GUIDELINES for WATERFRONT DEVELOPMENT

City of Hoboken

August 1987

DRAFT

OFFICE OF THE MAYOR

THOMAS F. VEZZETTI — MAYOR

CITY OF HOBOKEN N.J. CORPORATE SEAL

CITY HALL
HOBOKEN, NEW JERSEY

August 20, 1987

Dear Residents and Public Officials:

I am pleased to present the First Draft of **GUIDELINES FOR WATERFRONT DEVELOPMENT.** In presenting this, the Administration wants to extend its support to the Planning Board in its current Master Plan deliberations.

I believe a Master Plan that includes waterfront development is essential. The primary reason is that it is good planning, and the best way to insure that waterfront development will be balanced and improve our quality of life. Secondly, there has been a great deal of misinformation and miscommunication regarding waterfront development. By clearly stating an Administration position, residents, developers, and city officials alike will know what to expect.

These GUIDELINES FOR WATERFRONT DEVELOPMENT were put together by members of the Administration and planning consultants. It reflects the opinions expressed by residents over the years in public forums, and is consistent with the position I have taken on waterfront development since my candidacy two years ago. **Our intention is for these GUIDELINES FOR WATERFRONT DEVELOPMENT to be reviewed and amended by the Planning Board and the City Council with the public's input, and, once approved, incorporated into the Master Plan.**

It is my hope that a comprehensive plan for the waterfront will clear the air and enable us to work together on ensuring waterfront development that will benefit and enhance the entire community.

Always a pleasure,

Thomas F. Vezzetti
MAYOR

PREFACE

This is a **FIRST DRAFT** prepared by the administration for the review and input of the public, Planning Board, and City Council. It is suggested that the Planning Board and the City Council hold special meetings to discuss these Guidelines for Waterfront Development and to receive public input.

It is intended that these Guidelines for Waterfront Development will be supportive of the Planning Board's current Master Plan review and will, after due deliberation, be incorporated in Master Plan revisions and articulated in the Zoning ordinance.

It is imperative that this process begin immediately and that it be conducted in a timely and thorough manner. The city will be at a disadvantage if the Planning Board must review applications for waterfront development prior to the adoption of a comprehensive Master Plan for our waterfront.

GUIDELINES FOR WATERFRONT DEVELOPMENT

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I. INTRODUCTION

HOBOKEN'S WATERFRONT: A UNIQUE OPPORTUNITY

- Throughout its history, Hoboken's economy and vitality have been directly tied to its waterfront. It has been described as "the last authentic river front town on the lower Hudson".

- The only city on the lower Hudson whose transportation systems come directly down to the river's edge, Hoboken has also been characterized as "the downtown of the west bank".

- Unlike its "gold coast" neighbors to the north and south, Hoboken is not separated from its waterfront by physical or man-made barriers. As a result major development on our waterfront will directly affect all residents.

- It is essential, therefore, that the city take the initiative in waterfront development by setting forth clear policy and development guidelines.

- The policy and development guidelines which follow express the administration's concern with directing Hoboken's unique waterfront development opportunities toward achieving a more livable city for our residents.

- Our concept of livability includes access to quality recreation spaces in an unparallelled setting, and economic benefits in terms of lowered tax rates and employment opportunities.

II. EXECUTIVE SUMMARY

OVERALL

- Hoboken's waterfront will offer a diversity of opportunities for development, principally to meet the needs of its residents.

- Recognizing that some inconveniences will necessarily result from construction on the waterfront, the benefits that accrue to our citizens must be so positive and significant as to justify the development.

QUALITY DESIGN

- New development will be seen as an extension of the city itself and therefore will not be built to heights and densities that will be out of proportion to the city's present scale and character.

- The design will be in harmony with the city's architecture and natural geographic features.

- Open view corridors to the waterfront will either be maintained or developed on every street from Newark Street to 17th Street.

- Development on all parcels must be complementary to each other and inter-related to the greatest extent possible.

DEVELOPMENT CONTROLS

- Every waterfront developer will be subject to all municipal laws.

- Every waterfront developer will be required to comply with the new municipal ordinances pertaining to infrastructure and sewage treatment contributions.

II. EXECUTIVE SUMMARY - continued

- Waterfront housing developers will be required to comply with the proposed municipal Affordable Housing Ordinance and commercial developers must contribute to or finance public facilities in proportion to the percentage of commercial floor area in the development.

ECONOMIC BENEFITS

- The City of Hoboken will not grant any tax abatements for any waterfront development project.

- The property tax rate in Hoboken will be reduced. Financial analyses must be conducted to prove that the development will have a positive economic impact on the city.

- Hoboken residents will be given preference in hiring and will be given the opportunity to participate in job training programs.

QUALITY OF LIFE REQUIREMENTS

- Each individual waterfront project will, without exception, include public access to the waterfront. This requirement will provide waterfront access to a far greater degree than ever existed before.

- Community facilities will be provided on the waterfront and the City will plan for a central waterfront park.

- Developers will participate in the construction of new traffic improvements to ensure that our streets and neighborhoods will not be adversely affected by the waterfront development.

- Commuter parking will be banned throughout the city and commercial parking will be banned on the waterfront. New commercial parking facilities will be located at the perimeter of the city.

- All project improvements relating to traffic, parking, affordable housing and public space will be completed in the first phase of development.

III. DEVELOPMENT REGULATIONS

A. LAND USE

1. HOUSING

- The maximum amount of new housing to be built along the entire waterfront will not exceed 2000 housing units. This represents approximately a 13% increase above the city's present 15,500 dwelling units.

- Waterfront developers will be subject to Hoboken's proposed Affordble Housing Ordinance by either building affordable housing on-site or off-site, or by contributing to the Hoboken Housing Trust Fund. Affordable Housing will be built in the first phase of project construction.

2. COMMERCIAL

- The City will encourage a mix of commercial development. Permissible commercial uses are: restaurants, hotel, theaters, retail, marinas, conference centers, and office space.

- The policy of the City will be to not compete with local commercial uses on Washington Street.

- Recent studies indicate that the maximum amount of commercial space along the entire waterfront should not exceed 2.5 million square feet. (This figure does not include parking garages at the perimeter of the City).

III. DEVELOPMENT REGULATIONS - continued

A. LAND USE - continued

3. PUBLIC SPACE & COMMUNITY FACILITIES

- Public space will be incorporated into all waterfront developments as required under III. B 3.

- The City will plan for a central waterfront park which will be an extension of Stevens Park at Fourth through Fifth Streets. It is suggested that a non-profit corporation be established to operate and maintain the public park.

- As policy, the City will see to it that new community facilities are an integral part of waterfront development. Every commercial developer will either provide or contribute to the financing of one or more of these community facilities depending upon the magnitude of the private development.

  a) central waterfront park
  b) outdoor amphitheater
  c) municipal swimming pool/skating rink
  d) theater for the performing arts
  e) public boat launch
  f) public fishing pier

4. INDUSTRIAL USE

- Industrial uses in operation at the time of adoption of the Guidelines for Waterfront Development are permitted and protected. If these properties are sold the use may remain industrial or, pending ECRA approvals, be converted to mixed use as defined and regulated in these Guidelines. This is consistent with the proposed zoning ordinances. Industrial owners can expand within the limits of the own property holdings and zoning regulations.

III. DEVELOPMENT REGULATIONS

B. URBAN DESIGN

1. HEIGHT

- The maximum height for buildings in the waterfront development area will be per the table that follows. Development to these heights will only be permitted after careful review indicates that the city's infrastructure, including its traffic and parking capacity, can tolerate these levels of development.

Location	Stories	Feet
South of Erie Lackawanna Terminal	25	250
Southern boundary of Terminal to Hudson Place	15	150
First St. to Fourth St., East of River St. to Hudson River	10	100
First St. to Fourth St., West of River St. to Hudson St.	8	80
Fourth St. to Eleventh St.	Not to exceed height of cliffs	
Eleventh St. to Fourteenth St.	8	80
North of Fourteenth St.	8	80

2. COVERAGE/DENSITY

- Coverage and density regulations will be as per the proposed zoning revisions presently being discussed by the Hoboken Planning Board, which will establish rational lot coverage and density on the waterfront.

3. PUBLIC OPEN SPACE

- Every developer must provide a HUDSON WATERFRONT WALKWAY. The walkway must meet or exceed the specifications set by the State, and link existing and proposed parks.

- Each developer must provide passive and active open space accessible to the public within their waterfront development area. Previous studies have recommended at least 30% of the parcel be devoted to public open space. At this figure, 50% shall be passive and 50% active. Sidewalks, interior lobbies, atriums, and other amenities primarily associated with the development cannot be counted in the public open space requirement.

III. DEVELOPMENT REGULATIONS - continued

B. URBAN DESIGN - continued

3. PUBLIC OPEN SPACE, continued

- The final determination of the specific programming of each public open space will be negotiated by the Hoboken Planning Board with the developer. The requirement of public open space does not exempt the commercial developer from the provision of or contribution to a waterfront community facility, as per Section III. A 3.

- We envision this open space network as an extension of the city's east and west streets and Stevens Park, as well as the main north and south complement of the waterfront walkway system.

4. VIEW CORRIDORS

- The Hoboken Planning Board will adopt rigorous bulk controls that will maintain and enhance existing views of the Hudson River and beyond. These view corridors will limit the placement of buildings so that each east-west street culminates in an expansive view to the east. These view corridors will also establish the public access to the waterfront and in many instances will serve as part of the public open space system. We envision that the view corridors will expand in width as they approach the bulkhead line so as to avoid a "canyon" effect at the city's edge and to insure maximum views for each new waterfront building. (See Appendix E - Open View Corridor Guidelines and Appendix F - Open View Corridor Map).

5. BUILDING DESIGN

- Architectural design on the entire waterfront will follow the Design Guidelines included as Appendix D.

- River Street shall be treated as a main entrance to the waterfront. There will not be any service entrances or curb cuts along River Street.

III. DEVELOPMENT REGULATIONS - contd.

C. TRANSPORTATION

Note: The City is initiating a Request for Proposals for traffic and transportation analysis. This section is subject to the findings of this analysis.

1. TRAFFIC

- New street and road improvements will be required to limit through-traffic on Hoboken's streets and provide direct access to the development. Developers will provide new roads and improvements as mandated by the Hoboken Planning Board.

- Access to and from the waterfront will be planned in a way that emphasizes the use of mass transit rather than automobiles.

- Waterfront transportation and traffic plans related to each project will not rely on projected road improvements. All necessary road and transportation systems must be in place and operational at the time construction is completed and the first tenants or owners take occupancy.

2. PARKING

- Trans-Hudson commuter parking, either on the streets or in the garages, will not be allowed anywhere within the overall waterfront development area.

- Parking for all office and commercial uses will not be allowed in the waterfront development area; it will be restricted to parking garages at the perimeter of the city. (This area is defined on the map, Appendix G). Transportation from the garages to the development sites will be provided by the developer and will be by ferry, monorail, or light rail.

- Parking at new housing sites will be built on a one parking space per unit basis. No valet parking will be allowed.

III. DEVELOPMENT REGULATIONS - continued

C. TRANSPORTATION - continued

3. WATER TRANSPORTATION

- Reinstatement of ferry service to New York will be a new mode of mass transit operating on a permanent basis from the Erie Lackawanna Ferry Terminal. It will be a passenger ferry only.

- We will require water borne links north and south at every development site. The Hudson River will once again service Hoboken as a major mode of transportation.

III. DEVELOPMENT REGULATIONS - continued

D. FINANCIAL

Note: If financial analysis proves that levels of development outlined in these guidelines are insufficient to meet the additional income and public amenities required by the city, discussion of variances to this plan will be considered.

- There will be no abatements granted on any waterfront properties. All waterfront development will be fully taxable.

- Financial analysis must show that the income to the city justifies the development.

- Waterfront developers will be subject to any and all local ordinances requiring fees for infrastructure and sewage. Housing developers will be required to comply with the Municipal Affordable Housing ordinance, and commercial developers will be required to contribute to and/or finance public facilities, as outlined in this plan.

III. DEVELOPMENT REGULATIONS - continued

E. EMPLOYMENT AND JOB TRAINING

- Employers will comply with Hoboken's proposed First Source Agreement for Employment, which requires that Hoboken residents be given preference in hiring and provides for job training for residents.

III. DEVELOPMENT REGULATIONS - contd.

F. MUNICIPAL REQUIREMENTS

- Without exception every waterfront development project will be subject to all local ordinances, and the review and approval of the appropriate municipal boards and officials.

- A new Department of Planning and Development will be responsible for monitoring, planning and managing waterfront development. They will be responsible for working with developers, city officials and municipal boards.

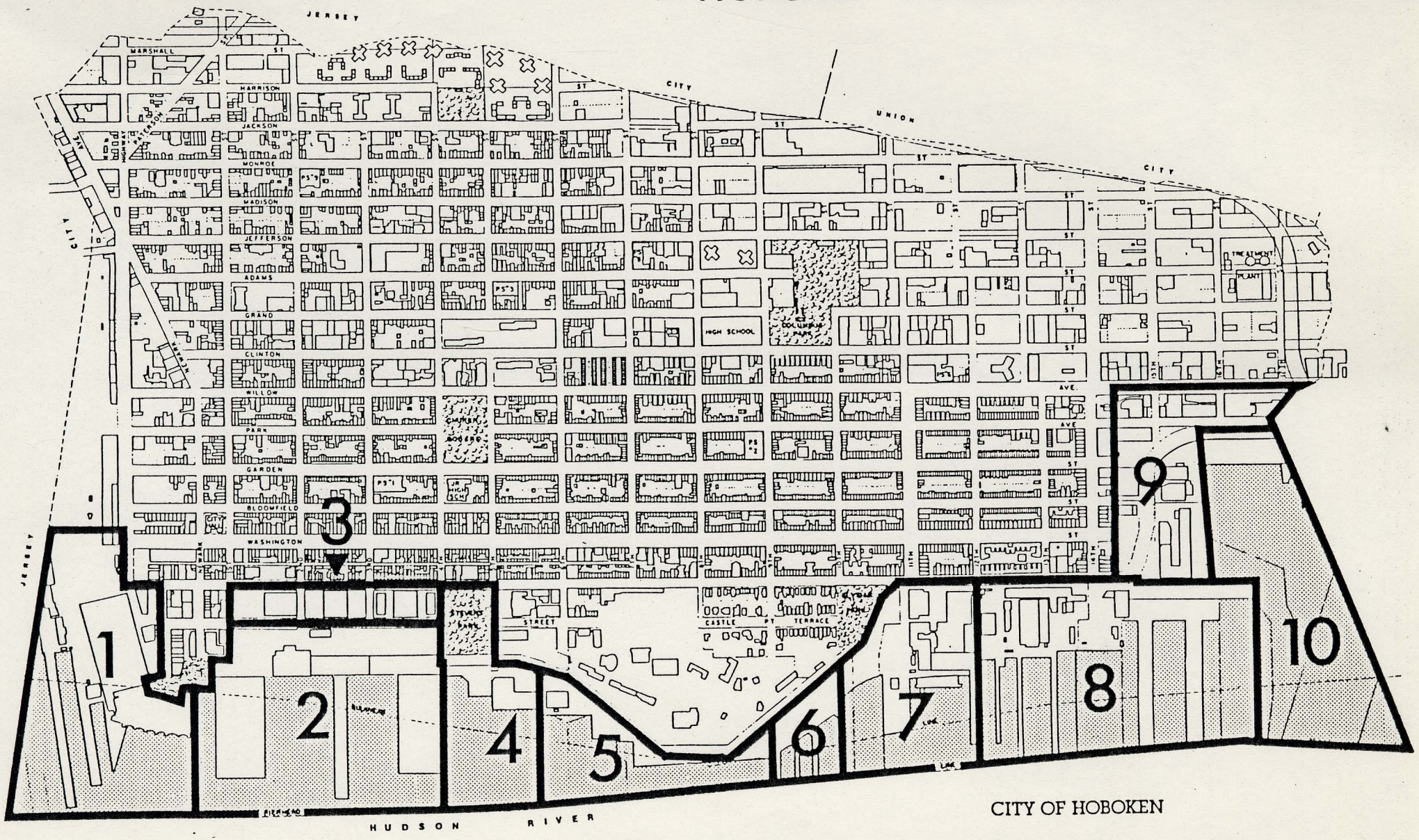
APPENDIX

GUIDELINES FOR WATERFRONT DEVELOPMENT

HOBOKEN, NEW JERSEY

1987

HOBOKEN WATERFRONT BY PARCEL



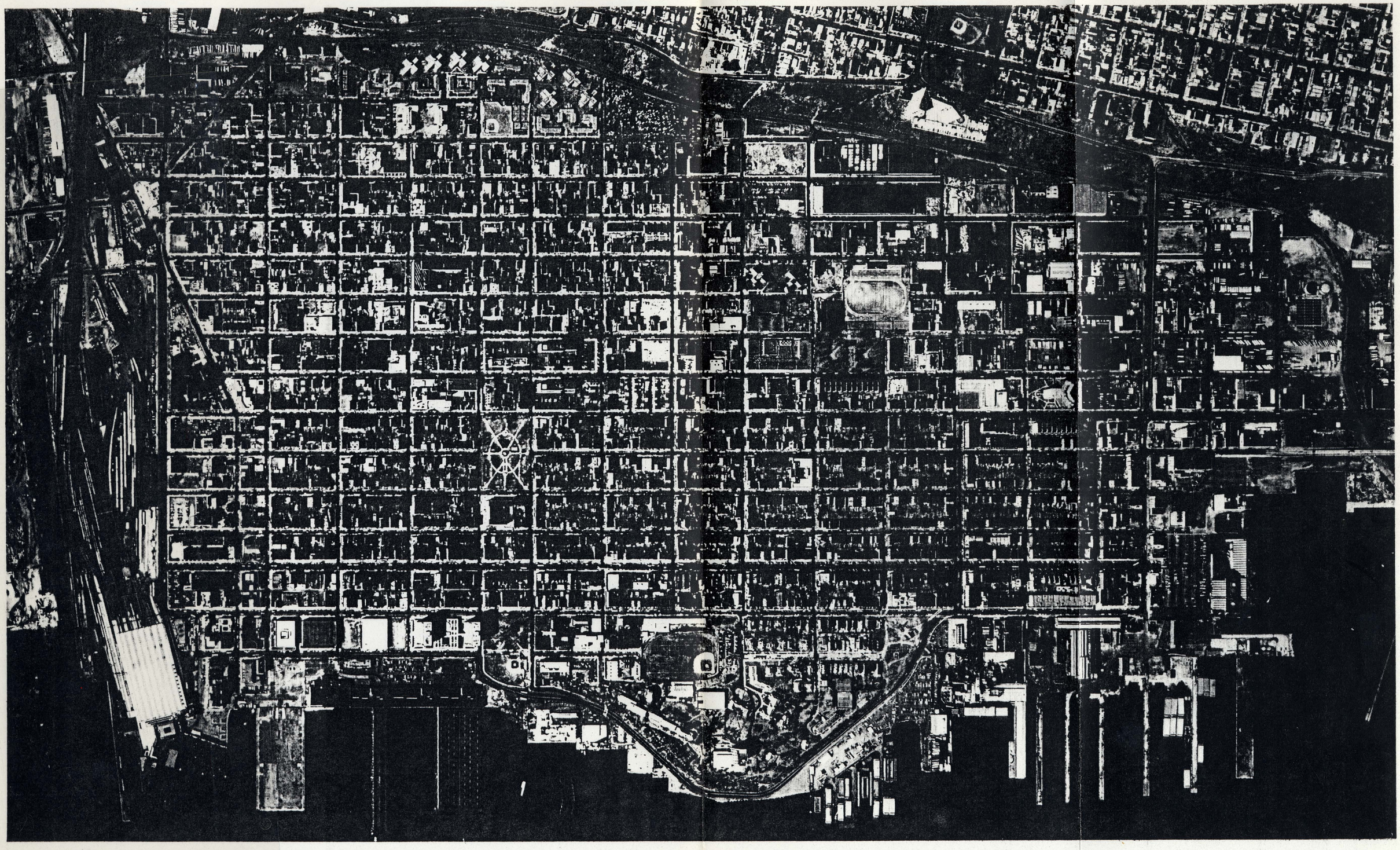
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Appendix A

APPENDIX B.

PHOTOGRAPHS





APPENDIX C.

STATUS AND RECENT HISTORY OF WATERFRONT PARCELS

August 1987

PARCEL 1

*Area: Southern boundary of Hoboken to Newark Street

Owned by: NJ Transit

**Acres:
Uplands 14.1
***L.U.W. 33.1

Use: NJ Transit rail operations and bus terminal

Buildings: Erie Lackawanna Train Terminal (On the National Historic Register)
Various small buildings for rail operations
Bus shed
Signal tower
Railyards (most of which is Class II Rail Property)

Condition: Good and/or under renovation

This parcel has been included in the development project proposed by the Port Authority of NY & NJ for Parcel 2. For status see the description under Parcel 2. No other proposals have been made to date, NJ Transit may, however, still develop with the Port Authority.

*Area: For area definitions see also Map of Waterfront Parcels, Appendix A.

**Acres: All acreage estimates are unconfirmed as of this date

***L.U.W.: Lands Under Water - while potentially buildable, development in this area is subject to any applicable environmental and coastal laws.

APPENDIX C.

STATUS AND RECENT HISTORY OF WATERFRONT PARCELS

August 1987

PARCEL 2

Area: From Erie Lackawanna Terminal to Fourth Street, East of River Street

Owned by: City of Hoboken
Leased to the Port Authority of NY & NJ in 1952 for fifty years for use as a marine terminal

Acres:

Uplands	17.5
L.U.W.	30.4

Use: Interim use by the Port Authority for offices and parking
U.S.D.A. occupies the agriculture building but has plans to relocate

Buildings: Pier A - open pier
Pier B - damaged by fire
Pier C - covered pier
Headhouse
Agriculture building

Condition: Good to poor

When the Vezzetti administration took office in July 1985 three draft documents (Development Plan, Design Guidelines and Restated Lease) had just been released by the Port Authority for a waterfront development project from and including the Erie Lackawanna Terminal property, to and including the Stevens Institute waterfront property. This project was to be a joint venture between the City of Hoboken, the Port Authority of NY & NJ, NJ Transit, and Stevens Institute of Technology. These documents were the result of discussions and negotiations between the Port Authority of NY & NJ and the City of Hoboken's previous administration.

Mayor Vezzetti suspended further negotiations until the documents could be thoroughly reviewed by the administration and until new directors and a Waterfront Advisory Committee were in place. After

APPENDIX C.

STATUS AND RECENT HISTORY OF WATERFRONT PARCELS

August 1987

Parcel 2, continued

the new Community Development Agency Director was appointed in late December 1985, discussion began on the waterfront development proposal by the Port Authority. From January 1986 through September 1986 there were numerous meetings concerning waterfront development with consultants for the city, and with the Port Authority and their consultants. During these sessions the city discussed their dissatisfaction with the majority of the elements in the Port Authority's plan and stated that the proposals were unacceptable. The only formal negotiations to take place were in July concerning control issues related to the project.

To publicly clarify the city's position the City Council unanimously passed a resolution in October 1986 formally rejecting the Port Authority's proposal.

At the end of October the Mayor's Waterfront Advisory Committee issued a report regarding an insurance settlement received by the Port Authority for a major fire on Pier B in 1980. Negotiations and discussions with the Port Authority for waterfront development were suspended until resolution of the insurance dispute. The city began negotiations with the Port Authority for receipt of these monies and pursued legal action to recover the funds. In July 1987 the court granted summary judgement in the city's favor and ordered the Port Authority to turn over all the funds (approximately 9.3 million dollars) minus 1.5 million that the Port Authority had advanced to the city in 1983 for the purchase of the piers by the city from the federal government. The Port Authority immediately turned over the $4.7 million and appealed the decision on the balance of the funds.

APPENDIX C.

STATUS AND RECENT HISTORY OF WATERFRONT PARCELS

August 1987

Parcel 2, continued

In Fall, 1986 a citizens group instituted an action against the Port Authority to declare the Port Authority's 1952 lease invalid and void. This lawsuit is still pending. The city is pursuing its own claim concerning invalidating the lease.

To date negotiations on waterfront development have not been resumed. However, the city continues to work with consultants on formulating the city's positions and needs for waterfront development, in this area and others.

APPENDIX C.

STATUS AND RECENT HISTORY OF WATERFRONT PARCELS

August 1987

PARCEL 3

Area: First Street to Fourth Street, River Street to Hudson Street

Owned by: Bekay Engineering
Hoboken Parking Authority
Hoboken Housing Authority
Marine View Housing Company

Acres:

Uplands	5.8
L.U.W.	-

Use: Commercial, offices
Residential
Commercial parking

Buildings: Five Marine View Plaza (Bekay Engineering)
Parking Garages B, D & G (Hoboken Parking Authority)
2 vacant lots (Hoboken Housing Authority)
Two Marine View Plaza (Marine View Housing Co.)
One Marine View Plaza (Marine View Housing Co.)

Condition: Excellent

Formerly known as the "Barbary Coast" these three blocks were designated as an urban renewal project in 1963 and eventually designated NJR-144 by the Department of Housing and Urban Development. Site clearance was completed by 1968 and two of the four residential towers planned for the site were built by 1975. The three parking garages were built by 1974 and the private office building was built in 1980. The Housing Authority has been discussing plans with the City of Hoboken for housing projects on the site of the two vacant lots.

APPENDIX C.

STATUS AND RECENT HISTORY OF WATERFRONT PARCELS

August 1987

PARCEL 4

Area: From Fourth St. to south of Sixth St., East of Sinatra Drive (Shore Rd)

Owned by: City of Hoboken

Acres:

Uplands	14.3
L.U.W.	6.0

Use: Temporary fairgrounds throughout the year

Buildings: None

Condition: Poor. Seawall needs repair and there are sunken vessels in the land under water

This parcel has been included in the development project proposed by the Port Authority of NY & NJ for Parcel 2. For status and recent history see Parcel 2. This area was formerly known as the Holland America Line Piers until its abandonment in the late 1960s. The two piers were removed as part of the Driftwood Removal Project several years ago. These Guidelines for Waterfront Development call for a central waterfront park which will be an extension of Stevens Park at Fourth and Fifth Streets.

APPENDIX C.

STATUS AND RECENT HISTORY OF WATERFRONT PARCELS

August 1987

PARCEL 5

Area: From south of Sixth St. to Ninth St., East of Sinatra Drive (Shore Rd)

Owned by: Stevens Institute of Technology

Acres:

Uplands	11.0
L.U.W.	2.9

Use: Buildings and Grounds Department of Stevens Institute
Parking for Stevens students

Buildings: Griffith Building
Laboratory Tower

Condition: Fair

This parcel was originally included in the development project proposed by the Port Authority of NY & NJ. Stevens withdrew from that proposal and entered into a joint venture agreement for waterfront development with Hartz Mountain Industries. Hartz Mountain and Stevens made public a plan which includes two buildings of ten and thirteen stories with 300,000 square feet of commercial space in each, a six story parking garage for approximately 1000 cars, and an enclosed walkway from the waterfront to the campus.

The proposal must be approved by the Hoboken Planning Board. As of this date Hartz Mountain and Stevens have not made formal application to the Planning Board for their review and approval.

APPENDIX C.

STATUS AND RECENT HISTORY OF WATERFRONT PARCELS

August 1987

PARCEL 6

Area: Ninth Street to Tenth Street, East of Sinatra Drive (Shore Rd)

Owned by: Union Drydock and Repair Company

Acres:

Uplands	4.4
L.U.W.	4.0

Use: Barge and tugboat repair

Buildings: Small one story buildings to support operation

Condition: Very good

There are no public discussions concerning development of this parcel.

APPENDIX C.

STATUS AND RECENT HISTORY OF WATERFRONT PARCELS

August 1987

PARCEL 7

Area: Tenth Street to Twelfth Street, East of Sinatra Drive (Shore Rd) and Hudson Street

Owned by: General Foods

Acres:

Uplands	7.6
L.U.W.	13.1

Use: Coffee processing

Buildings: Complex, which is the largest coffee processing plant in the world

Condition: Excellent

There are no public discussions concerning development of this parcel.

APPENDIX C.

STATUS AND RECENT HISTORY OF WATERFRONT PARCELS

August 1987

PARCEL 8

Area: Twelfth Street to Northern Hoboken boundary, East of Hudson Street

Owned by: Anthony Dell'Aquila

Acres:

Uplands	13
L.U.W.	32.041

Use: At present, none. (Former ship repair facility)

Buildings: Shipyard Complex

Condition: Fair

Formerly the Hoboken Shipyards and before that the Bethlehem Steel Shipyards. In 1984 Hoboken Shipyards went bankrupt. The property was handled by a bankruptcy court in South Carolina. When a potential purchaser defaulted on a payment the property was auctioned off in bankruptcy court in December 1985. Anthony Dell'Aquila was the successful bidder and announced that he planned to develop the site. No specific proposals have been made to date.

APPENDIX C.

STATUS AND RECENT HISTORY OF WATERFRONT PARCELS

August 1987

PARCEL 9

Area: Hudson Street to Washington Street from the old Shore Railroad tracks north to the Northern boundary of Hoboken

Owned by:
Anthony Dell'Aquila
Sullivan Company
Joseph Caporrino
U.S. Testing Company, Inc.
Stahl Soap Company
Spina Auto Body
Hoboken Bus Garage
Merit Oil of N.J.
R. H. Macy Company
SMRS Realty (Alorna Coat Factory)
West Bank
PSE & G

Acres:

Uplands	12.3
L.U.W.	--

Use:
Varied industrial and manufacturing
Warehouses
Parking
Auto repair
Vacant land

Buildings:
200,000 square feet renovated vacant building (Dell'Aquila)
800,000 square feet occupied industrial building (Dell'Aquila)
Vacant building (Sullivan)
Warehouse Building (Caporrino)
U.S. Testing Building
Stahl Soap Company Factory
Spina Auto Body
Garage (Hoboken Bus Garage)
R.H. Macy Float Warehouse
Coat Factory (SMRS Realty)
Small Sub-station (PSE & G)
Vacant lot (Merit Oil of N.J.)
Vacant lots (West Bank)
Vacant lots (Dell'Aquila)

Condition: Poor to Excellent

APPENDIX C.

STATUS AND RECENT HISTORY OF WATERFRONT PARCELS

August 1987

Parcel 9, continued

There has been discussion that the Dell'Aquila pieces of this parcel will be incorporated into plans for waterfront development on Parcel 8. West Bank has proposed a 23 story residential tower with 412 units and 600 parking spaces for their property. There has been no public discussion for development on any other sites.

APPENDIX C.

STATUS AND RECENT HISTORY OF WATERFRONT PARCELS

August 1987

PARCEL 10

Area: Between Fifteenth and Sixteenth Streets to Seventeenth Street, East of Park Avenue

Owned by: City of Hoboken

Acres:

Uplands	2
L.U.W.	40

Use: None

Buildings: None

Condition: Poor

This parcel was formerly Todd Shipyards. There have been many different discussions and proposals concerning this property, including selling it, and an offer by a developer to make it a park. In March 1987 the city hired a consultant to determine the development possibilities for the site to help determine its worth and future. There has also been much discussion concerning how this land is critical to expanding vehicular access to the north end of the waterfront. Presently the city is holding the property pending further study on its best use.

APPENDIX D.

DESIGN GUIDELINES

The purpose of these guidelines will be to ensure design integrity, however they will allow for architectural flexibility

(IN PROGRESS)

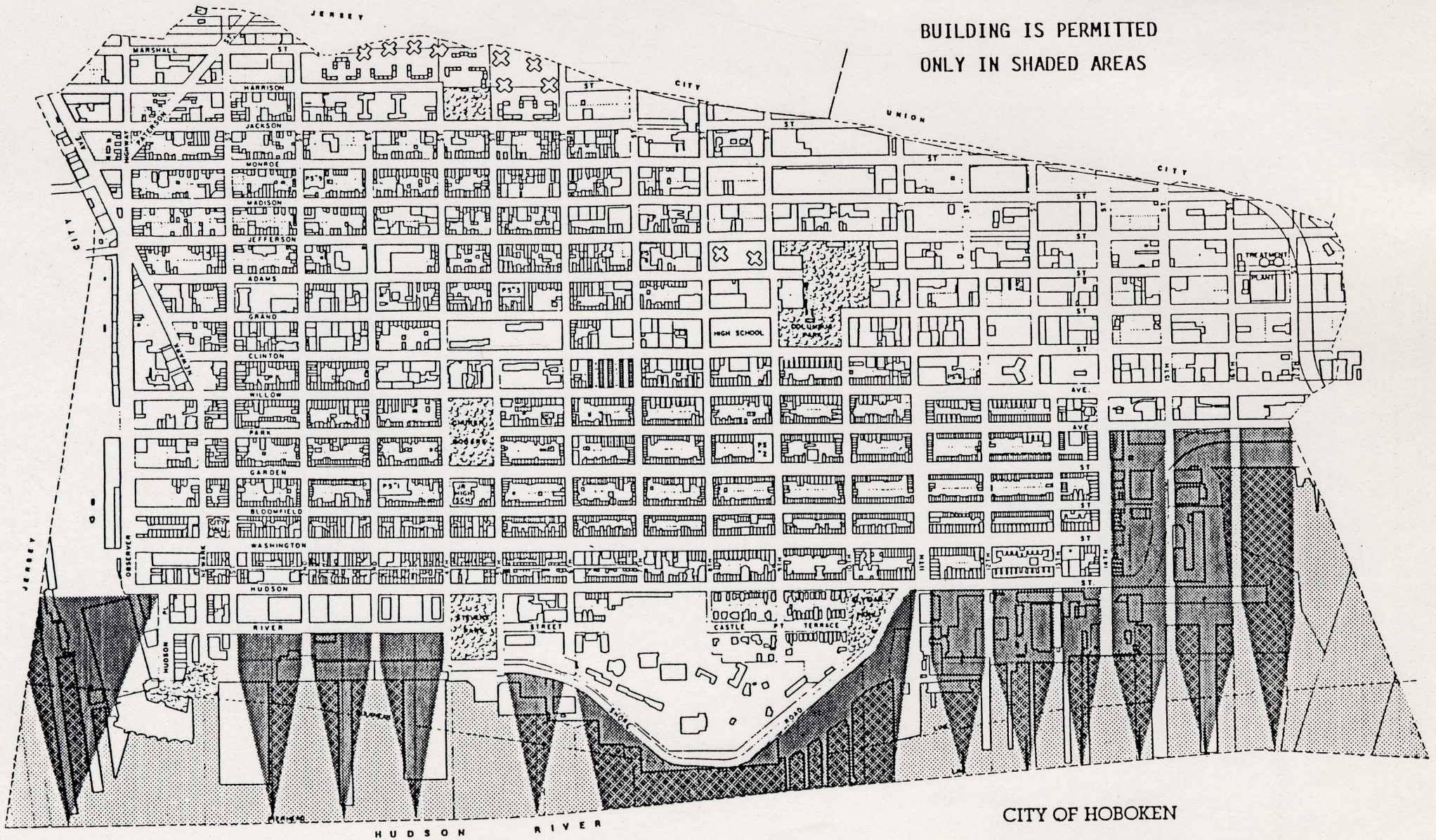
APPENDIX E.

OPEN VIEW CORRIDOR GUIDELINES

(IN PROGRESS)

OPEN VIEW CORRIDORS

BUILDING IS PERMITTED
ONLY IN SHADED AREAS

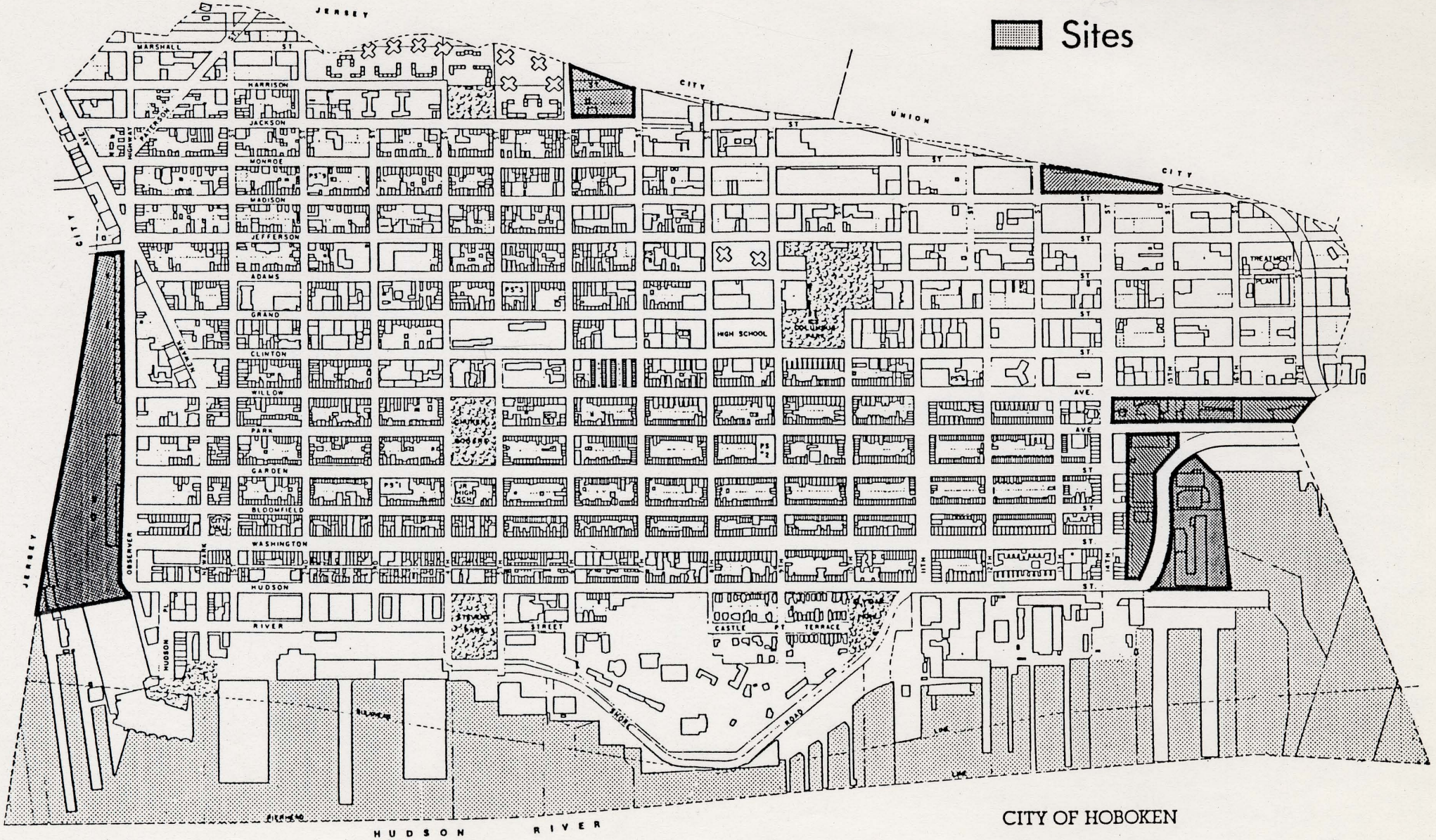


CITY OF HOBOKEN

Appendix F

PERIMETER PARKING

Sites

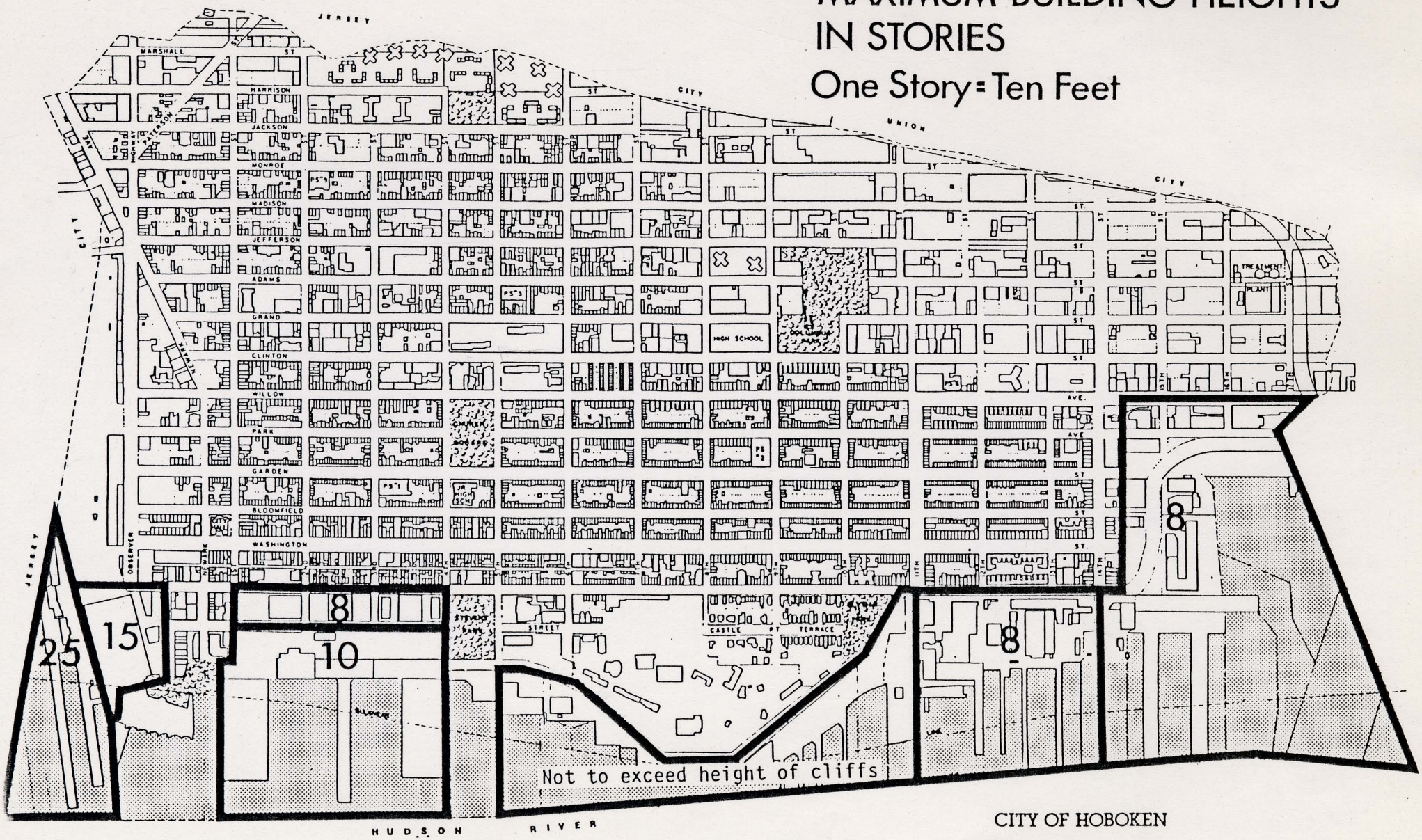


CITY OF HOBOKEN

Appendix G

MAXIMUM BUILDING HEIGHTS IN STORIES

One Story = Ten Feet



CITY OF HOBOKEN

Appendix H