

AN ORDINANCE OF THE MAYOR AND COUNCIL OF THE CITY OF HOBOKEN APPROVING THE REDEVELOPMENT PLAN FOR THE OBSERVER HIGHWAY REMEDY AREA.

MAR 24 1988

Introduced, passed first reading as read and laid on the table for public inspection to be further considered for final passage by the City Council at their meeting of April 6, 1988 at 7 P.M.

James J. Sarna
City Clerk

APR 6 1988

Public hearing held, passed second, third and final reading.

James J. Sarna
City Clerk

p. 3

J. Curry
Shos W. Newman

AN ORDINANCE OF THE MAYOR AND COUNCIL OF THE CITY OF HOBOKEN
APPROVING THE REDEVELOPMENT PLAN FOR THE OBSERVER HIGHWAY
REDEVELOPMENT AREA.

WHEREAS, the duly designated Redevelopment Agency of the City of Hoboken, the Hoboken City Council, has proposed a Redevelopment Plan for the Observer Highway Redevelopment Area, which area is bounded on the South by Observer Highway, the East by Bloomfield Street, the West by Willow Avenue and the North by a boundary varying between 125 feet and 325 feet from the northerly side of Observer Highway pursuant to the Redevelopment Agencies Act, N.J.S.A. 40:55C-1 et seq and the Blighted Area Act, N.J.S.A. 40:55-21.1 et seq; and

WHEREAS, the Mayor and Council of the City of Hoboken by resolution dated August 16, 1972 declared that the Observer Highway Redevelopment Area as described in the Redevelopment Plan as a blighted area pursuant to the aforementioned Acts; and

WHEREAS, the Planning Board of the City of Hoboken has held a public hearing on October 6, 1987 after due notice to the public and the Planning Board has reviewed the Redevelopment Plan as to consistency with the Master Plan and the Planning Board has had an opportunity to make its recommendations to the Mayor and Council of the City of Hoboken in connection with such Development Plan pursuant to N.J.S.A. 40:55-21.10 and 40:55C-17; and

WHEREAS, the Planning Board of the City of Hoboken by resolution dated October 6, 1987 after its study and recommendation found that the Observer Highway Redevelopment Plan dated September 27, 1987 prepared by the City Council of the City

Redevelopment Plan for the Observer Highway Redevelopment Area, which area is bounded on the South by Observer Highway, the East by Bloomfield Street, the West by Willow Avenue and the North by a boundary varying between 125 feet and 325 feet from the northerly side of Observer Highway pursuant to the Redevelopment Agencies Act, N.J.S.A. 40:55C-1 et seq and the Blighted Area Act, N.J.S.A. 40:55-21.1 et seq; and

WHEREAS, the Mayor and Council of the City of Hoboken by resolution dated August 16, 1972 declared that the Observer Highway Redevelopment Area as described in the Redevelopment Plan as a blighted area pursuant to the aforementioned Acts; and

WHEREAS, the Planning Board of the City of Hoboken has held a public hearing on October 6, 1987 after due notice to the public and the Planning Board has reviewed the Redevelopment Plan as to consistency with the Master Plan and the Planning Board has had an opportunity to make its recommendations to the Mayor and Council of the City of Hoboken in connection with such Development Plan pursuant to N.J.S.A. 40:55-21.10 and 40:55C-17; and

WHEREAS, the Planning Board of the City of Hoboken by resolution dated October 6, 1987 after its study and recommendation found that the Observer Highway Redevelopment Plan dated September 27, 1987 prepared by the City Council of the City of Hoboken, acting in its capacity as the City's Redevelopment Agency is consistent with the Master Plan of the City of Hoboken and the Planning Board has submitted to the Mayor and Council of the City of Hoboken its report and recommendations; now, therefore, be it -

ORDAINED THAT:

1. The Mayor and Council of the City of Hoboken hereby

approves the Redevelopment Plan for the Observer Highway Redevelopment Area, dated September 27, 1987, as approved by the Planning Board of the City of Hoboken, which document is on file with the City Clerk of the City of Hoboken and available for public inspection by any interested person.

2. The Mayor and Council of the City of Hoboken hereby approves and authorizes the City Council, acting as the Redevelopment Agency for the City of Hoboken to proceed with the clearance, replanning, development and redevelopment of the Observer Highway Redevelopment Area in accordance with its statutory authority.
3. The Mayor and Council of the City of Hoboken hereby directs and empowers the City Council acting as the Redevelopment Agency for the City of Hoboken to take any and all necessary and appropriate action to implement the objectives contained in the approved Redevelopment Plan for the Observer Highway Redevelopment Area.
4. This ordinance shall take effect in accordance with law.

PASSED: APR 6 1988

President of the Council

APPROVED: April 7, 1988

Mayor

Peter Pasculli

16641 NR

Determining that the Neighborhood
Development Program Area,
Project No. N.J.A-14, is a
blighted Area.

AUG 16 1972

Presented, read and adopted:

Anthony J. Grossi
City Clerk.

File in Contract No. 567

SUPERSEDES "PLANNING BOARD REVIEW COPY 5.0 - 9-1-87 - RCA",
"CDA/HHA/PLANNING BOARD WORK COPY 4.0 - 7-16-87 - RCA",
"CDA/PLANNING BOARD WORK COPY 3.5 - 5/27/87 - RCA" "PLANNING
BOARD REVIEW COPY 3.0 - 3/3/87 - RCA", "PLANNING BOARD REVIEW
COPY 2.1 - 2/6/87 - RCA", "PLANNING BOARD REVIEW COPY 2.0 -
2/6/87 - RCA" AND "PLANNING BOARD REVIEW COPY 1.0 - 2/2/87 -
RCA".

REDEVELOPMENT PLAN

OBSERVER HIGHWAY REDEVELOPMENT AREA

THE CITY COUNCIL OF THE CITY OF HOBOKEN

ACTING IN ITS CAPACITY AS THE REDEVELOPMENT AGENCY
OF THE CITY OF HOBOKEN
AND THROUGH THE

COMMUNITY DEVELOPMENT AGENCY
OF THE
CITY OF HOBOKEN

SEPTEMBER 27, 1987

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I. PROJECT SUMMARY

The City of Hoboken seeks the development of certain municipally owned and other properties in the southern part of city in order to eliminate blight, provide affordable housing and offer leadership in urban development according to sound principles of planning and the social and aesthetic needs of the community.

New Jersey law provides for the creation of redevelopment areas and sets forth certain requirements in those areas to facilitate their redevelopment. It requires that a Redevelopment Plan be prepared to create such an area and that that plan must be reviewed by the local planning board and approved by the governing body of the municipality.

Acting as agent of the Hoboken City Council, the duly authorized redevelopment agency, the Community Development Agency has prepared this Redevelopment Plan for an area located on Observer Highway between Bloomfield Street and Willow Avenue. It includes municipally-owned vacant land on the south end of the block between Bloomfield Street and Garden Street and on the east and west sides of the block between Garden Street and Park Avenue and a municipally-owned garage and parking lot on the block between Park Avenue and Willow Avenue.

Site 1 - Bloomfield/Garden

Site 2 - Garden/Park

Site 3 - Park/Willow

The plan requires that redevelopment of this area be for the primary purpose of residential rental, condominium or cooperative housing and must include affordable middle and low income units.

No more than 450 units shall be constructed in the redevelopment area. At least 115 units must be at rentals or have monthly carrying charges of not more than the following:

One bedroom units - \$695.00

Two bedroom units - 870.00

Three bedroom units - 975.00.

Priority in selection of a developer for the area shall be given to development proposals which provide these units as cooperative or condominium units and at no more than 80% of the rentals or monthly carrying charges indicated in the previous paragraph.

The foregoing rentals/carrying charges shall be considered in compliance with this Redevelopment Plan only if at least 23 of the aforesaid 115 units are provided at rentals which permit renting to families whose incomes do not exceed 50% of the median income,

depending on family size, as established by the U.S. Department of Housing and Urban Development (HUD) under its Section 8 Housing Assistance Program for the City of Hoboken; i.e.,

One bedroom units	-	\$186.00
Two bedroom units	-	212.00
Three bedroom units	-	295.00.

Priority will be given to development proposals which provide more than 23 units for such low income families at rentals or with monthly carrying charges which permit housing families whose incomes do not exceed 80% of 50% of the median income.

The proposed development must provide that at least 20% of these 115 units are three-bedroom units and 45% are two-bedroom units. The rest must be one-bedroom units. For low income units, priority will be given to development proposals that provide that more than 20% of such units have three bedrooms.

The City of Hoboken is recipient of a HoDAG grant of \$3,000,000 for the development of the 23 low income units. The standards set forth in that grant award shall be regarded as minimum standards with regard to the number of low income units and the percentage of two and three bedroom units.

The affordability of the 115 units shall be guaranteed for a period of no less than twenty years from the date at which the apartment is first occupied. During that period, rent increases for the 115 units shall not exceed actual increases in operating expenses, as certified by the manager of the units and approved by the Hoboken Rent Levelling Board or its successor institution.

Hoboken residents or persons with business or family relations in Hoboken shall be given preference for the 115 units.

In determining eligibility for the 23 or more low income units, the total family income of the occupant shall not exceed the limits established by the U.S. Department of Housing and Urban Development for "very low income" persons. For the balance of the 115 units, persons whose incomes exceed the annual rent of the unit, as set forth above, divided by .30 in the case of rental or cooperative housing, or the annual carrying charges and real property taxes of the unit divided by .28 in the case of condominium housing shall not be eligible. However, in the case that the development is financed through or in connection with a federal or state governmental program which has its own income standards for low, moderate or middle income housing eligibility, the income eligibility requirements associated with the program shall apply.

Occupancy standards (number of persons/apartment unit) for the 115 units shall be such standards as have been established by the U.S. Department of Housing and Urban Development.

Prospective occupants of the 115 units shall not spend more than 35% of their annual income in rent for rental or cooperative units or 33% of their annual income for carrying charges for condominium units. All incomes must be certified annually and reported to the Community Development Agency.

The average net unit size for all apartment units shall not be less than 750 square feet with no unit smaller than 415 square feet. Commercial and office space in the redevelopment area will be permitted at a rate of no more than 5% of the total square footage of the proposed development.

All properties developed under this plan shall be expected to pay full taxes according to assessed valuation.

The new residential development must include public sidewalks and walkways, gardens and passive recreation areas to ease pedestrian traffic and create comfortable sitting areas. Priority shall be given to development proposals which create and maximize opportunities for open space and active and passive recreation areas and provide at least 26,150 square feet of such open space. Development and maintenance of such sidewalks, walkways, gardens and passive recreation areas shall be the responsibility of the selected developer.

Four separate redevelopment zoning districts are created within the redevelopment area.

In Redevelopment Zoning District 1 (RZD-1), bounded by Bloomfield Street on the East and Garden Street on the West, Observer Highway on the South and a line running 150 feet North of the property line of Observer Highway, the following standards are required:

RZD-1:

Maximum Lot Coverage: For principal buildings - 60%, above the garage

For garage, commercial, lobby - 70%

Special setback: 15 feet, above the 6th floor or 60 feet, along Bloomfield and Garden Streets.

Maximum Building Height: For principal buildings - 11 stories, but not more than 110 feet, including parking garage, commercial and lobby.

For garage, commercial, lobby - 3 stories, or 30 feet.

Yard Dimensions: Front: 0'

Side: 0'

Rear: The residential portion of the building shall be placed up to 70 feet and no further from any property line of an adjoining street.

Parking: All parking shall be provided off-street and covered anywhere within the redevelopment area at a ratio of 1 parking space for every unit of housing. Curb cuts for garage and site entry shall conform to the existing zoning standard.

Minimum Parking Dimension: 300 sq. ft./car

The resultant volume of building that the previous design standards give shall be allowed to be distributed in variance to the above according to the following set of controls:

1. A building may be as tall as 17 stories, or 170 feet, but the lot coverage of the portion of the building more than 11 stories, or 110 feet, cannot be in excess of 17% of the total lot area.
2. No portion of the building above 11 stories shall be further than 70 feet from the Observer Highway property line.

In Redevelopment Zoning District 2 (RZD-2), bounded by Garden Street on the East and Park Avenue on the West, Observer Highway on the South and on the north by the northern boundary of the Observer Highway Redevelopment Area, the following standards are required in each of two sub-districts:

RZD-2:

Sub-District A:

In Sub-District A, bounded by Garden Street on the East and Park Avenue on the West, Observer Highway on the South and a line running 150 feet North of the of the property line along Observer Highway, the following standards are required:

Maximum Lot Coverage: For principal buildings - 60%, above the garage.

For garage, commercial, lobby - 70%

Special setback - 15 feet, above the 6th floor or 60 feet, along the street line perpendicular to Observer Highway.

Maximum Building Height: For principal buildings - 11 stories, but not more than 110 feet, including parking, commercial and lobby.

For garage - 3 stories, or 30 feet

Yard dimensions: Front: existing zoning

Side: 0'

Rear: The residential portion of the building shall be placed up to 70 feet and no further from any property line of an adjoining street.

Parking: All parking shall be provided off-street and covered anywhere within the redevelopment area at a ratio of 1 parking space for every unit of housing. Curb cuts for garage and site entry shall conform to the existing zoning standard.

Minimum Parking Dimension: 300 sq. ft./car

The resultant volume of building that the previous design standards give shall be allowed to be distributed in variance to the above according to the following set of controls:

1. A building may be as tall as 17 stories, or 170 feet, but the lot coverage of the portion of the building more than 11 stories, or 110 feet, cannot be in excess of 17% of the total lot area.
2. No portion of the building above 11 stories shall be further than 70 feet from the Observer Highway property line.

Sub-District B:

In Sub-District B, bounded on the east by Garden Street and on the west by Park Avenue, on the north by the northern boundary of the Observer Highway Redevelopment Area of RZD-2 and on the south by a line running from the western property line of Park Avenue to the eastern property line of Garden Street 150 feet north of the property line of Observer Highway, the following standards are required:

Maximum Lot Coverage: For first 10 feet, 100%.
For principal buildings, 60%, above the first 10 feet.

Maximum Building Height: For principal buildings, 6 stories but not more than 60 feet, including parking.

Yard dimensions: Front: existing zoning

Side: 0'

Rear: The residential portion of the building

shall be placed up to 70 feet and no further from any property line of an adjoining street.

Parking: All parking shall be provided off-street and covered anywhere within the redevelopment area at a ratio of 1 parking space for every unit of housing. Curb cuts for garage and site entry shall conform to the existing zoning standard.

Minimum Parking Dimension: 300 sq. ft./car

In Redevelopment Zoning District 3 (RZD-3), presently the site of the municipal garage building, bounded on the east by Park Avenue and on the west by Willow Avenue, on the South by Observer Highway and on the North by a line running 150 feet North of the of the property line along Observer Highway, the following standards are required:

RZD-3

The municipal garage complex located in RZD-3 shall be harmoniously integrated into the project design or, subject to the approval of the requisite governmental institutions and the governing body of the City of Hoboken, may be relocated to another site. All costs incurred in the relocation of the garage shall be the sole responsibility of the selected developer.

In the event that the garage complex is not relocated to another site, it shall be integrated into the residential development, and the smaller municipal garage building located on the southeast corner of Willow Avenue and Observer Highway may be demolished on the condition that all functions contained within are re-integrated into the new development. Such demolition shall be the responsibility of the developer.

Maximum Lot Coverage: For principal buildings - 60%, above the garage.

For garage, commercial, lobby - 70%

NOTE: In order to permit the harmonious integration of the municipal garage and new housing development, the garage, commercial and lobby requirement may be modified if the Planning Board finds that that modification advances a public purpose, such as the maintenance of public facilities or the provision of affordable housing, and that the modification does not adversely impact adjacent open space.

Special setback - 15 feet, above the 6th floor or 60 feet, along the street line

perpendicular to Observer Highway.

Maximum Building Height: For principal buildings - 11 stories, but not more than 110 feet.

For garage - 3 stories, or 30 feet

Yard dimensions: Front: existing zoning

Side: 0'

Rear: The residential portion of the building shall be placed up to 70 feet and no further from any property line of an adjoining street.

Parking: All parking shall be provided off-street and covered anywhere within the redevelopment area at a ratio of 1 parking space for every unit of housing. Curb cuts for garage and site entry shall conform to the existing zoning standard. In the event that the municipal garage is integrated into the proposed development, parking shall be provided on-site, off-street and covered for all municipal vehicles presently parked within the municipal garage complex.

Minimum Parking Dimension: 300 sq. ft./car

The resultant volume of building that the previous design standards give shall be allowed to be distributed in variance to the above according to the following set of controls:

1. A building may be as tall as 17 stories, or 170 feet, but the lot coverage of the portion of the building more than 11 stories, or 110 feet, cannot be in excess of 17% of the total lot area.
2. No portion of the building above 11 stories shall be further than 70 feet from the Observer Highway property line.

In Redevelopment Zoning District 4 (RZD-4), bounded on the east by Park Avenue and on the west by Willow Avenue, on the north by the northern boundary of the Observer Highway Redevelopment Area and on the south by a line running from the western property line of Willow Avenue to the eastern property line of Park Avenue 150 feet north of the northern property line of Observer Highway, the following standards are required:

RZD-4:

Maximum Lot Coverage: For first 10 feet, 100%.
For principal buildings, 60%, above the first 10 feet.

Maximum Building Height: For principal buildings, 6 stories but not more than 60 feet, including parking.

NOTE: In RZD-4, where the Planning Board finds that the proposed design does not disrupt the scale and character of the development in relation to the adjacent existing zoning districts and that the proposed development serves a public purpose, such as affordable housing or on-site parking for municipal vehicles, the Board may increase the height of the proposed structure by one-half story or 5 feet to permit additional parking to be placed below grade.

Yard dimensions: Front: existing zoning

Side: 0'

Rear: The residential portion of the building shall be placed up to 70 feet and no further from any property line of an adjoining street.

Parking: All parking shall be provided off-street and covered anywhere within the redevelopment area at a ratio of 1 parking space for every unit of housing. Curb cuts for garage and site entry shall conform to the existing zoning standard. In the event that the municipal garage is integrated into the proposed development, parking shall be provided on-site, off-street and covered for all municipal vehicles presently parked within the municipal garage complex.

Minimum Parking Dimension: 300 sq. ft./car

Other conditions are also required by the plan and are set forth in Section VI, below.

Privately-owned land within the redevelopment area shall be subject to these redevelopment controls. The City of Hoboken or the City Council, acting as redevelopment agency, shall not acquire any of the privately-held land in the redevelopment area, but the City Council acting through the Community Development Agency in its capacity as the redevelopment agency shall seek to negotiate contracts of sale of the privately-held parcels on the basis of appraisals and according to the standards of the federal Uniform Land Acquisition Act. If such contracts are executed, they shall be made a part of the Request for Proposal and assigned to the developer who is selected to develop the project area.

Should negotiation fail, the City Council, acting as redevelopment agency, shall condemn all privately-held parcels of property within the redevelopment area on behalf of the selected developer upon the deposit by the developer of cash or a letter of credit with the governing body of the City equal to the value of such parcel as determined by appraisal, which money shall be used to purchase the property. The developer also must agree to pay the difference between that appraisal price and a court-determined final condemnation award as well as the relocation costs of any businesses or individuals affected by the condemnation, according to the standards of state or federal law, whichever is applicable. Such condemnation shall be subject to all requirements of state and federal law.

The City of Hoboken through the Community Development Agency shall monitor the developer to assure that any relocation of persons or businesses within the redevelopment area shall be in accordance with state and federal law. The developer shall be responsible for the payment of all relocation costs.

The developer shall be responsible for the payment of all costs that may arise from requirements under the Environmental Cleanup Responsibility Act (ECRA) of the State of New Jersey, N.J.S.A. 13:1K-6 et. seq.

The municipality, the City Council as redevelopment agency or the Community Development Agency shall not be responsible for any demolition of structures or for site preparation in the redevelopment area.

All property within the redevelopment area shall be disposed of to a single developer based on the submission of proposals to a committee composed of the redevelopment sub-committee of the City Council and the director of the Community Development Agency. The sub-committee shall make a recommendation to the entire City Council as to the preferred developer, and the City Council shall make the final determination.

The value of the municipally-owned property shall be determined by an appraisal based on the proposed use and standards set forth in this plan, and the price at which the municipally-owned property must be sold shall be fixed at its re-use value as determined by appraisal. The developer must purchase all municipally-owned property in a single transaction, must develop the property simultaneously, in sequence (with Site RZD-3 developed concurrently with any other other-site) and with the affordable middle and low income housing undertaken concurrently with the market rate housing. The developer must bond the performance of this last requirement at the property closing.

The administration of this plan shall be the responsibility of the Hoboken City Council, the duly authorized redevelopment agency, acting through the Community Development Agency of the City of Hoboken.

II. STATEMENT OF NEED

This Redevelopment Plan reflects the following needs and obligations of the municipality and citizens of the City of Hoboken.

- A. Certain areas along the southern perimeter of Hoboken are blighted, and the municipality should use the redevelopment resources provided under New Jersey law to revitalize the area and restore it to more productive use.

Observer Highway is the southern entrance and gateway to Hoboken. In an area from Bloomfield Street to Willow Avenue that was declared blighted by the municipality in 1972, two pieces of city-owned property totalling 54,360 square feet are vacant and in run-down condition. One is an unimproved parcel, presently used as an unsupervised parking lot. The other is a small park no longer maintained and presently strewn with litter. Neither provides municipal revenue while offering an unattractive welcome to persons entering the city.

In that same area, the municipal garage, occupying 48,863 square feet, provides important services for city vehicles, but its location along a major development corridor prevents a more productive use that could provide needed housing as well as substantially contribute to the tax base of the city.

- B. In light of recent dramatic increases in housing prices and apartment rentals, the people of Hoboken need more affordable housing.

During the past ten years, the city of Hoboken has experienced extensive revitalization as an attractive and convenient place to live. These changes have had a dramatic effect on the value of local real estate and the resulting price of homes and apartment rentals, driving them beyond the means of long-time Hoboken residents and their children.

* The Hoboken Community Development Agency has calculated that there are 2,959 units of low, moderate and middle income housing subsidized by the state and/or federal government in Hoboken, including those of the Housing Authority, Applied Housing, Church Towers, Clock Towers, Marian Gardens and Grogan Marineview Plaza and a waiting list of 4,600 families for those units. It estimates that the vacancy rate for lower income rentals has fallen below the 3.2% of 1980.

* On October 26, 1986, the New York Times reported that affordable rental units are disappearing in New Jersey communities along the Hudson River, particularly in Hoboken. In what has come to be called the Gold Coast area from Jersey City to Guttenberg, 38,000 luxury apartments are planned or under construction while virtually no units are planned for low, moderate and middle income families.

In the famed Mount Laurel decisions, the New Jersey

Supreme Court established the principle that the provision of affordable housing is an affirmative obligation of the state's municipalities. These decisions recognize that a city is more than its buildings, streets and sidewalks, its trees and its parks. Its essence is its peoples, its citizens.

The governing body of a city owes a duty to its residents to avail itself of all means possible to provide opportunities for its citizens to live within its boundaries. By action or inaction, a municipal government cannot allow its city to turn itself over to a new population. It is morally obliged to invoke every statutory authority, employ all of its powers and marshal its resources to create affordable housing.

C. In an environment of escalating costs, real estate speculation and hurried development, the City of Hoboken must offer leadership by developing property which it owns according to sound principles of urban planning and the social and aesthetic needs of the entire community.

The same compelling economic forces that are driving up rents and housing prices have encouraged development patterns that violate sound principles of urban planning and do not reflect the social and aesthetic needs of the Hoboken community. At times, the local zoning ordinance, which when it was adopted did not anticipate such intense demands, has been exploited to permit development that is not compatible with the density and style of the community.

On property which it owns, the City of Hoboken should provide for managed development that takes into consideration questions of architectural compatibility, building height and bulk, population density, parking, traffic access and open space.

III. LEGAL AUTHORITY

This Redevelopment Plan has been prepared pursuant to the authority and requirements of the following New Jersey statutes:

1. The Redevelopment Agencies Law, N.J.S.A. 40:55C-1 et seq., especially Sections 40:55C-5(m); -17(b); -18, -32.
2. The Local Housing Authorities Law, N.J.S.A. 55:14A-31 et seq., especially Sections 55:14A-40; -51.
3. The Blighted Areas Law, N.J.S.A. 40:55-21.1 et seq.
4. Resolution of the City Council of the City of Hoboken, August 16, 1972, declaring "blighted" the area within which the redevelopment area described herein is located.

IV. OBJECTIVES OF REDEVELOPMENT PLAN

The objectives which the City of Hoboken wishes to realize through the successful execution of this Redevelopment Plan are the following:

- A. To remove the blighting influences of unused or poorly used unimproved lots which present an unappealing appearance at the southern gateway to the city;
- B. To support and enhance public and private revitalization efforts in the neighborhood surrounding the immediate project area, including the Washington Street and First Street business districts; the 134-unit Columbian Towers, a senior citizen housing development; Eastview and Westview Apartments, a 190-unit Section B residential rehabilitation and Jefferson Trust, a market-rate condominium development.
- C. To produce a well-designed residential housing project using concepts and standards which will enhance the southern entrance to the city and make the surrounding neighborhood a more attractive and pleasant place to work and live;
- D. To produce substantial tax revenues for the Municipality by returning city-owned properties to the tax rolls and up-grading as tax ratables privately-owned property which is presently under-used;
- E. To provide new affordable housing opportunities for low, moderate and middle income persons;
- F. To attract substantial investment from the private sector and affordable housing funds from the state and federal governments;
- G. To provide convenient retail space, office space and commercial opportunities for local merchants, business and professional people;
- H. To provide municipal tax revenue upon the sale of municipally-owned property;
- I. To provide covered parking for municipal vehicles and integrate the municipal garage in a harmonious manner with residential redevelopment;
- J. To demonstrate the advantages of limiting the construction of higher rise and higher density development to sites located on the perimeter of the city.

V. REDEVELOPMENT AREA

The area designated for redevelopment is bounded on the East by Bloomfield Street, on the South by Observer Highway, on the West by Willow Avenue and on the North by a line that begins 325 feet from the property line at the southeasterly corner of Observer Highway and Willow Avenue running East 100 feet to a point; South 50 feet; East 12.6 feet; South-southeast 35.58 feet; West 19.61 feet; South 81.83 feet; East 165 feet to a point on the property line of

the East side of Park Avenue; North 62.5 feet; East 100 feet; South 27 feet; East 165 feet to a point on the property line of the eastern side of Garden; then South 44.5 feet; then East 200 feet to a point on the property line on the western side of Bloomfield Street.

The area has been divided into three sites and includes the following properties, listed by block and lot number, address, dimensions, owner and assessed taxable value, as described in the Tax Assessor's copy of the 1986 Tax List.

Site 1 - Bloomfield/Garden

Property 1. Block 186, Lot 1
155-166 Observer Highway
25,000 sq. ft.

Mayor and City Council
City of Hoboken
Hoboken, New Jersey

Value: Land - \$26,700 (exempt)
No Building

Site 2 - Garden/Park

Property 1. Block 175, Lot 1
51-55 Park Avenue
85 x 100 irreg., including
Lots 23.2 and 24.2

Chris-Ann Realty Co., Inc.
55 Park Avenue
Hoboken, New Jersey 07030

Value: Land - \$9,300
Bldg - 65,800
Total \$75,100

Property 2. Block 175, Lot 2
57 Park Avenue
29,360 sq. ft.

Mayor and City Council
City of Hoboken
Hoboken, NJ 07030

Value: Land - \$16,200 (exempt)
No Building

Property 3. Block 175, Lot 7
67 Park Avenue
27 x 100

Patrick A. Reynolds

217 Washington Street
Hoboken, New Jersey 07030

Value: Land - \$2,700
No Building

Property 4. Block 175, Lot 8
69 Park Avenue
27.5 x 100

Patrick A. Reynolds
217 Washington Street
Hoboken, New Jersey 07030

Value: Land - \$2,800
No Building

Property 5. Block 175, Lot 25
54 Garden Street
27.5 x 100

Chris-Ann Realty Co.
55 Park Avenue
Hoboken, New Jersey 07030

Value: Land - \$4,000
No Building

Site 3 - Park/Willow

Property 1. Block 1, Lot 1
56-66 Park Avenue
48,863 sq. ft.

Mayor and City Council
City of Hoboken
Hoboken, New Jersey 07030

Value: Land - \$46,800
Bldg - 115,000
Total \$161,800 (exempt)

Sites 1 and 2 are both large, unimproved, rubble-strewn parcels of land, which present a poor visual impression at the southern entrance of the city and have a negative impact on surrounding properties. The public property on Site 2 is also littered with animal waste and is a public health nuisance.

Site 3 is improved at the south end by the Municipal Garage, including a building and parking area. Although well maintained, its location in what is now a highly desirable area of the city prevents development of the area into a higher and better use and detracts from the value of surrounding property. The northwestern end of the site is two vacant lots.

VI. PROPOSED LAND USE AND ZONING

A. Land Use

The plan requires that redevelopment of this area be for the primary purpose of residential rental, condominium or cooperative housing and include affordable middle and low income units.

No more than 450 units shall be built within the redevelopment area. At least 115 units must be at rentals or have monthly carrying charges of not more than the following:

One bedroom units	- \$695.00
Two bedroom units	- 870.00
Three bedroom units	- 975.00.

Priority in selection of a developer for the area shall be given to development proposals which provide these units as cooperative or condominium units and at no more that 80% of the rentals or monthly carrying charges indicated in the previous paragraph.

The foregoing rentals/carrying charges shall be considered in compliance with this Redevelopment Plan only if at least 23 of the aforesaid 115 units are provided at rentals which do not exceed 50% of the median income, depending on family size, as established by the U.S. Department of Housing and Urban Development (HUD) under its Section 8 Housing assistance Program for the City of Hoboken; i.e.,

One bedroom units	- \$186.00
Two bedroom units	- 212.00
Three bedroom units	- 295.00.

Priority will be given to development proposals which provide more than 23 units for such low income families at rentals or with monthly carrying charges which permit accommodating families whose incomes do not exceed 80% of 50% of the median income.

The proposed development must provide that at least 20% of these 115 units are three-bedroom units and 45% are two-bedroom units. The rest must be one-bedroom units. For low income units, priority will be given to development proposals that provide that more than 20% of such units have three bedrooms.

The City of Hoboken is recipient of a HoDAG grant of \$3,000,000 for the development of 23 low income units. The standards set forth in that grant award shall be regarded as minimum standards with regard to the number of low income units and the percentage of two and three bedroom units.

The affordability of the 115 units shall be guaranteed for a period of no less than twenty years from the date at which the apartment is first occupied. During that period, any rent increases for the 115 units shall not exceed actual increases in operating expenses, as certified by the manager of the units and approved by the Hoboken Rent Levelling Board or its successor institution.

Hoboken residents or persons with business or family relations in Hoboken shall be given preference for the 115 units.

Occupancy standards (number of persons/apartment) for the 115 units shall be such standards as have been established by the U.S. Department of Housing and Urban Development.

In determining eligibility for the 23 or more low income units, the total family income of the occupant shall not exceed the limits established by the U.S. Department of Housing and Urban Development for "very low income" persons. For the balance of the 115 units, persons whose incomes exceed the annual rent of the unit, as set forth above, divided by .30 in the case of rental or cooperative housing or the annual carrying charges and real property taxes of the unit divided by .28 in the case of condominium housing shall not be eligible. However, in the case that the development is financed through or in connection with a federal or state governmental program which has its own income limits for low, moderate or middle income housing eligibility, the income eligibility requirements associated with that program shall apply.

Prospective occupants of the 115 units shall spend more than 35% of their annual income for rental or cooperative units or 33% of their annual income for carrying charges for condominium units.

The average net unit size for all apartment units shall not be less than 750 square feet with no unit smaller than 415 square feet. Commercial and office space in the redevelopment area will be permitted at a rate of no more than 5% of the total square footage of the proposed development.

All properties developed under this plan shall pay full taxes according to assessed valuation.

The new residential development must include public sidewalks and walkways, gardens and active/passive recreation areas to ease pedestrian traffic and create comfortable sitting areas. Priority shall be given to proposals which create and maximize opportunities for open space and active and passive recreation areas and provide at least 26,150 square feet of such open space. Development and maintenance of such sidewalks, walkways, gardens and recreation areas shall be the responsibility of the selected developer.

B. Zoning

The redevelopment area presently lies in three zoning districts. Site 1 is located in the Central Business District (CBD) district. Sites 2 and 3 are located in the I-2 and R-3 districts. Site 4 is

located in an R-3 District.

This Redevelopment Plan creates four separate redevelopment zoning districts within the redevelopment area and adopts the following standards:

In Redevelopment Zoning District 1 (RZD-1), bounded by Bloomfield Street on the East and Garden Street on the West, Observer Highway on the South and a line running 150 feet North of the property line along Observer Highway, the following standards are required:

RZD-1:

Maximum Lot Coverage: For principal buildings - 60%, above the garage

For garage, commercial, lobby - 70%

Special setback: 15 feet, above the 6th floor or 60 feet, along Bloomfield and Garden Streets.

Maximum Building Height: For principal buildings - 11 stories, but not more than 110 feet, including parking garage, commercial and lobby.

For garage, commercial, lobby - 3 stories, or 30 feet.

Yard Dimensions: Front: 0'

Side: 0'

Rear: The residential portion of the building shall be placed up to 70 feet and no further from any property line adjoining the street.

Parking: All parking shall be provided off-street and covered anywhere within the redevelopment area at a ratio of 1 parking space for every unit of housing. Curb cuts for garage and site entry shall conform to the existing zoning standard.

Minimum Parking Dimension: 300 sq. ft./car

The resultant volume of building that the previous design standards give shall be allowed to be distributed in variance to the above according to the following set of controls:

1. A building may be as tall as 17 stories, or 170 feet, but the lot coverage of the portion of the building more than 11 stories, or 110 feet, cannot be in excess of 17% of the

total lot area.

2. No portion of the building above 11 stories shall be further than 70 feet from the Observer Highway property line.

In Redevelopment Zoning District 2 (RZD-2), bounded by Garden Street on the East and Willow Avenue on the West, Observer Highway on the South and a line running 150 feet North of the of the property line along Observer Highway, the following standards are required:

RZD-2:

Sub-District A:

In Sub-District A, bounded by Garden Street on the East and Park Avenue on the West, Observer Highway on the South and a line running 150 feet North of the of the property line along Observer Highway, the following standards are required:

Maximum Lot Coverage: For principal buildings - 60%, above the garage.

For garage, commercial, lobby - 70%

Special setback - 15 feet, above the 6th floor or 60 feet, along the street line perpendicular to Observer Highway.

Maximum Building Height: For principal buildings - 11 stories, but not more than 110 feet, including parking, commercial and lobby.

For garage - 3 stories, or 30 feet

Yard dimensions: Front: existing zoning

Side: 0'

Rear: The residential portion of the building shall be placed up to 70 feet and no further from any property line adjoining the street.

Parking: All parking shall be provided off-street and covered anywhere within the redevelopment area at a ratio of 1 parking space for every unit of housing. Curb cuts for garage and site entry shall conform to the existing zoning standard.

Minimum Parking Dimension: 300 sq. ft./car

The resultant volume of building that the previous design standards give shall be allowed to be distributed in variance to the above according to the following set of

controls:

1. A building may be as tall as 17 stories, or 170 feet, but the lot coverage of the portion of the building more than 11 stories, or 110 feet, cannot be in excess of 17% of the total lot area.
2. No portion of the building above 11 stories shall be further than 70 feet from the Observer Highway property line.

Sub-District B:

In Sub-District B, bounded on the east by Garden Street and on the west by Park Avenue, on the north by the northern boundary of the Observer Highway Redevelopment Area and on the south by a line running from the western property line of Park Avenue to the eastern property line of Garden Street 150 feet north of the northern property line of Observer Highway, the following standards are required:

Maximum Lot Coverage: For first 10 feet, 100%.
For principal buildings, 60%, above the first 10 feet.

Maximum Building Height: For principal buildings, 6 stories but not more than 60 feet, including parking.

Yard dimensions: Front: existing zoning

Side: 0'

Rear: The residential portion of the building shall be placed up to 70 feet and no further from any property line adjoining the street.

Parking: All parking shall be provided off-street and covered anywhere within the redevelopment area at a ratio of 1 parking space for every unit of housing. Curb cuts for garage and site entry shall conform to the existing zoning standard.

Minimum Parking Dimension: 300 sq. ft./car

In Redevelopment Zoning District 3 (RZD-3), presently the site of the municipal garage building, bounded on the east by Park Avenue and on the west by Willow Avenue, on the South by Observer Highway and on the North by a line running 150 feet North of the of the property line along Observer Highway, the following standards are required:

RZD-3

The municipal garage complex located in RZD-3 shall be

harmoniously integrated into the development or, subject to the approval of the requisite governmental institutions and the governing body of the City of Hoboken, may be relocated to another site. All costs incurred in the relocation of the garage shall be the sole responsibility of the selected developer. In the event that the garage complex is not relocated to another site, it shall be integrated into the residential development. The smaller municipal garage building located on the southeast corner of Willow Avenue and Observer Highway may be demolished on the condition that all functions contained within are re-integrated into the new development. Such demolition shall be the responsibility of the developer.

Maximum Lot Coverage: For principal buildings - 60%, above the garage.

For garage, commercial, lobby - 70%

NOTE: In order to permit the harmonious integration of the municipal garage and new housing development, the garage, commercial and lobby requirement may be modified if the Planning Board finds that that modification advances a public purpose, such as the maintenance of public facilities or the provision of affordable housing, and that the modification does not adversely impact adjacent open space.

Special setback - 15 feet, above the 6th floor or 60 feet, along the street line perpendicular to Observer Highway.

Maximum Building Height: For principal buildings - 11 stories, but not more than 110 feet.

For garage - 3 stories, or 30 feet

Yard dimensions:

Front: existing zoning

Side: 0'

Rear: The residential portion of the building shall be placed up to 70 feet and no further from any property line adjoining the street.

Parking: All parking shall be provided off-street and covered anywhere within the redevelopment area at a ratio of 1 parking space for every unit of housing. Curb cuts for garage and site entry shall conform to the existing zoning standard. In the event that the municipal garage is integrated into the proposed

development, parking shall be provided on-site, off-street and covered for all municipal vehicles presently parked within the municipal garage complex.

Minimum Parking Dimension: 300 sq. ft./car

The resultant volume of building that the previous design standards give shall be allowed to be distributed in variance to the above according to the following set of controls:

1. A building may be as tall as 17 stories, or 170 feet, but the lot coverage of the portion of the building more than 11 stories, or 110 feet, cannot be in excess of 17% of the total lot area.
2. No portion of the building above 11 stories shall be further than 70 feet from the Observer Highway property line.

In Redevelopment Zoning District 4 (RZD-4), bounded on the east by Park Avenue and on the west by Willow Avenue, on the north by the northern boundary of the Observer Highway Redevelopment Area and on the south by a line running from the western property line of Willow Avenue to the eastern property line of Park Avenue 150 feet north of the northern property line of Observer Highway, the following standards are required:

RZD-4:

Maximum Lot Coverage: For first 10 feet, 100%.
For principal buildings, 60%, above the first 10 feet.

Maximum Building Height: For principal buildings, 6 stories but not more than 60 feet, including parking.

NOTE: In RZD-4, where the Planning Board finds that the proposed design does not disrupt the scale and character of the development in relation to the adjacent existing zoning districts and that the proposed development serves a public purpose, such as affordable housing or on-site parking for municipal vehicles, the Board may increase the height of the proposed structure by one-half story or 5 feet to permit additional parking to be placed below grade.

Yard dimensions: Front: existing zoning

Side: 0'

Rear: In the event that the municipal garage is integrated into the proposed development, parking shall be provided on-site, off-street and covered for all municipal vehicles presently parked within the municipal garage complex.

Parking: All parking shall be provided off-street and covered anywhere within the redevelopment area at a ratio of 1 parking space for every unit of housing. Curb cuts for garage and site entry shall conform to the existing zoning standard. In the event that the municipal garage is integrated into the proposed development, parking shall be provided on-site, off-street and covered for all municipal vehicles presently parked within the municipal garage complex.

Minimum Parking Dimension: 300 sq. ft./car

C. Other Conditions

The value of the property shall be determined by an appraisal, based on the proposed use and standards set forth in this plan. The price at which the municipally-owned property may be sold shall be fixed at its re-use value as determined by the appraisal. The developer must purchase all municipally-owned property in a single transaction, must develop the property simultaneously, in sequence (with Site 3 developed concurrently with any other other Site) and with the affordable middle and low income housing undertaken concurrently with the market rate housing. The developer must bond the performance of this last requirement at the time of the closing of the sale of the municipal property.

Pursuant to the requirements of New Jersey law, redevelopment of the area shall be subject to the following additional conditions:

1. The land and improvements shall be used only for the purposes designated in the Redevelopment Plan.
2. The developer shall be without the power to sell, lease or otherwise transfer the redevelopment area or project or any part thereof without the written consent of the redevelopment agency and the governing body of the City of Hoboken.
3. Improvements in the redevelopment area must be begun within a reasonable time after the redeveloper is selected, as defined by the governing body.
4. The developer will cover the cost of removing and relocating the property of all public utilities in the affected area.
5. All obligations of the developer, including land use, zoning and other conditions, shall be included in the Land Disposition Agreement and in the deed as covenants running with the land.

VII. CONFORMANCE WITH THE MASTER PLAN.

New Jersey law requires that a Redevelopment Plan conform with the master plan of the municipality in which the redevelopment area is located. N.J.S.A. 40:55C-18. The redevelopment area is located in three land use districts: Site 1 is located in the CBD district; Sites 2 and 3 are located in the I-2 and R-3 districts. The 1979 Land Use Plan Element of the Master Plan of the City of Hoboken, as amended, defines the land use objectives for these districts as follows:

A. CBD

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

B. I-2

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

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

"The transportation-related uses which characterize the I-2 district, other than the railroad lines on the southern side of Observer Highway, are essentially automobile-related. The junkyards, used car lots, car washes and automobile supply shops of the I-2 district are not the highest and best use of land in a district served by public transportation and a major transportation terminal. The residential districts adjacent to the I-2 district have added new housing and upgraded existing housing in the past nine years. In the I-2 district during the same time period, existing industrial uses have phased out, and there have been no proposals for new industrial uses.

"Residential uses are not permitted in the I-2 district under the present zoning ordinance. Given the creation of substantial residential neighborhoods immediately north of the I-2 district, it is recommended that residential development be permitted in the I-2 district in the form of planned unit residential development. Such residential development could

allow more height and bulk than the adjacent R-1, R-2 and R-3 districts at its northern boundaries because of the light and air resulting from the width of Observer Highway. It must, however, take into account the traffic capacity of that road and the scale and character of bordering residential neighborhoods. The opportunity for new residential development should be accompanied by provisions for low and moderate income housing through affordable housing regulations adopted by the City."

(The last two paragraphs represent an amendment to the Master Plan Review Statement of 1986, which is to be made by the Planning Board on October 6, 1987.)

C. R-3

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

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

This Redevelopment Plan conforms to the Master Plan of the City of Hoboken, as amended.

VIII. PROPERTY ACQUISITION AND RELOCATION PLANS

A. Acquisition

Under this Redevelopment Plan no property will be purchased by the City of Hoboken, the City Council or the Community Development Agency. However, the City Council as redevelopment agency acting through the Community Development Agency shall seek to negotiate contracts of sale of the privately-held parcels on the basis of appraisals and according to the standards of the federal Uniform Land Acquisition Act. If such contracts are executed, they shall be made a part of the Request for Proposal and assigned to the developer who is selected to develop the project area.

Should negotiation fail, the City Council, acting as redevelopment agency, shall condemn all privately-held parcels of property within the redevelopment area on behalf of the selected developer pending the deposit of cash or a letter of credit with the City by the developer equal to the value of such parcel as determined by appraisal. Such money shall be used to purchase the property. The

developer also must agree to pay the difference between that appraisal price and a court-determined final condemnation award as well as the relocation costs of any businesses or individuals affected by the condemnation, according to the standards of state or federal law, whichever is applicable. Such condemnation shall be subject to all requirements of state and federal law.

The selected developer shall be responsible for the payment of all costs that may arise from the requirements of the Environmental Cleanup Responsibility Act (ECRA) of the State of New Jersey, N.J.S.A. 13:1K-6 et seq.

B. Relocation

No relocation of any residential or commercial tenants shall be undertaken by the City of Hoboken, the City Council or the Community Development Agency under this Redevelopment Plan. The City Council acting through the Community Development Agency shall monitor the developer to assure that any relocation of persons or businesses within the redevelopment area shall be in accordance with state and federal law. Any relocation that may be caused by any development under this plan shall be the sole responsibility of the developer. The selected developer shall be responsible for the payment of all relocation costs for any persons or businesses which are relocated.

IX. PLAN FOR CLEARANCE

Clearance of all land and buildings within the redevelopment area, whether owned privately or by the City of Hoboken, and pre-construction site improvements shall be the sole responsibility of the developer of the redevelopment area.

Any alteration, rehabilitation, adaptation, demolition and/or relocation of the municipal garage complex located on Site 3, or any portion thereof, or of any and all structures in the redevelopment area shall be the sole and exclusive responsibility of the developer.

Neither the City of Hoboken nor the City Council nor the Community Development Agency shall bear any responsibility or incur any other costs to clear or improve land located in the redevelopment area.

X. DEVELOPER SELECTION AND PROPERTY DISPOSITION PLAN

All municipally-owned land shall be conveyed by the City of Hoboken in a single transaction to one developer through the City Council in its capacity as the duly authorized redevelopment agency. The value of the municipally-owned property shall be determined by an appraisal based on the proposed use and standards set forth in this plan. The price at which the municipally-owned property may be sold shall be fixed at the re-use value as established by the appraisal. The disposition price shall also include direct charges

and reimbursements for professional fees incurred in the preparation and execution of the Land Disposition Agreement, Redevelopment Agreement, Redevelopment Plan, Request for Proposals and title closing.

Pursuant to the terms of this redevelopment plan and a formal Request for Proposals prepared by the Community Development Agency and after submission of project proposals, a special committee composed of redevelopment sub-committee of the City Council and the director of the Community Development Agency shall make a recommendation to the entire City Council as to the preferred developer. The City Council, acting as redevelopment agency, shall select the developer.

To assure the conformity of the new development with the terms of this Redevelopment Plan, a Land Disposition Agreement shall be prepared and include provisions designed

- a. to achieve the development and design objectives of the Redevelopment Plan and Request for Proposals;
- b. to allow for prior review by the City Council through the Community Development Agency of the developer's preliminary and final working plans, drawings and specifications and any amendments thereto, which shall include, but not be limited to, site planning, landscaping, apartment layouts, location and design of parkways, walkways, roadways, signs and other elements;
- c. in the case of the affordable housing component of this plan, to establish rentals acceptable to the Community Development Agency;
- d. to insure the continuance of the affordable rents for a period of 20 years;
- e. to establish schedules and timetables, which the failure to adhere thereto shall give rise to the right in the Community Development Agency, acting as agent of the City Council, to divest the developer of the subject premises;
- f. to proscribe against any discrimination on the basis of race, color, sex, creed or national origin in the development, construction and operation of the planned residential development.

The Land Disposition Agreement shall be recorded, and through the appropriate legal mechanisms its provisions shall be a burden running with the land.

XI. TRAFFIC PLAN

The redevelopment area is located on Observer Highway, a main arterial thoroughfare. The developer will be required to site the

entrance/exit of all parking facilities on Bloomfield, Garden and Willow Streets. Curb cuts shall be according to the existing zoning code.

XII. MUNICIPAL SERVICES AND PUBLIC UTILITIES

Municipal services and public utilities are existing and to be used. Water is available through the municipal water service. Sanitary and storm sewage is drained into the municipal sewer system. Gas and electrical services are available from Public Service Electric and Gas Company.

The developer will be responsible for securing all necessary licenses, permits and other authorizations from municipal, county, state and federal governments and for removing and/or relocating any and all public utilities or property owned by public utilities within the redevelopment area and adversely affected by the development.

XIII. RELATIONSHIP TO PUBLIC FACILITIES AND ANCILLARY SERVICES

The redevelopment area is within a five minute walk to the Erie Lackawanna Terminal, a transportation hub with rail and bus links to New York City and Northern New Jersey, providing easy access to the tenants, guests and employees of the proposed new development.

It is located one short block from Washington Street, the main commercial strip and vehicular artery of the city. Frequent bus service is available along this corridor as well as along Observer Highway with connections to Jersey City and throughout Hudson County. Local service is available along Washington Street as well as across town. A senior citizen bus can be scheduled to pick-up and discharge passengers within the redevelopment area.

The affordable units in the new buildings to be constructed may house older persons. They will be serviced by the Senior Citizen Center, located at the Multi-Service Center on Grand Street between 1st and 2d Streets, three blocks from the redevelopment area. The Center offers a wide range of services to the elderly citizens of Hoboken.

The redevelopment area offers close proximity to the Shop-Rite supermarket (or its planned replacement); City Hall, which houses a number of municipal offices and the only police precinct in the city; numerous commercial establishments along Washington and First Streets and banking and professional offices.

XIV. ADMINISTRATION

Administration of this Redevelopment Plan shall be the responsibility of the City Council acting through the Community Development Agency.

The City Council is the redevelopment agency for the City of Hoboken. Its duties are defined by statute. Its responsibilities for this plan shall include, but not be limited to the following:

1. Planning of the redevelopment area.
2. Negotiation and acquisition of private parcels.
3. Preparation of Requests for Proposals.
4. Review of proposals and selection of a developer.
5. Execution of the Land Disposition and Redevelopment Agreements with the selected developer;
6. Sale of the redevelopment parcels in conformance with the requirements set forth by the governing body and conveyancing of the parcels to the chosen developer;
7. Collection and payment to the City of Hoboken of the purchase price of the parcels, less agreed-to costs of legal and other services.
8. Project monitoring to guarantee conformance to the redevelopment plan and land disposition documents.

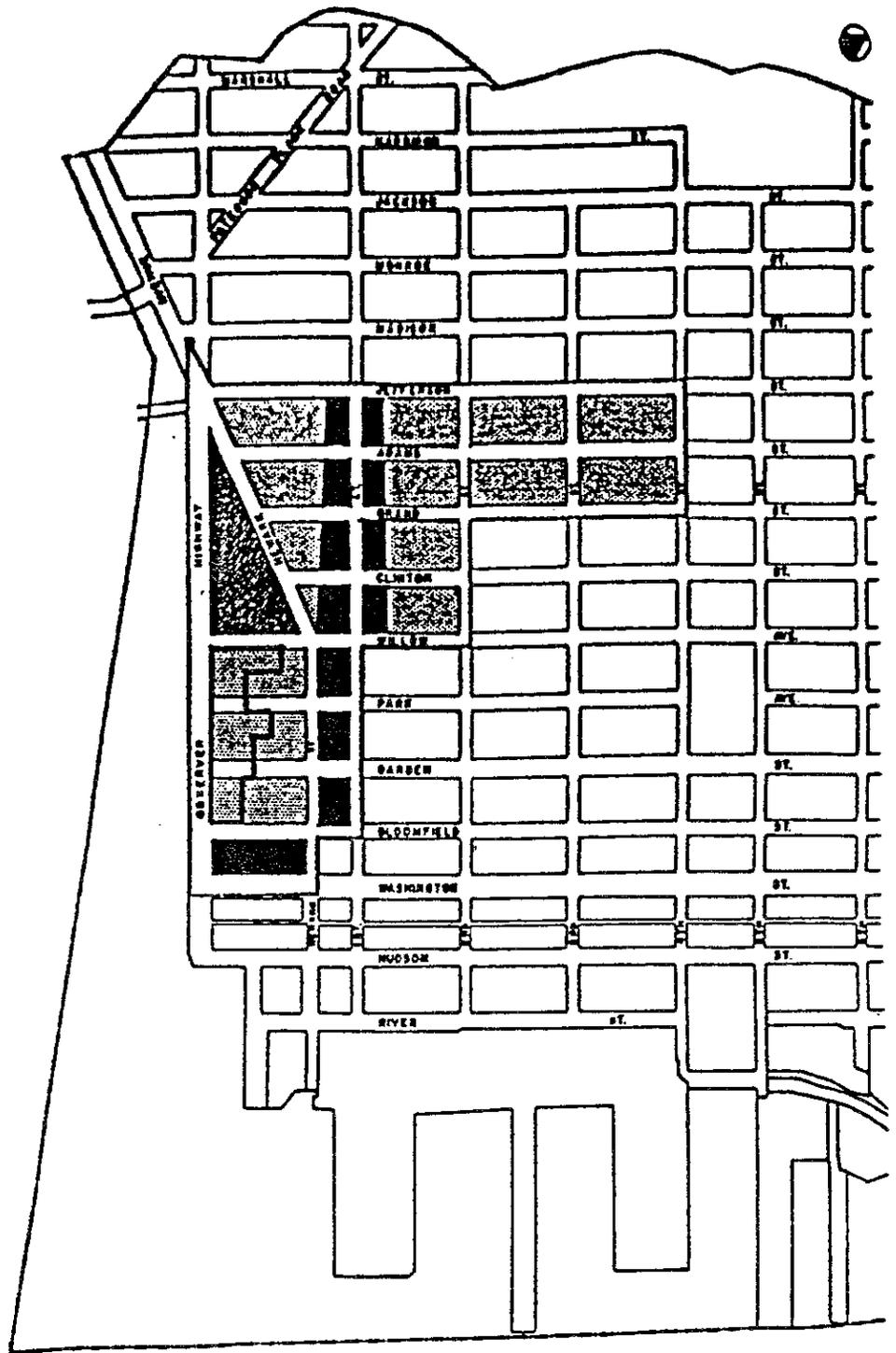
The City of Hoboken is the owner of the publicly-held land in the redevelopment area and principal beneficiary of its sale. The duties of the City of Hoboken shall include, but not be limited to, the following:

1. Delivery of marketable title to the City Council of the city-owned redevelopment parcels, according to the conditions of this Redevelopment Plan and the Request for Proposals, for conveyance to the developer;
2. The provision of customary municipal services to the project during and after construction, including water, sewage, police and fire protection.
3. Project monitoring to guarantee conformance to the redevelopment plan and land disposition documents.
4. On-going monitoring of the residential redevelopment and affordable housing after construction.

APPENDIX

MAPS OF REDEVELOPMENT AREA AND NEIGHBORHOOD

RESOLUTION OF THE CITY COUNCIL OF AUGUST 16, 1972, blighting
area within which the Redevelopment Area is located.



-  RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  Observer Highway Redevelopment Area
-  NEIGHBORHOOD DEVELOPMENT PROGRAM RENEWAL AREA



NSP-2

Neighborhood Area Plan		
Observer Highway Redevelopment Plan		
CITY OF HOBOKEN		
DRAWN BY:	DESIGNED:	DATE: 2/11/72

EXHIBIT A

BOUNDARY OF THE NEIGHBORHOOD DEVELOPMENT PROGRAM AREA
CITY OF HOBOKEN, NEW JERSEY

Beginning at a point where the northern side of Fourth Street intersects with the western side of Jefferson Street; thence proceeding in an easterly direction along the northern side of Fourth Street to the point where it intersects with the eastern side of Grand Street; thence proceeding in a southerly direction along the eastern side of Grand Street to a point where it intersects with the northern side of Second Street; thence proceeding in an easterly direction along the northern side of Second Street to a point where it intersects with the eastern side of Willow Street; thence proceeding in a southerly direction along the eastern side of Willow Street to a point where it intersects with the northern side of First Street; thence proceeding in an easterly direction along the northern side of First Street to a point where it intersects with the eastern side of Bloomfield Street; thence proceeding in a southerly direction along the eastern side of Bloomfield Street to a point where it intersects with the northern side of Newark Street; thence proceeding in an easterly direction along the northern side of Newark Street to a point where it intersects with the eastern side of Washington Street; thence proceeding in a southerly direction along the eastern side of Washington Street to a point where it intersects with the southern side of Observer Highway, also known as Ferry Street; thence proceeding in a westerly direction along the southern side of Observer Highway to a point where it intersects with the northern side of Newark Avenue if extended; thence proceeding in an easterly direction across Observer Highway to a point where the northern side of Observer Highway intersects with the western side of Jefferson Street; thence proceeding in a northerly direction along the western side of Jefferson Street to a point where it intersects with the northern side of Fourth Street, which is the point or place of beginning.

John J. ...

RESOLUTION OF THE COUNCIL OF THE CITY OF HOBOKEN,
NEW JERSEY DETERMINING THAT THE NEIGHBORHOOD DEVELOPMENT PROGRAM AREA, PROJECT NO. N.J. A-14 IS A
BLIGHTED AREA

Christina Miller

WHEREAS, the Housing Authority of the City of Hoboken, the duly constituted agency for urban renewal in the City of Hoboken, New Jersey has prepared a "Neighborhood Development Program Application" for the Project Area, as generally bounded and described as set forth in Exhibit A attached hereto, which area is hereinafter called the "Area";

WHEREAS, in accordance with the provisions of Chapter 300 of the Laws of New Jersey of 1949, as amended, Chapter 211 of the Laws of New Jersey of 1956, as amended, Chapter 187 of the Laws of New Jersey of 1949, as amended, and Title I of the Housing Act of 1949 (Public Law 171, Eighty-first Congress), as amended, (hereinafter called the "Laws"), the Planning Board of the City of Hoboken did conduct a public hearing on June 29, 1972, as adjourned to July 19, 1972, and to August 2, 1972 and made a careful study and investigation to determine whether or not the Area is a blighted area; and

WHEREAS, the said Planning Board in its Report to the Council of the City of Hoboken dated August 9, 1972 and by resolution adopted on August 9, 1972, has found and determined that the Area is a blighted area, in accordance with the aforesaid Laws, a copy of which resolution and Report have been duly filed in the office of the City Clerk of the City of Hoboken and made a part of this Resolution and incorporated herein; and

WHEREAS, we, the Council, are personally familiar with the Area and have reviewed the Report and resolution submitted by the said Planning Board to the Council with respect to blight in the Area and other data.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF HOBOKEN, NEW JERSEY, as follows:

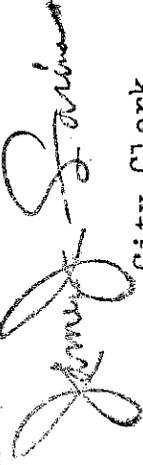
1. That in accordance with the Laws, we, the Council, do hereby approve and affirm in all respects the Report of the said Planning Board in its findings that the Area is a blighted Area.
2. That it is the finding and determination of this Council that the Area is a blighted area in accordance with and as defined in the Laws.
3. That this Resolution shall take effect immediately.

754 #28

AN ORDINANCE AMENDING AN
ORDINANCE APPROVING THE
OBSERVER HIGHWAY REDEVELOPMENT
PLAN, approved April 6, 1988.

DEC 7 1988

Introduced, passed first
reading as read and laid on the
table for public inspection
to be further considered for
final passage by the City
Council at their meeting of
December 21, 1988 at 7 P.M.


City Clerk

DEC 21 1988

Public hearing held, passed
second, third and final reading
as read.



City Clerk

OBSERVER HIGHWAY REDEVELOPMENT PLAN

AMENDMENTS

AUGUST 10, 1988

The following amendments are made to the Observer Highway Redevelopment Plan:

1. On page 6, in the section entitled "RZD-3" and page 19, in the section entitled "RZD-3" the entire sections shall be deleted, and these following shall be substituted:

"Existing uses shall continue in RZD-3. Land and improvements shall not be redeveloped or conveyed under this plan."

2. On page 7 in the section entitled "RZD-4" and on page 21 in the section "RZD-4", these entire sections shall be deleted and the following shall be substituted:

"Existing uses shall continue in RZD-4. Land and improvements shall not be redeveloped or conveyed under this plan."

3. On page 9 in the paragraph "The administration of this plan shall be the responsibility of the Hoboken City Council,...", the phrase "Hoboken City Council" shall be deleted and the phrase "Mayor and City Council of the City of Hoboken" shall be substituted.

4. Throughout the plan wherever the phrase "City Council" is used to identify the redevelopment agency of the City of Hoboken, that phrase shall be deleted and the phrase "Mayor and City Council" shall be substituted.

5. In Section VI, Subsection C "Other Conditions" a new condition shall be added as follows:

6 . All development of affordable housing within the redevelopment area shall be subject to the conditions of this plan or the provisions of the Affordable Housing Ordinance of the City of Hoboken.

6. On page 1 and page 15 ^{TAKE OUT} ~~delete~~ the phrase "456 units" and substitute the phrase, "335 units".

7. On page 9 in the fifth paragraph, beginning "All property within the redevelopment area...", the sentence "All property within the redevelopment area shall be disposed to a single developer based on the submission of proposals to a committee composed of the redevelopment sub-committee of the City Council and the Director of the Community Development Agency" shall be deleted and the following sentence substituted:

"All property within the redevelopment area shall be disposed of to developers based on the submission of proposals to a committee composed of the redevelopment committee of the City Council and the Director of the Community Development Agency".

8. In Section X. "Developer Selection and Property Disposition Plan" on page 25, the first two paragraphs shall be deleted and the following shall be substituted:

"All municipally owned land shall be conveyed by the Mayor and City Council acting as the redevelopment agency. The value of the municipally owned property shall be determined by an appraisal based on the proposed use and standards set forth in this plan. The price at which the municipally owned property may be sold shall be fixed by the Mayor and City Council according to the provisions of the Redevelopment Agencies Law, N.J.S.A. 40A: 55C-1 et seq. The disposition price may also include direct charges and reimbursements for professional fees incurred in the preparation and execution of the Land Disposition Agreement, Redevelopment Agreement, Redevelopment Plan, Request for Proposals and Title Closing.

Pursuant to the terms of this redevelopment plan and a formal Request for Proposals prepared by the Community Development Agency and after submission of project proposals, a special committee composed of the redevelopment committee of the City Council and the Director of the Community Development Agency shall make a recommendation to the Mayor and City Council as to the preferred developer. The Mayor and City Council, acting as redevelopment agency, shall select the developers.

9. On page 12, Section IV. Objectives of Redevelopment Plan, delete "1. To provide covered parking for municipal vehicles and integrate the municipal garage in a harmonious manner with residential redevelopment".

10. On page 14, the paragraph beginning "Site 3 is improved at the south end by the..." shall be deleted.

11. On page 25 in Section IX. Plan for Clearance, the second paragraph of that section shall be deleted.

12. On page 28, the four paragraphs beginning "The City of Hoboken is the owner of the..." and concluding "4. On-going monitoring of the residential redevelopment and affordable housing after construction" shall be deleted.

Sponsored by Paul Robert

Seconded by E. James Miller

08/10/88
RCA/jon

AN ORDINANCE AMENDING AN ORDINANCE APPROVING THE OBSERVER HIGHWAY REDEVELOPMENT PLAN, as approved April 6, 1988

WHEREAS, the Mayor and City Council, acting as redevelopment agency of the City of Hoboken, have approved the Observer Highway Redevelopment Plan; and

WHEREAS, the Mayor and City Council desire to make certain amendments to that plan;

NOW THEREFORE BE IT ORDAINED that;

1. The amendments contained in the document, "Observer Highway Redevelopment Plan Amendments, August 10, 1988" are approved;
2. This Ordinance shall take effect as provided by law.

APPROVED:

Robert Ranieri, President
City Council

PASSED:

Patrick Pasculli, Mayor

James J. Farina, City Clerk

APPROVED AS TO FORM

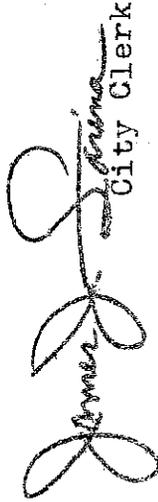
City Attorney

1101 ORD. NO. 149

AN ORDINANCE AMENDING AN
ORDINANCE APPROVING THE
OBSERVER HIGHWAY REDEVELOPMENT
PLAN, as approved April 6, 1988
and amended December 21, 1988.

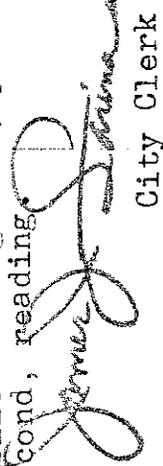
APR 5 1989

Introduced, passed first reading
as read and laid on the table
for public inspection to be
further considered for final
passage by the City Council at
their meeting of April 19, 1989
at 7 P.M.


City Clerk

APR 19 1989

Public hearing held, passed
second, reading.


City Clerk

E. Murray

OBSERVER HIGHWAY REDEVELOPMENT PLAN AMENDMENTS, No. 2

January 18, 1989

The following amendments are made to the Observer Highway Redevelopment Plan.

1. On page 3 and page 17 in sections identified as RZD-1, change the maximum lot coverage for garage, commercial, lobby to 76% from 70%.

The designated Redeveloper of Site 1, Applied Development Associates, Inc., seeks to achieve 12 additional parking spaces at the north wing of the garage, as well as to create a more workable ground floor lobby size.

2. On page 4 and 17 in sections RZD-1 which describe standards for the distribution of the volume of the building in variance to the controls creating the basic building envelope, change the percentage of lot coverage of the portion of the building more than eleven stories from 17% to 46% for a 12th story, or 120 feet, but retain a 17% coverage for floors 13-17, or 130-170 feet.

3. On page 5 and page 18, in the sections describing standards for variance from the controls creating the building envelope for RZD-1, amend as follows;

(2) No portion of the building above 11 stories shall be further than 110 (delete "70") feet from the Observer Highway property line.

4. On page 2 and page 16, add to the sentence "The affordability of the 115 units shall be guaranteed for a period of no less than twenty years from the date at which the apartment is first occupied" the following phrase after the work "occupied": "except as provided by the HoDAG grant agreement and the regulations of the U.S. Department of Housing and Urban Development."

This amendment is to allow HUD regulations which prohibit affordability controls on the non-low income units in order to allow for increases in those rents in the event of an increase in operating costs.

The following amendments are changes, additions or deletions which are agreed to prior to final passage of the original Ordinance of April 16, 1988 but which inadvertently were not incorporated into the plan as approved on that date.

5. On page 3 and 16, substitute "700" for "750" square feet in the sentence, "The average net unit size shall not be less than 750 square feet with no unit smaller than 415 square feet."

6. On page 15 in the paragraph at the bottom of the page beginning "The proposed development must provide that at least 20% of these 115 units...", in the second sentence of that paragraph, substitute "40%" for "...20% of such

2. On page 4 and 17 in sections RZD-1 which describe standards for the distribution of the volume of the building in variance to the controls creating the basic building envelope, change the percentage of lot coverage of the portion of the building more than eleven stories from 17% to 46% for a 12th story, or 120 feet, but retain a 17% coverage fro floors 13-17, or 130-170 feet.

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6. On page 15 in the paragraph at the bottom of the page beginning "The proposed development must provide that at least 20% of these 115 units...", in the second sentence of that paragraph, substitute "40%" for "...20% of such units have three bedrooms."

7. On page 22 at the end of sub-section B., add the following paragraph: Article 9 Section 196-26 Site Plan Review of the Zoning Ordinance "Supplementary Conditions" is hereby incorporated by reference into this plan.

AN ORDINANCE AMENDING AN ORDINANCE APPROVING THE OBSERVER HIGHWAY REDEVELOPMENT PLAN, as approved April 6, 1988 and amended December 21, 1988.

WHEREAS, the Mayor and City Council, acting as Redevelopment Agency of the City of Hoboken, have approved the Observer Highway Redevelopment Plan; and

WHEREAS, the Mayor and City Council desire to make certain amendments to that plan;

NOW, THEREFORE, BE IT ORDAINED THAT:

1. The amendments contained in the document, Observer Highway Redevelopment Plan Amendments No. 2. January 18, 1989, are approved;
2. This Ordinance shall take effect as provided by law.

PASSED:

Robert Ranieri, President
City Council

APPROVED:

Patrick Pasculli, Mayor

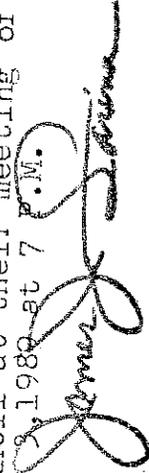
James J. Farina, City Clerk

1144 Ord. P.55

AN ORDINANCE AMENDING AN
ORDINANCE APPROVING THE OBSERVER
HIGHWAY REDEVELOPMENT PLAN,
approved April 6, 1988 and
amended December 21, 1988.

APR 19 1989

Introduced, passed first
reading as read and laid on the
table for public inspection
to be further considered for
final passage by the City
Council at their meeting of
May 3, 1989 at 7 P.M.



City Clerk

MAY 3 1989

Public hearing held, passed
second, third and final reading.



City Clerk

OBSERVER HIGHWAY REDEVELOPMENT PLAN AMENDMENTS, No. 2JANUARY 18, 1989

The following amendments are made to the Observer Highway Redevelopment Plan.

1. On page 3 and page 17 in sections identified as RZD-1, change the maximum lot coverage for garage, commercial, lobby to 76% from 70%.

The designated Redeveloper of Site 1, Applied Development Associates, Inc., seeks to achieve 12 additional parking spaces at the north wing of the garage, as well as to create a more workable ground floor lobby size.

2. On page 4 and page 17 in sections RZD-1 which describe standards for the distribution of the volume of the building in variance to the controls creating the basic building envelope, change the percentage of lot coverage of the portion of the building more than eleven stories from 17% to 46% for a 12th story, or 120 feet, but retain a 17% coverage for floors 13-17, or 130-170 feet.

3. On page 5 and page 18, in the sections describing standards for variance from the controls creating the building envelope for RZD-1, amend as follows:

(2) No portion of the building above 11 stories shall be further than 110 (delete "70") feet from the Observer Highway property line.

4. On page 2 and page 16, add to the sentence "The affordability of the 115 units shall be guaranteed for a period of no less than twenty years from the date at which the apartment is first occupied" the following phrase after the work "occupied": "except as provided by the HoDAG grant agreement and the regulations of the U.S. Department of Housing and Urban Development."

This amendment is to allow HUD regulations which prohibit affordability controls on the non-low income units in order to allow for increases in those rents in the event of an increase in operating costs.

The following amendments are changes, additions or deletions which were agreed to prior to final passage of the original Ordinance of April 16, 1988 but which inadvertently were not incorporated into the plan as approved on that date.

5. On page 3 and page 16, substitute "700" for "750" square feet in the sentence, "The average net unit size shall not be less than 750 square feet with no unit smaller than 415 square feet."

6. On page 15 in the paragraph at the bottom of the page beginning "The proposed development must provide that at least 20% of these 115 units..."

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6. On page 15 in the paragraph at the bottom of the page beginning "The proposed development must provide that at least 20% of these 115 units..." in the second sentence of that paragraph, substitute "40%" for "...20% of such units have three bedrooms."

7. On page 22 at the end of sub-section B., add the following paragraph:
"In the four sub-zones, off-street parking and loading requirements for residential and commercial development shall be as set forth in the Hoboken Zoning Ordinance. Article 9 of the Zoning Ordinance "Supplementary Conditions" is hereby incorporated by reference into this plan.

7 Year Veto
J. Buroy

AN ORDINANCE AMENDING AN ORDINANCE APPROVING THE OBSERVER HIGHWAY REDEVELOPMENT PLAN, as approved April 6, 1988 and amended December 21, 1988.

WHEREAS, the Mayor and City Council, acting as redevelopment agency of the City of Hoboken, have approved the Observer Highway Redevelopment Plan; and

WHEREAS, the Mayor and City Council desire to make certain amendments to that plan;

NOW, THEREFORE, BE IT ORDAINED THAT:

1. The amendments contained in the document, Observer Highway Redevelopment Plan Amendments No. 2. January 18, 1989, are approved;
2. This Ordinance shall take effect as provided by law.

PASSED:

Robert Ranieri, President
City Council

APPROVED:

Patrick Pasculli, Mayor

James J. Farina, City Clerk

REVISED

October 6, 1987

TO: Hoboken City Council
FROM: Hoboken Planning Board
RE: CDA Observer Highway Redevelopment Plan Report

The Observer Highway Redevelopment Plan has been referred to the Planning Board for its recommendation and report under the Blighted Areas Act, N.J.S.A. 40:55-21.1 et seq and the Redevelopment Agencies Act, N.J.S.A. 40:55C-1 et seq. Section 1 of the Blighted Areas Act, N.J.S.A. 40:55-21.10 provides:

"No municipality shall...agree that a private corporation may undertake...development...unless the governing body of the municipality has first, by ordinance, approved a redevelopment plan after study and recommendation of its planning board...and finds that said plan provides an outline for the...development...of said blighted area sufficient to indicate: (1) its relationship to definite local objectives as to appropriate land uses, density of population and improved traffic, public transportation, public utilities, recreational and community facilities and other public improvements; (2) proposed land uses and building requirements in the area; (3) provision for the temporary and permanent relocation of persons living in such areas, by arranging for (unless already available) decent, safe and sanitary dwelling units at rents within the means of the persons displaced from said areas."

Section 4 of the Redevelopment Authorities Act, N.J.S.A. 40:55C-17 imposes an identical requirement. In submitting its report to the Council, the Board shall follow the above statutory language.

I. THE RELATIONSHIP OF THE REDEVELOPMENT PLAN TO LOCAL OBJECTIVES AS TO APPROPRIATE LAND USES, ETC.

The Planning Board has contemporaneously amended the Master Plan as to the I-2 Industrial District as follows:

I-2 district. The transportation-related uses which characterize the I-2 district, other than the railroad lines on the southern side of Observer Highway, are essentially automobile-related. The junk yards, used car lots, car washes and automobile supply shops of the I-2 district are not the

highest and best use of land in a district served by public transportation and a major transportation terminal. The residential districts adjacent to the I-2 district have added new housing and upgraded existing housing in the past nine years. In the I-2 district during the same time period, many existing industrial uses have phased out and there have been no proposals for new industrial uses.

Residential uses are not permitted in the I-2 district under the present zoning ordinance. Given the creation of substantial residential neighborhoods immediately north of the I-2 district, it is recommended that residential development be permitted in the I-2 district in the form of planned unit residential development or large scale residential development limited to lots possessing an area of 20,000 square feet or more. Such residential development could allow more height and bulk than the adjacent R-1, R-2 and R-3 districts at its northern boundaries because of the light and air resulting from the width of Observer Highway. To preserve such light and air, any development along the southerly side of Observer Highway should be limited to three stories in height. It must, however, take into account the traffic capacity of that road and the scale and character of bordering residential neighborhoods. Careful consideration must be given to the relationship between lot coverage and height. The opportunity for new residential development should be accompanied by provisions for low- and moderate-income housing through affordable housing regulations adopted by the city.

II. PROPOSED LAND USES AND BUILDING REQUIREMENTS IN THE AREA

The Planning Board is in general agreement with the proposed Redevelopment Plan for the Observer Highway Redevelopment Area with the following recommendations. The recommendation of this plan, however, should in no way be interpreted as the Board's position on future development in the Industrial Areas. Specific changes to the Zoning Ordinance are currently being considered.

REDEVELOPMENT PLAN RECOMMENDATIONS

COMPLIANCE REVIEW

Upon completion of the design drawings and specifications for the actual project the developer should meet with the Hoboken Planning Board as to compliance with the approved Observer Highway Redevelopment Area Plan.

RESIDENTIAL DEVELOPMENT

	<u>RECOMMENDED</u>	<u>REDEV PLAN</u>	<u>CBD</u>	<u>I-2</u>
MIN. LOT AREA:	20,000 sq ft	25,000	5,000	5,000

	<u>RECOMMENDED</u>	<u>REDEV PLAN</u>	<u>CBD</u>	<u>I-2</u>
MIN. LOT WIDTH:	150 feet.	200	50	50
MIN. LOT DEPTH:	100 feet	125	100	100
MAX. LOT COVERAGE:				
residential	60%	60%	80%	-
commercial	60%	60%	80%	60%
parking/ garage	70%	70%	-	-

All on site parking to be enclosed and architecturally screened.

MAX. DEPTH OF COVERAGE: In no case shall any structure or portion of a building extend into an area formed by imaginary lines drawn 70 feet from the lot lines parallel to and adjoining a city street. Where the width of a block is less than 200 feet, then the distance shall be 35% of the block width.

70 feet 70 - -

MAX. BLDG HEIGHT:

Varying rather than uniform heights are recommended for Observer Highway. Greater height should be permitted in the CBD portion of the redevelopment district, e.g., between Bloomfield and Garden Streets than in the I-2 portion of the district, e.g., between Garden Street and Willow Avenue as noted below.

with garage	CBD	110 feet*	110	250	-
	I-2	80 feet*	110	-	40
with recommended parking	CBD	125 feet**	-	-	-

* The maximum heights of 110 and 80 feet respectively may be increased, provided the additional height is:

- (a) set back from the building lines,
- (b) accompanied by a reduction in lot coverage so that the total volume of the structure(s) is not increased,
- (c) not in excess of 17% of lot area
- (d) not over 155% of that allowed, and
- (e) not further than 70' from the Observer Highway property line.

** 80 feet for residences and 45 feet for the garage.
See next page.

It is strongly recommended that the municipal parking capacity in the present vacant lot between Bloomfield and Garden Street be continued as part of the development on such lot. To accommodate same as well as additional parking for area residents and businesses not associated with the Redevelopment Plan Area, increased height to accommodate such parking should be permitted as noted below.

	<u>RECOMMENDED</u>	<u>REDEV PLAN</u>	<u>CBD</u>	<u>I-2</u>
MAX. GARAGE HEIGHT with recommended parking **	30 feet 45	30 -	- -	- -

** RECOMMENDED PARKING for CBD Area (Bloomfield to Garden)

Enclosed garage. Five levels
 1 st level - 50% municipal building officials,
 50% municipal building visitors.
 2 nd level - Public (fee) parking for area
 residents, local business.
 Remainder for on-site requirements, see
 Off-Street Parking Art. VIII

MIN. YARD LINE SETBACKS:

Front	0	0	20	5
Side	0	0	10	5
Rear	30	30	30	15
Above 60 ft*	15	15	-	-

* Along north/south streets.

OFF-STREET PARKING

& LOADING: Article VIII

A VIII A VIII
 + 1/1000

Consideration must be given to parking for any commercial uses and necessary loading bays for all uses.

SUPPLEMENTARY REGULATIONS: See Article VI.

III. PROVISION FOR TEMPORARY AND PERMANENT RELOCATION OF RESIDENTIAL TENANTS

There are no residential tenants in the redevelopment area requiring relocation.

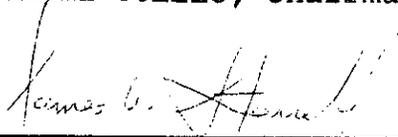
Finally, it is the recommendation of the Board that the development be fully taxable on the basis of the market rental or cost of all units and not assessed or taxable on the basis of the subsidized rents or costs, which would result in an indirect abatement. It is also the recommendation of the Board

that an updated appraisal of the land be done before its value is fixed for request for proposals from developers.

Respectfully submitted,



MICHAEL OCELLO, Chairman



JAMES A. STARRETT, Secretary

PLANNING BOARD OF THE CITY OF HOBOKEN

RESOLUTION

WHEREAS, the duly designated Redevelopment Agency of the City of Hoboken, the Hoboken City Council, proposed a redevelopment plan for the Observer Highway Redevelopment Area, which area was originally bounded on the south by Observer Highway, the east by Bloomfield Street, the west by Willow Avenue and the north by a boundary varying between 125' and 329' from the northerly side of Observer Highway pursuant to the Redevelopment Agencies Act, N.J.S.A. 40:55C-1 et seq and the Blighted Area Act, N.J.S.A. 40:55-21.1 et seq; and

WHEREAS, the City Council of the City of Hoboken by resolution dated August 16, 1972 declared the above described area a blighted area pursuant to the aforementioned Acts; and

WHEREAS, a municipality cannot adopt a redevelopment plan until it has been reviewed by the Planning Board as to consistency with the Master Plan and the Planning Board has had an opportunity to make recommendations to the governing body in connection with such development plan pursuant to N.J.S.A. 40:55-21.10 and 40:55C-17; and

WHEREAS, the Board held a public hearing on October 6, 1987 after notice to the public by publication in a newspaper generally circulating in the municipality more than 10 days before the hearing; and

WHEREAS, the Board considered such redevelopment plan, testimony of the Community Development Agency of the City of Hoboken in support thereof as well as comments of the public in regard thereto; and

WHEREAS, the Board approved such plan by resolution dated October 6, 1987 as follows:

"NOW, THEREFORE, BE IT RESOLVED by the Planning Board of the City of Hoboken:

1. The Board finds that the Observer Highway Redevelopment Plan dated September 27, 1987 attached hereto is consistent with the Master Plan of the City of Hoboken.

2. The Board submits its report and recommendations pursuant to N.J.S.A. 40:55-21.10 and 40:55C-17 attached hereto.

HOBOKEN PLANNING BOARD

Observer Highway Redevelopment Plan
Amendments

Date: April 4, 1989

Page 2

3. A true copy of this resolution together with the above attachments shall be submitted to the City Council of the City of Hoboken."; and

WHEREAS, the new duly designated Redevelopment Agency of the City of Hoboken, the Mayor and Council, proposed amendments dated August 10, 1988 to such Redevelopment Plan; and

WHEREAS, the Mayor and Council referred such amendments to the Board for review pursuant to N.J.S.A. 40:55C-18; and

WHEREAS, the Board held a public meeting on September 13, 1988 in accordance with the Open Public Meeting Act of the State of New Jersey; and

WHEREAS, the Board considered such amendments and the testimony of Robert C. Armstrong, Esq., consultant to the Hoboken Community Development Agency; and

WHEREAS, the Board approved such amendments by resolution dated September 15, 1988 as follows:

"NOW, THEREFORE, BE IT RESOLVED by the Planning Board of the City of Hoboken:

1. The Board finds that the amendments dated August 10, 1988 to the Observer Highway Redevelopment Plan attached hereto are consistent with the Master Plan of the City of Hoboken.

2. The Board submits its report and recommendations pursuant to N.J.S.A. 40:55C-18 attached hereto.

3. A true copy of this resolution together with the above attachments shall be submitted to the Mayor and Council of the City of Hoboken"; and

WHEREAS, the Mayor and Council has proposed further amendments dated January 18, 1989 to such Redevelopment Plan; and

WHEREAS, the Mayor and Council referred such amendments to the Board for review pursuant to N.J.S.A. 40:55C-18; and

WHEREAS, the Board has held a public hearing on March 20, 1989 in accordance with the Open Public Meeting Act of the State of New Jersey; and

WHEREAS, the Board has considered such amendments and the testimony of Robert C. Armstrong, Esq., consultant to the Hoboken Community Development Agency and Joe Cicala, representative of the developer; and

HOBOKEN PLANNING BOARD

Observer Highway Redevelopment Plan
Amendments

Date: April 4, 1989

Page 3

WHEREAS, the Board has found such amendments consistent with the Master Plan of the City of Hoboken subject to the comments set forth in its report and recommendations attached hereto.

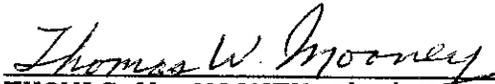
NOW, THEREFORE, BE IT RESOLVED by the Planning Board of the City of Hoboken:

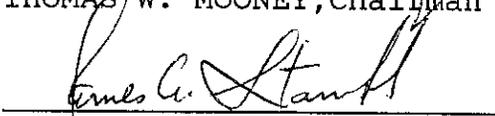
1. The Board finds that the amendments to the Observer Highway Redevelopment Plan dated January 18, 1989 attached hereto are consistent with the Master Plan of the City of Hoboken subject to the report and recommendations of the Board.

2. The Board submits its report and recommendations pursuant to N.J.S.A. 40:55C-18 attached hereto.

3. A true copy of this resolution together with the above attachments shall be submitted to the Mayor and Council of the City of Hoboken.

IN WITNESS WHEREOF, the Board has caused this resolution to be executed by its Chairman and Secretary on the 4th day of April, 1989.


THOMAS W. MOONEY, Chairman


JAMES A. STARRETT, Secretary

The foregoing is a true copy of a resolution adopted by the Hoboken Planning Board at its regular meeting on April 4, 1989 memorializing the vote of the Board at a special meeting on March 20, 1989 as reflected in the minutes of such meetings.


JAMES A. STARRETT, Secretary

DATED: April 4, 1989