

# **Harsimus Cove Station Redevelopment Plan**

## **Department of Housing & Economic Development Division of City Planning**

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## Section I

### 4. COMPREHENSIVE REQUIREMENTS & POLICY STATEMENTS

#### A. POLICY STATEMENTS

By adoption of this revised redevelopment plan, the Jersey City Planning Board and the Municipal Council of the City of Jersey City seek to promulgate the following Policy Statements outlining what is sought to be achieved:

1. Redevelop the Harsimus Cove Station Redevelopment Project Area in a manner that will exemplify the principles of New Urbanism and implement traditional neighborhood development techniques for this unique inner-city location.
2. Encourage development that is compatible with the character of adjacent historic resources while providing for a mixture of uses and an intensity of development that will allow for a self-sufficient and vibrant new community serving as a model for healthy urban growth.
3. Provide a variety of market value housing types and commercial establishments through new construction of low rise, mid-rise and high rise structures.
4. Provide for an intensity of development suitable to serve the implementation of infrastructure improvements necessary to support the dense development grid pattern and spatial form necessary to this downtown area.
5. Encourage innovative mixed-use and multiple-use blocks of development.
6. Require the interconnection of uses, blocks, and streets to create integrated neighborhoods.
7. Provide a layout of streets and open spaces that encourage bicycle & pedestrian interconnections to the light rail stations, civic buildings, and commercial uses all within a 3-5 minute walk from residential dwellings.
8. Establish a street and path network which accommodates an integrated multi-modal transportation system with the intent of providing safe pedestrian connections as outlined above.
9. Establish an integrated healthy, vibrant, livable neighborhood, incorporating the traditional city block development and rejecting the modern, homogeneous, sprawled zoning alternatives.
10. Provide a clearly articulated and rationally designed open space system which consists of both integrated and peripheral active and passive parks.
11. Provide for a more efficient use of land and public services by directing development into a pattern that resembles traditional blocks of mixed and multiple-use buildings.
12. Facilitate the construction of roads, infrastructure, open space and other public improvements which benefit more than one development site or property owner, and benefit the residents of Jersey City and this new neighborhood as a whole.
13. Alleviate undue traffic congestion by installing the street grid.
14. Discourage and prohibit street design patterns that tend to contribute to traffic congestion through the dependence on private automobiles with minimal vehicular route choices.
15. Discourage and prohibit generic development patterns that bear no relation to the development pattern of the adjacent Powerhouse Arts and Harsimus Cove Neighborhoods.
16. Foster the creation of new neighborhoods that are oriented to the pedestrian, and that promote citizen security and social interaction.

## B. TYPES OF PROPOSED REDEVELOPMENT ACTIONS

It is proposed to substantially improve and upgrade the East & West Districts of the Harsimus Cove Station Redevelopment Project Area Study Area through a combination of redevelopment actions. These will include but not be limited to:

1. Replacement of one story stand-alone retail structures with multi-use, multi-story structures situated on new city blocks with ground floor retail and new planned public thoroughfares, public parks, and plaza spaces.
2. Implementation of the new blocks in a phased fashion. Implementing new R-O-W and Park land while maintaining some of the existing free standing buildings in the interim, until full implementation. As new buildings are constructed, the existing users may shift into the new building base retail.
3. Assembly into developable parcels the vacant and underutilized land, underutilized parking lots and macadam into buildable city blocks surrounded by streets.
4. Provision for a full range of public infrastructure necessary to service and support the Redevelopment Area; and
5. Construction and rehabilitation of residential units, a variety of commercial uses and complementary public facilities, including but not limited to bikeway, park land, plazas space and public streets that connect into the existing City street grid.

## C. BUILDING DESIGN REQUIREMENTS

1. Buildings shall be designed so as to be **attractive from all vantage points** and shall be oriented toward the street so as to provide a continuous, active and interesting streetscape.
2. All ground floor uses shall provide direct access from the public sidewalk and the street adjoining the use in order to promote an active pedestrian streetscape. Main building entries shall be prominent, easily identifiable and connect directly to the public sidewalk so as to contribute to the overall liveliness of the pedestrian environment.
3. Permitted materials include standard modular or standard Norman size brick, stone, metal panels, glass and such other materials as acceptable to the Planning Board. EIFS (Exterior Insulating Finishing Systems, artificial stone and stucco, CMU size/type block, jumbo brick, vinyl and/or aluminum siding, and artificial brick veneer such as permastone or brickface, and plastic type artificial siding materials shall be prohibited as building cladding.
4. The **screening of rooftop mechanical equipment, cellular phone antennas, satellite dishes, and television and radio antennas** is required. All shall be screened from view from all directions and elevations to minimize the negative aesthetic impact upon the view from neighboring buildings and from street level. Said screening shall be consistent with the architecture of the building and building material. In all cases, creative placement of said equipment is required in order to eliminate the need for screening.
5. All new row-houses, townhouses, and residential uses wrapping garage or retail shall have a raised stoop to individual entrances to first floor residential units. The stoop shall be consistent with those in the downtown districts, in terms of scale and appearance.

6. The **front yards of all new townhouses and row-houses** shall provide non-chainlink decorative metal fencing along the property line a minimum of two (2) feet and a maximum of four (4) feet in height.
7. Retail uses of 30,000 Sq. Ft. and larger shall be masked by a wrapper of smaller retail spaces on all blocks except 6 and 1 where they are too narrow to achieve a full wrap of retail. Any frontage that is not wrapped, shall contain a minimum of 75% clear glazing to maintain an active retail street frontage where a retail store is present.
8. **All parking is structured or on Street** and the structured parking is wrapped with a principal use to separate and shield it from view. This is achievable everywhere except on Blocks 1 along the Light Rail, on the north side of Block 1 and the interior block line shared between 2 and 7a. However, the north side of Block 1 shall be wrapped with retail on the ground floor. These façade designs shall integrate their appearance with that of the building residential and retail portions of the building, incorporating a decorative false facade, complementing and harmonizing with the rest of the building. Any garage openings shall mimic the window size and placement and look of the balance of the building and shall contain decorative fenestration and decorative grates, not just louvers, to soften their appearance. They shall also be designed to eliminate headlight glare and any view of internal light fixtures by covering the openings with opaque or spandrels glass rising a minimum of forty-two (42) inches from the floor line. Alternatively, contemporary garage screening may be permitted if found acceptable by the planning board at site plan review.
9. All building facades shall be consistent irrespective of any utility or parking access of the interior.
10. If **security gates** are used on any part of the building or commercial window, they shall be interior and of the open grate style.
11. **Residential Buildings fronting Luis Munoz Marin Boulevard** shall not turn their backs or sides to it. They shall provide a front door face to the boulevard with functioning entries and stoops, such that the buildings' appearance along Marin Boulevard is that of multiple building fronts and if retail, retail frontage with clear view-thru windows into the activity of the store.
12. **Building Frontages:** Buildings are required to place their front walls along the Frontage Lines indicated in the Regulating Plan along at least 80% of their frontage. The remaining 20% allows for architectural articulations such as recessed walls.
13. **Building Attachments:** Arcades, Awnings, Bay Windows, Roof Overhangs, Stoops and Porches, may encroach into public property in front of the Lot Line, provided they are conforming to the maximum attachment dimensions listed below, and those are found acceptable by the Planning Board, receiving site Plan approval as required by this plan. Of the above, all may also encroach a maximum of 2 ½ feet into public rights of way, except that awnings may extend 4 feet.
14. **Attachment Dimensions: Awnings** shall be 5 to 10 feet deep but shall not place supports upon the sidewalk. **Bay Windows** shall be a maximum depth of 4'. **Balconies** shall have a maximum projection of 2 feet from the facade. Porches shall be 7' to 12' deep.
15. **First-Floor Ground Heights:** A building's first floor shall be located between 0' and 7' above the sidewalk. Retail first floors shall be located at sidewalk height. Residential first floor units shall be located a minimum of 2' above the sidewalk, with window sills a minimum of 5' above the sidewalk.
16. **Building Entries:** Every principal use within a building, except for indoor accessory swimming pool amenities, shall have a primary point of pedestrian ingress and egress to the street. All buildings shall place their primary entrance at one street Frontage, although additional

secondary entrances shall be permitted. Every apartment and office within a building shall be provided with a path to and from the sidewalk that does not pass through a parking garage that shall serve as the primary, prominent entrance. Every retail and commercial (including entertainment) establishment within a building shall place its primary entrance at the sidewalk. This is true of hotel restaurants and gift shops as well.

17. **Prominent Entries:** Main building entries shall be easily identifiable as such from the sidewalk, and may not occur simply as voids between buildings.
18. **Facade Articulation, General:** Buildings shall have a clear base, middle, and top by providing string courses and/or horizontally differentiating surface treatment.
19. **Facade Articulation, Specific:** In order to create unified street-walls, the facade articulations required above are further specified to include an exceptionally distinct line articulated between 16 feet and 25 feet above sidewalk grade. Smaller articulation shall be incorporated into the building design above 25 feet. Articulation may include traditional types of design articulation or modern and contemporary accents and materials including but not limited to glass or metal eyebrows, window shades, etc.
20. **Buildings at corners:** Corners shall transition gracefully between articulations required at different heights.
21. **Facade Ratio:** The percentage of void area (windows and other openings) in a building facade shall be between 20% and 60%, except at street-level retail Frontages, where it shall not be lower than 75%.
22. **Facade Composition:** "Scattered-window" facades are prohibited. Each facade shall present a unified, rational composition.
23. **Facade Materials:** To avoid business, facades shall consist of no more than three materials, textures or colors (windows and framing not counted). Any changes in primary wall material shall occur across a horizontal line, with the heavier-appearing material below the lighter (for example, wood over bricks, or bricks over stone).
24. Permitted materials include standard modular or standard norman size brick, stone, metal panels, glass and such other materials as acceptable to the Planning Board. EIFS (Exterior Insulating Finishing Systems, artificial stone and stucco, CMU size/type block, jumbo brick, vinyl and/or aluminum siding, and artificial brick veneer such as permastone or brickface, and plastic type artificial siding materials shall be prohibited as building cladding.
25. **Facade Color:** The color of building walls shall be within the white-to-russet quadrant of the color wheel, including cream, beige, tan, gray, yellow, ochre, red, and brown.
26. **Blank Walls:** Are prohibited. All first floor walls shall have at least one window, fenestration or louvers per structural bay, in a pattern that suggests habitation. **Parking Entrances:** Mid-block parking structures shall be entered not through gaps between buildings, but through vehicular openings in the Frontage-line wall of the liner building. Parking structures shall provide direct pedestrian access to sidewalks so that residents may exit the parking lot without entering a building.
27. **Expansion Joints** - Facades shall be designed so that any expansion joints are rationalized by the logic of the composition, and thus made less obvious. Expansion joint gaps shall be colored to match the surrounding wall.
28. **EIFS:** are prohibited.
29. **Dish Antennas:** Dish antennas are prohibited where visible from any public area or R-O-W.

30. **Variety:** No architectural firm shall complete the schematic design of more than one (adjacent) block. However, a single firm may complete the schematic design provided the team is of a different regional office of the same firm. A single firm may prepare construction drawings consolidating the schematic designs of a number of independent firms.
31. **Simple Facades:** The major articulation of facades should be confined to the corners of the urban block, the area around entries, and at designated vista terminations.
32. **Aligned Openings:** The tops of windows and doors should be aligned to avoid confusing perspective views.
33. **Soffit Emphasis:** In most buildings, the underside of the overhang is more visible than the roof. The soffit should therefore receive a greater amount of attention and budget than it is typically afforded.

**D. PARKING AND LOADING REQUIREMENTS** Parking shall be reviewed by the Planning Board at the time of Site Plan application.

1. **Maximum Parking Requirements**

**West District** - The total number of self park and valet off-street parking spaces within the West Neighborhood District shall not exceed

3,700 spaces

**East District**

Maximum Parking Requirements

- a. Residential uses
    - a. 0.5 space for each dwelling unit with 0 or 1 bedroom
    - b. 1 space for each dwelling unit with 2 bedrooms
    - c. 1.5 spaces for each dwelling unit with 3 or more bedrooms
  - b. Hotels
    - a. 1.0 space per guest room for the first 100 rooms.
    - b. 0.5 space per guest room for the next 100 rooms.
    - c. 0.33 space per room for all over 200
  - c. Retail, Restaurants, Health Clubs, Nightclubs  
1.0 space per 1,000 square feet excluding first 5,000 square feet
  - d. Theaters- 1.0 space per 6 seats
  - e. Schools - 2.0 spaces per classroom
  - f. Houses of Worship  
1.0 space per seat as per Jersey City Zoning Ordinance.
  - g. Marinas - 0.5 spaces per berth
  - h. Office, public & semi-public uses  
0.9 space per 1,000 square feet gross floor area
2. Valet parking is permitted provided a striping and parking plan is approved by the Planning Board to reflect the valet alternative layout, drop off/pick-up location, etc.
  3. All parking shall be provided in structures and wrapped by the principal uses that it serves. All parking structures shall be topped with green roofs containing landscaping and/or recreation areas to screen the parking structure from above.
  4. No parking deck shall be higher than the height of the shortest building masking it. The top roof level of the parking garage shall be a green roof containing a mix of amenities, lawn, planting, plaza and gardens.
  5. Maximum commercial driveway width is 25 feet.

6. Minimum Dedicated Loading Spaces

Use	Minimum Loading Space(s)
Retail: 25,000 to 100,000 Sq. ft. GFA	One (1) Loading space
Retail: 100,000 to 200,000 Sq. ft. GFA	Two (2) Loading spaces
Retail: Each additional 200,000 Sq. ft. GFA or part thereof	One (1) Additional Loading space
Residential:	One (1) for Trash Compactor & dumpster collection One (1) for Moving Truck
Office:	One (1) for Trash Compactor & dumpster collection One (1) for deliveries & tenant moving

7. The developer shall demonstrate and the Planning Board shall be satisfied that sufficient loading areas shall be provided to accommodate the needs of the particular uses proposed, including trash and recycling pick-up and storage, commercial services such as package or food delivery services, and retail stocking and residential tenant moving.
8. These service areas shall be separate from one another so that a tenant move is not competing for a loading space with a retail loading.
9. All loading activities shall be conducted within the building and accessed through the garage, not the front yard.
10. All trash receptacle and recycling areas shall be located within principal buildings or parking structures.

**E. CIRCULATION PLAN REQUIREMENTS**

1. All new streets, sidewalks, R-O-W, roadways, driveways, and access easements constructed within the redevelopment area shall conform to the CIRCULATION MAP and the STREET PLAN – VEHICULAR CIRCULATION MAP – 6 for the West-Neighborhood District. No building or structure shall be located within the area of designated street thoroughfares of this plan.
2. Signalization shall be installed by the re-developer, as determined necessary by the Planning Board and City Engineer.
3. To insure an interconnected and comprehensive street plan, all streets adjacent to each block, on all sides, shall be constructed in conjunction with the development of any project or building within that block. The Planning Board may at its discretion in an extreme case waive this requirement and instead only require a portion of the street/streets required to develop the block if it finds that the ownership of the roadway area differs from the site plan applicant and the delay in the construction of the roads around other portions of the block do not in any way inhibit access, circulation, and provision of required utilities, for either the project under consideration or the access of the overall development area and other projects within.
4. No Certificate of Occupancy of any type shall be issued for any development or construction until such streets have been completed.

**F. SIGNAGE REQUIREMENTS** - No signs or window graphics other than those specifically enumerated herein shall be permitted.

1. Under no circumstances shall fluorescent or glowing paint be permitted for any signage within the area.
2. All signage shall be subject to site plan review and approval by the Planning Board.
3. Billboards are expressly prohibited throughout the Redevelopment Area.
4. Rooftop, flashing moving or intermittently illuminated signs or advertising devices are prohibited, as are signs that may be mistaken for traffic control devices.
5. Kiosks listing tenants and giving directions may be provided but no advertising will be permitted. Such kiosks may not exceed eight (8) square feet of sign area.
6. Freestanding signs are prohibited. Signs shall not move or have any moving parts as elements.
7. Signage Letters shall be a maximum of eighteen (18) inches in height.
8. Internally lit plastic panel signs and box signs are prohibited. Signage lighting is permitted.
9. Ground floor Uses fronting on more than one street shall be permitted to have signage on each frontage calculated pursuant to the requirements listed for that use.
10. All signs are subject to site plan review.
11. All bays of retail frontage shall have glazing. They shall maintain open clear view windows or window displays.
12. No window sign are permitted except that scrim or tenant logo may be placed on the on the lower 1/3 of the storefront bay s glazing.
13. Non-illuminated Awnings are permitted and may contain the tenant logo on 1/3 of the surface.
14. Phone numbers e-mail addresses, WEB site address and other product or service information is prohibited.
15. The following additional signage restrictions shall apply to specific uses:
  - a. Residential - Governmental Uses - Schools:

One identification sign not to exceed 50 square feet for a building of 100 DU or greater. Sign letters shall be a maximum height of 18 inches
  - b. Office & Hotel:

Total exterior sign area shall not exceed the equivalent of twenty (20%) percent of the first story portion of the wall to which it is attached. One (1) use shall be permitted no more than one (1) sign. Buildings with multiple uses shall have no more than one (1) sign per use provided the aggregate area of all signs does not exceed the maximum area permitted.
  - c. Hotel Only:

A hotel only may install a maximum of two additional signs affixed to the upper floor identifying the hotel name and logo. They shall be externally illuminated and shall not exceed 150 Sq. Ft. each.
  - d. Retail Sales, Restaurant, Health Club, Night Club, Theaters

- I. Each such use fronting on a public street may be allowed one exterior sign not to exceed 10% of area of the store front (ground floor) to which it is attached. Major tenants, occupying at least 60,000 square feet of gross leasable area, shall be permitted one additional identification sign as sized above.
- e. Theaters Only
- I. One identification sign not to exceed 50 square feet for building at the entrance as well as a marquee not to exceed 80 sq. ft. of sign surface and placed at least 14 feet above the sidewalk.
  - II. Wall mounted display enclosures advertising coming shows and current shows, not to exceed 4' x 6' per sign face.
- f. Parking Facilities
- One exterior sign may be allowed above the entrance driveway indicating the parking facility by the international parking symbol. Said sign not to exceed 10 Sq. Ft. One interior sign may be allowed indicating rates not to exceed 12 sq. ft. at each entrance.
- g. Marina:
- One sign, not to exceed twenty- (20) sq.ft.

## **G. GENERAL PROVISIONS**

- a. Interim uses may be established after approval by the Planning Board for a period to be determined by the Planning Board.
- b. Prior to commencement of: (a) any new construction, (b) reconstruction, (c) rehabilitation (d) any change to the interior floor plan of any structure where there is a use change, (e) any change in the use of any structure or parcel, or (f) any change in the intensity of use of any structure or parcel; a site plan for such shall be submitted by the developer or property owner to the Planning Board for review and site plan approval. No Building Permit shall be issued for any work associated with (a) through (f) above without prior site plan review and approval of such work by the Planning Board.
- c. 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.

- d. Where the construction or extension of any utility improvements or R-O-W improvements or the construction of open space improvements are required in conjunction with that building, block, or phase group; performance guarantees for these improvements shall be posted prior to the issuance of any building permits for that building, block, or phase group.
- e. Deviations
  - i. The Planning Board may grant deviations from such strict application of the regulations contained within this Redevelopment Plan, except as identified in paragraph I. below, so as to relieve difficulties or hardship where, by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions, physical features uniquely affecting a specific piece of property, or by reason of an extraordinary and exceptional situation uniquely affecting a specific piece of property or the structures lawfully existing thereon, the strict application of any regulation included within this Redevelopment 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 Redevelopment Plan where in an application related to a specific piece of property where the purposes of this Redevelopment 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. 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 the Redevelopment Plan. An application requesting a deviation from the requirements of this Redevelopment Plan shall provide public notice of such application in accordance with the public notice requirements set forth in N.J.S.A. 40:55D-12.a. & b.
  - ii. Additionally, no deviations shall be granted within the West-Neighborhood District which have any one of the following effects:
    1. Exceeding the maximum development permitted within the Intensity of Development Table of this Redevelopment Plan.
    2. Varying the minimum or maximum number of stories or their location and other requirements as outlined in the BUILDING REGULATING PLAN - MAP 4 and the FRONTAGE PLAN MAP – 3.;
    3. Increasing or decreasing story height from that which is specifically permitted herein;
    4. Varying in any way from the Use Standards Section of this Plan;
    5. Varying the grid-like pattern of the Street Plan – VEHICULAR CIRCULATION MAP 6, beyond normal adjustments encountered during survey synchronization;
    6. Non-completion of minimum open space, parks, or other type of phased improvements required to be implemented;

## **H. UTILITY AND INFRASTRUCTURE REQUIREMENTS**

- 1) All applicants shall satisfy the Municipal engineer and the Planning Board that provisions for the necessary utilities is accomplished in a way that advances the health safety and welfare of the general public.

- 2) Utility Placement – All utility distribution lines and utility service connections from such lines to the project area’s individual uses shall be located underground or internal to the buildings or interior to the block. Utility appliances, regulators and metering devices shall be located underground. Remote readers are required for all utilities, in lieu of external location of the actual metering devices. Developers are required to arrange for connections to public and private utilities.
- 3) If it becomes evident to the Planning Board and the Municipal Engineer during the implementation of this development that a long term utility and infrastructure plan is needed and desired, a Utility Plan which shall include the on-tract and off-tract infrastructure improvements needed to serve the development shall be provided by the designated developer.
- 4) No development or redevelopment of any parcel in the Plan Area that will result in an increase in wastewater from that parcel shall be permitted unless and until the planned project wastewater piping and systems for the removal of effluent and storm water are approved by the City of Jersey City Division of Engineering and the Municipal Utilities Authority; and the municipal wastewater piping and systems for the removal of effluent and storm water are certified by the City of Jersey City Planning Board, Division of Engineering and the Municipal Utilities Authority as being of sufficient capacity and good condition to accommodate uses that will occupy said parcel. Such approval may be contingent upon requisite improvements to the drainage system in the street, as determined by the Planning Board, Division of Engineering and the Municipal Utilities Authority.
- 5) Upon demolition of any existing structures, the site shall be graded, planted and sodded, unless new construction is to commence on the site within 30 days.
- 6) **Streetscape Materials:** Vehicular car- paths shall be constructed of asphalt. The main portion of sidewalks shall be constructed in tinted concrete. The outer 4' - 5' of sidewalks shall be constructed of bricks, decorative pavers or decorative stone between flush-mounted metal tree grates. Tree grates shall be maintained regularly to avoid trunk restriction. Curbs shall be vertical without horizontal lips (no gutter pans).
- 7) **Street Planting:** The street-tree pattern shall be regularly spaced at the distance specified in the Thoroughfare Standards. All landscaping areas are to be curbed.
- 8) **Street Lighting:** Street lights shall be located at the outer edge of all sidewalks, and shall correspond to the Regulating Plan as follows:
  1. **Retail & Optional Undesignated Frontages:** One lighting standard (no more than 20' tall) for every 70 linear feet of sidewalk average.
  2. **Residential-Only Frontages:** One lighting standard (no more than 25' tall) for every 90 linear feet of sidewalk average. These requirements may be adjusted relative to one another in response to the photometric specifications of the chosen light standards. All street lighting shall be of decorative design and comply with the approved fixture type. The developer is responsible for all additional costs of this lighting.

9) Transformers, dumpsters, junction boxes, lift stations, electrical meters, condensers, signal boxes, other such machinery, and the mechanical controls for same shall be below ground or interior to the block and masked from frontages by building elements in a manner consistent with the design of the building, incorporating false windows and dispersed venting to maintain the window rhythm and building pattern design. (A wall of venting for mechanical rooms is not permitted.) **Any Louvers must may** be screened with decorative grates. When a mid-block utility access alley can be incorporated into the project or block, above referenced utilities shall be access via this service corridor to minimize and direct street frontage of utility service areas.

10) **Street Signage:** Parking and directional signage shall be consolidated and affixed onto lamp posts wherever possible.

## I. OPEN SPACE REQUIREMENTS

1. All improved open space, which includes plazas and walkways, both elevated and at grade, shall incorporate elements such as shrubbery, attractive paving materials, street furniture, lighting, fountains and other architectural and artistic amenities so as to produce and provide a pleasant environment at all levels and to complement the building and the redevelopment area. All improved open space shall be designed to invite and attract the public.

2. 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 minimum of three (3) feet in height. Material shall be planted balled and burlaped and be of specimen quality as established by the American Association of Nurserymen.

At initial planting said 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 as determined above. All deciduous trees shall be a minimum of three (3") inches in caliper. All plants, trees and shrubs shall be installed in accordance with a planting and maintenance schedule which shall be indicated on required site plans and approved by the Jersey City Planning Board.

3. **This paragraph is applicable to the East – Waterfront District Only:** All new construction must provide a minimum equal to six percent (6%) of gross floor area as improved open space as provided above. Any rehabilitation structure must provide a minimum of one percent (1%) of the gross floor area so rehabilitated as improved open space as provided above. Any additional floor area constructed as an adjunct to rehabilitation activities must provide improved open space equal to three percent (3%) of the total additional floor area. Landscaped portions of parking areas may not be computed in satisfying the above landscape requirements.

4. Development occurring on piers constructed over the Hudson River shall be exempt from the minimum requirements listed in subsection 3 above.

5. A waterfront walkway, consistent with State requirements, if any, shall be provided. Such walkway must be freely accessible to the public.
6. Piers, or pier areas, parks and waterfront walkways freely accessible to the public shall be computed at 1.5 times their actual acreage.
7. Trees shall be planted along curblines at no more than forty (40') feet centers, in a regularly spaced pattern and spaced alternately on either side of the streets or roadways. Trees may also be planted in groupings with no minimum spacing distance required.

**5. PLAN LENGTH**

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 Fifty (50) years from the date of approval of this plan by the City Council of the City of Jersey City. The Planning Board may, as always, review the plan from time to time.

**6. PROCEDURE FOR AMENDING THE APPROVED PLAN**

This Plan may be amended from time to time upon compliance with the requirements of law. For any designated redeveloper, a fee of one thousand dollars (\$1,000), plus all costs for copying and transcripts shall be payable to the City of Jersey City for any request to amend this Plan.

**7. SEVERABILITY**

If any section, paragraph, division, subdivision, clause or provision of this plan shall be adjudged by the courts to be invalid, such adjudication shall only apply to the section, paragraph, division, subdivision, clause or provision so judged, and the remainder of this plan shall be deemed valid and effective.

- 8. PHASING FOR THE WEST – NEIGHBORHOOD DISTRICT** The Blocks may be developed in any order, however, the implementation of public improvements cannot be deferred until the end of the developments implementation. At a minimum, all public park improvements shall be constructed with the development of the block they are located within. The Planning Board may also require the development of some interim open space with the development of Blocks 1, 2, or 3 should they precede the development of Blocks 4, 5, or 6.

**Section II: SPECIAL DISTRICT REQUIREMENTS**

**1. East –Waterfront District**

**A. USE PROVISIONS**

Principal Permitted Uses

1. Multi-family residential structures
2. Office buildings
3. Hotels
4. Retail sales of goods and services
5. Restaurants
6. Health Clubs

7. Nightclubs
8. Theaters
9. Houses of Worship
10. Schools
11. Day Care Facilities
11. Marinas, parks and playgrounds
12. Combinations of uses permitted above
13. Public utility facilities alone or in combination with uses permitted above are exempt from Section B. 1. herein.

Accessory Uses

1. Parking garages

B. SPECIFIC REGULATIONS

1. Maximum Height

Height shall be regulated by yard requirements. A minimum yard equal to the square root of the height of the structure multiplied by the appropriate yard factor shall be maintained for the number or percent of sides as indicated below. The following are the factors to be used in calculating yard requirements.

Height in Feet	Yard Factors	Sides	Percent
0-45	3	2	50%
46-100	4	3	75%
101 or more	5	3	75%

2. Intensity of Development

Floor Area Ratio (F.A.R.)

Floor Area Ratio (F.A.R.), defined as the gross floor area to parcel acreage shall not exceed 8:1. Parking decks and areas used for heating and utility rooms shall be excluded from gross floor area. The maximum number of units per acre shall not exceed 300 dwelling units per acre.

3. Transfer of Density

Residential density, at the rate of 300 DU/AC may be transferred from Block 11603; Lot 7 (Historical Block 15; Lot 30) to other residential or mixed use projects located within the boundaries of the East-Waterfront district only. The Floor Area Ratio (FAR) for the project receiving the density shall include the square footage of the portion of lot area from the sending lot in its FAR calculation. (Density shall specifically not be transferred to or from the West – Neighborhood District.) All Site Plan development applications must include: a calculation of all total lot area sent, dwelling units previously approved, previously constructed and currently being requested in order to properly monitor the total overall density being utilized from Block 11603; Lot 7 (Historical Block 15; Lot 30).

#### 4. Off-Street Parking

- Off-street parking and loading areas shall be coordinated with public street system serving the project area in order to avoid conflicts with through traffic of obstruction to pedestrian walks and vehicular thoroughfares.
- A minimum of ten percent (10%) of any surface parking facility shall be landscaped area and shall include one (1) shade tree for every twenty (20) parking spaces. Large concentrations of surface parking should be avoided. Poured in place concrete curbing shall be used in surface parking areas to prevent vehicles from encroaching upon planted area. Granite block or anchored railroad ties may also be used, subject to Planning Board approval.
- All parking and loading areas abutting residential zone shall be landscaped about their periphery with berms, shrubs, trees and/or ground cover.
- 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 Zoning Ordinance of the City of Jersey City.
- 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 a minimum of twenty-two (22) feet wide. Twenty (20%) percent of the parking requirement may be compact parking stalls. Said compact stalls shall be a minimum of eight (8) feet wide and fifteen (15) feet deep as measured from the curb stop.

3. **West -Neighborhood District** - Redevelopment requirements are depicted via the Maps and the text and table in A. through I herein.

##### A. USE PROVISIONS

**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.

### **Permitted Uses:**

**Residential:** Premises available for long term human habitation by means of ownership and rental but excluding short term letting of less than a month's duration. Include in residential use may be bed & breakfast with 10 or fewer guest rooms, home offices and home artesian studios.

**Lodging:** Premises available for short term human habitation, including daily or weekly letting. Food service may be provided at all times. Bed & Breakfasts' may be considered as a residential use. Examples: hotels, hostels, inns, etc.

**Office:** Premises available for the transaction of general business, but excluding retail sales and manufacturing activity. Examples: law offices, medical offices, banking offices, telecommunication centers.

**Retail:** Premises available for commercial sale of merchandise and prepared foods but excluding manufacturing and banking activity. Example: markets, stores, storefronts, outlets, convenience centers, entertainment, restaurants, café's bars, etc.

**Civic:** Premises available for not-for-profit organizations dedicated to: religion, arts and culture, education, government, social services, transit, and the like. Example: house of worship, meeting hall, school, post office, day care center, bus stop, etc.

### **Prohibited Uses:**

- Drive-thru commercial where patrons remain in automobile
- Gas and service stations
- Vending machines, except within buildings
- Billboards
- Commercial kennels and animal husbandry facilities
- Prisons
- Terminals of large scale transportation
- Depot for large scale storage or distribution of goods
- Scrap yards
- Automotive sales, repair or long term storage
- Mineral extracting or mining
- Cell phone towers
- Landfills and dumps
- Adverse Impacts in General: uses with negative consequences for uses on adjacent lots, usually as a result of noise, vibration, odor or pollution. Consequences confined to the lot boundary are not considered to create adverse impact. Specific performance standards may be set by the City.
- Surface parking lots along street frontages.
- Commuter or commercial parking lots
- Parking structures as a principal use
- Upland dry dock
- Kennels and Pet Day care, Daily or overnight, however, pet grooming and day care drop off services are permitted.

### **Ground Floor Use Requirements:**

As indicated in the Regulating Plan: All uses are permitted (but not required) throughout the development, with the following exceptions:

*Retail Frontage Required:* Those frontage lines designated on the Regulating Plan that are required to provide a storefront at sidewalk level for Retail use as described herein. These are located to provide the retail continuity that is necessary for merchant success.

*Retail Frontage Optional:* Those frontage lines designated on the Regulating Plan that are allowed to provide a storefront at sidewalk level for Retail use as described herein. These are located in areas of the development where Retail use is not considered detrimental.

**B. BLOCK DESIGNATION PLAN - MAP 1**

**C. GROSS BLOCK AREA PLAN - MAP 2**

**D. OPEN SPACE PLAN - Map 3**

**OPEN SPACE AND LANDSCAPE DESIGN REQUIREMENTS**

- Prior to the commencement of construction within the plan area, an overall design plan shall be presented to and approved by the Jersey City Planning Board. This plan shall be prepared by an experienced Licensed landscape architect and public space planner with a proven track record of successful urban street and park designs. The plan shall respect and incorporate the design parameters and R-O-W landscaping provided within this plan but provide more detail to ensure all roadway segments incorporate consistent design patterns and materials. Also Included within these standards shall be standards for the greenway, plaza, and park improvements.
- Open space area shall be developed as directed by this plan and are subject to site plan approval by the Planning Board.
- Trees shall be planted as specified in the “Thoroughfare Standards” as included to this Plan. All tree pits shall be covered with metal grates, decorative fencing, tree guards, and/or decorative pavers. Open tree pits or planting strips in any street right of way are prohibited unless they are part of a planned sustainable infrastructure design scheme and they are approved by the Planning Board.
- All open space shall be open to the public and offered to the City of Jersey City but maintained by the developer

**E. FRONTAGE PLAN - MAP 4**

**F. BUILDING REGULATING PLAN - MAP 5**

<b>Min. Floor to Floor Height</b>	<b>Feet</b>
Ground Floor Office, Commercial or retail	16
Ground Floor Residential	12
Upper Floor Residential	9 feet 9 inches
Upper Floor Office, commercial or retail	12

**INTENSITY OF DEVELOPMENT (Table 1)**

1. Maximum Permitted Floor Area Ratio and Density
  - a) Floor Area Ratio (FAR) is defined as the sum of all floor area compared to the total area of the Harsimus Cove Station West District; and shall not exceed 8:1 as a total for the Harsimus Cove Station West District. Parking decks and areas

used for heating and utility rooms shall be excluded from floor area for the purposes of calculating Floor Area Ratio.

- b) The maximum number of dwelling units per acre shall not exceed 300 dwelling units per gross acre.

## INTENSITY SUMMARY

**Harsimus Cove Station West (Table 1)**

Block #	Gross Area (Sq. Ft.)	Gross Area (Acres)	Net Area (Sq. Ft.)	Net Area (Acres)	Maximum DU	Maximum Floor Area
1	118,315	2.72	79,406	1.82	816	946,520
2	96,250	2.21	59,706	1.37	910	1,055,792
3	137,438	3.15	85,852	1.97	948	1,055,792
4a	74,919	1.72	39,973	0.92	517	599,352
4b	108,129	2.48	82,837	1.90	746	865,032
5	175,101	4.02	68,697	1.57	961	1,115,008
6	77,628	1.78	37,709	0.87	535	621,024
7a	28,292	0.65	23,726	.54	280	326,000
7b	12,469	0.29	8,817	.20	0	0
<b>Total Maximum</b>	<b>828,540</b>	<b>19.02</b>	<b>486,423</b>	<b>11.16</b>	<b>5,713</b>	<b>6,628,232</b>

**TABLE FOOTNOTE:**

- i. The maximum number of dwelling units (for residential development) and the maximum amount of floor area (for non-residential development) on any Block may be increased or decreased by up to 25% provided that a like number of dwelling units or floor area are added or deducted from another Development Block or Blocks within the Harsimus Cove Station West-Neighborhood District.
- ii. The Total Maximum number of dwelling units and floor area shall never be exceeded.
- iii. All development applications must include a calculation of all dwelling units and floor area previously approved, previously constructed and currently being requested in order to properly monitor the total overall density and floor area within the District.

**DEVELOPMENT ACCOMMODATIONS FOR BLOCKS 7A & 7B:**

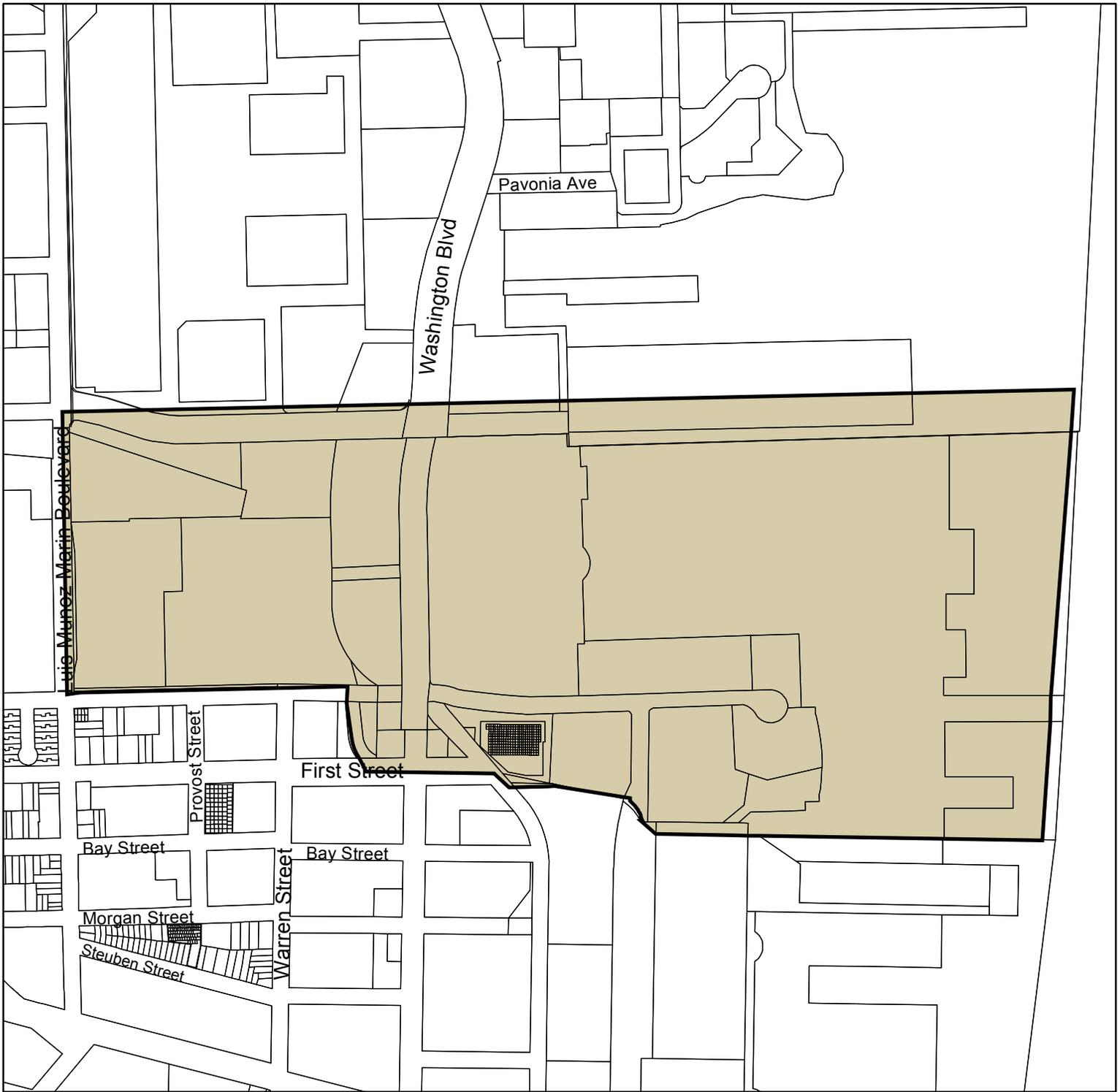
1. Existing Development on Lot 2; Block 11603 shall be grandfathered.
2. 8:1 FAR and 300 DU/AC for development on Parcel 7a shall be based upon the full 40,761 square foot area of lot 2; Block 11603 yielding a maximum of 326,000 Sf Floor area and a maximum 280 dwelling units.
3. Parcel 7a shall remain in the High Rise District and have no setback, yard or coverage requirements

4. *Parcel 7a shall have no open space requirements*
5. *Parcel 7b and the proposed Provost Street ROW between Parcels 7A & 7B shall be open space, approximately 44% of lot 2; Block 11603.*
6. *Parking for parcel 7a only may utilize parking facilities in the Newport Redevelopment Area that are within 500 feet of parcel 7a to meet zoning requirements.*
7. *The adjacent parcel development, located on parcel 2 along Provost Street for 140 feet south of parcel 7a, shall be restricted to a maximum of 5 stories as indicated on the BUILDING REGULATING PLAN - MAP 5.*

**G. STREET PLAN - VEHICULAR CIRCULATION - MAP 6**

**H. TRANSIT PLAN - MAP 7**

**I. R-O-W SECTIONS - MAPS 8, 9 , 10 , 11 & 12**



**HARSIMUS COVE STATION REDEVELOPMENT PLAN AREA  
ACQUISITION MAP**



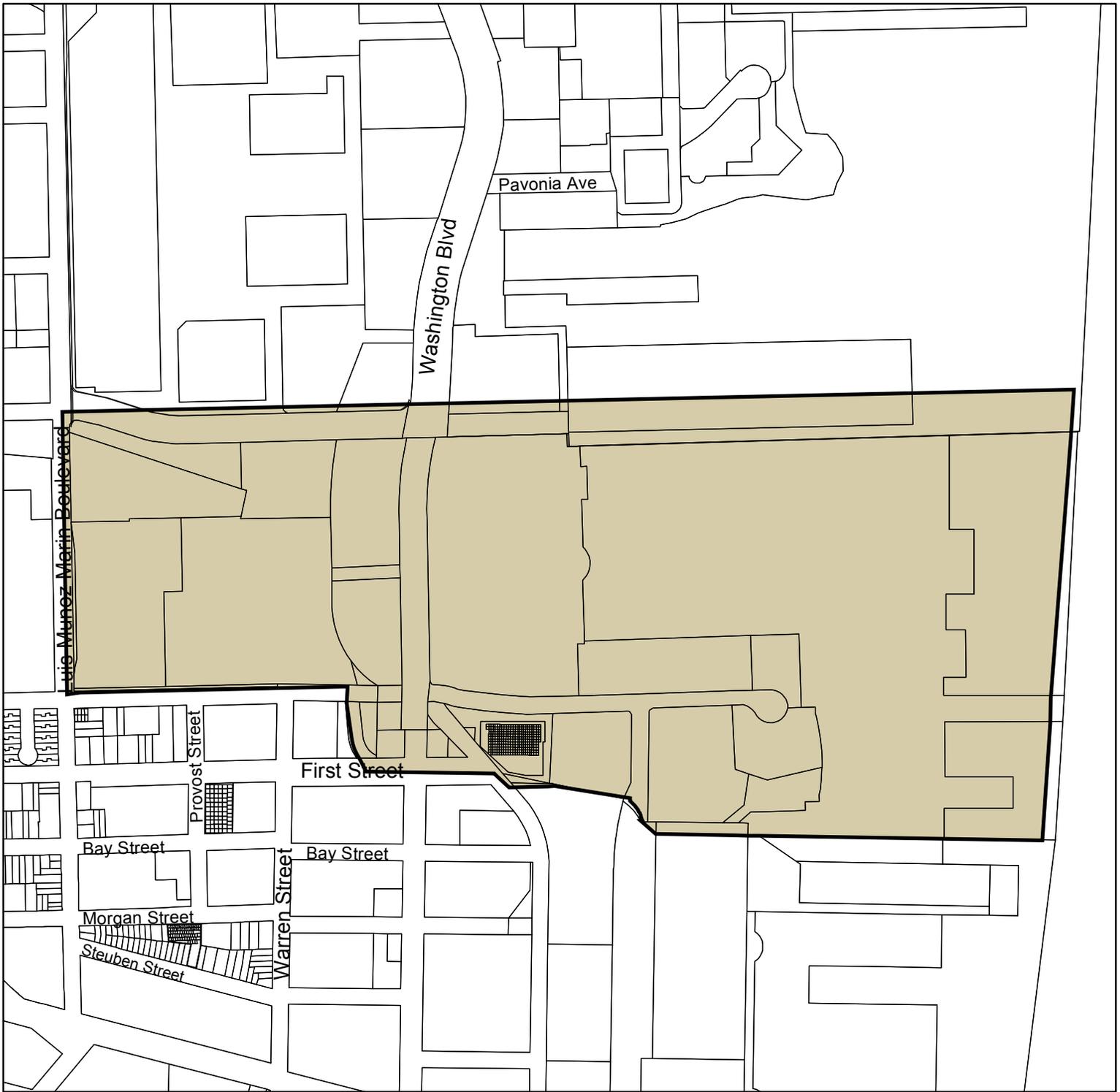
**MARCH 29, 2012**

**Legend**

 TO BE ACQUIRED

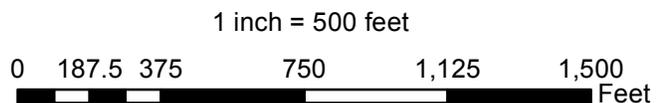
1 inch = 500 feet

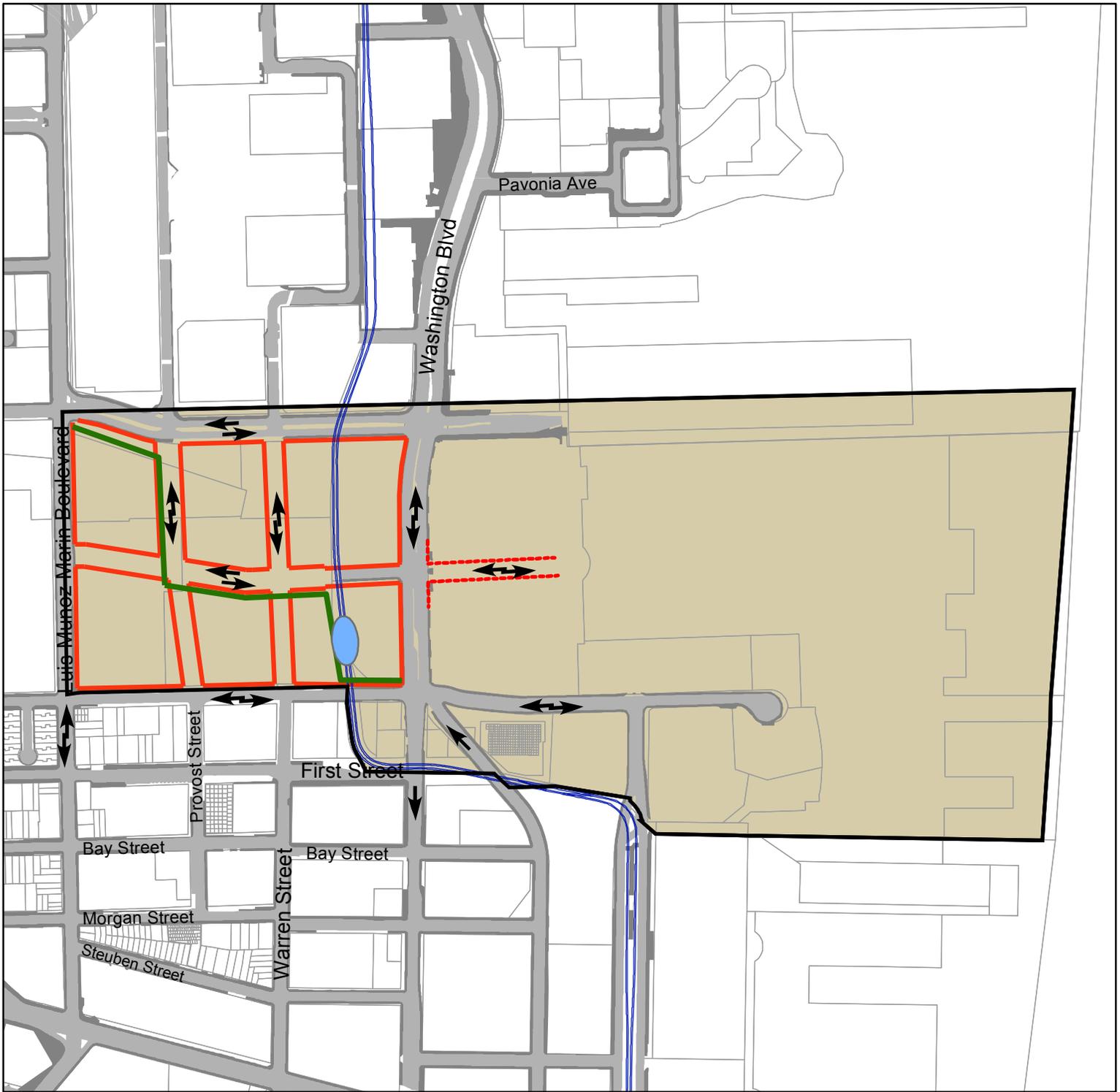




**HARSIMUS COVE STATION REDEVELOPMENT PLAN AREA  
BOUNDARY MAP**

**MARCH 29, 2012**





# HARSIMUS COVE STATION REDEVELOPMENT PLAN AREA CIRCULATION MAP

MARCH 29, 2012

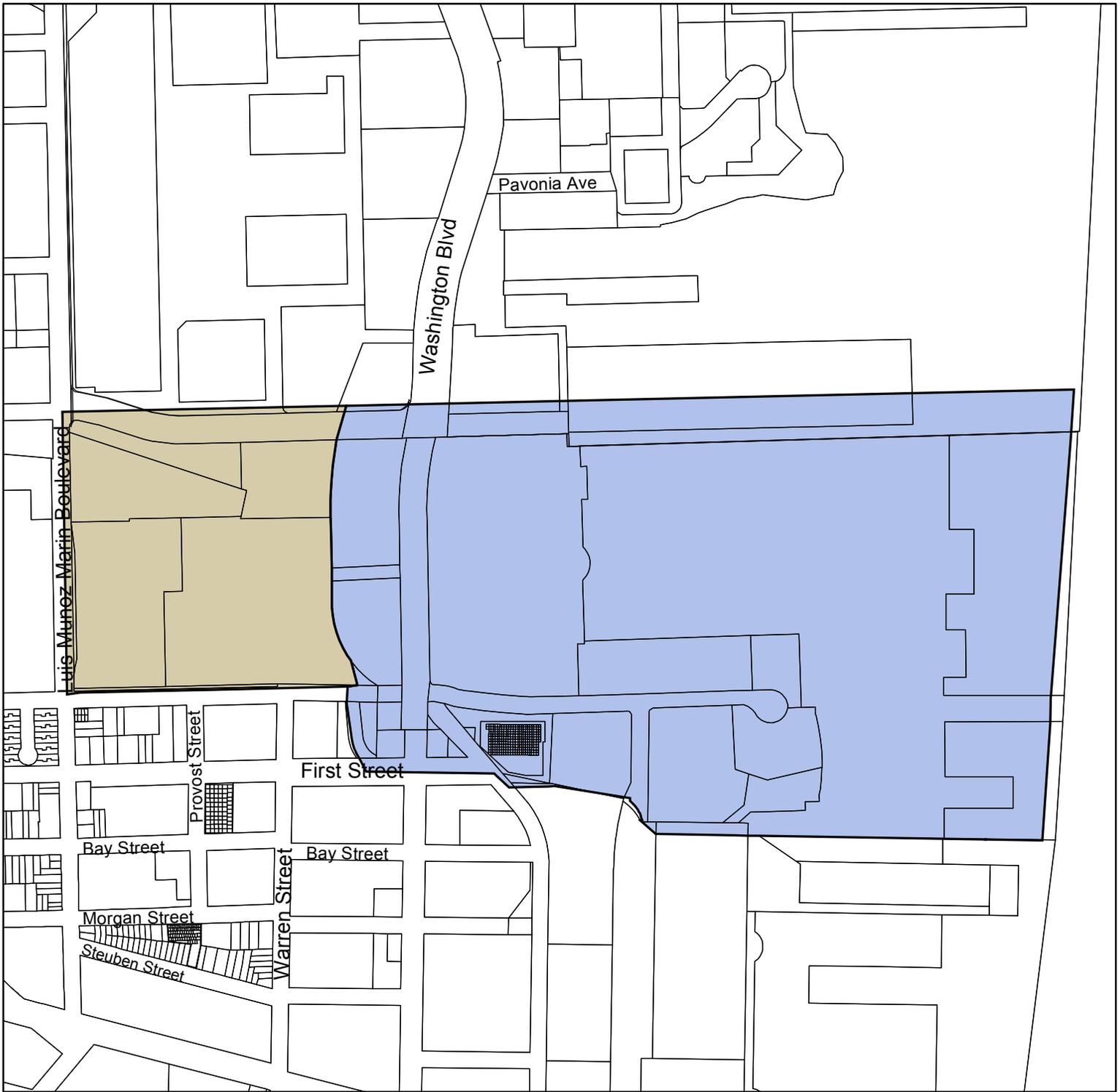


## Legend

- PROPOSED STREETS
- - - FUTURE STREET EXTENSION
- PROPOSED BIKE ROUTE
- LIGHT RAIL TRANSIT

1 inch = 500 feet





HARSIMUS COVE STATION REDEVELOPMENT PLAN AREA  
DISTRICT MAP

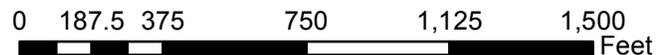
MARCH 29, 2012

**Legend**

- East-Waterfront District
- West-Neighborhood District



1 inch = 500 feet





LEGEND:



PARK / PUBLIC PLAZA / SIDEWALK

BLOCK NET AREAS		
BLOCK ID	NET SQUARE FEET	NET ACREAGE
1	79,406	1.82
2	59,706	1.37
3	85,852	1.97
4a	39,973	0.92
4b	82,837	1.90
5	68,697	1.57
6	37,709	0.87
7a	23,726	0.54
7b	8,817	0.20
TOTALS	486,423	11.16

HARSIMUS COVE STATION REDEVELOPMENT PLAN  
 WEST NEIGHBORHOOD DISTRICT  
 JERSEY CITY, NJ

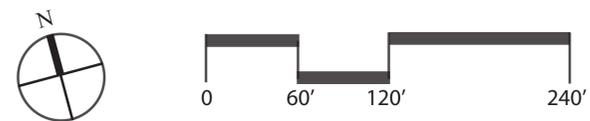
BLOCK DESIGNATION PLAN

Date: September 15, 2014



LEGEND:  
 GROSS BLOCK AREA

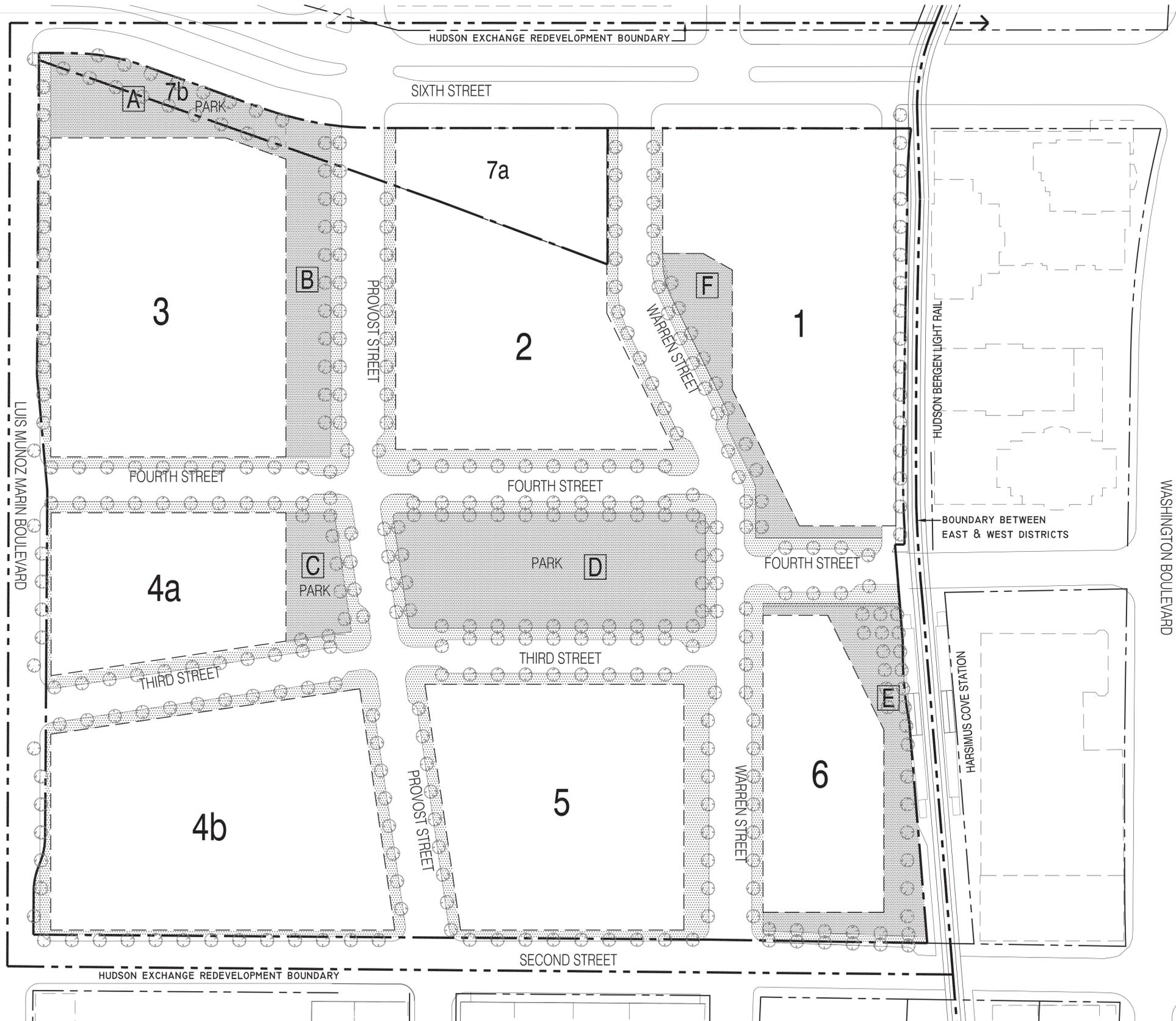
GROSS BLOCK AREAS		
BLOCK ID	GROSS SQUARE FEET	GROSS ACREAGE
1	118,315	2.72
2	96,250	2.21
3	137,438	3.15
4a	74,919	1.72
4b	108,129	2.48
5	175,101	4.02
6	77,628	1.78
7a	28,292	0.65
7b	12,469	0.29
TOTALS	828,540	19.02



HARSIMUS COVE STATION REDEVELOPMENT PLAN  
 WEST NEIGHBORHOOD DISTRICT  
 JERSEY CITY, NJ

GROSS BLOCK AREAS PLAN

Date: September 15, 2014



**LEGEND:**

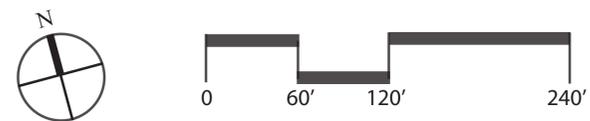
 REQUIRED OPEN SPACE, PARKS, PLAZAS  
TOTAL AREA: 115,000 SF

 SIDEWALKS  
TOTAL SIDEWALK & STREET AREA: 226,240 SF

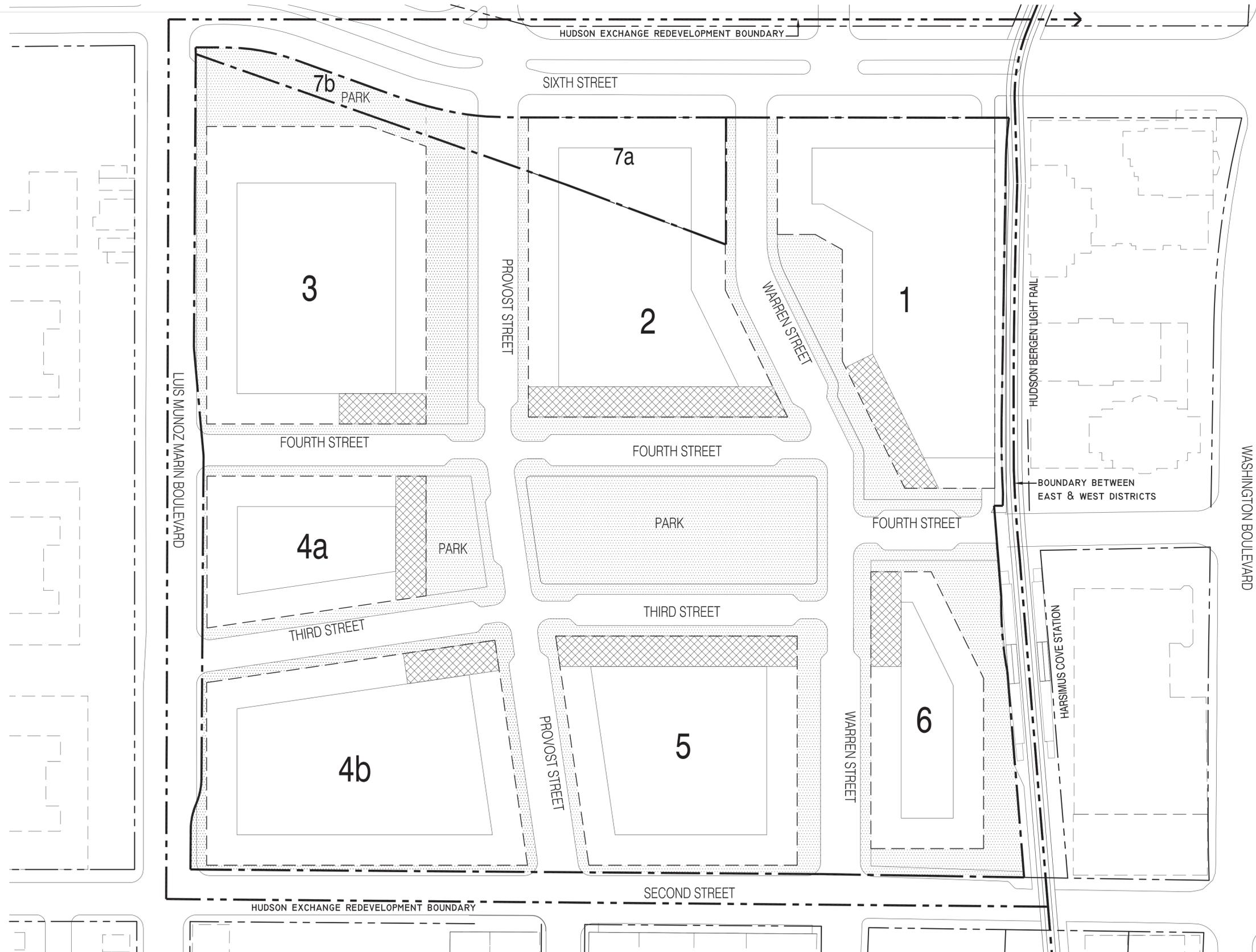
OPEN SPACE AREAS		
GREENSPACE ID	GROSS SQUARE FEET	GROSS ACREAGE
A	19,000	0.44
B	15,000	0.34
C	8,000	0.18
D	41,000	0.94
E	19,000	0.44
F	13,000	0.30
TOTALS	115,000	2.64

THIS PLAN IS ILLUSTRATIVE.

CROSSWALKS AT ALL INTERSECTIONS AROUND THE CENTRAL PARK SHALL BE OF UNIQUE DESIGN AND DISTINCTIVE DECORATIVE MATERIAL TO EXAGGERATE THE CONTINUAL PEDESTRIAN CONNECTION AT THESE LOCATIONS.

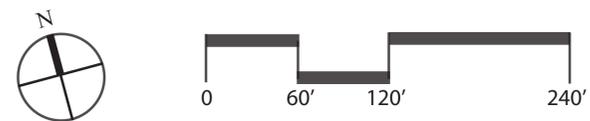


HARSIMUS COVE STATION REDEVELOPMENT PLAN  
WEST NEIGHBORHOOD DISTRICT  
JERSEY CITY, NJ

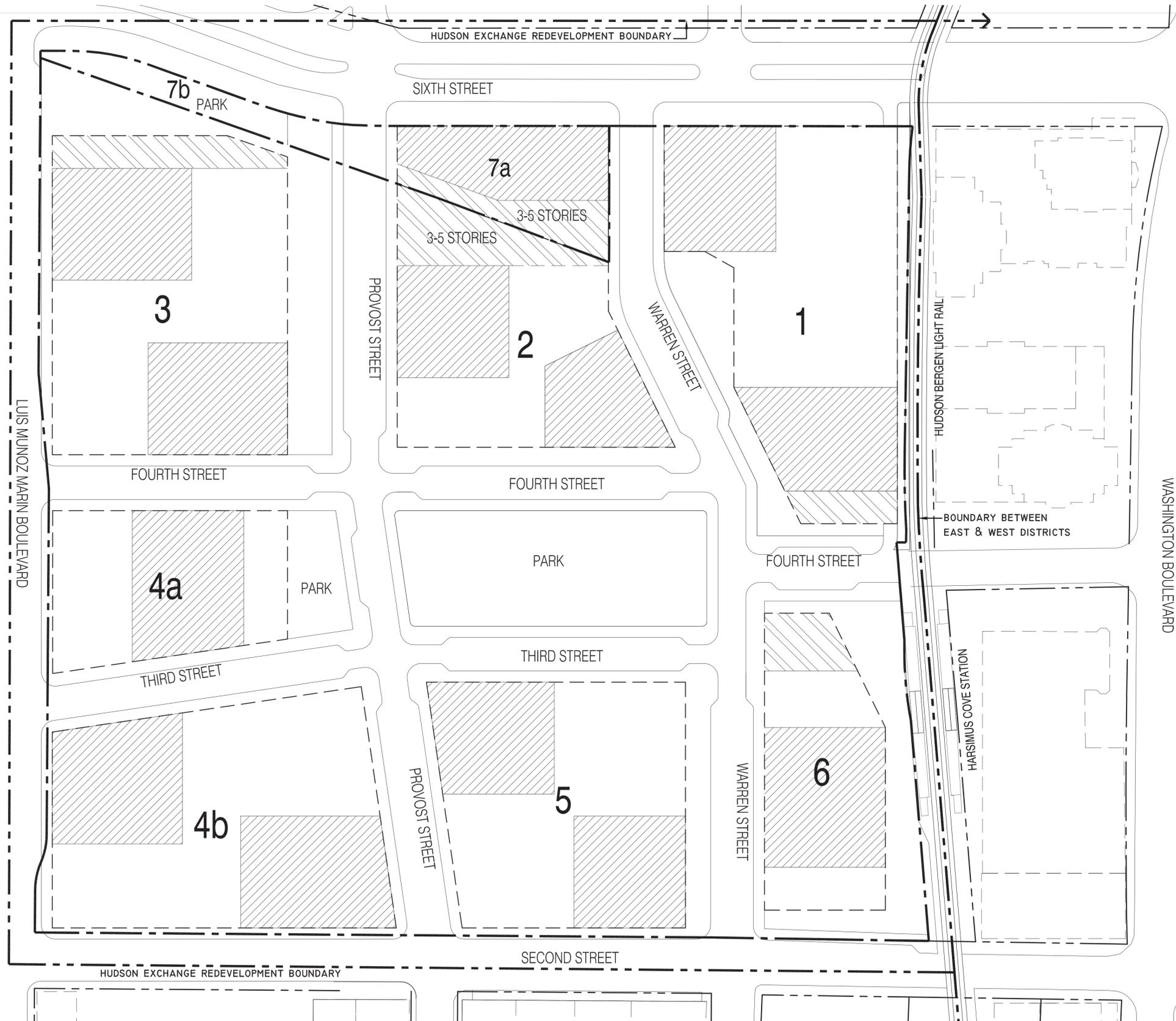


**LEGEND:**

-  RETAIL FRONTAGE REQUIRED  
GROUND FLOOR AREAS THAT ARE REQUIRED TO PROVIDE RETAIL AND STOREFRONT ENTRANCES AT SIDEWALK LEVEL.
-  RETAIL FRONTAGE OPTIONAL



**HARSIMUS COVE STATION REDEVELOPMENT PLAN**  
**WEST NEIGHBORHOOD DISTRICT**  
 JERSEY CITY, NJ



**FOR RESIDENTIAL DEVELOPMENT:**

**LEGEND:**

-  L - LOWRISE BUILDINGS 1-3 STORIES  
UNLESS OTHERWISE NOTED
-  B - BASE 3-12 STORIES  
MID BLOCK PARKING + RETAIL  
AREAS AT BLOCK CENTERS MAY BE USED FOR PARKING  
STRUCTURES. \* SEE NOTE BELOW
-  H - HIGH RISE BUILDINGS 13-60 STORIES

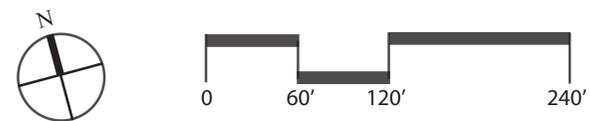
**\* NOTE**

**FOR RESIDENTIAL DEVELOPMENT:**

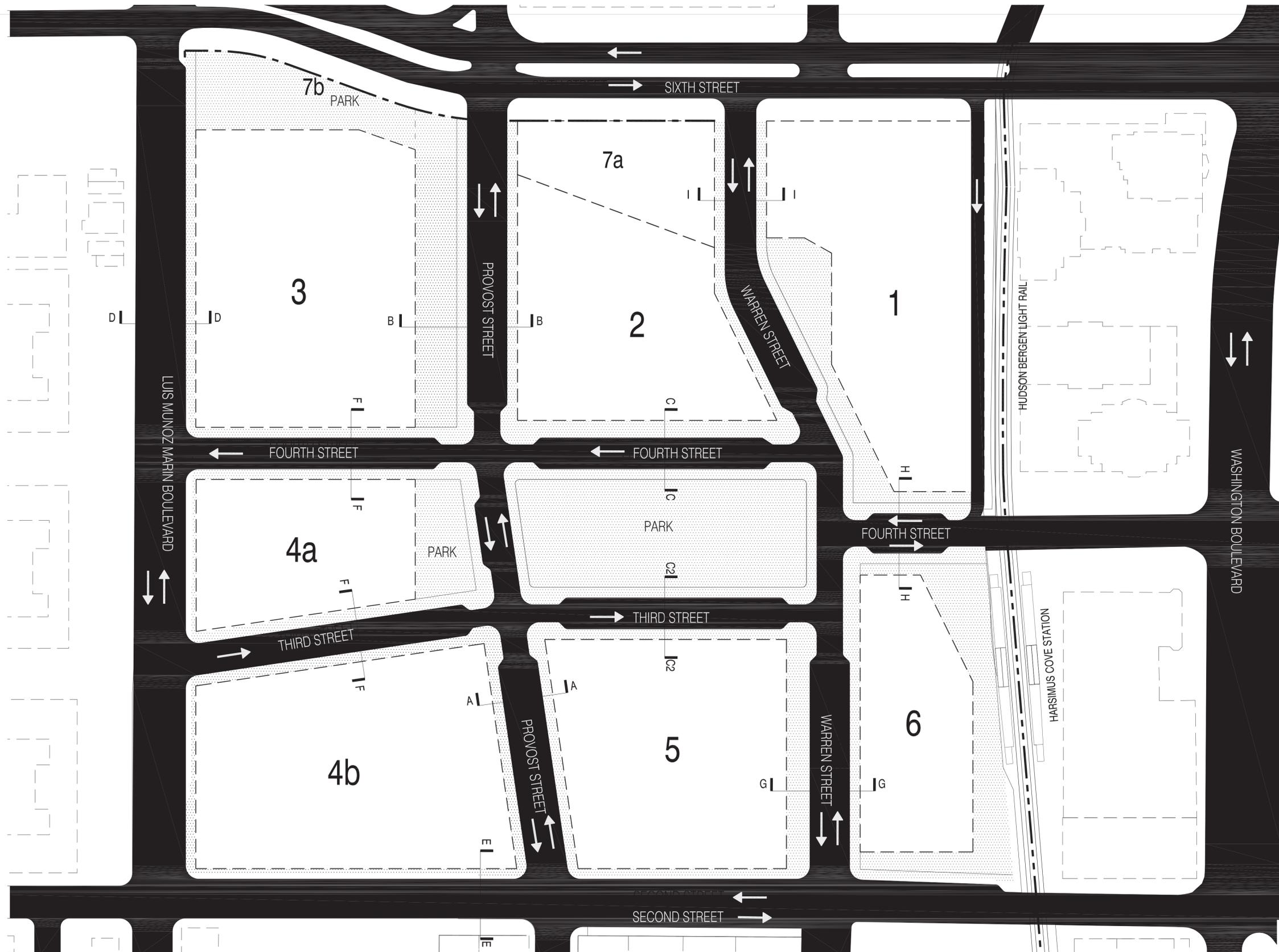
THE MAXIMUM LENGTH OF ANY HIGH RISE TOWER FACADE SHALL NOT EXCEED 150 FEET. IN ADDITION, THE MAXIMUM DISTANCE BETWEEN ANY TWO HIGH RISE TOWERS FACING EACH OTHER ON THE SAME BLOCK SHALL BE 60 FEET. THE RESIDENTIAL TOWER STRUCTURE(S) MAY BE LOCATED ANYWHERE WITHIN THE BLOCK.

**FOR COMMERCIAL DEVELOPMENT:**

WHERE COMMERCIAL USES ARE ANTICIPATED AND APPROVED TO BE LOCATED IN THE TOWER STRUCTURES, THE FLOOR PLATE OF THE TOWER STRUCTURE MAY BE EXPANDED TOWARD THE INNER PART OF THE BLOCK OVER THE BASE IN ORDER TO PROVIDE AN APPROPRIATE FLOOR PLATE TO ACCOMMODATE THE PROPOSED COMMERCIAL USE. WHERE THE FLOOR PLATE OF THE PROPOSED COMMERCIAL STRUCTURE OVER THE BASE STRUCTURE OVERLAPS MORE THAN ONE HEIGHT CATEGORY, THE PREDOMINANT HEIGHT CATEGORY SHALL GOVERN THE ENTIRE BUILDING.



**HARSIMUS COVE STATION REDEVELOPMENT PLAN**  
**WEST NEIGHBORHOOD DISTRICT**  
 JERSEY CITY, NJ

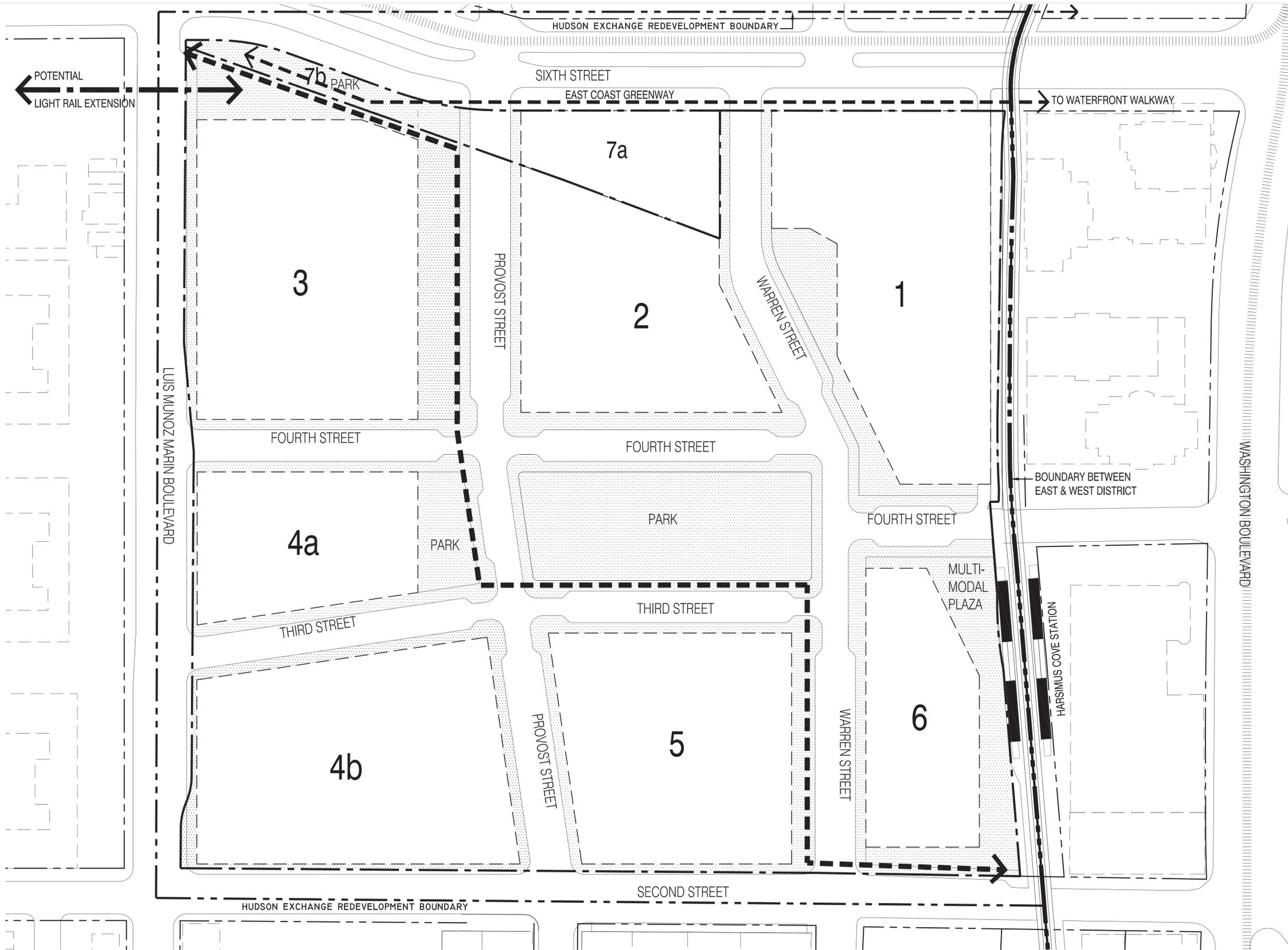


THE STREET GRID SYSTEM HAS BEEN DESIGNED WITH A COMBINATION OF ONE-WAY AND TWO-WAY STREETS, WITH PARKING ON ONE SIDE OR BOTH SIDES. THE PLAN CALLS FOR A POROUS STREET NETWORK CONSISTING OF NEIGHBORHOOD-SCALED STREETS THAT RECONNECT TO EXISTING CITY STREETS, CONSISTENT WITH SMART GROWTH AND SOUND URBAN DESIGN PRINCIPLES.

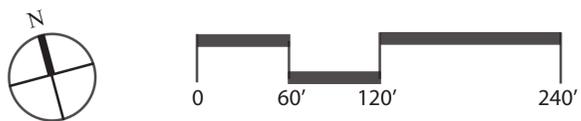
HARSIMUS COVE STATION REDEVELOPMENT PLAN  
 WEST NEIGHBORHOOD DISTRICT  
 JERSEY CITY, NJ

STREET PLAN  
 VEHICULAR CIRCULATION

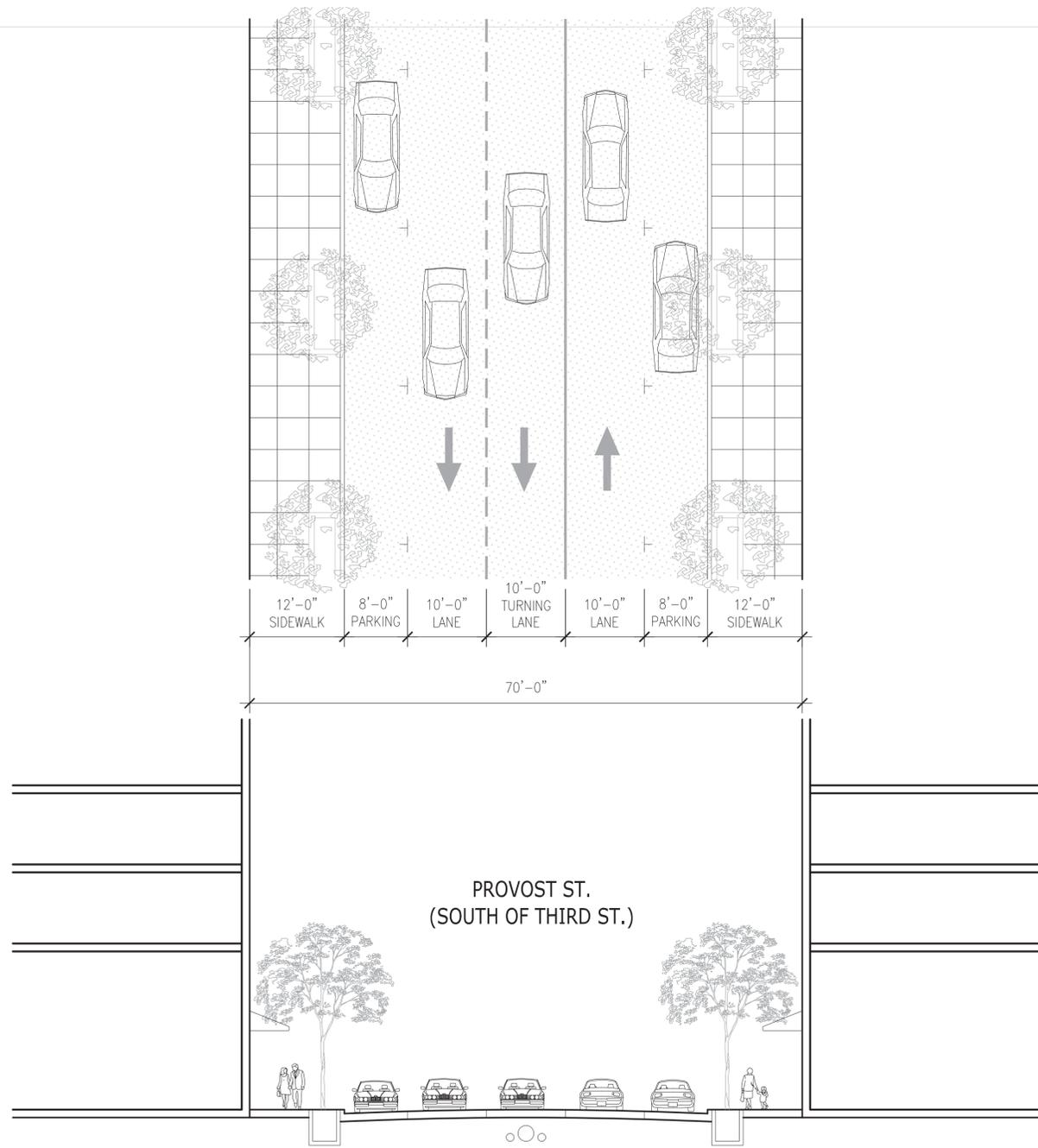
Date: September 15, 2014



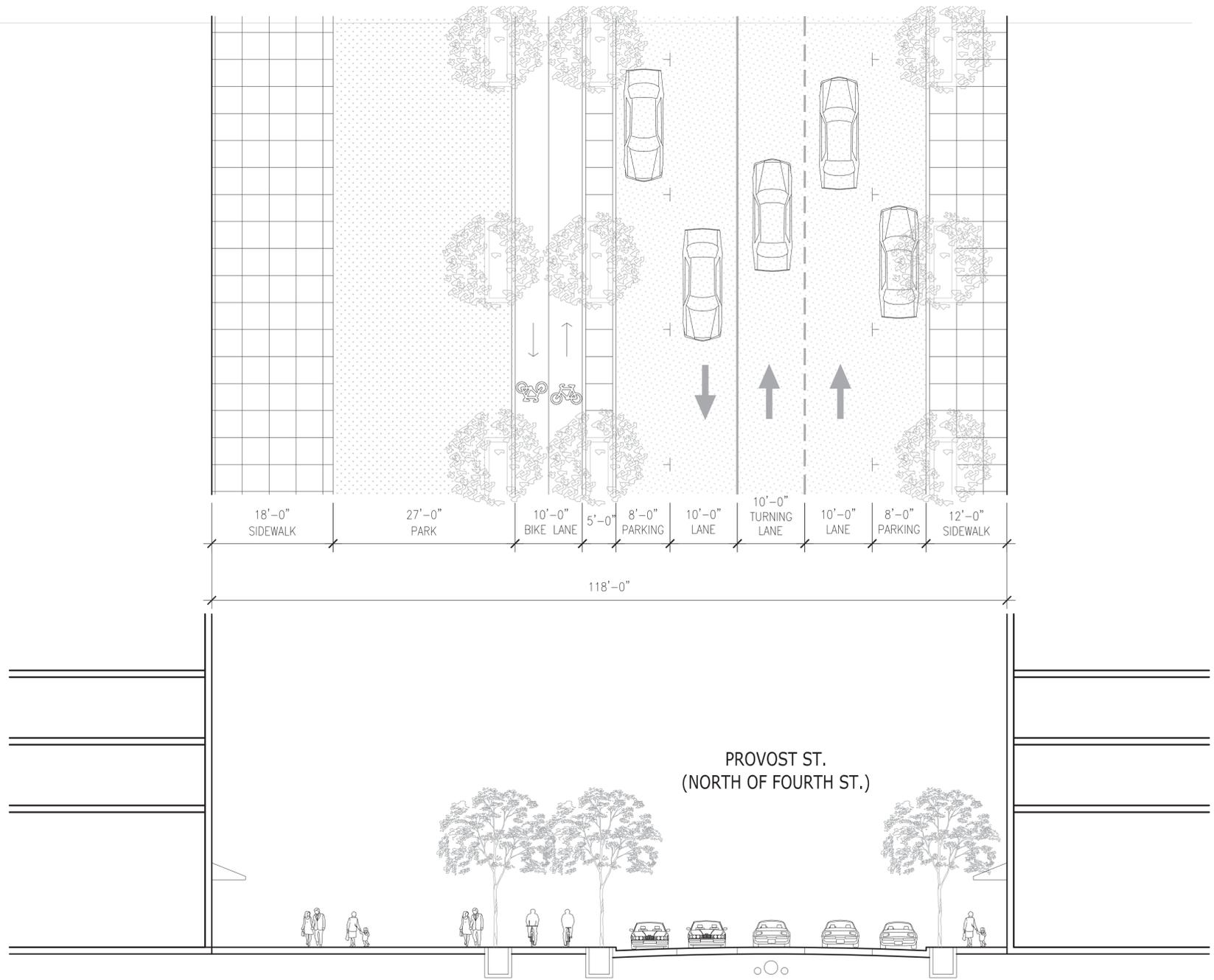
- LEGEND:**
-  PARK / PUBLIC PLAZA / SIDEWALKS
  -  EXISTING LIGHT RAIL
  -  PROPOSED BICYCLE ROUTE
  -  LIGHT RAIL STATION
  -  EXISTING BUS ROUTE



**HARSIMUS COVE STATION REDEVELOPMENT PLAN**  
**WEST NEIGHBORHOOD DISTRICT**  
 JERSEY CITY, NJ



PROVOST ST.  
(SOUTH OF THIRD ST.)



PROVOST ST.  
(NORTH OF FOURTH ST.)

ROADWAY TYPE
LOCATION
DESIGNATION
TRAFFIC LANES
PARKING LANES
R.O.W. WIDTH
CURB TO CURB WIDTH
CURB RADIUS

STREET
SECTION AA
ST - 46 - 70
TWO WAY / THREE LANES
BOTH SIDES
70'
46'
15'

\* ROADWAY BASED ON FIGURE 4.6-12  
TWO-WAY STREET / TWO SIDED PARKING

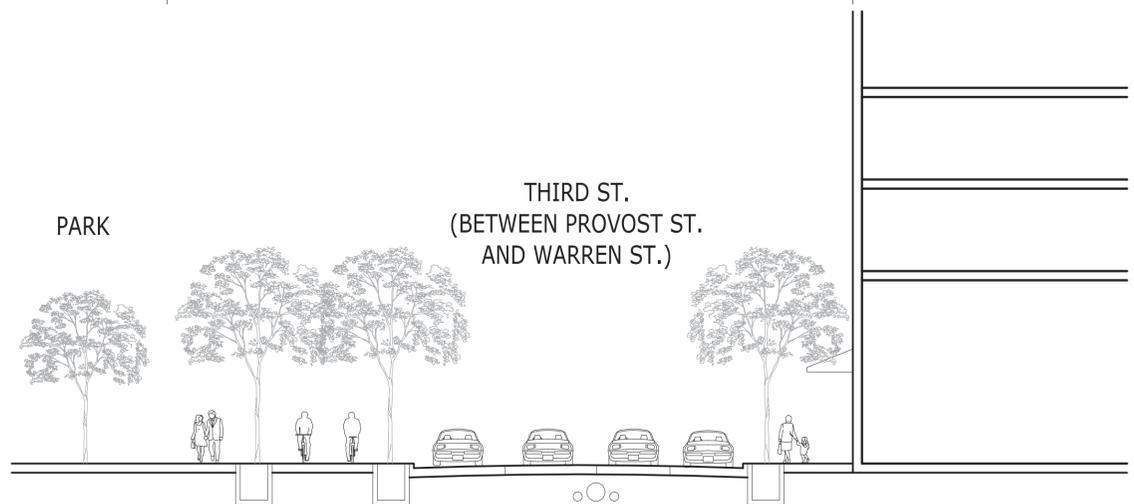
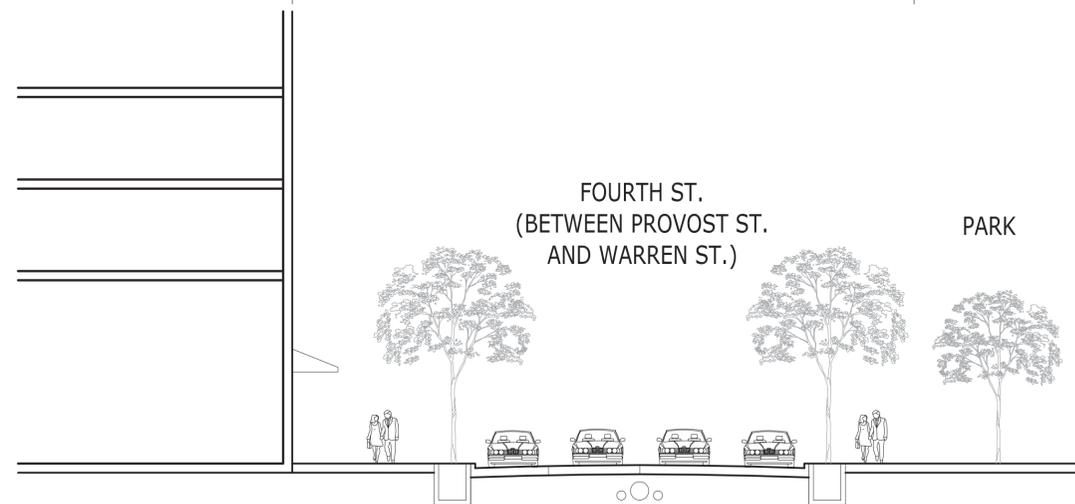
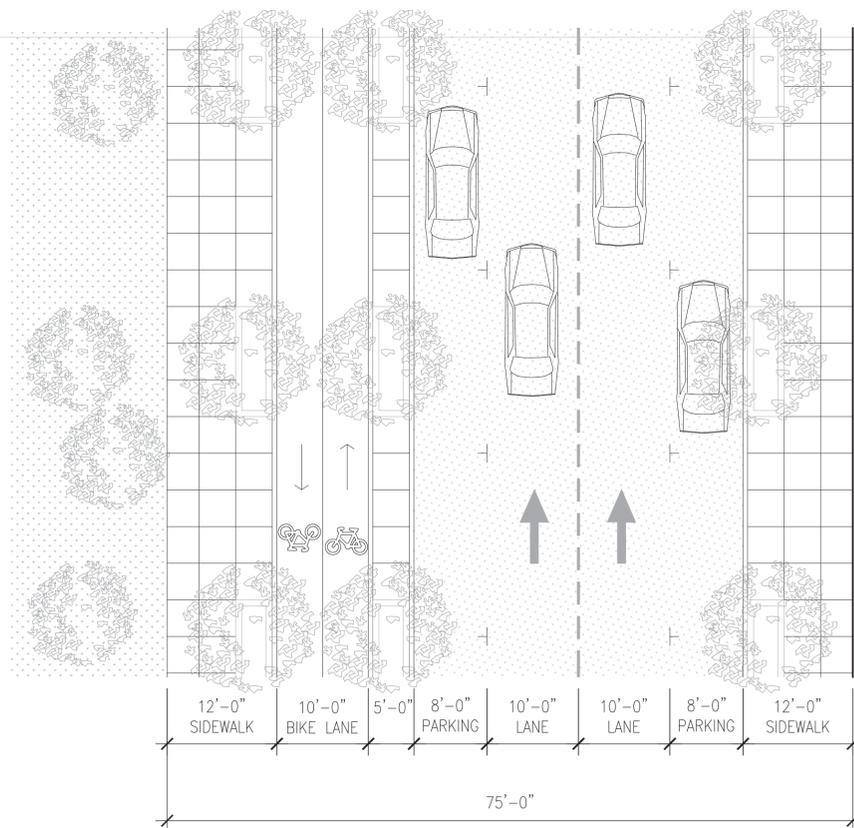
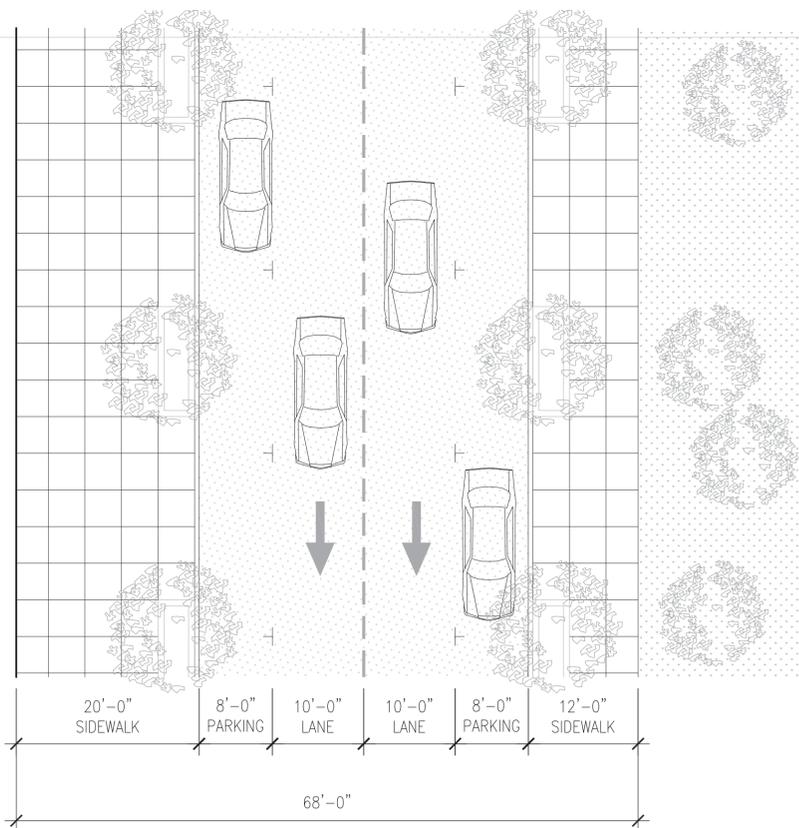
ROADWAY TYPE
LOCATION
DESIGNATION
TRAFFIC LANES
PARKING LANES
R.O.W. WIDTH
CURB TO CURB WIDTH
CURB RADIUS

STREET
SECTION BB
ST - 46 - 118
TWO WAY / THREE LANES
BOTH SIDES
118'
46'
15'

\* ROADWAY BASED ON FIGURE 4.6-12  
TWO-WAY STREET / TWO SIDED PARKING



HARSIMUS COVE STATION REDEVELOPMENT PLAN  
WEST NEIGHBORHOOD DISTRICT  
JERSEY CITY, NJ

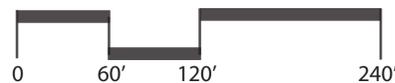


ROADWAY TYPE
LOCATION
DESIGNATION
TRAFFIC LANES
PARKING LANES
R.O.W. WIDTH
CURB TO CURB WIDTH
CURB RADIUS

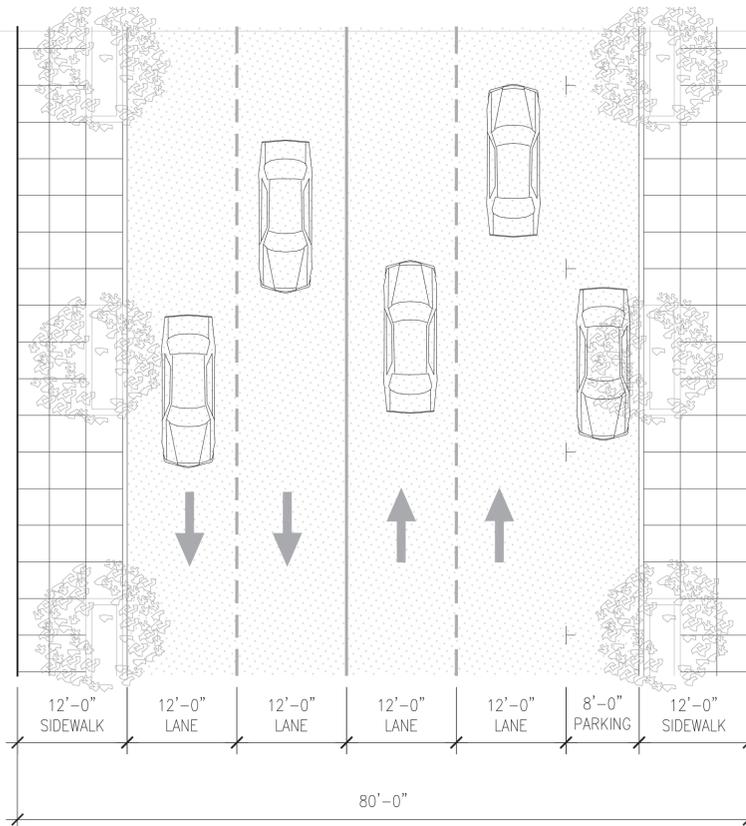
STREET
SECTION CC
ST - 36 - 68
ONE WAY / TWO LANES
BOTH SIDES
68'
36'
15'

ROADWAY TYPE
LOCATION
DESIGNATION
TRAFFIC LANES
PARKING LANES
R.O.W. WIDTH
CURB TO CURB WIDTH
CURB RADIUS

STREET
SECTION CC-2
ST - 36 - 75
ONE WAY / TWO LANES
BOTH SIDES
75'
36'
15'

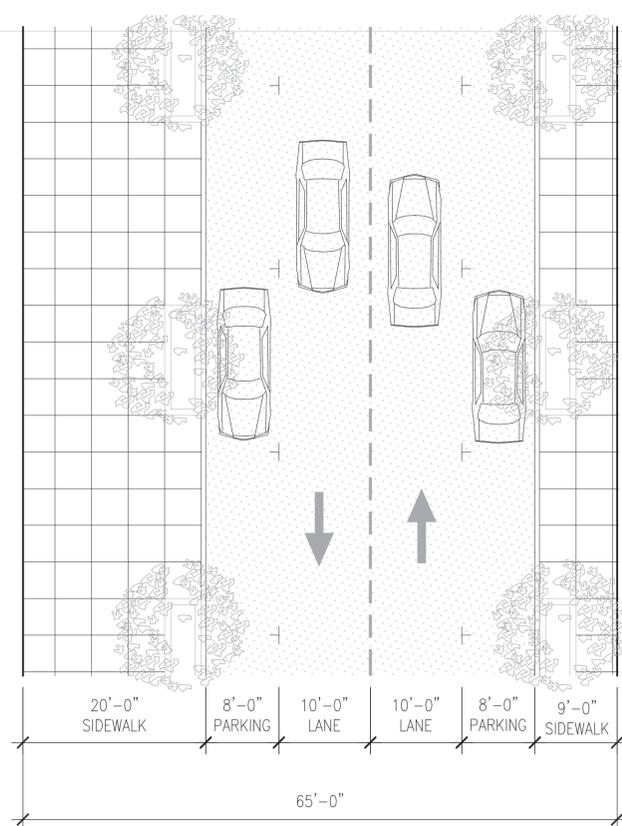


HARSIMUS COVE STATION REDEVELOPMENT PLAN  
WEST NEIGHBORHOOD DISTRICT  
JERSEY CITY, NJ



ROADWAY TYPE
LOCATION
DESIGNATION
TRAFFIC LANES
PARKING LANES
R.O.W. WIDTH
CURB TO CURB WIDTH
CURB RADIUS

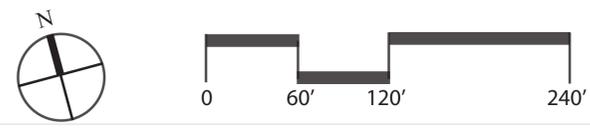
STREET
SECTION DD
ST - 56 - 80
TWO LANES EACH WAY
ONE SIDE
80'
56'
15'

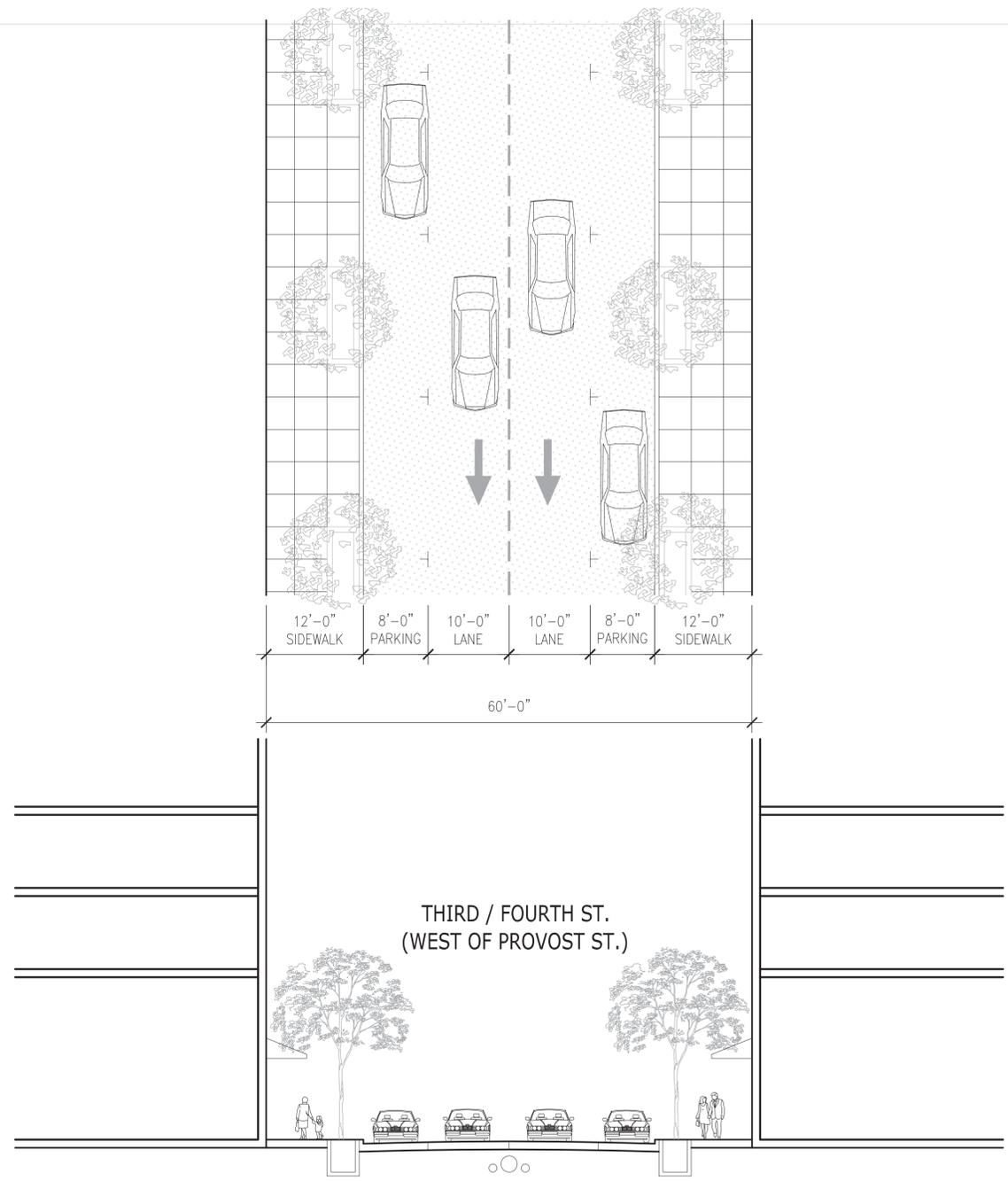


ROADWAY TYPE
LOCATION
DESIGNATION
TRAFFIC LANES
PARKING LANES
R.O.W. WIDTH
CURB TO CURB WIDTH
CURB RADIUS

STREET
SECTION EE
ST - 36 - 65
ONE LANES EACH WAY
BOTH SIDES
65'
36'
15'

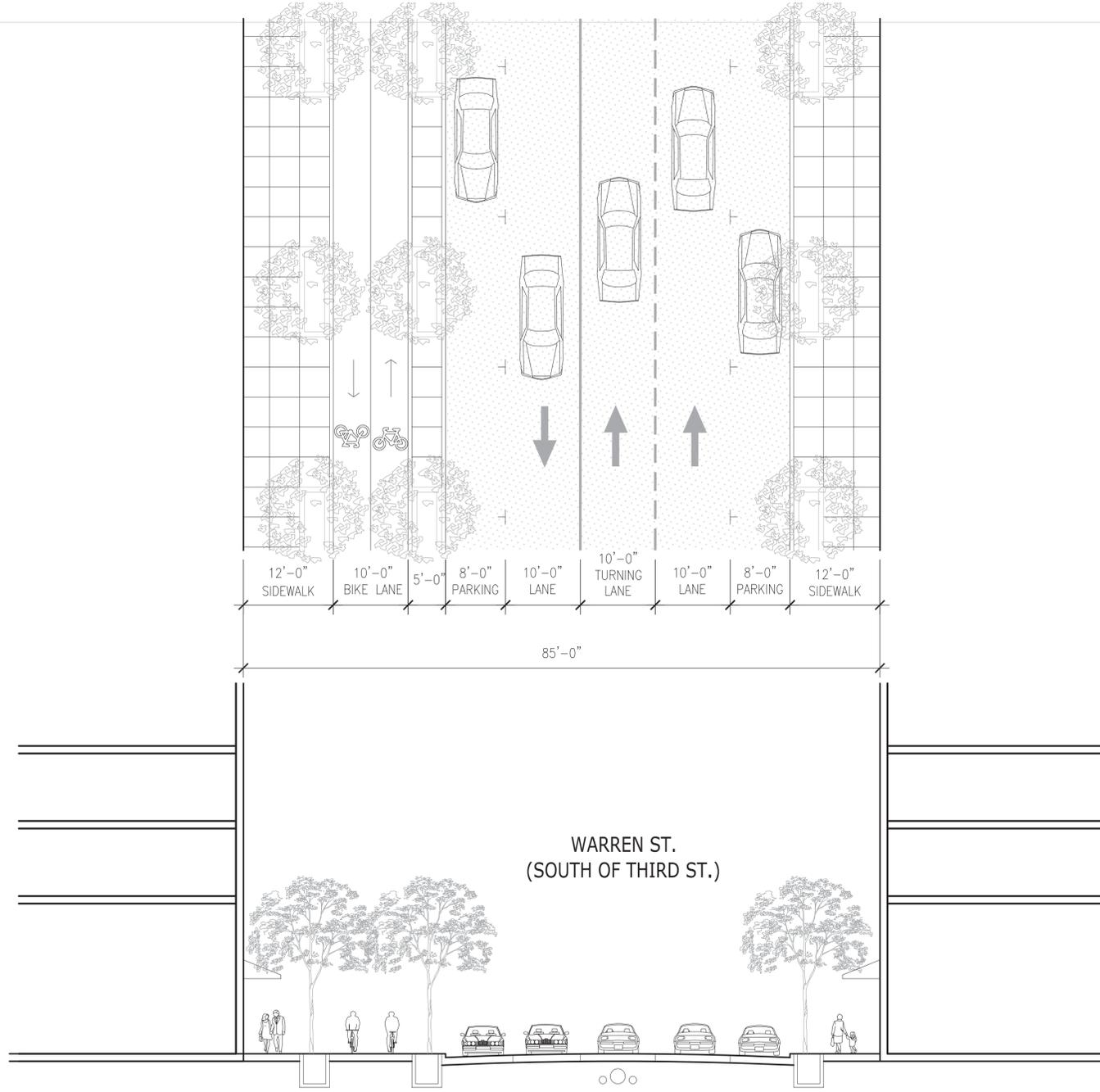
HARSIMUS COVE STATION REDEVELOPMENT PLAN  
 WEST NEIGHBORHOOD DISTRICT  
 JERSEY CITY, NJ





ROADWAY TYPE
LOCATION
DESIGNATION
TRAFFIC LANES
PARKING LANES
R.O.W. WIDTH
CURB TO CURB WIDTH
CURB RADIUS

STREET
SECTION FF
ST - 36 - 60
ONE WAY / TWO LANES
BOTH SIDES
60'
36'
15'



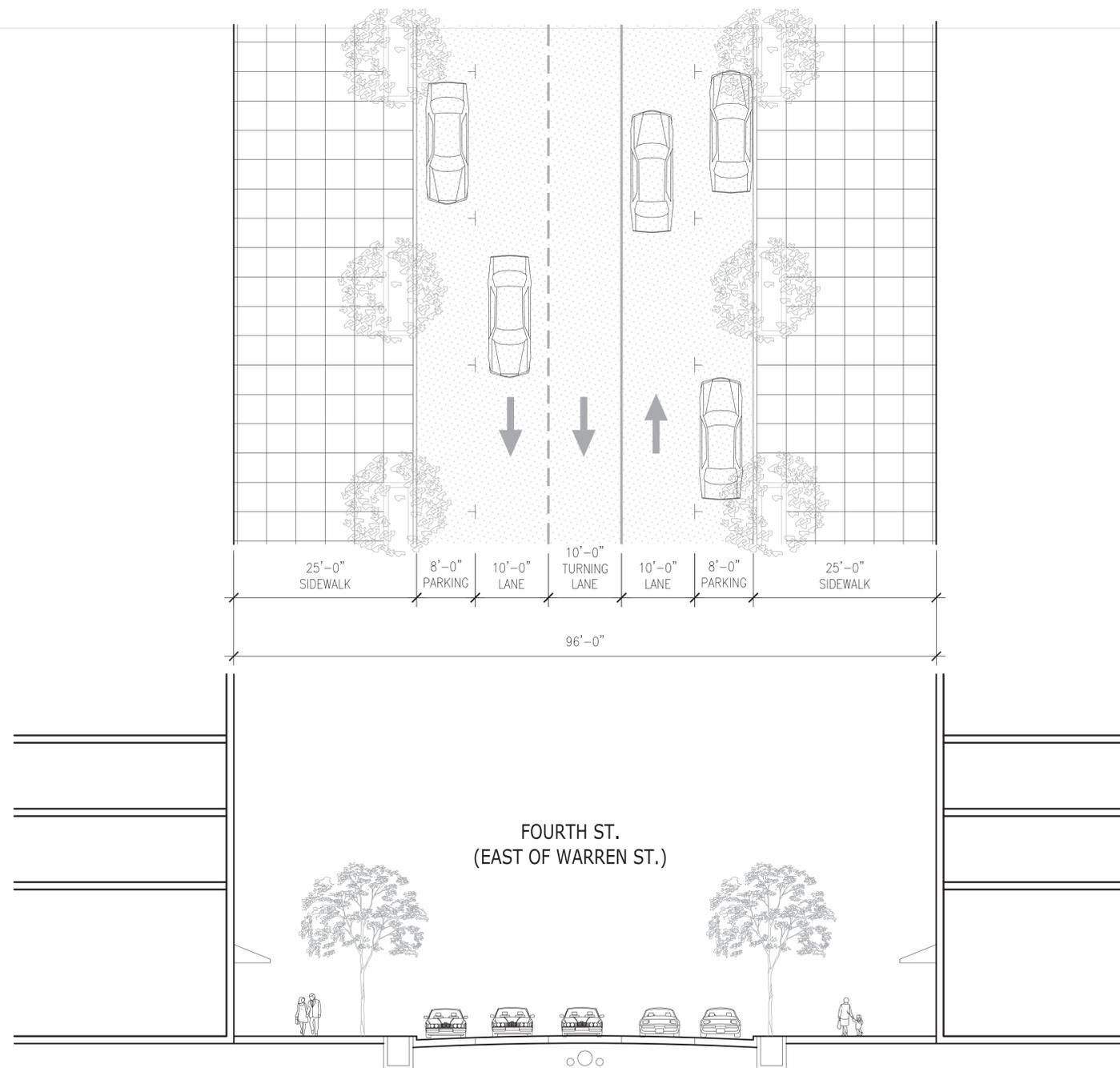
ROADWAY TYPE
LOCATION
DESIGNATION
TRAFFIC LANES
PARKING LANES
R.O.W. WIDTH
CURB TO CURB WIDTH
CURB RADIUS

STREET
SECTION GG
ST - 46 - 85
TWO WAY / THREE LANES
BOTH SIDES
85'
46'
15'

\* ROADWAY BASED ON FIGURE 4.6-12  
TWO-WAY STREET / TWO SIDED PARKING

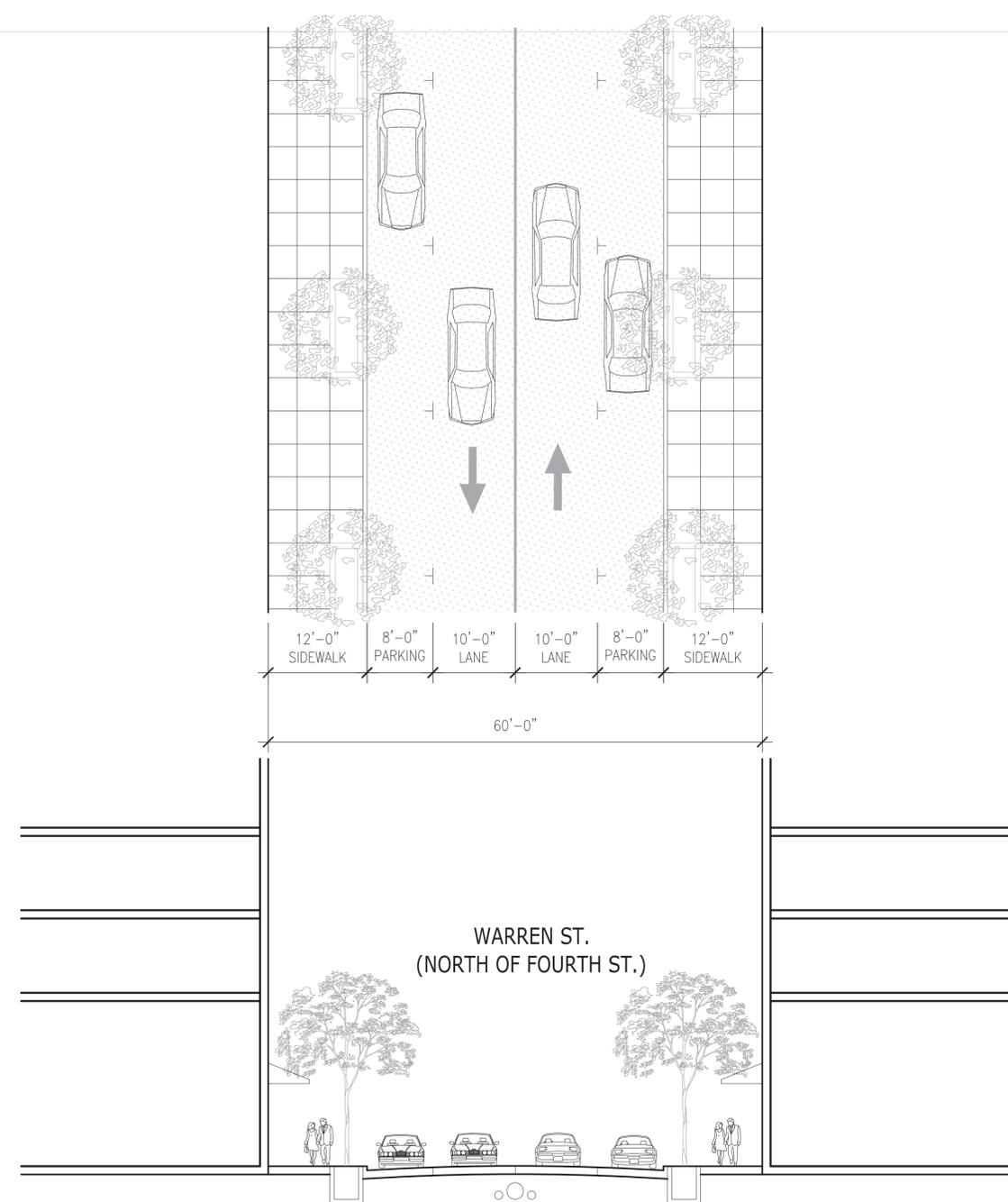


HARSIMUS COVE STATION REDEVELOPMENT PLAN  
WEST NEIGHBORHOOD DISTRICT  
JERSEY CITY, NJ



ROADWAY TYPE
LOCATION
DESIGNATION
TRAFFIC LANES
PARKING LANES
R.O.W. WIDTH
CURB TO CURB WIDTH
CURB RADIUS

STREET
SECTION HH
ST - 46 - 96
TWO WAY / THREE LANES
BOTH SIDES
96'
46'
15'



ROADWAY TYPE
LOCATION
DESIGNATION
TRAFFIC LANES
PARKING LANES
R.O.W. WIDTH
CURB TO CURB WIDTH
CURB RADIUS

STREET
SECTION II
ST - 36 - 60
TWO WAY / TWO LANES
BOTH SIDES
60'
36'
15'

**HARSIMUS COVE STATION REDEVELOPMENT PLAN**  
**WEST NEIGHBORHOOD DISTRICT**  
JERSEY CITY, NJ

