WHEREAS, the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1, et seq., as amended and supplemented (the "Redevelopment Law"), authorizes municipalities to participate in the redevelopment and improvement of areas in need of redevelopment; and,

WHEREAS, by Ordinance of the City Council of the City of Hoboken (the “City”), the Hoboken Yard Redevelopment Plan (the “Redevelopment Plan”) was adopted on December 16, 2014, which sets forth the plan for the Hoboken Yard Redevelopment Area; and,

WHEREAS, the Redevelopment Plan has been amended from time to time; and,

WHEREAS, the City intends to amend the Redevelopment Plan to expand the opportunities for development in the Hoboken Yard Redevelopment Plan Area, which will yield additional public community benefits; and,

WHEREAS, the City has determined that creating such opportunities, and creating community benefits that include transforming Hudson Place, Warrington Plaza and the NJ TRANSIT Ferry Terminal Building, is consistent with the goals and objectives of the Redevelopment Plan and further effectuates the goals of the City’s Master Plan; and,

WHEREAS, upon passage of this Ordinance, the provisions hereof shall amend and supersede the Redevelopment Plan; and,

WHEREAS, pursuant to N.J.S.A. 40A:12A-7, the Redevelopment Plan Amendment has been referred to the Planning Board for its review and recommendation; and,

WHEREAS, the City Council has reviewed and considered the recommendations of the Planning Board regarding the proposed amendments to the Redevelopment Plan; and,

WHEREAS, the Redevelopment Plan Amendment meets the statutory requirements of, and can be adopted consistent with, the applicable provisions of the Redevelopment Law.

NOW, THEREFORE, BE IT ORDAINED, by the City Council of the City of Hoboken as follows:

Section 1. The Redevelopment Plan is hereby amended as set forth below. Underlines represent new or modified text and strikethroughs represent text to be deleted. Where Redevelopment Plan Figures are to be replaced, the existing Figure and proposed changes are provided:

a. Under Section “4.3 Land Use & Development Program,” beginning on page 38:

1. “Figure 16: Illustrative View showing Development Program,” p. 43 of the Redevelopment Plan is replaced to illustrate the following changes:
Figure 16: Illustrative View showing Development Program (Existing)

Figure 16: Illustrative View showing Development Program (Amendments shown in red)
2. Under sub-header “Hudson Place & Terminal District (TD)” p. 43, the Redevelopment Plan is amended as follows:

The TD District includes the following areas:
- Warrington Plaza;
- a portion of The Lackawanna Ferry Terminal Building;
- and Two (2) development sites:
  - Site 1, located at Hudson Street and Hudson Place; and,
  - Site 2, located along Observer Highway between Hudson Washington Street and Garden Bloomfield Street;
- The entirety of Hudson Place; and
- Abutting streets, intersections, and rights-of-way as identified in the Redevelopment Agreement, including Exhibits.

The TD district serves as a gateway to Hoboken for residents, visitors, commuters, workers and shoppers.

Seasonal pop-up uses, outdoor market and cultural uses are encouraged to take place within the Warrington Plaza area (Figure 17) to enhance the quality of the pedestrian oriented transit plaza. The Ferry Terminal Building shall be reactivated to include a mix of public-facing and community-oriented uses, as further described below such as retail/restaurant, office, and/or tech incubator space. This Plan relies on the assumption that the renovation and enhancement of the Ferry Terminal Building and Warrington Plaza are components required by the Master Development Agreement (“MDA”) between NJ TRANSIT and the Agency’s designated Master Developer. The following categories of uses are permitted within the TD District to take advantage of proximity to transit:

### Permitted Uses (Group A)
- Civic/institutional
- Day care
- Educational/schools
- Entertainment
- Hotel
- Office/Accelerator space
- Parks and plazas
- Transportation related uses
- Research and Development

### Permitted Ground Floor Uses (Group B)
… [no change]…

### Accessory Permitted Uses
… [no change]…
Uses Subject to Review (Group A)

- Multi-family residential (Site 2 only), provided that:
  - A site feasibility study must determine that commercial/office use would not be feasible for Site 2 (See feasibility study discussion above); and
  - Residential square footage is provided for below under Section 4.4 Bulk and Design Requirement; number of residential units and unit sizes (density) are negotiated through a Redevelopment Agreement;
  - Any Certificate of Occupancy (CO) for residential use may not be issued until a CO is issued for office development on Site 1 construction is completed for the re-design of Hudson Place as a shared-street/woonerf, as such process is established by the Redevelopment Agreement.

Additional Use Regulations

- Uses within the first-floor spaces of all buildings in the TD District shall be limited to those listed in Group B above, except for lobbies and entryways.
- Group B uses may also be permitted on the second floor, top floor, and rooftop.
- Off street parking facilities are not permitted on the first floor; however, bicycle parking and storage may be located on the ground floor.
- Up to 30,000 SF of space may be included as commercial accelerator space within the Redevelopment Area.
- Uses within the Ferry Terminal building, to the maximum extent possible, shall be publicly oriented and publicly accessible, to include such as a mix of indoor and outdoor markets, food hall, dining, a museum, galleries, exhibition space, entertainment, performance, and/or special event space.

b. Under Section “4.4 Bulk & Design Requirements” beginning on page 46:

1. To clarify how building height is measured, the Redevelopment Plan is amended as follows:

   The Redevelopment Plan provides maximum building height (to be measured from Design Flood Elevation “DFE”) and bulk requirements for structures within the Redevelopment Area.

2. Under Sub-header, “Hudson Place & Terminal District (TD)” the Redevelopment Plan is amended as follows:

   Site 1
- Maximum height for Site 1 is 200 feet (“base scenario”). Site 1 may reach up to 300 feet in height if the City determines through the negotiation of a Redevelopment Agreement that additional density is needed to make the project financially feasible (“incentive scenario”). At any height, building design shall preserve existing views of the Lackawanna Clocktower.

- A rooftop amenity space comprising non-leaseable area that is positioned alongside rooftop mechanical equipment shall not be counted towards the maximum building height or maximum floor area but shall not exceed 25 feet in height or the height of mechanical equipment, whichever is less, and shall not be greater than 17,940 square feet in gross floor area.

- Maximum square footage shall be approximately 412,000 sf in the base scenario, or 635,000 sf in the incentive scenario.

- Building setback at grade from Hudson Street property line – 5 feet.

- Building setback at grade from Hudson Place property line – 0 feet.

- Mechanical equipment must be effectively screened from view or integrated into the architectural character of building within Site 1. Rooftop amenity space comprising non-leaseable area may be positioned alongside mechanical equipment, as described above.

- Any development above the Bus Terminal shall be limited in height so as not to impact views of the Lackawanna Clocktower.

- Development of the Bus Terminal may need to encroach within the Hudson Place ROW, which is beyond the Redevelopment Area boundary, to accommodate articulated buses. It is the City’s preference to minimize encroachments for NJ TRANSIT operations in the Hudson Place ROW. Any encroachments should be justified through a circulation plan alternatives analysis, and approved and negotiated as part of the Redevelopment Agreement.

- One or more upper-story step-backs may be required as negotiated through a Redevelopment Agreement.

**Site 2**

- Maximum height for Site 2 shall not exceed 330 feet as office development, or 280 feet as residential development, as measured from design flood elevation.

- Maximum square footage (if non-residential) shall be approximately 327,000 sf. or approximately 361,550 sf (if residential)

- Building setback from property line – 5 feet, except that an elevated plaza structure may encroach within the setback area.

--- Development within Site 2 shall be required to have a low-rise base structure with upper stories set back from the low-rise base.

--- The low-rise base component shall not exceed a maximum height of 100 feet.

--- Upper stories above the low-rise base must maintain a minimum setback of 10 feet from the base component along Observer Highway frontage; one or more
such step-backs may be required as negotiated through a Redevelopment Agreement.

- Mechanical equipment must be effectively screened from view or integrated into the architectural character of building within Site 2.

**Street level Provisions**
- No off-street loading areas are permitted along Hudson Place in the TD District.
- Development shall be accessible by pedestrians at grade from Hudson Place.
- Street-level building facades must include architectural articulation, windows, entryways, etc. Blank street walls are prohibited in the TD District.

**Mid-Level Provisions**
- Parking needs for building at Site 1 may be met by providing shared parking on Site 2.

**View Corridors**
- Site development shall be designed to maintain existing views of Lackawanna Clock Tower from Observer Highway right-of-way east of Marin Boulevard.
- **Site 1 development shall be designed to minimize impact to the southerly view corridor from Hudson Street.**
- **Site 2 development shall be designed to minimize impact to the southerly view corridors from Bloomfield Street and Washington Street.**

3. For the section on **“Signs and Signage”** on page 48, the formatting shall be changed so this section is applicable to both the Hudson Place & Terminal District (TD) and the Commercial Mixed-Use District (C-MU), whereas the existing heading style conveys, in error, that the requirements are only applicable to the later; and further, such Signs and Signage requirements shall be amended as follows:

**Signs and Signage**
A signage plan shall be submitted for each District at time of Redevelopment Agreement and Site Plan approval in accordance with the City’s sign regulations. Within the Hudson Place and Terminal District, a comprehensive signage package that includes wayfinding signage for the myriad of transportation uses and functions, as well as the new uses within Site 1 and the Ferry Terminal Building, shall be provided at the time of Redevelopment Agreement with final design subject to Planning Board comment.

4. “Figure 18: Development Sites,” p. 49 of the Redevelopment Plan is replaced to illustrate the following changes:

Figure 18: Development Sites (Existing)
Figure 18: Development Sites (Amendments in **shown in red**
c. Under Section “4.5 Public Space & Pedestrian Plaza Requirements” beginning on page 50:

1. Under Sub-header, “Pedestrian Plaza at Hudson Place / Warrington Plaza” the Redevelopment Plan is amended as follows:

A pedestrian plaza is required at Hudson Place from River Street to Warrington Plaza, envisioned as a public open space and intermodal gateway to Hoboken. Construction of this pedestrian plaza may require the re-configuration of existing taxi stands, jitney bus drop off and pick up areas, and vehicular drop off areas. Final plans for the plaza shall include the provision of a safe pedestrian zone that connects with various modes of transit, bicycle lanes and bicycle storage. Improvements to Hudson Place and Warrington Plaza shall be coordinated with the timing of development of Site 1 or Site 2, whichever is to be constructed first (Hudson Place site). Hudson Place shall be a multi-purpose plaza allowing access to pedestrians, cyclists, scooters, NJ TRANSIT vehicles, delivery trucks for retail and office tenants in adjacent buildings, continued ADA access to PATH and Hoboken Terminal, and emergency service vehicles, as needed. It is envisioned that portions of Warrington Plaza will be activated as a temporary “pop-up” public plaza while construction is on-going for Sites 1 and 2 and the exterior of the Ferry Terminal Building.

2. Under Sub-header, “Green Roofs” the Redevelopment Plan is amended as follows:

Green roofs are required to reduce stormwater runoff by limiting the amount of impervious surface throughout the Redevelopment Area. These roofs may also serve as additional open space, and they are effective in reducing the heat island effect. The location, and design and required amount of the green roof facilities will be set forth at the time of Redevelopment Agreement.

d. Under Section “4.6 Circulation & Parking Requirements” beginning on page 51, the redevelopment plan is amended as follows:

The circulation and parking requirements of the Redevelopment Plan are based on the Redevelopment Area’s proximity to transit and are intended to reduce the need for parking and limit the generation of additional vehicular traffic. Creating a vibrant pedestrian environment and an interconnected bicycle network that links the Terminal with the rest of city is also a major goal of the Plan. This section provides a description of the circulation and parking related requirements of the Plan. The Redevelopment Plan will: (1) increase safety at the entrance to the Bus Terminal; (2) connect bicycle lanes from Observer Highway to the Hudson Waterfront; (3) identify dedicated drop-off areas for jitneys, the HOP, Uber, Lyft, passenger vehicles, and taxis; (4) provide increased and improved bicycle and
scooter storage options; (5) increased pedestrian safety for commuters utilizing mass transit; and (6) create a multi-use area along Hudson Place that enhances walkability. The improvements described in this section are conceptual in nature and will need to be further evaluated for traffic operations, capacity of the existing roads, and safe circulation and mobility for all users. Final circulation and parking plans for the Hudson Place corridor within the Redevelopment Area will be developed after a community engagement process that is to be need to be prepared at time of set forth in the Redevelopment Agreement, and which public process must take place prior to the submission for site plan application to the Planning Board for any portion of the redevelopment project. Improvements needed to accommodate future traffic impacts will be required and will be addressed at time of the Redevelopment Agreement. As part of the Plan development process, several circulation alternatives were developed and presented as an opportunity to gain stakeholder and community input. A summary of the circulation alternative options is provided in Appendix C.

Section 2. The Hoboken Yard Redevelopment Plan, first adopted by the City Council on December 16, 2014 and as amended to date, including the amendments in Section 1 above, meets the criteria, guidelines and conditions set forth at N.J.S.A. 40A:12A-7 and is otherwise in conformance with the provisions of the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1, et seq.

Section 3. The Amended Redevelopment Plan is consistent with the City of Hoboken’s Master Plan or is designed to effectuate the Master Plan.

Section 4. The Amended Redevelopment Plan shall amend and supersede the Redevelopment Plan adopted by the City Council on August 5, 2015 and as amended to date, and applicable provisions of the Zoning Ordinance of the City of Hoboken. In all situations where zoning issues are not specifically addressed by the Amended Redevelopment Plan, the Zoning Ordinances of the City of Hoboken shall remain in full force and effect.

Section 5. Pursuant to N.J.S.A. 40A:12A-7(c), the City Zoning Map is hereby amended consistent with Section 1 above.

Section 6. If any provision of this Ordinance shall be held invalid by any court of competent jurisdiction, the same shall not affect the other provisions of this Ordinance, except so far as the provision so declared invalid shall be separable from the remainder of any portion thereof.

Section 7. All ordinances or parts of ordinances inconsistent with this Ordinance are hereby repealed.

Section 8. This Ordinance shall take effect immediately upon adoption and publication according to law.