

## ABSTRACT

Title of Document:                   MINOR LEAGUE BASEBALL IN THE CITY:  
AN URBAN BALLPARK AND  
REDEVELOPMENT AROUND THE  
HOBOKEN TERMINAL.

Matthew Robert Ponsi  
Master of Architecture, 2009

Directed By:                         Professor Matthew Bell, School of Architecture,  
Planning and Preservation

This thesis explores the necessity to develop the area around the Hoboken Terminal into a regional attraction. The site is targeted as a “focal point for development” to become “more of a destination” and a “gateway” for the city.

Although boasting ideal accessibility and panoramic views of Manhattan, the area exists as a gap along the Hudson River waterfront. It should be a social destination, a Transit-Oriented Development, and a link between the two expanding neighborhoods.

Anchoring the plan will be a minor league ballpark just south of the Hoboken Terminal in Jersey City. This ballpark will serve as a year-round magnet for regional activity and as a cultural attraction adjacent to associated mixed use, residential, and recreational development. It will explore how a stadium should define and be defined by its urban environment and the role it should play in the context of the city.

MINOR LEAGUE BASEBALL IN THE CITY: AN URBAN BALLPARK AND  
REDEVELOPMENT AROUND THE HOBOKEN TERMINAL.

By

Matthew Robert Ponsi

Thesis submitted to the Faculty of the Graduate School of the  
University of Maryland, College Park, in partial fulfillment  
of the requirements for the degree of  
Master of Architecture  
2009

Advisory Committee:  
Professor Matthew Bell, Chair  
Associate Professor Brian Kelly  
Associate Professor Madlen Simon  
Glenn R. MacCullough, AIA

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## Dedication

I dedicate this thesis to my father and my uncle who took me on my first visit to Yankee Stadium on June 30, 1993.

## Acknowledgements

I would like to thank my parents for their tremendous help and continuous support over the years. I also would like to thank my committee members for their useful insights and advice in development of this project.

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## Chapter 1: Introduction

### *The Urban Ballpark*

Any well designed urban ballpark, by nature, is intimately tied to the neighborhood in which it sits. Baseball, more so than any other sport, has a unique relationship between the game, the city, and the venue in which it is played—even at a quite literal level. It is the only sport lacking standard field dimensions for play—meaning the context of the urban fabric can actually affect the outcome of a game. Additionally, any true baseball fan understands the sport is played in a park, a field, or a yard—not necessarily a stadium. Even this terminology implies a connection with the city that football stadiums and arenas often lack. Additionally, Americans feel a closer connection with its National Pastime than any other sport—and again, the ballpark shares a role here as well. Fans are surrounded by the experience—the sights, the smells, the intimacy. Even the slow paced nature of the game allows for a good degree of social intercourse. The ballpark is a place for family bonding, for seeing your idols up close in person, and for witnessing a piece of American culture.

### *Image of the City*

Kevin Lynch outlines aspects regarding the visual and experiential qualities of American cities in his book *Image of the City*. The identity of any place refers to the quality of the environment and its probability of evoking a strong image in the observer— what he refers to as imageability. The Hoboken Terminal, along with

panoramic views across the Hudson River towards Manhattan, sets a solid foundation for powerful emotional expression. However, despite this unique set of circumstances, the “imageability” of the site is almost non-existent. Perhaps for this reason, Lynch chose Jersey City as one of the three investigations for his study.

Essentially, Jersey City has always been a place to pass through, not a place to gather. The community is essentially a collection of hamlets without any central anchor—often filled with traffic and spatial chaos. To use Lynch’s terminology, highways and other physical/social barriers create strong edges dividing the city into various districts. With a relative lack of parkland and few distinctive landmarks, except for the Manhattan skyline in the distance, Jersey City is missing the essential nodes which create imageable urban spaces. As one resident describes it, nothing exists for which she can say to a visitor, “Oh, I want you to see this, this is so beautiful.”<sup>1</sup>

### *City Baseball Magic*

A truly urban ballpark certainly would help address many of these concerns. Few built structures provide the instant identity and civic pride as does a new ball yard and its associated social functions. If well designed and properly integrated into the community, the ballpark potentially satisfies all of Lynch’s main characteristics of urban form: path, edge, district, node, and landmark.

Simply placing a ballpark in the midst of a city, however, does not guarantee success. In *City Baseball Magic*, Philip Bess explains the strengths and shortcomings of the wave of stadium construction prior to and during the 1990s. Essentially, many

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<sup>1</sup> Lynch, Kevin. “Image of the City.”

developers view cities, more or less, as entertainment zones—not as places where people live, work, *and* play. Therefore, many of the new ballparks in the past decade remain suburban in nature. In terms of accessibility, the automobile and parking lot still dominates. Additionally, when the fan shows up minutes before first pitch and gets in his car right after the final out, the urban experience is almost non-existent. In fact, this actually hurts the community in a number of ways.

*Fig. 1-1 – City Baseball Magic by Philip Bess*

Bess goes on and juxtaposes the following two images. Fig. 1-2 is Jan van Eyck’s painting “Mystic Adoration of the Lamb” while Fig. 1-3 is a photo of historic Wrigley Field in Chicago. Ignoring any religious significance, each portrays images of goodness—a quality derived from the juxtaposition of the Garden within the City.

“Theological speculation aside, the intrinsic and self evident goodness of baseball is best when it occurs within the confines of an enclosed park in the city.”<sup>2</sup>

*Fig. 1-2 – “Mystic Adoration of the Lamb” by Jan van Eyck*

*Fig. 1-3 – Wrigley Field, Chicago, IL*

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<sup>2</sup> Bess, Philip. “City Baseball Magic.”

### “The Fan’s Complaint”

Baseball is the most peculiar of all American sports—so why should its home be any different. Fans take pride in their local sports teams—and by extension, the civic monuments which house the game they play. Ballparks are often a site’s most visible landmark to the outside region, and should therefore capitalize on the unique identity of its place. To quote baseball fan Philip Lowry:

Ballparks with no idiosyncrasies are poor ballparks. When every fence is 10 feet tall, every foul line distance is 330 feet, ..., and every center field distance is 400 feet, baseball’s subtleties are minimized. Terraces in the outfield, in play angular scoreboards, high walls and low walls, short and long distances, ..., second deck overhangs, monstrous open spaces in center field with monuments and bullpens and doghouses for long triples to rattle around in—anything that adds character to a ballpark makes a ballpark better.

*Fig. 1-4 – Asymmetrical field dimensions of select historic ballparks. (City Baseball Magic)*

*Fig. 1-5 – Select historic ballparks fitting with their urban block context. (City Baseball Magic)*

#### The Economist's Warning

There is no doubt ballparks play a major role in creating civic pride, social interaction, and physical improvement. Economic revitalization, however, comes with some uncertainty. Bess points out that baseball will not anchor new development alone. It must be done in conjunction with ancillary planning. To quote Lake Forest College Professor and Economist Robert Baade:

If an urban stadium is being planned, the plan should be expanded to incorporate ancillary development. ... While 'trickle-down' benefits to the neighborhood represent an important component of the orthodox stadium rationale, it is rarely represented as more than a vague promise. ... Rather, in considering the revitalization of an urban neighborhood, a number of potential

economic anchors should be developed simultaneously. Commercial ventures require [pedestrian] traffic. The stadium can provide infusions of people, but residential development incorporated with commercial development will ensure a balanced, non-seasonal clientele for businesses in the stadium neighborhood.

Essentially, the point is ballpark and the urban fabric should exist in a symbiotic relationship where each helps the other. The strategy is to bring people to the area early and keep them there afterwards—in the context of both a single game on a given night as well as the baseball season from summer to winter.

*Fig. 1-6 – “The City within the City” by Leon Krier – Without both object buildings and the urban fabric, there is no city. (City Baseball Magic)*

## The Traditional Urban Ballpark

*Fig. 1-7 – Street life outside Armour Field – Proposed ballpark in Chicago by Philip Bess (City Baseball Magic)*

*Fig. 1-8 – Ballpark as a Garden within the city – Armour Field – Proposed ballpark in Chicago by Philip Bess (City Baseball Magic)*

Many of the same characteristics that make a good city in general, make a great ballpark environment in particular. Small blocks and walk-able streets create active spaces for baseball fans and local residents alike. Superblock schemes should be avoided as a smaller physical ballpark footprint is ideal. Besides decreasing building costs, it tends to add character as well. Vertical circulation will be from within and seating decks will be atop one another instead of set further back. Not only does this bring fans closer to the game, but it also frees up the exterior façade for

other uses such as retail and recreation—creating a more walk-able street. (The building edge is closer to the curb and no longer occupied by circulation ramps.)

Finally, with the smaller footprint and block size, less room remains for parking lots. Just as city residents rely on mass transit to get from place to place, fans traveling to a truly urban ballpark should avoid the car as well. Fortunately, the site for this thesis ties directly to the Hoboken Terminal—arguably the most accessible place in New Jersey.

## Chapter 2: Site Selection and Analysis

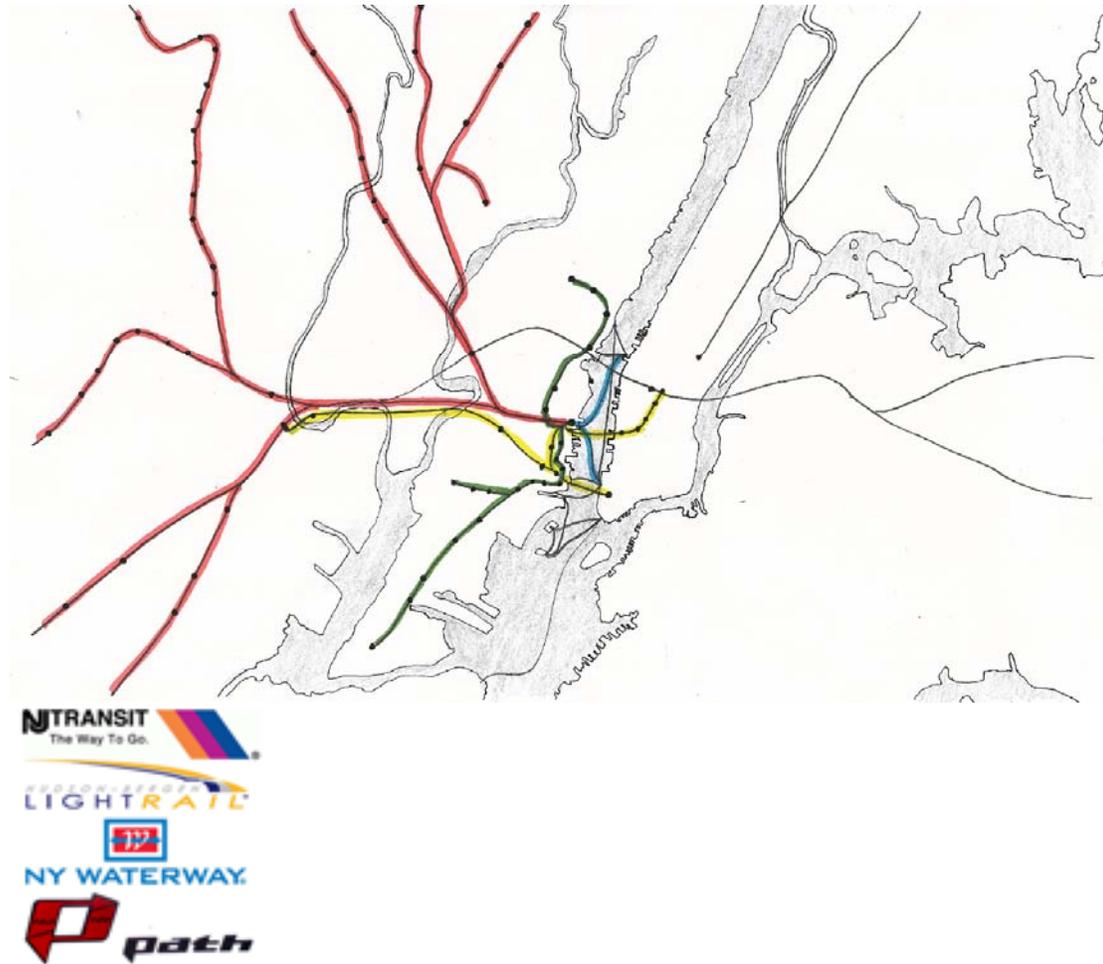
### *Rational for Selection*

The area around the Hoboken Terminal along the Hudson River waterfront exists today as one of the most vastly underutilized sites in the New York City metropolitan region. Downtown Hoboken and the northeastern edge of Jersey City present numerous opportunities and advantages for development—many of which are ideal for any successful urban ballpark design.

Perhaps the greatest asset of the area is the Terminal itself. Hoboken serves as a major node in New York City’s mass transportation network. It is one of the very few stations in the country with all forms of transit represented—including heavy rail, light rail, subway, ferry, and bus. It is one of two main terminals (along with Penn Station in Midtown Manhattan) for the northern rail lines of the New Jersey Transit commuter train system (Fig. 2-1 – Red Line). It also serves as a terminus for the Port Authority Trans Hudson (PATH) subway system. PATH is the only subway linking New Jersey with Manhattan (Fig. 2-1 – Yellow Line). From Hoboken, it provides commute towards 33rd St. Manhattan, the World Trade Center, downtown Jersey City, and Newark Penn Station.

Ferry service across the Hudson River is provided by the New York Waterway (Fig. 2-1 – Blue Line). Ships primarily sail to and from Lower Manhattan’s World Financial Center, but service towards Midtown is available. Most

recently, light rail service was introduced as well (Fig. 2-1 – Green). The Hudson Bergen Light Rail, operated by NJ Transit, extends to Bayonne in the south through Weehawken to the north (with plans for future expansion.)



*Fig. 2-1 – Mass Transportation Serviced at the Hoboken Terminal*

*Fig. 2-2 – Unique Regional Context – FXFOWLE Architects  
(<http://www.hobokennj.org/>)*

Another unique and spectacular asset the site provides is the panoramic views across the water of the New York City skyline. There are few sites in the region with waterfront views towards both the Empire State Building and the World Trade Center as a backdrop. All baseball parks should capitalize on the uniqueness and identity of the area—and this site has one of the world’s most image-able skylines at its disposal.

Additionally, the ballpark will be visible from Manhattan and help develop a distinctive image for the western side of the Hudson River as well. Combine this with the accessibility of the site and the affordable nature of minor league baseball, the ballpark should begin to actually attract New Yorkers over to New Jersey—reversing the typical flow of people towards a night’s entertainment.



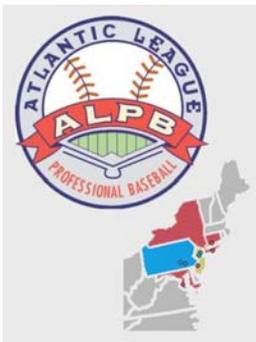
*Fig. 2-3 – View toward Midtown Manhattan*



*Fig. 2-4 – View toward Downtown Manhattan*

As far as baseball is concerned, the Atlantic League of Professional baseball has been seeking an expansion team in the Northern New Jersey market for a number

of years. Eight teams from Connecticut through Maryland compose this independent minor league organization. Owner Steve Kalafer is currently working with Bergen County in an attempt to add an expansion team, but has failed to negotiate a location for construction of a new ballpark.<sup>3</sup> The Bergen Cliff Hawks, as the team is currently referred to, are at a standstill in their efforts to include their Bergen Ballpark within the new Xanadu Entertainment complex at the Meadowlands Sports Complex. This is less than six miles to the northwest of the Hoboken – Jersey City site and a much less viable location. The team, of course, would have a new name as they would cross over into Hudson Country. However, a ballpark here offers greater economic opportunity for the community, provides a more beautiful backdrop environment, and is extremely more accessible. The Meadowlands is completely auto-dependent and has little urban context as it is situated in the middle of the infamous swampland for which it is named. The Hoboken – Jersey City area is accessible to the same market fan base as the Xanadu location, but also includes, essentially, the rest of the metropolitan area and would anchor the Terminal complex as a regional attraction.



*Fig. 2-5 – Atlantic League of Professional Baseball logo and team locations.*

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<sup>3</sup> Dunleavy, Ryan. "Patriots Corner for Tuesday" - <http://www.mycentraljersey.com/apps/pbcs.dll/article?AID=/20080819/SPORTS0104/808190370/-1/sportsfront>

*Fig. 2-6 – Potential Bergen Ballpark Drawing.*  
([http://www.ballparkdigest.com/images/bergen\\_ballpark.jpg](http://www.ballparkdigest.com/images/bergen_ballpark.jpg))

*Fig. 2-7 – Early model of Xanadu while it still included the potential Bergen Ballpark.* ([http://www.hackensackriverkeeper.org/Meadowlands\\_Xanadu.html](http://www.hackensackriverkeeper.org/Meadowlands_Xanadu.html))

### *History of the Site*

The Lackawanna Terminal, as it was then called, opened in 1907 as one of five stations along the western edge of the Hudson River where ship and rail service came together. In 1904, the Delaware, Lackawanna, and Western (DL&W) Railroad commissioned architect Kenneth Muchison to construct a new fireproof terminal to replace the wooden structure which burned down. The new design featured Beaux-

Arts style ornamentation and its exterior was almost completely clad in copper giving it both an elegant appearance and added fire protection qualities. The waiting room featured Tiffany stain glass skylights, as did the main second floor ferry concourse—which at 240 feet was one of the largest unobstructed spaces ever built at the time. Also, DL&W Chief Engineer Lincoln Bush developed a new prototype for the train shed which now bears his name.



*Fig. 2-8 – Historic image of the Terminal*  
(<http://www.hobokennj.org/xfowle/final092508.pdf>)

When it opened on February 25, 1907, it proved to be a great boom for the local economy. It was here that the first electrified train departed towards Montclair – operated by Thomas Edison in 1930. Meanwhile, it is also where one of the first uses of a central air-conditioning system in a public space occurred. And the first wireless telephone was used in the Hoboken Terminal as well.

Of the five stations along New Jersey’s Hudson River waterfront, it is one of only two that remain standing and the only one still active with commuter rail service. (The other is the historic Central Railroad of New Jersey Terminal – now a museum in Liberty State Park.) It is the only terminal with the combination of ferry and rail

that is still in operation in the United States today. In 1973, it was placed on the New Jersey and National Register of Historic Places.<sup>4</sup>



*Fig. 2-9 – Extent of former rail yards in the mid-20<sup>th</sup> Century. Note Terminal at the bottom left part of the image. (<http://www.hobokennj.org/xfowle/final092508.pdf>)*

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<sup>4</sup> “Hoboken Terminal Turns 100” - [http://www.njtransit.com/pdf/nn\\_EnRouteSpclEdtn.pdf](http://www.njtransit.com/pdf/nn_EnRouteSpclEdtn.pdf)

*Fig. 2-10 – Major Rail and Ferry Terminals along the Hudson River*  
([http://upload.wikimedia.org/wikipedia/commons/f/f2/New\\_York\\_City\\_Railroads\\_ca\\_1900.png](http://upload.wikimedia.org/wikipedia/commons/f/f2/New_York_City_Railroads_ca_1900.png))

The rail yard for the terminal used to extend several blocks south of their current location—covering all of what is now Jersey City’s Newport development. Only two decades ago, this entire area was still a Brownfield site, but has quickly been developed into a mixed use, waterfront complex. Clearly, train imagery has the opportunity of powerful expression for the potential ballpark.

*Fig. 2-11 – Newport as a Brownfield site in 1986 and as it Exists Today*  
([http://jerseycitynj.gov/uploadedFiles/City\\_Government/Department\\_of\\_Housing, Economic\\_Development\\_and\\_Commerce/004%20final%20report%20part%202%202007\\_07\\_12.pdf](http://jerseycitynj.gov/uploadedFiles/City_Government/Department_of_Housing_Economic_Development_and_Commerce/004%20final%20report%20part%202%202007_07_12.pdf))

*Fig. 2-12 – Rail yard plan from 1927*  
([http://mapmaker.rutgers.edu/JCplat\\_book/Frontpage/index.htm](http://mapmaker.rutgers.edu/JCplat_book/Frontpage/index.htm))

Finally, the sport of baseball also has its place in the history of Hoboken. It is widely considered the site of the first professional game ever played at Elysian Fields in 1846. “The myth of baseball – that it is a pastoral game, linking Americans to a simpler, agrarian past – does not entirely hold. ... the direct parent of baseball was played by a group of gentlemen in Manhattan, beginning in 1842.”<sup>5</sup> On June 19, 1846 in Hoboken, the New York Knickerbocker Base Ball Club lost 23-1 to the New York Base Ball club in the first organized professional game between two teams. It is a shame that a city with such a strong baseball past and such a love for the game has no team today to call its own.

*Fig. 2-13 – Drawing of Elysian Fields (<http://www.19cbaseball.com/>)*

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<sup>5</sup> “Elysian Fields” - <http://xroads.virginia.edu/~HYPER/INCORP/baseball/origins.html>

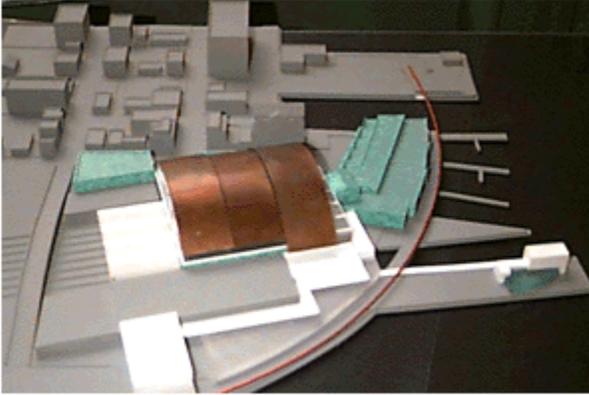
## Chapter 3: Prior Planning Studies and Recent Development

### *New Jersey Devils Arena Proposal*

Utilizing the site around the Hoboken Terminal as a potential location for a sports venue is not without precedent. The New Jersey Devils of the National Hockey League (NHL) proposed a new home arena to be constructed on a platform above the rail yards in 1999. Plans never really materialized past the conceptual phase as it was more of a response to their co-arena tenants, the New Jersey Nets, proposal to build an arena in Newark. (Ironically the Devils have since built a new arena in Newark, while the Nets are currently planning on a move to Brooklyn.) Although a 20,000 seat major league caliber venue may have been a too large of scale for the area, a 6,000 seat minor league ballpark is keeping in better context with the physical and social community.

That being said, it is clear the Devils understood the advantages that the site provided. Their former arena was located in the Meadowlands Sports Complex—the same location as the Bergen Cliff Hawks’ failed proposal. It was completely auto-dependent and had no surrounding environment conducive to attracting the casual fan—and their attendance figures suffered. A move to Hoboken would make their games accessible to a larger fan base and would begin to revitalize the local economy of the city. Upon examining the images of their proposal (Fig. 3-1), one sees some of the urban design strategies at work. The arena would help provide new commercial activity as well as a clearly defined street front while reprogramming the civic plaza

outside the Terminal along the waterfront. Additionally, the presence of a bridge over the rail yards indicates an intention to link Hoboken with Jersey City which today sits as two separate entities isolated from each other by the rail yards.



*Fig. 3-1 – New Jersey Devils Arena Proposal above Rail Yards in 1999  
(<http://www.sinkcombs.com/projects/arena/Devils/index.html>)*

*FXFOWLE's Analysis and Renderings for Redevelopment*

In June 2008, the architectural firm FXFOWLE of New York City gave a presentation to the city of Hoboken addressing the redevelopment of the area around the Hoboken Terminal. Their main objectives included transforming the station into a gateway for the city, building from the historical context, improving infrastructure, and connecting the site to the city at large. Access to the waterfront and economic stimulation were also addressed. As part of their presentation, they included a series of early renderings (depicted below) for what the future may hold for the site.<sup>6</sup>

*Fig. 3-2*

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<sup>6</sup> FXFOWLE Architects LLC. "Hoboken Terminal and Yard Development Plan" - <http://www.hobokennj.org/fxfowle/final092508.pdf>

*Fig. 3-3*

*Fig. 3-4*

*Fig. 3-5*

*Fig. 3-6*

*Fig. 3-7*

*Fig. 3-2 to 3-7 – FXFOWLE Renderings from June 2008*  
*(<http://www.hobokennj.org/xfowle/final092508.pdf>)*

*Fig. 3-8*

*Fig. 3-9*

*Fig. 3-8 to 3-9 – Later renderings including Increased Density atop a Platform over the Rail Yards. (<http://www.hobokennj.org/>)*

It is clear that the focus in Fig. 3-2 through 3-7 was in creating a more pedestrian friendly environment, activating civic and park spaces, re-linking the site to the waterfront, and increasing density around and atop the rail yards. Much of this is accomplished with relatively simple measures including new landscaped elements, building atop parking lots, and reprogramming of spaces within the Terminal. The historic structures of the station are preserved and the main building itself remains the image-able landmark for the site. This contrasts sharply with the renderings in Fig. 3-8 and 3-9. Here, development atop the rail yards is maximized, and although this may make real estate and economic sense, it tends to destroy the character of the neighborhood. However, without this type of density, the construction of a platform over the rail yards will likely become financially unfeasible. Fig. 3-9 also shows the development connecting with Jersey City to the south—atop the potential location for

a minor league ballpark. Instead, there should be more of a gradual transition from the relatively dense development in Newport through the more intimate character further north in downtown Hoboken—which should contribute towards the interaction between the ballpark and the Terminal.

*Fig. 3-10 – Height and FAR Transition from Jersey City through Hoboken*  
(<http://www.hobokennj.org/xfowle/final092508.pdf>)

*New Jersey Transits Recent Renovations to the Hoboken Terminal*

Currently, the Hoboken Terminal itself is in the process of undergoing extensive renovations. In October 2005, NJ Transit chose the Berwyn, PA contractor LCOR to have exclusive development rights for the property. LCOR, whose experience includes work on the international arrivals building at Kennedy Airport, will be responsible for payment of all costs. “‘This is truly a keystone location, connecting the two communities of Hoboken and Jersey City,’ said Kurt M. Eichler, LCOR's executive vice president and principal. ‘Until now, it's been two communities developing separately around a single mode of transportation, but that will change.’”<sup>7</sup>

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<sup>7</sup> Hughes, C.J. “Reviving the Glory of Hoboken Terminal” -  
[http://www.nytimes.com/2005/12/21/realestate/commercial/21station.html?\\_r=1&oref=slogin](http://www.nytimes.com/2005/12/21/realestate/commercial/21station.html?_r=1&oref=slogin)

LCOR announced partnerships with Skidmore, Owings, and Merrill and with William Jackson Ewing—the firm responsible for the renovations at Grand Central Station in Manhattan and Union Station in Washington, DC. Although details of the plan have yet to be fully released, some aspects are definite. Retail, restaurants, and apartments within and around the station will be constructed, circulation between the haphazard locations of each form of transit will be improved, and the former second floor ferry concourse, closed since 1967, will be returned to public use. A program for this space has yet to be determined.

Meanwhile, NJ Transit is currently conducting its own set of renovations. The grand interior Waiting Room was recently restored in the late 1990s and the copper façade and roof have been replaced and cleaned as well. Most prominently, a new 203 foot tall Clock Tower was constructed to resemble the original structure dismantled in the 1950s in fear of possible collapse. It replaced an ugly red radio antenna, and is an iconic landmark clearly visible across the Hudson River in Manhattan.<sup>8</sup>

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<sup>8</sup> "Tishman Construction" - <http://www.tishmanconstruction.com/index.php?q=projects/transportation/hobokenterminalandyard>



*Fig. 3-11 – Clock Tower. Note the Tiffany skylights to the second floor ferry concourse towards the left as well as the temporary white tent towards the right where ships dock today.*



*Fig. 3-12 – Waiting Room. Doors for the trains are straight ahead. Access to the waterfront entry plaza is to the right.*

NJ Transit is spending \$129 million to return ferry service to the historic terminal slips as well. Since NY Waterway opened service in 1981, it has been operating out of a temporary white tent just outside the main building. Plans are for five of the six slips to serve as active ports, with the last becoming a museum. This transition alone will vastly improve the circulation within the station and reactivate an entire half of the Terminal which is currently closed to the public.



*Fig. 3-13 – Ferry Slips with their a new Copper Façade in the process of being Resorted*

Master Plans and Redevelopment Studies

*Fig. 3-14 – 2003 Master Plan for Hoboken and 2006 Terminal Redevelopment Study*  
([http://www.hobokennj.org/pdf/mplan/Full\\_Master\\_Plan.pdf](http://www.hobokennj.org/pdf/mplan/Full_Master_Plan.pdf) and  
[http://www.hobokennj.org/pdf/mplan/Redevelopment\\_Plans/Hoboken\\_Rail\\_Yards/HobokenRailYards.pdf](http://www.hobokennj.org/pdf/mplan/Redevelopment_Plans/Hoboken_Rail_Yards/HobokenRailYards.pdf))

Recent Master Plans for Hoboken, Jersey City, and a Redevelopment Study for the Terminal complex reinforce many of the issues at hand. The 2003 “City of Hoboken Master Plan” calls for the station to become a “gateway for the city.” It describes it as a clear “focal point for development” and outlines how it should be “more of a destination” for the regional area. In fact, the planning and real estate consultants Phillips Preiss Shapiro Associates, Inc. prepared the “Redevelopment Study for the Hoboken Terminal and Yard” published in November 2006. In the

report, they conclude that the site qualifies as “an area in need of redevelopment” in accordance with N.J.S.A. 40:12A-5.<sup>9</sup>

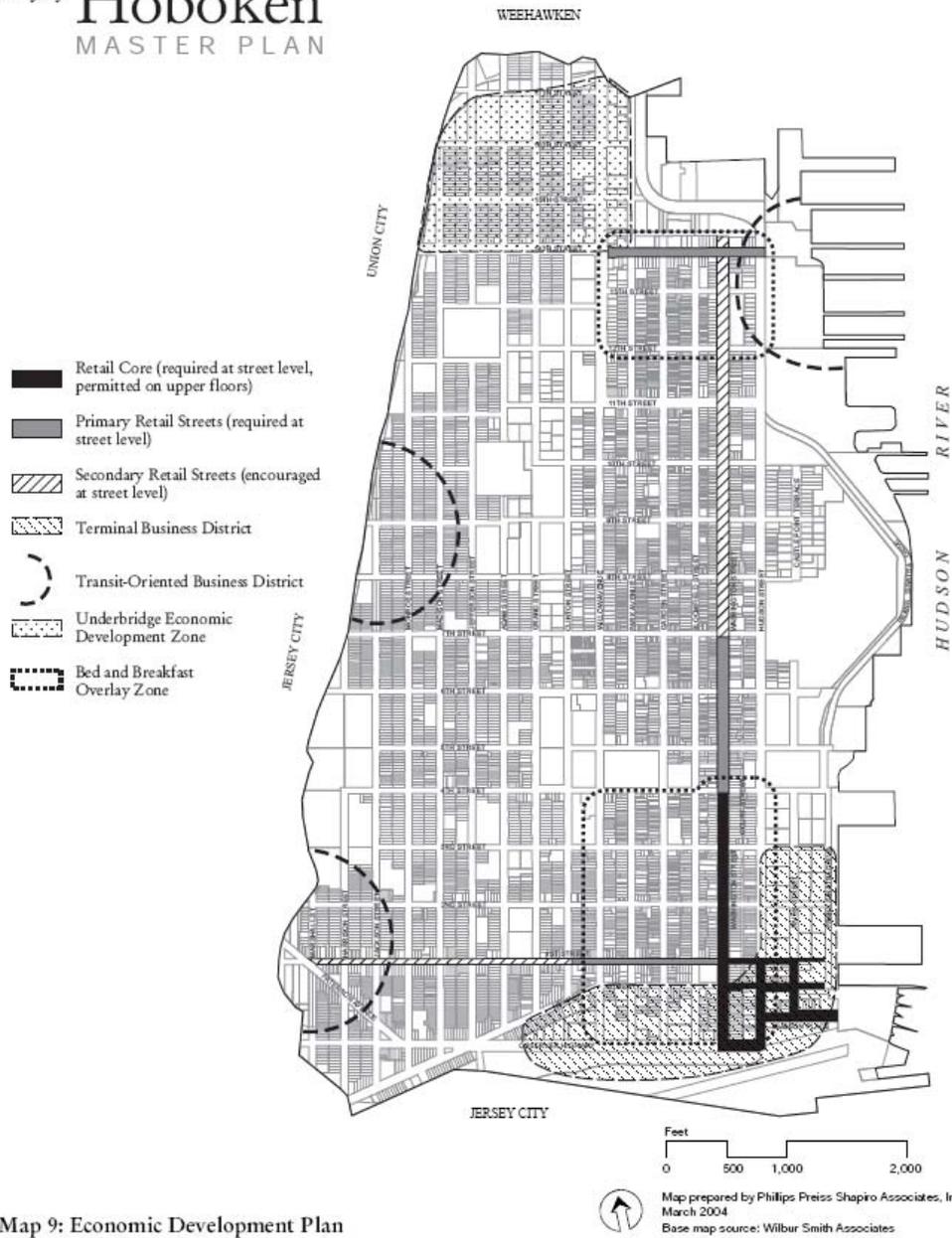
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<sup>9</sup> “Redevelopment Study for the Hoboken Terminal and Yard of the City of Hoboken” - [http://www.hobokennj.org/pdf/mplan/Redevelopment\\_Plans/Hoboken\\_Rail\\_Yards/HobokenRailYards.pdf](http://www.hobokennj.org/pdf/mplan/Redevelopment_Plans/Hoboken_Rail_Yards/HobokenRailYards.pdf)



Map 4: Open Space Concept

Fig. 3-15 – Open Space and Waterfront Connections  
([http://www.hobokennj.org/pdf/mplan/Full\\_Master\\_Plan.pdf](http://www.hobokennj.org/pdf/mplan/Full_Master_Plan.pdf))



*Fig. 3-16 – Economic Development Areas focused around the Terminal  
([http://www.hobokennj.org/pdf/mplan/Full\\_Master\\_Plan.pdf](http://www.hobokennj.org/pdf/mplan/Full_Master_Plan.pdf))*

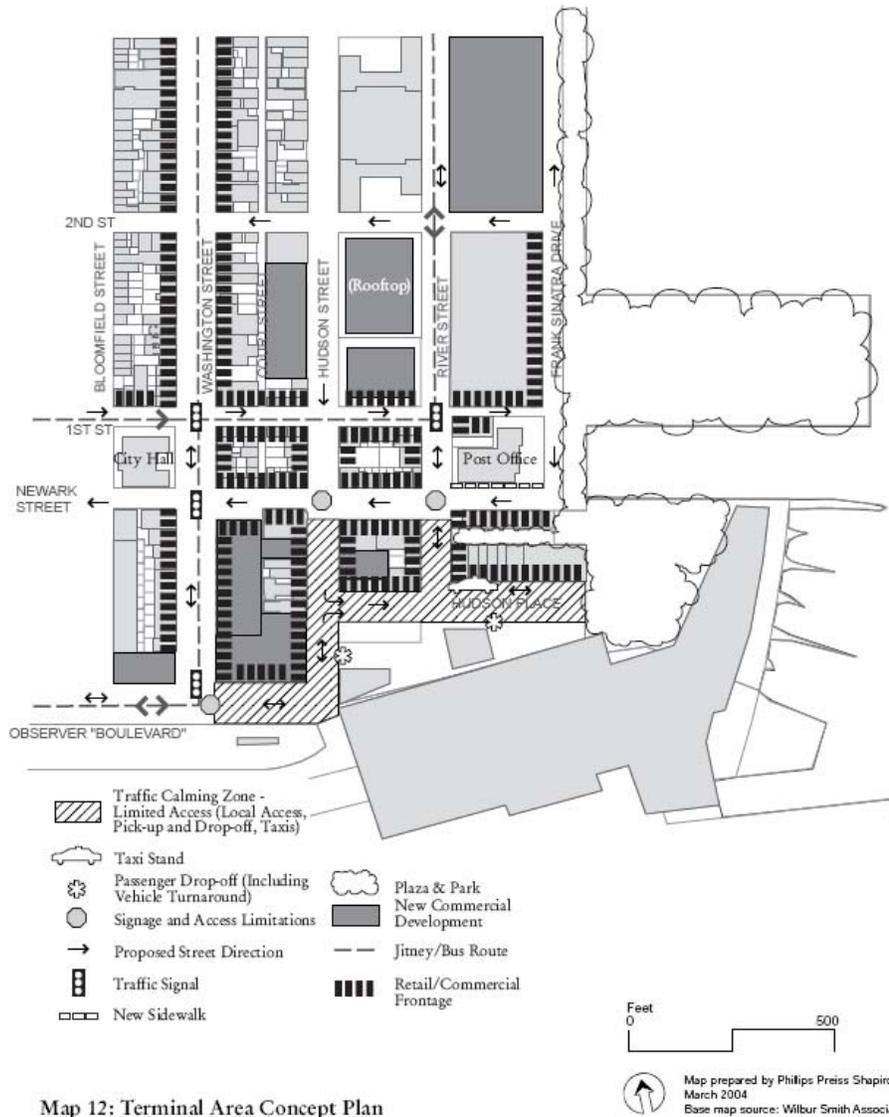


Fig. 3-17 – Master Plan for the Immediate Area around the Hoboken Terminal ([http://www.hobokennj.org/pdf/mplan/Full\\_Master\\_Plan.pdf](http://www.hobokennj.org/pdf/mplan/Full_Master_Plan.pdf))

*Fig. 3-18 – Jersey City’s Downtown Development Plan*  
(<http://www.nj.com/jjournal/pdf/developmentmap.pdf>)

*Fig. 3-19 – Newport Master Plan (<http://www.newportnj.com/overview/maps-plans>)*

*Fig. 3-20 – Aerial of the Hoboken Terminal and Yard Complex*  
([http://www.hobokennj.org/pdf/mplan/Redevelopment\\_Plans/Hoboken\\_Rail\\_Yards/HobokenRailYards.pdf](http://www.hobokennj.org/pdf/mplan/Redevelopment_Plans/Hoboken_Rail_Yards/HobokenRailYards.pdf))

## Chapter 4: Site Survey and Analysis

### Site “Boundaries”

The immediate site, roughly 80 acres (including about 30 acres of rail yards), straddles the border between the two cities of Hoboken and Jersey City—specifically Block 139 Lots 1-4 and Block 229 Lots 1-2 in Hoboken as well as Block 020 Lot 03 in Jersey City. It is bordered by the Hudson River to the east, the edge of downtown Hoboken along Observer Highway to the north, and by the mixed-used Newport complex in Jersey City to the south. The western edge is somewhat ambiguous, extending up to Martin Blvd./Henderson St.—the easternmost link between the two cities today.

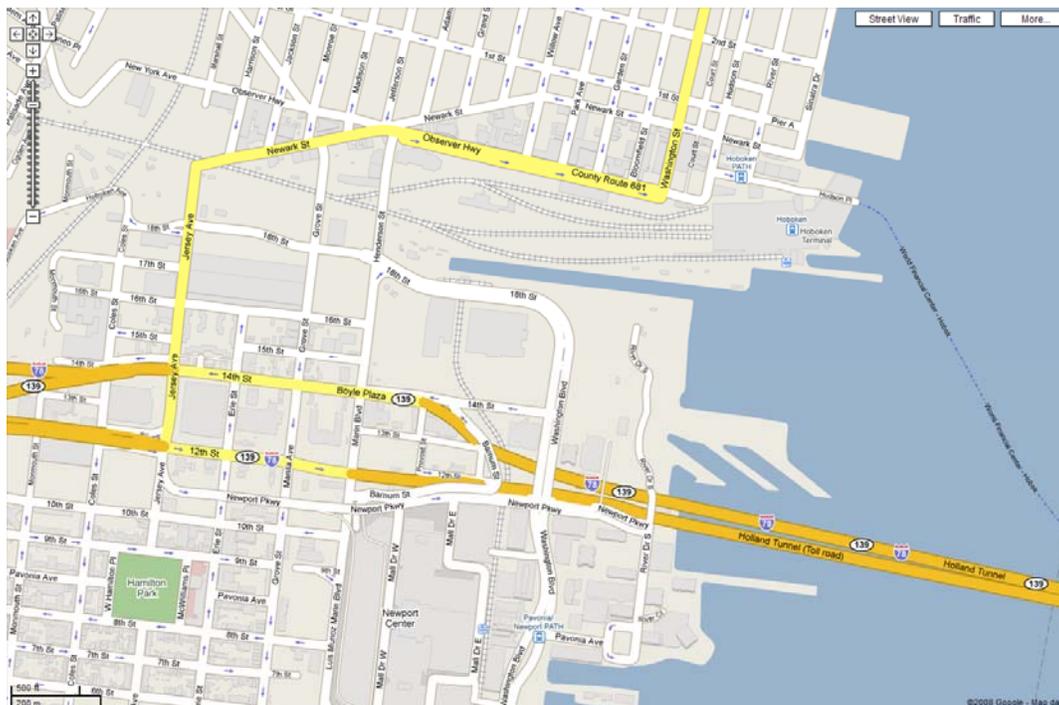


Fig. 4-1 – Map of Site – (<http://maps.google.com/>)

Much of the site lacks any sense of community. The diagram in Fig. 4-1 depicts the areas with a clear neighborhood block network that come to very distinct edges. This is also evident in the Figure/Ground diagram (Fig. 4-4.) The white area between Hoboken to the north and Jersey City to the south will be the site of the ballpark and the focus of the urban intervention. This corresponds closely to the extent of the historic rail yards for the Erie, Lackawanna, and Western Railroad (see Fig. 2-12) and is the reason behind the lack of a sensible street network.

Fig. 4-2 also depicts the boundaries to this site, but with a greater focus on accessibility. The dark brown western edge is the southernmost portion of the Palisades—a sharp cliff and steep rise in topography with only a few eastward passages through. One of these is Interstate 78 leading into the Holland Tunnel and Lower Manhattan—the entry for which is just a block away from the potential ballpark site. Besides this highway, the other two primary access roads towards the site is Washington St. from the north and Washington Blvd. from the South. Washington St. runs the length of Hoboken as the city’s “Main St.” before it ends abruptly at the rail yards. Washington Blvd., meanwhile, turns southward from the site towards downtown Jersey City and is much less pedestrian friendly. Martin St./Henderson St. runs parallel a few blocks to the west and is the primary road currently linking Hoboken with Jersey City.

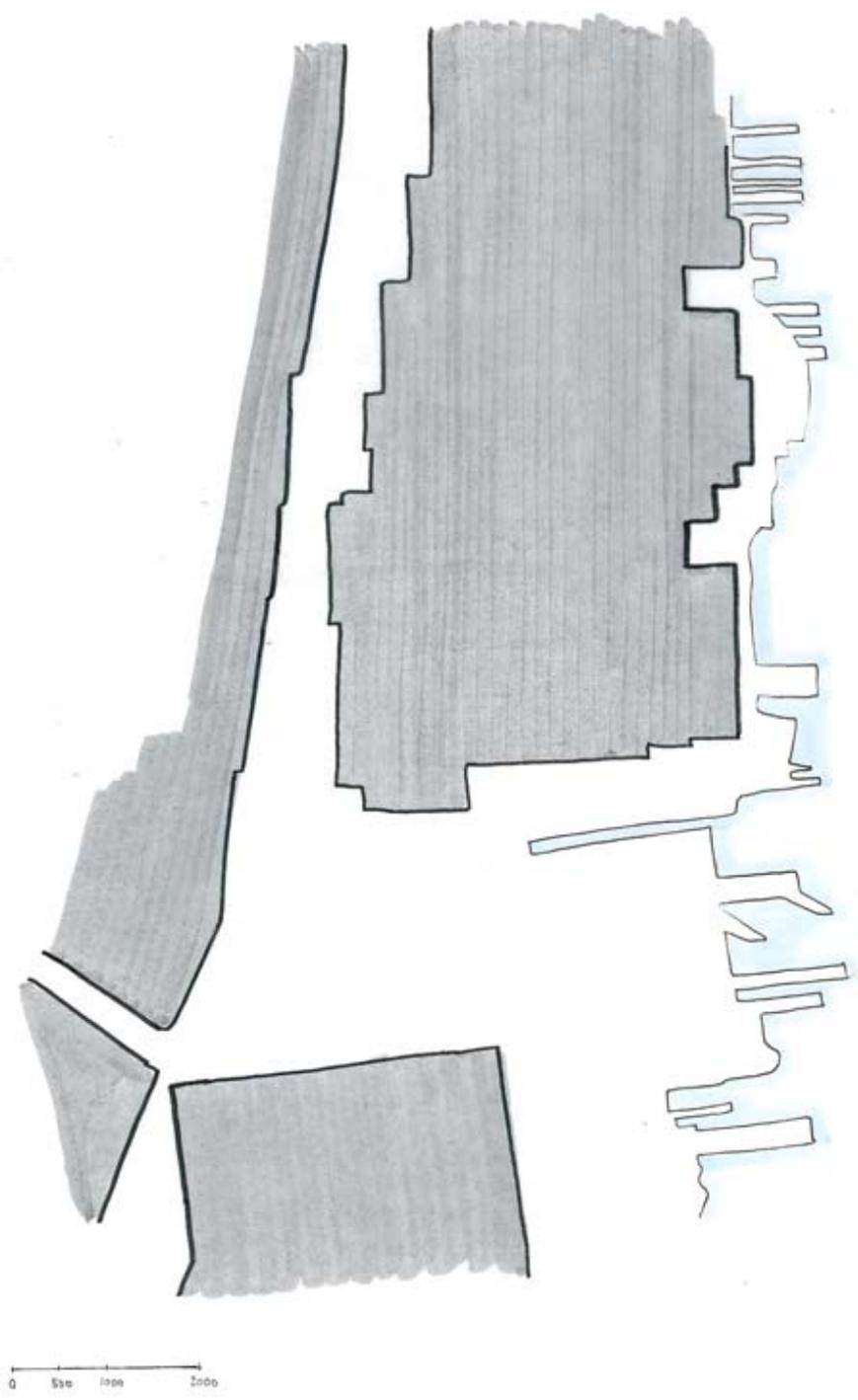
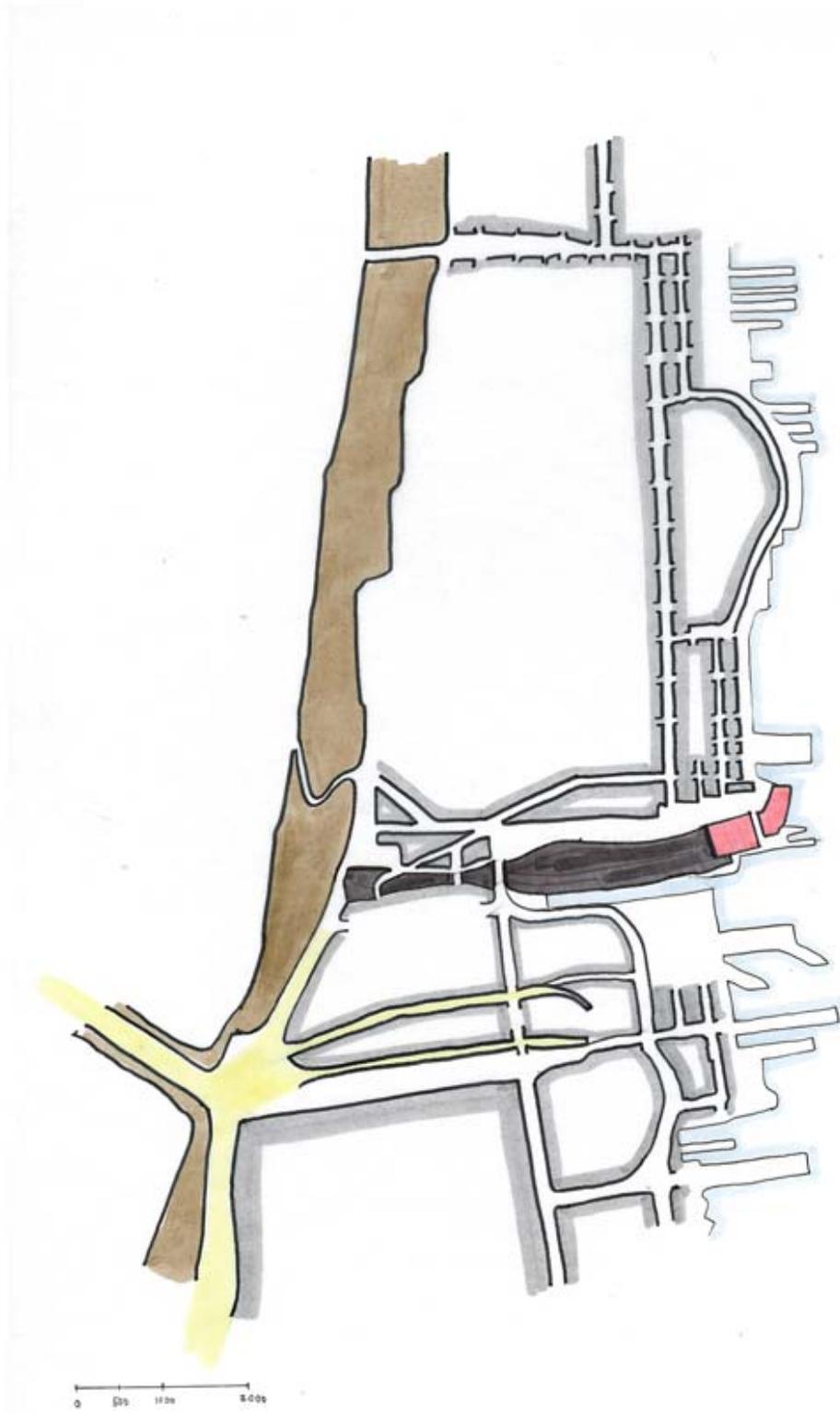


Fig. 4-2 – Neighborhood Boundaries



*Fig. 4-3 – Site Edges and Accessibility*



*Fig. 4-4 – Figure/Ground and 5 Min. Walking Radius around Transit Stations*

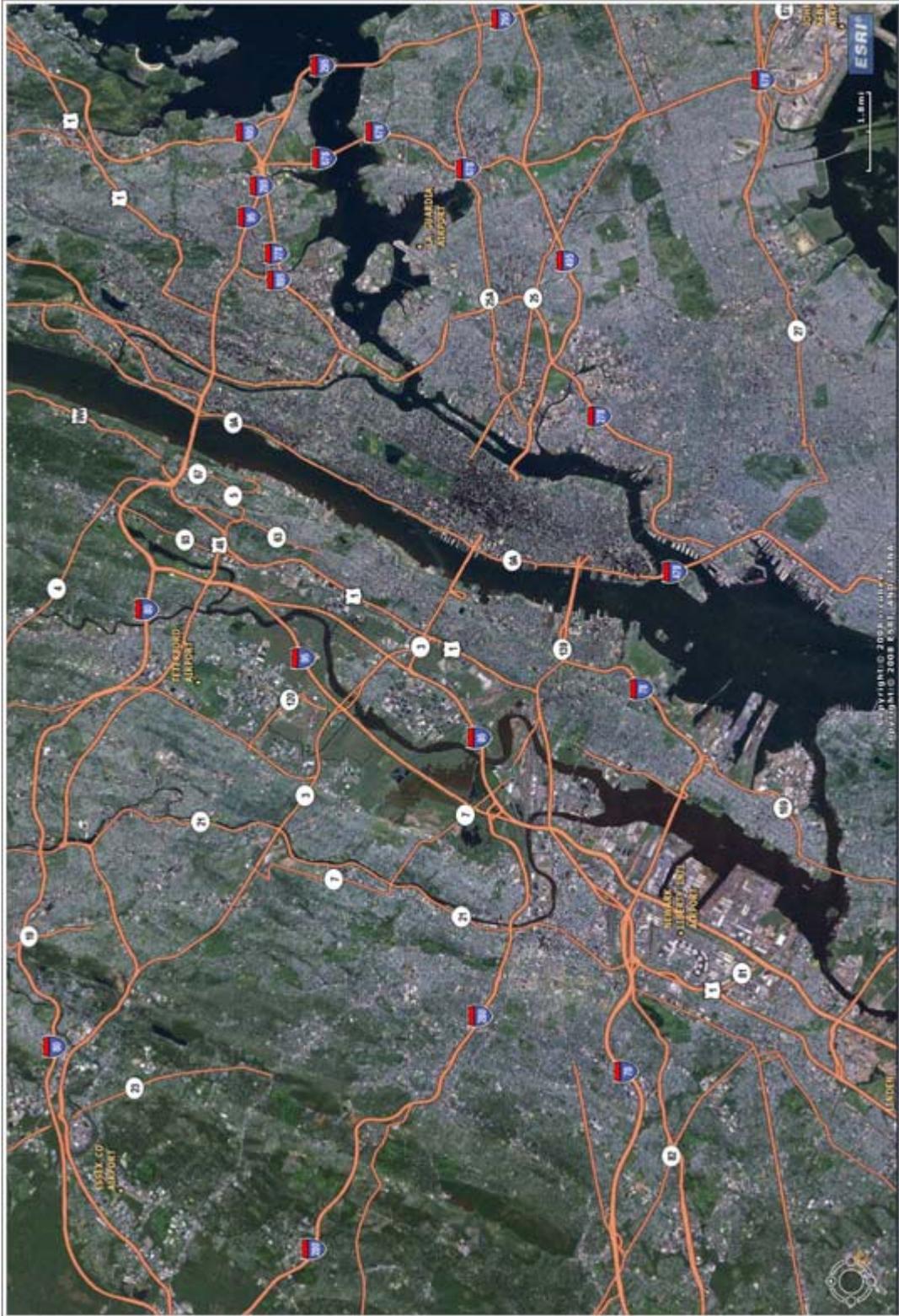


Fig. 4-5 – Aerial and Primary Highways

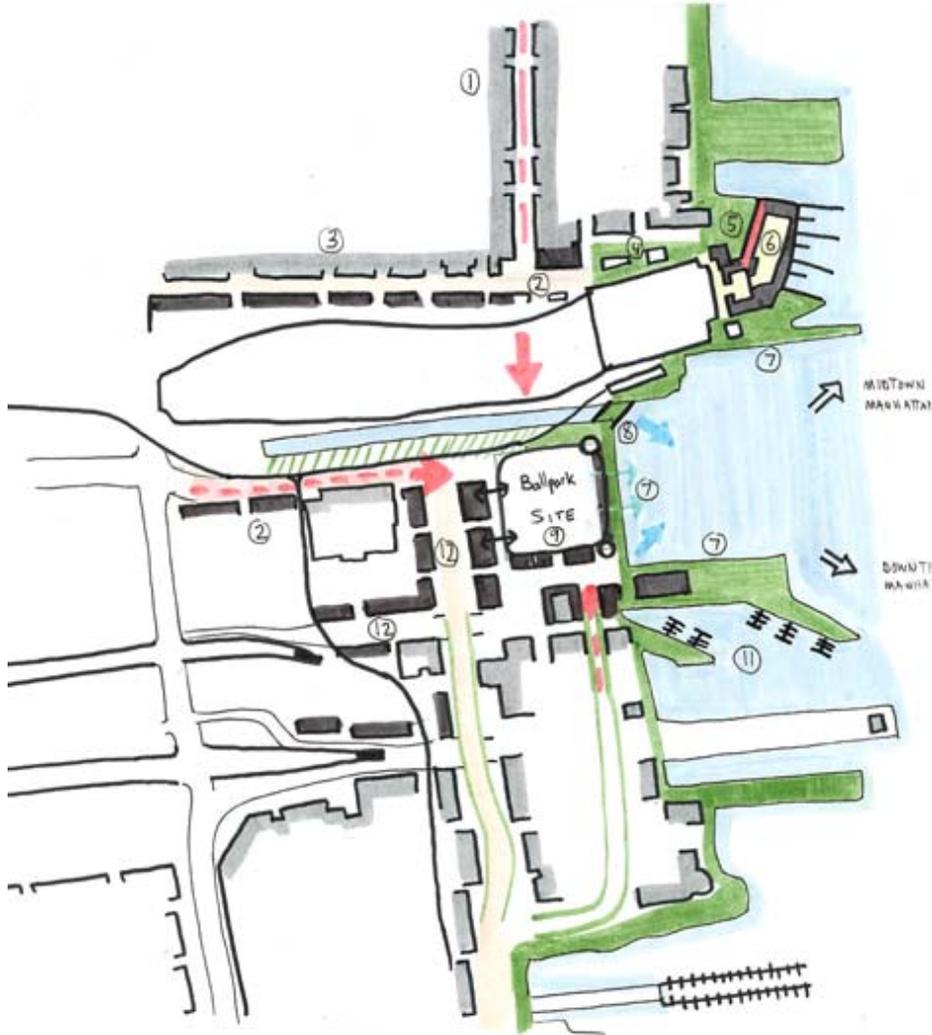
Although somewhat sporadic right now, there is also potential to develop a waterfront promenade network running the length of the Hudson River's western shore. In Fig. 4-6, the shaded green areas are the current parks and green network throughout Hoboken and Jersey City. With the insertion of the hatched green spaces, concentrated primarily around the immediate context of the Terminal area, the system begins to unify itself and reach inland as well. This relates closely with Fig. 4-7 showing where access to the water is presently strong. Downtown Hoboken and Jersey City have numerous streets and small blocks providing physical and visual connection with the Hudson River. This, however, begins to fall apart north of Newport and is almost nonexistent within the Terminal itself.



*Fig. 4-6 – Existing and Potential Park Promenade along the Waterfront*



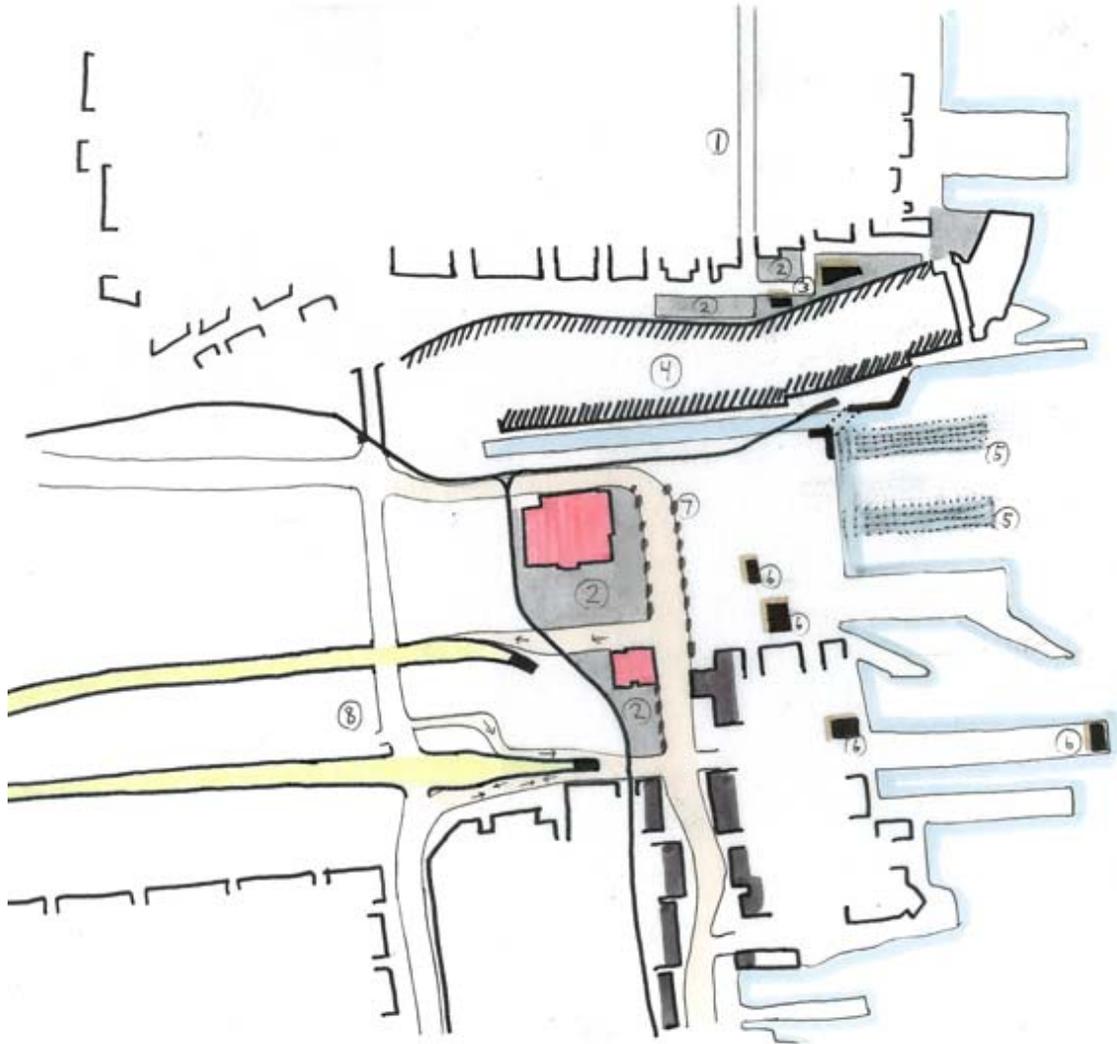
*Fig. 4-7 – Street Hierarchy and Connectivity with the Hudson River*



Strengths / Opportunities

- 1 Visual / Physical Link
- 2 Increased Density
- 3 Boulevard Entry along Observer Highway
- 4 Civic Plazas / Parks Terminate Hoboken
- 5 Activate Warrington Plaza
- 6 Renovate / Restore Terminal
- 7 Green Waterfront Promenade
- 8 Pedestrian Link
- 9 Ballpark as Regional Attraction / Anchor
- 10 Views to/from Manhattan
- 11 Private Boating / Recreation
- 12 Define Street Edge

*Fig. 4-8 – Strengths and Opportunities of the Site*



Weaknesses / Constraints

- 1 View Corridor
- 2 Parking Lots
- 3 Historic Structures
- 4 Rail Yard
- 5 Former Pier
- 6 Service Structures
- 7 Street Edge
- 8 Highway Access

*Fig. 4-9 – Weaknesses and Constrains of the Site*

### Topography and Climate

Both Hoboken and Jersey City are relatively flat sites. There is a very gentle rise from the shores of the Hudson River inwards until it reaches the cliffs of the Palisades. In this area, the 400 foot rise in topography occurs roughly one mile inland (a few miles to the north, the Palisades run right along the edge of the river.) As a result, there are only a handful of physical links into the communities to the west. The rail lines also enter their underground tunnel at this point.

The weather for this region is a temperate climate. Averages summer highs, during the baseball season, are in the 80s, but often feel much warmer factoring in humidity. Average lows during the winter run in the 40s. As far as precipitation, the region averages a rather constant 4 inches per month—usually in the form of rain. Snowfall does occur, but not as often as inland sites within the New York City region. Obviously, proximity to a large body of water keeps a steady breeze and wind flow.



Fig. 4-10 – Average Temperature and Precipitation for Hoboken, NJ (<http://www.weather.com/>)

Existing Structures and their Physical Condition

As mentioned before, the Hoboken Terminal is in the process of being renovated and restored. However, there are currently many parts of it which are in a state of disrepair—most significantly, the space dedicated to ferry service. The entry for the lower level ferry slips fronts Warrington Plaza outside the Terminal, but is boarded, thus restricting public use. Warrington Plaza, once a civic space of economic and social activity, today is used for service and emergency vehicular parking. Meanwhile, the second floor passenger concourse is inaccessible and likely

unknown to many of the Terminal's daily users. The remaining portions of the Terminal are used for New Jersey Transit offices.



*Fig. 4-11 – Warrington Plaza with Ferry Terminal at Rear*



*Fig. 4-12 – Façade of the Terminal along Warrington Plaza*



*Fig. 4-13 – Looking from the Terminal across Warrington Plaza back towards Hoboken*

*Fig. 4-14 – Interior of Second Floor Ferry Concourse*  
([http://www.hobokennj.org/pdf/mplan/Redevelopment\\_Plans/Hoboken\\_Rail\\_Yards/HobokenRailYards.pdf](http://www.hobokennj.org/pdf/mplan/Redevelopment_Plans/Hoboken_Rail_Yards/HobokenRailYards.pdf))

*Fig. 4-15 – Interior of Second Floor Ferry Concourse*  
([http://www.hobokennj.org/pdf/mplan/Redevelopment\\_Plans/Hoboken\\_Rail\\_Yards/HobokenRailYards.pdf](http://www.hobokennj.org/pdf/mplan/Redevelopment_Plans/Hoboken_Rail_Yards/HobokenRailYards.pdf))



*Fig. 4-16 – Ramp from Rail Terminal toward Second Floor Concourse*



*Fig. 4-17 – Stairs from Rail Terminal toward Second Floor Concourse*



*Fig. 4-18 – Closed off Entry from Rail Terminal toward Second Floor Ferry Concourse*



*Fig. 4-19 – Main passage through Rail portion of Terminal*

There are a number of adjacent structures within the Terminal complex as well. Two of these are the PATH Structures and YMCA Buildings just to the north of the station. Both are listed as historic structures and need to be better integrated into the community of Hoboken. The Immigrant Pullman Building, however, is situated within the main complex and is currently utilized by NY Waterway vessels. It is somewhat of an eyesore to and from the Light Rail station, interferes with connectivity to the Hudson River, and is underutilized as an employee lunchroom.



*Fig. 4-20 – YMCA Building*



*Fig. 4-21 – PATH Structures Building and Southern Edge of Hoboken*

To the east of this structure is a pair of rotted wood piers with panoramic views of Manhattan. Meanwhile, just beyond the Immigrant Pullman Building to the South is the newest addition to the Terminal—the Hudson Bergen Light Rail Station. This area has been developed as part of a waterfront promenade and comes within a hundred feet of connecting with Jersey City, but no actual physical link over the canal exists.



*Fig. 4-22 – Rear of Immigrant Pullman Building*



*Fig. 4-23 – Current Ferry Terminal within Immigrant Pullman Building*



*Fig. 4-24 – Wooden Pier within Terminal Complex*

Just to the south of the station sits a relatively empty lot. There is a small concrete material plant and two access/service structures for the PATH subway lines which run below this 24 acre site. To the west across Washington Blvd. are a few “big box” department stores—a grocery store, Target, Models, Staples—their associated parking lots, and the entry toll plaza for the Holland Tunnel. Finally, to the south, is the multi-million dollar mixed-use Newport complex. Although it is somewhat of an exclusive community, it does try to contribute amenities to the urban environment including parks, retail, restaurants, and the Newport Shopping Mall.



*Fig. 4-25 – Concrete Plant on Jersey City site Today*



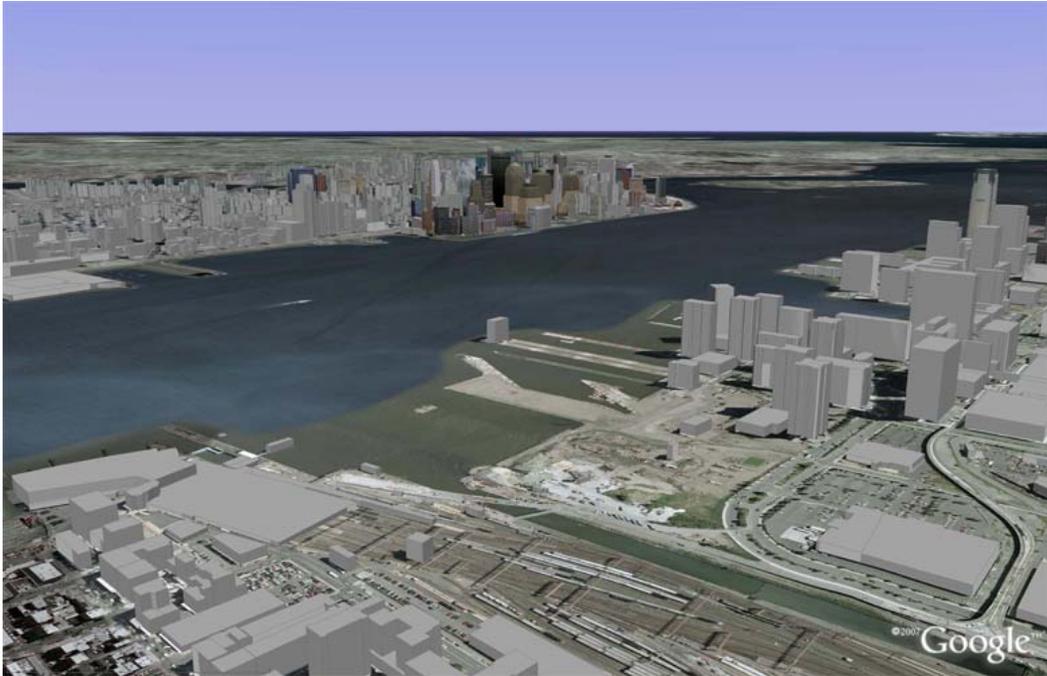
*Fig. 4-26 – Jersey City site south of the Hoboken Terminal*



*Fig. 4-27 – Birds Eye View of the Entire Site*



*Fig. 4-28 – View towards Hoboken and Midtown Manhattan*



*Fig. 4-29 – View towards Downtown Manhattan (Google Earth)*



*Fig. 4-30 – View towards Midtown Manhattan (Google Earth)*

*Similarities and Differences between Hoboken and Jersey City*

The proposed ballpark will be situated almost directly on the border between the two towns of Hoboken and Jersey City and therefore must relate and provide a transition between both communities. Hoboken, largely a result of both physical and man-made barriers, has developed its own unique character, largely unchanged over the years. Specifically, the neighborhood in closest proximity to the ballpark and Terminal consists of its greatest density and mix of uses. Between Stevens Institute of Technology and the rail/ferry station is Hoboken's retail and civic core—including the City Hall, the waterfront park Pier A, and a variety of restaurants, cafes, and bars well suited for a baseball environment.

The character has remained unchanged for decades—prompting many to call it the “urban village.”<sup>10</sup> Brick and stone facades, strong cornice lines, and fire escapes decorate many of the typical buildings. Building heights range from three to five stories—with a few modern, taller exceptions along the waterfront near the Terminal. The streets are very walk-able, block dimensions are kept small, and storefronts engage the sidewalk. It is a very comfortable environment and contrasts significantly with its neighbor to the south.

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<sup>10</sup> “Hoboken Master Plan” - [http://www.hobokennj.org/pdf/mplan/Full\\_Master\\_Plan.pdf](http://www.hobokennj.org/pdf/mplan/Full_Master_Plan.pdf)





*Fig. 4-31 to 4-34 – Character of Downtown Hoboken*



*Fig. 4-35 to 4-36 – Pier A Waterfront Park*

There are two different Jersey City environments around the ballpark site. To the west is a mix of “big box” retailers and warehouses. This however, is slowly being replaced by the type of development characteristic of Newport. Essentially, this mixed-use complex to the south of the site is an assemblage of modern, glass and steel, high-rise offices and apartments. There is an effort to provide amenities at street level to keep an active urban environment. Over a dozen small parks, restaurants, and cafes link together a relatively successful pedestrian network. Additional recreational uses, views towards the Hudson River, and an on-site Light Rail station contribute as well.

*Fig. 4-37 – Land Use around the Site*  
(<http://www.hobokennj.org/xfowle/final092508.pdf>)

*Fig. 4-38 – Newport Parks (<http://www.newportnj.com/overview/maps-plans>)*

*Fig. 4-39 – Newport Restaurants (<http://www.newportnj.com/overview/maps-plans>)*

*Fig. 4-40 – Newport Shopping (<http://www.newportnj.com/overview/maps-plans>)*

*Fig. 4-40 (continued)*

*Other Issues and Opportunities*

Hoboken's population is at roughly 40,000 and at only one square mile, is very dense. And after several decades of decline, it has grown steadily over the last 18 years. From a demographic standpoint, the city is approximately 80% White, with the remaining 20% primarily a mix of Blacks and Asians. Age breakdown is 11% under 18, 15% from 18 to 24, 52% from 25 to 44, 14% from 45 to 64, and 9% at 65 years or older. Average household incomes are in the \$60,000 range. Jersey City,

however, has a population around 240,000 and is New Jersey's second largest city (behind Newark.) Its population density is only half of Hoboken's, but Newport and the downtown area have much higher ranges. The ethnicity is only 34% White, 28% Black, 16% Asian, and 22% Hispanic or Latino. The age breakdown is similar at 25% under 18, 11% from 18 to 24, 35% from 25 to 44, 20% from 45 to 64, and 10% at 65 years or older. Average household incomes range around \$40,000 at a citywide level, but again are much higher in Newport and downtown.

The other significant portion of the "population" base is the daily commuters traveling through the station. On average, 50,000 people pass through the Terminal each day—the bulk of which do so during the morning and afternoon rush hours. Between the immediate citizens of Hoboken and Jersey City, the broader population base of the region, and the daily commuters moving in and out of the city, there is a potentially strong fan base to support an affordable, family-oriented ballpark.

The area around the Terminal in the city of Hoboken is zoned as the Central Business District (CBD) region which allows for a variety of retail, commercial, and residential uses. Maximum building height is 160 feet or 16 stories. The property of the Terminal itself is designated as a Waterfront region and only allows for a maximum height of two stories. This is done in an effort to preserve and protect the structures designated as Historic on the National Register, including the Path Structures Building, YMCA Building, Record Building, and the Terminal itself.

The Jersey City portion of the site, where the ballpark will be located, is zoned for Industrial uses. Even so, just as Newport developed on the lots immediately to the south, this is likely to change as well. However, there are two structures on the site

constraining potential development. Access and service entries for the PATH subway tubes—just before they go beneath the Hudson River—occur in these two structures on-site.

One other aspect is that of parking needs, especially with a ballpark that could draw over 6,000 people on game days. Ideally, a majority of the fan base will rely on the ample mass transportation options. If needed, there are nearby garages which may be utilized in addition to any newly constructed ones.

## Chapter 5: Objectives, Program, and Role in the City

### Primary Goals and Objectives

The primary objective of this thesis is the development of a truly urban minor league ballpark—one that becomes integral with the economy, history, and culture of the city. All sport venues (and ballparks in particular) play a role in creating an image of vibrant activity and urban revitalization. The popularity of sports in the country, especially of baseball in the New York City area, combined with the close relationship between civic pride and local athletic teams “makes the construction of sports facilities an important tool for promoting public and private spending aimed at solving the problems of civic development.”<sup>11</sup>

Over the last two decades or so, America has witnessed a stadium building boom—mostly at the professional level. And while some new arenas are quite successful, too many remain object buildings simply made to look historic and seem urban. This often becomes more pronounced at the minor league level. By nature, often these ballparks are either in the suburbs of major urban areas or in smaller American cities lacking professional teams. As a result, most minor league ballparks lack connectivity to any urban fabric, play a minimal role in the city’s everyday economy, and are often completely auto-dependent.

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<sup>11</sup> John, Geraint and Sheard, Rod. “Stadia A Design and Development Guide.”

This thesis will explore how to design a ballpark as an attraction for the entire region—helping to transform the waterfront around the Hoboken Terminal into a destination for residents and tourists alike. The venue should provide flexibility for year-round use—not just during the summer baseball season. It will exist both as a ball “park” for the immediate community as well as a “ballpark” for the entire region.

The site between Hoboken and Jersey City also offers unique opportunities to truly link the design with the identity of the city. The proximity of the rail and ferry Terminal (one of the largest nodes in New York City’s transit network) ensures a continual flow of people through and around the site. This relates closely with the developing Hudson River waterfront park promenade as it literally brings people right through the station and ballpark in immediate succession.

The ballpark will also capitalize on the unique identity of its context. Obviously, the background views of the Manhattan skyline, both Midtown and Downtown, are some of the best in the region, or the entire country for that matter. In addition, the foreground context provides two powerfully historic images the ballpark will embrace. First, there is the clear identity of the ferry and railroad—both part of America’s cultural heritage. Indeed, they are Hoboken and Jersey City’s primary reason for being. Secondly, there are few activities more representative of America than its “National Pastime,” and it was here in Hoboken where the first ever professional baseball game was played. This ballpark should celebrate the historic journey the sport has taken over the last 162 years.

### Other Goals and Objectives

A number of other urban design objectives will be explored in this thesis as well. The Hoboken Terminal will continue to be transformed into a “Gateway for the City.” To this day, it remains the primary entry point for people traveling to this community. To accomplish this, there must be reprogramming of unused areas within the station while returning spaces back to their intended uses. Additionally, pedestrian circulation and safety must be improved on the streets just outside the complex.

Outside the Terminal, Hoboken and Jersey City remain very isolated from each other due to the extensive rail yards between them. The two cities should begin to link together visually and physically. This must definitely include pedestrian connections, but may include automotive or structural links as well. Bridging over the rail yards as well as platform construction are two options worth exploring.

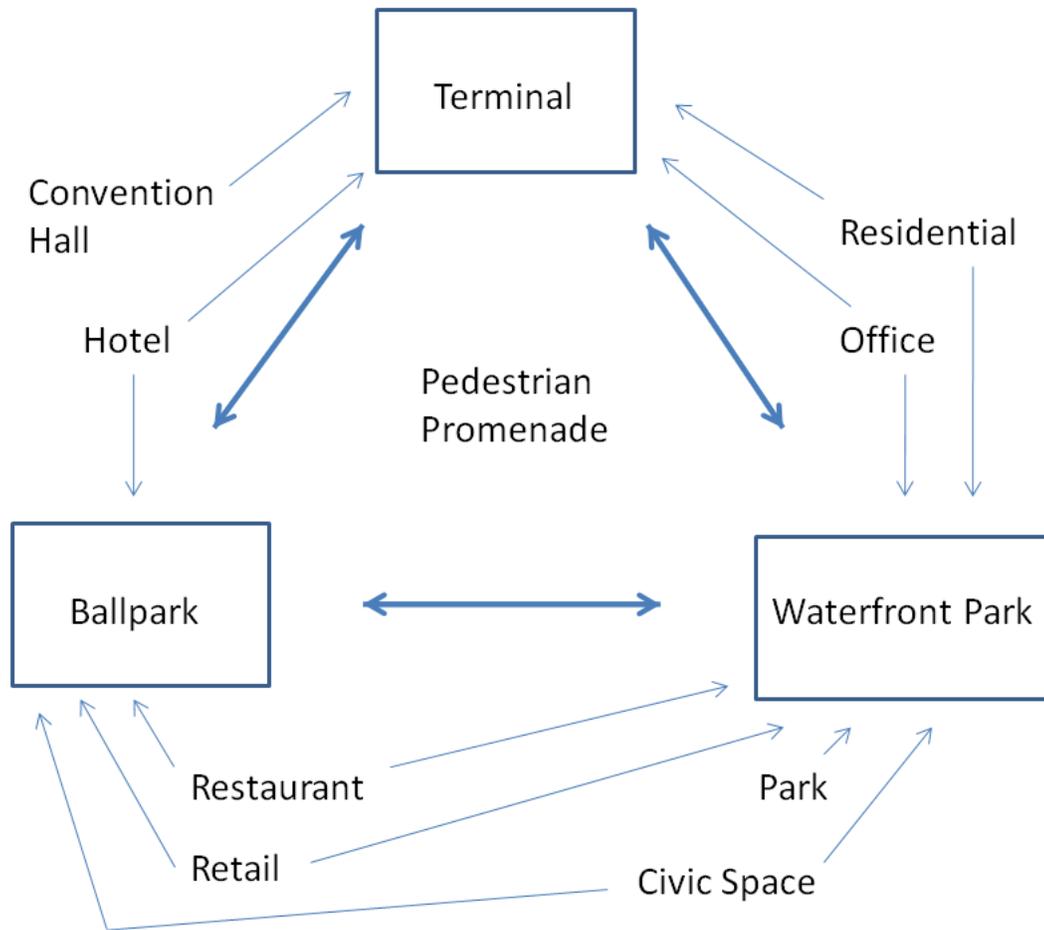
This will contribute towards the eventual goal of transforming the area into a Transit Oriented Development. With such ideal accessibility and proximity to New York City, the density around the station should increase, but keeping within the context of the existing environment.

### Program Analysis

The following diagram, done early in the design process, describes the relationships between the primary program elements for this thesis. The ballpark, along with the Hoboken Terminal and the Hudson River, are the three main amenities for development of this site. Associated uses are either tied to the primary elements, or more importantly, help to provide an urban transition between them.

The decision to include a minor league ballpark, as opposed to a Major League facility, allows for greater design flexibility in terms of physical and social urban interaction. With a much smaller footprint, it creates more of a neighborhood park feeling. Without the restrictions imposed by Major League Baseball rules and regulations, the spaces within the ballpark will potentially lack the gated feeling imposed by larger stadiums.

It is also important to keep in mind the “users” of each aspect of the program. Elements will need to address the needs for various clienteles, including the immediate citizens of Hoboken and Jersey City, the daily commuters traveling through the station, regional residents in northern New Jersey and Manhattan seeking a day’s entertainment, as well as tourists, visitors, or vacationers to the New York City region.



**Minor vs. Major League**

- 6,000 Seats vs. 40,000 Seats
- Scale of Local Neighborhood
- More Suburban Feel
- Nearby Structures More Prominent within Site
- Expansive Views vs. View Corridors
- Recreational Uses - Community Park
- Less Restrictive Program
- More Family Friendly

*Fig. 5-1 – Program Diagram and Relationships*

*Ballpark Scale Program*

The minor league ballpark will contain many standard elements necessary for the course of a baseball season. This will be complimented by programs intended to create more of a year-round, multi-functional facility. The ballpark will attempt to

minimize the footprint on the site, create an intimate environment, and bring fans closer to the game. Additionally, it will link directly with the Hoboken Terminal as part of a promenade experience.

Field Level

- Playing Field
- Clubhouse (Locker Rooms)
  - Coach's Office
  - Trainer's Room
  - Restrooms
- Umpire (Officials) Locker Room
- Team Offices
- Kitchen / Dining Facilities
- Grounds Crew
- Press Facilities
- Security Offices
- Separate Player / Employee Entry

Concourse Level

- Seating Bowl
- Concessions (Food and Merchandise)
- Restrooms
- First Aid Stations
- Entry Gates and Vertical Circulation (including Egress)

Club Level

- Broadcast Facilities
- Press Box
- Ballpark Operations (Public Address, Organ, etc.)
- Luxury and Party Suites
- Kitchen / Dining Facilities
- Entry Gates and Vertical Circulation (including Egress)

Exterior Street Level

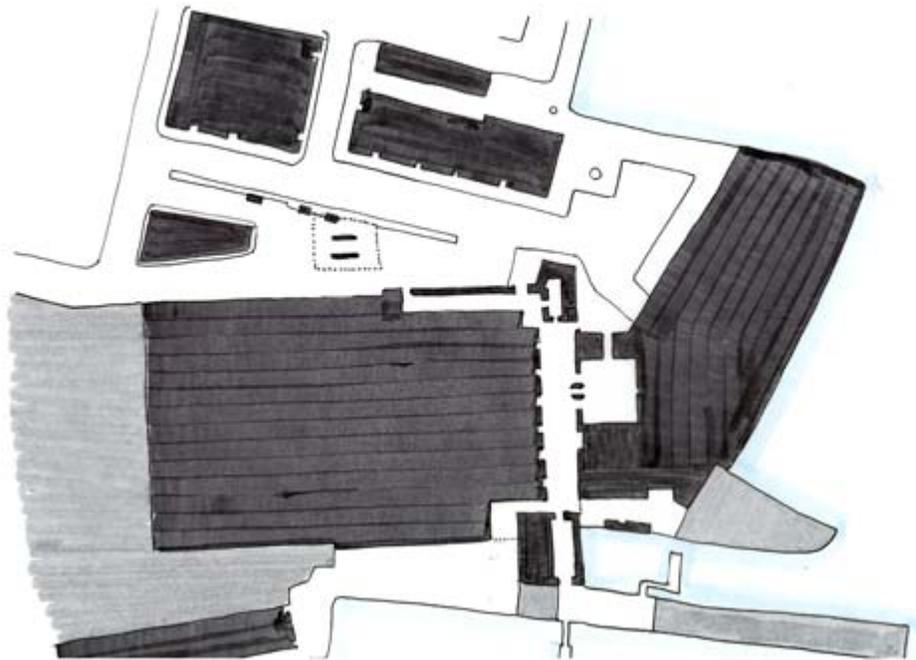
- Ticket Office
- Team Shop
- Baseball History Museum
- Restaurants
- Retail and Office Space

Other Program Elements

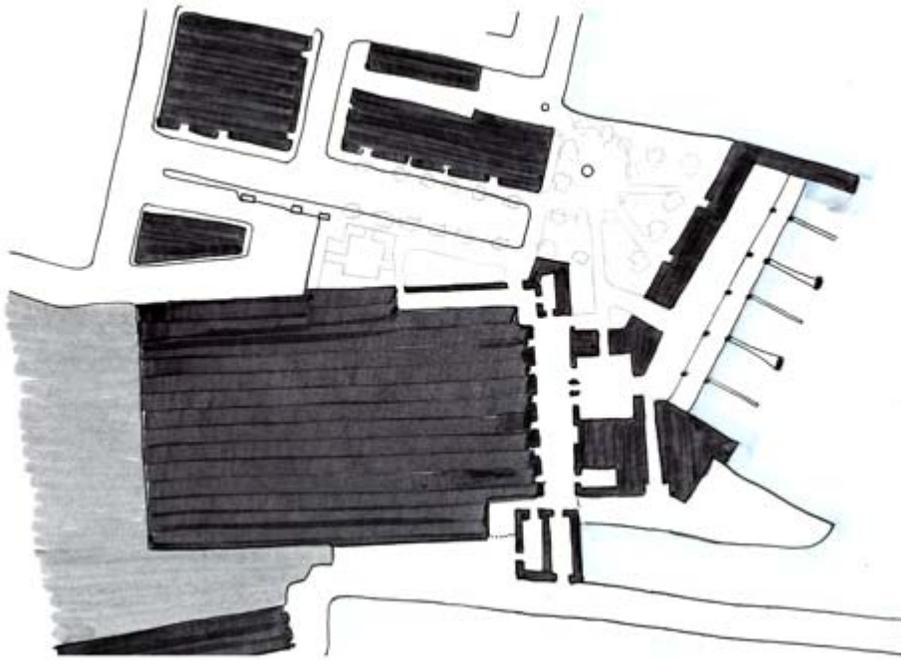
- Bleachers
- Picnic Area
- Swimming Pool
- Parking (Minimal)
- Mechanical and Service

### Urban Scale Program

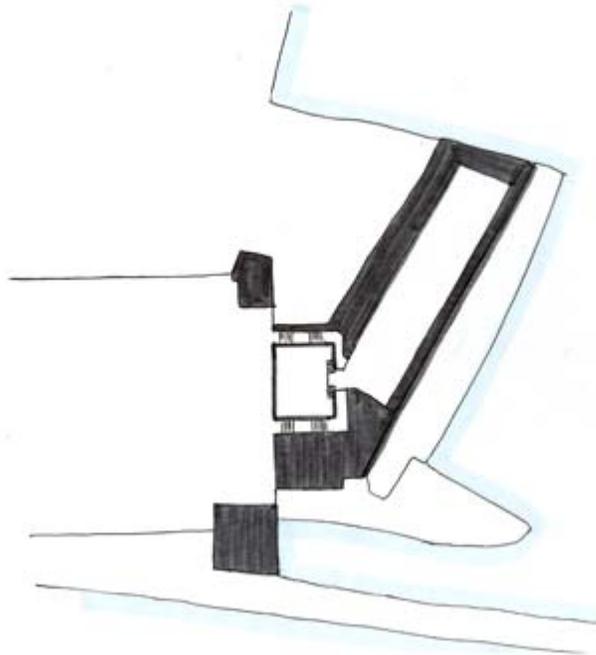
Restoration of the Hoboken Terminal in conjunction with the promenade experience between the station and the ballpark will be the heart of the urban intervention. Spaces within the Terminal will be reprogrammed to take full advantage of the historic structure. The second floor ferry concourse, with its grand, column-free space, Tiffany skylights, and views of Manhattan, is an ideal location for a convention or banquet hall. Warrington Plaza, the junction point between downtown Hoboken and the waterfront park system, will again transform into a civic entry plaza for an expanded ferry complex. The boardwalk piers within the Terminal will be restored and views out towards the Hudson River will be maximized.



*Fig. 5-2 – Hoboken Terminal Nolli Plan – Current Layout*



*Fig. 5-3 – Hoboken Terminal Nolli Plan – Potential Layout – Lower Level*



*Fig. 5-4 – Hoboken Terminal Nolli Plan – Potential Layout – Upper Level*

Meanwhile, the journey from the station to the ballpark will bring fans and commuters alike through a pedestrian friendly commercial boulevard. A mix of uses including restaurants, retail, office, hotel, and residential will define a new context to situate the ballpark within. Many of these structures will offer views towards the field of play in addition to framing views from the ballpark towards the Manhattan skyline.



*Fig. 5-5 – Downtown Jersey City Waterfront*



*Fig. 5-6 – Downtown Jersey City Waterfront*

Most streets will keep view corridors down to the Hudson River unobstructed. Along the waterfront will be a mix of recreational and civic uses, including a continuous park system, boating docks, fishing piers, and plazas.

### *Sustainability Goals*

The primary means of addressing green design strategies is through Smart Growth principles, specifically Transit Oriented Development (TOD.) The US Green Building Council is developing a “LEED for Neighborhood Development Rating System” in association with the Congress for the New Urbanism.<sup>12</sup> This thesis will strive to—and should—meet as many guidelines as possible. Criteria such as

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<sup>12</sup> “LEED for Neighborhood Development Rating System” - <http://www.usgbc.org/DisplayPage.aspx?CMSPageID=148>

Brownfield Redevelopment, Preferred Locations, Reduced Automotive Dependence, Bicycle Network, and Housing Jobs Proximity will achieve Smart Location objectives. Compact Development, Diversity of Uses, Reduced Parking Footprint, Walk-able Streets, Street Network, Transit Facilities, Access to Surrounding Vicinity, and Access to Public Spaces will address Neighborhood Pattern and Design. Finally, credits for LEED Certified Buildings, Energy Efficiency, Building Reuse and Adaptive Reuse, Reuse of Historic Structures, Contaminant Reduction in Brownfield Remediation, Heat Island Reduction, Solar Orientation, and On-Site Energy Generation will help contribute towards Green Construction and Technology.

## Chapter 6: Precedent Analysis

### Major League Ballparks

Although larger in scale than minor league ballparks, those in the big leagues provide some informative case studies of what good urban ballparks entail. The following list includes a wide selection—each one chosen as a precedent for rather specific reasons.

Few ballparks still exist from the early era of Major League Baseball—but for the time being, Yankee Stadium remains standing. It is a clear example of a ballpark situated within the restrictions of an urban block—resulting in an asymmetrical playing field as well as an active street life. Fig. 6-1 shows River Ave. outside the right field bleacher entrance, with the 4 Train overhead. Despite what would seem to be a poor location beneath the subway line, the street is one of the more exciting places to be on game nights. Essentially, it becomes a pedestrian boulevard linking the ballpark with the retail stores and restaurants across the way. During nonevents however, River Ave. returns to its primary role in the context of the city—as a mixed use environment where people live, work, and play.

*Fig. 6-1 – River Ave. below the 4 Train outside Yankee Stadium*

Two other examples in which there exists an image-able pedestrian environment adjacent to the ballpark are Yawkey Way outside Fenway Park in Boston as well as Eutaw St. along Oriole Park at Camden Yards in Baltimore. Yawkey Way is a converted automotive street which today serves as a gathering spot and civic space for baseball fans to meet friends or grab a bite to eat. Eutaw St. serves a similar purpose, but is actually within the confines of the ballpark and includes views of the playing field. (In fact, it has become a celebrated event when a homerun ball actually reaches this astonishing distance.) During games, the street is restricted to those in the paid attendance, yet is a part of the city during other times of

the day. The main entry for Camden Yards is located at the western end of Eutaw St. adjacent to the team museum and gift shop—which remains open year-round.

*Fig. 6-2 – Yawkey Way outside Fenway Park*

*Fig. 6-3 – Eutaw St. and Warehouse at Oriole Park at Camden Yards*

All three of these ballparks have a number of signature elements providing a unique identity to its place. Yankee Stadium is well known for its distinctive façade which lines the top of the grandstand. Additionally, other icons, such as “The Bat” (actually a working chimney) serve as simple nodes of social activity. The Warehouse at Camden Yards was an existing, distinctly Baltimorean building incorporated into the design of the ballpark which helps to frame views of the city skyline beyond center field. Meanwhile, Fenway Park’s location within a tight urban block has led to a number of elements found only here. The famous 37-foot tall Green Monster was constructed because of the very short distance down the left field line, while rooftop seating decks have been added in recent years to maximize seating capacity within the tiny footprint of the ballpark.

*Fig. 6-4 – “The Bat” and Victorian-Style Façade at Yankee Stadium*

*Fig. 6-5 – Green Monster and Rooftop Porch Seating at Fenway Park*

*Fig. 6-6 – Team Store and Museum outside Oriole Park at Camden Yards*

Wrigley Field in Chicago is another of the few surviving gems standing today. Besides the unique ivy covered wall, the ballpark is also known for its direct relationship with its urban environment. Fit tightly within the existing urban block, most of the buildings across the street beyond the outfield wall offer fantastic views of the playing field. This enables the ball yard to serve as a visual urban park for the community on most days—while providing for inexpensive “tickets” on game nights. In fact, many have capitalized on this and constructed bleacher seating atop the roofs of neighboring buildings which are sold to the general public.

*Fig. 6-7 – Rooftop Seating atop Buildings outside Wrigley Field*

Another example of a ballpark with direct relationships to the social and economic environment of its city is the newly constructed Nationals Park in Washington. This is an example in which the ballpark arrived first as the anchor for development. It sits at the southern end of a long retail strip. The neighborhood Metro station anchors the northern end and ensures a continuous flow of people down

the street providing a boost to the local economy, especially on game day. The street ends on an urban plaza just outside the main entry to the park, providing views in towards the playing field as well. Progressive Field in Cleveland has a similar functioning space at the end of a pedestrian promenade from the downtown core.

*Fig. 6-8 – Nationals Park at the southern end of Washington’s SE Revitalization*

*Fig. 6-9 – Pedestrian Plaza outside Progressive Field in Cleveland*

Considering the site for this thesis sits along the shores of the Hudson River, an examination of PNC Park in Pittsburgh and AT&T Park in San Francisco should be included. Both are situated literally along the edge of the water. In addition to the beautiful image created by such a placement, it also enables yet another form of transit to be implemented. Fans can take the ferry to the game—including their private watercraft, which is the case for San Francisco. In fact, the waters in McCovey Cove beyond right field are often filled with kayak and canoes during games for those fans seeking a souvenir homerun ball.

*Fig. 6-10 – PNC Park and Roberto Clemente Bridge in Pittsburgh*

*Fig. 6-11 – AT&T Park adjacent to San Francisco Bay*

Finally, there are a few other aspects worth mentioning. AT&T Park was purposely constructed with the flexibility to be converted into a football or soccer field in the off-season—helping to ensure the stadium does not sit vacant over the winter. Meanwhile, at Chase Field in downtown Phoenix, the best seats in the house may very well be in the right field swimming pool—an unique way to take in a ballgame and something helping to attract even the non-baseball fan. And finally, at PETCO Park in San Diego, the historic Western Metal Supply Company building was incorporated into the design of the ballpark—quite literally. In addition to being adaptively reused for a team shop and party suites, the corner of the building actually serves as the left field foul pole. The city’s fabric cannot possibly be any more connected with the game.

*Fig. 6-12 – Football game at AT&T Park*

*Fig. 6-13 – Swimming Pool at Chase Field in Phoenix*

*Fig. 6-14 – Western Metal Supply Company Building within PETCO Park in San Diego*

*Minor League Ballparks*

Minor league ballparks are a great deal smaller in size. While professional stadiums average around 40,000 to 50,000 seats, the minors usually have capacities ranging around 10,000 to as few as 1,000. Most of their physical footprint is concentrated around the infield—rarely are there ballpark structures beyond the outfield wall. Few minor league ballparks, by nature, are truly urban. Often, they are located in the suburbs and are completely auto dependent.

Fifth Third Field in Toledo, however, is a decent example of a minor league park which begins to contribute towards its urban fabric. The field is nestled into the existing block structure while the façades of the ballpark help to define a continuous street edge. Here, existing buildings at the corner of the block are seamlessly

integrated. Some of the neighboring buildings have views of the playing field enabling residents to catch glimpses of the game.

*Fig. 6-15 – Fifth Third Field – An Urban Minor League Ballpark*

Two ballparks in the suburbs of New York City are KeySpan Park in Brooklyn and Richmond County Bank Ballpark at St. George in Staten Island. Each site provides some resemblance to that of Hoboken / Jersey City. Richmond County Bank Ballpark was situated adjacent to the Staten Island Ferry Terminal as it capitalizes on both the flow of commuters through the Terminal as well as views over the waters of New York Bay. However, it fails to create a strong urban environment immediately around the ballpark itself. Meanwhile, KeySpan Park was constructed on an underutilized lot a few blocks west of Coney Island. It is slightly more successful in terms of its accessibility and architectural character. An open-air concourse with views of the community, the ocean, as well as the Cyclone and former parachute drop create a strong sense of place. Even small details, such as the colored neon circles around the light towers, create a feel unique to this site.

*Fig. 6-16 – Richmond County Bank Ballpark at St. George*

*Fig. 6-17 – KeySpan Park*

In terms of architectural character, Dr. Pepper Ballpark in Frisco, TX is an interesting study. From the exterior elevation, the structure does not even resemble a stereotypical ballpark. Instead, it has the appearance of an apartment complex or possibly a small resort. This language is carried through to the seating bowl as well. Instead of the typical concourse around the perimeter, the field is surrounded by a

series of pavilions. Its major drawback, however, is the site's lack of urban fabric. Instead of relating to buildings across a pedestrian friendly street, these pavilions are surrounded by acres of parking lots.

*Fig. 6-18 – Dr. Pepper Ballpark – Unique Architectural Character and Porch*

*Seating*

Yogi Berra Stadium in Montclair, NJ is yet another typical suburban minor league ballpark, but with one noted exception. As home to the legendary player for whom it is named, a museum and leaning center was constructed to celebrate the game of baseball. This helps to ensure year-round use in much the same way a museum and educational center celebrating baseball's history in Hoboken will do for this thesis site.



*Fig. 6-19 – Yogi Berra Stadium in Montclair, NJ*

As stated earlier, the ballpark for this thesis will house a team in the Atlantic League of Professional Baseball. The following images are a selection of some of the other venues in this league. Average seating capacities are around 6,000 fans. From the selection shown below, it is clear that the suburban nature in and around these ball yards can be improved.



*Fig. 6-20 – Ballparks in the Atlantic League of Professional Baseball From Top Left: Clipper Magazine Stadium in Lancaster, PA – The Ballpark at Harbor Yard in Bridgeport, CT – TD Bank Park in Bridgewater, NJ – Citibank Park in Central Islip, NY – Campbell's Field in Camden, NJ – Bears & Eagles Riverfront Stadium in Newark, NJ*

### Other Precedents

Although not specifically a baseball field, the Real Maestranza de Sevilla—or Bull Ring in Seville, Spain—offers an extreme example of how a sports venue can be buried within the fabric of a city. The arena sits completely inside a triangular residential block. A series of pedestrian alleys allows for a smooth flow of pedestrians without interfering with automotive traffic when large crowds are expected. One primary civic plaza opens up to the street and marks the main entrance for the venue. From here, there is also a direct axial relationship towards the nearby river.

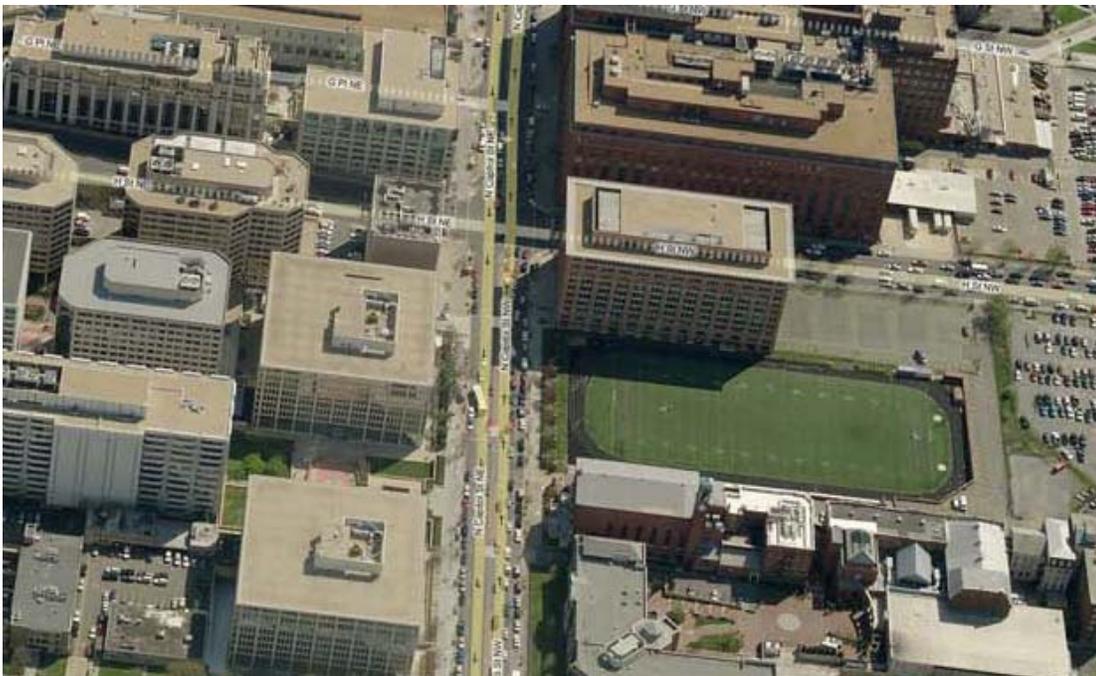


*Fig. 6-21 – Bull Ring in Seville*

Although an interesting typology of a truly urban stadium, perhaps its greatest shortcoming is related directly to its strength. Unless you have a ticket and are headed specifically to the bullfight, you may not even be aware that the bullring even

exists. Some regional visibility, especially for an American ballpark, helps to ensure its role as an anchor for future development. Despite this, at a similar physical scale to that of a minor league ballpark, it demonstrates how a venue of substantial size can blend seamlessly into the urban fabric while still addressing the needs of over 10,000 spectators gathered in one space.

Even something as small as a high school football field demonstrates the positive impact a sports venue can have for a city of substantial size. The Gonzaga High School field—just outside downtown Washington, DC—provides local residents with a sense of personal park space as an escape from the hustle and bustle of urban life. The visibility of an open green field immediately outside one’s window—accessible for public use or otherwise—offers a relief from the density of high rise apartments and offices which surrounds it.

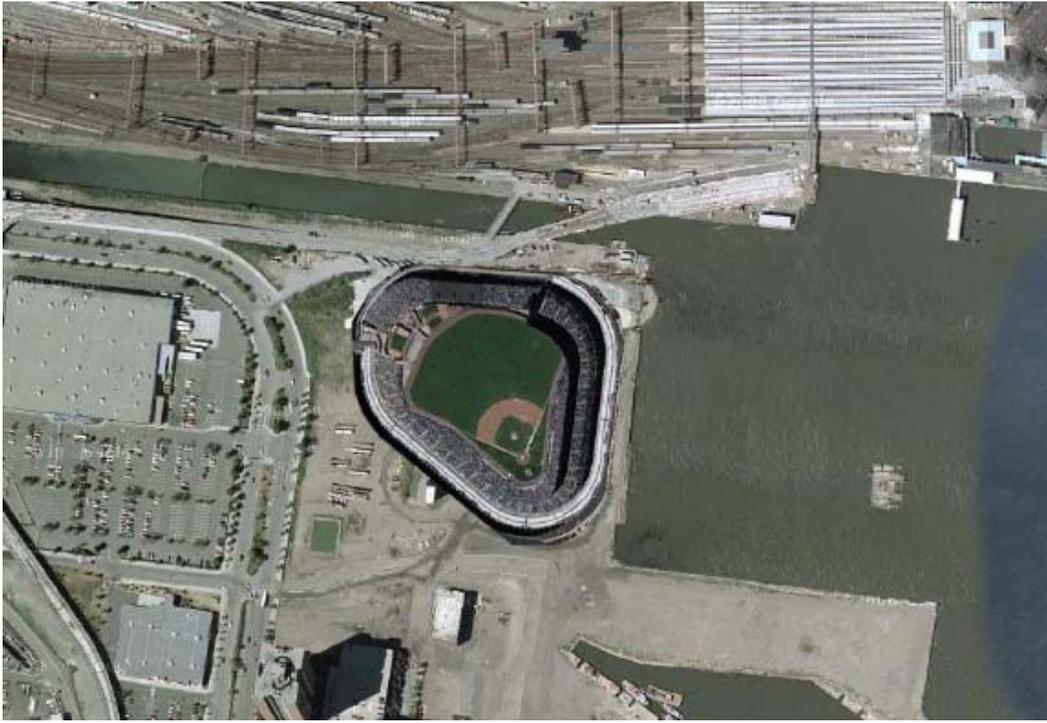


*Fig. 6-22 – Gonzaga High School Football Field*

Finally, the Inner Harbor in Baltimore provides a successful precedent for the type of development which can occur along the water's edge. With historic uses quite similar to the rail and shipping industry once located along the Hudson River's western shore, the Inner Harbor relates closely to the social and physical scale around the Hoboken Terminal. Fig. 6-30 relates an aerial image of Baltimore's waterfront atop the site for this thesis. With fantastic views of the city beyond the water, the retail and commercial environment can begin to relate with to the cliental of the ballpark and Terminal users much the same way the Inner Harbor does for nearby Oriole Park at Camden Yards.

*Fig. 6-23 – Inner Harbor in downtown Baltimore, MD*

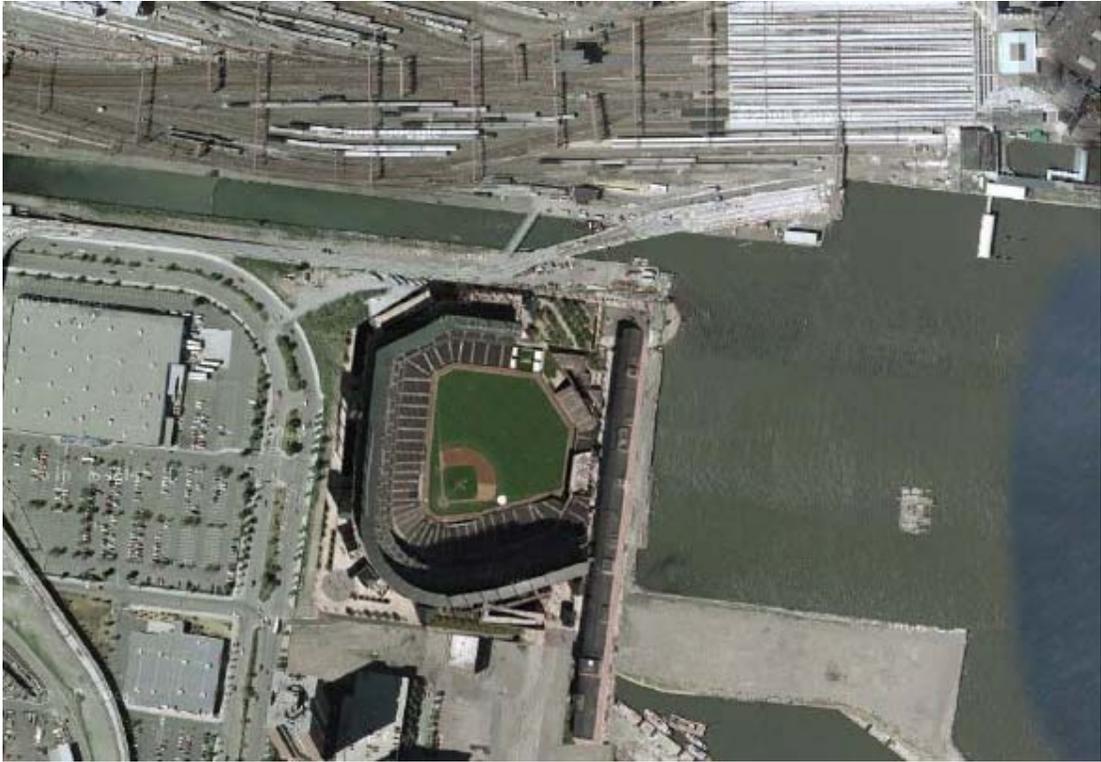
Scale Overlays



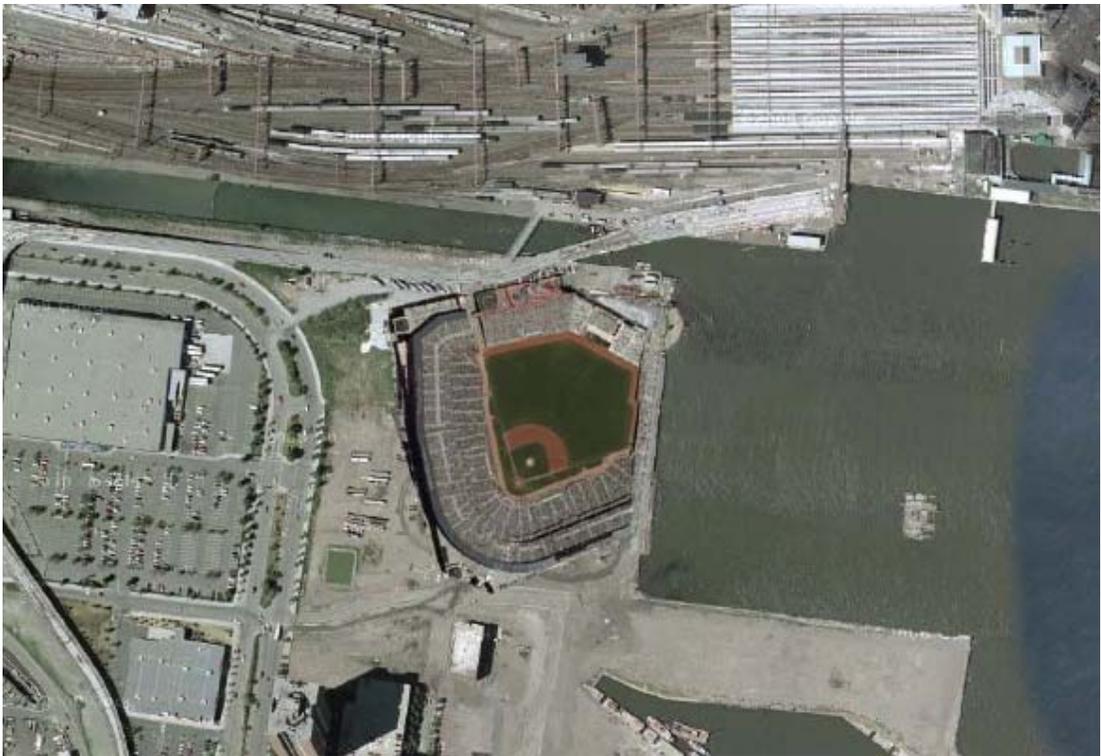
*Fig. 6-24 – Yankee Stadium Scale Overlay (Google Earth)*



*Fig. 6-25 – Fenway Park Scale Overlay (Google Earth)*



*Fig. 6-26 – Oriole Park at Camden Yards Scale Overlay (Google Earth)*



*Fig. 6-27 – AT&T Park Scale Overlay (Google Earth)*



*Fig. 6-28 – Richmond County Bank Ballpark at St. George Scale Overlay (Google Earth)*



*Fig. 6-29 – KeySpan Park Scale Overlay (Google Earth)*



*Fig. 6-30 – Inner Harbor Scale Overlay (Google Earth)*



*Fig. 6-31 – Rockefeller Center Scale Overlay (Google Earth)*

## Chapter 7: Conceptual Schemes and Partis

The following three alternative site strategies and ballpark configurations explore a variety of options across each plan. Done as an iterative process of exploring through design, each scheme is assessed by addressing its strengths and weaknesses—specifically in terms of addressing the primary goals and objectives of this thesis (outlined below in Fig. 7-1.)

### **Minor League Ballpark adjacent to Hoboken Terminal**

- Create a Truly **Urban** Ballpark – Not Simply Placed in a City
- Become Part of the City’s “Fabric” – **Physical, Social, and Economic**
- Embrace / Revitalize the **Culture and History** of the Site – Baseball & Transit Heritage
- Ball “**Park**” for the Neighborhood and “Ballpark” for the Region

### **To what extent does the design ...**

- Tie to the physical and economic fabric of the city?
- Embrace the Culture and History of the Site?
- Activate the **Waterfront**?
- Connect to the Terminal and **Link** Hoboken with Jersey City?
- Serve as a **Year Round** Destination?
- Serve the Immediate **Neighborhood**?

### **Ballpark Related Issues**

- Friendly Neighbor
- Entry Locations – Public Plazas
- Orientation – Views and Solar
- Parking and Service
- Related Program Elements
  - Restaurants and Retail
  - Museum
  - Recreation
  - Hotel
  - Conventions
  - Circulation

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*Fig. 7-1 – Thesis Goals and Objectives*

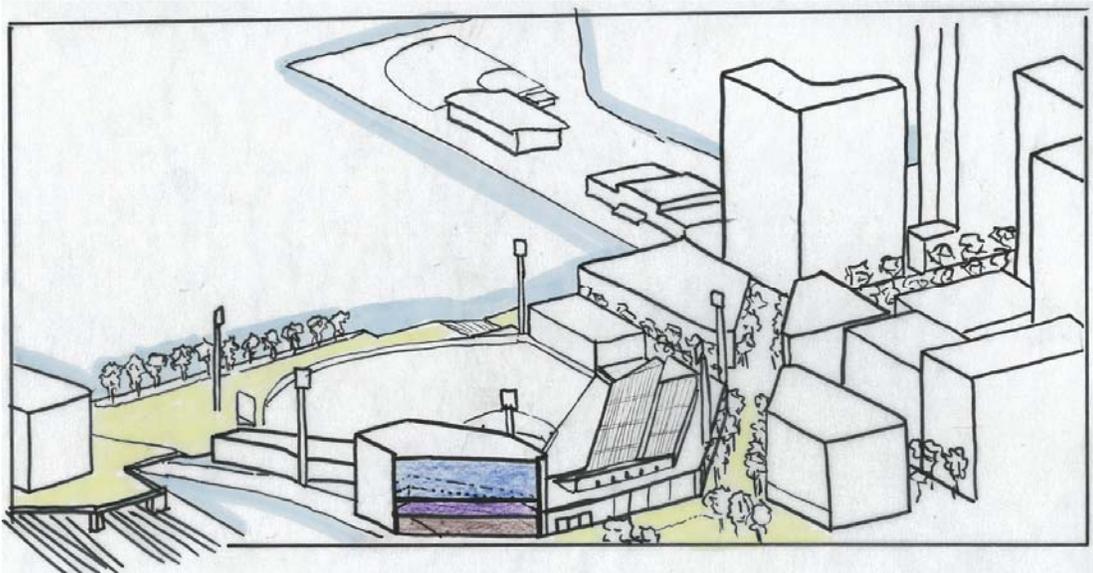
*Ballpark on Waterfront*



*Fig. 7-2 – Ballpark on Waterfront Plan*

The first parti places the ballpark at the northeast edge of the Jersey City site, immediately south of the rail yards and adjacent to the shores of the Hudson River.

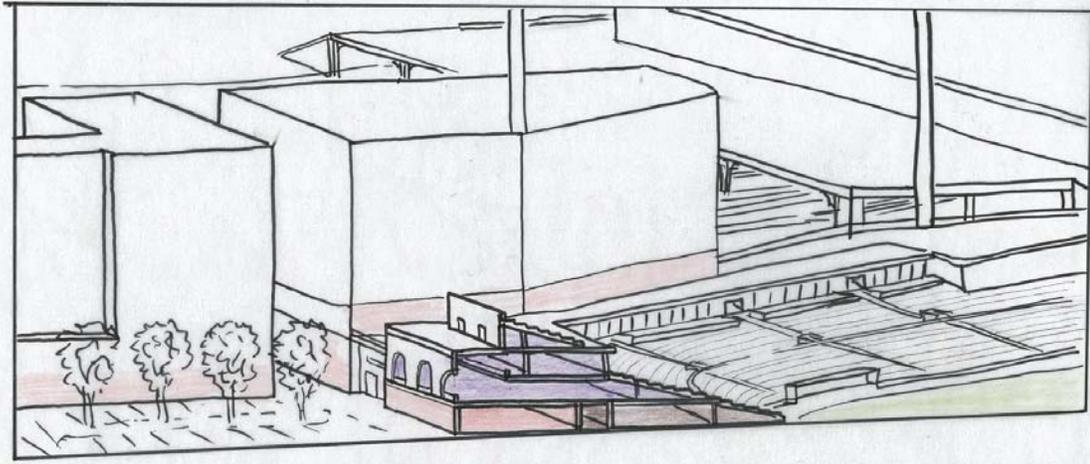
The location capitalizes on one of the great unique assets of the area—the spectacular panoramic views of the New York City skyline. Only at this corner location are views open towards both Downtown and Midtown Manhattan. Additionally, the ballpark relates directly to the Hoboken Terminal in this scheme more so than in the other two. It ties in with the proposed platform construction atop the rail yards (see Fig. 3-8 to 3-9) where apartments and offices will potentially rise. The “Washington Steps” align with the southern tip of Hoboken’s “Main St.” and will link the ballpark with this pedestrian-friendly boulevard. Since one is already above grade at this point, a secondary circulation level along the northern and eastern perimeter of the ballpark enables both easy access into the seating deck as well as views down towards the playing field (while also serving as the outfield wall.)



*Fig. 7-3 – The ballpark is linked via a platform over the rail yard.*

An “existing” building is constructed to create the southern edge to the ballpark and transition towards the neighborhood (while also providing additional seating and serving as the right field foul pole.) The lower floors of the ballpark are

lined with retail shops and restaurants fronting a pedestrian street, with the main concourse up one level. This terminates at a traditional civic plaza behind home plate to the north (where a museum honoring the history of baseball, specifically with respect to Hoboken, is located) and connects with the developing retail street of Newport to the south.

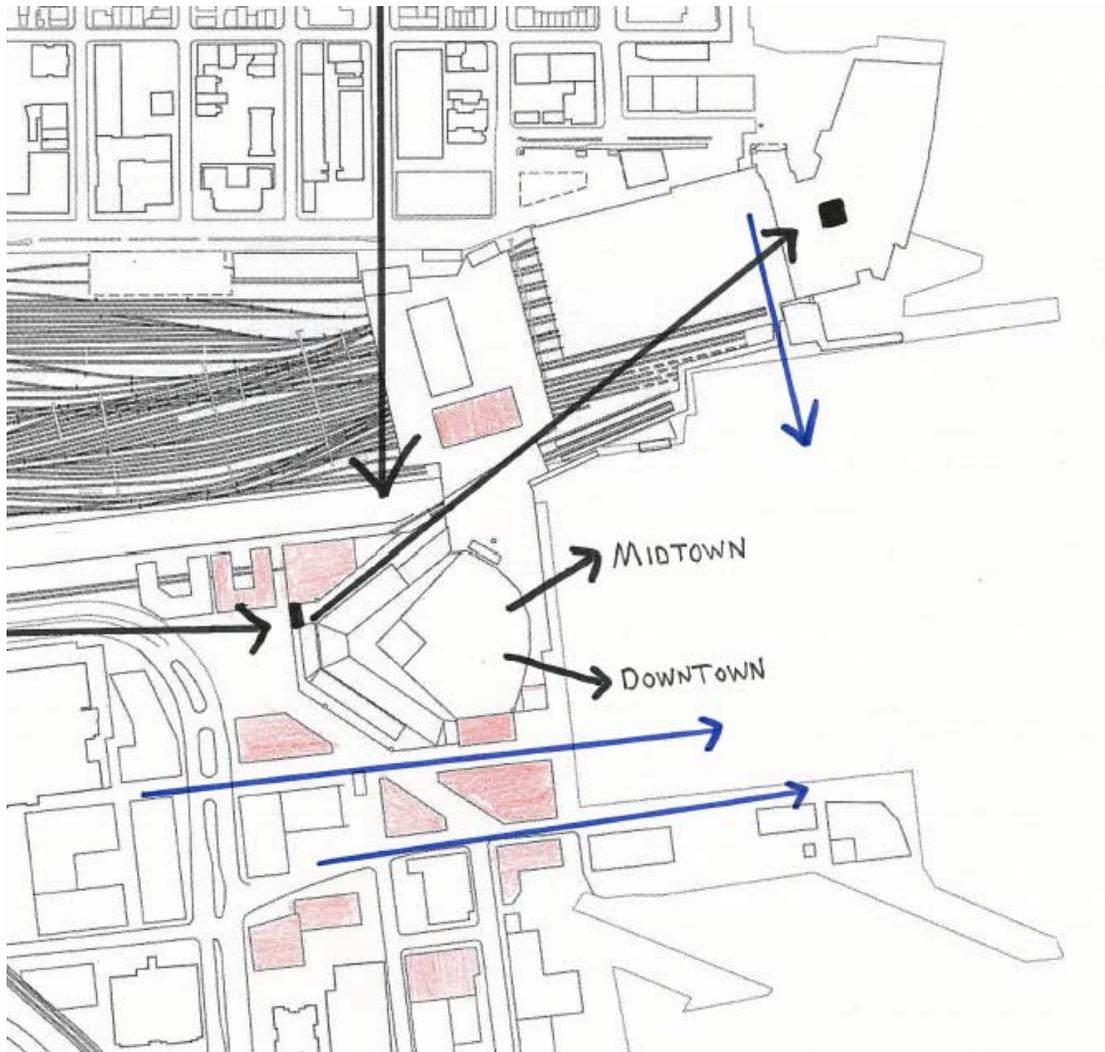


*Fig. 7-4 – A section through the ballpark and its home plate plaza entry.*

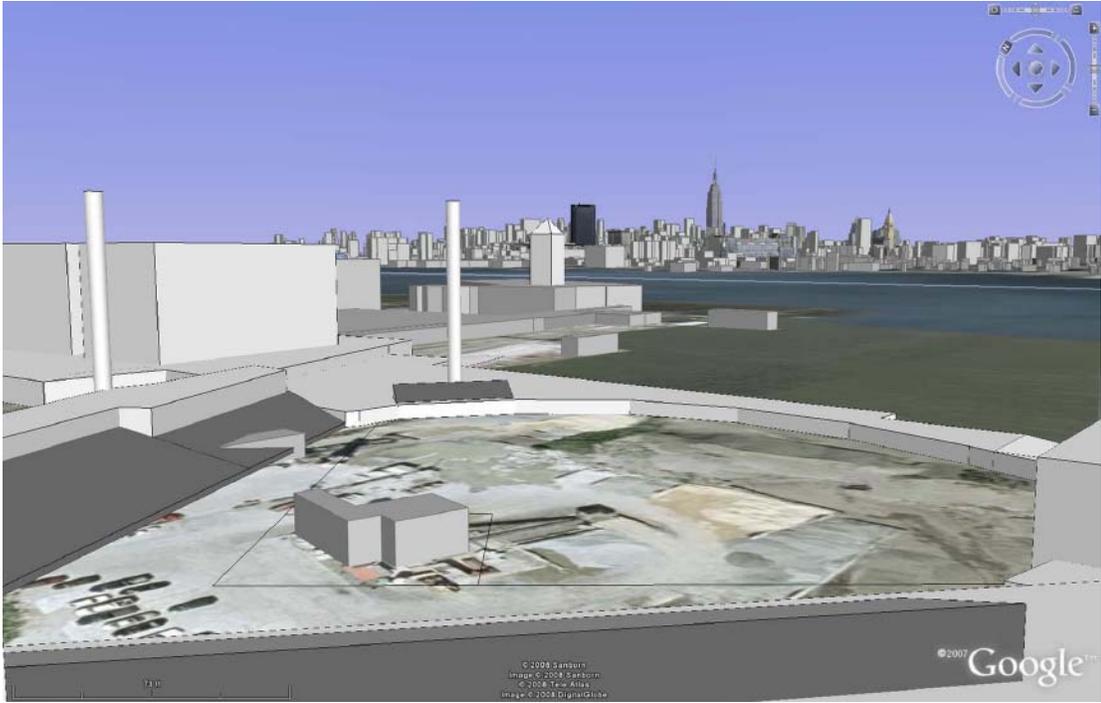
In this scheme, as in the other two, streets and buildings are arranged to maximize views towards the water. The existing pier at the southern edge of the site is converted to a recreational park for the community—similar to that of Pier A just to the north in Hoboken. This helps further the baseball theme with the inclusion of a Little League, batting cages, and a possible learning center. Finally, docks for personal watercraft will be provided here as well.

The scheme is successful in the fact that it preserves all the existing buildings and infrastructure. Both Washington Blvd. and the two “big box” retail stores remain in their current condition—for better or worse. The overall plan may be improved with the ballpark shifted slightly to the south, opening up a direct connection between

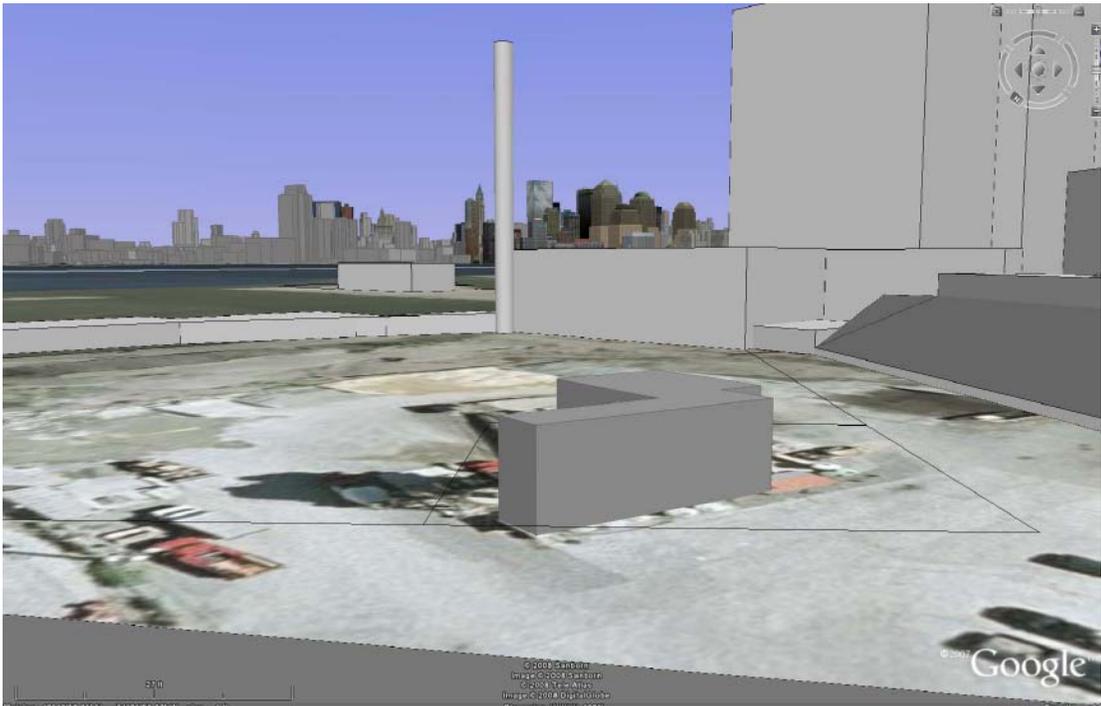
the home plate plaza and the Hoboken Terminal. Also, with the plan in its current condition, the activation of the waterfront can still be made much stronger.



*Fig. 7-5 – Sightlines for Ballpark on Waterfront*

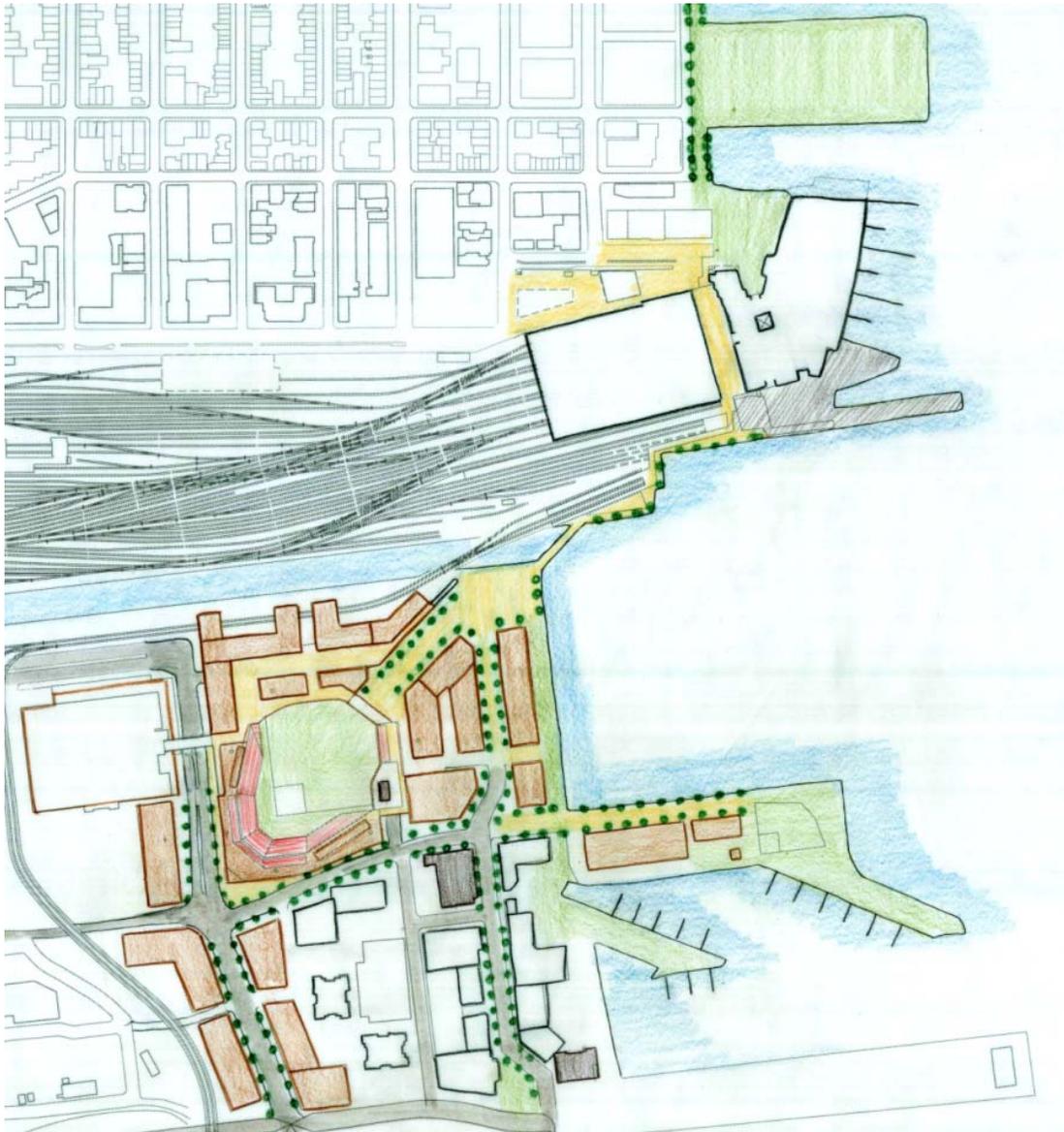


*Fig. 7-6 – View towards Midtown Manhattan*



*Fig. 7-7 – View towards Downtown Manhattan*

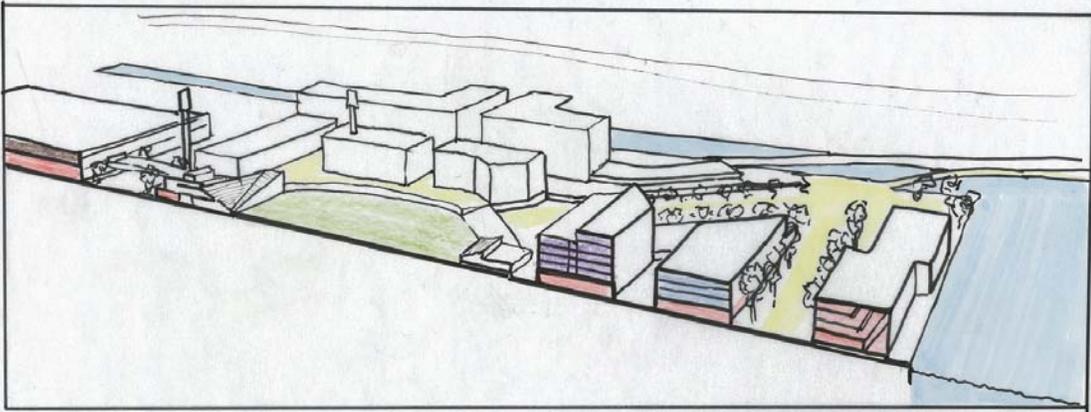
*Ballpark within Urban Fabric*



*Fig. 7-8 – Ballpark within Urban Fabric Plan*

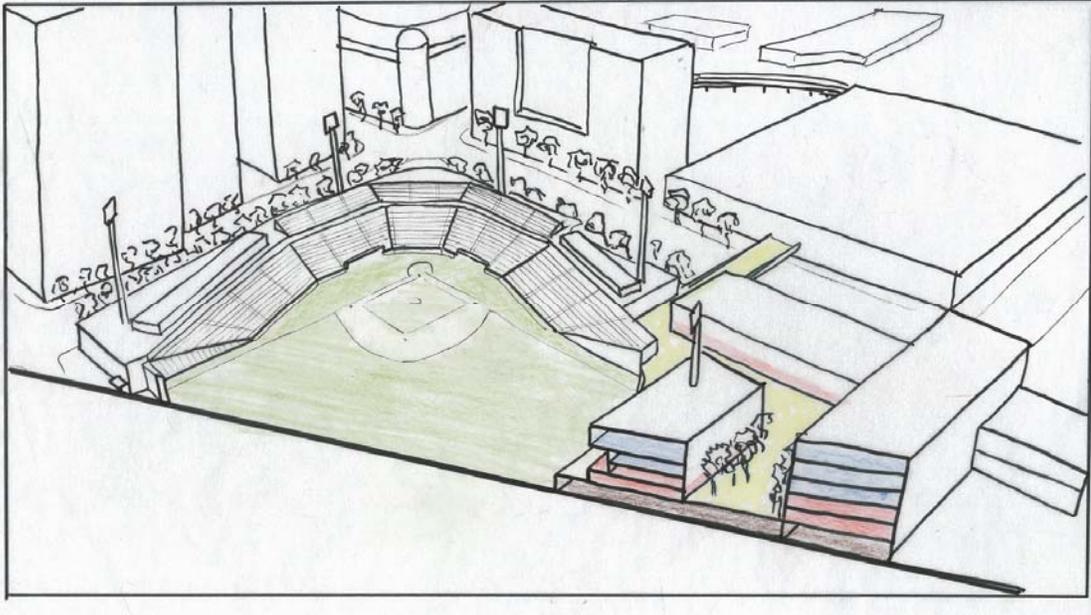
This urban parti places the ballpark within the fabric of the city. It is set back from the Hudson River by a couple blocks, allowing other program uses to occur along the waterfront. The strong connection with the Hoboken Terminal is maintained through the use of a short diagonal tree-lined boulevard. From behind

home plate, this axis frames a view of the newly renovated Clock Tower atop the station while channeling the circulation towards the ballpark in the opposite direction.



*Fig. 7-9 – Section from the ballpark through the Hudson River*

This intervention provides none of the potential physical links over the rail yard. While this hurts the connectivity of the two neighborhoods as a whole, it makes the pedestrian connection through the Hoboken Terminal that much more important. All circulation will be channeled through a renovated station, revitalizing the historic structure with adaptive new uses while reactivating Warrington Plaza out front along the water's edge.



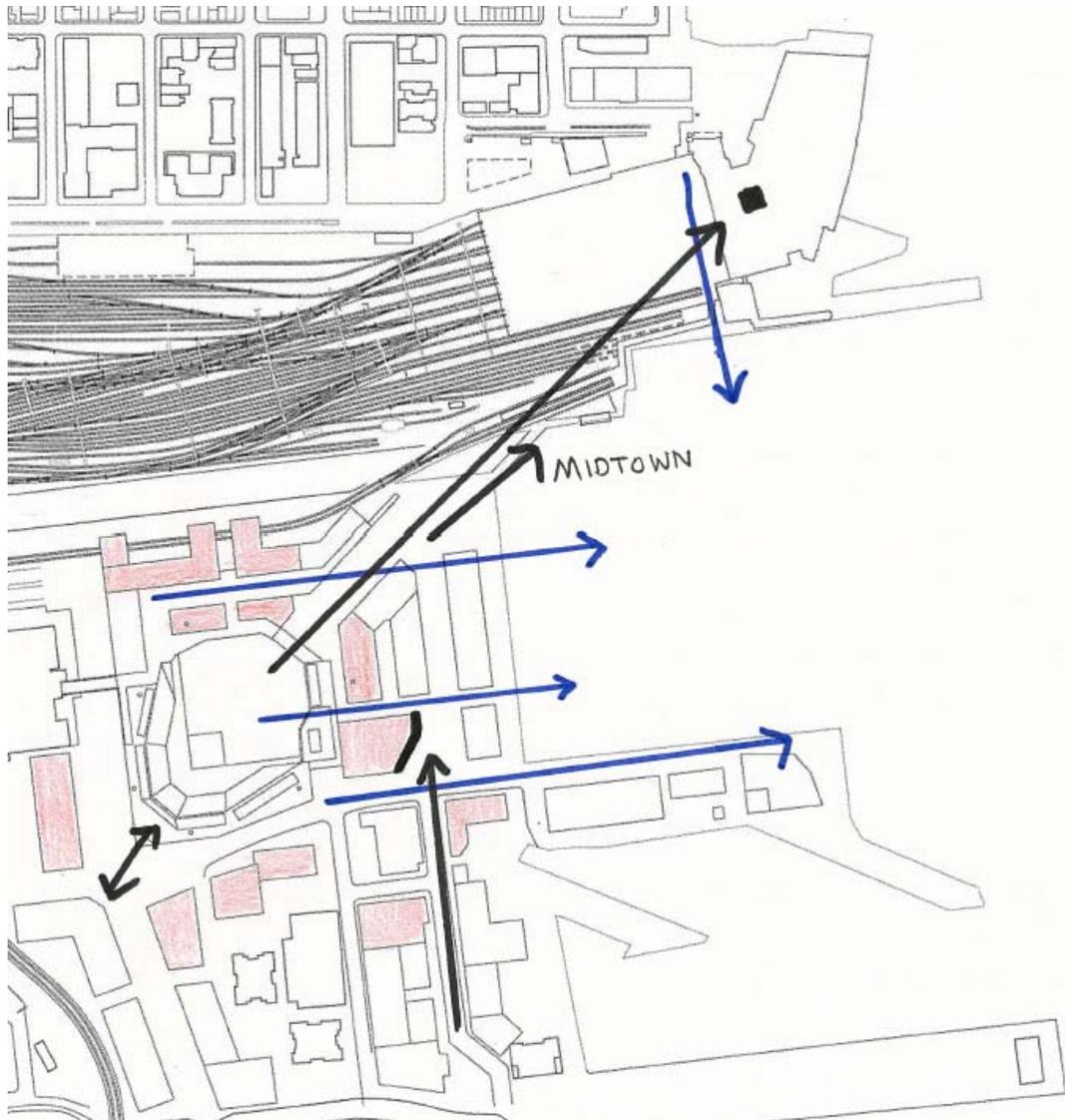
*Fig. 7-10 – Section through ballpark and Elevated Retail Plaza.*

Buildings will be constructed over the light rail tracks north of the ballpark and again interact with an elevated circulation level. Retail shops and restaurants will line the second story while service for these structures and the ballpark itself would come from below. A major unresolved area in this scheme, however, is the unpleasant visual approach one gets while entering the site along Washington Blvd. from the west.

A parking garage constructed atop Target will connect to this elevated circulation system through a pedestrian bridge over the street (and in so doing, save the relatively new department store.) During the baseball season, this provides easy access to the ballpark for those who wish to drive. And when there is no game being played, the garage can be used by those commuting through the Hoboken Terminal—thus ensuring a continuous flow of people through the commercial environment around the ballpark.

Again, between the street layout and varying building heights, views eastward towards the Hudson River will be maximized. The immediate waterfront will be developed around the “L” shaped corner just to the northeast of Newport in a similar way as the Inner Harbor in Baltimore. From this spot, one can witness spectacular views of the Hoboken Terminal rising from the foreground harbor—set against the backdrop of the Midtown Manhattan skyline. Indeed, Baltimore’s precedent fits the size and scale of the site beautifully (see Fig. 6-30.)

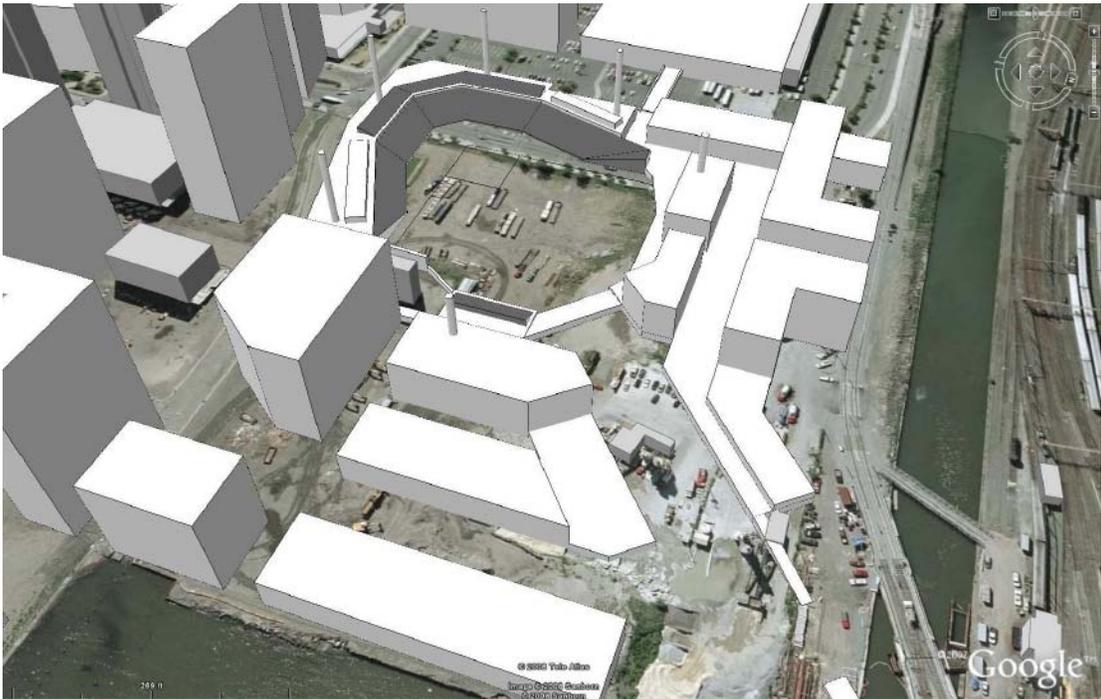
This urban design disrupts the existing infrastructure to a greater degree than the first scheme. Washington Blvd. is slightly realigned as the smaller of the two “big box” retail stores (Staples and a Modell’s) would be demolished. This accomplishes a more walk-able street with well defined edges. Even retail use along the lower level of the ballpark itself will contribute to this space.



*Fig. 7-11 – Sightlines for Ballpark within Urban Fabric*

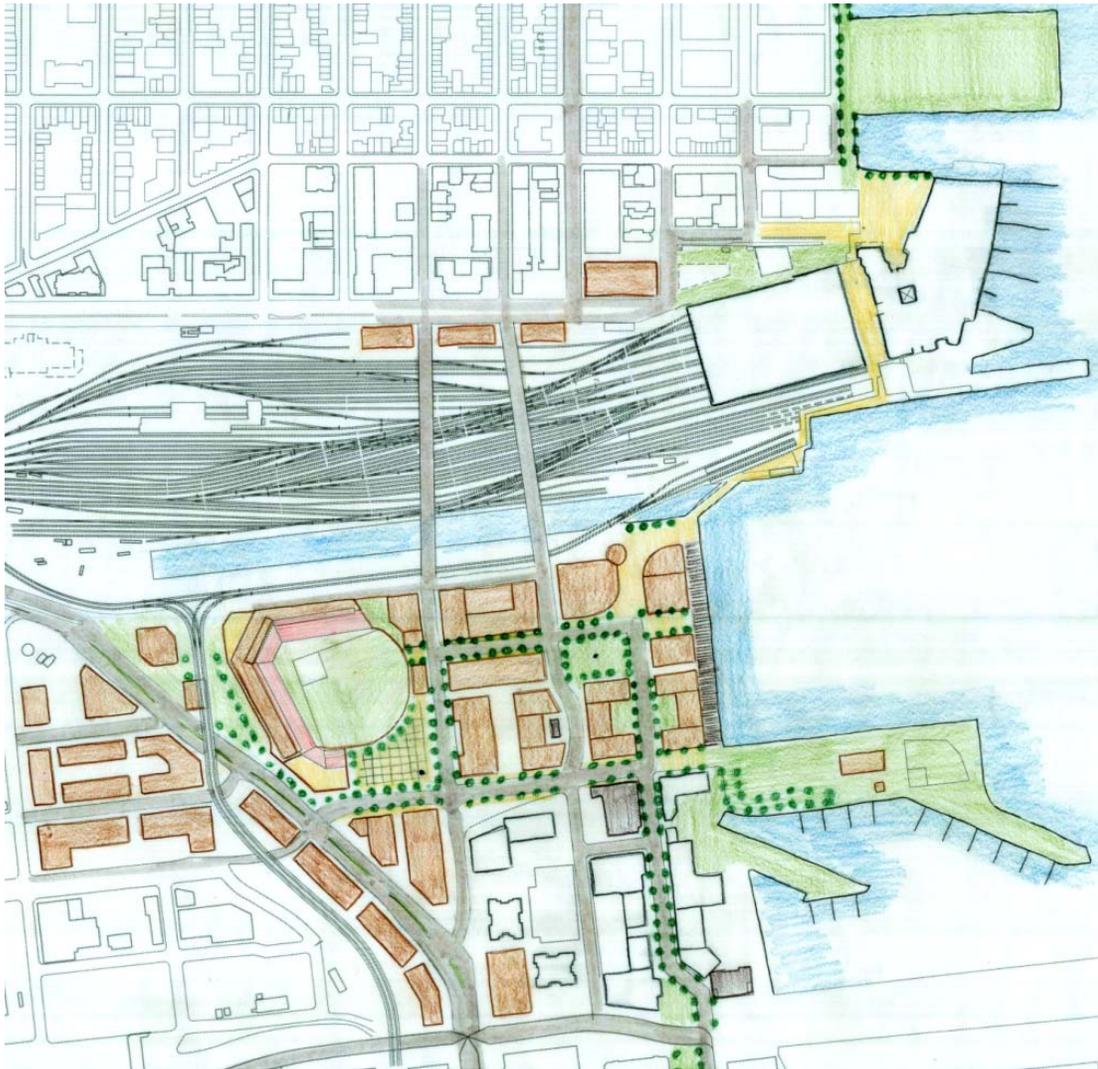


*Fig. 7-12 – Aerial View towards the Hoboken Terminal*



*Fig. 7-13 – Aerial View from the Hoboken Terminal*

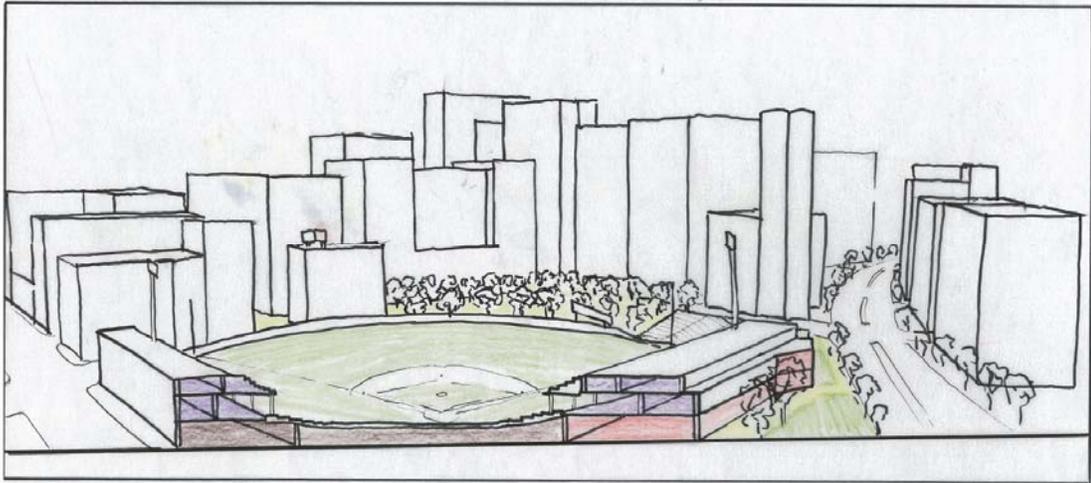
*Ballpark as a Series of Spaces*



*Fig. 7-14 – Ballpark as a Series of Spaces Plan*

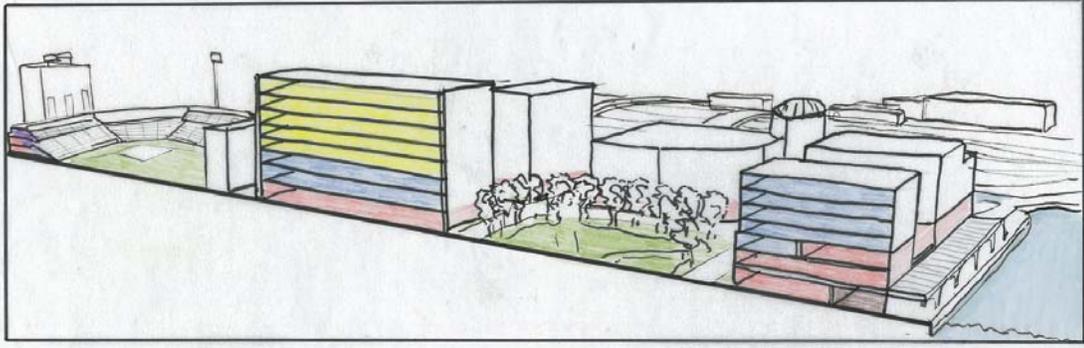
The final urban strategy places the ballpark furthest to the west creating a long retail environment between the Hoboken Terminal and the ball yard. These two anchors will help support a steady flow of residents, commuters, and visitors alike—ideal of any real estate development. More so than the previous two schemes, the design here addresses the urban space and character as an improvement to Jersey City at large. It also provides a physical link with Hoboken—a vehicular bridge—over the

rail yards. Meanwhile, Observer Highway—which leads directly towards the Terminal along Hoboken’s southern edge, is transformed as a gateway boulevard with well defined building edges bordering the street.



*Fig. 7-15 – Section through ballpark and realigned Washington Blvd.*

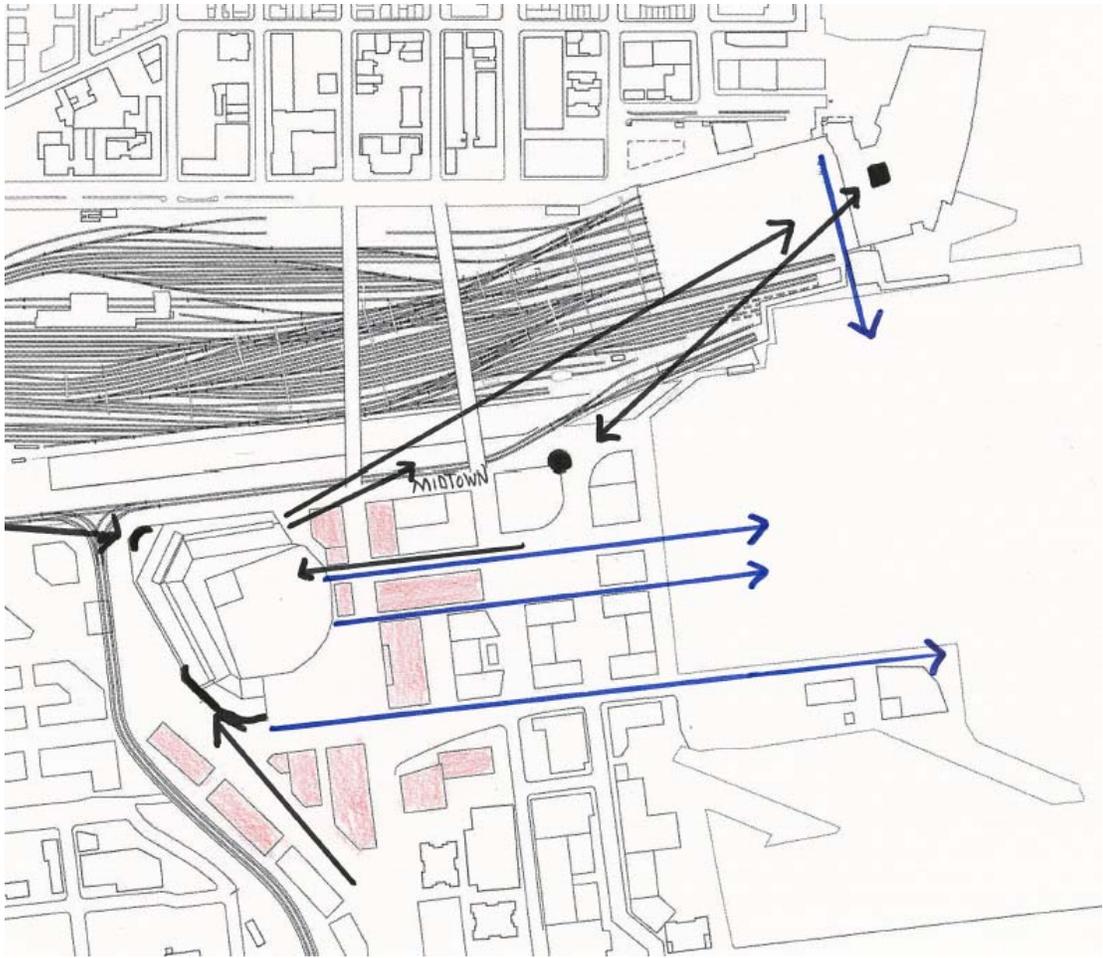
South of the station, one enters Jersey City and is directed by the built environment towards the ballpark. Along the way, one encounters small public squares, tree-lined streets, and a baseball history museum—all amongst a vibrant mixed use neighborhood laid over a gridded street system. The ballpark rests against the elevated light rail tracks where an adjacent stop is proposed. Perhaps the biggest drawback in terms of the ballpark’s placement, however, is its relative lack of any significant panoramic view of the Manhattan skyline. On the plus side, more Jersey City buildings are providing views toward the playing field in this scheme than in the other two.



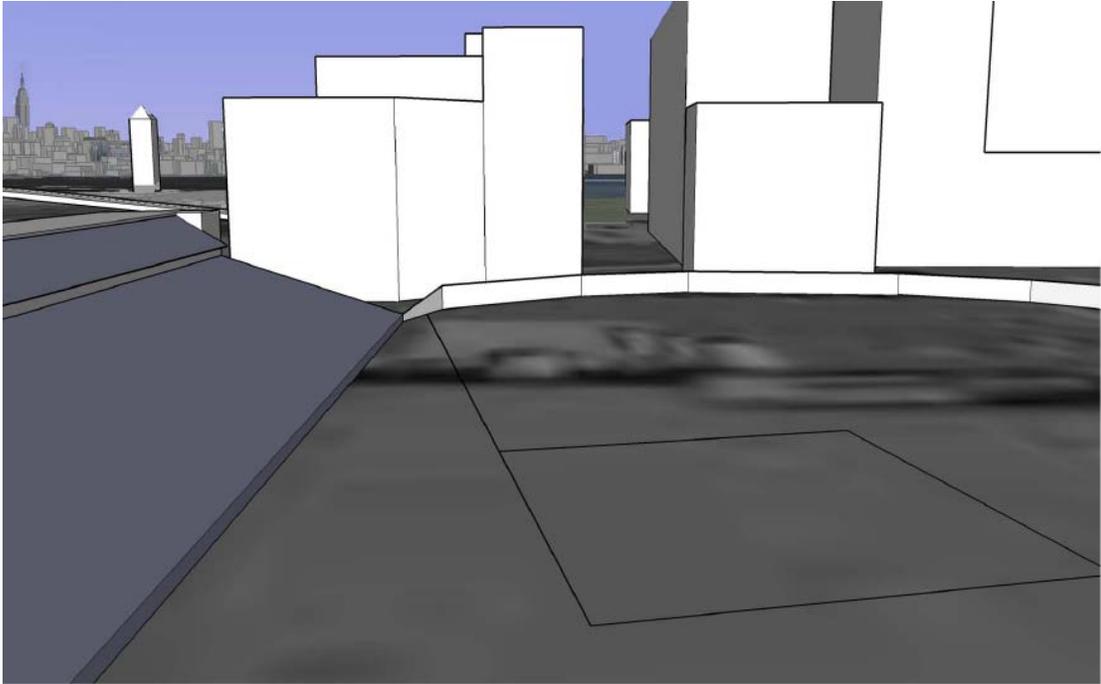
*Fig. 7-16 – Section from ballpark through the boardwalk along the Hudson River*

The Hudson River waterfront incorporates another strong New Jersey image—the boardwalk. The buildings closest to the river have lower level retail fronting the street on the west with a mix of restaurants and small shops opening towards Manhattan on the elevated boardwalk level to the east. Again, a community recreational park on the existing pier will terminate the southern portion of this promenade.

By far, this scheme impacts the existing infrastructure to a great degree. Both “big box” retail stores are demolished and Washington Blvd. is completely realigned. It does provide the opportunity to utilize the land just east of the Holland Tunnel entry with greater efficiency.



*Fig. 7-17 – Sightlines for Ballpark as a Series of Spaces*



*Fig. 7-18 – Views of the Water from the Ballpark*



*Fig. 7-19 – Aerial View of the Ballpark in its Context*

## Chapter 8: Design Solution and Conclusions

### Urban Design Strategies

As stated before, this thesis is an exploration of how a ballpark can be truly urban—one that is used to contribute back to the community in which it sits. Based on the goals and objectives outlined in the previous chapter and highlighted in Fig. 7-1, the final ballpark location is situated towards the northeastern most portion of the site—essentially based off the “Ballpark on Waterfront” parti from Chapter 7. Here it capitalizes on the two greatest assets of the site: close proximity to the Hoboken Terminal as well as fantastic panoramic views of the Manhattan skyline. The incredible accessibility provided by New York City’s mass transit network is within a five minute walk of the ballpark. This, combined with the field orientation (which nicely aligns itself with baseball’s recommended solar orientation), provides solid groundwork for the remaining design solution.



*Fig. 8-1 – Existing Aerial of the Site*

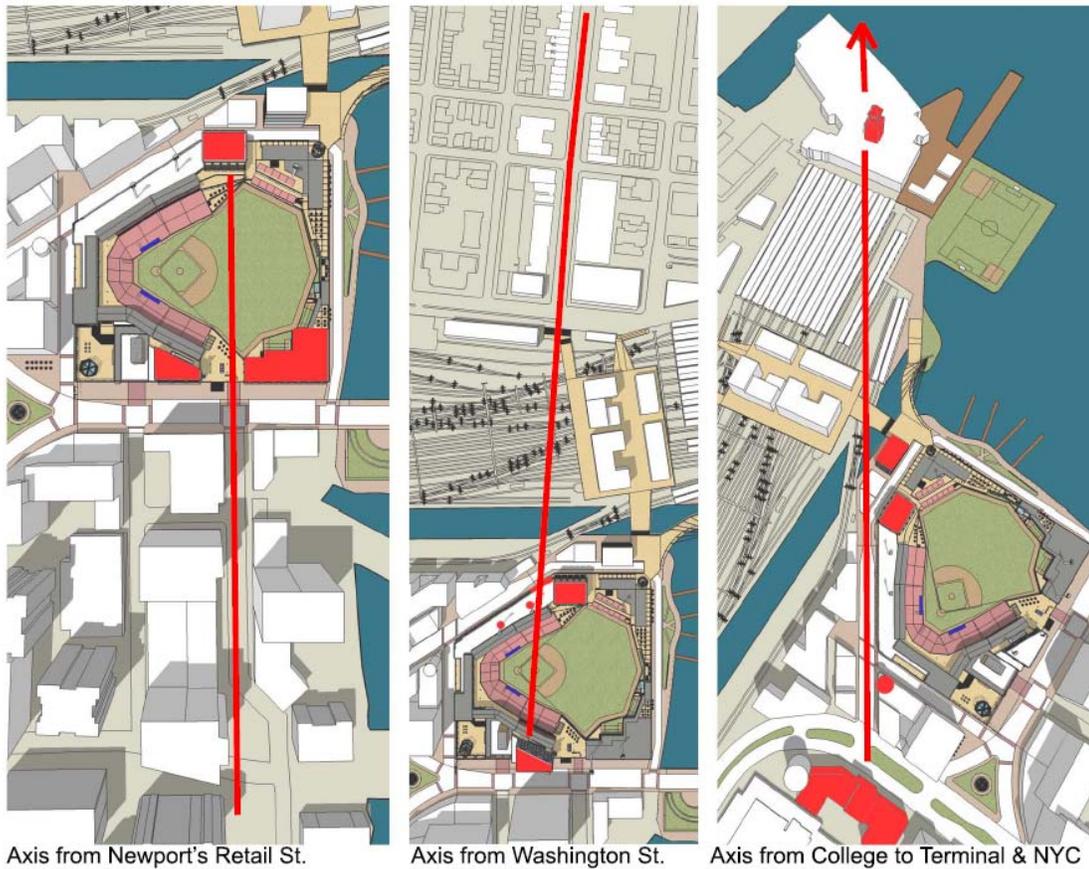


*Fig. 8-2 – Proposed Aerial of Site*

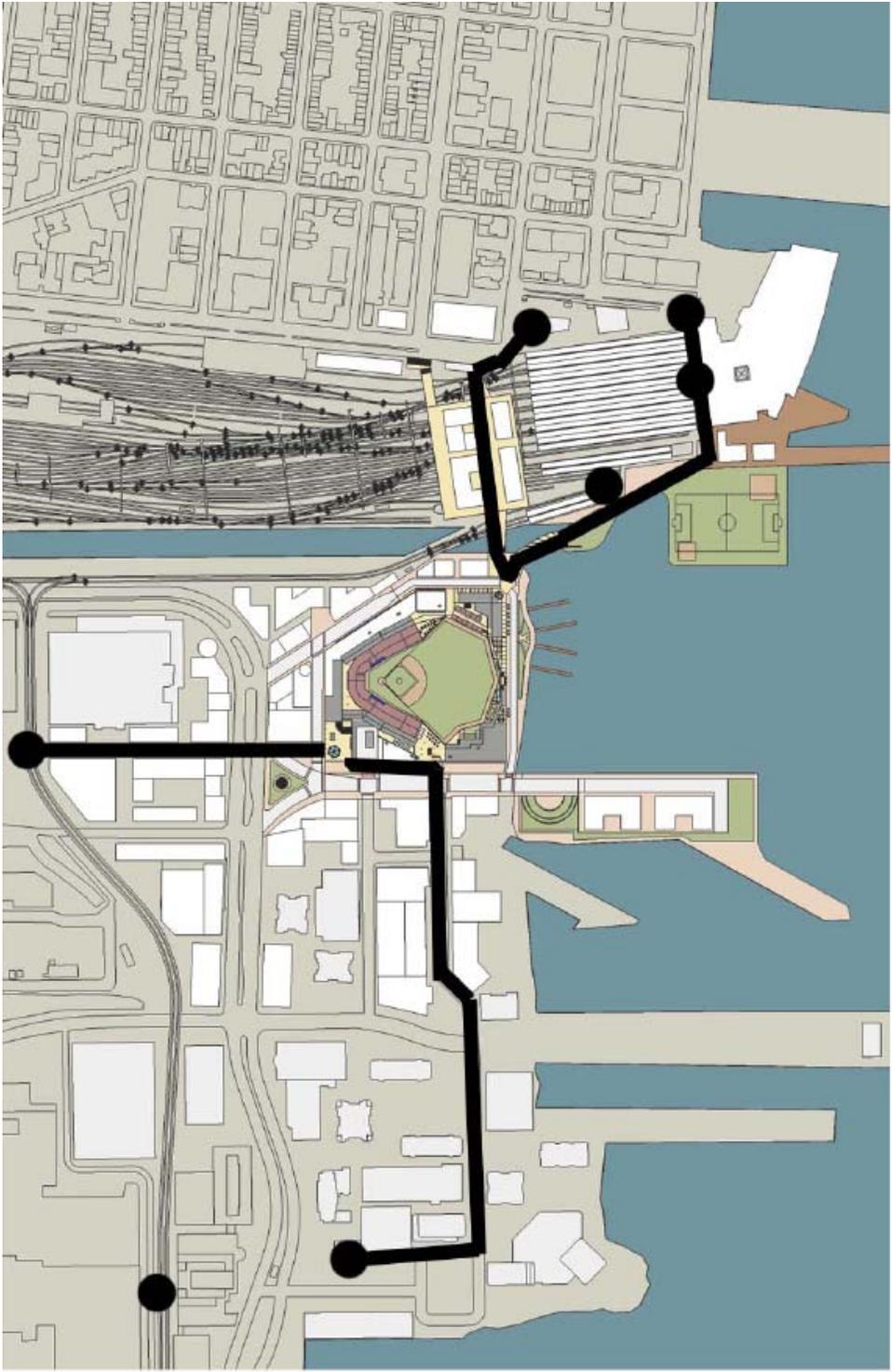
One of the primary objectives of the design is its connection with the economic, social, and physical fabric of the city. However, as the site exists primarily as an empty brown field, this more-or-less included the creation of an urban fabric in which the ballpark sits. The character of Hoboken (in contrast to that of Jersey City's Newport development) includes well defined building edges, smaller block sizes, and carefully landscaped streets. This character and architectural language is brought south of the rail yards to the spaces surrounding the ballpark. Additional streets are included to create a more walkable environment—some of which can be closed to vehicular traffic on game days. Meanwhile, proposed apartment and office buildings—including the north and west facades of the ballpark itself—create a continuous edge to the newly formed blocks.

The shape and direction of these blocks capitalize on an understanding of those who actually “use” this site. The diagrams on the following pages outline the primary routes of travel for the baseball fans arriving by transit, on foot, or in their cars. Meanwhile, the final diagram shows daily flow of commuters through the site on their way towards the Hoboken Terminal. Ideally, most people will arrive using the extensive mass transit system from which they will be able to circulate directly into the ballpark's northeastern Waterfront Gate. However, local residents will obviously arrive by foot while others, despite the great accessibility, will drive to the game and park in nearby garages. Thus a second entry, the more ceremonial Home Plate Gate, is situated at the southwestern corner of the ballpark. This location capitalizes on the flow of pedestrians from Newport's two retail streets and the placement of a new parking garage to the west. A small commercial passage is

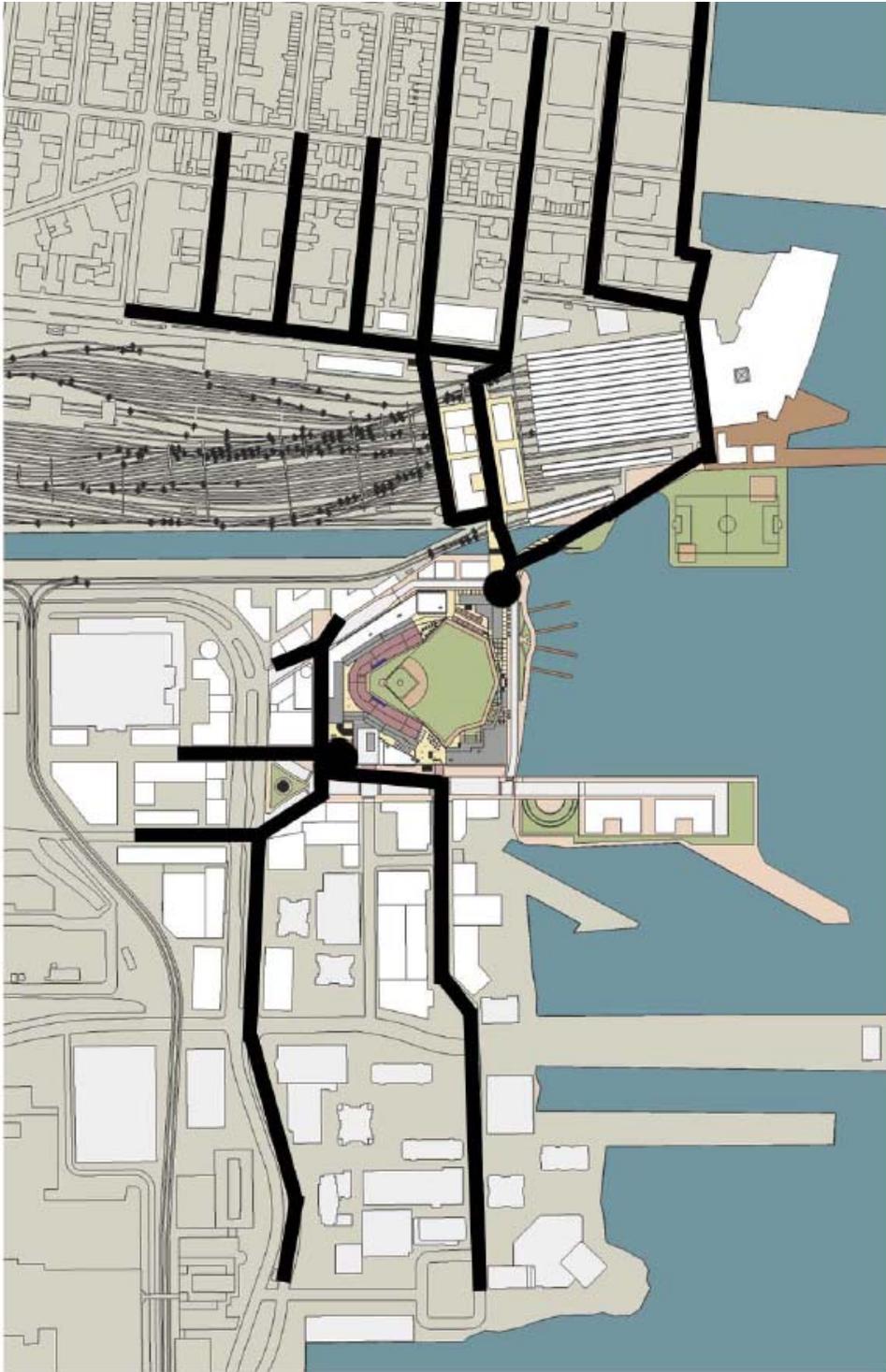
created here linking the ballpark gate with a new 1,800 car parking garage and proposed light rail station. The garage, adjacent to the on ramp to the nearby highway, services not only baseball fans but commuters using the Hoboken Terminal and shoppers traveling to Target and other nearby stores.



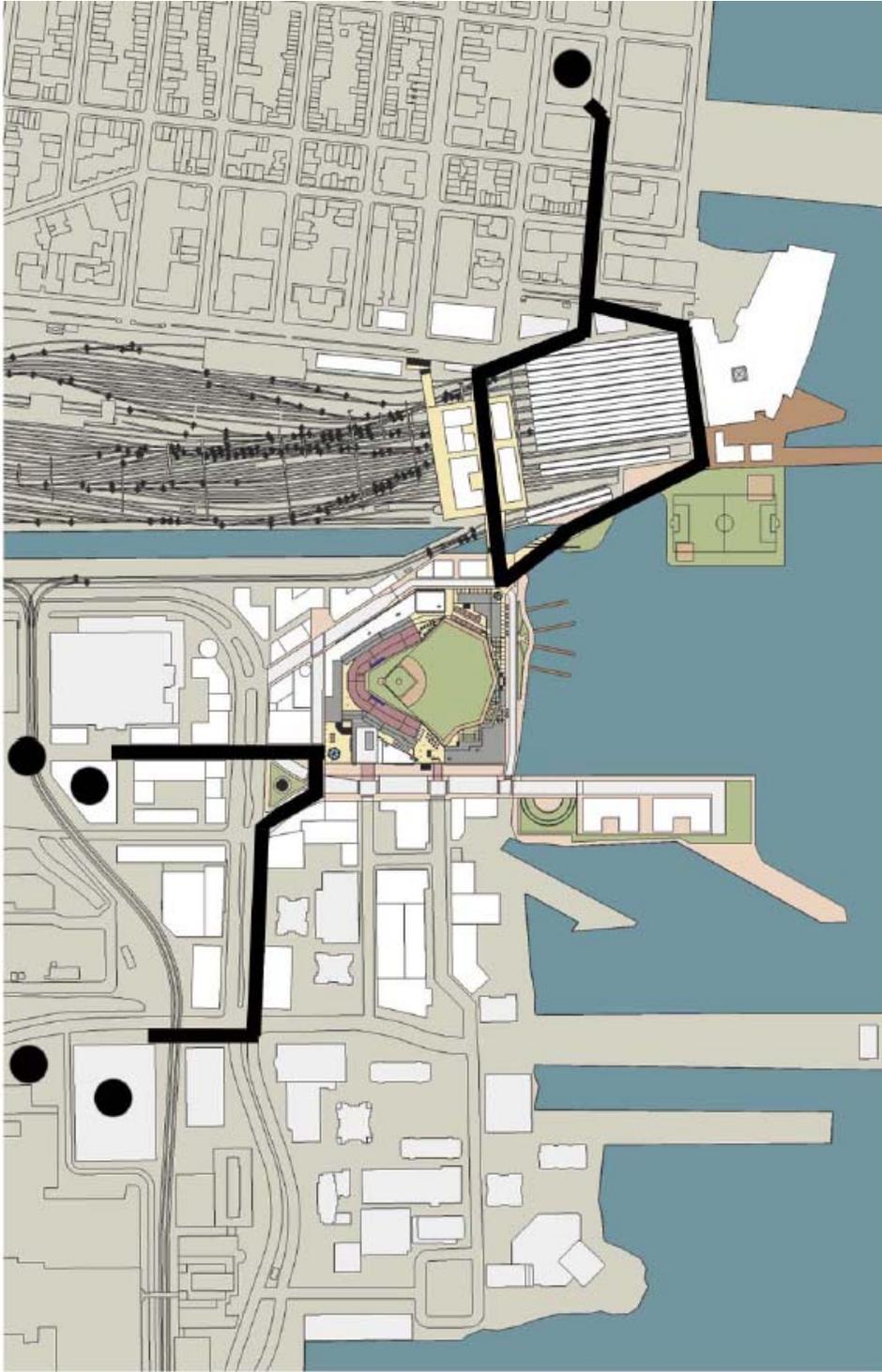
*Fig. 8-3 – Ballpark Massing in its Urban Context*



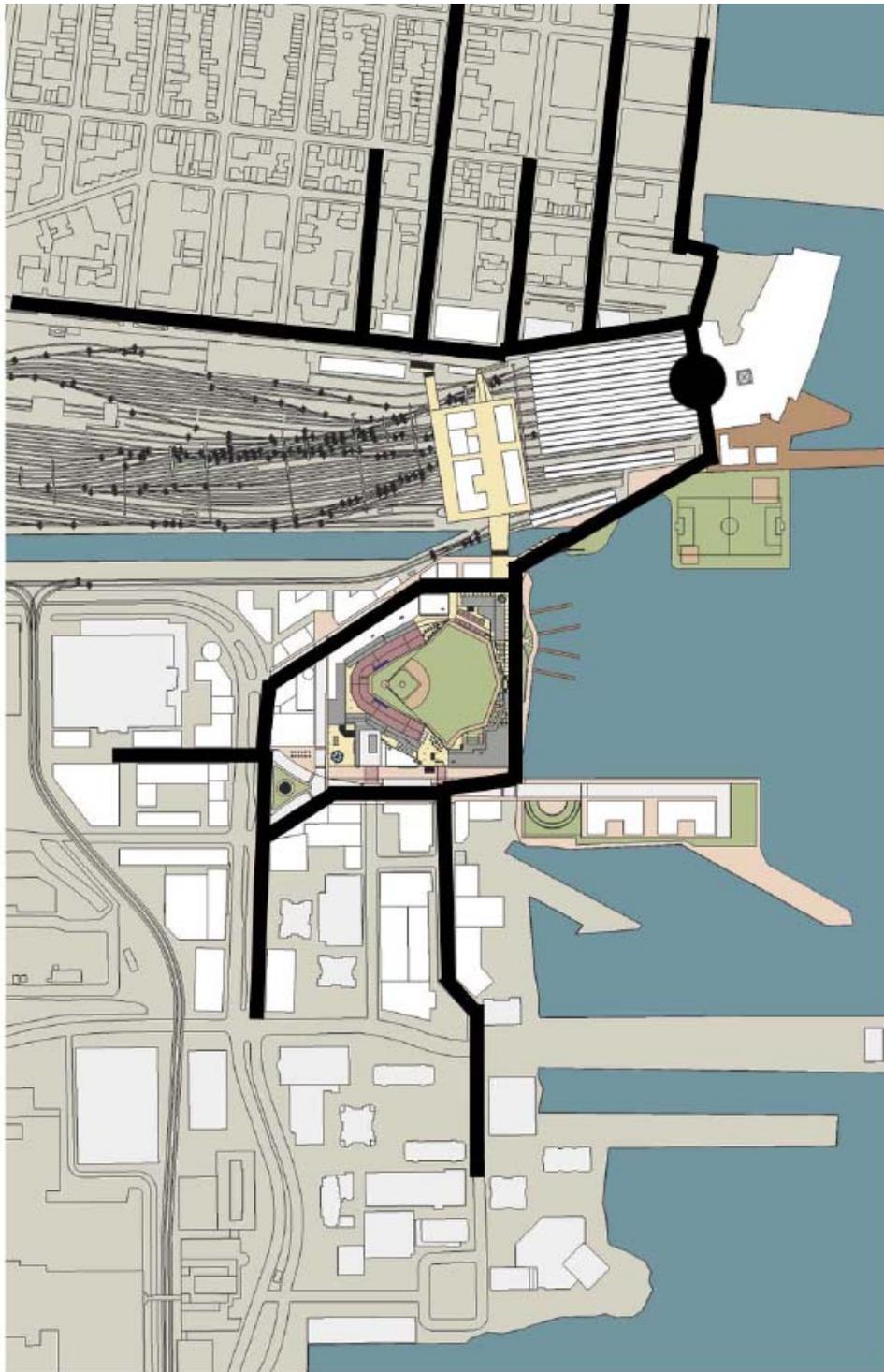
*Fig. 8-4 – Flow of People Arriving by Mass Transit*



*Fig. 8-5 – Flow of Pedestrians to the Ballpark*



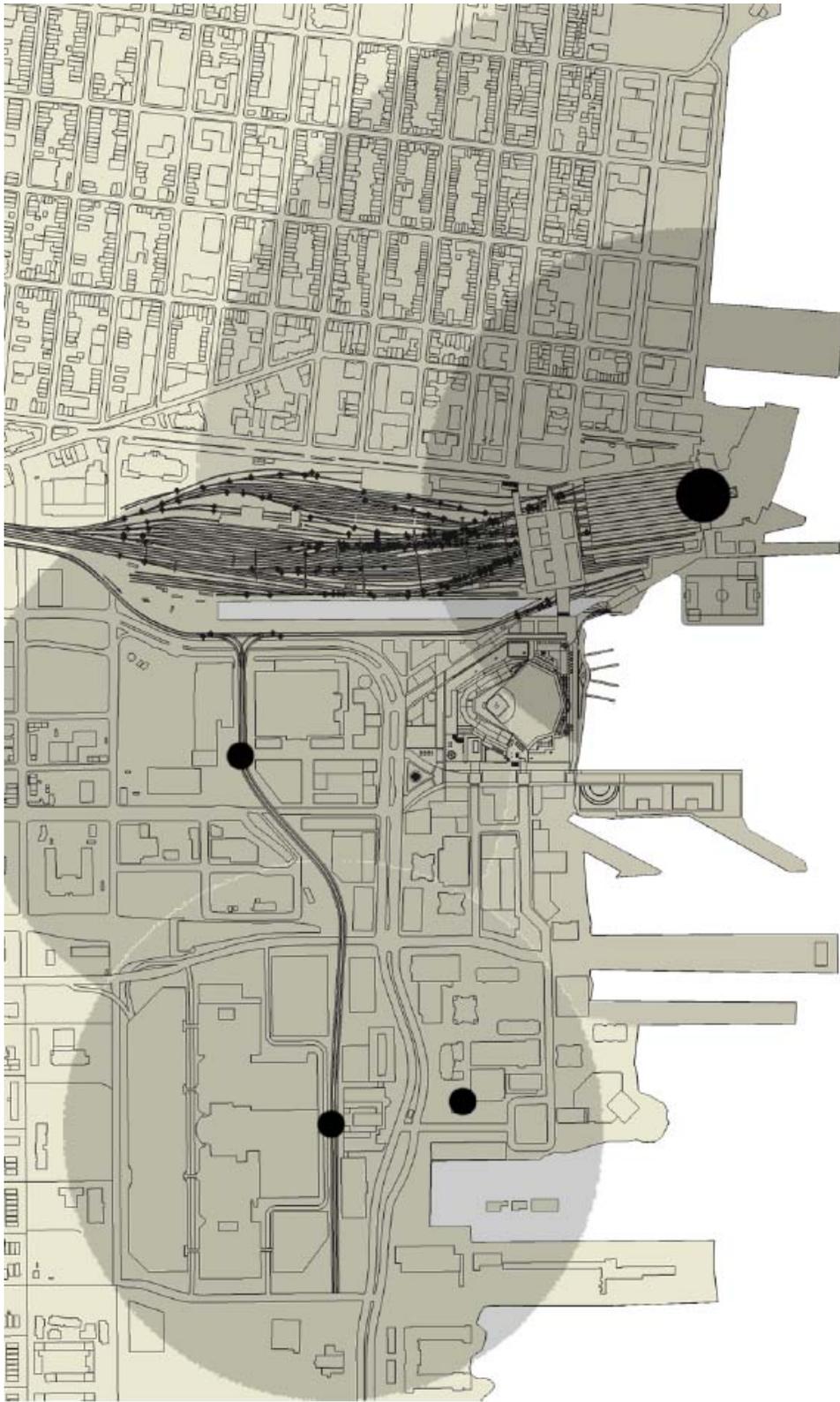
*Fig. 8-6 – Flow of People from Parking Garages to the Ballpark*



Commuter Access to Hoboken Terminal

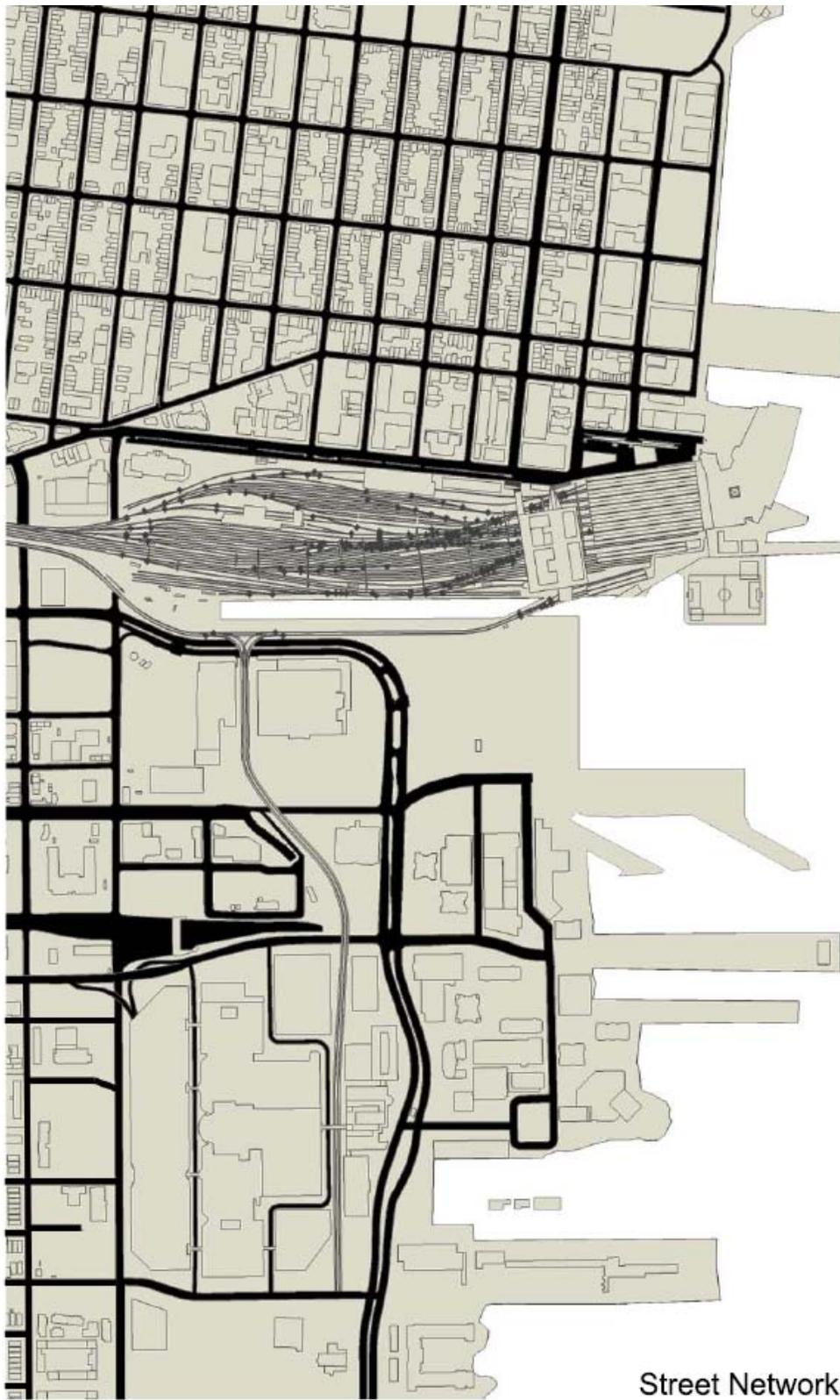


*Fig. 8-7 – Flow of Commuters towards the Hoboken Terminal*



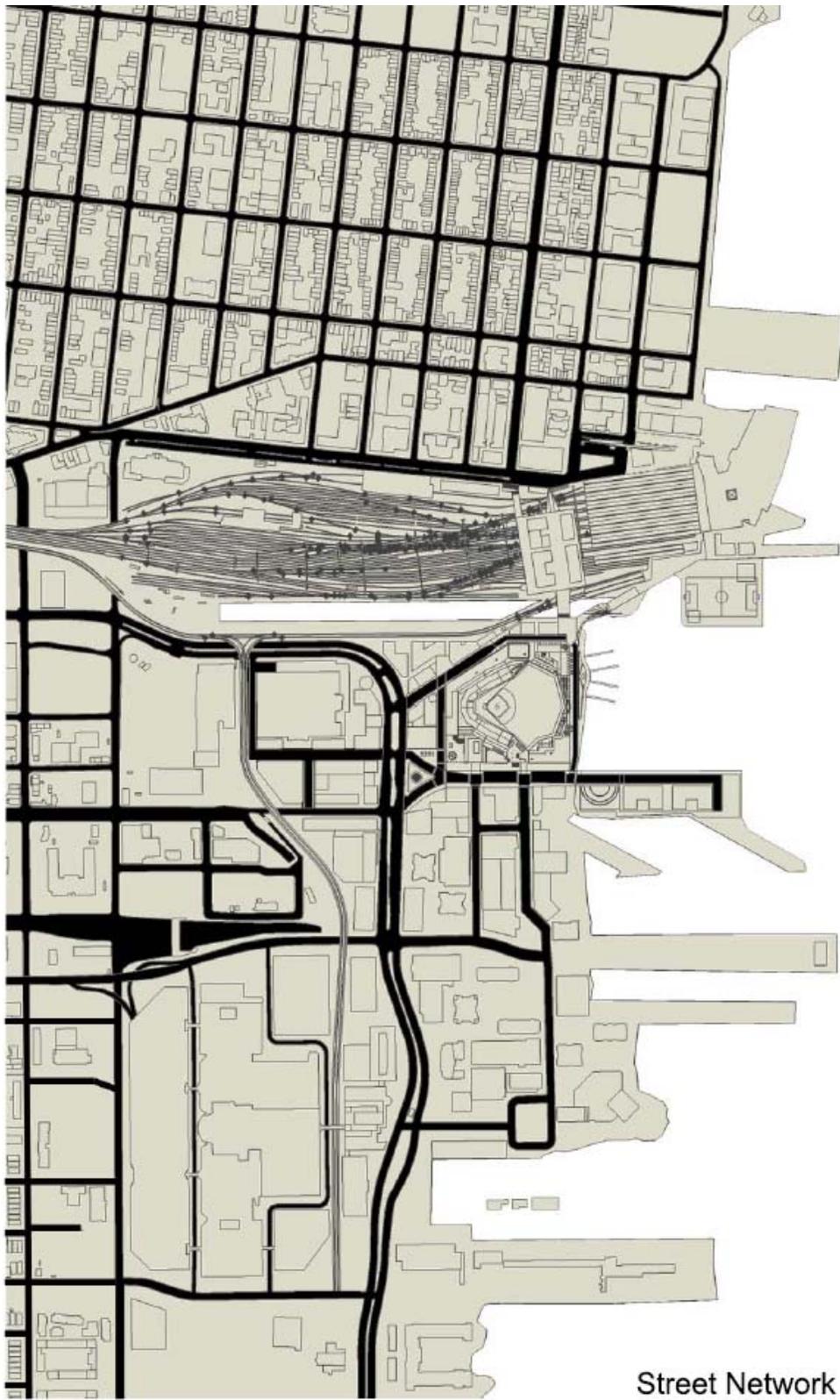
5 Min. Walking Radius from Transit Stops

*Fig. 8-8 – Five Minute / Quarter Mile Walking Radius from Transit Stops*



Street Network  
Existing

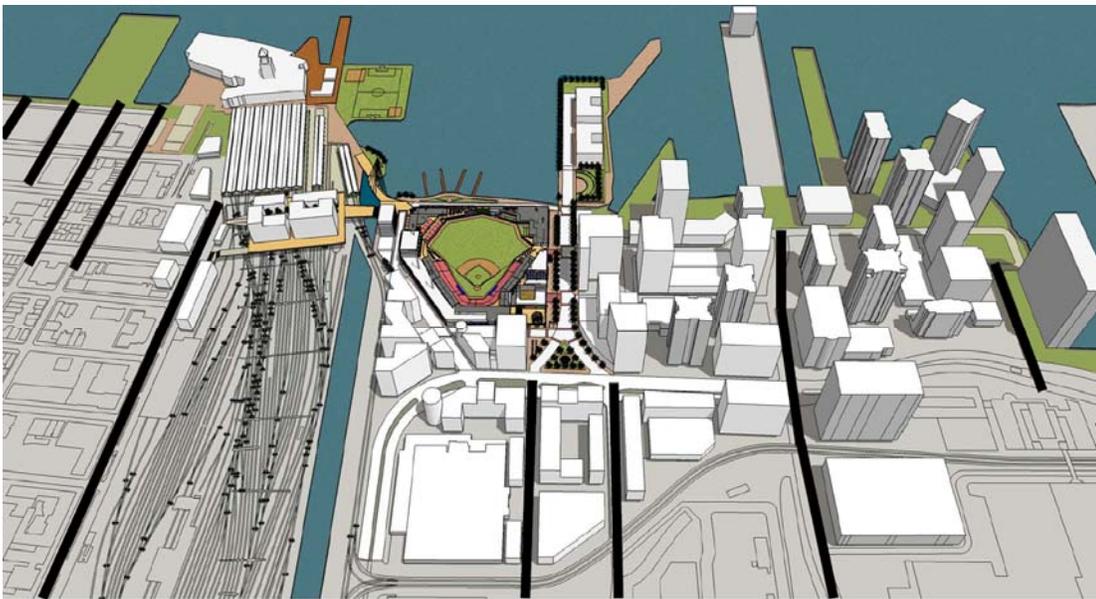
*Fig. 8-9 – Existing Street Network*



Street Network  
Proposed

*Fig. 8-10 – Proposed Street Network*

The proposed platform construction over the rail yards also connects with the ballpark entry and flow of people through the site. However, this also ties into another major objective of the thesis: activating the waterfront and linking Hoboken with Jersey City. Currently, there exists a well developed green pedestrian promenade north of the Terminal and south of Newport, but no connection between the two. A cable-stayed pedestrian bridge is incorporated into the design to link Newport's waterfront with the passage through Hoboken's train station. The bridge itself is a part of the gradual procession toward the concourse of the stadium while helping provide the playful baseball atmosphere commonly associated with minor league parks: the mast of the cable-stayed bridge is modeled as a baseball bat (in much the same way as the chimney at Yankee Stadium.)



Hudson River Waterfront

*Fig. 8-11 – Access to the Hudson River Waterfront Promenade*



"The Bat" Pedestrian Bridge

*Fig. 8-12 – Cable Stayed Pedestrian Bridge with Baseball Bat Mast*



NE Corner of Ballpark

*Fig. 8-13 – Waterfront Gate Aerial*

Obviously, the placement of the ballpark on the Hudson River will create a destination and activate the waterfront on its own. In fact, its visibility across the river, especially when the lights are turned on for night games, may even do the

unthinkable and attract New Yorkers over from the baseball-crazed city of Manhattan to New Jersey for a night's entertainment. However, the ballpark is far from the only amenity along the waterfront promenade. From north to south, there is 1) the renovated Hoboken Terminal including an adaptive reuse of the second floor ferry concourse as a ballroom or conference center, 2) recreational athletic fields for the community, 3) ideally-situated hotels with great access and views to Manhattan as well as the ball game, 4) restaurants and retail within the structure of the ballpark, 5) a public marina and fishing piers, 6) civic uses including a museum and learning center, and 7) an outdoor amphitheater overlooking the waterfront. All combined, this creates a destination for people to come, stay, and play instead of simply pass through—much as they do throughout the rest of the Hudson River promenade.



Site Plan

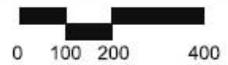


Fig. 8-14 – Overall Site Plan of Proposed Ballpark

### Ballpark Design Strategies

Placing the ballpark adjacent to the Hoboken Terminal provides unique opportunities to embrace the cultural and historical aspects of the site. The structural and architectural language of the arched ferry slips provides the motif for which to treat the perimeter of the ballpark. Just as the arches along the east elevation of the Terminal provide both the waterfront façade and the transition from water to land / rail, they serve much the same function for the ballpark as well. (The stadium, after all, is placed atop former rail yards.) This architectural language is continued throughout the entire building on both the external and internal facades.



*Fig. 8-15 – Waterfront Façade of the Hoboken Terminal*

Situating the ballpark so close to Hoboken provides the opportunity to reconnect fans with the history of the game. It is a widely accepted fact that the first

professional baseball game ever play occurred at Elysian Fields in Hoboken in 1846. Therefore, not only is the ballpark named after this historic place, a history museum and interactive learning center is included within its design. Located at the southeast corner of the plan, this program element allows fans to reconnect with the history of baseball. Adults and children alike can learn the fundamentals of the game at the instructional learning center which includes indoor balling cages, simulation rooms, and actual on field access via the adjacent bullpens (which is only possible because more relaxed minor league rules.)



SE Corner of Ballpark

*Fig. 8-16 – Baseball History Museum and Interactive Learning Center*

The museum and learning center also helps to address another objective for this thesis in creating a year-round destination. The problem with most ballparks is the simple fact that baseball is a summer game, and that for more than half the year, the stadium sits empty. However, this particular civic use will be open throughout the winter as well. Retail, restaurant, and office use designed into the structure of the

ballpark also ensures that the physical structure of the building will be continuously active. The concourse of the ballpark will be open for the public while games are not in progress. Additionally, the flow of commuters to and from the Hoboken Terminal provides a constant flow of people through these spaces independent of the season. Finally, the inclusion of a community college on Washington Blvd. one block west of the ballpark serves to increase the population and street activity of the area during the winter months. The college can also take advantage of the ballpark itself for its recreational and athletic programs.

Just in front of the community college (at the southwest corner of the stadium's home plate entry) is Washington Blvd. Park and its axial view towards the Hudson River. This civic space serves as a meeting and gathering spot for fans before and after each game. It opens a view towards the stadium from the heavily traveled Washington Blvd. as well as providing needed green space for local residents as well. This address the final objective for the thesis: serving the immediate neighborhood. The overall urban scheme provides both a "ballpark" for the region and a ball "park" for the community. Besides the additional economic and social amenities provided by such a structure, local residents fortunate enough to own apartments or work in offices adjacent to it are provided free aerial views of the actual game. Although not physically accessible, the field thus becomes a visual green space for the community.



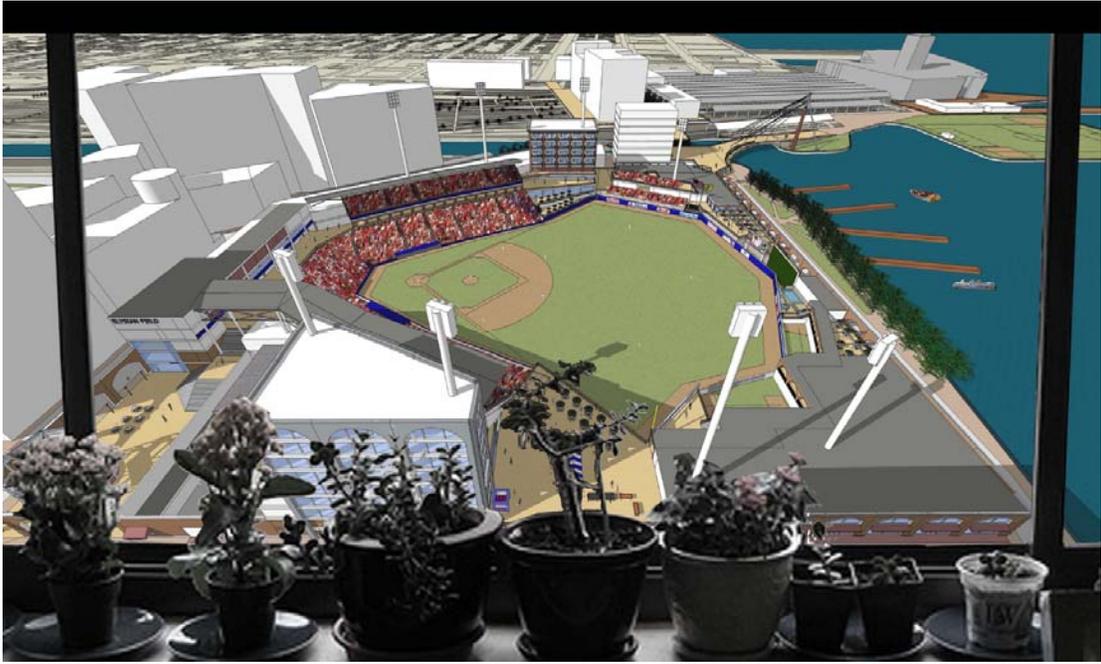
*Fig. 8-17 – Waterfront Promenade*



*Fig. 8-18 – Waterfront Restaurant at Night – View towards Ballpark*



*Fig. 8-19 – Washington Blvd. Park*



*Fig. 8-20 – View from Neighboring Apartment*

### Ballpark Plans and Details

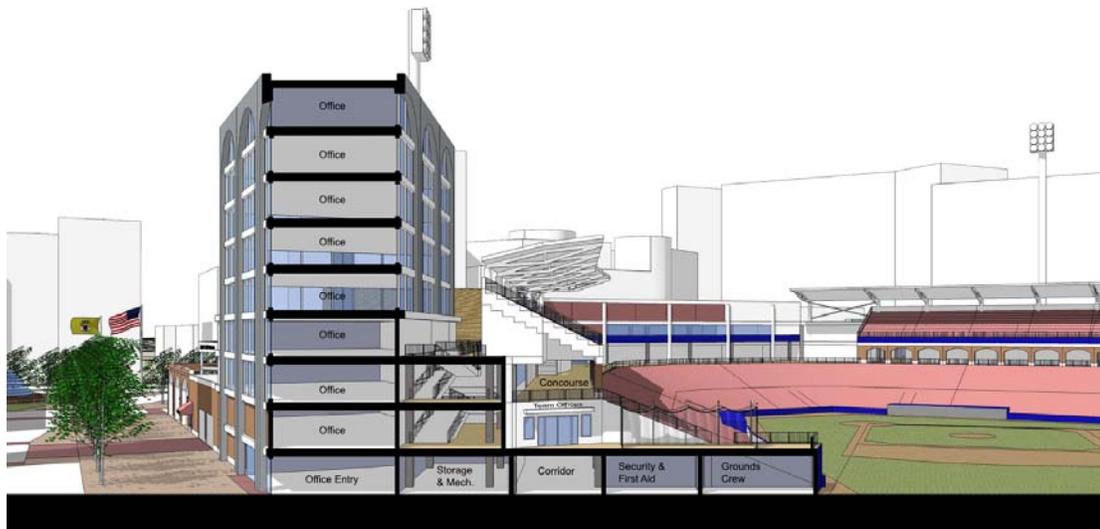
The details of the ballpark itself further enhance the fan experience. Both entry gates are marked by steel sculptural pieces with an LED board advertising upcoming games and events. At both gates, the procession up to the third floor concourse circulates fans through the ticket offices and the official team store—enticing them to purchase various merchandise before and after games. The Waterfront Gate employs a more gradual ascendance to the concourse utilizing a second floor plaza which provides access to the restaurant, rooftop bleachers, and hotels as well. Meanwhile, the more ceremonial Home Plate Gate utilizes a grand stair for the primary means of vertical circulation. Handicap accessible ramps and elevators are located inside the ballpark—which includes the main entry to the team offices on the second floor. When one does reach the concourse and turns toward the field, the Manhattan skyline suddenly opens up with its fantastic view.



*Fig. 8-21 – Birds Eye View of Manhattan across the Hudson River from the Ballpark*

Located along the right field line is a picnic area for kids and their families. Included in this open-aired space are BBQ food stands, interactive children games, and related mascot activities. It anchors the northern end of Newport’s retail strip and allows for views from the street into the seating bowl. Meanwhile, it serves as a physical link to the museum and interactive learning center as well.

Between the bullpens and museum is an arcade for which fans can purchase standing room / temporary seating tickets and heckle relief pitches warming up in close proximity. In fact, the southern corner of the arcade actually serves as the right field foul pole. At the northern end, just beyond the outfield wall, are a party suite, café, and swimming pool where fans are provided yet another unique ballpark experience. Hopefully, all the amenities combined will attract more than just the serious baseball fan.



Section - Right Field Porch  
(Through Office & Concourse)

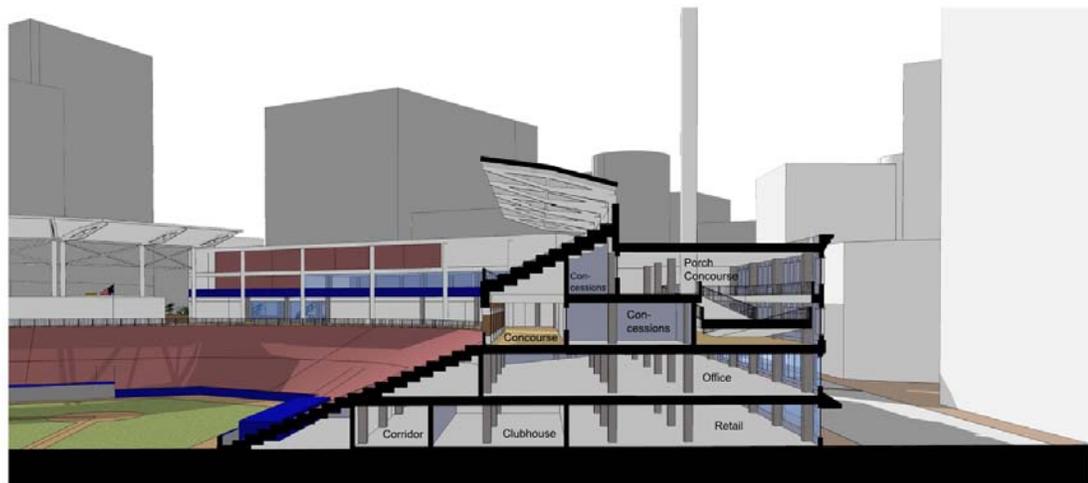


*Fig. 8-22 – Section through Left Field Porch at Office Building*



Section - Left Field Porch  
(Through Restaurant)

*Fig. 8-23 – Section through Right Field Porch at Restaurant*



Section - Left Field Porch  
(Through Retail, Office, & Concourse)

*Fig. 8-24 – Section through Right Field Porch at Concourse and Street Retail*

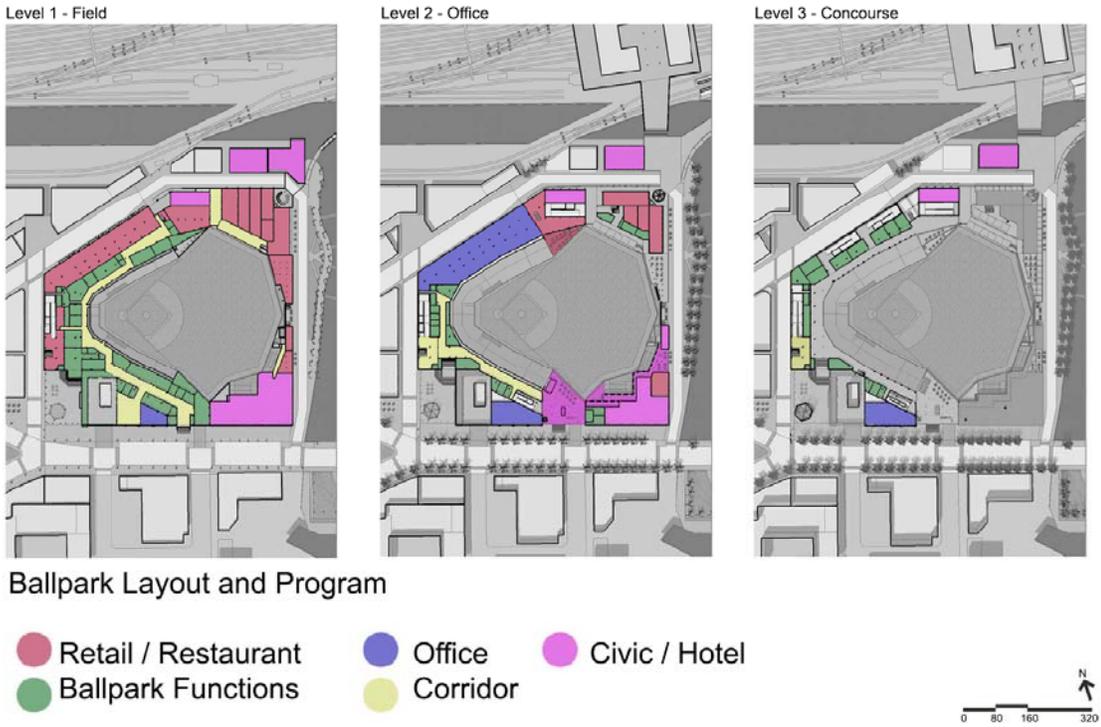
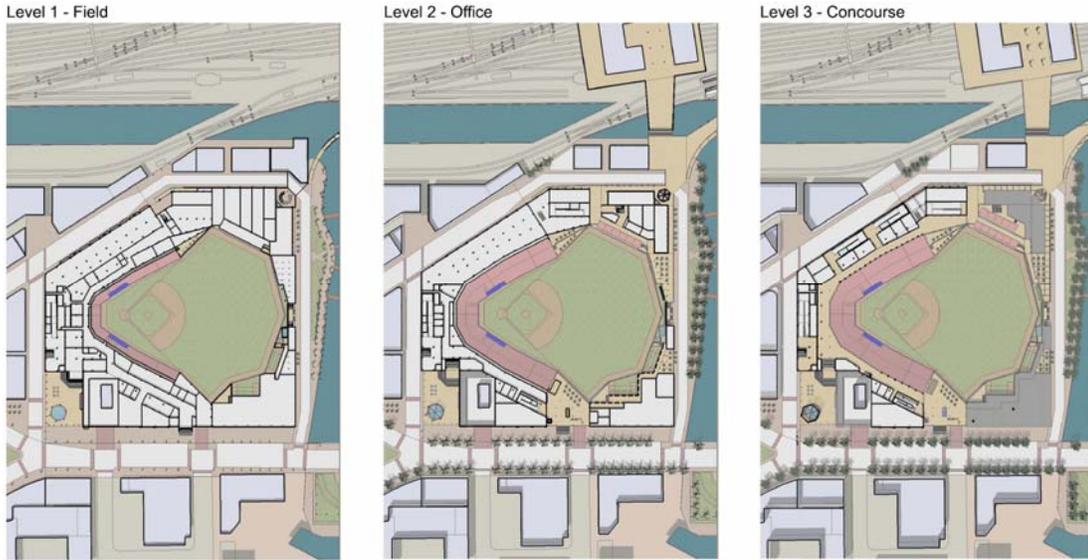


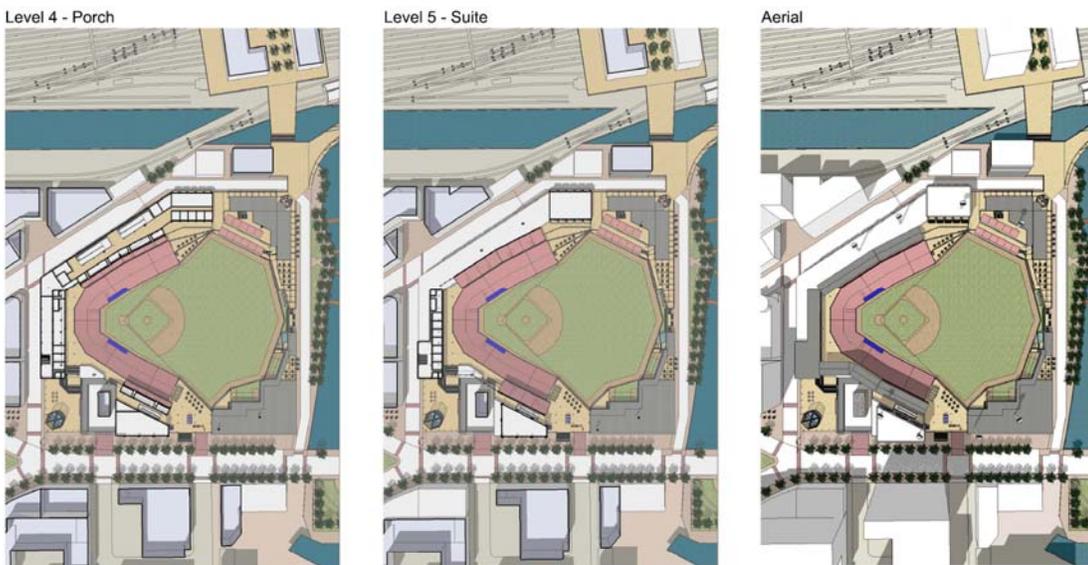
Fig. 8-25 – Ballpark Layout and Program Location Diagram



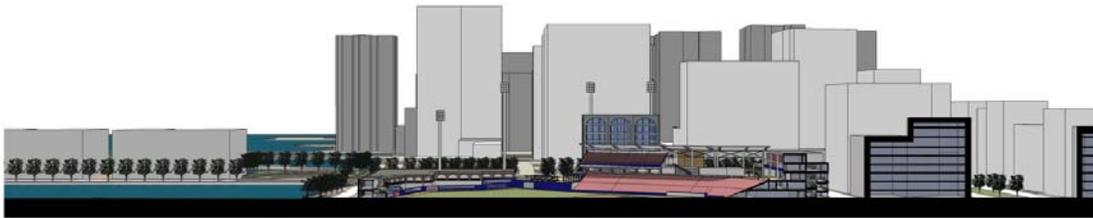
Fig. 8-26 – Ballpark Entry and Circulation Diagram



*Fig. 8-27 – Floor Plans (Levels 1 to 3)*



*Fig. 8-28 – Floor Plans (Levels 4-5)*



*Fig. 8-29 – Site Sections Looking towards Hoboken (top) and Jersey City (bottom)*



NORTH ELEVATION

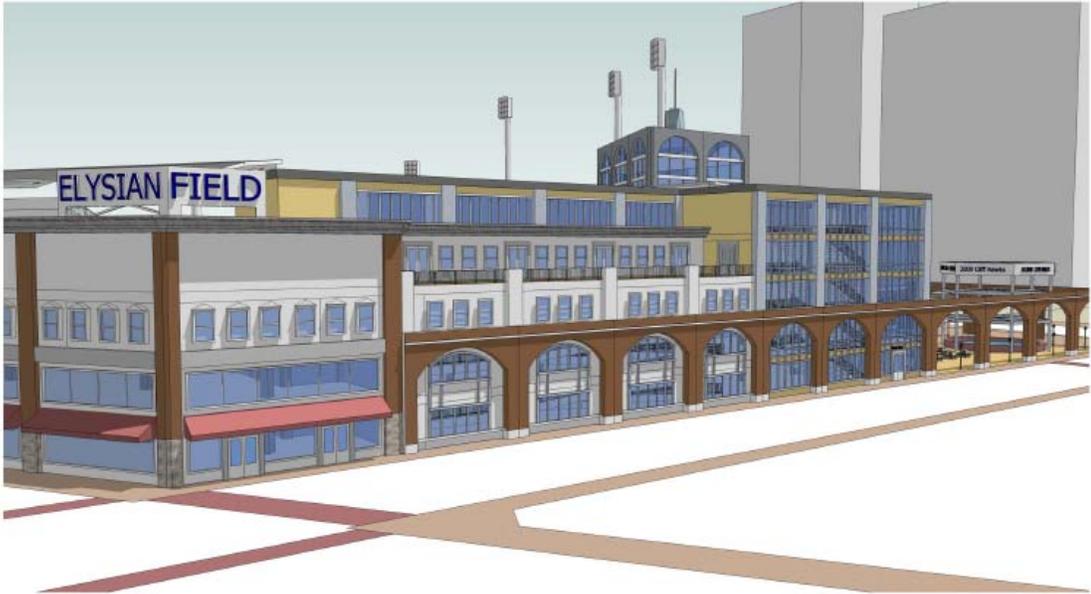


WEST ELEVATION



SOUTH ELEVATION

*Fig. 8-30 – Ballpark Elevations*

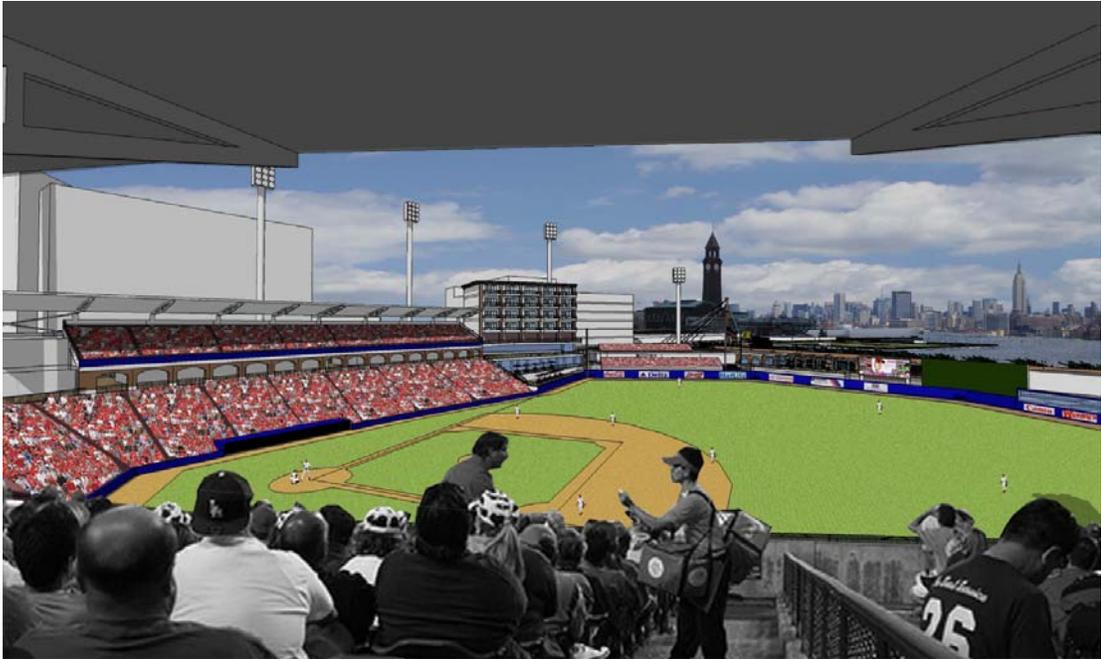


*Fig. 8-31 – Western Ballpark Façade Looking South*



*Fig. 8-32 – Western Ballpark Façade at Home Plate Entry*

Finally, located on the upper two floors of the ballpark are suites and porch level seating. From this height, fans are provided the best panoramas of the Manhattan skyline. Although the best seats are typically located close to the field and behind home plate, fans purchasing tickets to the upper tier along either baseline get plenty with their “cheap seats.” The right field porch frames great view corridors to Midtown Manhattan while the left field porch similarly orients fans towards the backdrop of Downtown Manhattan. This harkens back to the powerful idea of the goodness of baseball occurring within a garden enclosed by the city. Baseball is a game specific to the context of a site—and there is no better image than America’s greatest city serving as the backdrop for the home of America’s National Pastime.



*Fig. 8-33 – View from Right Field Porch towards Midtown Manhattan*



*Fig. 8-34 – View from Left Field Porch towards Downtown Manhattan*

## **Footnotes**

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Tishman Construction

<http://www.tishmanconstruction.com/index.php?q=projects/transportation/hobokenterminalandyard>