoboken’s portion is over halfway complete. The original southern section now extends from Hoboken Terminal to Sinatra Park at Sixth Street, with other completed portions along Sinatra Drive beneath Cas-

tle Point (as part of Castle Point Park), from Twelfth to Fourteenth Streets in the Shipyard development, and adjacent to the Hudson Tea Building at the north end of Washington Street.

One park that was reconstructed in recent years is the Multi-Service Center Park, which is comprised primarily of a combination basketball court/roller hockey rink.

There are more parks currently under construction, including Jackson Street Park inside the shell of the former City Garage and a small park being built as part of the Shop Rite supermarket project, with a few other parks in various stages of planning. These are listed in Table III-2, and include the following: Pier C, located a short distance north of Pier A; a four-acre park included as part of the approved redevelopment of the Maxwell House property; a 56,000-square foot public plaza that will be part of the Monroe Center development adjacent to the Ninth Street light rail station; and a small park at the north end of Block B on the southern waterfront. Also planned are the final segments of the Waterfront Walkway. Four of these segments—an existing parking lot for Stevens Institute of Technology, Union Drydock, the Maxwell House property, and portions of the Weehawken Cove waterfront—will be completed as developments are constructed. The remaining portion of Weehawken Cove at Hoboken's northern border is being completed by Hudson County.

**Table III-1
Existing Public Open Space**

<u>Name</u>	<u>Location</u>	<u>Size (acres)</u>	<u>Owner</u>
1. Castle Point	East side of Sinatra Drive under Castle Point	1.5	City*
2. Church Square	Between 4 th , 5 th , and Garden Streets and Willow Avenue	3.2	City
3. Community garden	3 rd and Jackson Streets	0.1	City
4. Elysian	East side of Hudson Street between 10 th and 11 th Streets	2.5	City
5. Madison Park	3 rd and Madison Streets	0.2	City
6. Multi-Service Center	2 nd and Adams Streets	0.5	City
7. Pier A	Hudson River at 1 st Street	4.8	City
8. Pocket park	East side of Willow Avenue between 12 th and 13 th Streets	0.1	City
9. Pocket park	Newark Street at southwestern entrance to City	0.1	City
10. Sinatra	East side of Sinatra Drive between 4 th and 6 th Streets – 1.2 acres,	1.4	City
11. Stevens (Hudson Square)	Between 4 th , 5 th , and Hudson Streets and Sinatra Drive	3.0	City
12. Waterfront Walkway	Bloomfield to 12 th Streets, Union Drydock to Stevens parking lot, Sinatra Park to Hoboken Terminal	1.5	City and private owners
13. JFK Stadium	10 th and Jefferson Streets, adjacent to Columbus Park	4.0	Board of Education
14. Housing Authority	4 th and Jackson Streets	1.7	Housing Authority
15. Columbus	West side of Clinton Street between 9 th and 10 th Streets	3.2	Hudson County
16. Lackawanna Plaza	North side of Hoboken Terminal	0.5	New Jersey Transit
17. Shipyard Park	West side of Sinatra Drive between 12 th and 13 th Streets	1.0	Private
18. Shipyard piers	13 th and 14 th Street on Hudson River	<u>0.7</u>	Private
Total		30.0	

* Long-term land lease from Stevens Institute of Technology

SOURCES: City of Hoboken; 2002 Hoboken Master Plan Reexamination

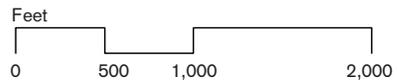
There are other existing open spaces that are not listed in Table V-1. Most notably, the campus of Stevens Institute of Technology includes open spaces that are primarily used by Stevens' students and staff. Although it is not officially open to the general public, much of the campus and its facilities are readily accessible to visitors. There are also numerous small private open spaces in residential developments throughout City. The size and quality of these spaces varies greatly.

City of Hoboken

MASTER PLAN

WEEHAWKEN

-  Existing Parks and Recreation
 -  Existing Waterfront Walkway
- Note: Numbers are keyed to Table III-1.



Map prepared by Phillips Preiss Shapiro Associates, Inc.
 April 2003
 Base map source: Wilbur Smith Associates

Existing Open Space

**Table III-2
Currently Planned Parks and Open Spaces**

<u>Name</u>	<u>Location</u>	<u>Size (acres)</u>	<u>Owner</u>
A. Jackson Street	Jackson Street between 1 st and 2 nd Streets	0.1	City
B. Pier C	Hudson River at 4th Street	2.5	City
C. Waterfront Walkway	Missing segments at Stevens parking lot, Union Drydock, Maxwell House, and remainder of Weehawken Cove	1.8	City and private owners
D. Block B, South Waterfront	3 rd Street between Hudson and River Streets	0.3	Private
E. Maxwell House	East side of Sinatra Drive at 11 th Street	4.0	Private
F. Monroe Center	Monroe and Jackson Streets between 7 th and 8 th Streets	1.3	Private
G. Shop Rite project	11 th and Madison Streets	<u>0.2</u>	Private
Total		10.2	

Source: City of Hoboken

In summary, there was a total of 21.6 acres of parkland in Hoboken in 1998 according to the City's 2002 Master Plan Reexamination Report. As shown in Table III-1, the current existing total is approximately 30 acres of parks. When compared to Hoboken's 2000 population of 38,577, this amount results in a ratio of 0.78 acres per 1,000 residents. Another ten acres of open space is proposed in the near future as shown in Table III-2, for a total of 40.2 acres of open space. This amount would result in a ratio of 1.04 acres per 1,000 people.

This ratio is still well short of open space adequacy standards, however. National standards range from 6.25 to 10.5 acres of parkland per 1,000 residents. A more appropriate comparison is with New York City's standards of 2.5 acres of open space per 1,000 residents, of which 2.0 acres should be active space. Therefore despite the great strides Hoboken has made in recent years to create open space for its residents, there is still much that needs to be done to provide adequate open space for the City's residents.

Hoboken also has a limited number of recreation facilities as detailed in Table III-3.

**Table III-3
Existing Recreation Facilities**

<u>Type of Facility</u>	<u>Number</u>	<u>Location</u>
Baseball/softball field	1	Stevens Park
Soccer field	1	Sinatra Park
Basketball courts	7	Church Square and Elysian Parks, JFK Stadium, Wallace School
Tennis courts	2	Columbus Park
Roller hockey rink/basketball court	1	Multi-Service Center Park
Indoor gymnasium	1	Multi-Service Center
Children's sprinkler areas	5	Various parks
Multi-purpose field with running track	1	JFK Stadium
Indoor swimming pool	1	Hoboken High School

Source: City of Hoboken; PPSA field surveys

Other existing recreation facilities include the Boys & Girls Club at 132 Jefferson Street, the YMCA at 13th and Washington Streets, Stevens Institute of Technology's facilities, and a number of private health clubs located throughout the City.

Hoboken also is home to various recreation clubs, leagues, and activities. Youth sports leagues include baseball, cheerleading, football, soccer, softball, and street hockey. Adult sports leagues and clubs include baseball, boating, cricket, running, skiing, softball, ultimate Frisbee, volleyball, and wiffle ball. The City and other institutions also organize youth sports classes and clinics and adult school classes.

Recommendations

General Concepts

1. **Maximize park and recreation opportunities for residents.** Hoboken has a severe shortage of open space and recreation facilities, as noted above. The City should aggressively pursue the creation of new parks, open space, and recreation facilities as detailed below. Possible sites to be acquired for open space purposes, as well as other recreation facilities, are shown on the Open Space Concept map. Notable park sites shown on this map include the existing Cognis (formerly Henkel) factory site located between Twelfth, Thirteenth, Adams, and Madison Streets, various properties along the light rail tracks, a series of properties in the southwest corner of the City, and various properties in the area of Weehawken Cove at the northern end of the City.
2. **Provide full range of active recreation uses in new parks.** Hoboken has a limited number of sports facilities available for public use. All sizable new parks and open space should include fields, courts, or other recreation amenities, with the exception of Pier C as discussed below.
3. **Give priority for use of athletic fields to the general community.** Any new recreation facilities that are constructed should be available for the use of residents first. In addition, equal time should be given to both girls' and boys' sports teams.
4. **Build a public swimming pool.** The City does not currently have a swimming pool that is open to the general public. If funding or space is not available for a "traditional" pool, a possible approach would be to have a floating pool in the Hudson River, which has been done elsewhere.
5. **Alternatively, increase public access to private facilities.** If a pool cannot be built, consideration should be given to requiring new recreation facilities built as part of hotels or other developments to be made available to the general public for a fee.
6. **Involve the private sector in creating open space.** Possible methods include requiring the provision of mini-parks and other publicly accessible open space amenities in any new development. Examples of this approach that are already planned include small parks that will be built as part of the Shop Rite development and on Block B of the Southern
7. **Encourage Stevens to continue to provide public access to its recreation facilities.** The City should work with Stevens Institute of Technology to allow the use of its facilities by the general public, within certain limitations, as Stevens' activities would rightly have priority for the school's facilities.
8. **Encourage cooperation among non-profit institutions and government.** The City and sports organizations should partner with institutions such as the YMCA and St. Mary Hospital to meet each others' needs for recreation facilities, and to assist where possible in site location decisions.
9. **Create park corridors or "green streets."** One way to increase recreation opportunities is to redesign existing streets for greater use by bicyclists, pedestrians, runners, and skaters.

- These streets ideally would connect existing and proposed parks, and would feature pedestrian improvements, additional trees, and signage.
10. **Provide more recreation and parks through better utilization of land.** Addressing the City’s open space deficit requires creative thinking and intelligent use of limited resources. Possible ways to increase open space in conjunction with new development and redevelopment include creating parks and recreation over parking garages, requiring “green” rooftops of new large buildings, and requiring developers to provide new public open space as part of new construction.
 11. **Protect existing open spaces and environmental features.** The limited amount of existing open space and environmental features left in Hoboken should be preserved. These include the remaining portions of the waterfront (which will be publicly accessible as the Waterfront Walkway is completed), open areas on the Stevens campus, existing open spaces on the Housing Authority’s property, and a community garden at Third and Jackson Streets.
 12. **Prohibit development on steep slopes.** The Palisades are generally just outside of Hoboken on the west side of the light rail tracks, so there is little that can be done directly to restrict development on their face. However, there are limited areas of steep slopes within Hoboken, most notably the escarpments of Castle Point on the west side of Sinatra Drive. Development should be limited in these areas through enactment of a steep slope ordinance or other mechanism.

Waterfront/Green Circuit

1. **Create a green circuit in the City to link recreational and other amenities.** The City should take a bold step by creating a multi-use path around Hoboken’s periphery that would eventually connect a series of parks, as shown on the Open Space Concept map. A portion of this effort is the completion of the Hudson River waterfront walkway in the City, which would be linked to new paths and open spaces created on City property and private land, as well as New Jersey Transit’s property adjacent to the light rail tracks.
2. **Promote public acquisition of undeveloped parcels on the circuit.** There are opportunities to construct new parks, particularly in the northwest section of the City. The City should identify which properties are appropriate for open space, as well as determined methods of acquisition. Priority should be given to vacant or underutilized sites adjacent to the proposed trail network.
3. **Locate active waterfront uses at Weehawken Cove.** The City, County, and a private developer already are working on creating parks and open space in the northeast corner of Hoboken adjacent to Weehawken Cove. The size of this area, as well as its location adjacent to Weehawken, makes it an ideal spot for a sizeable park complex, possibly through additional County support. Possible recreation facilities that could be appropriate in this location include boathouses and a non-motorized watercraft launch.
4. **Move some parades and festivals to the waterfront.** This has already occurred to some extent with the use of Pier A and Sinatra Parks. Other possible locations include Sinatra Drive underneath Castle Point (including Castle Point Park) and Hoboken Terminal.
5. **Close Sinatra Drive adjacent to Elysian Park.** The current approved plan for the redevelopment of the Maxwell House property includes the extension of 11th Street east to a new portion of Sinatra Drive on the waterfront. Construction of this new road will make it possible to close the existing portion of Sinatra Drive adjacent to Elysian Park, which would enable this park to be connected with a proposed new park on the Maxwell House site.
6. **Continue to improve Sinatra Drive.** The construction of Castle Point Park and a sidewalk to the south of it on Stevens’ property on the east side of Sinatra Drive have had positive impacts in terms of making this street more friendly to pedestrians. Additional steps that could be taken to include providing a wider sidewalk on the west side of the street, reducing traffic speeds for motorized vehicles by narrowing travel lanes, and providing additional pedestrian crossings of the street. To the north of Castle Point Park, the sidewalk along Sinatra Drive

adjacent to Union Drydock should be widened to better connect the eventual waterfront walkway to the north and south.

7. **Locate open, unprogrammed space on Piers A and C.** Although the City is deficient in the amount of open space provided per resident, not every square inch new park needs to be dedicated to specified uses. Pier A, which has been open for a few years, is popular due to its location, but also because it provides large areas that can be used for multiple purposes. As the design and construction of Pier C moves forward, a similar principle should be applied to its development. The only possible exception could be for an outdoor skating rink, which would increase winter use of either of the parks.

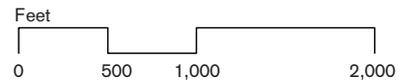
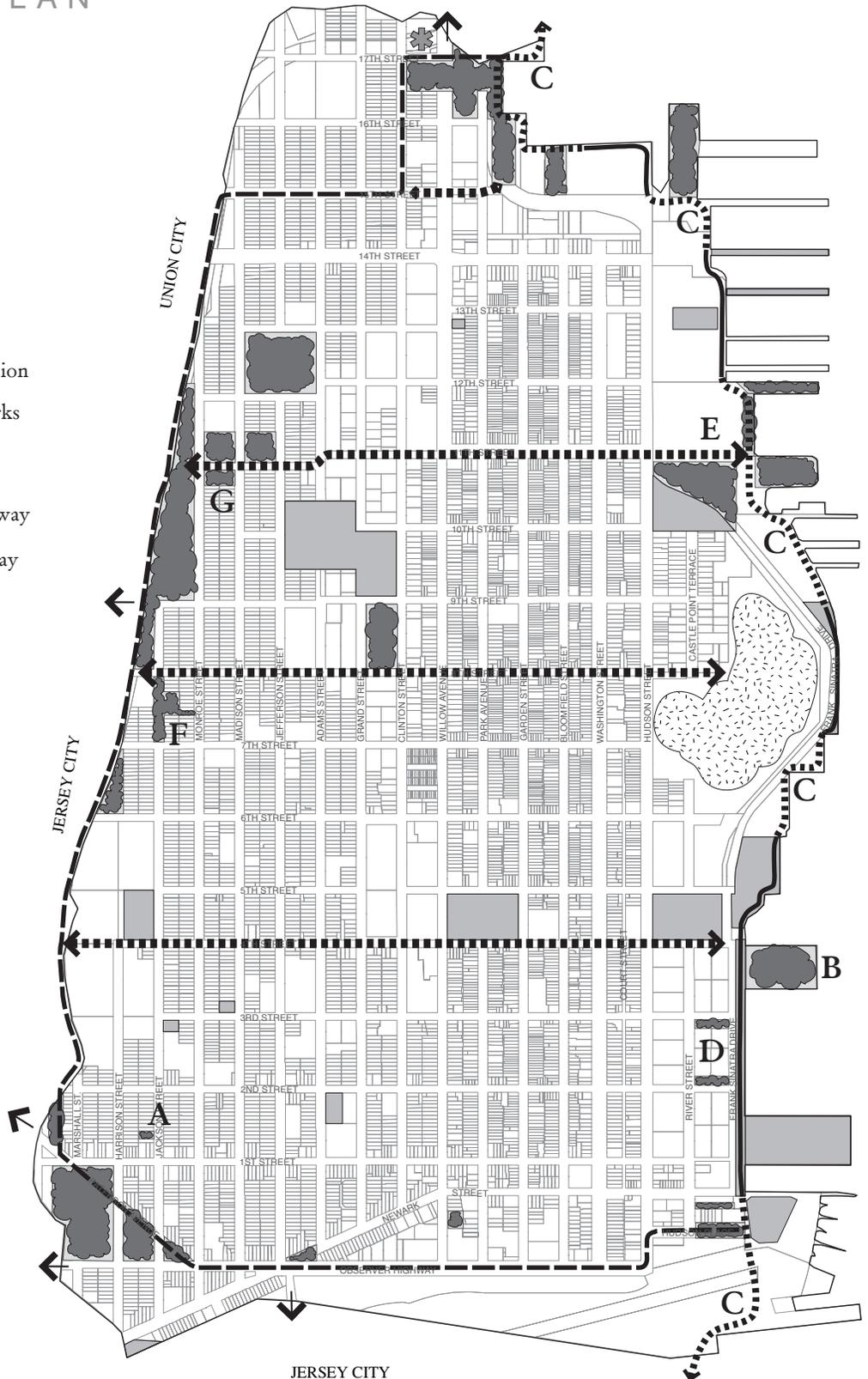
City of Hoboken

MASTER PLAN

WEBHAWKEN

-  Existing Parks and Recreation
-  Planned/Possible New Parks and Recreation
-  Private Open Space
-  Existing Waterfront Walkway
-  Future Waterfront Walkway
-  Connection to Adjacent Municipalities
-  "Green Circuit"
-  "Urban Trail" Street
-  Pedestrian Crossing of Light Rail

Note: Letters are keyed to Table III-2.



Map prepared by Phillips Preiss Shapiro Associates, Inc.
 April 2003
 Base map source: Wilbur Smith Associates

IV. COMMUNITY FACILITIES: IMPROVING QUALITY OF LIFE

Introduction

The history of Hoboken as a City is tied to the history of its community and basic infrastructure. The sewers were the first to be built, as the Stevens family sold off its lots in the mid-1800s. While taken for granted now, the improvement to sanitation brought by the sewers made bearable the density that has defined Hoboken ever since. Later, when Hoboken was coming of age as an industrial and transportation powerhouse, its community facilities were its public face. Constructed as much for their symbolic value as to fulfill practical needs, these structures were intended to give material form to the community's aspirations for itself. Many of Hoboken's public buildings that predate World War I, such as City Hall and the Demarest School, exhibit the massive proportions and fine detailing that city leaders during the period felt were essential to elevate the City's public realm.



The people who use Hoboken's community facilities today have very different expectations of those facilities than residents did in the past. Where public bureaucracies and buildings were once intended to inspire a sense of awe in the citizenry, today people expect openness, equal treatment, and a focus on customer service. Where infrastructure and waste collection were once kept out of sight, or at least out of mind, the new awareness of humanity's relation to the environment means that utilities from trash removal to sewerage to electricity are coming under increased scrutiny.

The concept of community facilities has also broadened to include new elements. A wide range of City-sponsored street festivals and celebrations has become part of the fabric of life in Hoboken. There is also an expectation that government will make an ongoing commitment to provide cultural offerings and to support local artists. Whether it is with regard to schools, cultural offerings, or other community resources, Hobokenites are demanding more, and better, facilities and programs. This plan element identifies ways to improve and modernize Hoboken's these facilities to meet the needs of all citizens in the twenty-first century.

Existing Conditions

City Government Facilities

Located on Washington Street between Newark and First Streets, Hoboken's Second Empire-style City Hall dates from 1883, with an addition and substantial renovations in 1911. A portion of the structure was used as an armory during World War I, and it became listed on the National Register of Historic Places in 1975 due to its architectural, military, and political significance. Most City government offices are located in this facility, as well as the City Council chambers/municipal courtroom on the first floor and a meeting room on the ground floor. Both of these rooms are somewhat limited in their usefulness for public meetings due to their size and arrangement. The building's condition varies widely. Some areas have been renovated, while others are in fair to poor condition.

The Multi-Service Community Center includes a gymnasium, a senior citizen center with a dining room, and office and meeting spaces. Constructed in 1975, this facility contains 32,000 square feet of floor area. It is located at 120 Grand Street.

City of Hoboken

MASTER PLAN

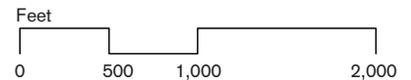
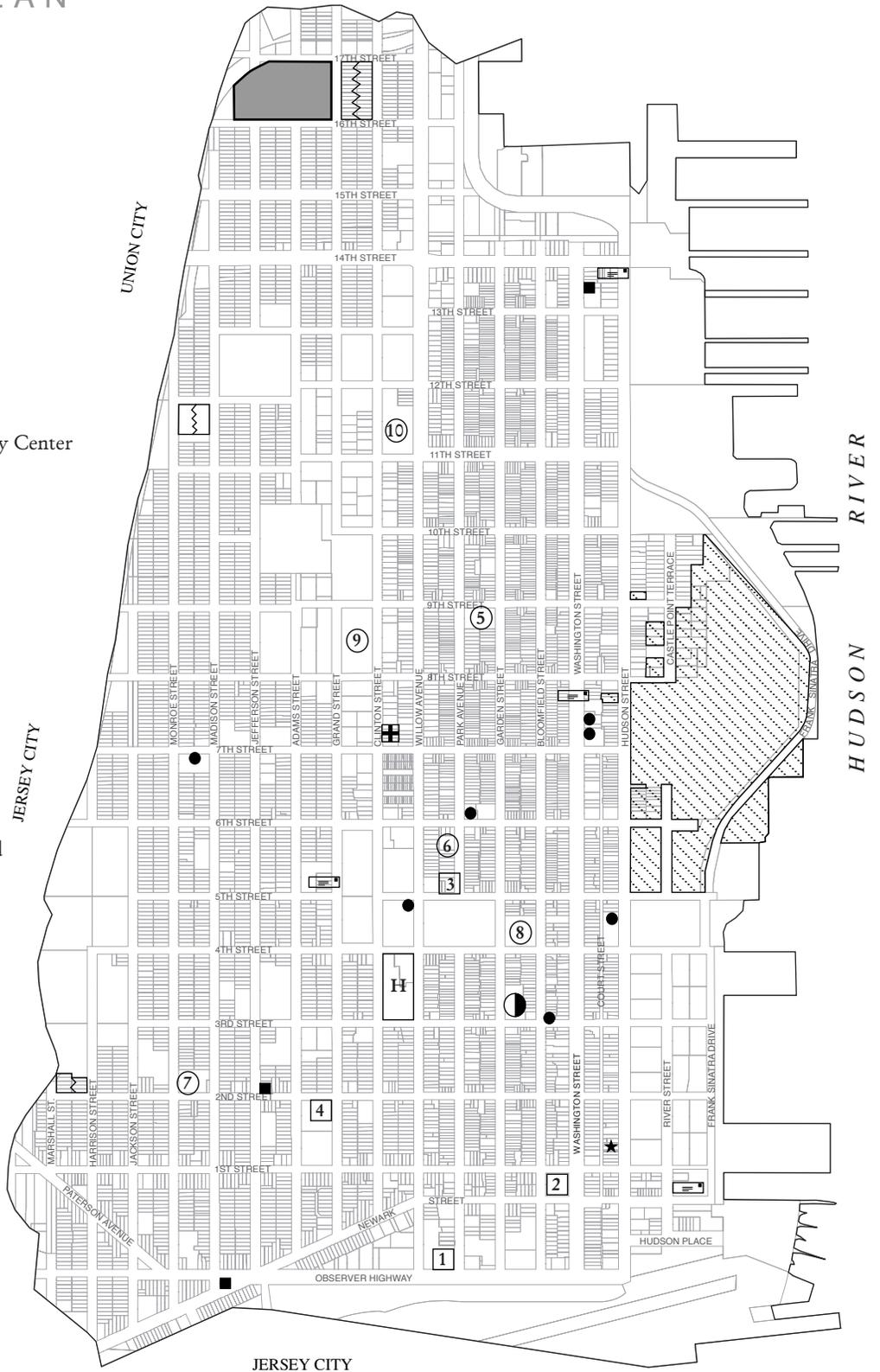
WEEHAWKEN

-  City Government Building
- 1 City Garage
- 2 City Hall
- 3 Hoboken Public Library
- 4 Multi-Service Community Center

-  Public School
- 5 Brandt Middle School
- 6 Calabro Primary School
- 7 Connors Primary School
- 8 Demarest Middle School
- 9 Hoboken High School
- 10 Wallace Primary School

-  Private School
-  Building shared by public and private schools

-  Stevens Institute of Technology
-  Fire Station
-  Police Headquarters
-  Ambulance Headquarters
-  St. Mary Hospital
-  Post Office
-  Electrical Substation
-  Sewage Treatment Plant



Map prepared by Phillips Preiss Shapiro Associates, Inc.
 April 2003
 Base map source: Wilbur Smith Associates

Existing Community Facilities

The City Garage is located on Observer Highway between Park and Willow Avenues. This 20,000-square foot structure was built in 1980 to consolidate Public Works and other City functions from various other locations.

Arts and Culture

Despite its proximity to the vast cultural wealth of its neighbor across the Hudson, Hoboken has a rich cultural heritage all its own. Many think only of the legacy of Frank Sinatra, but Hoboken has been home to many who have made contributions in the arts. Two pioneers of American photography, Dorothea Lange and Alfred Steiglitz, were born here. Composer Stephen Foster, Sculptor Alexander Calder, and prolific children's book author Daniel Pinkwater are former residents. Musicians and artists also were among those who helped spark the City's rebirth in the 1970s and 1980s. While the arts scene has dispersed somewhat since that time, many visual artists, musicians, photographers and filmmakers still live and work in Hoboken.

The City's Division of Cultural Affairs is responsible for a number of events throughout the year. Two of the most popular are the spring and fall art and music festivals, which attract tens of thousands of visitors to Washington Street. Other programs of this office are the "Summer Enchanted Evenings" series of outdoor concerts and movies in Hoboken's parks, an artists' studio tour, a holiday art and craft show, and art exhibits in City Hall. The City also hosts frequent parades for religious and ethnic festivals, which attract participants and spectators from throughout the region.

The creation and display of art has become one of the City's most noteworthy attributes in the last three decades. Unique facilities such as the Monroe Center for the Arts at 720 Monroe Street are a testament to the permanent presence of artists in the community. The Monroe Center rents loft space to artists and also hosts a monthly open house for the public to browse and purchase artworks. Another similar facility is the Neumann Leather building on Observer Highway. The building houses artists' studios as well as offices and industrial tenants in a complex originally occupied by a leather manufacturer. In addition to these large-scale buildings, there are a number of small, privately owned art and craft stores and studios throughout the City where local artists sell their wares.

Performing venues in Hoboken are somewhat limited. The City does not have any such venues of its own, though temporary stages are often used at outdoor festivals. One of the larger venues is DeBaun Auditorium at Stevens Institute of Technology, which is used for university events as well as by community cultural groups. Some of the City's numerous bars and nightclubs are home to original live music performances. Bars and clubs such as Maxwell's, at 11th and Washington Streets, function as venues for live music, typically rock/pop acts by both local and nationally known artists. Other clubs that frequently host live music include RodeoRistra, on Washington Street between Third and Fourth Streets, and Goldhawk, at Park Avenue and Tenth Street.

Still more arts- and culture-related activities can be found throughout Hoboken. Two current examples include the Projected Images film series, which hosts weekly screenings of alternative and independent films; and the Symposia Project, which hosts discussion groups, films, and lectures. The Hoboken Historical Museum at 13th and Hudson streets hosts exhibits, walking tours and frequent lectures illuminating Hoboken's past. Popular culture in Hoboken is represented by the Hudson Street Cinemas, a two-screen movie theatre. The City also has two bookstores: a branch of the Barnes & Noble chain, located at 59 Washington Street, and the Symposia Bookstore, a used bookstore at 511 Willow Avenue.

Library

The Hoboken Public Library was among the first public libraries established under the New Jersey General Library Act of 1894. The current library building, a handsome Italian Renaissance structure constructed of Indiana limestone, superseded a library established in 1890 that was located in the basement of a bank. The land where the library sits, at Park Avenue and Fifth Street, was deeded to the City by the Stevens family in 1896. The building opened in 1897. For much of its history, large portions of the library building were

shared with private educational institutions due in part to a clause in the original deed from the Stevens family. The most recent occupant, the Hudson School, recently moved to its own structure one block away, allowing the library to make more efficient use of its space.

The library's holdings include approximately 52,000 volumes of books, 130 titles of periodicals, and approximately 3,000 titles of assorted media, such as compact discs, audiocassettes, and videocassettes. The library also provides Internet access for its patrons and offers a variety of events and classes.

The library is managed by a board of trustees appointed by the Mayor. It is a member of the Bergen County Cooperative Library System (BCCLS), a consortium of over 70 libraries with reciprocal borrowing privileges and a common computerized catalog. In addition to receiving governmental funding, the library is supported by Friends of the Hoboken Public Library, a volunteer group dedicated to supporting and expanding the library's offerings. The Friends raise funds to expand the library's collection and sponsor events at the library.

The library currently is undergoing extensive renovations, which include roof repairs, window replacement, cleaning and repair of masonry and stone, and installation of waterproofing materials. Later renovations will include accessibility improvements, the installation of an elevator, a refurbished lobby and a new Park Avenue entrance. The space vacated by the Hudson School will also be renovated. The entire project will cost approximately \$1 million and is being financed by grants and capital bonds.

Education

Perhaps the most important service for Hoboken's long-term health is that provided by its schools, and Hoboken has a full range of educational programs to meet the growing needs of its citizens. Public education in Hoboken is the responsibility of the Hoboken Public Schools (HPS). After a long period of declining enrollment and perception of quality, HPS is currently poised to receive substantial funding from the State of New Jersey to implement major changes to its school facilities. A number of private educational institutions have also come into being over the years to provide supplemental and alternative programs beyond HPS's offerings. Hoboken is also home to a private institution of higher education with an increasing national reputation, Stevens Institute of Technology.

Hoboken Public Schools

Six traditional schools and two charter schools are operated under the HPS aegis, with a total enrollment of 2,607 students during the 2001-02 school year (figures exclude pre-K students). The traditional schools are directly controlled by the HPS Board of Education. The charter schools are funded by the Board of Education but have their own oversight bodies and must adhere to the mission established in their charters.

Of the total 2001-02 enrollment, 2,180 students (84 percent of the total) were enrolled in traditional schools, while the remaining 439 students (16 percent of the total) were enrolled in charter schools. In the traditional schools, instruction in pre-kindergarten through fifth grade is provided by three primary schools, two middle schools educate students in fifth through eighth grades, and one high school educates students in ninth through twelfth grades. Of the charter schools, Hoboken Charter School enrolls students in pre-kindergarten through twelfth grade, while students at Elysian Charter School are in kindergarten through eighth grade. Enrollment at each school is shown in Table IV-1.

Calabro Primary School is the smallest of Hoboken's traditional schools with 218 students in school year 2001-02. The school implements a humanities program at each grade level and uses the humanities as a bridge between different parts of the curriculum. The school is located at Sixth Street and Park Avenue.

Connors Primary School, located at Second and Monroe Streets, is a traditional primary school with an environmental curriculum. To reinforce this curriculum, partnerships have been established with the New Jersey Meadowlands Commission, Stevens Institute of Technology and Liberty State Park. The school also has a

conversational Spanish program, computer lab, science lab, and library/media center. The school had 297 students in 2001-02.

Wallace Primary School has a science theme but provides a full curriculum of instruction including the arts, social science and humanities. The school also has a partnership with Liberty Science Center. Wallace is located at Eleventh Street and Willow Avenue and was twice the size of Hoboken’s other two primary schools with 534 students in 2001-02.

Brandt Middle School, located at Ninth and Garden Streets, is the district’s model technology school. It also provides comprehensive education using the Comer program. The school has several labs including a computer lab, career lab and technology lab. Its enrollment was 261 students in 2001-02.

Demarest Middle School for the Arts and Humanities is located at Fourth and Garden Streets in what is perhaps the school district’s most extraordinary facility, a massive, intricately detailed landmark building dating from 1910. The school focuses on the performing arts but has a wide-ranging curriculum and uses the Comer School Development Program for Whole School Reform. Its enrollment has declined substantially in recent years and stood at 209 students in 2001-02. The building is shared with Hoboken Charter School.

Hoboken High School is located in a 1962 building at Ninth and Clinton Streets. The school is a traditional, comprehensive high school with 661 students enrolled in 2001-02, reflecting a decline of approximately 100 students from five years earlier. In addition to its academic curriculum, the school has a full array of athletic, arts and academic extracurricular programs.

Hoboken Charter School, housed in the Demarest School building at Fourth and Garden streets, has a curriculum focused on service learning. Its students participate in community service projects in Hoboken and beyond. The school offers classes for a full range of age groups, from pre-K through 12th grade. The school had 245 students in 2001-02.

Elysian Charter School, located in the former Rue School building Third and Garden Streets, strives to create a community of lifelong learners involving students, teachers and families. Elysian offered grades K-6 in 2001-02, when it had 209 students. The school is poised for growth in the future as it has been authorized to add grades 7 and 8 starting with the 2003-04 school year.

**Table IV-1:
School Enrollments by Facility, Hoboken Public Schools, 1998-99 to 2001-02**

	<u>1998-99</u>	<u>1999-2000</u>	<u>2000-01</u>	<u>2001-02</u>
Calabro Primary	208	256	213	218
Connors Primary	346	397	321	297
Wallace Primary	624	544	518	534
Brandt Middle	349	264	267	261
Demarest Middle	376	274	229	209
Hoboken High	722	689	662	661
Hoboken Charter	95	193	146	245
Elysian Charter	97	150	188	209

Note: Totals differ from grade enrollment counts due to different counting procedures

Source: New Jersey Department of Education

In addition to its traditional and charter schools for children and teenagers, the school district runs an adult continuing education program with fall and spring evening programs.

**Table IV-2:
Historical School Enrollments, Hoboken Public Schools**

<u>Year</u>	<u>Enrollment</u>
1922	11,541
1954	6,104
1976	6,884
1985	4,401
1991	3,266
1994	3,062
1998	2,686
2001	2,607

Source: 1994 Hoboken Community Facilities Element; New Jersey Department of Education

As shown in Table IV-2, HPS experienced a long, steady decline in enrollment for much of the last century, though the sharpest drop in numerical terms occurred during the Great Depression and World War II era. Enrollment has declined 40 percent since 1985 and 14 percent since 1994. In many ways, these declines mirrored the drop in the City's total population, which fell from nearly 70,000 in 1920 to under 34,000 in 1990. Over the last decade, the overall population has begun to climb again, but the school-age population continued to fall. There were 5,512 residents under age 18 in 1990, but only 4,032 residents under 18 in 2000.

Nonetheless, starting in the late 1990s, school enrollment figures appear to have stabilized. Moreover, the district projects that enrollment will increase in the future. According to projections the district used to develop the Long-Range Facilities Plan required by the New Jersey Department of Education, enrollment will rise to 3,265 K-12 students, plus 265 pre-K students, by 2004. Factors driving this projected increase include the rise in Hoboken's population, the State of New Jersey's School Choice program, which permits students living elsewhere to attend public schools in Hoboken, and increasing special education requirements. Table IV-3 shows enrollment by grade for the four school years ending in 2001-02. If strategies promoting school improvements as well as larger units and homeownership succeed, Hoboken can expect even greater increases as its young, childbearing population puts down roots.

Table IV-3
School Enrollments by Grade, 1998-99 through 2001-02, Hoboken Public Schools

<u>Grade</u>	<u>1998-99</u>	<u>1999-2000</u>	<u>2000-01</u>	<u>2001-02</u>
K	239	228	208	212
1	266	209	228	200
2	268	229	203	213
3	209	232	239	206
4	161	183	225	217
5	168	168	180	226
6	161	182	166	178
7	147	157	164	182
8	162	151	147	140
9	144	189	149	159
10	153	205	204	212
11	145	101	99	148
12	159	165	140	142
Special Education	<u>304</u>	<u>189</u>	<u>167</u>	<u>172</u>
Total	2,686	2,588	2,519	2,607

NOTE: Totals differ from facility enrollment counts due to different counting procedures

Source: New Jersey Department of Education

Accordingly, the district has planned for growth in its facility plan, which would dramatically alter the public educational landscape in Hoboken and would provide for a total capacity of 3,579 students. Under the plan, a new high school and middle school would be built on a campus in the northwestern section of the City. A new elementary school would also be built at an undetermined location. The Brandt School would be converted into a primary school, while the Demarest and Hoboken High School facilities would be sold. Calabro and Wallace would both accommodate significantly fewer students than they do today, and the Board of Education offices would be moved from their current location in the Wallace School to the proposed campus. The capacity of all facilities under the proposed plan is shown in Table IV-4.

Table IV-4
Proposed Facilities Plan, Hoboken Public Schools

<u>School</u>	<u>Pre-K capacity</u>	<u>Total capacity</u>
Brandt Primary	54	368
Calabro Primary	25	131
Connors Primary	30	254
Wallace Primary	59	407
New primary school	95	572
New middle school	--	995
New high school	--	<u>852</u>
Total	263	3,579

Source: Hoboken Public Schools

Private Elementary and Secondary Schools

Six private schools are located in the City with approximately 1,000 students, as shown in Table IV-5. Four of these schools are religious in orientation, while the Hudson School and Stevens Cooperative School are nonsectarian. (Despite its name, Stevens Cooperative School is not affiliated with Stevens Institute of Technology.) School-age children living in Hoboken also attend a variety of other private schools located throughout the metropolitan area.

**Table IV-5
Private Elementary and Secondary Schools in Hoboken**

<u>School name</u>	<u>Location</u>	<u>Grades</u>	<u>Approximate Enrollment</u>
Academy of Sacred Heart High School	713 Washington Street	9–12	160
All Saints Day School	707 Washington Street	Pre-K–6	110
Hoboken Catholic Academy	7 th and Madison streets	K–8	236
Hudson School	6 th Street and Park Avenue	5–12	190
Mustard Seed School	5 th Street and Willow Avenue	K–8	150
Stevens Cooperative School	3 rd and Garden streets (1–8); 3 rd and Bloomfield (Pre-K–K)	Pre-K–8	<u>200</u>
Total			

SOURCES: Hoboken Recorder; PPSA Research

Stevens Institute of Technology

Stevens Institute of Technology is a comprehensive research university located in the east-central portion of Hoboken. The history of Stevens is bound to that of Hoboken, as the City was developed in the mid-1800s by the Stevens family, which created Stevens Institute of Technology in 1870 on the site of their former estate, Castle Point. The 55-acre campus occupies the most prominent land in the City, a bluff affording dramatic views of the Hudson River, Manhattan and upper New York Harbor. Stevens has been expanding in recent years and, as in many college communities, its expansion plans have created friction between the university and its neighbors.

In Fall 2002, Stevens had 4,527 students on campus, including 1,716 undergraduates and 2,799 graduate students. Of the graduate students, 2,183 were part-time and the remainder were full time. Almost all the undergraduates were full-time students. The Institute also had 577 faculty and staff. The university is divided into three schools: The Arthur E. Imperatore School of Sciences and Arts, the Charles V. Schaefer School of Engineering, and the Wesley J. Howe School of Technology Management. The Institute has an additional 1,483 graduate students enrolled at a number of off-campus locations throughout the metropolitan area.

Stevens has established many links with area businesses to provide training for their employees and has developed “industrial alliances” with corporations and government to improve American industrial competitiveness. Through an educational model it calls “Technogenesis”, Stevens seeks to use its teaching and research to create business opportunities in order to advance American ingenuity and prepare students for careers in a globalized economy.

Currently, Stevens proposes to construct several new buildings on its campus and to convert existing parking lots and other facilities on the Hudson River into a waterfront park and a new Center for Maritime Systems. The university also proposes to acquire the Union Dry Dock industrial facility, located on the river at the northeast edge of the campus, to construct a running track and athletic field. Stevens has several goals and objectives that are driving its current expansion plans:

- Increase the percentage of undergraduates living on campus from 75% to 95%
- Increase funded fellowships for doctoral candidates
- Enlarge opportunities for well-rounded student life
- Enhance the use of waterfront lands
- Adequately serve the campus's parking needs

The specific proposals that would likely impact the City outside the Stevens campus are detailed in the Land Use Element and Parks and Recreation Element of this Master Plan.

Emergency Services

Hoboken has professional police and fire departments as well as a volunteer ambulance corps to respond to emergencies.

Police

Though parts of the City were once notorious for crime, Hoboken today has a reputation as one of the safest urban communities in the metropolitan region. The conditions that once bred crime of the sort that was immortalized in the film *On the Waterfront* have disappeared, and Hoboken's gentrification and economic boom have greatly reduced street crime incidence.

The Police Department, for years housed in overcrowded quarters in City Hall, is today located in a former office building on the west side of Hudson Street between First and Second Streets. The Department moved into this facility, which includes an adjacent surface parking lot, in 1993. The Department has 165 officers, resulting in a ratio of 233 residents for each officer. This is less than the Jersey City figure of 274 residents per officer but greater than the New York City figure of 205 residents per officer. The Department recently added a mounted patrol to supplement its officers on foot and in patrol cars.

The crime rate in 2001 was 42 crimes per 1,000 residents, approximately the same as the national average. For comparison, the crime rate in New York City was 33 crimes per 1,000, the rate in Jersey City was 52 crimes per 1,000, and the rate in New Jersey as a whole was 32 per 1,000. Total crimes dropped from 1,638 in 2001 to 1,531 in 2002. At current crime rates, there are approximately 9 crimes per year per officer in Hoboken, compared with 6.5 per year per officer in New York City and 14 per year per officer in Jersey City. Most crime in Hoboken is classified as larceny/theft, followed by burglary and motor vehicle theft.

In addition to the Hoboken Police Department, three additional police forces patrol parts of the City. These forces are those of the Stevens Institute of Technology, the Port Authority of New York and New Jersey, and New Jersey Transit.

Fire/Ambulance

The Hoboken Fire Department has its operations spread over five locations. The administrative offices are located in a building at Second and Jefferson Streets. Firefighting equipment is kept at three firehouses:

- Eighth and Clinton Streets: Rescue Company 1/Engine Company 4
- "Island" between Observer Highway and Newark Street at Madison Street: Ladder Company 2/Engine Company 1
- Washington Street between Thirteenth and Fourteenth Streets: Ladder Company 1/Engine Company 3

All of these facilities were built before World War I, and their age shows to some extent. Repairs have been made to these buildings over the years to allow their continued use. In addition, while the existing arrange-

ments may have some benefits, there may be some inefficiencies from having a decentralized response system.

In addition to its working firehouses, the Fire Department also maintains a small museum and social hall at 213 Bloomfield Street.

The Department is constantly evolving to serve the City. A new hazardous materials response team was added recently, and the Department has developed water rescue capabilities to ensure that an adequate emergency response will be available for the increased recreational activity taking place in the river and along the waterfront. In 1996, the Insurance Service Organization (ISO), a commercial fire insurance rating agency, designated the Hoboken Fire Department as a Class 1 Fire Department, the only such department in New Jersey. Class 1 is the highest ranking in ISO's Public Protection Classification, representing exemplary fire protection.

The Hoboken Volunteer Ambulance Corps was founded in 1971. It has its headquarters on Clinton Street between Seventh and Eighth Streets.

Medical Facilities

St. Mary Hospital is located between Third and Fourth Streets and Willow Avenue and Clinton Streets. It is an acute care medical/surgical hospital founded in 1863. The hospital recently received site plan approval to construct a new emergency room and other facilities on the northeast corner of its property, which was formerly occupied by a surface parking lot. The hospital's parking needs are now accommodated by the Midtown Garage, which is located across Clinton Street to the west and connected to the hospital by a pedestrian overpass.

Utility Services

Energy

In Hoboken, as in many urbanized places in the United States, electricity and natural gas were traditionally supplied by private companies that had monopolies on the generation of electricity, the supply of natural gas, and the transmission and distribution of both. The New Jersey State Legislature in 1999 passed a law permitting competition in the electricity and natural gas generation/supply markets. In Hoboken, transmission and distribution remain monopolies handled by Public Service Electric and Gas Company (PSE&G), which formerly was also the sole generator and supplier.

There have been some complaints in recent years regarding electric service in the City in recent years, many of which were due to power disruptions and outages. PSE&G made a \$1.1 million upgrade of Hoboken's electric delivery system in 2002 to address some existing problems that led to these complaints. In May of that year, the system was upgraded from a 4kV (kilovolt) to a 13kV circuit. PSE&G also installed new overhead conductors and pole-top equipment such as transformers. The new equipment is designed to handle higher voltages capable of carrying larger amounts of power to customers during times of high demand.

PSE&G also provides natural gas distribution service in Hoboken. Many of the pipes in this distribution system are over 100 years old. Pipes of this age are typically serviceable, but the joints between them must be replaced periodically.

Although energy generation and supply competition is permitted in New Jersey, almost all residential customers and the majority of business customers have remained with PSE&G as their supplier. PSE&G generates 54 percent of its electricity using nuclear power, 23 percent using coal power plants, 19 percent using natural gas, and the remainder using other sources such as oil and hydropower. Approximately 2 percent is produced through renewable energy sources, mainly solid waste.

Water Supply

The public water supply system in Hoboken is managed by United Water, an American subsidiary of a French multinational water company. United Water contracts with the City to operate the water distribution system, which is supplied by one of its subsidiaries, United Water Jersey City. The Jersey City system draws water from the Jersey City and Split Rock reservoirs, both of which are located in Morris County and which have a combined capacity of 11.3 billion gallons. Water from a 120-square-mile watershed drains into these reservoirs. The system is interconnected with several other water supply systems in northern New Jersey to ensure continuous flow in the event that supply from one source is disrupted.

Hoboken's water is treated at the Jersey City Water Treatment Plant in Boonton. The treatment plant handles 53 million gallons on an average day and can treat up to 80 million gallons per day in peak periods. Though they are operated by United Water, the reservoirs, treatment plant and distribution system carrying the water from Morris County to Hudson County are owned by the City of Jersey City. The water distribution system in Hoboken is owned by the City of Hoboken.

Sewage

The sewage collection and treatment system in Hoboken is fully owned, operated and maintained by the North Hudson Sewerage Authority, a public authority which handles waste from Hoboken, Union City, Weehawken, and West New York. Hoboken's sewage is treated at the Adams Street Wastewater Treatment Plant, located in the northwestern section of the City. The plant also handles sewage from Weehawken and Union City. In 2001, Hoboken's treatment plant experienced an average daily flow of 10.8 million gallons of sewage per day. This compares to the 1997-2001 average of 11.23 million gallons per day. The maximum capacity of the system is 24 million gallons per day, and the peak flow in 2001 was 21.4 million gallons in one day.

Due to its age and design, Hoboken's sewer system poses a number of challenges. The system was originally designed to handle both stormwater and sanitary sewage, which it carried without treatment directly into the Hudson River. When the first treatment plant was constructed in 1958, a system of interceptor sewers and pump stations was built to direct wastewater to the plant, and a system of regulator chambers was installed to carry excess flows into the river during storm events. These regulators are designed to reduce the amount of waste that drains into the river during storms, and a strict maintenance schedule is required to ensure their continued operation. The regulators are currently being consolidated and upgraded in accordance with the Long Term Solids/Floatables Facilities Plan.

Like the City's other underground utilities, Hoboken's sewers are quite old—in many cases, they date to the Civil War era. The authority is engaged in a program to clean out and rehabilitate these wooden sewers to prevent backups. Also, the southwestern section of the City, which lies below sea level, is experiencing sewer capacity problems due to inadequate drainage. During high tides, stormwater cannot drain from this area into the Hudson River, creating backups in the sewers.

Communications

The infrastructure necessary to provide telephone and DSL broadband Internet service is owned and operated by Verizon. Originally part of the Bell system, Verizon is the largest local telephone service operator in the United States. The cable television/cable broadband Internet infrastructure is owned and operated by Cablevision, a company that provides cable service in many communities throughout New York and New Jersey. Cablevision has a monopoly, subject to City oversight, on the use of its infrastructure, but other local telephone and Internet service providers may utilize Verizon's lines to market their own services.

Utility Maintenance

In a community with a dense tangle of old underground utilities, streets are frequently dug up for maintenance and rehabilitation. The City regulates when utility companies and others close streets to maintain their systems. To avoid disrupting the morning rush hour, the City stipulates that work cannot start until 9:30 AM, which limits the available time. Utilities must hire an off-duty police officer to direct traffic when doing work. Hoboken's narrow streets, parked cars and limited space to work further complicate utility maintenance in the City.

Most of Hoboken's electric and other utility wires are located overhead, a legacy of the era when they were installed. Besides being aesthetically displeasing in their own right, the overhead wires interfere with the City's street trees, which must be pruned periodically to avoid damage to the wires.

Solid Waste and Recycling

To prevent waste from accumulating, Hoboken has a frequent garbage collection and recycling program. Collection takes place every night of the week, except Saturday, from late night into early morning. Garbage and household furniture are collected on Sunday, Monday, Wednesday and Friday nights. Cans and bottles are collected for recycling on Tuesday nights, while paper and cardboard are collected on Thursday nights. The City also employs cleaning crews to collect trash from sidewalks, and an ordinance was recently enacted to penalize property owners for litter in front of their buildings.

Recommendations

Arts and Culture

1. **Promote the creation of cultural and arts facilities.** Hoboken currently has a shortage of theaters and other performing venues and needs additional gallery space in more visible locations to promote local artists. The City should consider forming a task force to explore ways to encourage the creation of such venues by the private sector and should take advantage of public sector capital projects, such as renovation of the Hoboken Terminal, library renovation and expansion and school construction, to create such venues in public buildings.
2. **Create an arts center to house performing venues and art exhibits.** Demarest School and Hoboken Terminal each would be ideal settings for an arts center given their location, architecture and historic significance. In addition to space dedicated solely for the arts, the center should house facilities designed to attract patrons, such as a café. Adult education classes could also utilize such a facility.
3. **Require a "percent for arts" set aside.** An ordinance should be adopted requiring that all site plans and redevelopment plans that require discretionary approvals set aside a fixed percentage of their budgets for publicly displayed art and sculpture, historic interpretations, for adaptive reuse projects, etc. Developers should be encouraged to use Hoboken-based artists to fulfill this requirement.
4. **Maximize the use of existing resources as cultural facilities.** Hoboken's schools and churches contain auditoriums and sanctuaries that could be used for performances and concerts of various kinds. Heavily trafficked public areas such as Hoboken Terminal, parks and sidewalks include space that could be used for displays of visual art. The arts task force established in Recommendation 1 should explore ways to encourage the use of these spaces for art exhibits and performances.

Library

1. **Improve the Library and expand its role.** The upgrades now underway will create a more accessible and inviting physical presence in the community. Children's programs and programs for the elderly should be expanded commensurately. Moreover, as the only institution

of learning in the community that is open equally to everyone—rich and poor, young and old, recently arrived and born-and-raised—the Library should raise its profile in the community by participating in citywide events and festivals. Partnerships should also be established between the Library and the Hoboken Historical Museum to increase awareness of Hoboken’s history and diversity as the City continues to experience rapid change.

2. **Consider adding uses to Library that complement its mission and bring in new users and revenue.** Uses that should be considered include additional computer facilities, an auditorium for lectures and events, and a café area, all of which would serve to increase interest in Library patronage by a broad spectrum of residents.
3. **Increase the Library’s hours of operation.** The Library currently closes at 5 PM three days of the week. It also is only open for three hours on Saturdays, except in July and August when it is closed entirely on weekends. These hours limit the use of the Library by those who work during the day. Providing additional evening and weekend hours would permit more Hobokenites to use the Library facilities. In particular, the Library should consider opening on Sundays.
4. **Expand the Library in its current location through purchase of adjacent property.** The Library has recently begun a major upgrade to its existing facilities. Now is the time to build on that momentum by acquiring the former drive-thru bank at the corner of Fifth Street and Willow Avenue for an eventual expansion of the Library onto that property. This acquisition would give the Library dramatically improved visibility from a major street and would provide space for expansion projects such as an auditorium. If that acquisition proves impossible, the City should be willing to concede additional bulk to create dedication of ground- and second-floor space to the Library under joint development. Another option for additional library facilities in the area could be to acquire the former Our Lady of Grace School located on the southwest corner of Fifth Street and Willow Avenue.

Schools

1. **Integrate new school facilities into the design of the surrounding areas.** The proposed middle school/high school campus in northwest Hoboken will bring major changes to a section of the City that still contains a considerable amount of vacant property. Such a campus can either be an island, isolated from its surroundings, or a beachhead, providing an opportunity to anchor a new neighborhood. In their design and orientation, new facilities should be integrated into the surrounding urban fabric at a pedestrian scale and should present an open and welcoming appearance to the surrounding streetscape, with plenty of ground-level windows and architectural detail. Building entrances and facades should be oriented to public streets. Vehicular access and student pick-up and drop-off zones should be adequate to handle needs but should not overwhelm the pedestrian orientation of the property.
2. **Create major and publicly accessible parks as part of the high/middle school campus development.** In conjunction with the proposed high school/middle school campus, public parkland that is integrated into the urban design of the surrounding community should be provided. Like Hoboken’s other parks, this parkland should be oriented to public streets and surrounded by a mixture of land uses including residences, retail and public buildings.
3. **Encourage the use of existing and new school facilities by the public outside of regular school hours.** New school facilities should be designed to allow for multiple users, and public access to existing schools should be expanded. For example, auditoriums, libraries and other spaces can be reserved for students during the day and opened to the broader community at night and on weekends. A new performing arts facility on the campus for joint use could help to alleviate Hoboken’s shortage of such spaces. Athletic facilities can also be opened to community users when not needed for school programs, and classrooms can be used to provide adult education in the evenings and on weekends.
4. **Address traffic and parking problems at new and existing schools alike.** Students and parents should be encouraged to walk or use public transit to get to school to the maximum

extent possible. At schools where student pick-up and drop-off are becoming major problems, incentives for those who use alternative transportation should be considered to reduce traffic. At new schools, adequate provision for student pick-up and drop-off should be provided, including the construction of driveways designed for use by other outdoor activities when not needed for vehicles. At existing schools, better enforcement and different hours in no-parking zones should be considered.

5. **Designate existing older school buildings as historic landmarks.** Brandt, Connors, and Demarest schools are all significant as architecturally distinguished structures and are historically significant for their long role in public education. These buildings should be protected as local, state and national historic landmarks to ensure that they remain lasting reminders of Hoboken's past.
6. **Provide space for charter schools in public school buildings.** The diversity of the population in Hoboken means that there is a diversity of educational needs. Charter schools are one way of addressing these needs within the public school framework in which innovative and diverse programs are open to all, not just those who can afford them, and they provide incubators for ideas that can be transferred to the traditional schools. Priority should be given to both charter schools and traditional schools for the use of space in new public school buildings, and top priority should be given to charter schools for space in vacated school buildings.
7. **Maintain public use once school buildings are vacated.** The proposed school facilities plan would vacate the Hoboken High and Demarest buildings. Demarest has extraordinary architectural qualities and should continue in public service. It could house charter schools, arts, and other community functions. The Hoboken High campus should also continue as a public use, potentially incorporating the proposed new primary school. Other possible reuse opportunities for this site include police station, park, or cultural arts facility.
8. **Consider utilizing school roofs for recreation and open space.** In a densely developed city such as Hoboken, opportunities are limited to provide open space. Locating recreation facilities, or even passive open spaces, on school roofs can provide additional outdoor area for students. If creating open space is not possible, roofs should be made more "green" to reduce runoff and glare and provide other environmental benefits.

Emergency Services

1. **Consolidate emergency service facilities in the center of the City.** The impending completion of the cleanup of the Grand Street mercury site provides an opportunity for Hoboken to consolidate the existing dispersed operations of the Fire Department and Volunteer Ambulance Corps. The existing firehouses, all of which are listed on the National Register of Historic Places, should be evaluated to determine which operations should be moved to the new headquarters and which should remain in their current locations. The buildings that are no longer needed should be reused if possible.
2. **Relocate police headquarters to the center of the City.** The existing police headquarters is not centrally located and occupies land better used for economic development in close proximity to the waterfront and Hoboken Terminal. A more centrally located site would provide more police presence throughout the city and would allow redevelopment of the existing police headquarters property for taxpaying uses such as office and retail.
3. **Maintain a police substation in the Terminal area.** If the police headquarters is moved to the center of the City, there will still be a need for a police presence in the area of the Terminal and lower Washington Street due to the heavy traffic in this area and the high concentration of bars and nightclubs. A substation should be established here, potentially as a part of whatever redevelopment occurs in the Terminal area or on the existing headquarters site.
4. **Consider shared recreation facilities for the Fire Department, Volunteer Ambulance Corps and Police Department.** These are high-stress and risky jobs that offer communal perks to generate camaraderie. The City can better justify and afford better amenities if there

are some economies of scale involved. The new facilities recommended here provide the opportunity to do so.

5. **Improve emergency communications.** The potential for terrorism in and around Hoboken means that it is now crucial that the different police forces and emergency service agencies operating in the area be able to talk to each other without delays or difficulties. Radios used by police, fire, and other emergency services must be state-of-the-art and interoperable, and the establishment of a backup communications center should be considered. Federal and state funding for these communications upgrades should be pursued vigorously by Hoboken's legislative delegations. The consolidation of all these services in close proximity to each other, and possible sharing of recreation facilities, should also help informal communications.

Utility Services and Recycling

1. **Promote the improvement of utility systems in the City.** The City should require utility upgrades of developers when major site plans and redevelopment projects are approved. The City should work with the North Hudson Sewerage Authority to determine the off-tract improvement allocations that are needed to upgrade the system, particularly in the southwestern part of the City.
2. **Encourage environmentally sensitive and sustainable design.** Consider incorporating the US Green Building Council's LEED (Leadership in Energy and Environment Design) Rating System, modified for use in a dense urban area if necessary, in the development application checklist. Such a system would promote building and site design that reduces environmental impacts and encourage applicants and approving authorities to consider these impacts when preparing and evaluating site plans.
3. **Promote the creation of green roofs and parking lots.** Roofs planted with vegetation collect runoff, provide shade, decrease glare and mitigate the urban "heat island" effect. The City should work with local developers to investigate the most cost-effective and technologically advanced specifications for such roofs, as well as for large exposed parking areas.
4. **Employ Quality Housing Zoning to promote even higher standards.** Mandates can go only so far. A point system can be used to go further, in which developers must choose from a menu of green architecture techniques those that are most suitable to their particular development.
5. **Address drainage problems in the City's flood zones.** The city should rigorously enforce requirements that new development in areas prone to flooding mitigate flooding problems and improve drainage. In areas where systems are failing, innovative solutions such as tax increment financing for sewer and drainage improvements should be considered.
6. **Strengthen enforcement of zoning regulations to reduce the amount of impervious coverage.** In a dense urban area such as Hoboken, it is critical that pervious cover be preserved and expanded where possible. The City should ensure that regulations to preserve backyards and other pervious areas are enforced and should encourage residential site plan applicants to provide for unpaved areas on their sites.
7. **Develop a set of stormwater management policies and regulations for new development.** Consider requiring that all site plans and redevelopment plans include stormwater management plans. Require that underground stormwater detention facilities be created in new parks to handle runoff from new development surrounding the parks.
8. **Encourage the replacement of the existing combined sanitary and storm sewer system.** The existing system is currently being upgraded to reduce the amount of waste that escapes into the Hudson River during storm events. Over the long term, consideration should be given to creating separate storm and sanitary sewer systems in portions of the system. Priority should be given to creating a separated system in the southwestern portion of the City, where the combined system creates sewer backups because of inadequate drainage.
9. **Encourage the removal of overhead utility wires, beginning with certain targeted areas.** The City should make burying wires a priority when it undertakes streetscape improvements.

Grants and other financing for such improvements should be leveraged to bury wires. Streetscape improvements including burying wires should be a priority in historic districts, and the City should require that wires be buried in conjunction with new developments and redevelopment projects.

10. **Over the longer term, the City should encourage utilities to utilize wireless technologies to reduce the use of wires.** The City should explore conditioning wireless systems on an ongoing revenue stream to pay for the removal of overhead utility wires.
11. **Encourage utilities to coordinate improvements to reduce impacts from street closures and other actions.** To facilitate such coordination, the City should develop a system whereby other utilities are notified whenever one utility makes a request to do work. Incentives should be provided for utilities to coordinate work.
12. **Create lighting standards for the City to ensure that light is directed where it is needed and not elsewhere.** Codified lighting standards will improve safety and visibility, reduce glare, and enhance the architectural and visual environment. Streetlights should be designed to illuminate the street and sidewalk and minimize spillage into residential windows. To reduce light pollution of the night sky, the City should also consider requiring that streetlights and all site plans comply with the lighting standards of the International Dark-Sky Association, with exceptions for night lighting of monuments or landmark structures. Also, the streetlight design that has been installed on Washington Street in recent years should be restricted to First and Fourteenth Streets and the waterfront, where these types of fixtures already are installed. A different standard should be adopted in other parts of the City.
13. **Reduce waste and promote recycling.** The City should ensure that all site plans for new multifamily and commercial developments submit recycling plans in accordance with the requirements in the zoning ordinance. The City should also strive to reduce the amount of waste produced by City operations by investigating best management practices for sustainability in municipal operations.

General and Quality of Life

1. **Use technology to improve enforcement of zoning and building code compliance.** Many quality of life complaints in Hoboken can be addressed through stricter enforcement of existing codes. A city geographic information system (GIS) that links mapping and property data would greatly ease the processing and enforcement of applications, permits, complaints and violations. The GIS could also include a wide array of other information, including historic property data, tax records, the location of buried utilities, and fire protection records.
2. **Create a “Civic Plaza” centered on Church Square Park.** Many of the previous recommendations in this plan element involve the improvement of existing community facilities and creation of new ones. A logical place to focus these types of facilities is in a central location, where a few institutions already exist, particularly in light of the recommended shared use of community facilities. Existing public buildings facing Church Square—the Library and Demarest School—should be supplemented by additional facilities in the former Our Lady of Grace School or on other properties facing the park.
3. **Promote the addition of local and regional public resources to Hoboken Terminal.** The historic railroad and ferry terminals together form a magnificent complex but one which is likely to become less important to commuters from outside Hoboken over the long term as new direct train connections to New York from other New Jersey points are opened. Hoboken should begin to claim its own space within the Terminal by adding services and amenities for residents and visitors alike to the complex. Examples include art galleries, a library annex also targeted to commuters, display space for historical exhibits, and a community center with meeting rooms and an auditorium.
4. **Provide services for seniors who do not live in subsidized housing.** As society ages, seniors are beginning to look to vibrant cities like Hoboken as retirement locations. Many other seniors never left Hoboken and continue to reside in the dwellings they occupied for years.

Social activities and assistance are needed for both groups. The City should consider creating a task force on aging to assess the needs and determine appropriate actions.

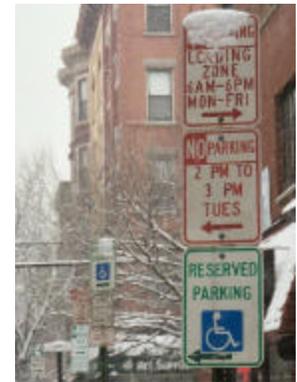
5. **Lobby the US Postal Service to relocate trucks from the main post office.** The existing Post Office and in particular its loading area occupy prime waterfront property at the entrance to Pier A Park. A new main postal facility with adequate space for vehicles should be created away from the core of the City in a less obtrusive location where trucks can come and go more freely. The existing building should be reused for public or institutional use, with a portion reserved for postal windows and post office boxes. The loading area facing the park could be redeveloped with an open space component, perhaps as an outdoor café area. The existing smaller post office facilities throughout the City should be maintained. The City should be prepared to assist the Postal Service with finding a substitute site with the adequate parking. The northwest quarter of the City would appear to offer the best and most cost-effective sites for what is ultimately a small distribution center.
6. **Relocate the existing City Garage.** This facility's location along Observer Highway between Park and Willow Avenues is no longer appropriate for what is essentially an industrial use, with truck traffic and repair among other functions. Moving the garage to a larger site in the northwest corner of the City would allow for more efficient operations in an appropriate location, while enabling the City to reuse or sell the property upon which it is currently located.
7. **Limit locations of satellite dishes and telecommunications antennas.** Both of these types of devices are often located on buildings in urban areas. Zoning regulations should limit the location of dishes and antennas to visually non-intrusive locations to the greatest extent possible. In particular, location standards for telecommunications antennas should favor their installation in non-residential areas, and require that these facilities be hidden from public view, or at least be designed to be unobtrusive to the casual observer.
8. **Promote the reduction of excessive noise.** A major quality of life issue in many urban areas is noise pollution, and Hoboken is no exception. In a densely developed city, the sources of noise are mobile—such as automobiles, motorcycles, trucks, pedestrians, and dogs—as well as stationary, such as building heating and air conditioning systems. Although a master plan does not directly address this type of issue, it is recommended that noise concerns be taken into consideration of design of buildings and siting of facilities that may create high levels of noise.

V. CIRCULATION AND PARKING: A WALKING CITY

Background

Transportation is a key to Hoboken's desirability as a place to live, work, and visit. Hoboken benefits from its location adjacent to New York City. Its accessibility by transit is unparalleled in New Jersey. But the City certainly has some transportation issues. Hoboken suffers from its proximity to the Lincoln and Holland Tunnels, as it is used as a cut-through for tunnel traffic. Transit service is somewhat limited *within* Hoboken. And residents and merchants (as well as visitors) agree that parking is a major concern.

However, over two-thirds (68 percent) of employed Hoboken residents over age 16 took public transportation or walked to work in 2000. This figure was 82 percent in Manhattan, 42 percent in Hudson County, and 13 percent in New Jersey. Only one-quarter of employed Hoboken residents over 16 drove to work alone, compared to three-quarters of New Jerseyans and 42 percent of Hudson County residents. In Hoboken as well as Hudson County overall, over one-third of households had no vehicles available (compared to 13 percent in New Jersey). Just less than one-half of households had one vehicle available, while only 13 percent had two or more vehicles available in 2000. The impact of the automobile is significantly different from perception with 38 percent of households owning no cars and 49 percent with only one car.



This Element of the Master Plan emphasizes the City's pedestrian character, and makes it safer and more pleasant to walk around Hoboken. At the same time, it addresses the desire of some residents to have a car, as well as the fact that automobile traffic is important to the City's economic base. Parking, while an issue only for half the households in the city, was still the number one complaint registered in our resident surveys! What they lack in numbers, they make up for in registering their aggravation. It is the overall objective of the Circulation and Parking Plan Element to address these competing interests in a manner that maintains Hoboken's balanced transportation system.

Pedestrian/Bicycle

Hoboken is best experienced at street level. From the charm of its residential neighborhoods to the activity of Washington Street, it is a classic walkable city, laid out on a street grid interspersed by open spaces. Hoboken's dense mix of land uses and exceptional transit access make it possible to live there without owning a car. As noted, over one-third of Hoboken households do not have an automobile and over two-thirds of residents take public transportation or walk to work. But all residents—including those who own cars—are pedestrians as well.

Hoboken also is compact enough to be accessible by bicycle. Many residents ride bicycles to Hoboken Terminal, the waterfront, and Washington Street; restaurant employees commonly make food delivery by bike. However, the City's narrow, crowded streets make it difficult for some people to ride a bicycle on the street. The only existing bicycle trail or route in the City is a four-block long segment adjacent to the southern portion of the waterfront walkway. Bicycle facilities throughout the community also are limited. The outdoor bicycle racks adjacent to the PATH station entrance at Hoboken Terminal generally overflow with locked bikes during the workday, despite exposure to the elements and risk of theft. Bicycle racks elsewhere in the City are limited to a few locations, predominantly new racks installed on Washington Street as part of recent streetscape improvements.

Transit

Hoboken is New Jersey's premier transit hub, and is unrivaled for the sheer breadth of types of service provided to it. Every major mode of urban mass transportation is represented in Hoboken: subway (or "heavy" rail), light rail, commuter rail, bus, and ferry. All of these modes converge at Hoboken Terminal, located in the southeast corner of the City.

Hoboken Terminal opened in 1907 as the terminus of the Delaware Lackawanna & Western railroad. In the early part of the Twentieth Century, all major rail lines providing passenger access to New York City from the west had terminal facilities located on the New Jersey shore of the Hudson River. These were connected to Manhattan by ferry. Some also connected to stations of the predecessor of the PATH rail line, the Hudson & Manhattan Railroad. These rail lines consolidated throughout the middle part of the Twentieth Century, and many fell into bankruptcy, which resulted in the cessation of much of the rail passenger service to Hudson County.

However, Hoboken Terminal survived and continued to serve the patrons of the Erie-Lackawanna railroad, which was absorbed by Conrail. In 1983, New Jersey Transit (NJT) began commuter rail service over the former Conrail routes, and Hoboken became the destination for a large portion of NJT's service. Eight out of the ten NJT rail lines currently serving northern and central New Jersey have direct service to Hoboken, with riders on the other two lines able to access Hoboken by transferring in Newark.

Despite changes such as the introduction of Midtown Direct service and the opening of the Secaucus Transfer station, both of which allow NJT passengers traveling to midtown Manhattan to bypass Hoboken, the Terminal still is a destination and transfer point for many commuters. As shown in Table V-1, approximately 30,000 commuters pass through Hoboken Terminal on a typical weekday morning.

Table V-1
Hoboken Terminal Passenger Boardings
Weekday AM Peak Period (6:00-10:00 AM)

<u>Passenger Movement</u>	<u>Pre-September 11, 2001</u>	<u>December 2001</u>
Ferry		
To 38 th Street	600	1,250
To Pier 11	4,800	9,100
<i>Subtotal</i>	<i>5,400</i>	<i>10,350</i>
PATH 33rd Street Line		
From rail	8,950	12,900
From other	6,750	5,400
<i>Subtotal</i>	<i>15,700</i>	<i>18,300</i>
PATH WTC Line		
From rail	7,450	0
From other	3,750	0
<i>Subtotal</i>	<i>11,200</i>	<i>0</i>
Total	32,300	28,650

Source: New Jersey Transit

As with many facets of life in New York City and surrounding areas, the mass transportation system was impacted by the September 11, 2001 terrorist attacks. The figures in Table V-1 also show the changes in transit usage in Hoboken Terminal due to the destruction of the World Trade Center PATH Station.

The PATH (Port Authority Trans Hudson) system provides a vital link between Hoboken and New York City as well as Jersey City, Harrison, and Newark. The Exchange Place PATH station in Jersey City, which was closed as a result of September 11, reopened in June 2003. A temporary station at the World Trade Center site replacing the one that was destroyed is scheduled to reopen in November 2003.

As shown in Table V-2, usage of the Hoboken PATH station has fluctuated during the past six years, with a decrease in ridership since 2000 due to the impacts of September 11 and the downturn in the local job market.

**Table V-2
Hoboken PATH Station Entrance Counts, 1997 to 2002**

<u>Year</u>	<u>Annual</u>	<u>Average Weekday</u>
1997	8.6 million	30,321
1998	8.6 million	31,223
1999	9.4 million	33,323
2000	10.4 million	36,791
2001	9.8 million	34,637
2002*	7.5 million	25,739

*Estimated

Source: Port Authority of New York and New Jersey

The Port Authority projects that ridership will increase in the next few years as the economy gradually recovers. Passengers also are expected to return to the PATH with the reopening of the Exchange Place and World Trade Center stations. An increase of 1.5 to 2.5 percent in ridership at the Hoboken PATH station is projected over the next ten years.

Although Hoboken’s PATH station is primarily utilized for outbound traffic on weekday mornings and inbound traffic on weekday evenings, it is also a destination point for about 8,300 weekday PATH riders. This figure will likely increase as additional office space is constructed on the southern waterfront. Approximately one-third of PATH patrons traveling to and from the Hoboken station are pedestrians, with approximately another one-third using commuter rail (see Tables V-3 and V-4).

**Table V-3
Means of Transportation to Hoboken PATH Station**

<u>Means of Transportation</u>	<u>Percentage</u>
Commuter rail	39.7%
Walked	31.1%
Buses	10.1%
Auto or Van	13.7%

Source: Port Authority of New York and New Jersey

Table V-4
Means of Transportation from Hoboken PATH Station

<u>Means of Transportation</u>	<u>Percentage</u>
Walked	37.6%
Commuter rail	36.5%
Buses	6.2%
Auto or Van	15.8%

Source: Port Authority of New York and New Jersey

According to a 2001 survey by New Jersey Transit, 8,875 Hoboken residents boarded PATH at Hoboken each weekday. The survey results indicated that 74 percent of these passengers walked to the station, 16 percent arrived by bus, and three percent arrived by taxi, with the remainder traveling to the station by car or commuter van. The Port Authority estimates that 88 percent of Hoboken residents traveling on PATH in 2002 were destined for Manhattan, with the remaining 12 percent destined for New Jersey.

Another mode of transportation to New York City provided at Hoboken Terminal is ferry. New York Waterway operates service from Hoboken Terminal to four Manhattan destinations: World Financial Center, Pier A at Battery Park, Pier 11 on Wall Street, and West 38th Street. Two routes also provide service from Thirteenth Street in Hoboken to West 38th Street and World Financial Center. As shown in Table V-1, the number of ferry passengers boarding ferries from Hoboken Terminal doubled in the months after September 11, 2001.

The Hudson-Bergen Light Rail Transit system currently connects Hoboken Terminal to locations in Jersey City and Bayonne. Two stations on the west side of Hoboken at Second and Ninth Streets are projected to open in the next year, with the system eventually extending further north through Weehawken to Bergen County.

Hoboken is served by a number of bus lines. The New Jersey Transit 126 route provides service to the Port Authority Bus Terminal in midtown Manhattan via Washington Street, with morning and evening weekday service also provided via Willow Avenue and Clinton Street. New Jersey Transit also provides service to the George Washington Bridge Bus Terminal in upper Manhattan (181 route) and Newark (64 route), with additional routes to other destinations. Academy Bus also provides service from Hoboken to the Port Authority Bus Terminal via Washington Street, with additional morning and evening weekday service via Willow Avenue and Clinton Street. Additional service is provided by Academy Bus from Hoboken to other locations elsewhere in Hudson County. Lafayette and Greenville bus service to Jersey City also is provided from Hoboken Terminal.

Taxicab service also is provided from a stand adjacent to Hoboken Terminal on Hudson Place. City ordinances regulate taxi service within Hoboken, and limits customer pickup to the one stand. Customers also may call to request a taxi pickup from a location within the City, but may not hail a cab on the street.

Parking

Overall parking supply and demand are approximately the same at most times. Although more permits are issued than spaces are available, not all permits are used at the same time or in the same locations. For example, use of business permits is concentrated in areas closer to Washington Street and other commercial areas, and many are used when some residents cars are elsewhere, such as at work. Visitors using permits often come when business permits are not being used and on weekends when some residents are not in the City.

But at peak times, there is more parking demand than supply in many of Hoboken’s neighborhoods. Double-parked cars are common sights on many streets. The problem is worse in some areas than others, as well as often worse during the evening, particularly in blocks with social clubs or restaurants. Trying to park on the street on any night in Hoboken is generally difficult; on most weekend evenings it is nearly impossible.

The difficulty in parking in Hoboken is due mainly to a paradox: although it is a densely developed small city, many residents choose to keep a car in Hoboken. It may be that people assume that since Hoboken is in New Jersey, not Manhattan, it is acceptable to own a car in Hoboken. It may be the notion that parking has always been bad, but it’s still worth parking a car on the street. Whatever the cause, the result is shown in Table V-5. As these statistics make clear, the percentage of households that does not have a vehicle available is much higher in Hoboken than in New Jersey overall. But this percentage is only slightly higher than for Hudson County as a whole, and much lower than for Manhattan.

**Table V-5
Households with No Vehicles Available**

<u>Place</u>	<u>Percent</u>
Manhattan	77.5%
New York City	55.7%
Union City	46.3%
Jersey City	40.7%
Hoboken	38.3%
Hudson County	35.1%
Weehawken	26.9%
New Jersey	12.7%

Source: 2000 US Census

It is not just residents’ cars that take up parking spaces on Hoboken’s streets, however. In addition to parking permits for residents, workers in the City may obtain permits, as may residents’ visitors. Temporary permits are also available to new residents who have not yet changed their automotive registration from a former address to a Hoboken address. The number of permits issued in each category is listed in Table V-6.

**Table V-6
2001 Permits Issued**

<u>Type</u>	<u>Number</u>
Resident	13,579
Business	2,759
Temporary	6,531
Visitor	20,740

Source: Hoboken Parking Authority

The number of permits shown in this table should not be construed as cumulative, due to varied regulations for each of the types of permits. Resident permits are issued on an annual basis. These cost ten dollars per year. Business permits are issued for periods of three months (\$35), six months (\$50), and one year (\$75) and they can be renewed as long as the holder works in Hoboken. Temporary permits are valid for only thirty days (at one dollar per day), and are non-renewable. Visitor permits for short-term periods are three dollars per day, with a free annual visitor permit for residents age 62 and over available upon request.

The regulations governing on-street non-metered parking space usage were recently amended. The primary change was to set aside one side of most non-commercial streets for parking only of vehicles with resident permits at all times. Violators of this regulation have had a “boot” placed on one of their tires, which can be removed only after payment of a \$100 fine. Other changes included modifications to the cost and duration of permits, which are reflected above.

Hoboken’s parking situation is compounded by other factors. These include Manhattan-bound commuters who drive to Hoboken, where they leave their cars before taking the PATH, ferry, or bus for the final leg of their commute. There are also the many visitors who drive to Hoboken to shop, dine, or partake in its night-life. While many business owners view parking as essential to the success of their establishments, the large number of additional cars parking in street spaces further reduces the already limited supply. Table V-7 provides an overview of existing parking spaces in Hoboken.

**Table V-7
Hoboken Parking Inventory**

Hoboken Parking Utility Spaces	
Garage B (2 nd and Hudson Streets)	810
Garage D (between 2 nd and 3 ^d Streets)	488
Garage G (between 3 ^d and 4 th Streets)	488
916 Garden Street Automated Garage	324
Midtown Garage (4 th and Clinton Streets)	700
Second and Willow Lot	16
Eleventh and Willow Lot	24
Regulated Meters	780
Subtotal	3,674
On-Street Spaces (2000 estimate)	3,800
Off-Street Public Use (2000 estimate)	900
Off-Street Private (2000 estimate)	7,600
Estimated Total	15,974

Sources: Hoboken Parking Authority, City of Hoboken City-Wide Parking Study, October 2001

The Hoboken Parking Authority was responsible for public parking management and enforcement of most on-street parking spaces until early 2003, when it was dissolved and replaced by the Hoboken Parking Utility. As shown in Table V-7, the Parking Utility operates seven garages or lots with a total capacity of 2,894 parking spaces. The monthly rental rates for these spaces vary from a low of \$105 for a senior citizen in Garage G to \$275 for a reserved space in Garage B. Hourly rates for the four garages that have “transient” spaces vary depending on the time and day. For example, rates at Garages B, D, and G for customers entering between 6 PM and 2 AM on Friday and Saturday nights are \$5 for up to one hour, \$15 for up to three hours, and \$20 maximum up to 7 AM. These practices of “congestion pricing” are consistent with methods used elsewhere to allocate scarce resources.

The Parking Utility also has a “Park and Shop” discount validation program. Customers of businesses participating in this program are able to park for free in Garages B, D, and G for a certain amount of time.

The private sector also has become more active in providing parking in Hoboken. Some larger new buildings are offering parking spaces not just for their residents or business tenants, but to the general public as well. This is in addition to the many large and small surface parking lots scattered throughout the City that provide monthly parking spaces.

City of Hoboken

MASTER PLAN

WEEHAWKEN

■ Hoboken Parking Utility Facilities

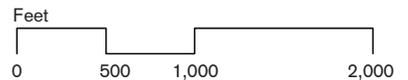
Monthly and Hourly:

- 1 Garage B
- 2 Garage D
- 3 Garage G
- 4 Midtown Garage

Monthly Only:

- 5 916 Garden Street
- 6 2nd Street and Willow Avenue
- 7 11th Street and Willow Avenue

⊗ Other Parking Facilities with Hourly Public Parking



Map prepared by Phillips Preiss Shapiro Associates, Inc.
 April 2003
 Base map source: Wilbur Smith Associates

Existing Off-Street Parking Facilities

Traffic

As a self-contained grid network free of outside influences, Hoboken's street system would be able handle traffic relatively well, as an orderly street grid allows trips to be dispersed among a number of different paths in a variety of different ways.

However, Hoboken's street grid is impacted by the limited number of vehicular access points to the City. There are only ten locations where motor vehicles can enter or exit Hoboken. Six of these are at the south end of the City and four are at the north, with none in the middle. Three of the southern access points—Henderson Street, Grove Street, and Jersey Avenue—are accessible from what functionally serves as one two-way street, the combination of Observer Highway and Newark Street. In addition, the existing traffic patterns filter nearly all vehicles passing through this area through one or more of four intersections, with a great deal of conflicting traffic movements. These limitations mean that a backup at any of these intersections will severely impact the others.

The other major southern Hoboken access point is Paterson Plank Road. This road is heavily used as part of a Port Authority-designated bypass around the interior of Hoboken connecting the Holland and Lincoln Tunnels, which also includes the South Wing and Fourteenth Street Viaducts at the north end of Hoboken. The final southern access point, which has limited traffic, is New York Avenue. This two-lane street connects to Observer Highway at its west end and connects to Jersey City Heights through a steeply sloped cut in the Palisades.

There are three full vehicular access points at the north end of Hoboken, all of which carry two-way traffic. Willow and Park Avenues each cross the planned light rail tracks over bridges on the City's border with Weehawken. These routes are often heavily congested due to backups of traffic at the Lincoln Tunnel entrance located a short distance north of the Hoboken line. The other two-way access point to north Hoboken is the Fourteenth Street Viaduct. This bridge starts at the intersection of the North Wing and South Wing Viaducts on the face of the Palisades and touches down at Willow Avenue. The viaduct is old enough to be listed as a historically eligible structure by the New Jersey Department of Transportation. A major rehabilitation of the viaduct was completed in 1990, but its condition is currently poor enough to warrant Hudson County's decision to consider rehabilitating or replacing it.

The final access point at the north end of the City is a one-way road connecting Harbor Boulevard in Weehawken with Park Avenue in Hoboken at Sixteenth Street.

As noted above, Hoboken's local street network generally consists of a rectangular grid pattern. A majority of the City's streets are designated for one-way traffic due to their narrow width. Most of the existing two-way streets are main thoroughfares, including Washington Street, Observer Highway, River Street, Sinatra Drive, Paterson Avenue, Fourteenth Street, Fifteenth Street, and portions of Park Avenue, Willow Avenue, Newark Street, and Eleventh Street. Certain other streets, including Castle Point Terrace and some streets in the northwest corner of the City, have two-way traffic for short distances.

Traffic signals are located primarily along Washington Street, which has one at each of its intersections. Other traffic signals are located at intersections on Hudson Street, Newark Street, Observer Highway, River Street, Willow Avenue, and Fourteenth Street.

City of Hoboken

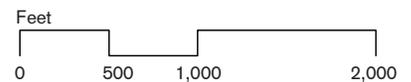
MASTER PLAN

WEEHAWKEN

-  Existing Access Point
- 1 Henderson Street
- 2 Grove Street
- 3 Jersey Avenue
- 4 New York Avenue
- 5 Paterson Plank Road
- 6 14th Street Viaduct
- 7 Willow Avenue
- 8 Park Avenue
- 9 Harbor Boulevard Connector



JERSEY CITY



Vehicular Access Points



Map prepared by Phillips Preiss Shapiro Associates, Inc.
 April 2003
 Base map source: Wilbur Smith Associates

Recommendations

Pedestrian/Bicycle

1. **Enhance walkability throughout the City.** Hoboken’s pedestrian-friendly character is one of its greatest assets, and should be emphasized. Any and all transportation improvements should improve, not detract from, the pedestrian experience.
2. **Protect pedestrians in the crosswalk.** The pedestrian crossing signs in certain crosswalks have had a dramatic impact with regard to improving pedestrian safety. This program should be expanded, with consideration given to additional features such as changes in pavement, bump-outs, and signage.
3. **Provide adequate lighting of sidewalks.** Pedestrian safety is important at all hours, including when it is dark outside. Where streetlights do not cast sufficient light on sidewalks, the City should ensure that additional pedestrian-scaled lighting is provided.
4. **Ensure that crosswalks are not blocked.** Parked cars and other obstructions reduce visibility for both motorists and pedestrians, making it less safe to drive and walk in Hoboken. Measures such as improved enforcement and yellow painted curbs adjacent to crosswalks are needed to ensure that the areas around street corners are kept clear.
5. **Reduce pedestrian conflicts with vehicular traffic in the Hoboken Terminal area.** According to New Jersey Transit, over 6,500 Hoboken residents walk to the PATH station every weekday, with many other people walking to and from transit and jobs. The Terminal area has an extraordinary concentration of pedestrian activity that necessitates interventions to protect those walking in this area. Additional detail is provided in Part II of the Land Use Plan Element.
6. **Provide “Walk/Don’t Walk” signals on traffic lights.** With large numbers of pedestrians in most areas of the City, the addition of indicators at traffic signals geared towards pedestrians would be useful for increasing safety. The need for such signals is particularly acute on Washington Street, where most traffic lights have only one set of signal lights over the center of the intersection, a location that is difficult for pedestrians to see.
7. **Prohibit right turn on red throughout the City.** Traffic signals in Hoboken are predominantly located on streets with high volumes of vehicular traffic, as well as large amounts of pedestrian traffic. Prohibiting right turns on red would not inconvenience drivers greatly, but would do much to improve pedestrian safety.
8. **Encourage walking between Hoboken and adjacent municipalities.** There are reasons why Hoboken residents may want to walk to neighboring communities, such as shopping, not to mention that a mile-square city has limited options for walking and jogging. There are probably even more reasons for residents of adjacent municipalities to walk into Hoboken. It therefore makes sense to improve conditions for pedestrians walking to and from Hoboken.
9. **Promote bicycling as a mode of transportation.** Hoboken is a compact community that could accommodate bicyclists—if streets are safe enough for most cyclists and trails and routes exist.
10. **Provide additional bicycle storage at Hoboken Terminal and other transit stations.** The existing bicycle storage area adjacent to Hoboken Terminal is comprised of a number of outdoor racks that fill up quickly on warm days, with additional bikes stored along any fence or rail in the vicinity. This set-up is not conducive to encouraging cycling, although the concentration of unattended bicycles is attractive to vandals and thieves. New Jersey Transit and/or the Port Authority should provide more formal bicycle storage space, possibly including a covered and secured area if not individual bicycle lockers. Bicycle storage should be provided at light rail stations and the uptown ferry stop as well.

11. **Require bicycle storage facilities in new development.** Maintaining a balanced transportation network requires encouraging all modes of transportation. Bicycle storage facilities in new buildings can help promote cycling as a means of transportation.
12. **Create a multi-use circuit around the City, if possible adjacent to the light rail tracks.** Information regarding this recommendation is included in the Open Space, Recreation, and Conservation Plan Element.
13. **Consider designating a pair of north/south streets for bicycle traffic.** Bicycling on City streets could be encouraged through such simple measures such as striping and signage. Possible streets include Park or Clinton in a northbound direction and Grand Street in a southbound direction.

Transit

1. **Explore the creation of a jitney bus system.** The City currently has a Cross-Town shuttle, which, while providing a valuable service to some, is underutilized due to infrequent headways and somewhat circuitous route that is a well-kept secret. This route should be replaced by a system connects neighborhoods to transit stops and other “trip generators,” such as schools, institutions, and shopping. As shown on the Transit Plan Map, possible routes include: Eighth and Ninth Streets, Willow Avenue and Washington Street, Clinton and Washington Streets, and First and Fourth Streets. Funding for this system should be provided by outside sources, such as Federal grants, or New Jersey Transit. The vehicles for this system should be small and environmentally efficient. The route and stops should be clearly marked through signage, as well as by possibly marking the route on streets and painting the curb and sidewalk in the location of stops.
2. **Expand the use of existing shuttle systems .** A number of mini-bus and van shuttle systems already operate in the City for New York Waterway ferry service, Stevens Institute of Technology, and St. Mary Hospital, among others. Until a shuttle system can be created, the City should work with these entities to enable the use of the general public during their off-peak hours.
3. **Keep bus stops clear of vehicles.** This would improve pedestrian safety, traffic flow, and speed of transit service, and could be accomplished through better signage, striping, and enforcement.
4. **Provide better signage and schedule information at bus stops .** Transit service is generally used more when potential riders are aware of when, where, and how they can use it. At a minimum, route numbers and destinations should be provided. Posted schedules are more desirable. Most desirable, if possible, would be the provision of “real-time” information, such as when the next bus will arrive, which has been used on a number of transit systems through global positioning system (GPS) technology.
5. **Improve taxi service.** The existing taxi regulations have helped keep a trip affordable within Hoboken. However, restrictions such as not being able to flag a cab and having a stand only at Hoboken Terminal limit the usefulness of this mode of transportation. It is also difficult to get a taxi at peak times. A combination of measures could help alleviate these problems. These include: permitting more taxis, which would make it easier to get around for short trips without driving; creating additional taxi stands throughout the city; and permitting taxis to be flagged. Larger taxi stands should be provided at light rail stations and the uptown ferry stops in addition to Hoboken Terminal, with smaller stands at St. Mary Hospital, at the intersection of bus and/or jitney routes, and near large public parking garages.
6. **Maximize the use of alternative vehicles.** In a dense urban environment such as Hoboken, it the use of smaller, less polluting cars, trucks, and buses should be encouraged. Government should take the lead, with the City replacing its vehicular fleet when necessary with these types of vehicles, which may encourage institutions to follow.
7. **Push for the provision of better transit service.** Hoboken has stellar transit service to and from Manhattan. It is less well connected to other areas, including elsewhere in Hudson

County. Many Hoboken residents now have a “reverse” commute to Newark or suburban employment centers, while many also shop in suburban areas. The City should lobby transit providers to improve service to these areas, as well as to popular destinations such as Newark Airport, the Jersey Shore and special events. Improved off-peak transit service also would be helpful.

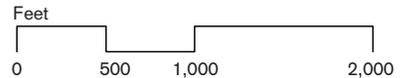
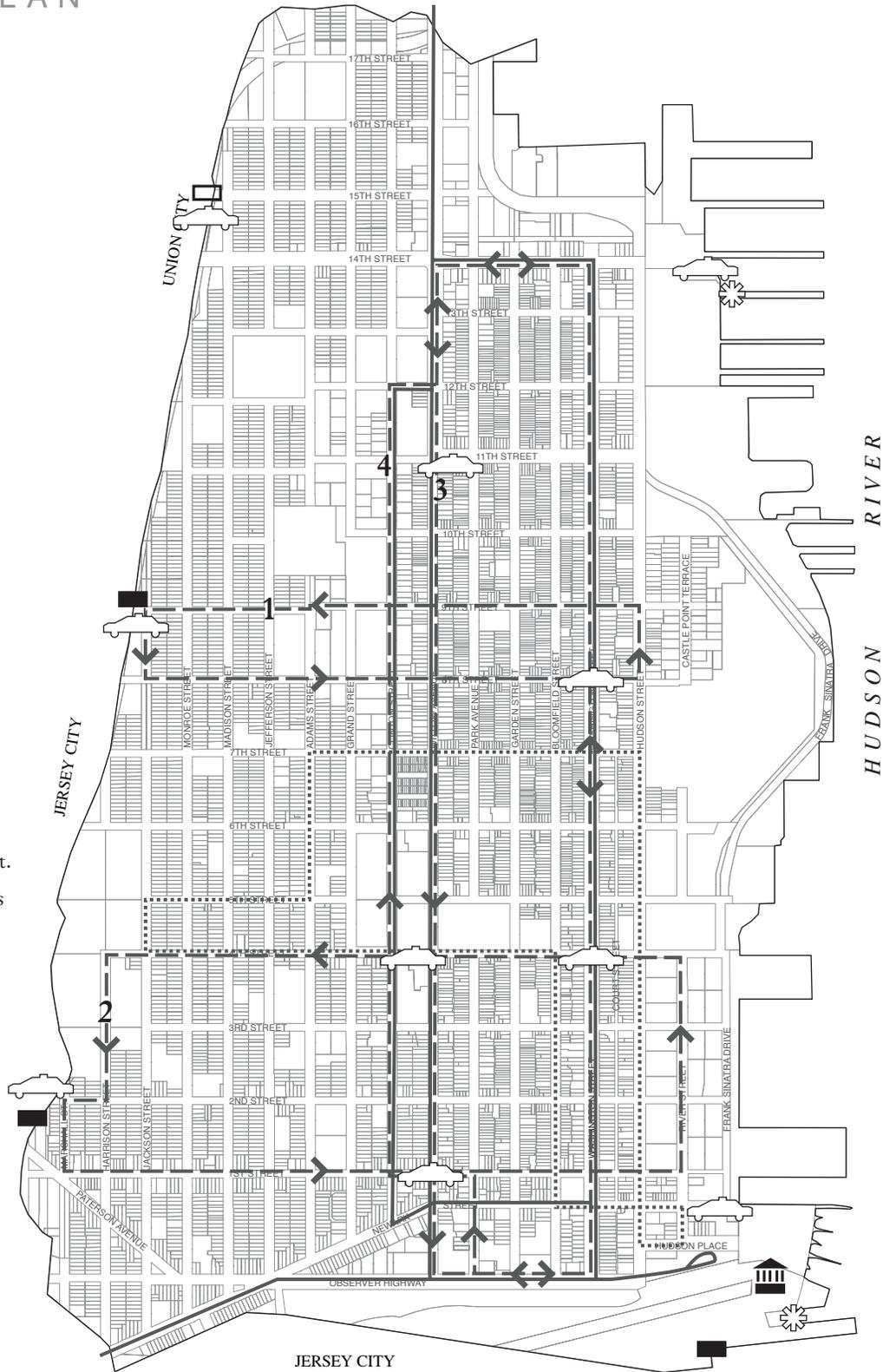
8. **Lobby for better north/south water taxi service within New Jersey.** Ferries now run between many locations in New Jersey and New York City, but these locations are not well connected with one another. This would further improve transit service and reduce motor vehicle dependence within Hudson County.
9. **Improve conditions for bus commuters.** Many Hoboken residents commute by bus, but sometimes suffer from less than ideal conditions. Bus stops are somewhat poorly marked and often blocked. Lines waiting for buses to New York City during the rush hour are a common sight in Hoboken, particularly along Clinton Street where buses run less frequently than on Washington Street. The City should work with transit providers to address these problems.
10. **Explore the provision of express bus lanes through Weehawken.** The express bus lane on Route 495 to the Lincoln Tunnel during the morning rush hour permits buses from suburban locations to bypass New York City-bound traffic delays. However, buses from Hoboken and other Hudson County communities attempting to access the Lincoln Tunnel are often subject to the all-too-common vehicular delays during morning rush hour. Hoboken should reach out to Weehawken and the Port Authority to find a way to permit buses to bypass traffic backups at the tunnel.
11. **Lobby New Jersey Transit for the creation of an uptown light rail station.** When the alignment of the Hudson-Bergen Light Rail Transit system was moved from the east side of the City to the west side, an uptown Hoboken station was removed from the route. Providing an additional station between the Ninth Street station in Hoboken and the Lincoln Harbor station in Weehawken would improve transportation in the City and encourage economic development in the City’s northwest corner. A possible location for this station is at the west end of Fifteenth Street. A location at the north end of Clinton Street would be feasible only if it was designed to be inhospitable to vehicular traffic, so as to not attract additional cars to Hoboken and Weehawken for the purpose of utilizing this station.

City of Hoboken

MASTER PLAN

WEEHAWKEN

-  Hoboken Terminal
-  Existing Light Rail Station
-  Proposed Light Rail Station
-  Ferry Stop
-  Proposed Taxi Stands (Approximate Locations)
-  Existing Bus Route
-  Existing Crosstown Bus
-  Proposed Jitney Route
- 1 8th/9th Streets
- 2 1st/4th Streets
- 3 Willow Ave./Washington St.
- 4 Clinton/Washington Streets



Map prepared by Phillips Preiss Shapiro Associates, Inc.
April 2003
Base map source: Wilbur Smith Associates

Parking

One thing that is loud and clear: parking is the major lifestyle problem for most residents. But depending on whom you talk to, there is either too much or too little parking in Hoboken! The population is split—about half and half. This plan seeks to create a reasonable amount of new parking spaces, particularly for residents. But it also looks to better utilize existing parking resources, such as by encouraging greater use of existing garages and harnessing the private sector to provide more parking spaces for use by the general public. Addressing the parking problem will involve a series of actions. The overall concepts for parking are as follows:

- **On-street spaces**: increase the number available for residents in non-retail areas; improve enforcement of usage of these spaces throughout the City
- **Off-street spaces**: better allocate and make more accessible existing spaces for residents, employees, and visitors; provide new spaces in some areas
- **Retail area parking**: continue to provide convenient spaces for visitors, with short-term parking at meters and long-term parking in nearby off-street spaces

These concepts are furthered by the specific recommendations listed below.

1. **Promote shared parking for multiple uses.** The use of existing parking spaces can be increased by opening them up for use at more times by more groups. The private market has started to realize this recently, as evidenced by a private bank lot on Washington Street that formerly was closed after hours that is now used as a pay parking lot during the evening. The recently constructed Midtown Garage is a larger scale example of this approach, as it provides parking for residents, hospital staff and visitors, and the general public. These methods should also include shared off-site parking and provision of public parking spaces in new private development. Single-use private parking over a minimum size should be prohibited in the future.
2. **Separate the provision of housing from the provision of parking.** Many new buildings construct parking that is offered only to residents of the particular building. However, when residents choose not to rent spaces, these spots often go unused. Tying rights to a parking space to the purchase of an individual unit also punishes those who do not own automobiles and contributes to the increased cost of housing in Hoboken. The solution is to prohibit deeded parking for new housing units in larger developments. The number of parking spaces in new development also should be limited unless spaces are permitted to be used by non-residents of new buildings. To limit impacts from automobile traffic, this type of parking could be restricted to monthly only rental spaces.
3. **Require public access to private parking facilities in developments over a certain size.** Many residential buildings constructed in recent years have included parking spaces for residents. While some of these lots may be fully occupied, field surveys indicate that many of these facilities may have significant numbers of parking spaces that are vacant for long periods of time. This recommendation ties into recommendation two above, as it provides a market for spaces that would only be available for building residents. This type of intervention would provide additional off-street parking spaces in residential areas, helping free up on-street spaces.
4. **Consider promoting the construction of additional remote parking facilities in areas not located proximate to existing public parking garages.** The Midtown and Garden Street garages have added parking spaces for residents in neighborhoods where there were no large-scale off-street parking options. Residents in areas proximate to the three older garages located on lower Hudson and River Streets already had this option available. The Hoboken Parking Utility should look for additional opportunities to create garages in other areas.
5. **Create additional resident off-street parking through public/private partnerships.** This approach would likely involve the Hoboken Parking Utility working with property owners to create structured parking on existing surface parking lots. There are a number of existing sur-

face parking lots that could be expanded to provide additional parking if the financing were available. Also, the provision of below-grade public parking in large new developments and public facilities should be promoted.

6. **Provide more parking in City garages for residents instead of commuters.** To the greatest extent possible, monthly parking spaces should be made available to City residents. Parking should not be made prohibitively expensive for short-term visitors, particularly shoppers and diners, but the cost should increase for commuters and others seeking to store vehicles for long periods of time during the day. This strategy could result in long-term reductions in the number vehicles entering the City and competing with residents' vehicles for spaces.
7. **Provide additional on-street parking spaces through diagonal striping where possible.** This approach has been used in a few locations throughout the City. It should be encouraged in other areas where the traveled way of streets would allow it. This technique also may have a benefit of helping to slow vehicular travel speeds.
8. **Provide additional on-street parking on Newark Street west of Willow Avenue by changing it from a two-way to one-way street.** There is no traffic circulation reason for the western portion of this street to have two-way traffic. This street currently has large volumes of traffic traveling westbound, often at high rates of speed, as it is a relatively wide-open street with no traffic controls (signals or stop signs) for a length of nine blocks from Washington to Madison Streets. Additional parking is more beneficial than faster vehicular speeds.
9. **Consider removing meters from on-street parking spaces in residential areas.** Parking meters are necessary on Washington Street and nearby areas due to the concentration of commercial uses. There are existing meters on some streets in other parts of the City, however, where these spaces may be better suited for non-metered parking. Two particular areas are near the intersection of Newark Street and Willow Avenue and on some streets near St. Mary Hospital, now that their garage is built.
10. **Provide stricter enforcement of on-street parking regulations.** This includes permit requirements as well as reducing the number of illegally parked cars that interferes with crosswalks and bus stops. Although this approach will in the short term remove a few parking spaces from the inventory, it will go a long way to improve pedestrian safety and vehicular traffic flow by allowing buses to pull out of the travel lane of streets to pick up and drop off passengers. This can be accomplished through better signage and painting of curbs at bus stops, combined with increased enforcement.
11. **Better educate residents about parking regulations.** The changes to regulations for resident and temporary parking permits have had somewhat of an impact. Providing more information about how the permit process works, including about visitor and temporary resident permits, can help reduce the amount of vehicles parked on streets.
12. **Improve parking signage.** A system of signage should inform visitors from the time they arrive in the City where public parking is located. This would involve a series of unified "trailblazing" signs on major streets leading to public garages, with differentiations for destinations such as the waterfront, Stevens Institute of Technology, and St. Mary Hospital. In addition, signage for on-street parking should be improved to be less cluttered and more clearly readable and understandable.
13. **Create a system that notifies drivers where parking spaces are available.** An interactive system could alert drivers entering the City where parking spaces currently are available. Shoppers and other visitors could be notified by electronic signage, while residents and workers could utilize a more direct system such as transponders in a vehicle. Other mechanisms may also be appropriate. Although the technology for such a system may not be readily available in the short-term, it is likely that over the longer term this type of program may be feasible for Hoboken.
14. **Encourage large employers and institutions to provide remote parking that is served by shuttle service.** Although it may be necessary to provide a certain amount of parking for large employers, it may make sense to provide parking in satellite locations. Stevens Institute

of Technology and St. Mary Hospital already utilize this type of system, which could be adopted by other employers.

15. **Encourage more rental car agencies and similar services.** Hoboken has a relatively high percentage of residents who do not own automobiles. Services such as Zipcar help make it more convenient for these residents, and may encourage residents to not own a car.
16. **Promote the location of rental car and Zipcar facilities in parking garages.** For the reasons noted previously, devoting a small number of parking spaces in larger garages throughout the City could help reduce the number cars owned by Hoboken residents, and free up parking spaces for those who do own cars.
17. **Ensure that the revenue from on-street parking permits covers the costs of running the program.** The current annual fee for on-street parking (ten dollars) is low both from a market standpoint, as well as from the point of view of covering the costs to administer it. While an increase in cost may not be popular, it may be worth the effort if its impact were to increase the number of available on-street parking spaces for residents by enabling thorough enforcement of permit regulations. Any increases should be done gradually to lessen the impact on permit holders.
18. **Consider creating a pricing system for parking that responds to market demand.** The rates of parking garages, as well as on-street spaces, should reflect the desirability of these spaces. Remote parking spaces would be least expensive, but these spaces are not feasible for general use without a safe and reliable means of getting to and from one's car. Therefore this type of approach likely would entail the provision of additional intra-city transportation options. The creation of a unified parking and transportation agency could help to implement this system, which could be funded through the revenues from parking permits and facilities.
19. **Consider raising on-street and garage parking fees to pay for the shuttle service.** Parking fees could also be raised to provide a source of income for shuttle buses. In fact, a one-pass system could be used, merging parking and shuttle use the way the New York City Transit Authority merges subway and bus use under one fare structure.

Traffic

1. **Reduce the ability of traffic to cut through Hoboken.** Some traffic congestion in Hoboken is caused in part by vehicles cutting through the City. Reducing this cut-through traffic could improve conditions for Hoboken residents and workers trying to get in and out of the City. This objective could be accomplished through improved signage, but would likely primarily require cooperative efforts with adjacent municipalities, Hudson County, and the Port Authority, which currently has signs directing traffic between the Holland and Lincoln Tunnels via Hoboken.
2. **Promote methods of diverting traffic around Hoboken.** Whether or not cut-through traffic is the primary cause of traffic congestion in Hoboken, the limited number of vehicular access points to and from Hoboken clearly limits the amount of traffic that can enter and leave the City at certain times.
3. **Specifically lobby for the creation of a road to connect Paterson Plank Road to Coles Street in Jersey City.** This connection would further the above recommendations by siphoning off traffic now passing through southwest Hoboken on its way to Newport or the Holland Tunnel. It could be made on the west side of the light rail tracks, and would require assistance from New Jersey Transit, Hudson County, and Jersey City.
4. **Keep non-local trucks off Hoboken's streets.** Signage can be used to direct non-local truck traffic, particularly large tractor-trailers, to routes outside Hoboken, and to prohibit large trucks from certain streets.
5. **Employ traffic calming.** These techniques help to reduce speeding and limit the amount of through traffic on residential streets. Particular attention should be paid to areas where traffic enters residential areas from major roads, such as the streets that intersect with Observer Highway or Fourteenth Street. This approach also should be focused on Madison, Monroe,

- and Jackson Streets, which often handle cut-through traffic avoiding the eastern part of the City. But it should be employed to some extent in all areas of Hoboken.
6. **Promote strict enforcement of speed limits.** An urban street grid with narrow streets that have sight obstructions cannot accommodate traffic traveling at high rates of speed. For the safety of motorists as well as pedestrians and bicyclists, it is imperative that the 25 mile per hour speed limit is enforced on all of the City's streets.
 7. **Prohibit right turn on red throughout the City.** As described in the pedestrian/bicycle recommendations, prohibiting right turns on red would not inconvenience drivers greatly, but would help improve pedestrian safety. Right turns on red already are prohibited at many of the City's traffic signals – employing this restriction uniformly throughout Hoboken would make it clear that this practice is not permitted in any location.
 8. **Ensure that all non-signalized intersections are controlled by a stop sign on at least one street.** Although this problem has been improved in recent years, there are still some intersections that do not have any traffic control devices. The City should ensure that all of these intersections are provided with a stop sign in at least one direction.
 9. **Improve problem intersections.** This will require unique solutions for each location. Some of the identified intersections with safety concerns include Fourteenth Street at Willow and Park Avenues, Eleventh Street at Hudson Street and Sinatra Drive, and Sinatra Drive and Fourth Street.
 10. **Explore rerouting the existing connection from Lincoln Harbor in Weehawken.** The existing one-way street leading from Harbor Boulevard at Lincoln Harbor in Weehawken currently connects to Park Avenue in an awkward and unsafe manner. It also dumps additional traffic on an already heavily traveled street. Consideration should be given to removing the Park Avenue connection, and instead continuing this street two blocks west along the light rail tracks in the Seventeenth Street right-of-way to Clinton Street.
 11. **Change Newark Street/Observer Highway combination west of Willow Avenue from a two-way to one -way street.** This road, which changes names where the two streets formerly intersected by the “island” firehouse, currently carries two-way traffic even though all other interior Hoboken Streets in this area are one-way. It could remain two-way west of its intersection with Paterson Avenue and Monroe Street if desired, but at the least the portion between Willow Avenue and Monroe Street should be part of the one-way street network. Such a change would be consistent with the established system of one-way streets in the City, with First Street carrying eastbound traffic a short distance to the north. This change would also free up space to double the number of on-street parking spaces in the area by enabling the south side of the street to be used for parking where appropriate. This change also may involve adding stop signs at some intersections along its length, as this street currently has the right-of-way with no stop signs or signals from Washington Street all the way to Monroe Street.
 12. **Revise traffic patterns in the southwest corner of the City.** The series of streets and intersections in this area are currently a confusing mess that is burdened with a number of unsafe conflicting traffic movements. A redesign of this area should be undertaken with the following three goals: improving safety for drivers and pedestrians, reducing congestion for drivers, and discouraging non-local traffic from entering the interior Hoboken street system. A possible series of improvements is shown on the Southwest Area Concept Plan Map in Part II of the Land Use Plan Element.
 13. **Consider creating an additional connection from Newark Street to Observer Highway at Grand Street.** The Neumann Leather property in this location does not have any significant buildings in the area where this street would cross its properties. This connection could be constructed in conjunction with any redevelopment of this site. To minimize traffic entering the City's residential neighborhoods, this connection should continue the one-way southbound traffic flow on Grand Street.

VI. ECONOMIC DEVELOPMENT: WASHINGTON STREET AND MORE

Hoboken has experienced a tremendous amount of development in recent years. However, much of this development has been residential. Some of it, including large-scale non-residential development, has been exempt from local taxes. At the same time, the City's infrastructure continues to age and residents expect government to continue providing a range of beneficial services. These factors make it clear that as development occurs in Hoboken, it should contribute to the City's tax base without draining resources. Washington Street should remain the primary location for shopping and services for Hoboken residents, but new businesses that may not fit on Washington Street can be located elsewhere in the City. This growth can be focused around transit stops, in waterfront areas, and in the northwest section of the City.



Background

Hoboken's economic base has evolved since its early days, when it was primarily a resort destination. As more permanent residents moved to Hoboken, it became a full-fledged residential community with shops and services for its residents. Jobs soon followed, with the City's economy becoming increasingly dominated by the industrial sector. From the waterfront to the west side, Hoboken was home to manufacturers and smoke-stack industries. The City's residential population did not need to travel far for much of its daily business. Jobs were plentiful within Hoboken at factories as well as in smaller local businesses. In addition, most neighborhoods had clusters of shops and services for nearby residents.

These patterns changed over time, as jobs as well as residents left the City. Factories were often abandoned, converted to smaller scale industrial uses or non-industrial uses. Fewer residents, combined with a more mobile population due to widespread automobile ownership, led to decreased demand for many retail and service commercial businesses. Some of these neighborhood businesses have survived to this day, however, and with a resurgent population and influx of employees in the City, there has been significant growth in Hoboken's commercial sector. The waterfront of shipyards and industry has been replaced by one of office workers and open space. New residents provide additional support for old businesses. All the while, Washington Street continues to evolve, but remains the main retail and restaurant street for the City.

Increases in population and incomes between 1990 and 2000 also have led to improved economic conditions for business in Hoboken. Per capita income in Hoboken in 1999 was \$43,200, an increase of 61 percent (adjusted for inflation) from \$20,000 in 1989. The statewide and Hudson County increases during the same period were much lower. Median household income also increased significantly in the past decade, from \$34,900 in 1989 to \$62,600 in 1999 – a 34 percent jump. Again, the Hudson County and statewide increases were significantly less, and Weehawken had the largest increase among neighboring municipalities, as shown in Table VI-1.

Table VI-1
1999 Median Incomes

	<u>Household</u>	<u>Per Capita</u>
Summit	\$92,964	\$62,598
Montclair	\$74,894	\$44,870
Hoboken	\$62,550	\$43,195
New Jersey	\$55,146	\$27,006
Weehawken	\$50,196	\$29,269
Manhattan	\$47,030	\$42,922
Hudson County	\$40,293	\$21,154
New York City	\$38,293	\$22,402
Jersey City	\$37,862	\$19,410
Union City	\$30,642	\$13,997

Source: 2000 U.S. Census

Hoboken's 1999 income figures exceed the state averages, and are high for an urban area. In addition, the percentages of households in every income category over \$75,000 were greater in Hoboken than both Hudson County and New Jersey (see Table VI-2). These accounted for 43 percent of the City's households, compared to 23 percent of Hudson County households.

Table VI-2
1999 Household Income Distribution

<u>Category</u>	<u>Hoboken</u>		<u>Hudson County</u>	<u>New Jersey</u>
	<u>Number</u>	<u>Percent</u>		
Less than \$10,000	1,903	9.8%	12.7%	7.0%
\$10,000 to \$14,999	1,006	5.2%	6.8%	4.7%
\$15,000 to \$24,999	1,384	7.1%	12.1%	9.4%
\$25,000 to \$34,999	1,308	6.7%	12.3%	10.0%
\$35,000 to \$49,999	2,212	11.4%	15.8%	14.3%
\$50,000 to \$74,999	3,371	17.3%	17.4%	19.8%
\$75,000 to \$99,999	2,774	14.3%	10.1%	13.5%
\$100,000 to \$149,999	2,977	15.3%	8.1%	12.8%
\$150,000 to \$199,999	1,211	6.2%	2.4%	4.3%
\$200,000 or more	<u>1,316</u>	<u>6.8%</u>	<u>2.2%</u>	<u>4.3%</u>
TOTAL	19,462	100.0%	100.0%	100.0%

Source: 2000 U.S. Census

In comparison, the percent of households with annual income of over \$75,000 was 50 percent and 60 percent respectively in the suburban municipalities of Montclair and Summit.

It is projected that buying power, which has increased dramatically in recent years, will continue to grow as new employees come to Hoboken, particularly in the new office buildings. Table VI-3 provides rough calculations of spending power in Hoboken: in 1990, 2000, and 2005, after all of the new large-scale office development on the southern waterfront is occupied.

**Table VI-3
Estimated and Projected Spending Power**

Characteristic	1990	2000	2005 ²	Change since 1990
Residential Population				
People	33,000	39,000	40,000	20%
Households	15,000	19,000	21,000	40%
Per Capita Income ¹	\$27,000	\$43,000	\$50,000	85%
Median Household Income ¹	\$47,000	\$63,000	\$68,000	45%
Disposable Income ³	\$270 million	\$480 million	\$570 million	111%
Daytime Population				
Workers	19,000	22,000	25,000	30%
College Students ⁴	<u>4,000²</u>	<u>4,000</u>	<u>4,000</u>	0%
Total Daytime Population	<u>23,000²</u>	<u>25,000</u>	<u>29,000</u>	25%
Buying Power	\$80 million	\$90 million	\$100 million	25%
Total Available⁵	\$340 million	\$555 million	\$655 million	93%

¹ Adjusted for inflation

² Adjusted up or down based on annual growth rate

³ Based on amalgamation of household and per capita, one-third of income

⁴ Assumes no change in student population

⁵ Not just for consumer goods, but also for vacations, cars, etc.

Sources: 2000 U.S. Census; Claritas

Table VI-4 applies the projected increases in spending power in Hoboken to specified commercial sectors, while Table VI-5 analyzes the potential for growth in these sectors in the City due to increases in population (both residential and daytime worker) and income.

**Table VI-4
Projected Demand for Particular Goods and Services, 2005**

<u>Characteristic</u>	<u>Residents</u>	<u>Source of Demand</u>	
		<u>Daytime</u> ³	<u>Total</u>
Convenience			
Grocery Stores	\$75 million	0	\$75 million
Other Convenience ¹	\$75 million	\$5 million	\$80 million
Comparison			
Apparel	\$65 million	\$35 million	\$100 million
Furniture, etc. ²	\$75 million	\$5 million	\$80 million
Dining and Entertainment			
Eating and Drinking	\$90 million	\$45 million	\$135 million
Entertainment ⁴	\$10 million	\$5 million	\$15 million
Miscellaneous			
Building Materials	\$5 million	0	\$5 million
Gasoline Stations	\$30 million	\$5 million	\$35 million
Total	\$425 million	\$100 million	\$525 million

¹ Based on usual 1:1 ratio of groceries and other convenience items

² Includes appliances, furnishings, etc.

³ Based on roughly \$3,500 per worker/student, split roughly between dining/drinking and goods and services, most of which is spent on apparel

⁴ PPSA estimate

Sources: 2000 U.S. Census; Claritas

**Table VI-5
Capture Rate Analysis, 2000 and 2005**

<u>Characteristic</u>	<u>Estimated Sales in 2000</u>	<u>Capture Rate in Near Future</u>	<u>Potential Growth from 2000</u>
Convenience			
Grocery Stores	\$35 million	45%	5%
Other Convenience	\$35 million	45%	5%
Comparison			
Apparel	\$10 million	10%	25%
Furniture, etc.	\$5 million	5%	20%
Dining and Entertainment			
Eating and Drinking	\$75 million	55%	30%
Entertainment ¹	\$5 million	35%	25%
Miscellaneous			
Building Materials	\$5 million	100%	5%
Gasoline Stations	\$5 million	50%	5%
Total	\$175 million	35%	20%

¹ PPSA estimate

Sources: 2000 U.S. Census; Claritas

With regard to resident employment, 61 percent of Hoboken's employed civilian population worked in management, professional, and related occupations in 2000. These occupations account for 38 percent of New

Jersey's employed civilian population, and 56 percent of Manhattan's. Only 7 percent of Hoboken's employed civilian population is in "blue collar" occupations, compared to 20 percent in New Jersey.

The industry sector with the highest concentration in Hoboken's is finance, insurance, real estate, and rental and leasing, accounting for nearly one-quarter of the City's employed civilian population. This percentage well exceeds those of Manhattan (15 percent), Hudson County (11 percent), and New Jersey (9 percent).

Despite the generally rosy picture in Hoboken, however, there are concerns about the City's economy. Even before the recent downturn in the regional economy and state budget shortfalls, there were some who questioned whether Hoboken's tax base is diversified enough. The major growth in the City in the past decade has been in the residential sector. There are also many tax-exempt properties in Hoboken, such as institutional uses and residential projects given tax abatements, meaning that a large portion of the tax burden is absorbed by homeowners and small-scale landlords.

Recommendations

General Concepts

1. **Encourage cooperation between the business community, residents, and City government.** Although the business community has had some disagreements with City residents and City Hall over topics such as parking, noise, and trash, the long-term interests of each group is interdependent upon the others'. These types of problems can be minimized or avoided by having City government continue to improve relations with the business community. Likewise, business owners can benefit from community outreach.
2. **Promote the creation of a SID (Special Improvement District) for Washington Street and other retail areas.** Special improvement districts, known as business improvement districts (BIDs) in New York City, have been successful in many communities. A SID is an entity funded by businesses within the district that assists with downtown marketing and management. Its functions can range from providing additional trash collection and security to creating special events to attract visitors to an area. Although Hoboken's retail environment is generally stable now, as past experience shows, this situation can change in a relatively short time. Creating an entity such as a SID can help ensure the long-term viability of the commercial sector.
3. **Mandate street level retail in "Retail Core" areas .** Maintaining street life is a key to retail vitality, and maintaining interesting and active uses at street level is important to keeping life on the street. The definition of "retail" for the purposes of this recommendation should include restaurants, bars, and real estate offices, as they add to street life. Additional information regarding this recommendation, including identification of specific locations, is included in Part II of the Land Use Element in Chapter IX. This and other concepts also are illustrated on the Economic Development Plan map, which follows these recommendations.
4. **Continue to permit street level retail uses to occupy upper floors in specified areas.** There is limited space at street level in most buildings in Hoboken's retail areas. Allowing ground floor retail to be combined with space on upper floors allows for larger stores without negatively impacting the historic character at sidewalk level. The specific areas where this should be permitted are designated in Part II of the Land Use Element. Larger maximum floor area limitations for retail uses should be permitted in these areas.
5. **Consider increasing the maximum permitted floor area of ground floor retail uses in certain mixed-use areas .** The Zoning Ordinance currently limits retail or restaurant area to 1,000 square feet in most areas of the City. Allowing somewhat larger floor areas for these uses could help make provide a broader mix of commercial uses and allow existing businesses to expand within Hoboken. The existing 1,000-square foot cap should be maintained

- in predominantly residential areas, however. Areas where the change should be considered are the Primary Retail Streets as shown on the Economic Development Plan map.
6. **Promote convenience retail at the new light rail transit stops**. Transit stations are appropriate locations for commercial development, both to serve transit riders as well as the increased concentrations of population in the surrounding area. The area around the planned light rail stations at Second Street and Ninth Street are therefore logical places for small business districts to be created. Permitted commercial uses should be limited to pedestrian-oriented, convenience retail and service uses.
 7. **Create an economic development area in the “Underbridge” area at the far northwest corner of the City**. According to the community outreach conducted as part of the plan preparation process, there is demand on the part of Hobokenites for somewhat larger scale retail that currently does not exist within the City. The most appropriate location for such “medium-box” size uses (10,000 to 30,000 square feet of floor area) is in the northern section of the City. This district should not compete with Washington Street and Hoboken’s traditional commercial establishments, but should provide a location for uses that do not belong in the heart of the City due to the need for vehicular access, parking, and larger building footprints. Other commercial uses should be permitted in this area, with offices and live/work space on upper floors of buildings. Additional detail regarding this recommendation is provided in Part II of the Land Use Plan Element.
 8. **Encourage additional office space in appropriate locations**. The land use mix in Hoboken is skewed towards residential and other non-commercial uses. Even with the recent growth in office space, it appears the office market in the Hoboken area can accommodate additional space. The mix of spaces should include larger, “prime” office space around Hoboken Terminal, as well as smaller scale offices around light rail stations and in other commercial areas. (as detailed in the last chapter)
 9. **Encourage a mix of uses in new developments to provide supporting services to workers and residents**. Housing and offices alone do not make a city. Retail space and services are an integral part of a community that has not been included in many new developments. The City should encourage a mix of uses in any larger scale new development.
 10. **Make Hoboken Terminal into more of a destination**. The details of this recommendation are included in Part II of the Land Use Plan Element. In short, Hoboken Terminal is an underutilized resource, and its large number of commuters and other visitors is a largely untapped market for businesses and attractions in the rest of the City.
 11. **Give preference to small-scale businesses in Hoboken Terminal retail space**. As the Terminal is developed, its character will be enhanced by having more than typical chain retail in its commercial areas. The City should strongly urge New Jersey Transit to provide space in the Terminal’s commercial areas for non-chain and non-franchise businesses.
 12. **Permit home occupations as long as any detrimental impacts are mitigated**. Home offices and occupations have become increasingly common in recent years. This plan acknowledges the desire of many to live and work in one location. The Zoning Ordinance should include standards regulating such uses to minimize impacts on adjacent residences from noise, deliveries, and other possible impacts of home occupations.
 13. **Encourage live/work space for artists and artisans**. Furthermore, there are benefits to allowing the shared use of space for living and working by artists and others. As with home occupations, regulations should be designed to minimize impacts on the surrounding area. The benefits of this type of use mix can include reduced traffic and increased spending within the City. Consideration should also be given to permitting live/work space to be occupied by professionals who work from home as well.
 14. **Promote overnight accommodations**. The generalized distribution of these uses is as follows: business hotels within walking distance of Hoboken Terminal, extended stay hotels north of Fourteenth Street, and bed and breakfasts in a limited area close to the Terminal in accordance with the specific regulations outlined in Part II of the Land Use Plan Element.

15. **Create opportunities for more gathering places.** Hoboken is known for its high concentration of bars and restaurants. It is not known for its large number of coffee houses and catering halls. Creating a more balanced economy—as a more diversified selection of social outlets for the City’s large number of single residents and others—involves promoting the creation of more non-bar nightlife establishments. Providing meeting and special event space also could improve Hoboken’s overall economic and quality of life climate.

Retail Business Districts

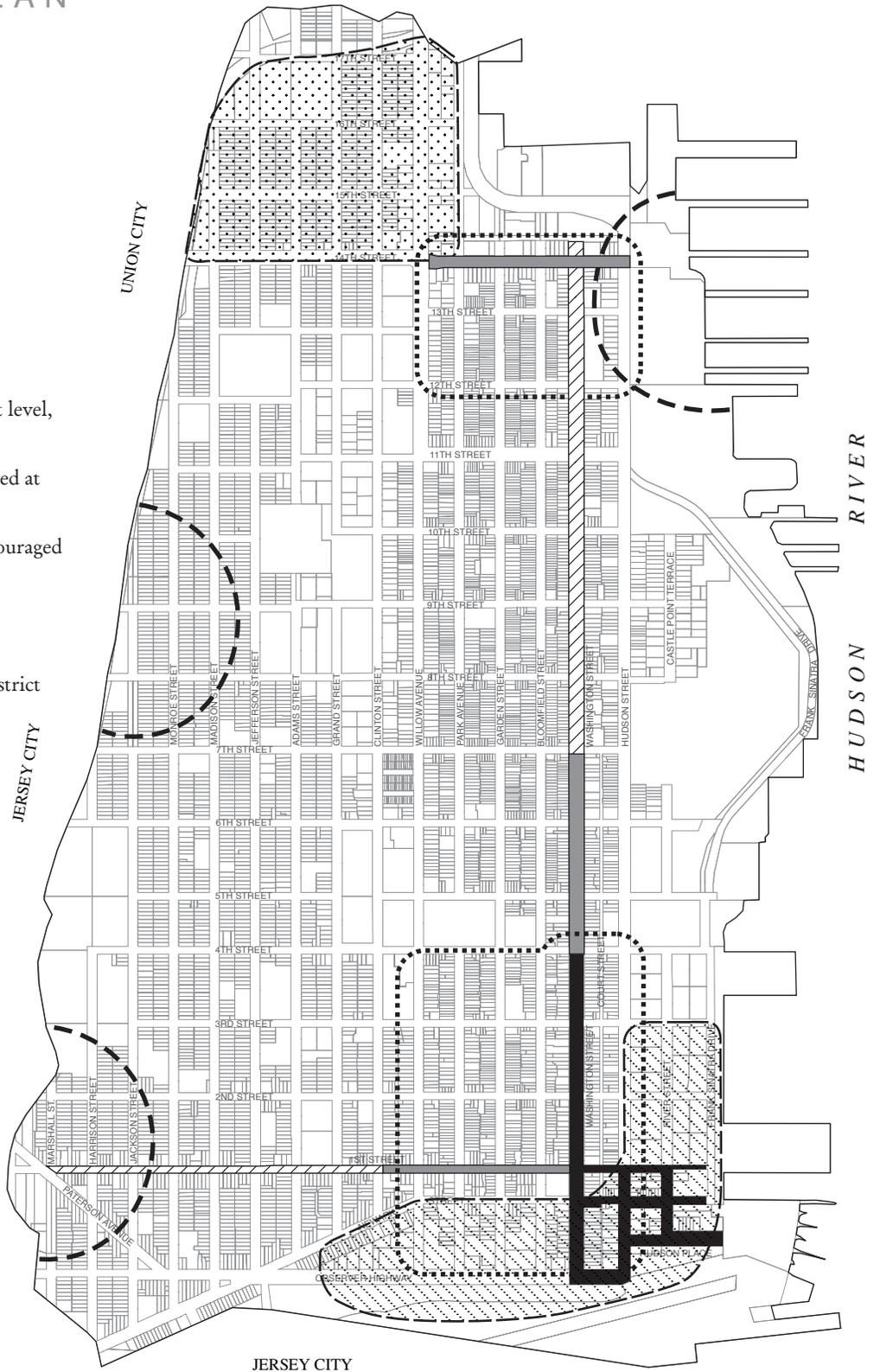
1. **Provide technical assistance for storefront and building facade improvements.** Hoboken already has an historic district, which regulates storefront and signage design on Washington Street and in the Terminal area. However, businesses often choose whatever design is easiest and cheapest due to lack of time, money, or knowledge of other approaches. The City and/or a SID should provide this type of service, which could help encourage more varied, yet appropriate facade design.
2. **Provide schematic, user-friendly illustrations of permitted designs for storeowners and other applicants.** One way to guide business owners to better storefront and sign design is to provide better information. Again, the City and/or a SID should be responsible for such a publication.
3. **Promote a variety of appropriate storefront designs.** While historic district regulations have had a positive impact on the types of storefront designs permitted in some areas of the City, Washington Street in particular is in danger of becoming homogenized with the prevalence of certain designs. Not all storefronts need to be wooden or Victorian. There are other types of designs and time periods represented in Hoboken’s business areas that should be emulated.
4. **Regulate the design and use of awnings.** Awnings can be appropriate additions to many buildings. However, their uncontrolled use can become unsightly and defeat their intended purpose. Specific regulations should include prohibiting internal illumination of awnings and limiting their use as signs.
5. **Encourage varied types of externally illuminated signs.** This type of signage is appropriate in a historic area. However, it seems that many businesses provide non-internally illuminated signs by using “gooseneck” lamps. Other methods exist – these should be encouraged to help vary the appearance of signage in the City.
6. **Preserve good examples of older commercial signs.** Historic preservation is not just about buildings or large-scale features – it can also be about smaller features and details. Hoboken has many examples of classic old signs, which provide insight into prior uses of a property. Unfortunately, many of these have been removed or stripped of their original character. The retention and/or limited reuse of such signs should be encouraged.
7. **Limit the size and placement of “sandwich” signs on sidewalks.** While signage is important to businesses, so are pedestrian safety and aesthetic concerns. Freestanding portable signage should be limited, particularly directly in front of stores. It should be permitted within certain limitations on Washington Street at cross streets to promote businesses located within a couple of blocks.
8. **Limit the size and placement of temporary signs.** The appearance of even the most attractive commercial areas can be quickly ruined through the proliferation of non-permanent signs, such as within windows or on storefronts. The regulations for such signs should be strengthened, as should City enforcement of these restrictions.
9. **Prohibit solid security gates over storefronts.** Many of Hoboken’s existing storefronts have roll down security gates, which are likely the product of an earlier time when crime was greater and other means of store security were not readily accessible or affordable. Businesses should be encouraged to have internal security gates on their windows or see-through mesh rolldown gates.

10. **Terminate views at the ends of Washington Street with design features.** This technique helps to define a street and make it more pedestrian friendly. Possible features could include outdoor sculptures, monuments, or signature buildings.
11. **Explore the provision of additional loading zones for business deliveries during limited specific hours.** Deliveries to most Hoboken businesses are made from the street and sidewalk in front of the business. There is limited space for such unloading, however, particularly in areas with large concentrations of businesses such as lower Washington Street. The City should consider changing parking and street cleaning regulations in a few targeted areas to provide additional loading space without significantly impacting existing on-street parking.

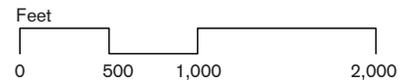
City of **Hoboken**
MASTER PLAN

WEEHAWKEN

-  Retail Core (required at street level, permitted on upper floors)
-  Primary Retail Streets (required at street level)
-  Secondary Retail Streets (encouraged at street level)
-  Terminal Business District
-  Transit-Oriented Business District
-  Underbridge Economic Development Zone
-  Bed and Breakfast Overlay Zone



JERSEY CITY



Economic Development Plan



Map prepared by Phillips Preiss Shapiro Associates, Inc.
April 2003
Base map source: Wilbur Smith Associates

VII. HOUSING: A HOME FOR EVERYONE

Hoboken has a varied housing stock, which has helped it maintain its social diversity. But the affordability protections of some existing subsidized housing units are nearing the end of their terms. There are also some who feel that most new housing being constructed is geared only towards a limited segment of the population. Hoboken is a youthful city now, with over half of its population between the ages of 20 and 34, and the housing market has been responding to that demographic by generally building smaller dwelling units. But as many who move to Hoboken consider staying and raising families, joining many long-time families in the community, it is becoming ever more important for a variety of housing to be provided in Hoboken so that residents of all types, singles and families, rich and poor, can find a place to live.

Background

In 1985, the New Jersey Legislature enacted the Fair Housing Act. This law was enacted in response to the Mount Laurel court decisions that held that all New Jersey municipalities must provide a realistic opportunity for the construction of low- and moderate-income housing. The State Council on Affordable Housing (COAH) was created by the Fair Housing Act to provide a regulatory framework for this constitutional obligation. Detailed information about Hoboken's obligation is provided below.



The objective of this housing plan element is to demonstrate how the City of Hoboken has provided for its fair share of affordable housing in accordance with the intentions of the New Jersey Supreme Court in the Mount Laurel decisions as implemented by the Fair Housing Act. This element provides an inventory of housing in Hoboken, provides an overview of the City's population, and describes how the City has addressed its fair share obligation. In addition, the Housing Plan Element contains various recommendations regarding the protection and creation of affordable housing in Hoboken.

COAH's Substantive Rules at NJAC 5:93-5.1(b) states that a municipal housing plan element "shall be designed to achieve the goal of providing affordable housing to meet present and prospective housing needs, with particular attention to low and moderate income housing." The specific requirements for the preparation of a housing element listed in this section of the Substantive Rules include the following:

- An inventory of the municipality's housing stock by age, condition, purchase or rental value, occupancy characteristics and type, including the number of units affordable to low and moderate income households and substandard housing capable of being rehabilitated;
- A projection of the municipality's housing stock, including the probable future construction of low and moderate income housing, for the six years subsequent to the adoption of the housing element, taking into account, but not necessarily limited to, construction permits issued, approvals of applications for development and probable residential development of lands;
- An analysis of the municipality's demographic characteristics, including, but not limited to, household size, income level and age;
- An analysis of the existing and probable future employment characteristics of the municipality;
- A determination of the municipality's present and prospective fair share for low and moderate income housing and its capacity to accommodate its present and prospective housing needs, including its fair share for low and moderate income housing;

There are other requirements relating to prospective new affordable housing sites. However, these regulations are designed more for non-urban areas that have not met their inclusionary housing obligation than for a developed urban community such as Hoboken. As described in this element, Hoboken already has provided for its fair share of affordable housing and will continue to do so, as it has a surplus according to COAH's requirements.

Housing, Demographic, and Economic Information

Inventory of Housing Stock

The City of Hoboken is located in the eastern section of Hudson County, New Jersey. It is a mature urban community with a diverse residential population with respect to race, income level and age, and in the housing opportunities it provides for its residents. Hoboken is part of the Northeast Housing Region of New Jersey as determined by COAH. This region includes Bergen, Hudson, Passaic, and Sussex Counties.

Hoboken is essentially a "fully developed" community with a variety of land uses. Hoboken also provides a wide array of housing types, ranging from public housing projects to million-dollar condominiums. The City's housing mix includes some one- and two-family homes, most of which are constructed as rowhouses, apartments above stores, and numerous low-rise, mid-rise, and high-rise residential buildings.

The number of housing units in Hoboken in 2000 was 19,915, an increase of 14 percent from the 1990 Census figure of 17,421. The total number of housing units in Hudson County grew by 5 percent during the same period. The number of apartments in buildings with ten or more dwelling units increased by 28 percent from 1990 to 2000. Nearly half (46 percent) of the housing units in Hoboken are located in buildings with ten or more units, while fully one-third of all units are located in buildings with 20 or more dwelling units. The proportion of dwelling units located in buildings constructed in 1999 through March 2000 is nearly three times higher in Hoboken than in New Jersey overall, indicating a significant amount of new construction in the City.

There is much existing older housing in Hoboken, however. According to the 2000 Census, seventy percent of all the housing units in the City were constructed before 1970, and nearly forty-five percent were constructed before 1940 (see Table VII-1). From 1990 to May 2003, 1,815 residential construction permits were issued in the City, all of which were multi-family units (see Table VII-2). No residential building permits were issued during the years 1992 to 1997 due to a development moratorium necessitated due to lack of sewer capacity. The lifting of this moratorium, combined with an improved economy, led to a residential building boom that has continued to the present day.

**Table VII-1
Age of Housing Stock
City of Hoboken, New Jersey, 2000**

<u>Year Unit Constructed</u>	<u>Number of Units</u>	<u>Percent</u>
1990-2000*	2,380	11.9%
1980-1989	1,479	7.4%
1970-1979	2,059	10.3%
1960-1969	1,817	9.1%
1940-1959	3,460	17.3%
1939 or earlier	<u>8,795</u>	<u>44.0%</u>
Total	19,990	100.0%

*Through March 2000

Median year built: 1947

Source: 2000 U.S. Census

**Table VII-2
Building Permits Issued
City of Hoboken, New Jersey, 1990-2003**

<u>Year</u>	<u>Single-Family</u>	<u>Multi-Family</u>	<u>Total</u>
1990	0	229	229
1991	0	70	70
1992	0	0	0
1993	0	0	0
1994	0	0	0
1995	0	0	0
1996	0	0	0
1997	0	0	0
1998	0	344	344
1999	0	266	266
2000	0	319	319
2001	0	269	269
2002	0	264	264
2003*	<u>0</u>	<u>54</u>	<u>54</u>
Total	0	1,815	1,815

*Preliminary data as of May 2003

Source: New Jersey Department of Labor

Hoboken ranked 25th out of 566 municipalities in New Jersey in 2002 with regard to the number of authorized residential building permits.

According to the 2000 Census, one-third of Hoboken's dwelling units are located in buildings with 20 or more units, with nearly 70 percent of housing units in buildings with five or more units. Single-family homes account for less than 5 percent of dwelling units, with about 6 percent of dwelling units in two-family homes (see Table VII-3). Nearly 80% of dwelling units are renter-occupied according to the 2000 Census. The percentages of both owner- and renter-occupied units increased between 1990 and 2000. These increases were due to a significant drop in the number of vacant housing units in the City (see Table VII-4).

**Table VII-3
Distribution of Housing Units by Type
City of Hoboken, New Jersey, 2000**

<u>Units in Structure</u>	<u>Number</u>	<u>Percent</u>
1 unit - detached	207	1.0%
1 unit - attached	681	3.4%
2 units	1,245	6.2%
3 to 4 units	3,987	19.9%
5 to 9 units	4,651	23.3%
10 to 19 units	2,613	13.1%
20 or more units	6,606	33.0%
Other	0	0.0%
Total	19,990	100.0%

Source: 2000 U.S. Census

**Table VII-4
Housing Characteristics
City of Hoboken, New Jersey, 1990-2000**

	<u>1990</u>		<u>2000</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
Occupied Housing				
Owner-Occupied	3,253	18.7%	4,396	22.6%
Renter-Occupied	11,783	67.6%	15,022	77.4%
Vacant Housing Units	2,385	13.7%	497	2.5%
Total Housing Units	17,421	100.0%	19,915	100.0%

Source: U.S. Census Bureau

The median dwelling unit value in Hoboken is nearly three times the median dwelling unit value of Hudson County as a whole. The median contract rent in Hoboken is also more than 40 percent higher than that of the County as a whole, indicating the expensive housing stock value in Hoboken (see Table VII-5).

**Table VII-5
Median Unit Value and Median Contract Rent, 2000**

	<u>Hoboken</u>	<u>Hudson County</u>	<u>New Jersey</u>
Median Unit Value	\$428,900	\$150,300	\$170,800
Median Contract Rent	\$1,002	\$703	\$751

Source: 2000 U.S. Census

Approximately 77 percent of all occupied housing units in Hoboken were renter-occupied in 2000, while only 23 percent of the units were owner-occupied. The percentage of renter-occupied units is somewhat higher than in Hudson County and just under that of Manhattan, but much higher than the state average or those of Montclair and Summit.

**Table VII-6
Occupied Housing Units by Tenancy, 2000**

	<u>Hoboken</u>		<u>Manhattan</u>		<u>New Jersey</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
Owner-Occupied	4,396	22.6%	148,732	20.1%	2,011,473	65.6%
Renter-Occupied	15,022	77.4%	589,912	79.9%	1,053,172	34.4%
<i>Vacant Units</i>	<i>497</i>	<i>2.5%</i>	<i>59,500</i>	<i>7.5%</i>	<i>245,630</i>	<i>7.4%</i>

Source: U.S. Census Bureau

The median rent increased from \$511 in 1990 to \$1,002 in 2000 (a jump of just under 50 percent when adjusted for inflation), while the number of dwelling units with contract rents of \$1,000 or more increased by over 600 percent. The median rent in Hoboken in 2000 was higher than in Manhattan as a whole, although compared to the most desirable neighborhoods in which to live in Manhattan (Upper East Side, Greenwich Village, Soho, etc.), Hoboken's rents are lower. However, the median rent in Hoboken still was over \$200 per month more than in Weehawken, next highest in Hudson County, and well above median rents in Hudson County and New Jersey as a whole. The median value of specified owner-occupied dwelling units increased from \$250,000 in 1990 to \$428,900 in 2000, an inflation-adjusted increase of 30 percent.

**Table VII-7
2000 Median Gross Rent**

Summit	\$1,078
Hoboken	\$1,002
Montclair	\$866
Manhattan	\$796
Weehawken	\$781
New Jersey	\$751
New York City	\$705
Hudson County	\$703
Union City	\$675
Jersey City	\$658

Source: U.S. Census Bureau

Projection of Housing Stock

While Hoboken has limited vacant land left for new residential development, construction of new housing units, especially large apartment buildings with many units, seems to continue as shown in Tables VII-1 and VII-2. A significant amount of the City's residential development over the past few decades has been the result of infill development and the demolition/replacement of existing houses and buildings. Due to the built-up nature of the City, future building activity will be limited to this type of development as well, predominantly for multi-family residential development. There will be limited opportunities for construction of new single-family or two-family homes without significant market intervention.

It is also unlikely that new affordable housing will be constructed without government action or other intervention in the real estate market. In fact, some existing affordable units may lose their affordability controls when their restrictions mandating below-market rents expire.

The loss of some affordable housing units may be offset by the construction of new ones, however. Most notably, some affordable units are being constructed in residential development in the Northwest Redevelopment Area. These are being created due to the agreements governing the redevelopment of this particular section of the City.

Additional information regarding existing affordable housing units and programs is included later in this plan element.

Demographic And Socio-Economic Characteristics

The population of Hoboken increased by 16 percent between 1990 and 2000, from 33,397 to 38,577. The number of households in the City during the same period increased by 30 percent, twice the percent change of the population. Consequently, the average household size decreased by 14 percent from 2.22 to 1.92 (see Table VII-8).

**Table VII-8
Population, Households and Household Size
City of Hoboken, New Jersey, 1990-2000**

	<u>Population</u>		<u>Change</u>	
	<u>1990</u>	<u>2000</u>	<u>Number</u>	<u>Percent</u>
Total Population	33,397	38,577	5,180	15.5%
Number of Households	15,036	19,418	4,382	29.1%
Average Household Size	2.22	1.92	-0.3	-13.5%

Source: U.S. Census Bureau

The populations of both Hoboken and Hudson County decreased from 1970 to 1990, though Hudson County's decrease in the 1980s was minimal compared to Hoboken's loss of over one-fifth of its population. New Jersey's population grew consistently during this time, but in the 1990s, the rate of population increase was greater in Hoboken than either the State or Hudson County.

**Table VII-9
Population Changes, 1970 to 2000**

<u>Year</u>	<u>Hoboken</u>		<u>Hudson County</u>		<u>New Jersey</u>	
	<u>Number</u>	<u>Change</u>	<u>Number</u>	<u>Change</u>	<u>Number</u>	<u>Change</u>
1970	45,380		607,839		7,171,112	
1980	42,460	-6.4%	556,972	-8.4%	7,365,011	2.7%
1990	33,397	-21.3%	553,099	-0.7%	7,730,188	5.0%
2000	38,577	15.5%	608,975	10.1%	8,414,350	8.9%

SOURCES: U.S. Census Bureau, New Jersey State Data Book

In terms of age, Hoboken's population is concentrated in the 25 to 34 age group, which incredibly comprised over one-third (38 percent) of the City's 2000 population. In contrast, residents in this age bracket comprised 20 percent and 14 percent of Hudson County and New Jersey's 2000 populations, respectively, and 21.5% of Manhattan's population. Hoboken's median age in 2000 was 30.4 years. This figure is well below the 2000 state median age of 37 years. 17,886 residents, comprising 54 percent of the City's population, are in the 21 to 44 year age brackets. These age groups had the largest percentage increases from 1990 to 2000, along with

residents aged 85 years and older (although this group comprises only one percent of City population). The group with the largest decline was in residents aged 5 to 17 years.

**Table VII-10
Hoboken Population by Age Group, 1990 and 2000**

	<u>1990</u>		<u>2000</u>		<u>Change</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
Total population	33,397	100.0%	38,577	100.0%	5,180	15.5%
SEX						
Male	16,389	49.1%	19,654	50.9%	3,265	19.9%
Female	17,008	50.9%	18,923	49.1%	1,915	11.3%
AGE						
Under 5 years	1,515	4.5%	1,232	3.2%	-283	-18.7%
5 to 17 years	3,997	12.0%	2,802	7.3%	-1,195	-29.9%
18 to 20 years	1,294	3.9%	1,144	3.0%	-150	-11.6%
21 to 24 years	3,303	9.9%	4,766	12.4%	1,463	44.3%
25 to 44 years	14,583	43.7%	19,948	51.7%	5,365	36.8%
45 to 54 years	2,645	7.9%	3,129	8.1%	484	18.3%
55 to 59 years	1,141	3.4%	1,126	2.9%	-15	-1.3%
60 to 64 years	1,228	3.7%	947	2.5%	-281	-22.9%
65 to 74 years	2,130	6.4%	1,757	4.6%	-373	-17.5%
75 to 84 years	1,282	3.8%	1,334	3.5%	52	4.1%
85+ years	279	0.8%	392	1.0%	113	40.5%

Source: U.S. Census Bureau

Nearly two-thirds of households in Hoboken are non-family households. This percentage is higher than in Manhattan and more than twice that of New Jersey. Hoboken's average household size is 1.92, which is lower than Hudson County (2.60) and New Jersey (2.68), as well as Manhattan (2.00).

Over one-half (53 percent) of residents lived in a different dwelling in the United State five years earlier, with 38 percent of residents living in a different county. These percentages are higher than those of New York City as a whole, or even Manhattan, where only 19 percent of residents lived in a different county five years earlier. In both Hudson County and New Jersey, over half of residents lived in the same dwelling five years earlier, compared to 42% in Hoboken.

Hoboken's population is better educated than the rest of Hudson County, New Jersey, and Manhattan. Just under 60 percent of Hoboken's population has a bachelor's degree or higher—about the same percentage as in the suburban New Jersey communities of Montclair and Summit. The state average is 30 percent with a bachelor's degree or higher.

Approximately four-fifths of the City's population was White in 2000, a percentage that is essentially unchanged since 1990. In 1990, the racial breakdown of Hoboken was as follows: 79 percent White, 6 percent Black, 4 percent Asian, and 11 percent classified as other races. In 2000, the distribution was 81 percent White, 4 percent Black, 4 percent Asian, and 11 percent classified as multiracial or other races. The percentage of Hispanic or Latino residents decreased from 30 percent of the City's population in 1990 to 20 percent in 2000. While the number of Black residents and those of other races ostensibly decreased during the 1990s, there may have been a lower rate of decrease due to a change in Census Bureau methodology. The category "two or more races" was introduced for the 2000 Census. As a result, those who were listed in *one* racial

category in 1990 may have selected this new category in 2000. All the same, there is a shift away from minority populations.

**Table VII-11
Population by Race and Origin, 1990 and 2000**

	<u>1990</u>		<u>2000</u>		<u>Change</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
Total City population	3,397	100.0%	38,577	100.0%	5,180	15.5%
White	26,374	79.0%	31,178	80.8%	4,804	18.2%
Black or African-American	1,843	5.5%	1,644	4.3%	-199	-10.8%
American Indian/Alaska Native	56	0.2%	60	0.2%	4	7.1%
Asian or Pacific Islander	1,480	4.4%	1,682	4.4%	202	13.6%
Other races/two or more races	3,644	10.9%	4,013	10.4%	369	10.1%
<i>Other races</i>	3,644	10.9%	2,942	7.6%	-702	-19.3%
<i>Two or more races</i>	NA	NA	1,071	2.8%	--	--
Hispanic or Latino (of any race)	10,036	30.1%	7,783	20.2%	-2,253	-22.4%

NOTE: The category "two or more races" was not available prior to the 2000 Census

Source: U.S. Census Bureau

The median household income in Hoboken was \$62,550. However, there is a wide range of income levels, as 43 percent of the City's households had annual incomes in excess of \$75,000 in 1999, while approximately 22 percent of households had incomes of less than \$25,000 (see Table VII-12).

**Table VII-12
Distribution of Household Income and Per Capita Income
City of Hoboken, New Jersey, 1999**

<u>Household Income</u>	<u>Number</u>	<u>Percent</u>
Less than \$10,000	1,903	9.8%
\$10,000 to \$24,999	2,390	12.3%
\$25,000 to \$34,999	1,308	3.9%
\$35,000 to \$49,999	2,212	11.4%
\$50,000 to \$74,999	3,371	17.3%
\$75,000 to \$99,999	2,774	14.3%
\$100,000 to \$149,999	2,977	15.3%
\$150,000 to \$199,999	1,211	6.2%
\$200,000 or more	1,316	6.8%
Median Household Income	\$62,550	
Per Capita Income	\$43,195	

Source: 2000 U.S. Census

Employment Characteristics

More than 75 percent of Hoboken's residents over the age of fifteen are in the labor force according to the 2000 Census, and the City's unemployment rate is just over three percent (see Table VII-13). Nearly two-thirds of residents in Hoboken are in managerial or professional occupations (see Table VII-14).

Table VII-13
Characteristics of the Labor Force
City of Hoboken, New Jersey, 2000

Number of Persons 16 and over	35,076
Labor Force Participation Rate	76.5%
Not in Labor Force	8,226
In Civilian Labor Force:	26,850
- employed	25,661
- unemployed	1,189
Unemployment Rate	3.4%

Source: 2000 U.S. Census

Table VII-14
Occupation of Employed Persons (16 Years and Older)
City of Hoboken, New Jersey, 2000

	<u>Number</u>	<u>Percent</u>
Managerial, Professional and related Service	15,655	61.0%
Sales and Office	1,687	6.6%
Farming, Forestry and Fishing	6,635	25.9%
Production, Transportation and Material Moving	5	0.0%
Construction, Extraction and Maintenance	1,184	4.6%
Total	<u>495</u>	<u>1.9%</u>
	25,661	100.0%

Source: 2000 U.S. Census

Determination Of The City's Fair Share Housing Obligation

New Jersey's Fair Housing Act of 1985 requires that each municipality prepare a Housing Element as part of its Master Plan, to include a determination of the municipality's present and prospective fair share of low- and moderate-income housing, and its capacity to accommodate the present and prospective need.

In 1986, the Council on Affordable Housing (COAH) adopted Substantive Regulations that included a methodology for calculating the fair share obligation of each municipality in New Jersey for the six-year period between 1987 and 1993. In 1993, however, COAH adopted new substantive rules and modified its methodology with respect to calculating each municipality's fair share obligation for the so-called full twelve-year cycle (i.e., between 1987 and 1999). As a result, the City of Hoboken was assigned a fair share obligation of 447 units for the 1987-1999 period. COAH has not yet released its calculations of the fair share obligations for municipalities for 1999 to 2005. These are expected to be released in late 2003.

The City's fair share obligation is derived from the addition of three numbers:

1. Indigenous need—deficient housing units occupied by low- and moderate-income households within the municipality;
2. Reallocation of present need—a share of the housing region’s present need (deteriorated units) that is distributed to growth areas in the region (in other words, the municipality’s share of excess deteriorated units in the housing region); and
3. Prospective need—a municipality’s share of future households that will be low- and moderate-income, and therefore require affordable housing.

Table VII-15 provides a calculation of the City’s fair share obligation, and shows how COAH allows adjustments to the derived number on the basis of demolition, filtering, conversions and rehabilitation. “Indigenous need” is calculated by COAH through a complex formulation of “surrogate” factors derived from the 1990 Census, including the year a structure was built, the number of persons per room (as an index of overcrowding) and the adequacy of plumbing facilities, kitchen facilities, heating, sewer service and water supply.

Hoboken’s indigenous need as determined by COAH is 736 units. “Reallocated present need” is the portion of present need for low- and moderate-income housing in Region 1 (Bergen, Hudson, Passaic and Sussex Counties) allocated to Hoboken. The total present need is first calculated for the four counties and then redistributed to each municipality based upon a variety of factors, such as relative wealth, amount of vacant land, etc. Hoboken’s reallocated present need has been determined to be zero units. “Prospective need” represents a projection of low- and moderate-income housing needs based on the development and growth that is likely to occur in the municipality. For the two-cycle period of 1987-1999, the prospective need number is zero units. Therefore the City’s total need is 736 units.

COAH stipulates several adjustments to the total need to determine the total present credited need that a municipality must address. First, COAH assumes that a certain number of existing low- and moderate-income housing units will be demolished. In Hoboken’s case, the projected demolition is 43 units. This number must be added to the previous need number to compensate for the loss. COAH further assumes that the inventory of low- and moderate-income housing will increase through the process of filtering (units which heretofore are occupied by persons whose income is above 80 percent of the median income will filter down to low- and moderate-income families), and through conversions (units of low- and moderate-income housing created through the conversion of other buildings or uses). Since these add to the inventory of low- and moderate-income housing, they may be deducted from the reallocated present need and prospective need. COAH assumes that 262 units of low- and moderate-income housing have been created through filtering, and 63 through conversions.

As shown in Table VII-15, the City’s total need is 736 units. After factoring in COAH’s adjustments totaling 290 units, total pre-credited need is 447 units.

COAH permits the pre-credited need to be reduced by granting credits for existing and proposed affordable housing units that comply with certain criteria. These include units constructed between 1980 and 1986 that were developed for low- and moderate-income households and have controls on affordability or units in sound condition that are currently occupied by a low- or moderate-income household. Also eligible for credit are those units constructed after December 15, 1986 that have affordability controls, were constructed for low- or moderate-income households, and at least half of the units are occupied by low-income residents. Alternative living arrangements, such as group homes for the developmentally disabled, qualify for credit as well.

When these credits are factored in for Hoboken, totaling 988 units, the City’s remaining need in 1999 is 541 units. In other words, Hoboken has a surplus of 541 units according to COAH’s rules.

The rules governing credits will likely change when the new fair share numbers are released by COAH. Therefore, detailed information about whether existing and proposed affordable housing not already given credit by COAH should be compiled after this information is released.

**Table VII-15
Computation of the City of Hoboken's
Fair Share Housing Obligation, 1993-1999**

Total Need	
Indigenous need	736
Reallocated present need	0
Prospective need	<u>0</u>
Total Need	736
COAH Adjustments	
Prior cycle prospective need	0
Demolition	43
Filtering	(262)
Conversions	(63)
Spontaneous rehabilitation	<u>(8)</u>
Total COAH Adjustments	(290)
<hr/>	
COAH Determined Pre-Credited Need	447
Credited units (completed 4/80-4/86)	(760)
Previous pipeline and proposed units (completed 4/86-4/93)	
Columbian Arms	(67)
Observer Park	(23)
Hudson Square North	(50)
Scattered sites (CDBG, CPA rehab)	(74)
Adjusted need	(527)
Remaining Need in 1993	(527)
Potentially available units to be provided in next six years	(527)
Scattered sites (CDBG, CPA rehab)	(14)
Remaining Need in 1999	(541)

NOTE: Totals may not add up due to rounding

Source: New Jersey Council on Affordable Housing; 2002 Hoboken Master Plan Reexamination

Existing Affordable Housing

Introduction

When discussing affordable housing, a question that inevitably comes up is how “affordable” is defined. The definition varies according to the source. Federal housing programs administered through the Department of Housing and Urban Development may define it in one way, which may be contrary to how State or local governments define it. COAH has its own definitions of affordability, which are applicable to dwelling units for which COAH credit is sought.

According to COAH’s Substantive Rules, an “affordable” unit is one with a sales price or rent that is “within the means of a low or moderate income household.” A low-income household, according to these regulations, has a gross household income that is 50 percent or less of median gross household income for households of the same size within the same COAH housing region, while a moderate-income household has an income of greater than 50 percent but less than 80 percent of median household income.

In actual numbers, COAH’s “Regional Income Limits” for 2003 have determined that the annual median income for a one-person household in Region 1 (which includes Hudson County) is \$49,511. Therefore the maximum annual household income for a low-income one-person household is \$24,756. A moderate-income household would have an annual income greater than the low-income threshold, up to a maximum of \$30,609. For a four-person household, the COAH-determined median annual income for 2003 is \$70,730, with income caps of \$35,365 for low-income households and \$56,584 for moderate-income households.

“Moderate income housing” means housing affordable according to Federal Department of Housing and Urban Development or the standards in this chapter for home ownership and rental costs, occupied or reserved for occupancy by households with a gross household income in excess of 50 percent but less than 80 percent of the median gross household income for households of the same size within the housing region in which the housing is located, and which is subject to the Council affordability controls in this chapter.

Rents and sale prices for affordable units are determined by a series of calculations outlined in the COAH Substantive Rules at NJAC 5:93-7.4. The gross monthly rent, including a utility allowance, for affordable units may not exceed 30 percent of the gross monthly income for the appropriate household size. The maximum sale prices for affordable units are more difficult to calculate, as the COAH regulations account for factors such as property taxes and condominium association maintenance fees, which can vary greatly.

Affordable Units

Hoboken’s existing housing stock includes a large number of affordable units scattered throughout the City. According to some estimates, as much as over one-quarter of all dwelling units in Hoboken could be considered as affordable units created through a government housing program. Additional dwelling units in the City could also have rents that could be considered affordable, although the number of these types of units has almost certainly dropped with the increases in housing prices throughout Hoboken in recent years.

It is difficult to determine exactly how many units in the City have controls on rents that classify them as affordable. Table III-16 includes a listing of affordable units according to two sources: the New Jersey Council on Affordable Housing and the Federal Department of Housing and Urban Development.

**Table VII-16
Existing Affordable Housing Units in Hoboken According to COAH and HUD**

<u>Development</u>	<u>Street</u>	<u>Type</u>	<u>Units</u>	<u>Program</u>
Hoboken Housing Authority – Family				
Andrew Jackson Gardens	400 Marshall Drive	Both	598	Public Housing
C. Columbus Gardens	460 8th St./455 9th St.	Family	97	Public Housing
Harrison Gardens	Jackson and Harrison Sts.	Family	<u>208</u>	Public Housing
SUBTOTAL			903	
Hoboken Housing Authority – Senior				
Fox Hill Gardens	311 13 th Street	Sr/Hand	200	Public Housing
James Monroe Gardens	221 Jackson Street	Sr/Hand	125	Public Housing
John Adams Gardens	220 Adams Street	Sr/Hand	<u>125</u>	Public Housing
SUBTOTAL			450	
Applied Housing				
Church Square South	124-215 Willow Avenue	Family	81	Section 221
Elysian Estates	1300-12 Washington Street	Family	56	Section 221
Northvale Apartments 3A	1233 Park Avenue	Family	70	Section 221
Northvale Apartments 3B	11 th and Clinton Streets	Family	82	Section 221
Northvale Apartments 4	58 11 th Street	Family	11	Section 221
Hudson Estates	1200-22 Hudson Street	Family	162	Section 236
Midway Apartments	500-08 Adams Street	Family	77	Section 236
Northvale Apartments 1	11 th and Clinton Streets	Family	138	Section 236
Northvale Apartments 2	59 Willow Avenue	Family	134	Section 236
Washington Estates	Scattered sites	Family	154	Section 236
Willow View I	1203-19 Willow Avenue	Both	<u>95</u>	Section 236
SUBTOTAL			1,060	
Non-HHA Senior Housing				
Eastview Apartments	58-72 Washington Street	Sr/Hand	79	Section 221
Westview Apartments	59-77 Bloomfield Street	Sr/Hand	116	Section 221
Columbian Arms	514-26 Madison Street	Sr/Hand	66	Sect. 202/Bal
Marian Towers	400 1 st Street	Sr/Hand	154	HMFA/Sect. 236
Columbian Towers	Bloomfield Street	Sr/Hand	<u>135</u>	Section 202
SUBTOTAL			550	
Other				
Church Towers	Clinton and Grand Streets	Family	399	Section 221
Clock Tower Apartments	300 Adams Street	Both	172	Section 236 & 8
Project Uplift	800-12 Willow Street	Unknown	54	Section 221
Bloomfield Manor	1305-07 Bloomfield Street	Family	55	Section 236
Observer Park	Observer Highway	Family	115	Bal Hsg
Grogan Marineview Plaza	3 rd and Hudson Streets	Family	432	HMFA
600 Monroe Street	600 Monroe Street	Family	14	HOME
Jackson Street / SRO	71 Jackson Street	in process	10	HOME
Hoboken Projects - 8	Various sites	Family	815	HMFA
Caparra Homes	Various sites	Family	<u>20</u>	Section 8
SUBTOTAL			2,086	
TOTAL			5,049	

SOURCES: Guide to Affordable Housing in New Jersey, NJ Dept. of Community Affairs; US Department of Housing and Urban Development

It is noted that the affordability controls governing these units are at varying stages of their lifespans, and some are set to expire.

The affordable following programs listed in Table VII-16 are described below.

“Public Housing” is the what is most commonly thought of as affordable housing. These are units operated by public housing authorities, which have received funding from the Federal government to construct, manage, and operate public housing developments. Rents for public housing are set based upon household income.

Owners of “Section 8” apartments are subsidized by the Federal government to bridge the gap between fair market rents and what renters can afford to pay. These apartments are primarily for low-income residents, with some units available to moderate-income households. A similar program provides Section 8 vouchers and certificates to tenants, who can use them to cover the cost of rent above what they can afford to pay.

“HMFA” in Table VII-16 refers to the New Jersey Housing and Mortgage Finance Agency. Apartments created through this entity are available to people with incomes not exceeding 80 percent of median county income. “Bal Hsg” refers to rental or sale housing, either new construction or substantial rehabilitation, that was funded by the New Jersey Balanced Housing Program. These units also generally are available to those with incomes at or below 80 percent of median county income.

Projects designated as “HOME” developments have been funded by Federal grants, which are administered by State and local agencies. These units are generally available to people with incomes at or below 60 percent of county median income.

The various “Section” numbers in Table VII-16 refer to portions of the National Housing Act. Section 221 apartments are financed with federal mortgages that are restricted to low- and moderate-income households. Section 236 apartments receive mortgage insurance from the federal government. These also are generally limited to low- and moderate-income households. Section 202 housing units may only be occupied by persons 62 years of age and over or by persons 18 years of age and over with physical or developmental disabilities. Most Section 202 apartments are for low-income households with earnings at or below 50 percent of median county income, with a smaller number available to moderate-income households.

Other Programs

Article XVII of the Hoboken Zoning Ordinance includes regulations governing provision of affordable housing in the City. This section includes two main components.

The first requires the provision of low- and moderate-income housing units in most residential development in Hoboken. The requirement applies to all new construction and substantial rehabilitation of existing structures. The first ten units of substantial rehabilitation projects are exempt from this requirement, as are projects undertaken by non-profit corporations that are built entirely for moderate- and/or middle-income families. The regulations include mandatory setasides of affordable units, which can be provided on- or off-site. Developers also may satisfy this requirement by entering into an agreement with the City to make a voluntary cash contribution instead of providing the affordable units. Also included in these regulations are occupancy preferences for Hoboken residents, former Hoboken residents who moved due to housing costs, and households of people who work in Hoboken.

The second component is a housing trust fund, which is intended for the purpose of financing affordable housing. Any funds collected through the affordable housing ordinance are placed in this trust fund. The City also may deposit additional money from other sources into this fund. The housing trust fund is intended to be used for the creation and preservation of affordable housing units, including the rehabilitation of existing substandard housing units in order to create affordable units. According to the ordinance, an annual plan

is to be prepared by the Hoboken Community Development Agency for submittal to the Mayor and City Council outlining how the money in the trust fund will be spent. The Zoning Ordinance also mandates the creation of an Affordable Housing Corporation intended to develop, implement, administer and monitor affordable housing projects approved by the City.

The regulations included in the affordable housing section of the Zoning Ordinance should be reviewed for compliance with all applicable regulations, as well as to provide additional opportunities to fund affordable housing. In particular, COAH's Substantive Regulations permit a municipality to collect development fees levied on both residential and non-residential development for the purpose of funding affordable housing creation. This type of ordinance may be enacted if the municipality prepares a plan to spend the development fees, which includes the following:

- A projection of revenues anticipated from imposing fees on development, based on historic development activity
- A description of the administrative mechanism that the municipality will use to collect and distribute revenues
- A description of the anticipated use of all development fees
- A schedule for the creation or rehabilitation of housing units
- If the municipality envisions being responsible for public sector or non-profit construction of housing, a pro-forma statement of the anticipated costs and revenues associated with the development
- The manner through which the municipality will address any expected or unexpected shortfall if the anticipated revenues from development fees are not sufficient to implement the plan

The spending plan must then be forwarded by the governing body for review and approval by COAH.

Recommendations

1. **Provide diversity in types of housing.** Since its earliest days, Hoboken has welcomed residents of various cultural, ethnic, and economic backgrounds. This diversity is partly due to the mix of housing types in the City. For Hoboken to remain a place where a wide variety of residents can find a home, a mix of housing types must continue to be provided in any future development or redevelopment.
2. **Protect and increase the City's existing affordable housing stock.** Hoboken already has a significant number of affordable dwelling units. However, the supply of affordable housing units is threatened to be reduced as affordability controls expire. Maintaining the affordable housing stock requires vigilance on the part of the City and community to ensure that affordability controls remain in place.
3. **Promote the rehabilitation of substandard housing units.** The use of government programs should be encouraged. For example, the Balanced Housing program administered by the New Jersey Department of Community Affairs funds the rehabilitation of housing already occupied by low- and moderate-income households. Municipal actions also can help encourage rehabilitation through measures such as zoning incentives and tax abatements for properties where a significant amount of affordable housing is created.
4. **Update and enforce existing affordable housing regulations in the Zoning Ordinance.** Hoboken already provides measures mandating the creation of new affordable units in most developments, as well as enabling the collection of money in an affordable housing trust fund. These regulations should be reviewed for compliance with COAH's Substantive Regulations and other applicable requirements.
5. **Provide additional affordable units in new residential developments.** As noted above, the City currently requires the provision of affordable units, or payment in lieu of creation, for

- most residential new construction or substantial rehabilitation. These regulations should be enforced, particularly for larger developments.
6. **Improve enforcement and penalties for violations of rent control laws and affordable housing controls.** The City has existing ordinances regulating rents of certain rental housing units. Improved enforcement of such controls could help ensure that the maximum intended benefit is derived from these regulations.
 7. **Encourage homeownership by low- and moderate-income households.** Hoboken should not only provide affordable rental housing. It should also help provide opportunities for residents of all income levels to own a home. Some ways to further this objective could include providing technical assistance programs for home improvements, encouraging mutual housing arrangements where a portion of rental payments is put aside for eventual acquisition of the unit, and conducting workshops and programs regarding homeownership opportunities. The State Housing and Mortgage Finance Agency also has programs for homebuyers, including loans and grants for housing rehabilitation, below-market mortgages, and assistance with down payments and other closing costs.
 8. **Create a “quality housing” model for new or rehabilitated housing.** This program would involve assigning points for the provision of amenities such as additional affordable units, three-bedroom or larger units, low-rise attached one-, two-, or three-family units, and public open space. A certain number of points must be attained to permit a development. In this way, developers are able to choose which features are most important.
 9. **Require a minimum average unit size in new developments.** This would allow developers to choose the mix of apartments, without permitting only smaller units that are not conducive to families.
 10. **Provide additional special purpose housing.** The City of Hoboken has a number of senior citizen housing developments. Yet the number of residents age 65 and older in Hoboken decreased by 5 percent from 1990 to 2000, even as the City’s overall population increased by 16 percent during this period. The decrease in the number of seniors in Hoboken may be due to a limited supply of senior housing, particularly housing options such as assisted living and nursing homes. Providing a wider range of senior housing would enable residents to remain in the community as they age.
 11. **Encourage the use of incentives for affordable housing creation.** In particular, developers should consider utilizing the Low-Income Housing Tax Credit Allocation Program. This federal program provides tax credits as an incentive for the creation of affordable dwelling units. The requirements for this program include requiring a minimum of 20 percent of units in a tax credit development to be affordable to people with incomes 50 percent or less of median county income, or 40 percent of such units to be affordable to households with incomes of 60 percent or less of median county income.
 12. **Work with the banking community to provide housing and financing opportunities, such as through the Community Reinvestment Act.** Banks have a legal obligation to serve the entire community in which they are located. The banking community has been helpful in assisting with lending for homebuyers as well as financing new affordable housing in other areas. Hoboken should ensure that the banks serving the City have been active in this regard, and push to get additional involvement from the banking community in providing housing opportunities for low- and moderate-income residents.
 13. **In the short-term, work with the Hoboken Housing Authority to improve conditions for its residents.** The Housing Authority has over 1,000 units of affordable housing concentrated in the southwest corner of the City. Some improvements have been made to these developments in recent years. In the short term, additional improvements in this area could include better maintenance and provision of additional green spaces and recreation.
 14. **In the long-term, work with the Hoboken Housing Authority to create mixed-income developments and neighborhoods.** Consideration should be given to dispersing these units throughout the community, instead of concentrating them in one area. Any such program

must maintain the same number of affordable housing units. A possible model for such action would be the Federal HOPE VI program, which was recently discontinued.

15. **Promote an active Affordable Housing Corporation (AHC).** The Zoning Ordinance requires the establishment of this entity, which is supposed to represent a “cross section of the Hoboken community.” The mandate of the AHC is to “develop, implement, administer and monitor” affordable housing projects in Hoboken. The City should ensure this body carries out this mandate.

VIII. HISTORIC PRESERVATION: CELEBRATING AND PROTECTING OUR HERITAGE

Introduction

Hoboken's historic fabric has long inspired historic preservation efforts among its citizens and community leaders. During 1976, as the nation's celebrated its Bicentennial, the City designated Elysian Park as its first historic site. In 1978, Hoboken became one of the first of New Jersey's municipalities to enact a historic preservation ordinance, to establish a historic preservation commission (HPC), and to adopt a historic preservation element of its City Master Plan. The HPC has functioned continuously since then. Among its duties and powers granted under the historic preservation ordinance are design reviews of proposed construction activities within the City's historic district for compatibility with the historic streetscape. HPC oversight has been credited with the preservation and enhancement of Washington Street.



The purpose of the Historic Preservation Element of the Hoboken Master Plan is to recognize and guide the preservation of the City's unique architectural heritage, which reflects its rich and varied history. Hoboken has a remarkably intact collection of historic buildings and neighborhoods that, while predominantly residential, also includes significant examples of industrial, engineering, institutional, commercial, and transportation-related buildings and structures built during the late Nineteenth and early Twentieth Centuries. These historic resources make a substantial contribution to the community identity, sense of place, quality of life, and economic vitality of the City and are a great source of civic pride.

In this element of the Master Plan, the City continues its support of historic preservation efforts, which have helped to improve the community's quality of life, and seeks to expand the role that historic preservation plays in the preservation, development, and redevelopment of the City.

The History of Hoboken¹

Early Days

Hoboken was one of the first Dutch settlements in North America. The Dutch acquired it from the Indians in 1626; the first deed was recorded in the 1630s and by a decade later there was a least one farm in the vicinity, located high above the tidal marsh.

The area separated from North Bergen Township in 1849 to become the Township of Hoboken and was incorporated as a city in 1855, when fully laid out. Because of a tax dispute with the city, a large section of land was annexed to Weehawken in 1859; in 1874, after the dispute was settled, it again became part of Hoboken. Hoboken's boundaries have remained substantially unchanged since that time.

¹ This plan element has relied on historical materials prepared by the Hoboken Historic Preservation Commission, which were included in the 1990 Historic Preservation Element of the Master Plan, as well as the following: Sullebarger Associates, *New Jersey Transit Hudson River Waterfront AA/DEIS: Historic Architectural Resources Background Study*, draft report dated 14 October 1991 (files of the NJ Historic Preservation Office, Trenton, NJ); Mary Delaney Krugman Associates, Inc., *Documentation of "Green Gate" Mu Chapter House, Chi Phi Fraternity, 801 Hudson Street, Hoboken NJ*, report for the Mu Alumni Association dated Spring 2003 (files of Mary Delaney Krugman Associates, Inc.); Ihor J. Sypko and Brenda L. Springsted, *A Cultural Resource Survey for the Paterson Plank Road-Grade Crossing Elimination Project, Jersey City and Hoboken New Jersey*, report prepared for the N.J. Department of Transportation and dated September 1980 (files of the NJ Historic Preservation Office, Trenton, NJ).

Hoboken's evolution over the next three centuries transformed the farms and marshlands into a vital city of commerce, shipping, rail, and industry. Today, the city's historic buildings and neighborhoods—residential, commercial, and industrial—all bear witness to this rich history, and part of the urban vitality and diversity that.

The Development of Castle Point (1784 – c. 1920)

Among the early landholders was the Colonial Treasurer of New Jersey, Colonel John Stevens (1749-1838), who acquired the property at a state auction of the confiscated lands of Tory loyalist William Bayard in 1784.

Stevens is credited with the founding of Hoboken and was a prime initiator of development in the city in the early decades of the Nineteenth Century. He built wharves along the Hudson River and subdivided his lands into building lots around 1804. At the foot of the serpentine rock bluffs of "Castle Point"—so prominent a feature of the Hudson River landscape that Henry Hudson commented on their vivid green color in 1609—Stevens developed a successful resort, consisting of a "River Walk" along the Hudson below the bluffs, and "Elysian Fields," a section of fields partially cleared woodland west of Castle Point. It was here in 1846 that the first recorded baseball game was played.

After the Colonel's death in 1838, his heirs organized the Hoboken Land & Improvement Company to which they conveyed all of their land holdings in Hoboken, reserving approximately thirty acres on Castle Point for themselves, where they continued to reside until 1911. Son Edwin A. Stevens founded Stevens Institute by bequest upon his death in 1868, making it one of the country's oldest private engineering colleges. Its first building (1871) faces what is now Stevens Park, and was designed by Richard M. Upjohn, architect and son of the famous architect of Trinity Church in Manhattan.

Martha B. Stevens, Edwin's widow, continued to reside at Castle Point until her death in 1899. That year, the Hoboken Land and Improvement Company officially opened Hudson Street between Tenth and Fourteenth Streets. Members of the Stevens family then began to sell off parcels there for residential development, imposing deed restrictions to ensure the maintenance of the neighborhood's "high standards." Castle Point Terrace was opened in 1903 and parcels sold off with similar restrictions. These blocks became one of the city's most prestigious neighborhoods.

The bulk of the remaining Stevens estate was finally transferred to Stevens Institute "with appropriate and impressive ceremonies" on Alumni Day, May 27, 1911, thereby effectively ending the family's reign over that section of town.

The **Stevens Historic District** was found eligible for the National Register of Historic Places by SHPO opinion in 1991. It includes the entire Stevens Institute of Technology campus, as well as Castle Point Terrace and the east side of Hudson Street between Eighth and Tenth Streets, including Elysian Park.

The Hoboken Waterfront

The Hudson River waterfront has been valuable asset to the city of Hoboken throughout its history. It not only has provided great scenic beauty but a vital transportation link. Ferry service from Hoboken across the Hudson River to Manhattan began in 1775. In 1811, Colonel Stevens initiated the world's first steam ferry service to transport day-trippers from Manhattan to picnic in Elysian Fields and stroll along his River Walk.

Boating was a popular activity and in 1845 the Elysian Fields became the location for the clubhouse of the New York Yacht Club. From 1856 to 1880, at least seven boat clubs were organized along the waterfront from 5th Street to 14th Street.

The rise of the shipping industry in the 1870s resulted in the eventual decline of the recreational uses of the waterfront. Transatlantic shipping played a large role in Hoboken's development in the late Nineteenth and

early Twentieth Centuries, not only how it shaped waterfront, but also how it shaped the city's culture by attracting a large population of workers – mainly German and Irish immigrants – who brought to Hoboken an international flavor.

Hoboken's piers were commandeered for troop shipments by the United States Government when America entered World War I in 1917, and remained so until 1951, when they were sold to the City of Hoboken.

The piers were long underutilized. Between the first and second World Wars, the city suffered a severe economic downturn and comparatively few ships used the formerly bustling port. Although the waterfront became busy again during World War II – again for military purposes – activity died off once again when the war ended. It has not recovered as a center for shipping since that time. Much of the evidence of its heyday has been lost or dismantled.

Current redevelopment efforts along the waterfront have components that will return the waterfront to public use as a riverfront park, as well as adding new construction.

The **W. & A. Fletcher Co. Site, Part of Bethlehem Steel Shipyards** was identified as a historic district in this area in the Hoboken Master Plan of 1990. At the time, it included lands between Twelfth and Fourteenth Streets along the Hudson River. All structures have since been demolished, however, except for former Machine Shop at Twelfth and Hudson Streets. The Shipyard mixed-use development has been built on this site.

Central Hoboken

As the housing demands grew in the mid-Nineteenth Century, the Hoboken Land & Improvement Company constructed and sold entire blocks of rowhouses in the south and central areas of the city. Early examples of these blocks were constructed in the 1840s in the Greek Revival style. The later Italianate-style homes dated from the 1850s and 1860s and continued three-story rowhouse type. Washington Street became the main commercial street, filled with shops, offices, taverns, and hotels. Much of the residential development, however, occurred from the 1870s through the 1890s, corresponding to the growth of the shipping industry in Hoboken.

This area includes three historic districts that are listed or have been found eligible by the State Historic Preservation Office for the National Register in the Central Hoboken area:

- **Central Hoboken Historic District** is bounded on the east by Hudson Street, on the north by Fourteenth Street, on the south generally by First Street, and on the west roughly by Clinton and Willow Streets;
- **Southern Hoboken Historic District Extension** includes both sides of Washington Street from Fourth to Fourteenth Streets;
- **1200, 1202, 1204, and 1206 Washington Street Historic District** is also known as the El Dorado Apartments.

Southern Hoboken

The southeastern corner of Hoboken is the core of the commercial district of the city. It includes a number of highly significant buildings, including the Hoboken City Hall, the Erie-Lackawanna Railroad and Ferry Terminal, and several individually listed National Register properties.

Included in this area are two historic districts:

- **Southern Hoboken Historic District** includes the area south of Fourth Street to Ferry Terminal, including portions of Bloomfield, Hudson, Newark, River, Washington, First, Second, Third, and Fourth Streets and Observer Highway. This district and its Washington Street extension (see "Central

Hoboken” above) are the only historic districts that have been locally designated under the Hoboken Historic Preservation Ordinance.

- **Old Main DL&W RR Historic District** includes lands south of Observer Highway to the city line, between Henderson Street and the Hudson River.

Industrial Hoboken

The western section of Hoboken, along the full north-south length of the city and generally west of Clinton Street, was the center of Hoboken’s industrial economy. Settlement began first on the uplands at Castle Point and spread westward, making this one of the last areas available for development. Originally salt marshes, the area was not a desirable location for residences because of the health problems brought on by lack of proper sewage and inadequate drainage. An acceptable sewer system was not installed in the area until after 1892; conditions improved considerably after that.

The “Paterson Plank Road” into Hoboken was constructed along the Palisades around 1856. Typical of plank roads of the era, it was 30 feet wide and built of planks laid horizontally on buried wooden stringers. Although the roadway remains today, nothing remains of the original surface, having been repaved with Belgian blocks and other Nineteenth and Twentieth Century paving materials.

The western side of Hoboken, away from the waterfront, was the natural location for manufacturing enterprises. Today there are numerous examples of industrial buildings from the late Nineteenth and early Twentieth Centuries, both large and small. Many are of a high quality construction and pleasing design, evidencing the prominence of the industry here.

During the 1930s, another industrial complex was constructed, this time on the eastern waterfront, in the vicinity of the W. A. Fletcher shipyards. Today known as the “Maxwell House” complex, it was the first built in a modernist Bauhaus style. A site plan was recently approved for this property that would replace the existing improvements on this site with a mixed-use development.

These industrial areas were not included in Hoboken’s 1978-1980 cultural resource survey. Information shown here is based on material prepared for environmental reviews. Because of its importance the history of the City of Hoboken, this industrial heritage should be more comprehensively documented and its architectural resources studied at a more intensive level, so as to assist community planning and redevelopment efforts.

Hoboken experienced a building boom in the late Nineteenth Century, which resulted in a growing population that peaked in 1910 at over 70,000. (see Table II-1) The City’s population then declined every decade from 1910 to 1990, with the exception of a slight increase in the 1940s. But during the 1990s, the number of residents in Hoboken increased by 16 percent to a population of roughly 38,600 in 2000.

State and County Planning Documents Relating to Preservation

New Jersey State Plan for Development and Redevelopment

Among the goals of the New Jersey State Plan, most recently adopted in 2001, are the protection, enhancement, preservation, and, where appropriate, rehabilitation of New Jersey’s historic, cultural, and scenic resources by identifying, evaluating, and registering significant landscapes, districts, structures, buildings, objects, and sites, and ensuring that new growth and development are compatible with historic, cultural, and scenic values. The Plan has also adopted special policies for the sensitive treatment of what it calls “Historic and Cultural Sites,” which are scattered throughout the state rather than located in any one specific “environmentally sensitive planning area.”

One of the strategies the Plan identifies to accomplish its goals is the revitalization of New Jersey's cities and towns, where new development and redevelopment would be encouraged. Urban centers with endorsed Strategic Revitalization Plans are given priority with regard to the public investment projects supported by discretionary funds.

Hudson County Urban Complex Strategic Revitalization Plan

As a result of the investment priorities shown urban complex counties with endorsed Strategic Revitalization Plans, Hudson County developed such a plan in 1998, which was adopted by the City Council of Hoboken on January 6, 1999. This plan was endorsed by the New Jersey State Planning Commission on January 29, 1999.

Among the goals of Hudson County's Plan, are the preservation of the County's historic districts and places and the preservation of structures of important historical significance. It notes its consistency with the State Plan goals of preserving and enhancing areas with historic, cultural, scenic, open space, and recreational value.

Applicable State and Local Laws and Regulations

New Jersey Municipal Land Use Law (MLUL)

The municipal master planning process is governed by the provisions of the New Jersey Municipal Land Use Law (MLUL) at NJSA 40:55D. The purposes of the MLUL include, among other things, the promotion of the conservation of historic sites and districts.

A Historic Preservation Element, while an optional component of a municipal master plan, is essentially a prerequisite for designation and regulation of historic sites or districts in a zoning ordinance.² The MLUL defines a "historic site" as any real property, man-made structure, natural object or configuration or any portion or group of such sites having historical, archaeological, cultural, scenic, or architectural significance; while it defines a "historic district" as one or more historic sites and intervening or surrounding property significantly affecting or affected by the quality and character of the historic sites or sites.³

The MLUL at NJSA 40:55D-28 sets forth the required components of a Historic Preservation Element of a Master Plan:

- The location and significance of historic sites and historic districts;
- The identification of standards used to assess worthiness for historic site of district identification; and
- An analysis of the impact of each component and element of the master plan on the preservation of historic sites and districts."⁴

NJSA 40:55D-65.1 states that a municipality may designate and regulate historic sites or historic districts and provide design criteria and related guidelines in its zoning ordinance, in addition to the other matters regulated under that ordinance. It requires that designations of historic sites and historic districts after July 1, 1994 be based on identifications in the historic preservation plan element of the municipal master plan. Until July 1, 1994, any such designation could have been based on identifications in the historic preservation plan element, the land use plan element or community facilities plan element of the master plan. This section also provides that the governing body may, at any time, adopt, by affirmative vote of a majority of its authorized membership, a zoning ordinance designating one or more historic sites or historic districts that are not based on identi-

² NJSA 40:55D-65.1; William M. Cox and Donald M. Ross, *New Jersey Zoning and Land Use Administration*, 2003 Ed. (Newark NJ: Gann Law Books, 2003): 1039.

³ NJSA §40:55D-4.

⁴ Cox, 1039.

fications in the historic preservation plan element, the land use plan element or community facilities plan element, provided the reasons for the action of the governing body are set forth in a resolution and recorded in the minutes of the governing body.⁵

Hoboken Ordinances

The City of Hoboken has two chapters of its Municipal Code that relate to historic preservation. The first is Chapter 36, “Historic District Commission.” This ordinance establishes the Historic Preservation Commission (HPC) and created the Southern Hoboken Historic District (as amended through 1997). It also sets forth the terms of office, rules, and functions of the HPC.

The second chapter is the Hoboken Zoning Ordinance, which includes a number of provisions relating to historic preservation. These include a range of sections including the purposes of the Zoning Ordinance, a listing of designated historic sites, and application review standards for the Historic Preservation Commission.

Standards and Guidelines for Identification and Treatment of Historic Properties

The evaluation standards used to identify historic buildings, structures, objects, sites, and districts within the City of Hoboken are identical those of the National Park Service’s National Register Criteria for Evaluation, together with the related guidelines and instructions for applying the Criteria.⁶ The Criteria are stated as follows:

The quality of significance in American history, architecture, archeology, engineering, and culture, is present in districts sites, buildings, structures, and objects that posies integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- *That are associated with events that have made a significant contribution to the broad patterns of our history; or*
- *That are associated with the lives of persons significant in our past; or*
- *That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or*
- *That have yielded, or may be likely to yield, information important in prehistory or history.*⁷

The standards and guidelines used by the Hoboken Historic Preservation Commission to evaluate applications for Certificates of Appropriateness under the Hoboken Municipal Code shall be identical to the U.S. Secretary of the Interior’s Standards for the Treatment of Historic Properties and the related guidelines, as amended.⁸ The Standards address four treatments as follows:

- **Preservation** is defined as the act or process of applying measures necessary to sustain the existing form, integrity, and materials of an historic property. Work, including preliminary measures to protect

⁵ Bill L. 1991 C. 199; §5, Adopted 7/9/1991; Effective. Date: 7/9/1991.

⁶ See also: National Park Service, *Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington: U.S. Department of the Interior, National Park Service 1990; rev. 1991).

⁷ National Park Service, *Bulletin 15: 2*.

⁸ Kay D. Weeks and Anne E. Grimmer, *The U.S. Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (Washington: U. S. Department of the Interior, National Park Service, Heritage Preservation Services, 1995).

and stabilize the property, generally focuses on the ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction;

- **Rehabilitation** [the predominant type of activity reviewed by the Hoboken HPC] is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions, while preserving those portions or features that convey its historical, cultural, or architectural values;
- **Restoration** is defined as the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period; and
- **Reconstruction** is defined as the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.⁹

Because the Standards for Rehabilitation are those most often applied by the Hoboken HPC in its design review, they are included here in full:

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.¹⁰

There are also considerations with regard to the compatibility of new construction in and near the historic neighborhoods of Hoboken. These are discussed in the Recommendations section of this chapter.

⁹ Weeks, 17; 61; 117; and 165.

¹⁰ Weeks, 62.

Identified Historic Properties

The following list contains properties and districts that have already been identified by various entities, including the New Jersey Historic Preservation Office, the City of Hoboken, and various private historic preservation consulting firms during the course of their investigations in environmental reviews, among others. It also includes properties that have been identified in previous surveys and later demolished, as well as properties outside previously surveyed areas that have been recommended for further evaluation.¹¹

The abbreviations listed in the remainder of this plan element are listed below:

COE	Certification of Eligibility for the National Register issued by the SHPO
DOE	City of Hoboken Master Plan
EIS	Environmental Impact Statement
Local Cert.	Designated as a regulated district or property by the City of Hoboken
NR	National Register of Historic Places (also designates a property listed on the National Register)
SHPO	New Jersey State Historic Preservation Office in the NJ Department of Environmental Protection
SHPO Op.	Opinion letter regarding eligibility for the National Register issued by the SHPO
SR	New Jersey State Register of Historic Places (also designates a property listed on the NJ Register)
Survey	Cultural Resource Survey of the City of Hoboken (1978-1980)

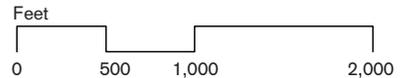
¹¹ Preliminary field survey conducted by Mary Delaney Krugman Associates, Inc., Montclair, New Jersey for Philips Preiss Shapiro and Associates, Inc., Planning Consultants, for the Hoboken Master Plan (2002-2003).

City of Hoboken

MASTER PLAN

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- Existing Historic Districts
-  1 Southern Hoboken Historic District
 -  2 Southern Hoboken Historic District Extension
 -  Eligible Historic Districts
 - 3 Central Hoboken Historic District
 - 4 Old Main DL&W RR Historic District
 - 5 Stevens Historic District
 - 6 1200, 1202, 1204 & 1206 Washington Street Historic District
 - 7 W. & A. Fletcher Co. Site, Part of Bethlehem Steel Shipyards



Historic Districts



Map prepared by Phillips Preiss Shapiro Associates, Inc.
 April 2003
 Base map source: Wilbur Smith Associates

Historic Districts

1. **Central Hoboken Historic District (NR Eligible, SHPO 1991):** Bounded on the east by Hudson Street, on the north by Fourteenth Street, on the south by portions of Fourth and First Streets, and on the west roughly by Clinton and Willow Streets.
2. **Old Main DL&W RR Historic District (NR Eligible, SHPO 1996):** Includes lands south of Observer Highway to the city line between Luis Munoz Marin Blvd. and the Hudson River.
3. **Southern Hoboken Historic District (DOE 1980; SHPO Op. 1980, 1991; Local Cert. 1981):** South of Fourth Street to Ferry Terminal, including portions of Bloomfield, Hudson, Newark, River, Washington, First, Second, Third, and Fourth Streets and Observer Highway
4. **Southern Hoboken Historic District Extension (NR Eligible, SHPO 1999; Local Cert.):** Includes both sides of Washington Street from Fourth to Fourteenth Streets
5. **Stevens Historic District (NR Eligible, SHPO 1991):** Includes the entire Stevens Institute of Technology campus, as well as Castle Point Terrace and the east side of Hudson Street between Eighth and Tenth Streets, including Elysian Park.
6. **1200, 1202, 1204, and 1206 Washington Street Historic District (SR 1986; NR 1987; SHPO Op. 1987):** Also known as the El Dorado Apartments.
7. **W. & A. Fletcher Co. Site, Part of Bethlehem Steel Shipyards (HOB-MP):** Includes lands between Twelfth and Fourteenth Streets along the Hudson River. (All structures have been demolished except for former Machine Shop.)

Individual Properties

This section includes lists of historic properties and streetscapes that have been identified through various sources. The properties are arranged by street address and are listed in a series of tables.

Table VIII-1 lists those properties and/or structures that are listed on the National and State Registers of Historic Places. These properties also are shown on the Listed State and National Register Properties Map on the page following Table VIII-1. Included in Table VIII-2 are properties that are eligible or potentially eligible for the National Registers of Historic Places, as well as those properties that are locally certified. Table VIII-3 lists properties outside of identified historic districts that have been cited by consultants as potentially eligible for the National Register.

Finally, Table VIII-4 presents a partial list of previously unidentified properties needing further investigation that are potentially eligible for listing on the National and State Registers of Historic Places, local recognition, or the Neighborhood Rehabilitation Program.

**Table VIII-1
Listed State and National Register Properties**

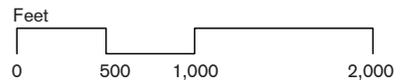
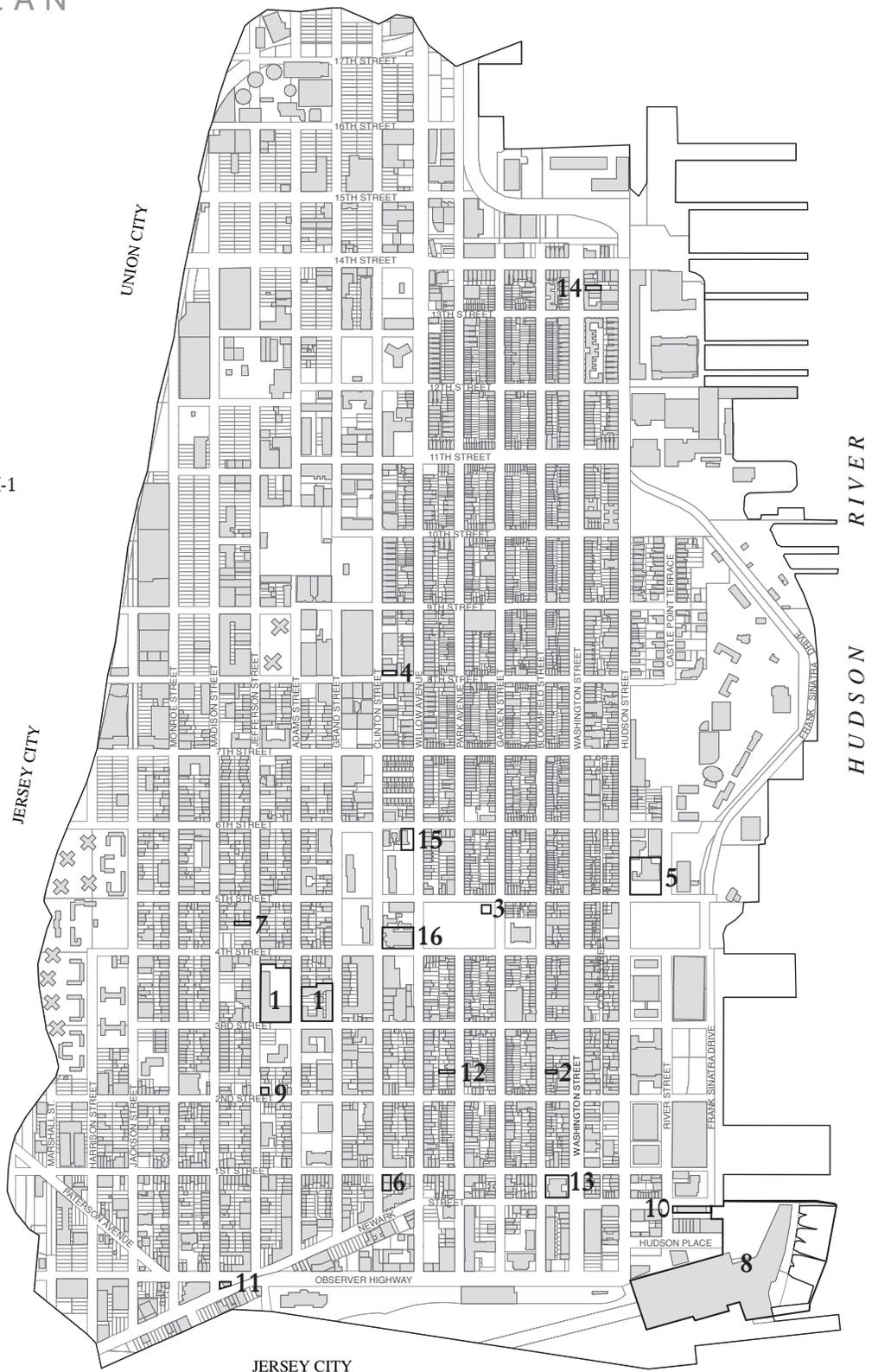
Name and/or Historic Name	Address	Reference
Former Keuffel & Esser Manufacturing Complex (including Clock Tower Apartments)	Adams and Third Streets, Third and Grand Streets	Multiple Resources: SR 1985; NR 1985
Assembly of Exempt Firemen	213 Bloomfield Street	Theme-Firehouses: SR 1984; NR 1984
Firemen's Monument	Church Square Park near Willow Avenue	Theme-Firehouses: SR 1984; NR 1984
Engine Company # 6	801 Clinton Street	Theme-Firehouses: SR 1984; NR 1984
Edwin A. Stevens Hall	34-38 Fifth Street	SR 1993; NR 1994
Former Jefferson Trust Company	313-315 First Street	SR 1986; NR 1986
Former Engine Company # 5	412 Grand Street	Theme-Firehouses: SR 1984; NR 1984
Erie Lackawanna Railroad and Ferry Terminal	Hudson Place at Hudson River	SR 1973; NR 1973
Engine Company # 3	201 Jefferson Street	Theme-Firehouses: SR 1984; NR 1984
Hoboken Land & Improvement Company Building	1 Newark Street	SR 1979; NR 1979
Engine Company # 3, Truck # 2	Observer Highway between Madison and Jefferson Streets	Theme-Firehouses: SR 1984; NR 1984
Engine Company # 4	212 Park Avenue	Theme-Firehouses: SR 1984; NR 1984
Hoboken City Hall	86-89 Washington Street	SR 1975; NR 1976
Engine Company # 2	1313 Washington Street	Theme-Firehouses: SR 1984; NR 1984
Church of the Holy Innocents	Willow Avenue at Sixth Street	SR 1977; NR 1977
Our Lady of Grace R.C. Church	400 Willow Avenue	COE 1994; SR 1996; NR 1996

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Note: Numbers correspond to Table VIII-1



Map prepared by Phillips Preiss Shapiro Associates, Inc.
 April 2003
 Base map source: Wilbur Smith Associates

Listed State and National Register Properties

**Table VIII-2
Eligible/Potentially Eligible for the NR or Locally Certified**

Name and/or Historic Name	Address	SR/NR Status	Reference
Former Public School No. 3 (now "The Castle")	501 Adams Street	NR Eligible	SHPO Op. 1999
[Site]	Bloomfield Street between Fourth & Fifth Streets	NR Eligible	Survey: HOB-MP 1990
[Site]	Bloomfield Street between Sixth & Seventh Streets	NR Eligible	Survey: HOB-MP 1990
Former Public School No. 5	122 Clinton Street	NR Eligible	SHPO Op. 1995
Hoboken Public Library	250 Fifth Street	NR Eligible	Survey: HOB-MP 1990
St. Matthew's Baptist Church	131-133 Garden Street	NR Eligible	Survey: HOB-MP 1990
Former Public School No. 1 (now Rue Building)	321-301 Garden Street	NR Eligible	Survey: HOB-MP 1990
(Ind. Buildings)	501-537 Garden Street (east side)	NR Eligible	Survey: HOB-MP 1990
(Ind. Buildings)	506-536 Garden Street (west side)	NR Eligible	Survey: HOB-MP 1990
Former Christian Missionary Alliance	637 Garden Street	Local Cert.	Local Cert. 1980
Trust Company of NJ	12-14 Hudson Place	NR Eligible	Survey: HOB-MP 1990
Former Hotel Victor	44 Hudson Place	NR Eligible	Survey: HOB-MP 1990
Sts. Peter & Paul R.C. Church and residence	400-404 Hudson Street	NR Eligible	Survey: HOB-MP 1990
[residence]	800 Hudson Street	NR Eligible	Survey: HOB-MP 1990
[residence]	802 Hudson Street	NR Eligible	Survey: HOB-MP 1990
Former St. Paul Episcopal Church (now The Abbey condominiums)	816-820 Hudson Street	NR Eligible	Survey: HOB-MP 1990
	933 Hudson Street	NR Eligible	Survey: HOB-MP 1990
Former Machine Shop, Bethlehem Steel Corp. Shipyard	1201-1321 Hudson Street	NR Eligible	SHPO Op. 1997
Elysian Park	Hudson Street between Tenth and Eleventh Streets	Local Cert.	Mayoral designation 1976
First National Bank	43-45 Newark Street	NR Eligible	Survey: HOB-MP 1990
Hudson Trust Co.	51 Newark Street	NR Eligible	Survey: HOB-MP 1990
	55-57 Newark Street	NR Eligible	Survey: HOB-MP 1990
Seaboard Building	77 River Street	NR Eligible	Survey: HOB-MP 1990
Former Public School No. 7	80-84 Park Avenue	NR Eligible	SHPO OP. 1995
Former "Trenton" tenements	600-602 River Street	NR Eligible	SHPO OP. 1995
Church of the Holy Innocents Rectory	311 Sixth Street	Pot. NR Eligible	Survey: HOB-MP 1990
Church of the Holy Innocents Parish House	315 Sixth Street	Pot. NR Eligible	Survey: HOB-MP 1990
Castle Gate, Stevens Institute of Technology	Sixth Street east of River Street	Pot. NR Eligible	Survey: HOB-MP 1990
Former Hoboken Bank for Savings	84 Washington Street	NR Eligible	Survey: HOB-MP 1990
	1014 Washington Street	NR Eligible	Survey: HOB-MP 1990
Former El Dorado Apartments	1200, 1202, 1204, 1206 Washington Street	See "Historic Districts" in Table VIII-2	
[Site]	Willow Avenue between Eighth & Ninth Streets	NR Eligible	Survey: HOB-MP 1990
	800-812 Willow Avenue	NR Eligible	DOE 1982; SHPO Op. 1982

Table VIII-2 (Continued)

Former Elevator Supply & Repair Co. (now Macy's Studio)	1501 Willow Avenue	NR Eligible	SHPO Op. 1991
Former Willow Court South/ Willow Court North (now Willow Terrace)	Between Willow Avenue & Clinton Street, Sixth & Seventh Streets	Pot. NR Eligible	Survey: HOB-MP 1990
Fourteenth Street Viaduct	Willow Avenue at Fourteenth Street	NR Eligible	SHPO Op. 1995

**Table VIII-3
Properties Outside of Identified Districts Which Have
Been Cited by Consultants as Potentially NR Eligible**

Name and/or Historic Name	Address	Reference
Former Schmaltz Bakery	351 Eighth Street	1999 Mercury Site Report Cultural Resources Survey
Former Maxwell House factory complex	Hudson Street at Sinatra Drive	NJT HRWAA/DEIS*
Former Ferguson Bros./Levelor Lorentzen Manufacturing Co. (Now "Monroe Center")	720-732 Monroe Street	NJT HRWAA/DEIS; 1998 Hudson-Bergen Light Rail Study
Former Alco-Gravure Company	900 Monroe Street	1998 Hudson-Bergen Light Rail Study
Former Cudahy Meat Packing Complex	497-499 and 507-515 Newark Street	NJT HRWAA/DEIS
Newark Street garage (now Eden Baskets)	601-605 Newark Street	NJT HRWAA/DEIS
Former Windsor Wax Company	613-617 Newark Street	NJT HRWAA/DEIS
Former R. Neumann & Co. Tannery	300-326 Observer Highway	NJT HRWAA/DEIS
Former Standard Brands/Lipton Tea factory (now Hudson Tea Building)	1500 Washington Street	NJT HRWAA/DEIS

* 1991 NJ Transit Hudson River Waterfront Alternatives Analysis/Draft EIS

**Table VIII-4
Previously Unidentified Properties Needing Further Investigation for Potential SR/NR
Eligibility, Local Recognition, or Neighborhood Rehabilitation Program Eligibility**

Name and/or Historic Name	Address
[Streetscape]	705-725 Adams Street (east side)
[commercial building]	734 Adams Street
Factory building [now storage]	801-809 Adams Street
Factory Building	1100 Adams Street
[19 th C. wood frame house]	1219 Adams Street
Former Bearing Works	1225 Adams Street
[19 th C. wood frame house - vacant]	1325 Adams Street
[Streetscape]	600-612 Clinton
[Streetscape]	Clinton Street between First & Second Streets (east and west sides)
[Streetscape]	Clinton Street between Second & Third Streets (east side)
	511-513 Fifth Street
	557 Fifth Street
	650 First Street
	54-58 Fourteenth Street
Former Hoboken Trust Co. (now Hudson Reporter)	100-102 Fourteenth Street
[streetscape]	104-118 Fourteenth Street
Factory building	158-166 Fourteenth Street
Former Hostess/Continental Baking Co.	200-300 Fourteenth Street
Municipal garage (former "City Pound")	450 Fourteenth Street
Former Factory Terminal Building A/Franklin Baker Com- pany	Garden Street at Fifteenth Street
	133 Grand Street
	200 Grand Street
Former Steneck Trust Company	330 Grand Street
Former White Metal Manufacturing Company	1022 Grand Street
19 th Century brick building now - former factory?	1015-1017 Grand Street
Former factory	1021-1027 Grand Street
Former factory	1031 Grand Street
Crown Industrial Supply Corp.	1103-1105 Grand Street
Auto repair shop	1330 Grand Street
[Streetscape]	Grand Street between Sixth & Seventh Streets (east and west sides)
Former Hudson Square (now Stevens Park)	Hudson Street between Fourth and Fifth Streets
Civil War Memorial	Hudson Street (Stevens Park)
Factory building	38-40 Jackson Street (see also 851 Observer Highway)
19 th Century commercial/residential building	65 Jackson Street
St. Joseph's School & Convent	69-77 Jackson Street
	91 Jackson Street
Sanitation Dept. ("Dept. of Street Sweeping") garage - fa- çade only	116-118 Jackson Street
[streetscape]	400 block Jackson Street (west side)
[streetscape]	500 block Jackson Street (west side)
[streetscape]	500 block Jefferson Street
St. Ann's Church & Rectory	700-706 Jefferson Street
19 th Century wood frame commercial/residential	423 Madison Street
[streetscape]	500 block Madison Street
	509 Madison Street

Table VIII-4 (Continued)

	511-513 Madison Street
Universal Folding Box Co.	1200- 1230 Madison Street
Universal Folding Box Co. - murals	1300 Madison Street
St. Joseph's Church & Rectory	61-69 Monroe Street
Public School No. 9 (Connors School)	201-211 Monroe Street
[Streetscape]	300-324 Monroe Street (west side)
[Streetscape]	301-333 Monroe Street (east side)
[Streetscape]	405-423 Monroe Street (east side)
19 th Century dwelling	409 Monroe Street
[Streetscape]	406-422 Monroe Street (west side)
	503 Monroe Street
	511 Monroe Street
	531 Monroe Street
Apartment building	530 Monroe Street
Apartment building	533 Monroe Street
[Streetscape]	600-626 Monroe Street (west side)
[Streetscape]	601-617 Monroe Street (east side)
[Streetscape]	701-719 Monroe Street (east side)
Factory	900 Monroe Street
Former factory, now apartments	458-462 Ninth Street
Former railroad car repair shop	Observer Hwy at Hudson Street
[Factory]	701-715 Observer Highway
[Factory]	851 Observer Highway; 33-35 Harrison Street; 38-56 Jackson Street
Former factory building (now open deck parking)	110-132 Park Avenue
	Park Avenue at Sixteenth Street
Single family residence	65 Paterson Plank Road
United States Post Office	89 River Street
	307-401 Second Street
	359 Second Street
[Streetscape]	Second Street between Clinton Street and Willow Avenue (east and west sides)
Former Public School No. 8 (now The Citadel)	450 Seventh Street
St. Francis Church & School	500-506 Third Street
Cognis Corporation	454-458 Twelfth Street
Warehouse	158-166 Washington Street
	91 Willow Avenue
Our Lady of Grace School	418-422 Willow Avenue
[streetscape]	1000 Block Willow Avenue (west side)
Former carriage house/garage	1028 & 1032 Willow Avenue
Commercial/residence	1034 Willow Avenue
[Apartment building]	1036-1040 Willow Avenue
[Streetscape]	1124-1132 Willow Avenue (west side)
American Legion Building	1227 Willow Avenue
Apartments – "Viaduct Building"	1327 Willow Avenue
Former Cadillac dealership (now Hertz)	1400 Willow Avenue
Soap factory	1413-1425 Willow Avenue
Early 20 th Century concrete factory building (Macy's)	1501-1513 Willow Avenue
Coat Company	1515 Willow Avenue

NOTE: This list represents a preliminary sampling only; it is not intended to be a comprehensive survey

Recommendations

1. **Safeguard the heritage of Hoboken by preserving buildings and other features within the City that reflect elements of its cultural, social, economic, and architectural history.** Hoboken's historic character is one of its defining elements, and provides a window to its past. The City should continue and expand its efforts to protect existing historic sites and districts.
2. **Expand locally regulated historic districts to the maximum.** Hoboken only has one designated historic district at present, even though a number of other possible districts have been identified. The City should actively explore formal designation of these other districts. As part of this effort, these districts should be resurveyed to better identify contributing and non-contributing properties within their boundaries.
3. **Maximize National Register listings for individual properties and/or districts.** Hoboken already has a number of properties listed on the National Register of Historic Places. This designation allows investors to seek tax benefits in connection with State-approved rehabilitation and renovation of historic buildings for commercial uses and rental housing. It requires an extra layer of review only for government-funded projects, but it has no tax or bureaucratic implications otherwise, i.e., homeowner housing is not affected, and compliance by private investors is voluntary. As such, it can provide tax benefits and raise awareness of the historic value of properties, without restricting what people can do to the property.
4. **Commission a citywide cultural resources survey to update and expand the 1978-1980 survey.** This survey also should classify properties as contributing and non-contributing.
5. **Recognize architectural styles that reflect various periods of Hoboken's history and promote their preservation.** While a large number of buildings in Hoboken were constructed in the late Nineteenth Century, there are many other existing structures that represent other historical periods. Preservation regulations should recognize and promote the existing diversity of architectural styles, and not just require buildings to be restored to a look from a single period.
6. **Designate Hoboken's historic public and institutional buildings as local landmarks.** Hoboken has a number of impressive older community facilities structures, including both public and institutional buildings. Some of these already are listed on the National Register, but many are not formally recognized. The City should take this extra step to better protect these buildings.
7. **Consider becoming a Certified Local Government.** This action would enable Hoboken to gain increased input on public undertakings and qualify for preservation grants.
8. **Revise and update the existing historic preservation ordinance to comply with current preservation ordinance standards.** These changes should incorporate current standards with regard to text format and content.
9. **Make Historic Preservation Commission procedures more specific and predictable.** The HPC reviews a large number of applications – it would be in its best interests to provide applicants with a reasonable expectation of what the process should entail. Particular measures could include: providing information about the Commission and its procedures in written format and on the City's website; providing illustrations of particular concepts and permissible types of design; and changing the existing City ordinance with HPC procedures as necessary.
10. **Publish more detailed design guidelines.** Additional, more specific design guidelines could help reduce ambiguity on the part of applicants, and lead to more predictable results in projects.
11. **Improve the enforcement of Historic Preservation Commission actions.** The City's code enforcement efforts should include emphasis on compliance with historic regulations, as well

- as zoning and other considerations. In addition, the City should provide increased public information about compliance with local preservation regulations.
12. **Encourage contemporary building designs for new construction that complement Hoboken's historic buildings without mimicking them.** New development and redevelopment should take into account the surrounding context. However, it is not always desirable to have new construction consist solely of faux-historical reconstructions. The City should enact standards for assessing the design of any proposed addition to or alteration of a structure located within a historic district or listed or found eligible for the New Jersey and/or National Registers of Historic Places, or any new construction on property occupied by a historic structure or within a historic district. A possible basis for these standards could be the criteria listed in Table VIII-5. To the greatest extent possible, these regulations should be applicable to applications to the Historic Preservation Commission, Planning Board, and Board of Adjustment.
 13. **Encourage the continued use of historic and/or noteworthy buildings, structures, objects, and sites and facilitate their appropriate reuse.** When possible, structures should continue to be used for their original functions. When not possible, adaptive reuse should be strongly encouraged.
 14. **Discourage the unnecessary demolition or other destruction of historic resources.** As Hoboken continues to be redeveloped, it is imperative that remnants of its past are not all removed. Existing structures can be reused or maintained, as noted above, even if not for their original purposes. Structures to be preserved include buildings as well as features such as signs, smokestacks, and other relics of Hoboken's industrial past.
 15. **Encourage proper maintenance of and reinvestment in buildings and structures within the City.** The high cost of restoring a building is sometimes cited as a reason why it should instead be demolished. This occurrence can be minimized by encouraging continual upkeep of older buildings. The City should encourage this practice, and assist as possible, whether through direct involvement or indirectly by helping obtain outside funding.
 16. **Revise the Zoning Ordinance to better integrate historic preservation considerations into the development review process.** This can be done through refinement of existing zoning regulations, such as bulk standards and façade design requirements.
 17. **Increase public awareness of Hoboken's architectural heritage.** The City already has taken some actions to promote Hoboken's character, as has the Hoboken Historical Museum. The museum and City government should continue to work together, and expand their efforts to partner up with institutions such as the public schools and Chamber of Commerce to promote historic preservation and City's architectural heritage.
 18. **Encourage the creation of historic plaques to commemorate Hoboken's past.** There are some existing plaques around the City indicating where events took place or serving as reminders of former buildings. Providing additional references to the past will help provide additional awareness of Hoboken's history. This was also recognized in the earlier recommendation that the percent for art program encompass interpretive plaques, etc.

**Table VIII-5
Possible Design Criteria for New Construction**

Height: Permitted building heights are adequately addressed by the existing Hoboken Zoning Ordinance bulk regulations.

Proportion of the Façade: The relationship of the width of the building to the height of the front elevation shall be visually compatible with adjacent buildings and places.

Proportion of the Openings: The relationship of the width of windows to the height of windows in a building shall be visually compatible with adjacent buildings and places.

Rhythm of Solids: The relationship of solids to voids in the facade of a building shall be visually compatible with adjacent buildings and places.

Rhythm of Spacing: The relationship of the building to the open space between it and adjoining buildings shall be visually compatible with adjacent buildings and places.

Rhythm of Entrances: The relationship of entrances and porches to the street shall be visually compatible to adjacent buildings and places.

Relationship of Materials: The relationship of materials, texture and tone of the facade and roof of a building shall be visually compatible with the predominate materials used in adjacent buildings.

Scale: The size of a building mass in relation to open spaces, window and door openings, porches and balconies, shall be visually compatible with adjacent buildings and places.

Directional Expression: A building shall be visually compatible with adjacent buildings and places in its directional character, whether this be vertical, horizontal, or non-directional.

Sidewalks: Original bluestone or slate sidewalks should be preserved where possible, and, if replacement is required for the health and safety of pedestrians, replacement materials should duplicate as closely as possible the materials originally used to pave the site.

*Source: Bowsher, Alice Meriwether. Design Review in Historic Districts.
Washington DC: The Preservation Press, 1978, with modifications tailored to Hoboken*

IX. RELATIONSHIP TO OTHER PLANS: BEING GOOD NEIGHBORS

One of the four mandatory components of a master plan as specified by the Municipal Land Use Law is a policy statement relating a municipality's master plan to those of adjacent communities as well as County and State plans. Hoboken is bordered by three New Jersey municipalities: Jersey City, Union City, and Weehawken. This chapter discusses how the Hoboken Master Plan relates to these various documents.

Master Plans of Contiguous Municipalities

City of Jersey City

Jersey City borders Hoboken on the west and south. Its most recent master plan, which was adopted in 2000, places the portions of Jersey City located adjacent to Hoboken in a few land use designations. The northern portion of Hoboken's western border with Jersey City is located in the One and Two Family Housing designation, which permits building heights of up to 2.5 stories. Although not directly compatible with the neighboring I-1 and R-3 Zones in Hoboken, the two cities are vertically separated by the Palisades in this location.

Further south adjacent to the southwest corner of Hoboken is the Multi-Family High-Rise designation, as well as the Jersey Avenue Redevelopment Plan. This high-rise designation permits developments with heights of "8 stories and greater." It also discusses the need to protect view corridors and conduct shadow analyses for new buildings. As this designation is incompatible with its existing I-2 Zone district, Hoboken should monitor development proposals in this section of Jersey City to ensure these measures are indeed taken.

East of Henderson Street (Marin Boulevard) is the Waterfront Planned Development designation in Jersey City, which is also covered by the Newport Redevelopment Plan. Although this plan permits a sizable amount of development, it has significant separation from the inhabited areas of Hoboken due to the intervening New Jersey Transit rail yards.

City of Union City

Union City borders the northwest corner of Hoboken along the Palisades. The Union City Master Plan Land Use Element was adopted in 1977, along with other elements and studies. Two re-examinations have been adopted since then in 1988 and in 1994. The zone abutting Hoboken is Residential/Mixed Use Residential. This category is not compatible with the Industrial designation in the northwest section of Hoboken. However, the steep slopes of the Palisades along the border in the Union City section serve as a buffer between the two inconsistent land use designations.

Township of Weehawken

Hoboken shares its northern boundary with the Township of Weehawken. The Land Use Plan of the Weehawken Master Plan was adopted in 1976, followed by the *Master Plan Amendment for Weehawken Waterfront, Land Use Element* adopted 1984. Subsequent master plan documents are a reexamination report adopted in 1991 and the *Land Use Plan Element, Upper Weehawken* adopted in 1998.

The waterfront area of Weehawken adjacent to Hoboken is designated for Planned Development, which should encompass a mix of uses. This designation has been almost completely implemented through the construction of the Lincoln Harbor project. The southernmost portion of this area should be reserved for open space consistent with the planned parks across the border in Hoboken.

The "Shades" section of Weehawken adjacent to the extreme northern end of Hoboken is designated for Medium Density Residential land use. As discussed in Part II of the Land Use Plan Element, this area abuts a

small section of Hoboken in the I-2 Zone that is cut off from the remainder of the zone by the light rail tracks. As these designations are inconsistent with one another, and the limited area in Weehawken is not appropriate for industrial development, consideration should be given to rezoning this area of Hoboken consistent with the residential zoning in Weehawken.

Hudson County Master Plan

The Hudson County Master Plan was adopted in February 2002. The General Goals of this plan are as follows:

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

The overall objectives and policies of the Hoboken Master Plan are consistent with these goals.

State Development and Redevelopment Plan

The State Development and Redevelopment Plan provides a general framework for the future development of New Jersey. Municipal master plans should comply with the goals and policies outlined in the Plan to ensure the quality of life for all residents. The latest Plan was adopted by the New Jersey State Planning Commission in 2001. Hoboken is located in the Metropolitan Planning Area (PA1). Much of the communities in this Planning Area have mature settlement patterns with a diminished supply of vacant land. In such established communities as Hoboken, redevelopment will be the major form of new construction. The City's Master Plan recognizes this designation and supports the intent of the State Plan.

District Solid Waste Management Plan

The Solid Waste Management Act designates every County in the State as a solid waste management district, and requires each district to prepare a Solid Waste Management Plan. The Hudson County Improvement Authority (HCIA) is responsible for the Hudson County Solid Waste Management Plan. The Hoboken Master Plan, through its Utility Service Plan Element, encourages the reduction of waste and the promotion of recycling.

X. LAND USE, PART II: CREATING OUR FUTURE, PLACE BY PLACE

Overview

The Hoboken Master Plan process has gone far beyond the usual level of effort for public outreach and level of detail in its scope. The community has been involved in brainstorming for solutions to problems facing Hoboken, and has participated in the process of applying general topics (urban design, transportation, preservation, etc.) to specific areas of the City. A master plan should not just be about the individual plan elements, but also about how they are put together. This second part of the Land Use Plan Element ties together the concepts discussed elsewhere in the plan and connects them to the places that make up Hoboken. It consists of two main parts: recommendations for specific areas of Hoboken and an overall Land Use Plan for the entire City.

Recommendations

Terminal Area

Vision statement: *A regional and local gateway, with a concentrated mix of land uses and community gathering places that benefit from their accessibility to transit. Emphasis should be placed on pedestrian circulation and local vehicular traffic, instead of through trips.*

1. **Make Hoboken Terminal more of a destination for residents and visitors.** This area is a natural focal point for development due to its transit access and general accessibility. Increasing economic activity in the Terminal and surrounding area can have a positive impact on the entire City's economic health.
2. **Improve connections between the Terminal and the rest of the City.** To get the full benefits, however, commuters and visitors to the Terminal need to be made aware of what exists in Hoboken. Residents also should be able to get the Terminal area easily. In particular, signage should be provided to direct visitors to Washington Street, landmarks, and the waterfront.
3. **Create a Hoboken visitors' center at the Terminal.** Although Hoboken has become a popular destination, it does not have a location where information can be made available to visitors. This facility could be operated by the City, the Chamber of Commerce, or other entity. New Jersey Transit could offer its support, such as through the use of space in the Terminal.
4. **Promote the use of the Terminal for meetings and events.** The Terminal has some great existing public spaces, although some portions remain unused. New Jersey Transit is planning to redevelop the entire Terminal. Strong consideration should be given to providing space in the Terminal that is available for public meetings and special events, as well as possibly art exhibits and presentations.
5. **If any new commercial uses are provided in the Terminal, ensure that they enhance its role as a destination and minimize competition with Washington Street.** Hoboken Terminal should be a destination, but not at the expense of the rest of Hoboken. The type and amount of possible commercial space in and around Hoboken Terminal will have impacts on the City.



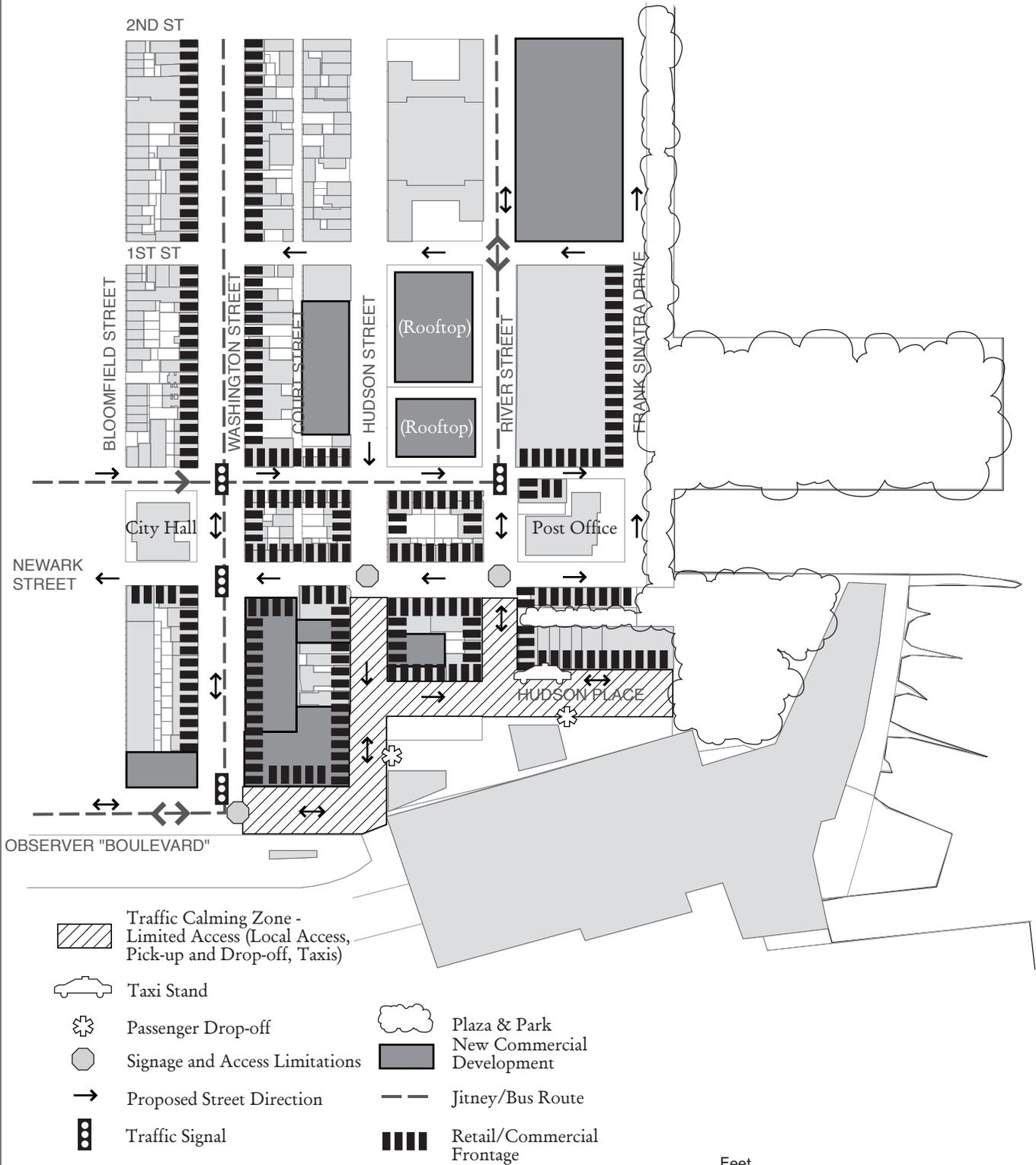
6. **Protect the historic character and grandeur of the Terminal's ferry concourse and other areas.** As rehabilitation of the Terminal proceeds, the City should urge the adaptive reuse of all of its currently unused areas. However, this undertaking should not mar the character of these areas. In particular, the large expanse of the ferry concourse should be preserved to the greatest extent possible.
7. **Improve and expand the existing outdoor public spaces around the Terminal.** Despite the tremendous number of people passing through this section of the City on a daily basis, there are limited public spaces adjacent to the Terminal. A pedestrian-oriented plaza should be the organizing feature of the improvements to the this area. Even a small space can have a large impact if it is well designed. Any open space added to the area should be flexible in design to permit various public uses (see next recommendation), as well as add trees and green to an area sorely in need of more.
8. **Relocate the outdoor markets and events to Terminal Plaza.** Once a viable public open space is created in the area, programming it with regular events would help to make it a successful place. The existing farmers' market could be expanded by moving it to a larger location that would be even more convenient to many people. Other possible temporary uses in the area could include art displays, performances, and periodic displays and sales from local merchants.
9. **Encourage appropriate redevelopment of key underutilized sites.** There are some properties in this area that could better contribute to the City's tax base, as well as the mix of land uses in the Terminal area, through their redevelopment. These include the property currently developed with a surface parking lot and a one-story retail building (Barnes & Noble etc.) and New Jersey Transit's parking lot on the south side of Observer Highway at Washington Street. In the case of the former property, the commercial uses could continue to exist on the first few floors of any redevelopment, with uses such as office or hotel on upper floors. Any such redevelopment should include provision of public amenities such as open space, and include street trees.
10. **Encourage hotels in the area near the Terminal.** Providing overnight accommodations would increase activity in this area and provide a needed service for residents, businesses, and visitors. The design and nature of any hotel would need to be sensitive to the pedestrian-oriented character of the area. Any parking provided in conjunction with this use should be shared with other uses, possibly incorporating existing lots that could be converted to structured parking.
11. **Convert Observer Highway into Observer Boulevard.** This street has the potential to be a defining gateway to Hoboken. The following principles should guide any improvements made to Observer Highway:
 - Improve its appearance to make it a more attractive gateway to Hoboken
 - Improve pedestrian safety while still accommodating high volumes of traffic
 - Create a bicycle path and/or bicycle lanes in the right-of-way
 - Provide a significant tree canopy
 - Maintain the existing number of resident parking spaces, and consider adding spaces on the north side of the street, which would be more convenient for residents
12. **Provide regulations to guide any possible redevelopment of the Neumann Leather property in an appropriate manner.** While nearly all other industrial uses in the southeastern portion of the City have disappeared, the Neumann Leather complex stands as a reminder of old Hoboken. The former factory is now occupied by numerous tenants ranging from artists to high tech companies. It is also a desirable location for redevelopment due to its proximity to Hoboken Terminal and its direct views of the Manhattan skyline over the New Jersey Transit rail yards. It also encompasses a sizable area with frontage on three major streets. For these reasons, the Neumann Leather property warrants special consideration as well as flexibility in its development regulations. Any redevelopment of this should include a mix of uses, possible density and/or height bonuses for provision of community amenities, and pres-

ervation of existing historic structures where possible. The zoning for this property should set some parameters, but allow some flexibility within certain bounds. It also may be appropriate to extend the zoning for this property across Willow Avenue to include the existing City Garage property, which is also a likely candidate for redevelopment, and the adjacent surface parking lot. As in other Terminal sites, commercial development is preferred to housing, though the Neumann Leather complex might also lend itself to artist live/work/display space.

13. **Redesign the street system in the Terminal area.** The current road network in this area accommodates a variety of trips, including passenger pick-ups and drop-offs, deliveries for local businesses, and through traffic. The streets around the Terminal should be redesigned to divert through-traffic around the area and improve pedestrian safety. Guiding principles for such changes, including possible modifications to traffic patterns, are shown on the map on the following page. Other particular actions should include ensuring that sidewalks are made as wide as possible, with full-height curbs to prevent vehicles from pulling up onto sidewalks to load, unload, or park (as happens somewhat regularly on Newark Street at Hudson Place).
14. **Improve pedestrian access to the Terminal from Hudson Place.** For the thousands of pedestrians who walk to and from Hoboken Terminal, the trip can be a harrowing experience. Large numbers of vehicles pass through the adjacent streets. The sidewalks leading to the PATH entrances are often partially blocked by vendors. Those seeking to go past the PATH entrances at Hudson Place to the ferry as well as commuter or light rail trains have to navigate through the bus terminal or the portion of Hudson Place occupied by taxis. Any improvements made to Hoboken Terminal should include provision of better pedestrian access to all areas of the Terminal and all modes of transportation located within it.
15. **Consider relocating and/or redesigning the passenger drop-off area and taxi stand.** The existing taxi stand is poorly organized. Passenger pick-ups and drop-offs are made in an ad hoc manner, with the location often dependent upon police presence. Both of these situations should be rectified through any improvements in the area. Consideration should be given to creating one, or even two, vehicular drop-off locations in the area. These changes could be accomplished through the possible removal of some of the existing on-street parking spaces on the north side of Hudson Place, as these spaces are not the best use of space in a dense transit- and pedestrian-oriented environment.
16. **Diversify uses in the main Post Office building.** The existing main post office building is architecturally distinctive. Its location is also convenient to many residents and workers in the area. However, the need to provide loading and truck parking results in the inefficient use of the block on which the post office is located. Moving the more “industrial” operations of the post office to another location with more space and better vehicular access could result in improvements to this area. Additional detail is provided in the Community Facilities chapter.
17. **Improve the facades of the three public parking garages on Hudson and River Streets.** These three structures were designed in a fashion typical of the period in which they were constructed, the mid-1970s. Any changes to soften their appearance could help reduce their negative visual impact on the area. Adding ground floor commercial space along the street frontages of these garages also could improve their appearance to pedestrians while generating additional revenue to the City.
18. **Avoid overdevelopment.** The prior recommendations essentially fill out the Terminal area. The emphasis is on historic preservation, economic development and pedestrians. Urban renewal-style ideas—such as massive buildings or rail yard development—are not supported. Such development would add to traffic congestion without compensating improvements to the City’s quality of life.

City of Hoboken

MASTER PLAN



Terminal Area Concept Plan



Map prepared by Phillips Preiss Shapiro Associates, Inc.
 April 2003
 Base map source: Wilbur Smith Associates

Business Districts

Vision statement: *Vibrant commercial areas, each with a character defined by appropriate scale and mix of uses. Those features that make these areas unique as urban business districts should be accentuated and protected.*

1. **Continue to emphasize Washington Street’s role as the City’s retail spine.** Hoboken’s “main street” should remain the focal point of commercial development. Any new retail development elsewhere in the City should be in accordance with the criteria outlined below, and should not compete with Washington Street’s unique commercial environment.
2. **Require buildings in commercial areas to be constructed up to the front property line.** Part of maintaining an urban business district’s unique character is to maintain predominant built forms. A major one is the street orientation of buildings, with an uninterrupted frontage along commercial blocks. The Zoning Ordinance should maintain this arrangement through a maximum setback requirement in commercial areas. Minimum height requirements also should be considered in core areas.
3. **Mandate street level retail and prohibit residential and non-real estate office uses in specified areas.** In this context, retail uses include restaurants, bars, and real estate offices. The particular areas, designated as “Primary Retail Streets” on the Economic Development Plan map, are as follows:
 - Washington Street south of Seventh Street
 - First Street east of Clinton Street
 - Fourteenth Street east of Willow Avenue
 - Newark Street, Observer Highway, and Hudson Place east of Washington Street
 - Hudson and River Streets south of First Street
 - Sinatra Drive south of Fourth Street
4. **Permit retail uses above street level in the Retail Core area.** Any such use should be internally connected to a street level use, not a separate business. The particular areas are as follows and are shown on the Economic Development Plan map:
 - Washington Street south of Fourth Street
 - First Street, Newark Street, Observer Highway, and Hudson Place east of Washington Street
 - Hudson and River Streets south of First Street
5. **Permit larger maximum floor area for retail uses in areas where permitted above the ground floor.** The provision of larger floor areas in the Retail Core area would enable larger stores to locate in these areas.
6. **Consider increasing the maximum permitted floor area of ground floor retail uses in certain mixed-use areas.** As discussed in the Economic Development Plan Element, there is currently a 1,000-square foot cap on commercial customer service space in most of the City. This standard should be relaxed in areas where ground floor retail space is proposed to be mandated as noted above.
7. **Promote ground floor retail around light rail transit stops.** Convenience retail uses should be encouraged in these locations as described in the Economic Development Plan Element.
8. **Encourage additional neighborhood retail on Secondary Retail Streets.** These are First Street west of Clinton Street and Washington Street north of Seventh Street. The eastern portion of First Street has a concentration of commercial uses that might not be viable on Wash-



ington Street, but that add to the vibrant mix of uses in Hoboken. The promotion of additional, small-scale retail space west of Clinton Street would bolster First Street as a retail street, and better connect Washington Street to the Second Street light rail station. The northern portion of Washington Street also already has a number of commercial uses, and should continue to provide these types of uses.

9. **Encourage additional office space in appropriate locations** . Detailed information regarding this recommendation is provided in the Economic Development Plan Element.
10. **Encourage a mix of uses in new developments**. As discussed in the Economic Development Plan Element, the City should encourage a mix of uses in any larger scale new development. New commercial uses also should provide new open space, either on site or in conjunction with nearby properties.
11. **Promote a better mix of retail uses**. There were also many in the community outreach process who called for more, and better, restaurants. The City is somewhat limited in what types of retail uses are permitted in its business districts. Zoning ordinances can dictate what type of uses are permitted, but cannot limit the number of them. It is possible to promote certain uses, however, through permitting larger and smaller floor areas in certain areas.
12. **SID Recruitment**. More effective is to have a SID (special improvement district), which is described in the Economic Plan Element, deal with tenant recruitment, which is one of its permissible functions.
13. **Maintain the unique character of Washington Street (and other commercial streets)**. Although Hoboken has had a number of chain establishments enter its commercial mix, they are still not an overwhelming presence. The key for commercial areas, as with much of Hoboken, is to maintain the mix of old and new, and not to try to become something it is not—that is, suburban.

Central City Neighborhoods

Vision statement: Residential areas with limited commercial uses serving the local population, as well as certain institutions, with historic scale and attractively designed buildings.

1. **Maintain the lower densities and heights in residential zones**. The maximum permitted development yield in all the City’s residential zones has been reduced in recent years. These changes, which include a reduction in the number of units permitted on a site and the height of buildings in the R-1, R-2, and R-3 Zones, should remain in place.
2. **Continue to permit mixed uses, but maintain predominantly residential character**. A mix of uses is appropriate in most residential areas, but within certain limitations as discussed below.
3. **Maintain the 1,000-square foot limitation on non-residential space in predominantly residential areas** . The three existing primarily residential zones in Hoboken (R-1, R-2, and R-3) also permit certain commercial uses, within certain limitations. One of these limiting factors is a maximum customer sales or service area of 1,000 square feet. This restriction is appropriate, as it permits commercial uses that serve the surrounding area without overwhelming the residential character of the neighborhood.
4. **Consider modifying residential zones**. The existing three residential zones are a product of Hoboken’s 1978 Master Plan Land Use Plan Element. The distinction between the three zones was made at a time when the City had a dramatically different character, and it was possible to make clear distinctions between stable and marginal residential areas. However, in recent years new housing construction and rehabilitation has touched all parts of the City, and higher end housing has made its way to essentially every street. Although the intact more



historical areas of the R-1 Zone may have a valid reason for being treated differently than other residential zones, the distinctions between many areas in the R-2 and R-3 Zones have blurred. The regulations for these two zones were intended to attract reinvestment in areas generally west of Willow Avenue, which they have done, but they have also led to a significant amount of automotive-oriented development in that area. Changes should be considered to reduce the impact of garages and curb cuts in these areas.

5. **Restrict curb cuts in residential areas**. Driveway openings, or curb cuts, already are prohibited in the R-1 Zone and on Washington Street. This prohibition helps maintain the uninterrupted wall of buildings along most streets and increases pedestrian safety by reducing conflicts on sidewalks with motor vehicles. This prohibition should remain in place in the R-1 Zone. In the existing R-2 and R-3 Zones, there are some limitations on curb cuts (they are only permitted on sites with at least 50 feet of frontage, and are prohibited on east/west streets with a right-of-way of 50 feet unless providing access to multiple sites). These restrictions should be reviewed and possibly modified, such as to increase the minimum lot frontage required to permit new curb cuts. Existing curb cuts in the residential zones should not be permitted to be reused when a property is redeveloped, unless they comply with the new requirements.
6. **Protect Willow Court**. This small set of townhouses fronting on two private streets and Seventh Street between Willow Avenue and Clinton Streets is unique within Hoboken, if not New Jersey. These properties currently located in the R-1 Zone, which has more restrictive regulations than other zones, but its regulations do not address the unique circumstances of these small properties. Consideration should be given to creating an overlay zone for these properties to provide more appropriate bulk controls that would protect these properties from intrusive and inappropriate redevelopment.
7. **Permit bed and breakfasts in accordance with specific restrictions**. As noted in the Economic Development Plan Element, allowing certain types of overnight accommodations in appropriate locations would be beneficial to the City. The specific regulations for bed and breakfasts should at a minimum include following:
 - They may be located only between Observer Highway and Fourth Streets and Hudson Street and Willow Avenue and between Twelfth and Fourteenth Streets and Hudson Street and Willow Avenue
 - New parking may not be created on-site for guests, but existing off-street spaces may be used
 - On-street non-metered parking permits may not be provided to guests
 - They must be located within 1,000 foot walking distance of dedicated off-street parking, a public parking facility, or Hoboken Terminal
8. **Permit home occupations as long as any detrimental impacts are mitigated** These include noise and traffic from deliveries.
9. **Require appropriate uses along the edges of the Stevens Institute of Technology campus**. The Stevens campus spreads over a few blocks, with its buildings located in areas of varying character. As such, the following guiding principles should be employed in the zoning regulations for the campus:
 - For edges along a street, require uses and building design similar in character to existing development (e.g., rowhouse-type residential development on the east side of Hudson Street)
 - Where abutting the rear of residential properties, require adequate setbacks and open space
 - For development interspersed with other development (e.g., on Castle Point Terrace), require compliance with the same regulations as for other development

Waterfront

Vision statement: An accessible waterfront that serves as a focal point of Hoboken, as well as a fully utilized recreational amenity.

1. **Encourage water-dependent, water-oriented, and recreational uses.** Hoboken's limited waterfront is a valuable asset that is not available in other areas of the City. That is to say, while most types of development can be accommodated elsewhere, uses that take advantage of water access and views can only occur on the waterfront.
2. **Require limited commercial uses in waterfront areas.** A waterfront area is more successful when it attracts visitors, who require services. Providing complementary uses such as food sales and limited retail (sales of film, beverages, kites, etc.) makes sense on the waterfront. The objective is to serve waterfront patrons and increase activity, not to create additional commercial areas.
3. **Push for preservation of historic buildings on the Maxwell House site.** Although a site plan for new construction on this site, there is nothing to guarantee development will proceed quickly, and it is possible that the desires of the owner may change over time. Therefore the City should still support preservation and reuse for at least some of the existing older buildings on this property.
4. **Preserve the natural beach area on the Maxwell House site.** At the very least, the existing beach area is a feature that should be protected, as it is one of the only places where visitors can directly access the Hudson River in Hoboken.
5. **Limit development on piers.** The zoning regulations covering the City's piers in the Hudson River should permit only open space, publicly accessible recreation, and limited commercial development within strict parameters on them.



West Side/Northwest Redevelopment Area

Vision statement: A mix of land uses that reflects the area's past, protects existing residential uses, and provides residential and non-residential uses as it redevelops.

1. **Redesign the street system in the southwest corner of the City.** This area is a bottleneck due to the confluence of five of the nine vehicular access points to Hoboken here. The objectives of any modifications to traffic patterns are to reduce conflicts and improve traffic flow, yet to discourage vehicles from entering Hoboken to cut through the City. A schematic design of possible changes is included on the Southwest Area Concept Plan Map.
2. **Recognize Paterson Plank Road as a historic road.** As described in the Historic Preservation Plan Element, this road was Hoboken's original connection to inland New Jersey. Increased recognition of its history would recognize a landmark in this portion of the City.
3. **Create the "Underbridge Economic Development Zone" in the northwest corner of the City.** This area includes the blocks located west of Park Avenue and north of Fourteenth Street. Permitted uses in this area should include retail and service commercial uses on lower levels of buildings, with upper floor office, light industrial, and live/work space. Traditional residential-only buildings should not be permitted in this area. Retail and service commercial



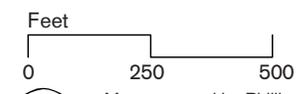
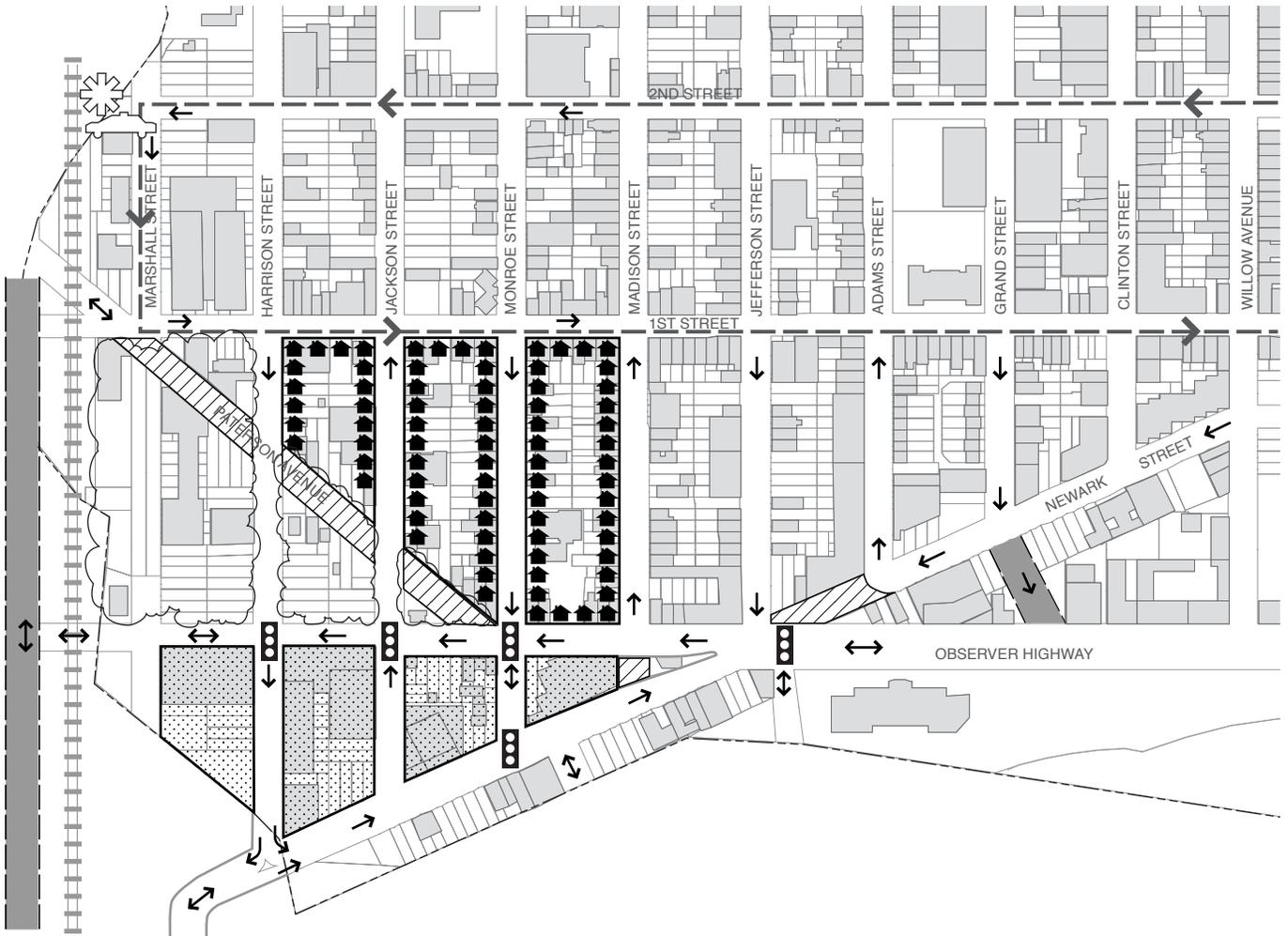
uses, including restaurants and bars, must be provided at street level of all new buildings in this area. These uses also may be located on upper floors of buildings as an extension of a ground floor use. Offices, light industrial, and live/work space may not be located on the ground floor, except for lobby areas. Building heights in this area should range from a minimum of two stories to a maximum of five stories, with up to two additional stories permitted in conjunction with the provision of public amenities such as open space, off-site public parking, or cultural facilities. Permitted floor areas for individual retail and service commercial tenants in this area should be a minimum of 5,000 square feet and a maximum of 30,000 square feet. These limitations should not apply to restaurants or bars. As described in conjunction with redevelopment and traffic improvements in the northwest corner of the City, Fifteenth Street should become a focal point. Design features should include a center median and generous building setbacks of at least 25 feet from the right-of-way, which would permit green spaces in front of buildings in this area. Once this transformation is made with the initial segment west of Willow Avenue, it should be continued east to Hudson Street as well. Design concepts for the northwest area of the City, including the Underbridge area, are shown on the Northwest Area Concept Plan Map.

4. **Create a boulevard on Fifteenth Street west of Park Avenue.** In conjunction with redevelopment and traffic improvements in the northwest corner of the City, Fifteenth Street should become a focal point. Design features should include a center median and generous building setbacks of at least 25 feet from the right-of-way, which would permit green spaces in front of buildings in this area. Once this transformation is made with the initial segment west of Willow Avenue, it should be continued east to Hudson Street as well.
5. **Promote redevelopment that is more industrial in character.** The design standards for any new construction in this area should not be the same as in other, more historically residential areas of the City. Good design can also be more industrial in nature, and would be more in keeping with the historic uses in the west side of Hoboken.
6. **Reuse existing older buildings in the area when possible.** Although this section of the City may not have a large number or concentration of historic buildings, there are some notable structures in the area. Reusing these where possible would help to maintain some connections to the area's industrial past.
7. **Save and highlight remaining industrial features.** Similarly, there are other structures like smokestacks and water towers in this area which are reminders of the former character of Hoboken's west side. Their preservation should be encouraged as part of any redevelopment.
8. **Encourage use of cobblestone streets.** In addition to providing a glimpse into Hoboken's past, the use of this somewhat uneven surface also could serve a traffic calming function. Due to cost and maintenance concerns, these surfaces may be appropriate in limited areas on the west side, perhaps near intersections of residential streets with main streets.
9. **Provide additional open space and community facilities as other development occurs.** As discussed elsewhere in the Master Plan, Hoboken is in need of additional open space and community facilities. To the greatest extent possible, new development—particularly in this section of the City—should contribute to the provision of these elements. Providing open space and community facilities in this area also would make this area more balanced for residents of new (and existing) buildings in the area.
10. **Consider changing the zoning for the small portion of Hoboken located north of the light rail tracks.** A small area located north of the Hudson-Bergen Light Rail tracks is actually situated in Hoboken, even though it has road access on from Weehawken. This area is currently included in the I-1 Zone. Hoboken should work with Weehawken to determine an appropriate zone consistent the low-density residential character of the adjacent "Shades" section of Weehawken.
11. **Improve the area underneath the Fourteenth Street Viaduct.** The Viaduct increases in height starting at ground level at Willow Avenue to the western edge of Hoboken. This area is currently in poor condition, with some portions occupied by vehicle storage and others

completely closed off. The area underneath the viaduct has the potential to serve as open space and/or a unifying feature for this section of the City. It even could provide additional parking for residents, or for new businesses in the Underbridge area, as long as it is well designed. The existing one-way cobblestone streets on the north and south sides of the Viaduct should be preserved and incorporated for any designs for this area. It should be noted that Hudson County is exploring the rehabilitation or replacement of the Viaduct. The City should work with Hudson County in this process to ensure that the types of improvements described above are made to this area in conjunction with any plans for rehabilitating or replacing the Viaduct.

City of Hoboken

MASTER PLAN

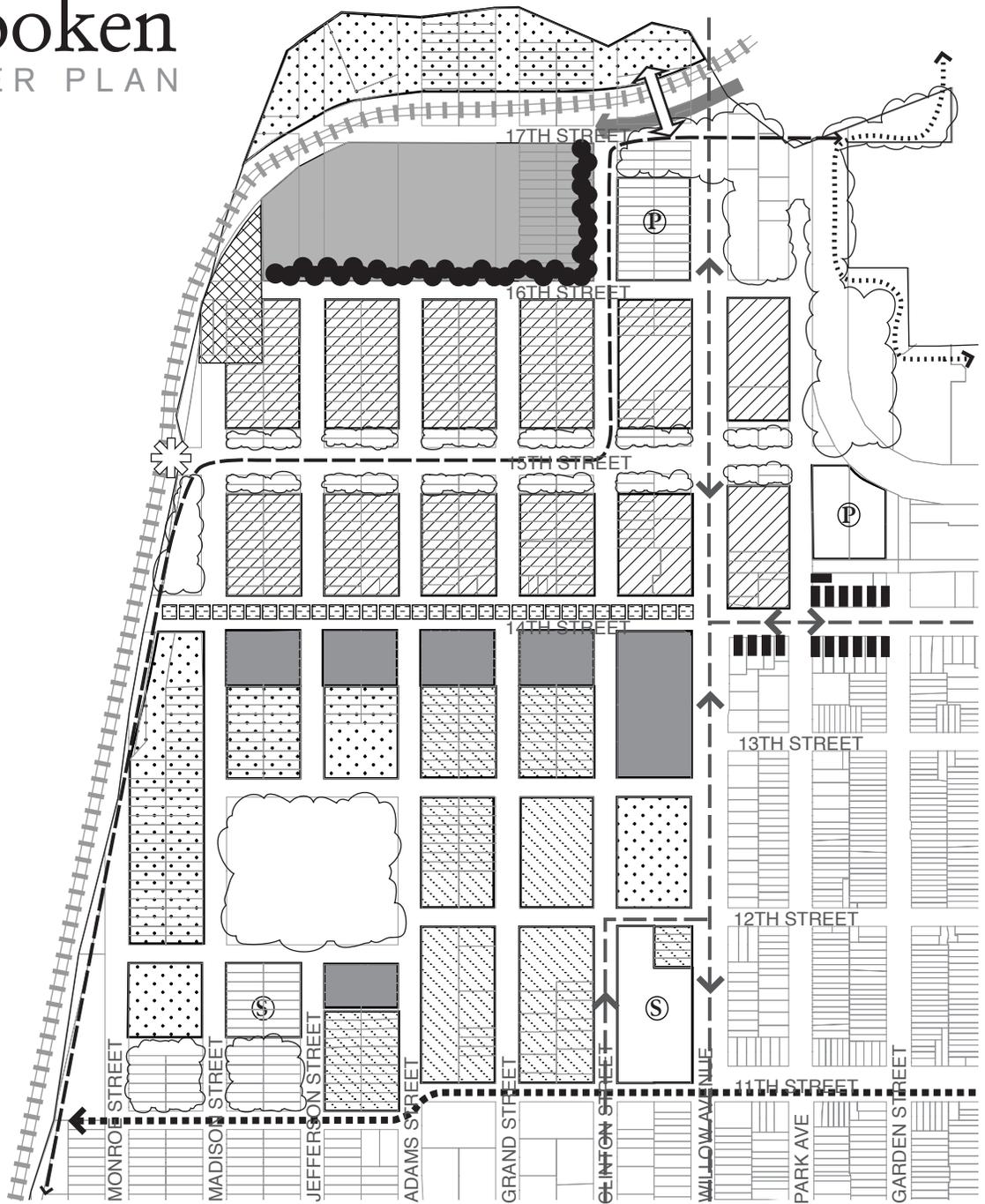


Map prepared by Phillips Preiss Shapiro Associates, Inc.
 April 2003
 Base map source: Wilbur Smith Associates

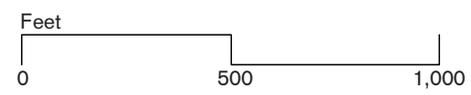
Southwest Area Concept Plan

City of Hoboken

MASTER PLAN



- | | | | | | |
|--|---|--|---|--|----------------------------|
| | Residential | | City Garage | | Improvements under Viaduct |
| | Residential/Commercial | | Parking | | "Green Circuit" |
| | Commercial with Upper Floor Office or Live/Work Space | | Utilities (Buffers on 16th and Clinton Streets) | | "Urban Trail" Street |
| | Commercial | | New Street (One-way west) | | Waterfront Walkway |
| | Retail/Commercial Frontage | | Light Rail Station | | Jitney/Bus Route |
| | Park/Open Space | | Pedestrian Crossing at Light Rail | | |
| | Public School | | | | |



Map prepared by Phillips Preiss Shapiro Associates, Inc.
 April 2003
 Base map source: Wilbur Smith Associates

Northwest Area Concept Plan

Land Use Plan

The land use recommendations for all areas of the City are summarized on the Land Use Plan maps on the following pages. These maps serve as the basis for recommended amendments to Hoboken's Zoning Ordinance. In particular, the land use designations on the maps are proposed to be implemented by modifying the existing districts on the City's Zoning Map. Each of the land use designations listed on the Land Use Plan maps is described below.

Public Use

Existing larger properties that are owned by the City of Hoboken, including parks and community facilities, or by the Hoboken Board of Education are included in this land use designation. A new zoning designation should be created for these properties that permits only public use of these properties and precludes their redevelopment for other purposes.

Residential Neighborhoods

R-1 Residential 1: This land use designation encompasses essentially the entire existing R-1 Zone. It represents the City's most intact areas of pedestrian-scaled historic development. The existing zoning regulations for this designation should remain in place, with modifications as detailed elsewhere in the Land Use Plan Element.

R-2 Residential 2: While there were once differences between the existing R-2 and R-3 Zones that warranted their separate designations, these distinctions have almost entirely disappeared in recent years. These changes have been reflected by the bulk regulations in the Zoning Ordinance for these two zones, which are exactly the same, although their lists of permitted uses vary somewhat. This designation should therefore encompass those areas of the existing R-2 and R-3 Zones that have not been placed in other land use designations. The existing zoning regulations for these districts should remain in place, with modifications as detailed elsewhere in the Land Use Plan Element.

R-3 Residential 3: There is a small area located to the north of the light rail tracks in Hoboken that does not have direct access from Hoboken. This area's current industrial zoning is incompatible with the residential zoning of the adjacent area of Weehawken that it adjoins. The zoning for this area should be modified to be more similar to the existing zoning of adjacent lands in Weehawken.

Waterfront

W-1 Northern Waterfront: This area includes three large-scale planned unit developments: Maxwell House, the Shipyard, and Hoboken Cove (Tea Building and vicinity). Any modifications to the zoning regulations for this designation should promote a mix of land uses on upland areas, provision of open space, access to the waterfront, and encouragement of water-oriented uses, particularly recreation.

W-2 Central Waterfront: Limited development should be permitted in this area. The primary land use in this area should be recreation along the Hudson River waterfront. However, limited uses that bring visitors and activity to the waterfront are encouraged, as this area is isolated due to its location below Castle Point.

W-3 Southern Waterfront: This designation includes the same properties as the South Waterfront Redevelopment Area. Development in this designation should be consistent with the redevelopment plan for this area: mixed-use development west of Sinatra Drive, open space and recreation to the east.

HT Hoboken Terminal: The historic main buildings of Hoboken Terminal should be preserved and reused. The use regulations for this area should remain somewhat flexible, but provide certain parameters to ensure that redevelopment is consistent with a general vision uses that generate economic activity as well as provide public benefits. Retail and service commercial uses should be permitted in this designation, as well as public use, conference centers, convention facilities, public and commercial recreation, and cultural facilities. Any new development should be limited in scale so as to not overwhelm historic Terminal buildings.

Business Districts

B-1 Business 1: This designation coincides with the existing CBD Zone. This area should remain the City's central business district. It should be the primary location for office and retail development in the City due to its proximity to Hoboken Terminal and its established character.

B-2 Business 2: Development in the area included in this designation should support the activities of the central business district. It is an appropriate location for high-density residential and office uses, with commercial space provided on the ground floor of buildings.

B-3 Business 3: The properties included in this designation are located to the west of Hoboken Terminal along Observer Highway. Permitted uses in this area should include a mix of land uses. Relatively intense development in terms of height or density should be permitted only as part of comprehensive redevelopment that includes public benefits, such as provision of public open space, preservation of historic buildings, and/or creation of transportation improvements.

B-4 Business 4: This designation includes some relatively large properties that are currently developed with commercial uses. The purpose of this designation is provide appropriate regulations for commercial development so as to minimize impacts on adjacent residential areas.

Other Districts

ED Education: This designation covers the Stevens Institute of Technology campus, as well as most of the university's nearby off-site properties. Its boundaries coincide with the existing R-1(E) Subdistrict, with some minor changes as noted on the Land Use Plan map. Consideration should be given to modifying the R-1(E) Zone regulations to ensure they adequately protect surrounding residential uses from impacts while allowing Stevens to develop its campus in a reasonable manner.

UED Underbridge Economic Development: The overall goal of this land use designation is to encourage new investment in this section of Hoboken with uses that will benefit the City's residents, business community, and tax base. This area is intended to be redeveloped with a mix of uses, anchored by retail uses on lower floors and office, light industrial, or live/work space on upper floors. Parking should be provided in shared facilities, not in surface lots on individual properties. Fifteenth Street will serve as the focal point of development in this area, with buildings setback to create a wide boulevard.

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

RR Railroad: This designation covers New Jersey Transit's property other than the main Hoboken Terminal buildings. This area is currently zoned for industrial use, which is no longer consistent with the character of surrounding areas. Limited redevelopment should be permitted in this area. Any new buildings should be oriented to Observer Highway, and should be limited in size. Large-scale buildings are discouraged in this area. Buildings should not be permitted in the airspace above the railyards. Due to the proximity of this area to transit, the amount of parking provided in this area should be limited.

Overlay Districts

Retail Overlay: This designation covers those areas designated as "Primary Retail Streets" in the Economic Plan Element that are located in the R-1, R-2, and W-1 land use categories. Retail use should be required at street level in these areas and residential and non-real estate office uses should be prohibited. Additional detail regarding these areas is included in the recommendations section of this chapter.

Court Street Overlay: The existing CBD(H)(CS) and R-1(CS) Zones should remain intact. These zones are overlays that include use and bulk regulations that reflect the unique character of Court Street.

Willow Terrace Overlay: This neighborhood is unique in Hoboken, due to its orientation on two internal streets and Seventh Street, as well as the low-scale rowhouse character of its homes. An overlay zone should be created that includes regulations that preserve the essential character of this area.

Redevelopment Area Overlay: This designation includes the City's two active redevelopment areas: the Northwest Redevelopment Area and the South Waterfront Redevelopment Area. The development regulations for these areas are set forth in the redevelopment plans for each area, which supersede the underlying zoning in accordance with State enabling legislation.

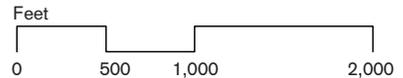
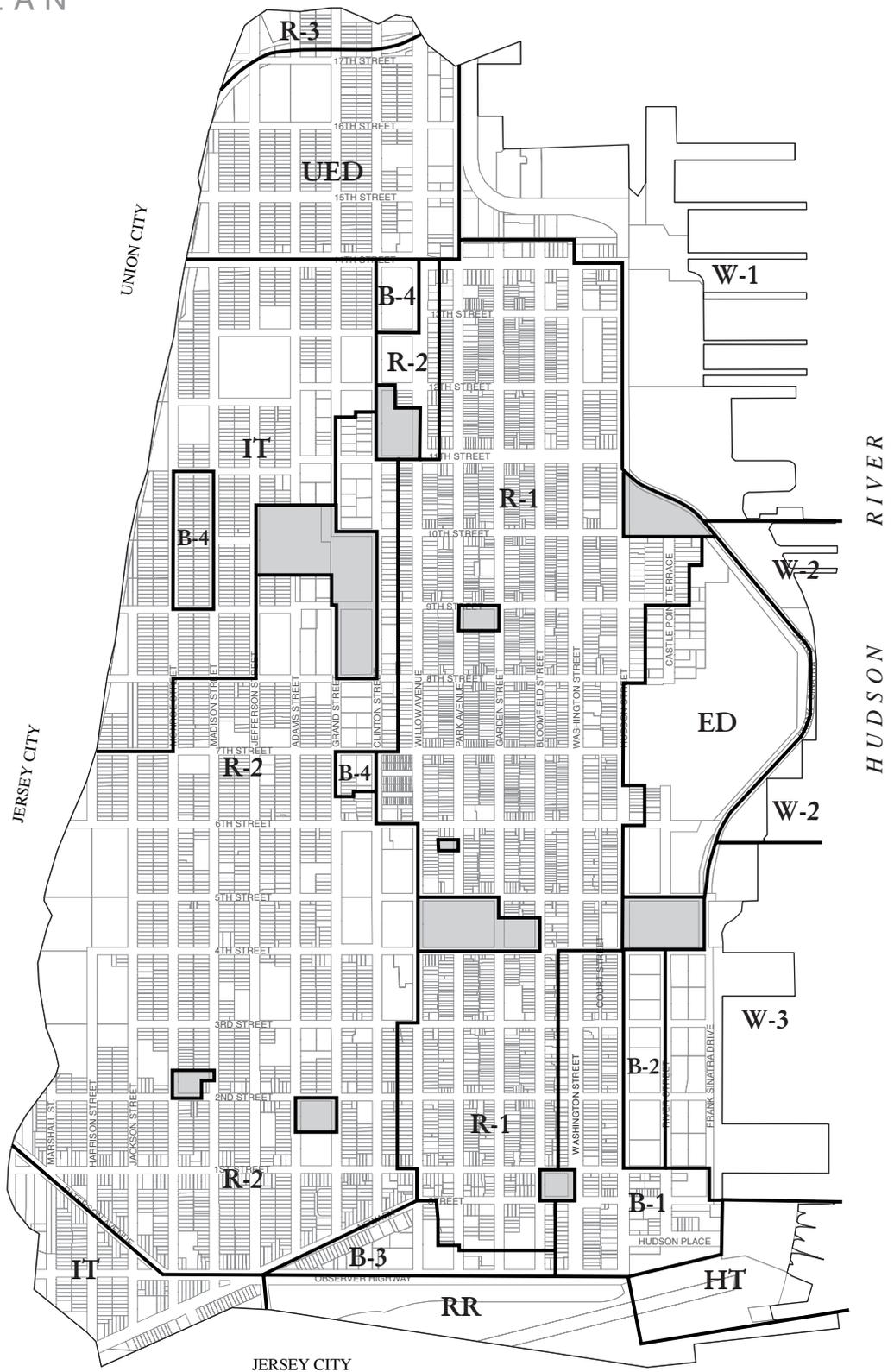
Historic District Overlay: This designation includes the existing Southern Hoboken Historic District and its extension. It also includes three districts that have been found eligible for the National Register: the Central Hoboken Historic District, the Stevens Historic District, and the Old Main DL&W RR Historic District. These are described in the Historic Preservation Plan Element.

City of Hoboken

MASTER PLAN

WEEHAWKEN

-  Public Use
- R-1 Residential 1
- R-2 Residential 2
- R-3 Residential 3
- W-1 Northern Waterfront
- W-2 Central Waterfront
- W-3 Southern Waterfront
- HT Hoboken Terminal
- B-1 Business 1
- B-2 Business 2
- B-3 Business 3
- B-4 Business 4
- ED Education
- UED Underbridge Economic Development
- IT Industrial Transition
- RR Railroad



Map prepared by Phillips Preiss Shapiro Associates, Inc.
 April 2003
 Base map source: Wilbur Smith Associates

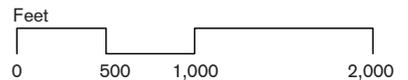
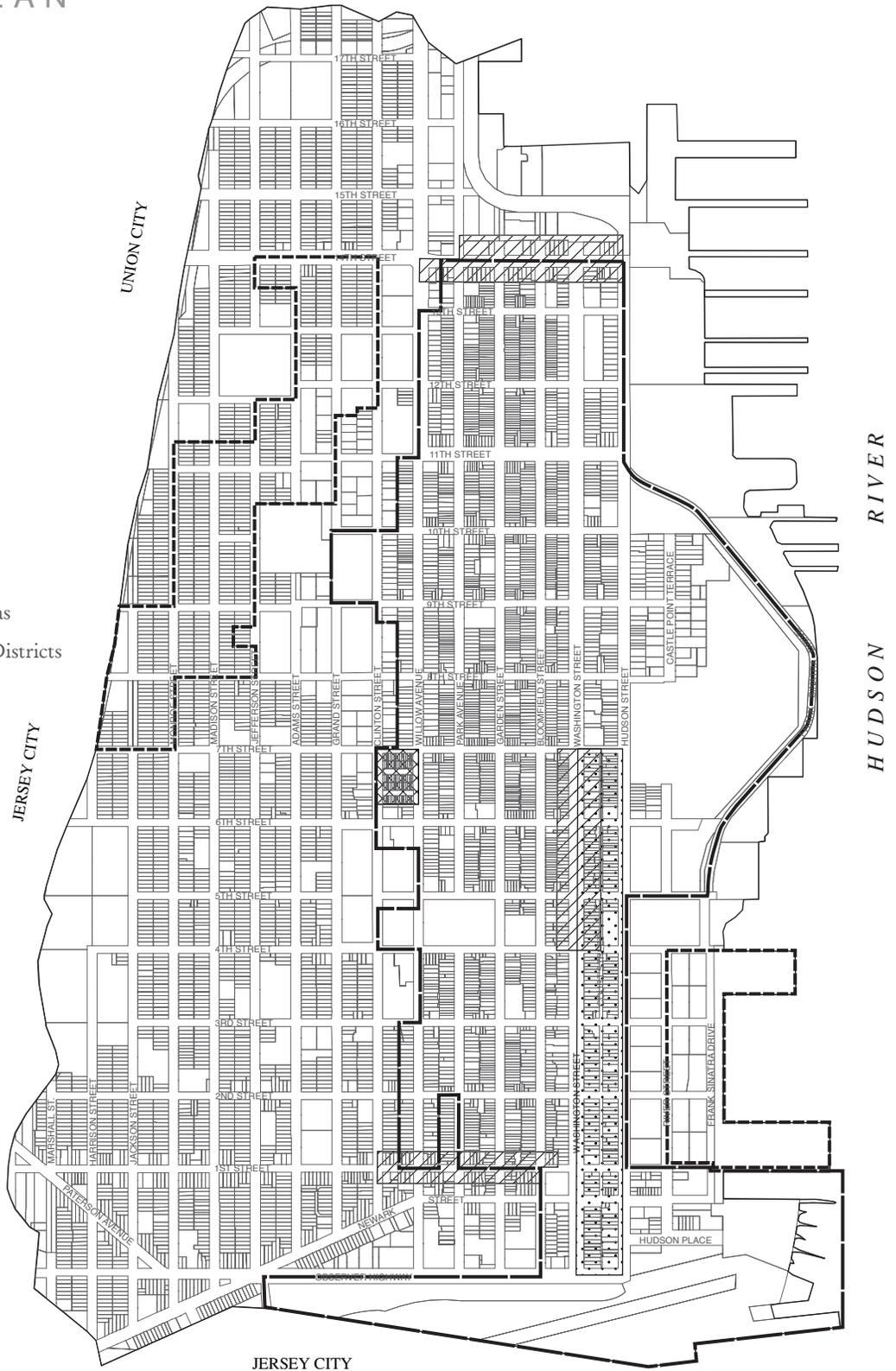
City of Hoboken

MASTER PLAN

WEEHAWKEN

Overlay Districts

-  Retail Overlay
-  Court Street Overlay
-  Willow Terrace Overlay
-  Existing Redevelopment Areas
-  Existing/Proposed Historic Districts



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 April 2003
 Base map source: Wilbur Smith Associates