EXCHANGE PLACE NORTH REDEVELOPMENT PLAN

ADOPTED: FEBRUARY 3, 1983
WITH AMENDMENTS THROUGH:

MARCH 1986 : Ord. MC-356
AUGUST 1987 : Ord. C-17
JUNE 23 1999 : Ord. 99-080
JANUARY 12 2000 : Ord. 99-189
APRIL 12 2000 : Ord. 00-029
NOVEMBER 28 2001: Ord. 01-127
JUNE 13 2007 : Ord. 07-100
JANUARY 12, 2011 : Ord. 10-175
JUNE 29, 2011 : Ord. 11-072
SEPTEMBER 27, 2012: Ord. 12-119
NOVEMBER 28, 2012; Ord. 12-142
FEBRUARY 26, 2014; Ord. 14-014
MAY 13, 2015; Ord. 15-053

Table of Contents

I. INTRODUCTION 2

II. EXCHANGE PLACE NORTH STUDY AREA - BOUNDARY DESCRIPTION 2

III. REDEVELOPMENT PLAN OBJECTIVES 3

IV. TYPES OF PROPOSED REDEVELOPMENT ACTIONS 4

V. BUILDING DESIGN REQUIREMENTS FOR NEW CONSTRUCTION 4

VI. DESIGN REQUIREMENTS FOR BUILDINGS AND PARKING STRUCTURES 5

VII. SPECIFIC OBJECTIVES 11

VIII. INTERIM USES 18

IX. GENERAL PROVISIONS 18

X. TRAFFIC CIRCULATION AND TRANSIT SYSTEM OBJECTIVES 19

XI. SPECIFIC LAND USE PROVISIONS 20

XII. OTHER PROVISIONS NECESSARY TO MEET STATE AND LOCAL REQUIREMENTS 27

XIII. PROCEDURE FOR AMENDING THE PLAN 28

I. INTRODUCTION

The purpose of the Exchange Place North Redevelopment Plan is to provide a comprehensive development plan that will assure future development within the project area. This is in keeping with the area's tremendous value and potential, given its proximity to the Hudson River waterfront, mass transit facilities and existing office and residential development along Montgomery Street. The Redevelopment Plan will serve to guide the physical development of the area, producing a unified relationship of buildings to each other and to the land and waterfront, to the Manhattan skyline, to existing and proposed roads and transit facilities, and to the existing surrounding neighborhoods and districts of Downtown Jersey City.

The setting for the Exchange Place North Redevelopment Plan is an area of approximately sixty (60) acres located on the Hudson River and just north of Exchange Place and Christopher Columbus Drive. The site abuts Jersey City's only area zoned C4 - Finance and Business, and yet the Study Area has never received the intensity of development evident in the Montgomery Street/Exchange Place area.

The Exchange Place PATH station is a short walk from most of the Redevelopment Area, as is the Grove Street PATH Station and Newark Avenue commercial shopping district, which abuts the site to the west. To the north and west of the area is the City's Warehouse District.

All of the existing development within the Study Area was or still is dependent upon railroads. As the railroads declined so did the properties they served. A new day is dawning in Jersey City and in the Exchange Place North Area as well. The Redevelopment Plan that follows will attempt to foresee that day and provide for and anticipate the development that inevitably will occur.

II. EXCHANGE PLACE NORTH STUDY AREA - BOUNDARY DESCRIPTION

All of Blocks 13003, 11613, 11608, 11607, and partial 11603.

BEGINNING at a point at the intersection of the centerline of Luis Munoz Marin Boulevard (formerly Henderson Street) and the centerline of Steuben Street, thence

in an easterly direction along the centerline of Steuben Street to a point at its intersection with the centerline of Washington Street, thence

in a northerly direction along the centerline of Washington Street to a point an its intersection with the centerline of Bay Street, thence

in an easterly direction along the centerline of Bay Street to a point at its intersection with the centerline of Greene, thence

in a northerly direction along Greene Street to a point at its intersection with the northern lot line of Lot 13 of Block 11603, thence

along said lot line in an easterly direction, continuing along the northern lot line of lot 28, lot 18, lot 19, and lot 21 and continuing east to the pierhead line, thence

along said pierhead line in a southerly direction 1,205 feet to a point at its intersection with the southern lot line of Block 11603, thence

in an easterly direction along said lot line, northerly along the western lot line of lot 14 to the centerline of Christopher Columbus Drive, and again in a westerly direction along the centerline of Christopher Columbus Drive to its point of intersection with the centerline of Marin Boulevard, thence

in a northerly direction along Marin Boulevard to the point and place of BEGINNING, herein described.

III. REDEVELOPMENT PLAN OBJECTIVES

Renewal activities for Exchange Place North (hereinafter referred to as "The Project") will be undertaken in conformity with, and will be designed to meet, the following objectives of this Redevelopment Plan:

A. The elimination of substandard buildings and other deteriorated and obsolete structures, including dilapidated piers and bulk heading, and the elimination of blighting influences such as incompatible land uses
B. The improvement of the functional and physical layout of the project area for contemplated new development and the removal of impediments to land disposition
C. The overall improvement of traffic circulation through development of new circulation systems which provide for separation of vehicular and pedestrian traffic, as well as for the maximum use of public transportation
D. Creation of a well planned development area which will provide opportunities for permanent employment, housing, commercial and retail facilities within an area that is currently underutilized, contains substandard and obsolete structures and has physical impediments, all of which prevent sound development unless undertaken in a broad and comprehensive scale
E. Coordination of redevelopment activities to provide a uniform attack on blight which reinforces already existing renewal and improvement programs in adjacent areas, in accordance with a plan that integrates the Exchange Place North area with the rest of Jersey City
F. Take full advantage of the unique location of the Redevelopment Area along the Hudson River, directly opposite the scenic Manhattan skyline and proximate to two PATH stations
G. Expand the City's tax base by encouraging development of high intensity land uses, in keeping with the character of the area's adjacent high rise office and residential developments.
H. Encourage and provide for a variety of land uses which will generate and encourage

a community active around the clock, populated by residents, business workers, and support personnel

I. Maximum participation by private sector developers with minimum assistance from the public sector

J. Coordinate redevelopment activities to provide a uniform and consistent attack on blight within the physical structure of Jersey City

K. Provide site improvements for the beautification of the Redevelopment Area and surrounding areas

L. Protect and preserve historic properties by providing opportunities for adaptive reuse consistent with the Redevelopment Plan

M. To promote balanced development in accordance with the Fair Housing Act, NJSA 52:27D-311, and the Housing Element and Fair Share Plan of the City of Jersey City Master Plan.

IV. TYPES OF PROPOSED REDEVELOPMENT ACTIONS

It is proposed to substantially improve and upgrade the Exchange Place North Study Area through a combination of redevelopment actions. These will include but not be limited to:

A. Acquisition of and/or demolition of structures determined to be impediments-to sound and comprehensive redevelopment

B. Retention and rehabilitation of sound compatible structures.

C. Assemble into development parcels the vacant and underutilized land now in scattered and varied ownership

D. Provisions for a full range of public infrastructure necessary to service and support the new development

E. Construction of new structures and complementary facilities

V. BUILDING DESIGN REQUIREMENTS FOR NEW CONSTRUCTION

A. All structures within the project area shall be situated with proper consideration of their relationship to other buildings, both existing and proposed, in terms of light, air, and usable open space, access to public rights of way and off-street parking, height and bulk

B. Groups of related buildings shall be designed to present a harmonious appearance in terms of architectural style and exterior materials.

C. Buildings should be designed so as to be attractive from all vantage points.

D. Christopher Columbus Drive shall be maintained as an important view corridor by the use of stepbacks.

E. All structures within the project area shall be designed and maintained so as to

improve the visual impact of the Jersey City shoreline as viewed from within and beyond the City's borders

F. Access by the elderly, physically handicapped and/or disabled shall be required. Design standards shall meet, at a minimum, barrier free design regulations as specified in the Uniform Construction Code. Handicapped parking requirements shall meet, at a minimum, regulations as specified in the Municipal Code.

G. All residential development proposals and construction plans shall meet minimum room size requirements as specified in the Municipal Code prior to approval by the Redevelopment Agency and the Planning Board.

H. To the maximum extent feasible, sight-lines along Washington Street, specifically the view of the Statue of Liberty, shall be preserved and protected

I. Within Block 13003 (formerly block 138), it is encouraged that any parking structure that fronts along Steuben Street be screened to the fullest extent possible by alternate uses or façade treatments. To promote this screening within block 13003, it is encouraged, but not required, that residential development be provided on the first two (2) stories by wrapping the base structure with residential units along Steuben Street to enhance the residential neighborhood. Alternate uses and designs may be used to meet the intent of this design standard.

J. The Grove Street PATH Station tunnel entrance to Block 13003 is located at or near the intersection of Luis Munoz Marin Blvd and Christopher Columbus Drive. A public pedestrian plaza area shall be accommodated for within this project site to facilitate access to the recently constructed entrance to the Grove Street PATH Station that is located at the corner of Luis Munoz Marin Blvd. and Christopher Columbus Drive.

VI. DESIGN REQUIREMENTS FOR BUILDINGS AND PARKING STRUCTURES

A. **All Buildings Shall Have A "Base"** which shall be designed according to the following: [see Figure 1]

1. The base facade shall be from fifteen (15) to eighty five (85) feet in height

2. The base facade shall be constructed of masonry, including but not limited to stone, brick, textured concrete etc. Glass shall constitute between forty percent (40%) and seventy five percent (75%) of the surface area of the base. If an arcade is provided, open space can be used in place of glass. If the base facade is greater than two (2) stories then the first two stories must have a minimum of 75% glass area, except for the glass being omitted or replaced as permitted by item VI.D.1, for parking, utility purposes, or otherwise, and except where residential units are to be incorporated into the building’s base. Where residential units are incorporated into the base, the residential facades shall incorporate individual window openings, entrance doorways, with stoops and

other architectural fenestration and elements that are characteristic of the surrounding neighborhood.

3. At the top of the base, it is recommended that there be a visual cue or indicator such a cornice, belt coursing, a change in the glass to solid ratio or any other indicator consistent with the design, proportions and materials of the base. As a substitute for the recommended stepback, a minimum of ten (10) feet from the outermost edge of the base may be provided. If utilized, the stepback may occur at a minimum of thirty (30) feet and a maximum of eighty-five (85) feet from grade.

4. All measurements specifying heights shall be taken from the average finished grade level for the perimeter of the building

B. **Stepbacks -** In modern style buildings, employing a varied mix of stepbacks, setbacks, and building plains, 10% of the building frontage may maintain no stepback..

*Stepback Exemption for Tax Block 11607- For parking structures located on this parcel which contain a maximum of 7 parking levels and a minimum of three commercial floors above the parking, the elevator core and stairwell portion of the structure shall not be required to adhere to the stepback standards intended for buildings over 120 feet.

*Step-back exemption for Tax Block 11603, Lot 29 (Plaza 4) – Buildings located on this site shall contain a curved brick façade on the east and south elevations. Window opening and window treatment shall appear uniform throughout all floors of the curved brick façade. Building conforming to these requirements shall not be required to step-back a minimum of 10 feet from the outermost edge of the base between 30 feet and 100 feet above grade.

*Step-back exemption for Tax Block 13003 – for parking structures and buildings located within this Tax Block, modern style buildings that provide for open pedestrian plaza space to complement and provide access to the Grove Street PATH Station and ground level mixed uses, and that provide for architectural elements and façade treatments that result in architectural breaks and protrusions from the facades, shall not be required to adhere to the stepback standards intended for buildings over 120 feet.

1. All buildings exceeding one hundred twenty (120) feet shall be required to step back a minimum of ten (10) feet from the outermost edge of the base, on all sides of the structure. The stepback shall occur at a minimum of thirty (30) feet and below the maximum of one hundred twenty (120) feet from grade (the stepback option defined in item A. 3. of this Section, if chosen, shall satisfy this requirement). [see Figure 2]

2. All buildings exceeding one hundred twenty (120) feet shall be required to have one stepback or a combination of stepbacks to meet one of the following options:

   a) stepbacks on four (4) or more sides with a minimum total of twenty five (25) feet per side [see Figure 3]
   b) stepbacks on three (3) sides with a minimum total of thirty (30) feet per side [see Figure 4]
   c) stepbacks on two (2) sides with a minimum total of forty (40) feet per side
   d) Residential Buildings located diagonally on the site shall be stepback from the building's base a minimum of ten (10) feet on all sides. Additional stepbacks of 25 feet shall be provided on at least two sides no higher than 200 feet above the top of the building's base (see figure13) on the diagonal.

   (OR)

   e) Residential Buildings that are set parallel to the property lines shall be stepback from the building's base a minimum of ten (10) feet on all sides. Additional stepbacks of 25 feet shall be provided at all property lines no higher than 75 feet above the top of the building's base (see figure 14).

   Nonrectangular buildings may use the average of two (2) or more adjacent sides when calculating stepback requirements. [see Figure 5]

   Figures are inclusive of the ten (10) feet required in Item B. 1. of this Section and/or Item A. 3. of this Section, if the stepback option is chosen to define the base

3. Stepbacks occurring within the top ten percent (10%) of any building exceeding one hundred twenty (120) feet shall not count toward meeting the requirements listed above [see Figure 6]
4. Buildings under one hundred twenty (120) feet are not required to use stepbacks

C**. Roof Treatment, Mechanical Screening And Electrical Equipment**

1. All buildings exceeding one hundred twenty (120) feet shall have a significant top designed to gracefully cap the structure. In lieu of a significant top, buildings may be permitted to use articulated elements that create the perception of a top or cap. Lighting of this top shall be encouraged. [see Figure 7]

2. All major mechanical equipment located on any roof of a building shall be screened from view from all vantage points with a material harmonious to that used in the facade of the structure. The screening shall not impair the functioning of the equipment.

3. All electronic communication equipment shall be mounted in such a way that it does not negatively impact the appearance of the building nor create objectionable views as seen from surrounding structures.

D**. Parking**

1. Where a parking use occupies the lower levels of a building, and the structure's primary use is not parking, a maximum of fifty percent (50%) of the ground level perimeter of the building may be occupied by a parking or mechanical use. The fifty percent (50%) shall be located on the least heavily used pedestrian facade, shall be completely screened and shall be constructed of masonry as used in the base. The ground level masonry facade shall be articulated -in a manner providing visual interest. [see Figure 8]

   Ingress and egress to the parking levels shall be included in the fifty percent (50%) calculation. The remaining fifty percent (50%) of the ground level perimeter shall be occupied by any permitted or accessory use other than parking or mechanical. Parking and/or mechanical uses may occupy one hundred percent (100%) of the perimeter above and/or below the ground level.

   The structure shall have a base as specified in Item VI. A. Glass may be omitted or replaced by a material allowing the passage of air above the ground level.

   Masonry, as used in the base, may also be substituted on all levels in place of glass. Provisions for stepbacks as described in Item VI. B. shall apply.

2. All surface parking and parking structures shall be set back a minimum of ten (10) feet from the property line, except as necessary to provide ingress and egress and when meeting the requirements of 3 & 4 below. This setback area shall be landscaped to provide buffer and visual screening. The facade of the parking building shall be of a compatible material to that used throughout the development. [see Figure 9]
3. Where any side of the ground level of a parking structure is occupied by a permitted or accessory use other than parking and/or mechanical, that side of the building may be located up to the property line. The side(s) of the parking structure located at the property line shall have a base as specified in Item VI. A. Glass may be omitted or replaced by a material allowing the passage of air above the ground level. Masonry as used in the base may also be substituted for glass above the ground level. [see Figure 11]
4. Where any side of the ground level of a parking building is concealed behind a solid masonry wall, that side of the structure may be located up to the property line. This masonry facade shall be articulated in a manner providing visual interest. The above referenced side shall have a base as specified in Item VI. A. Glass may be omitted or replaced by a material allowing the passage of air above the ground level. Masonry matching that required on the ground level may also be substituted in place of glass on all levels. [see Figure 10]
5. All open parking structures shall be designed to eliminate headlight glare. Opaque

screening the full height of the opening of spandrels rising a minimum of forty two inches (42") from the floor line shall be required.

6. Parking requirements can be found in the Parking/Loading section of this plan.
   a) At least (1) one parking space shall be included within the residential leasehold for a minimum of 65% of the proposed dwelling units. The remaining 35% of residential parking spaces, if unused by the residential tenants, shall be subleased to the retail tenants of the project. Residential parking may not be subleased to the office portion of the project and no parking shall be leased as general parking or commuter parking.
   b) A parking validation mechanism shall be implemented to insure all parking deck users are residents, retail shoppers, or employees of the office building within the tower portion of the project.

E**. Site guidelines**

1. All trash receptacles shall be anchored and/or enclosed, and adequately screened
2. No chain link fencing shall be permitted
3. Wherever roofs can been seen or looked down upon from adjacent buildings a roofscape design plan must be developed and submitted for approval. Roofscapes should include mechanical equipment trellises to obscure view, colored roof patterns and landscaping. Parking decks should be designed so as to obscure the view of broad expanses of parking with the use of landscaping, screens, trellises and roofs.
4. Generators for the buildings are to be located on the interior of the buildings, incorporated into the design of the façade, and not located at or near pedestrian or lower levels of the building.

F**. Coverage and floor area ratio**

1. The maximum permitted coverage for all principal and accessory uses shall not exceed seventy five percent (75%) – Except that for tax block 13003, the maximum permitted coverage for all principal and accessory uses shall not exceed ninety percent (90%) of the total site (excluding water areas) controlled by a single owner or designated developer

2. No part of the remaining site shall be left unimproved

3. Floor area ratios shall be defined for each specific use district in the appropriate section of this Plan. Any portion of an existing lot which is dedicated for use as the public Right of Way of Pearl Street will be permitted to be used by the developer of that lot in determining FAR and density for such lot.
4. Within Block 13003, sidewalk widths shall be increased to an average of twelve (12) feet wide along Christopher Columbus Drive. The sidewalk widths shall be designed to maximize the widths of the sidewalks. Flood plain elevations will have an effect on development within block 13003, and therefore the Planning Board shall have the ability to vary the required average slightly after review of individual site

plan circumstances. A minimum sidewalk width of twelve (12) feet shall also be provided along Steuben Street, Warren Street, and Luis Munoz Marin Boulevard. Sidewalk widths may be increased by the use of building setbacks, colonnades, etc. Streets shall not be decreased in width in order to increase sidewalk widths.

G. **Signage**

1. One hotel identification sign shall be permitted on each frontage. The maximum sign area for each façade sign shall not exceed the following:

   - North and South façade identification signs shall not exceed 150 sq. ft.
   - West façade identification sign shall not exceed 250 sq. ft.
   - East identification façade sign shall not exceed 700 sq. ft.

   Each identification sign shall not be directly illuminated or encased in plastic or similar translucent material. It may be indirectly illuminated and it must be consistent with the architecture of the building.

2. Residential: One (1) sign may be allowed, not to exceed fifty (50) square feet

3. Parking garages and lots

   One (1) sign per vehicular entrance may be allowed, indicating the parking facility by the international parking symbol and a directional arrow, and not to exceed ten (10) square feet. One (1) sign per vehicular entrance may be allowed indicating parking rates, not to exceed twelve (12) square feet.

4. Retail sales, restaurants & health clubs, theaters, & night clubs

   Each such use fronting on a public street may be allowed one (1) exterior sign, not to exceed ten percent (10%) of the area of the ground floor to which it is attached. Additionally, theaters and night clubs may have a marquee not to exceed fifty (50) square feet.

5. Sign standards

   a) all signs shall be flush mounted and project no more than fifteen (15) inches from the face of the building
   b) no sign shall be flashing or animated
   c) Roof signs are prohibited
   d) billboards and signboards are prohibited
   e) above the ground floor level, window signs are prohibited
   f) Freestanding signs, except for marinas and regulatory signs indicating transportation, circulation and parking are prohibited
   g) All signs are subject to site plan review
   h) Kiosks listing tenants and giving directions may be provided. Such kiosks shall not exceed forty (40) square feet, or its circular equivalent, in sign

area

i) A pedestrian oriented monument sign, of materials consistent with the sidewalk and plaza design may be permitted provided the scale, design and material is acceptable to the Planning Board, and site plan approval is revived.

j) Banners, both temporary and permanent, shall be considered as signs and subject to the standards and terms of this ordinance.

H. **Streetscape**

1. A unifies streetscape plan for is required for all phased projects. The streetscape plan shall be presented to, and receive approval by, the Planning Board and be implemented and applied to all project sites as they are developed. This plan shall identify a decorative sidewalk, color, and materials standards for the outer 5 to 7 feet of sidewalk. It shall also include tree guards, tree grates and other decorative street furniture to be employed within the plan area, including but not limited to: benches, trash receptacles, newspaper vending box style, dimension and placement, kiosks, etc.

2. The construction of underground utility connections and decorative lighting poles and fixtures is required. They shall be selected from the public utility decorative standard fixtures. They shall be purchased by private capital expenditure. They shall not be leased by the City.

VII. SPECIFIC OBJECTIVES

A. Submission of a master plan

In order to achieve more comprehensive multiphase development for projects exceeding one square block and five)5) acres, a master plan shall be presented to the Planning Board prior to submission of individual site plans. The master plan shall be consistent with the provisions of the Redevelopment Plan governing the site. Individual site plans that provide for less density than the approved Master Plan shall be considered consistent. The Master Plan shall, at a minimum, include the following elements:

1. Overall development site plan for the district specifying maximum height, densities, uses, floor area ratios and square footage within proposed district

2. Traffic & circulation analysis and plans, which shall include mass transit routes. Each time the Master Plan is significantly revised, a full traffic analysis shall be provided to the City for review. This analysis shall include the cumulative effect of the ingress and egress to all Project Phases and Plazas, the impact of the Light Rail relocation, Greene Street redesign, and affects on other adjacent and affected roadways created by the overall floor area proposed and projected by the Master Plan.

3. Parking and vehicular access plan

4. Environmental impact analysis

5. Utilities plan

6. Phasing plan

7. Fiscal impact analysis

Subsequent applications for preliminary site plan approval for specific elements or phases shall be consistent with the master plan. In reviewing such specific applications for preliminary site plan approval, the Planning Board may rely upon the studies submitted and reviewed during the master plan hearing, except that traffic analysis shall be provided for each site plan if determined necessary by the Director of City Planning. The Planning Board shall determine which major revisions of the master plan shall be required to come before the Planning Board for review.

B. **Submission of redevelopment proposals**

Prior to commencement of construction, architectural drawings, specifications, and site plans for the construction and/or rehabilitation of improvements to the Redevelopment Area shall be submitted by the redevelopers for review and approval by the Planning Board and if designated as the redeveloper ("designated developer") by the Jersey City Redevelopment Agency ("JCRA"), then the plans shall also be submitted to the JCRA for review and approval.

C. **Adverse influences**

No use or reuse shall be permitted, which, when conducted under proper and adequate conditions and safeguards, will produce corrosive, toxic or noxious fumes, glare, electromagnetic disturbance, radiation, smoke, cinders, odors, dust or waste, undue noise or vibration, or other objectionable features so as to be detrimental to the public health, safety or general welfare. It shall be presumed that the permitted uses within this Redevelopment Plan are not adverse influences.

D. **Off-street parking and loading objectives**

1. Off-street parking and loading areas shall be coordinated with the public street system serving the project area in order to avoid conflicts with through traffic or obstruction to pedestrian walks and thoroughfares

2. A minimum of ten percent (10%) of any surface parking facility shall be landscaped area and shall include shade trees of at least two and a half (2.5) inch caliper spaced not more than forty (40) feet on center or in groupings

3. Large concentrations of surface parking should be avoided. Poured in place concrete curbing or some other suitable material, such as granite, shall be used in parking areas to prevent vehicles from encroaching upon planted area. Under no circumstances shall bumper stops be permitted on the exterior of the building. All curbing, regardless of material used, is subject to Planning Board approval.

4. All parking and loading areas abutting streets in residential zones shall be landscaped about their periphery with berms, shrubs, trees and/or ground cover

5. All required parking and loading areas shall be provided off-street. All such parking and loading areas shall be graded, paved with a durable dust-free surface, adequately drained, well landscaped, and all access points shall be defined and limited in accordance with the Jersey City Zoning Ordinance.

6. All required parking spaces shall be a minimum of nine (9) feet wide by eighteen (18) feet deep, as measured from the curb stop. All aisles shall be twenty two (22) feet wide. Fifty percent (50%) of parking stalls may be compact, a minimum of eight (8) feet wide by fifteen (15) feet deep.

7. Required off-street parking shall be located on the same site for residences, but otherwise may be provided on a separate lot, if such offsite off-street parking is within seven hundred (700) feet of the use it was intended to serve

8. Valet parking may be allowed if it can be demonstrated that an efficient, safe means of operation will be provided

9. Where the master plan has been reviewed and accepted and its elements are to be built in stages, the developer shall be permitted to construct the maximum number of parking spaces provided for under the master plan subject to the following:
   a) The developer shall build sufficient parking spaces to accommodate the entire area of development receiving preliminary site plan approval

   b) In cases where a single parking structure is to accommodate the parking for each of the proposed uses and phases of a development; the developer shall be permitted to construct the single parking structure containing the allowable spaces for the entire development in conjunction with the construction of the first phase of the development, provided that the developer has received preliminary site plan approval and further provided that the number of parking spaces which may be available for use shall not exceed the maximum permitted spaces for the phase or phases which have received preliminary site plan approval. Interim uses for the excess parking shall not be permitted.

   c) The parking ratio for the excess spaces built, as referenced in Item B. above, shall be determined at the time of preliminary site plan approval for the phase of construction served by these parking spaces

d) On weekdays, the excess spaces shall be avai1able only after 9 AM, and shall be designated as visitor parking

10. Maximum off-street parking requirements/ interim policy

a) residential - 1.0 space per unit

b) offices/museums -

1.0 space for every 1000 square feet of gross floor area up to 660,000 square feet

0.9 space for every 1000 square feet of gross floor area above 660,000 square feet

Within Block 13003, parking spaces for Office Use shall meet the following maximum requirements:

1 Space/1000 sf. of gross floor area up to 500,000 sf.

.5 Space/1000 sf. of gross floor area over 500,000 sf.

c) hotels -

1.0 space per room up to 100 units

0.5 space per room for 101 to 250 units

0.3 space per room for 251 to 500 units

0 space per room for 501 units & above

d). retail, restaurants, health clubs, night clubs - 0.5 space per 1,000 square feet of gross floor area

e). theaters and convention centers - 1.0 space per 8 seats

f). marinas - 0.33 space per berth

g). heliports - no parking spaces are required

The above maximums are interim standards; a final determination on parking requirements will be made pending release of a Traffic Engineering Division analysis in the fall of 1987. All developers shall abide by any reduction in the permitted maximums for site plans submitted subsequent to the completion of this study, and adoption of a long-term policy which shall replace the above interim standards.

11. Off-street Loading - Maximum Requirements

All loading shall be off-street and not discernible from outside view. Any pre-existing outdoor loading/service areas shall be screened by a solid brick wall that matches in style the appearance and style of the primary building the loading serves.

Adequate provision shall be made for maneuvering vehicles

All loading areas shall be screened and landscaped.

E. **Open space design objectives**

1. Fifteen percent (15%) of the total site (excluding underwater area) controlled by a single owner or designated developer shall be required to be improved/ landscaped open space. This open space shall be divided into two (2) categories:

   a. totally accessible open space which shall be open to the public twenty four (24) hours per day and shall include:

      - sidewalks with trees
      - landscaped medians
      - bicycle paths
      - parks
      - plazas
      - arcades, defined as partially covered
      - public walkways
      - waterfront promenades
      - landscaped buffer areas greater than ten (10) feet in width

      Totally accessible open space shall be calculated at one hundred percent (100%) of the actual area

   b. limited access open space, which shall be open to the public a minimum of twelve (12) hours per day and shall include:

      - atriums or a large open public space area enclosed primarily by glass
      - enclosed commercial arcades
      - elevated plazas

      Limited access open space shall be calculated at fifty percent (50%) of the actual site area

2. All open space, including plazas, shall be designed with lawns, trees, shrubbery, attractive paving materials, street furniture, lighting and other architectural and artistic amenities to produce and provide a pleasant environment at street level to compliment the building and project area. Open space and plazas shall be designed to invite and attract the public. Elevated open space and plazas must also be so designed.

3. All screen planting shall be coniferous and only species with proven resistance to the urban environment in this area will be acceptable. Screen planting shall be a minimum of four (4) feet in height. Material shall be planted, balled and

burlapped and of specimen quality as established by the American Association of Nurserymen. At initial planting the materials shall provide a screen from the top of the planting to within six (6) inches of grade. Other plant materials shall be dense, and of specimen quality determined as above. All deciduous trees shall be a minimum of two and one half (2.5) inches in caliper. All plants, trees and shrubs shall be installed in accordance with a planting schedule provided by the developer and approved by the Division of Urban Research and Design.

4. any landscaping which dies due to natural cause or vandalism within two (2) years of planting shall be replaced by the developer at their expense

5. all landscaped areas shall be serviced by underground watering facilities

F. **Restriction Of Occupancy Or Use**

There shall be no restriction of occupancy or use of any part of the project area on the basis of race, creed, color or national origin

G. **Circulation And Landscaping Design Objectives**

1. Unless unpaved, all open space shall be landscaped and maintained in an attractive condition

2. Open space for new construction shall be provided to the maximum extent feasible and be so located as to provide for maximum usability by residents, and to create a harmonious relationship of buildings and open space throughout the project area

3. Sidewalk areas shall be adequate for the movement of pedestrians through and around the site

4. Sidewalk areas shall be attractively landscaped and durably paved and shall be provided with adequate lighting

5. Trees and shrubs shall be planted along the curblines of streets and principal internal roadways at not more than 40 foot centers or in groupings, in a regular pattern and spaced alternately on either side of streets or roadways to further increase the aesthetic quality of the redevelopment activities

H. Underground Utility Placement: All utility distribution lines and utility service connections from such lines to the project areas' individual uses shall be located underground. However, due to physical and functional constraints in and around Tax Block 13003, projects on Tax Block 13003 shall be encouraged, but not required, to adhere to the requirements that such utility distribution lines and utility connections from such lines be underground.

I. Where property controlled by a single owner or designated developer is within two (2)

redevelopment areas, the redevelopment area containing the greater land area of the two shall be used to calculate aggregate totals. These shall include FAR, open space, parking and coverage. However, any improvement occurring on the parcel with the lesser land area shall adhere to the regulations governing height and setbacks as specified in the redevelopment plan for the smaller site.

VIII. INTERIM USES

Interim uses may be established, subject to site plan approval by the Planning Board and that such use will not have an adverse effect upon existing or contemplated development during the interim use period. Interim uses must be approved by the Planning Board. The Planning Board will determine the time period during which the interim use will be allowed. In no case will any additional commercial parking be permitted as an interim use. Subject to Article IX.B. of this plan.

IX. GENERAL PROVISIONS

A. The regulations and controls in this section will be implemented where applicable by appropriate covenants, or other provisions, or agreements for land disposition and conveyance executed pursuant thereto

B. A designated developer shall begin and complete the development of the land and the construction of improvements agreed upon in the redevelopment agreement between the Jersey City Redevelopment Agency and designated developers

C. No covenant, lease, conveyance or other instrument shall be affected or executed by the Jersey City Redevelopment Agency or by a redeveloper or any of his successors or assignees, whereby land within the project area is restricted by the Jersey City Redevelopment Agency or the redeveloper upon the basis of race, creed, color or national origin in the sale, lease, use or occupancy thereof. Appropriate covenants, running with the land forever, will prohibit such restrictions and shall be included in the disposition instruments.

D. No building shall be constructed over an easement in the project area without prior written approval of the Jersey City Division of Engineering

E. The provisions of this plan specifying the redevelopment of the project area and the requirements and restrictions with respect thereto shall be in effect for a period of forty (40) years from the date of approval of this plan by the City Council

F. Prior to commencement of construction, a designated developer shall submit its architectural drawings, specifications, and site plans for the construction and/or rehabilitation of improvements to the project area to the JCRA and the Planning Board for review and approval, so that compliance of such drawings, specifications, and plans to the redevelopment objectives can be determined

G. Prior to commencement of construction, architectural drawings and site plans with detailed specifications for the construction and/or rehabilitation of improvements to the area shall be submitted by the developer to the Planning Board of the City of Jersey City for review and approval so that compliance of such plans with the redevelopment requirements and objectives can be determined. Site plan review shall

be conducted by the Planning Board pursuant to NJSA 40:55D-1 et. seq. Applications may be submitted for the entire project or in any number of phases. Final Site Plan approval for any phase shall entitle an applicant to building permits.

As part of any Final Site Plan approval, the Planning Board may require a developer to furnish performance guarantees pursuant to NJSA 40:55D-53 et seq. Such performance guarantees shall be in favor of the City in a form approved by the Jersey City Corporation Counsel. The amount of any such performance guarantees shall be determined by the City Engineer and shall be sufficient to assure completion of on and off site improvements within one (1) year of final site plan approval.

H. Any subdivision of lots and parcels of land within the Redevelopment Area shall be in accordance with the requirements of this Plan and the Land Development Ordinance of Jersey City

I. The Planning Board may grant deviations from the regulations contained within this Plan, where, by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions, pre-existing structures or physical features uniquely affecting a specific piece of property, the strict application of any area, yard, bulk or design objective or regulation adopted pursuant to this Plan, would result in peculiar and exceptional practical difficulties to, or exceptional and undue hardship upon, the developer of such property. The Planning Board may also grant a deviation from the regulations contained within this Plan related to a specific piece of property where the purposes of this Plan would be advanced by such deviation from the strict application of the requirements of this Plan; and the benefits of granting the deviation would outweigh any detriments. The Planning Board may grant exceptions or waivers from design standards, from the requirements for site plan or subdivision approval as may be reasonable and within the general purpose and intent of the provisions for site plan review and/or subdivision approval within this Plan, if the literal enforcement of one or more provisions of the plan is impracticable or would exact undue hardship because of peculiar conditions pertaining to the site. No deviations may be granted under the terms of this section unless such deviations can be granted without resulting in substantial detriment to the public good and will not substantially impair the intent and purpose of this Plan. No deviations may be granted which will result in permitting: (1) a use or principal structure in a district restricted against such use or principal structure, (2) an expansion of a non-conforming use, (3) an increase in height of a principal structure which exceeds by 10 feet or 10% the maximum height permitted in the district, (4) an increase in the permitted floor area ratio, (5) an increase in the permitted density.

An application requesting a deviation from the requirements of this Plan shall provide public notice of such application in accordance with the public notice requirements set forth in NJSA 40:55D-12.a. & b.

X. TRAFFIC CIRCULATION AND TRANSIT SYSTEM OBJECTIVES

A. To the Maximum extent feasible, sight-lines along Washington Street, specifically the view of the Statue of Liberty, shall be preserved and protected

B. Christopher Columbus Drive shall serve the project area as the major southern access point

C. Exchange Place Station and the Grove Street Station shall serve the project area as the major mass transit facilities.

D. Pedestrian movement shall be encouraged on city streets by providing attractively landscaped malls and plazas throughout the project area. Retail and Restaurant uses within commercial developments shall provide frontage on and direct access from city streets and plazas.

E. The availability of transit on the surface of the Hudson River shall be encouraged in, or proximate to, the project area

F. Air transportation in the form of helicopter service may be provided for as a conditional use

G. The use of mass (public) transit by employees, residents, and visitors of the Redevelopment Area shall be encouraged

XI. SPECIFIC LAND USE PROVISIONS

Construction of the Hudson River Waterfront Walkway is required in conjunction with development within Harborside West District and development within the Harborside District. Refer to these districts for specific requirements.

Formula Business Requirement: All commercial retail areas within each structure or within a single tax lot shall limit formula business establishments, as defined by the Land Development Ordinance, to a maximum of 30% of ground floor gross leasable commercial area. For the purposes of this area restriction, the formula business definition shall apply to the following uses, whether functioning as a principal or accessory use:

1. Retail sales of goods and services.
2. Restaurants, all categories.
3. Bars.
4. Financial service facilities and banks.

Grocery stores greater than 15,000 square feet may exceed 30% of gross leasable commercial area, but shall be the only formula business within such structure or lot.

A. River View District

1. Principal permitted uses

    a. office buildings
    b. offices, medical
    c. multifamily residential structures
    d. hotels
    e. mass transit station
    f. mixed use of any of the above

2. Accessory uses

    All accessory uses located on the ground floor shall maintain at least one main entrance providing direct ingress and egress to the street.

    a. parking garages when constructed as an integral part of any of the principal permitted uses in this district. Any base parking structure located on Block 13003 shall wrap the first two stories of the parking garage with alternate uses and facades to screen the parking garage use, including but not limited to mechanical and utility rooms, if necessary. It is encouraged, but not required, that the first two (2) stories parking base along Steuben Street be wrapped with residential development, and that public retail uses are incorporated to wrap the parking base along Christopher Columbus Drive and Luis Munoz Marin Blvd. frontage, and either retail or residential uses along the Warren Street frontage. The purpose of this requirement is to provide, to the fullest extent possible, that no parking garage space occupies the area adjacent to street frontage within the first two floors of any structure located within this Block.
    b. surface parking areas
    c. retail sales of goods and services
    d. restaurants
    e. health clubs
    f. night clubs
    g. theaters
    h. plazas and fountains

3. Maximum height - In no case shall any structure exceed five hundred (500) feet.

4. Area, yards and bulk - minimum lot size, one (1) acre

    a. except as provided for in Section VI. D. 3. of this plan and setback treatments at building egress points, all buildings, regardless of use, shall be located up to the property line on Christopher Columbus Drive, and in addition, may be located up to one (1) or more of the remaining property lines. Structures not located on Christopher Columbus Drive may be located up to any two (2) property lines on side streets provided those structures contain retail or residential uses on the ground floor.

    b. the floor area ratio (FAR) shall not exceed ten (10); parking and mechanica1 levels

and vertical circulation (stairs, elevators, escalators) areas, shall not be included in this calculation

5. Specific design guidelines for the River View District parking structures built along Christopher Columbus Drive shall adhere to the provisions stated in Section VI. D. 3. of this Plan

B**. City view District**

1. Principal permitted uses

   a. office buildings
   b. offices, medical
   c. multifamily residential structures
   d. hotels
   e. mass transit station
   f. not withstanding any other provisions of this plan to the contrary, Block 11608 shall be permitted to have general commercial parking within a structured parking garage.
   g. mixed use of any of the above

2. Accessory uses
   a. retail sales of goods and services limited to the ground floor of all structures
   b. restaurants
   c. theaters
   d. health clubs
   e. night clubs
   f. surface parking areas
   g. parking structures
   h. plazas and fountains

3. Maximum height

   fifty (50) stories, however any story where a minimum of eighty percent (80%) of that level's gross floor area is used for parking and/or mechanicals shall not be considered in the maximum number of stories permitted. In no case shall any structure exceed 800 feet.

4. Area, yards and bulk - minimum lot size, one (1) acre

   a. buildings may be located up to any two property lines
   b. the floor area ratio (FAR) shall not exceed twelve (12); parking and mechanical levels shall not be included in this calculation

5. Specific design guidelines for the City View District

a. in order to facilitate the development of a street wall, locating of buildings up to two (2) property line shall be encouraged
b. any structure located on the First Street (north) frontage of Tax Block 11603 shall align with or be set back further than the northern edge of the existing structure located on Tax Block 11609.

C. **Harborside District**

1. Principal permitted uses

a. office buildings
b. offices, medical
c. residential structures
d. hotels
e. transit station
f. commuter ferry dock
g. mixed use of any of the above

* Existing structures shall not be deemed a nonconforming use

2. Accessory uses

a. parking garages when constructed as an integral part of and ancillary to any of the principal uses of this district
b. surface parking areas
c. retail sales of goods
d. restaurants
e. health clubs
f. night clubs
g. theaters
h. plazas and fountains

3. Conditional uses

a. one (1) helicopter landing pad, a maximum of ten thousand (10,000) square feet in area, provided such pad is located at least two hundred (200) feet east of the March 4, 1980 bulkhead line. Conditional use approval shall be in accordance with the existing Zoning ordinance of Jersey City. No fueling allowed.

b. marina, limited to the area located between Piers D and F and within the pier-head line, for the berthing of boats, sale of equipment and supplies, and incidental repair necessary and incidental to marine activities. No land-based boat storage or repair is allowed. Any fuel depot will be subject to review and approval by the Jersey City Fire Prevention Bureau, United States Coast Guard and the New Jersey Department of Environmental Protection, in addition to conditional use approval by the Planning Board.

4. Maximum height

NEW CONSTRUCTION:
No building shall exceed eight (8) stories or one hundred twenty (120) feet. Nine and one half stories (9 ½), may be permitted provided the overall height does not exceed and average height of 90 feet and a maximum of 120 feet at any point.

RENOVATION OF EXISTING BUILDINGS:
An addition of four (4) stories or fifty five (55) feet may be permitted, not covering more than fifty percent (50%) of the existing building's footprint, subject to conformance with the zoning guidelines and architecture consistent with that of the existing structures.

5. Area, yards and bulk - minimum lot size, one (1) acre

a. Existing structures to be rehabilitated shall be exempt from area and yard requirements, but subject to a floor area ratio (FAR) of 7.5. Any new construction development in addition to or as a replacement for any existing structures shall also be exempted as above and shall also be subject to an FAR of 7.5. In calculating FAR, underwater property shall be considered at fifty percent (50%) of its actual acreage.

b. Existing buildings may be allowed one hundred percent (100%) lot coverage. New construction occurring on existing piers shall not exceed coverage of seventy five percent (75%) of the pier deck, the balance to be preserved as improved open space. Existing pier structures may be maintained at their current coverage.

Where a heliport has been approved by the Planning Board, as a conditional use, the building coverage allowance shall be reduced in direct proportion to the square footage of the heliport as part of the conditional use approval. Where the building coverage is such that the minimum landscaping requirements cannot be met on the subject lot, the required landscaping may be provided on an adjacent lot.

c. Any additional stories added to structures which exist at the time of adoption of this plan are required to provide for the protection of upland sightlines by the maintenance of two (2) one hundred (100) foot wide view corridors

6. Specific design guidelines for the Harborside District

All buildings located on piers shall be set back a minimum of ten (10) feet from the edge of the pier, in order to provide pedestrian and/or emergency vehicle access.

b. Waterfront Walkway Construction

The Hudson River Waterfront walkway esplanade shall at a minimum comply with the NJ State Waterfront Development Regulation. It shall be exterior to the building and shall be a minimum of 32 feet wide on two levels, 16 feet on the upper level and 16 feet on the lower level. The upper level shall be lined with pavers and the lower level shall be lined with a more durable, weather resistant surface such as fiberglass or similar composite materials used along the Jersey Shore boardwalks. Plantings along the walkway shall be tolerant of the brackish waterfront environment. Operable doors along the interior Harborside Terminal Building Arcade shall provide easy access to the walkway from interior spaces. The walkway shall connect to the exterior walkway space on each pier and the C. Columbus Drive to the South and Harborside Place, (North Pier Access Road), to the North. Perpendicular access shall also be provided during the day through the Atrium and exterior arcade doors.

There is expected to be a 2 foot to five foot differential in elevation between the upper and lower levels. They shall be connected by ramps and stairs and planters where the elevations permit. A visible screening barrier shall be incorporated into the design to shield the gap between the upper and lower level.

The 32 foot wide exterior walkway and exterior perpendicular access to it shall be opened for 24 hours.

It is a requirement that the waterfront walkway improvements as referenced above shall be built concurrent with the issuance of the building permit for the full or partial development of any one of the following project segments:

1) the North Pier
2) the South Pier
3) Block 11603 Lot 29 (Plaza 4)
4) Block 11603 Lot 31 (Plaza 7)

Plaza 4 and 7 are to accommodate the two larger buildings and therefore, like the piers, will trigger construction of the walkway when built.

If either one of the twin smaller buildings are built on Block 11603 Lots 30 or 31 (known as Plazas 5 or 6), prior to the above listed larger segments, the waterfront walkway will then be required prior to or commensurate with the issuance of a building permit for any further development of the Harborside Project, including the other twin smaller building or any other full or partial plaza segment.

Construction must be completed and the walkway opened for public use prior to the Issuance of a Certificate of Occupancy for any portion of the project triggering the construction of the walkway.

D. **Harborside West District**

1. Principal permitted uses

   a. office buildings
   b. offices, medical
   c. multifamily residential structures
   d. hotels
   e. mass transit station
   f. mixed use of any of the above

2. Accessory uses
   a. retail sales of goods and services limited to the ground floor of all structures
   b. restaurants
   c. theaters
   d. health clubs
   e. night clubs
   f. surface parking areas
   g. parking structures
   h. plazas and fountains

3. Maximum height

   Fifty (50) stories, however any story where a minimum of eighty percent (80%) of that level's gross floor area is used for parking and/or mechanicals shall not be considered in the maximum number of stories permitted. In no case shall any structure exceed 800 feet.

4. Area, yards and bulk - minimum lot size, one (1) acre

   a. Buildings may be located up to any (2) two property lines
   b. The floor area ratio (FAR) shall not exceed fifteen (15); parking and mechanical levels shall not be included in this calculation

5. Waterfront Walkway Construction

   The Hudson River Waterfront walkway esplanade shall at a minimum comply with the NJ State Waterfront Development Regulation. It shall be exterior to the building and shall be a minimum of 32 feet wide on two levels, 16 feet on the upper level and 16 feet on the lower level. The upper level shall be lined with pavers and the lower level shall be lined with a more durable, weather resistant surface such as fiberglass or similar composite materials used along the Jersey Shore boardwalks. Plantings along the walkway shall be tolerant of the brackish waterfront environment. Operable doors along the interior Harborside Terminal Building Arcade shall provide easy access to the walkway from interior spaces. The walkway shall connect to the exterior walkway space on each pier and the C. Columbus Drive to the South and Harborside Place, (North Pier Access Road), to

the North. Perpendicular access shall also be provided during the day through the Atrium and exterior arcade doors.

There is expected to be a 2 foot to five foot differential in elevation between the upper and lower levels. They shall be connected by ramps and stairs and planters where the elevations permit. A visible screening barrier shall be incorporated into the design to shield the gap between the upper and lower level.

The 32 foot wide exterior walkway and exterior perpendicular access to it shall be opened for 24 hours.

It is a requirement that the waterfront walkway improvements as referenced above shall be built concurrent with the issuance of the building permit for the full or partial development of any one of the following project segments:

1) the North Pier
2) the South Pier
3) Block 11603 Lot 29 (Plaza 4)
4) Block 11603 Lot 31 (Plaza 7)

Plaza 4 and 7 are to accommodate the two larger buildings and therefore, like the piers, will trigger construction of the walkway when built.

If either one of the twin smaller buildings are built on Block 11603 Lots 30 or 31 (known as Plazas 5 or 6), prior to the above listed larger segments, the waterfront walkway will then be required prior to or commensurate with the issuance of a building permit for any further development of the Harborside Project, including the other twin smaller building or any other full or partial plaza segment.

Construction must be completed and the walkway opened for public use prior to the Issuance of a Certificate of Occupancy for any portion of the project triggering the construction of the walkway.

XII OTHER PROVISIONS NECESSARY TO MEET STATE AND LOCAL REQUIREMENTS

A. The "Redevelopment Agencies Law, “NJSA 40:55C-1, et seq, specifically 40:55C-32, requires that a redevelopment plan shall:

1. "Conform to the general plan for municipality as a whole; and

2. shall be sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements, conservation or rehabilitation as may be proposed to be carried out in the area of the project, zoning and planning changes, if any, land uses, maximum densities, building

requirements, and the plan's relationship to definite local objectives respecting appropriate land use, improved traffic, public transportation, public utilities, recreational and community facilities, and other public improvements".

B. In accordance with the State requirements, the following statements are made:

1. The proposals of this Plan conform with the general plan for the municipality

2. This Plan provides an outline for the development or redevelopment of the Exchange Place North Redevelopment Area and is sufficiently complete to indicate such land acquisition, demolition, and removal of structures, redevelopment, improvements as proposed, planning changes, land uses, maximum densities, building requirements, and its relationship to definite local objectives respecting appropriate land uses, improved traffic, public transportation, public utilities, community facilities, and other public improvements.

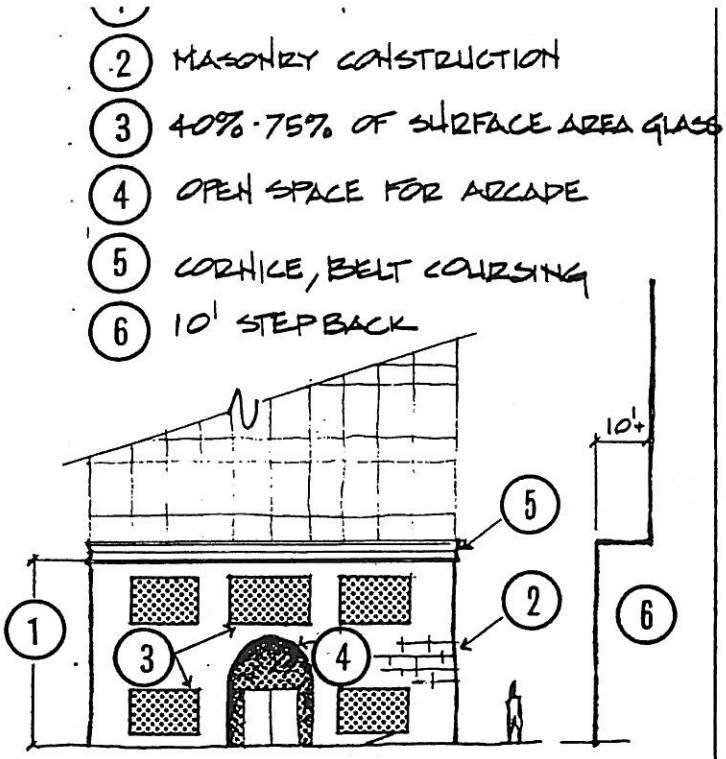
3. Provisions for the temporary and permanent relocation of persons living in the Redevelopment Area are not applicable as the area does not contain any residents nor residential structures.

4. The City of Jersey City, through the services of the Jersey City Redevelopment Agent relocation staff, will provide displaced commercial entities with the relocation assistance necessitated by State Law. This office will be staffed by qualified personnel who will actively assist displaced businesses and individuals in finding adequate accommodations. All businesses and individuals being displaced will be interviewed to determine their relocation requirements.

XIII PROCEDURE FOR AMENDING THE PLAN

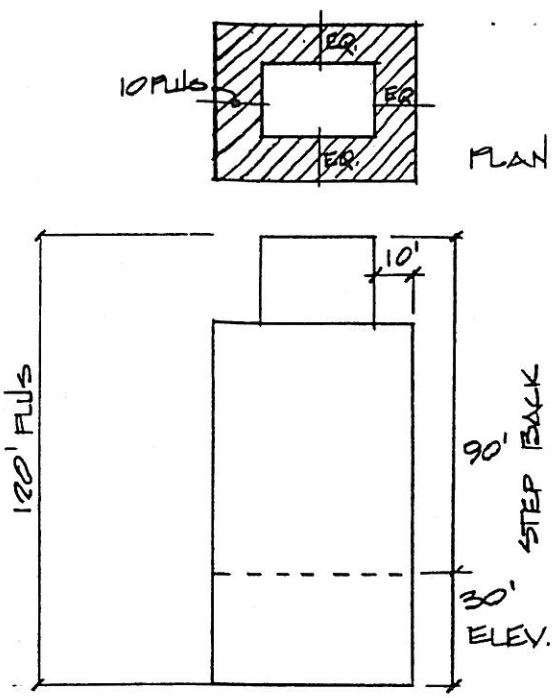
This Redevelopment Plan may be amended from time to time upon compliance with the requirements of law. A fee of $1,000 plus all costs of copying and transcripts shall be payable to the City of Jersey City for any request to amend this Plan.

MAPS



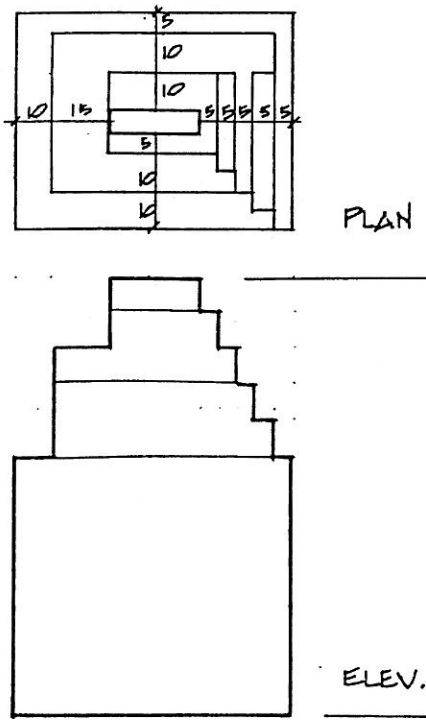
BASE REQUIREMENTS

FIG. #1



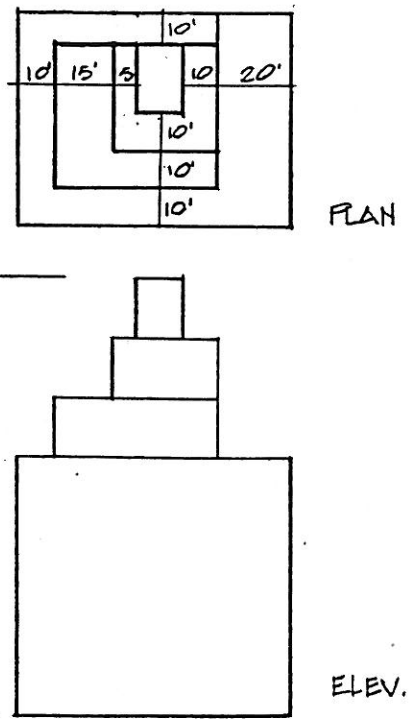
REQUIREMENTS 10 FT. STEP BACK

FIG. #2



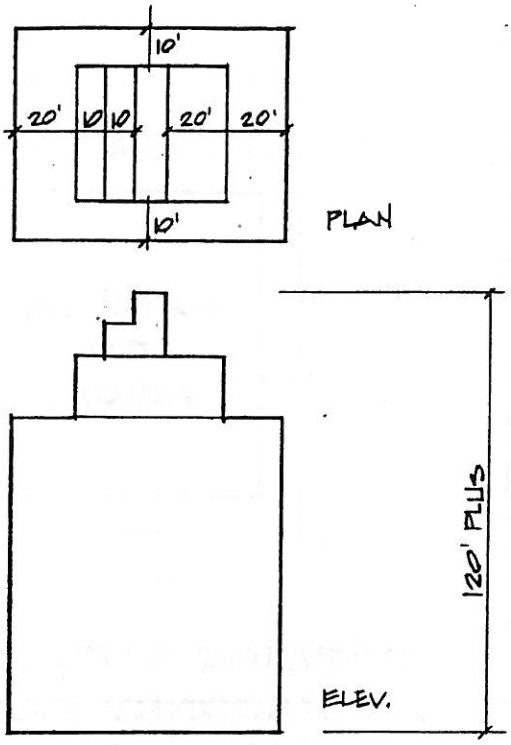
STEP BACK OPTION "A"

FIG.#3



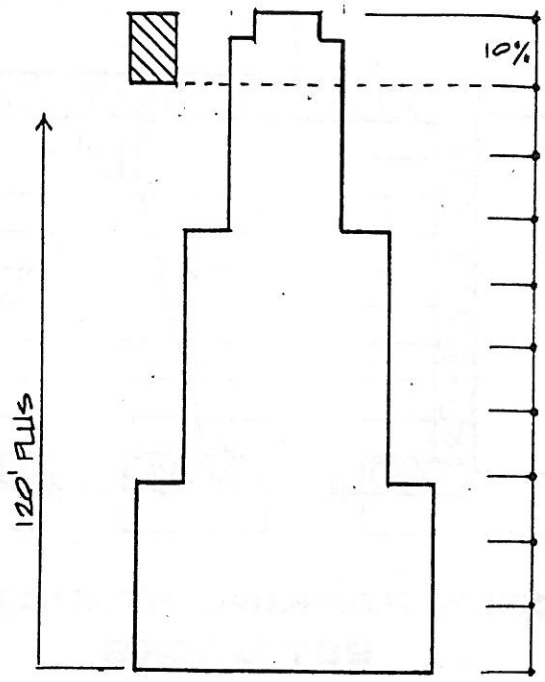
STEP BACK OPTION "B"

FIG. #4



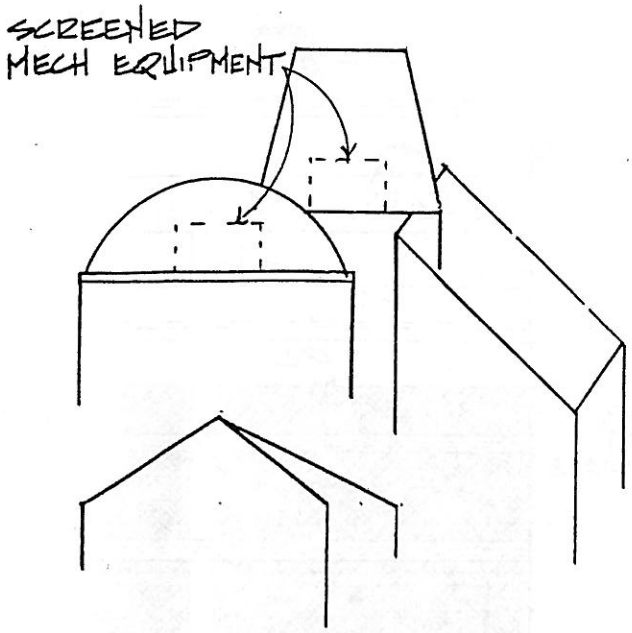
STEP BACK OPTION "C"

FIG. #5



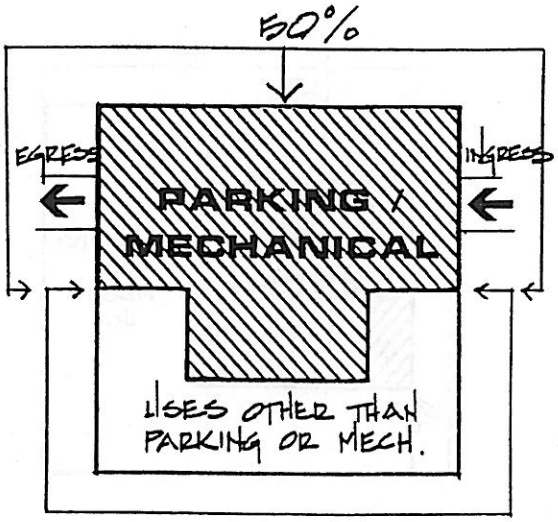
STEP BACKS IN TOP 10%

FIG. #6



BUILDING TOPS

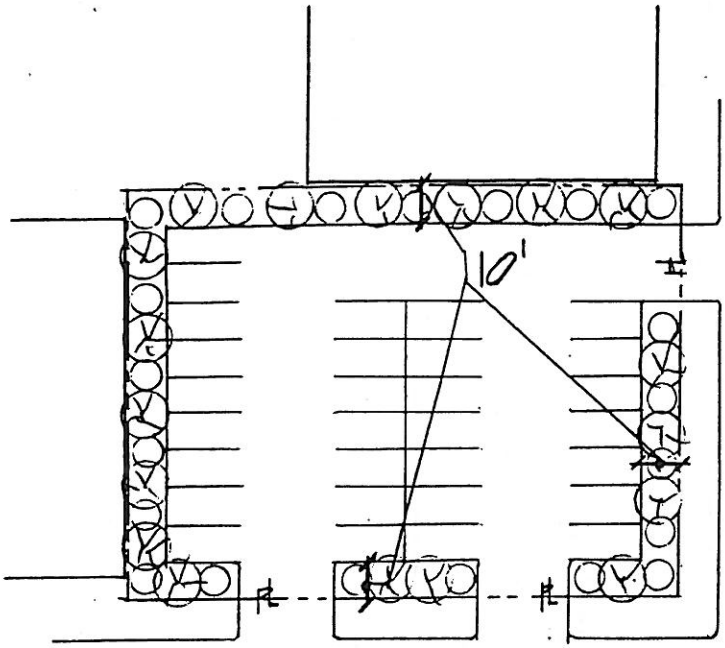
FIG. #7



GROUND LEVEL PARKING

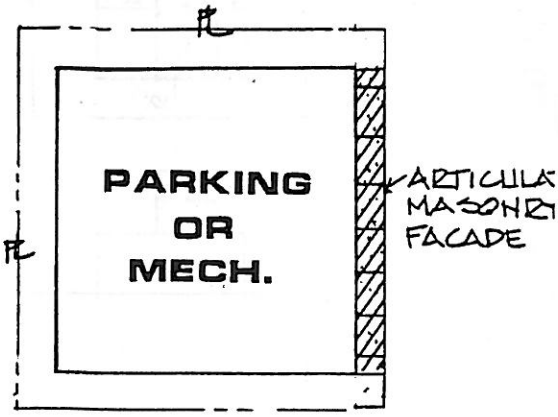
(MULTIUSE STRUCTURE)

FIG. #8



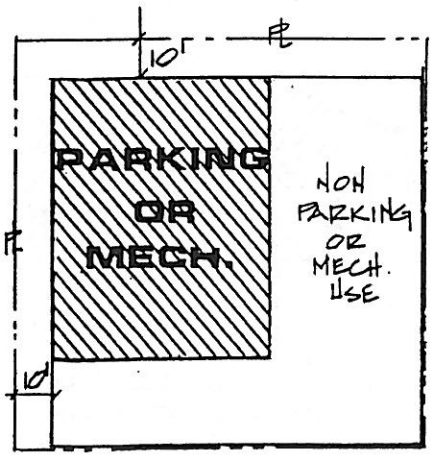
OPEN PARKING STRUCTURE
SET BACKS

FIG. #9



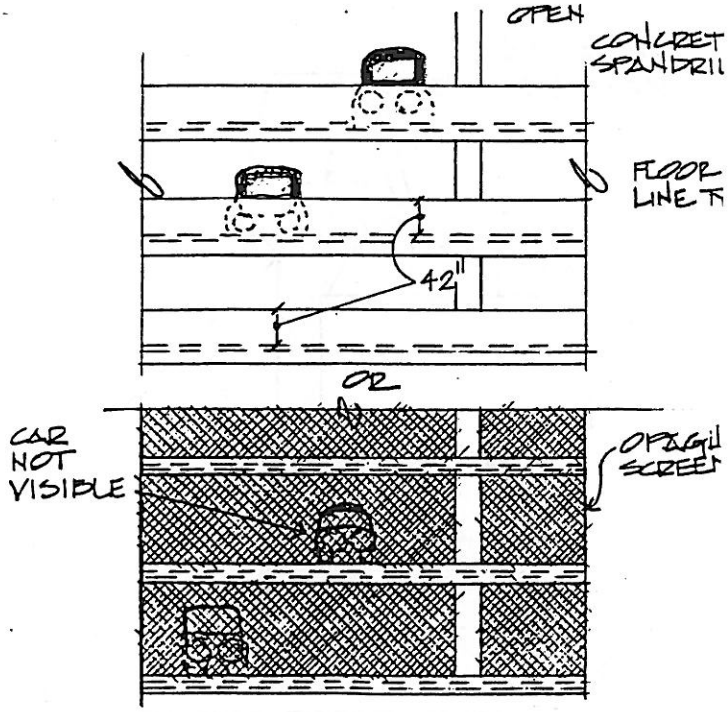
PARKING STRUCTURE W/
MASONRY FACADE
(GROUND LEVEL)

FIG.# 10



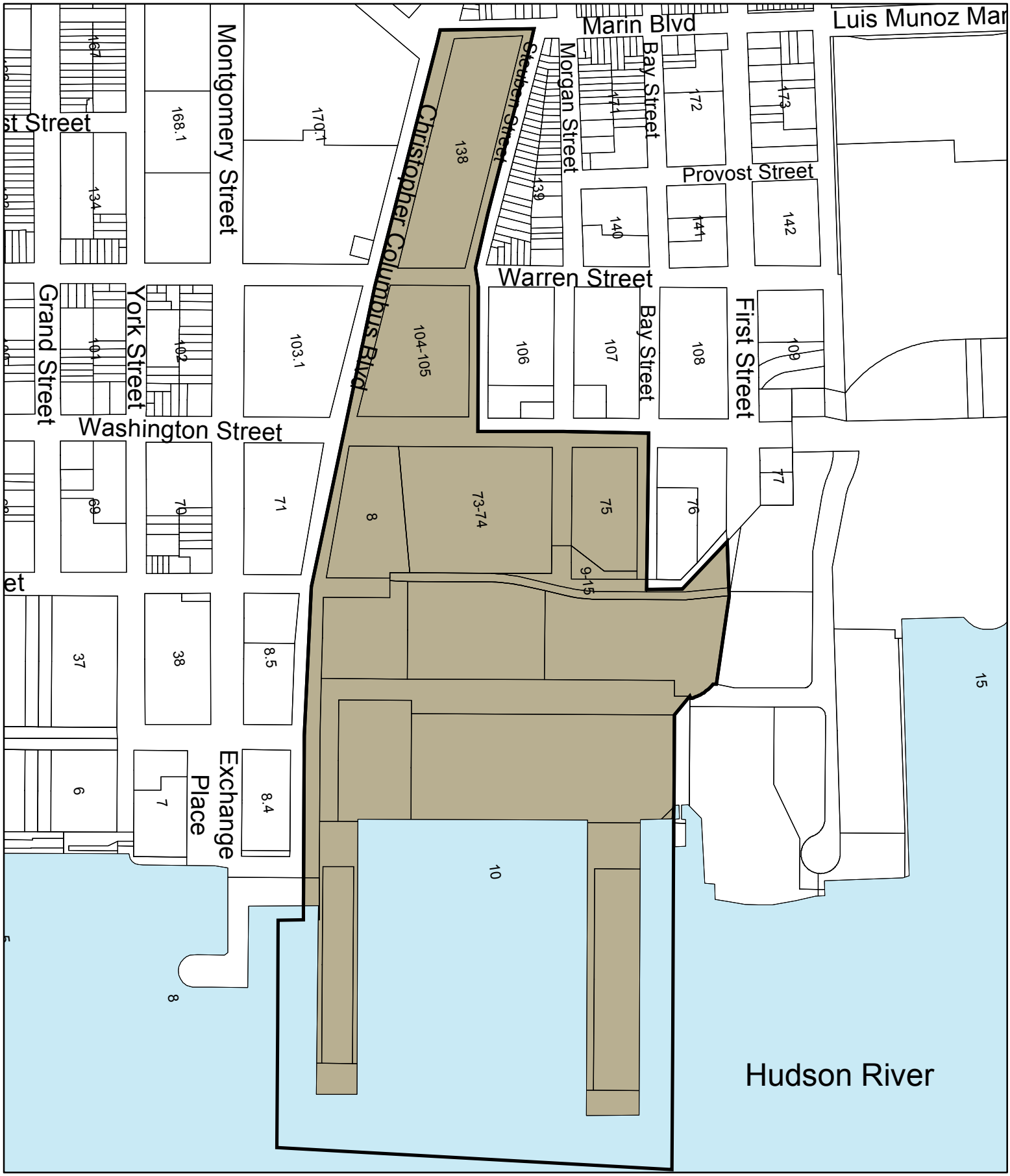
PARKING STRUCTURE W/
NONPARKING USE
(GROUND LEVEL)

FIG.# 11



SCREENING FOR
OPEN PARKING STRUCTURES

FIG.# 12



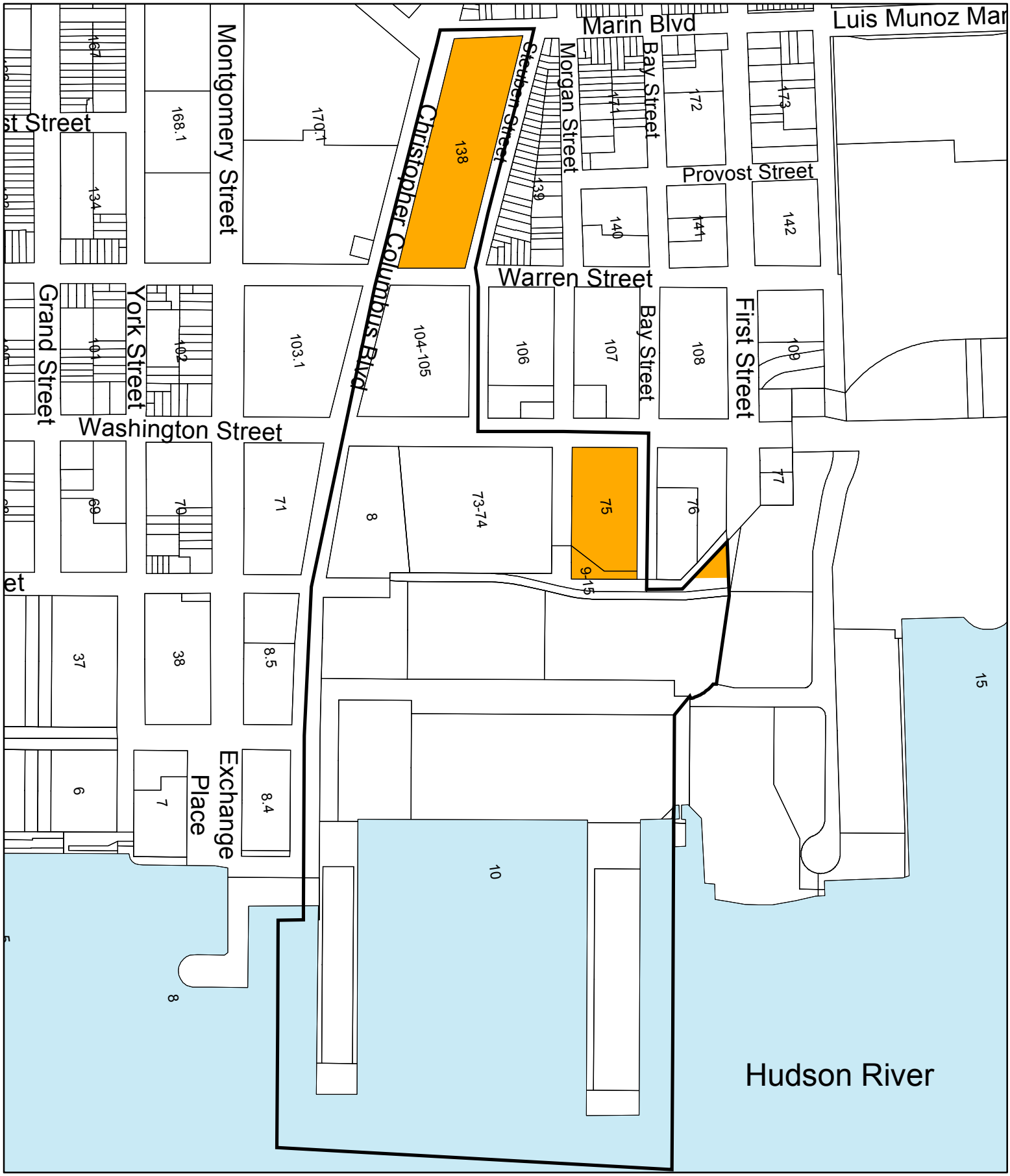
Exchange Place North Redevelopment Plan Area Boundary Map

Jersey City
City Planning Division
30 Montgomery Street Suite 1400
Jersey City, NJ 07302-3821
Phone: 201.547.5010
Fax: 201.547.4323

1 inch = 380 feet

0 190 380 760 1,140 1,520 Feet

May 10, 2007



Exchange Place North Redevelopment Plan Area Acquisition Map

Legend

To be Acquired

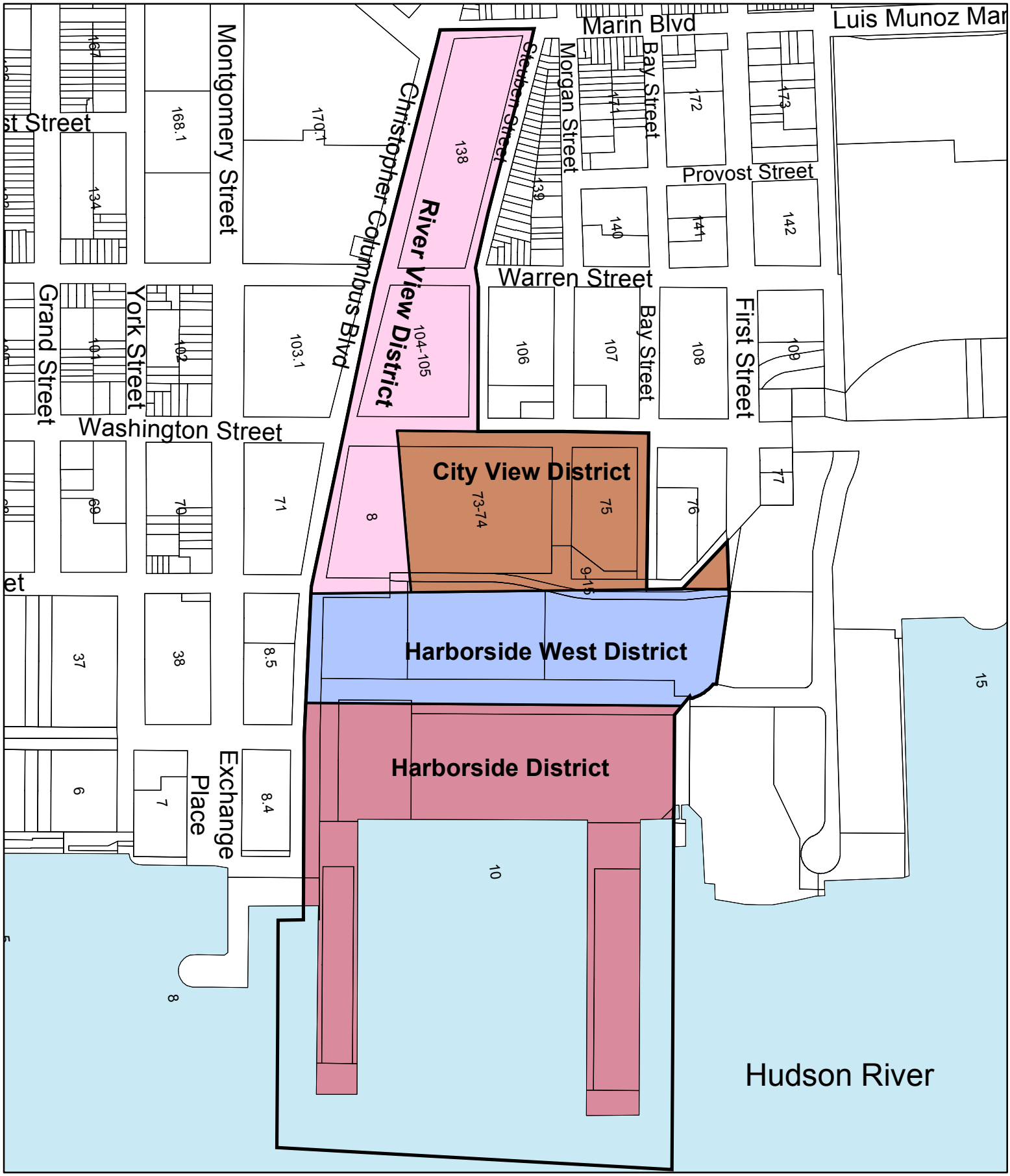
N

1 inch = 380 feet

0 190 380 760 1,140 1,520 Feet

Jersey City
City Planning Division
30 Montgomery Street Suite 1400
Jersey City, NJ 07302-3821
Phone: 201.547.5010
Fax: 201.547.4323

July 5, 2007



Exchange Place North Redevelopment Plan Area
Land Use Districts

Jersey City
City Planning Division
30 Montgomery Street Suite 1400
Jersey City, NJ 07302-3821
Phone: 201.547.5010
Fax: 201.547.4323

1 inch = 380 feet

0 190 380 760 1,140 1,520 Feet

May 11, 2007