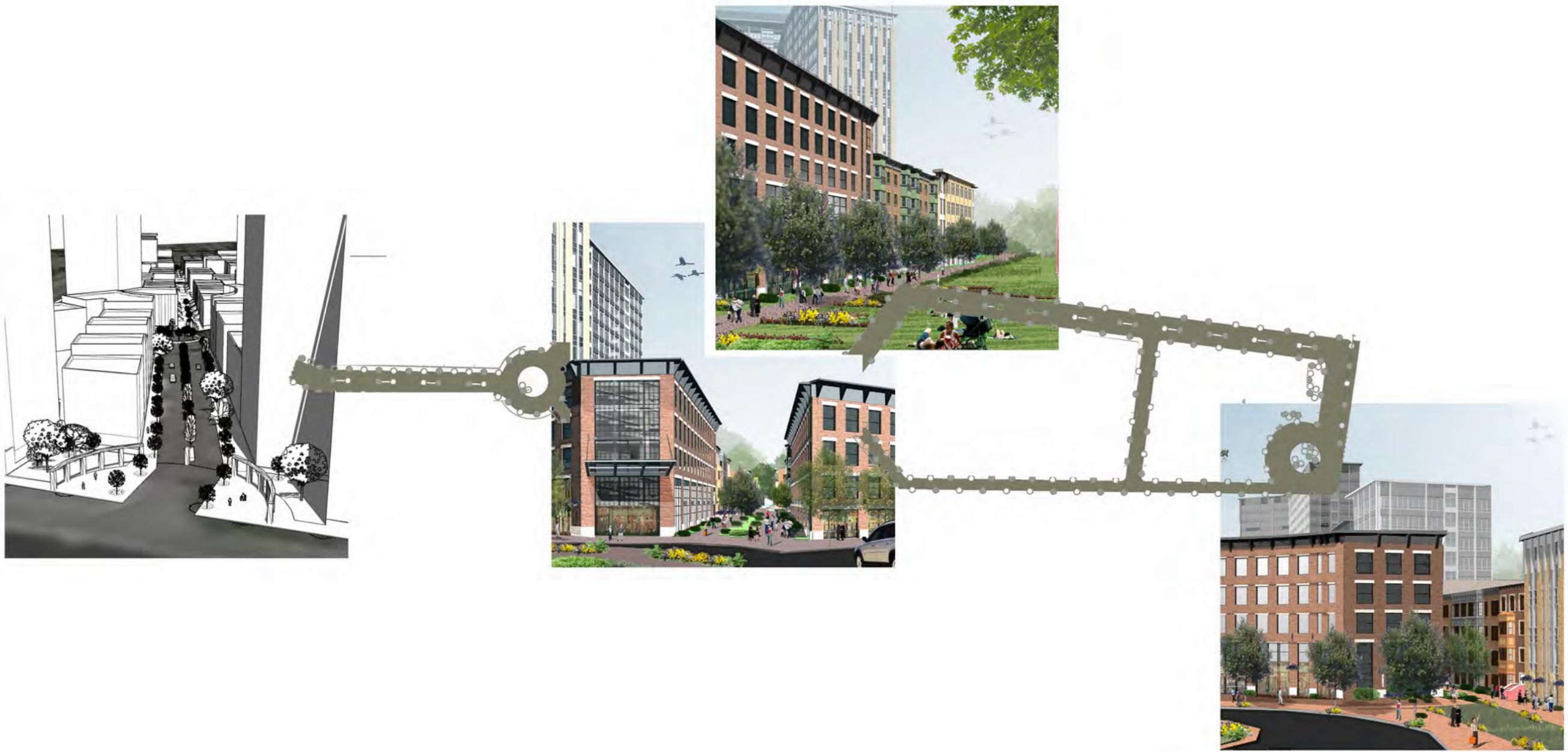


Danforth Avenue Transit Village Redevelopment Plan



Adopted by City Council October 7, 2008

Amendments:
Sept. 23, 2013 - Ord. 13-099
May 14, 2014 - Ord. 14-046



TABLE OF CONTENTS

SECTION	TITLE PAGE	PAGE
I	Introduction.....	2
	Existing Conditions: Aerial Photo.....	3
	Location Map.....	4
II	Boundary Map.....	5
Development Philosophy		
III	Project Description.....	6
	Block Identification Map.....	7
	Concept Plan.....	8
General Regulations		
IV	Goals and Objectives of the Redevelopment Plan.....	9
V	Proposed Redevelopment Actions.....	10
Urban Design Standards		
IV	Building Design Requirements.....	11
VII	Parking and Loading Design Requirements..	12
VII	Signage Requirements.....	13
IX	Utilities and Infrastructure Requirements.....	14
X	Open Space, Streetscape and Landscape Standards.....	15
	Open Space Plan.....	16
Circulation Standards		
XI	Circulation Plan	
	A. Intent.....	17
	B. Street Network.....	18
	C. Vehicular Circulation.....	19
	D. Pedestrian Ways and Mass Transit.....	20
	E. Thoroughfare Standards	
	E1. Section 'A'.....	21
	E.2. Section 'B'.....	22
	E.3. Section 'C'.....	23

SECTION	TITLE PAGE	PAGE
Use Standards		
XII	Land Use Development Regulations.....	24
	A. Principal Permitted Uses	
	B. Permitted Accessory Uses	
	C. Permitted Height	
	D. Intensity of Development	
	E. Dwelling Unit Size	
	F. Required Lot Size ²	
	G. Required Setbacks	
	H. Regulating Frontages	
	H.1. Development Potential Map.....	25
	H.2. Frontage.....	26a
	H.3. Parking Designation.....	26b
	H.4. Building Heights(B+W.).....	27a
	H.5. Building Heights(Color).....	27b
General Provisions		
XIII	Acquisition Plan.....	28
XIV	Relocation Plan.....	28
XV	Local Administrative Provisions.....	29
XVI	Other Provisions Necessary to Meet State & Local Requirements.....	30
XVII	Procedure for Amending the Plan.....	30
Appendices		
	Site Elevation.....	31
	Site Elevation.....	32
	Vignettes.....	33
	Vignettes.....	34
	Vignettes.....	35
	Vignettes.....	36

I. INTRODUCTION

The Danforth Avenue Transit Village Redevelopment Plan (the "Plan") will regulate development within the Danforth Avenue Transit Village Redevelopment Area (the "Redevelopment Area" or "Area"). The Redevelopment Area is located in the southeastern portion of Jersey City, generally situated between Linden Avenue on the south, Chapel Avenue on the north, the N.J. Turnpike Extension on the east and the Light Rail/Conrail roadbed on the west (See Local Setting Map)

Historically, this eastern section of the Greenville area of Jersey City has existed as primarily a railroad junkyard, warehouse and industrial area. Remnants of these industrial uses continue to exist today. This particular area developed as an industrial area because it was, at the time, on the outskirts of the City isolated from residential neighborhoods and had good rail transportation access. Railroad lines with industrial spurs and sidings were built to serve the industrial land uses. These industrial uses contributed significantly to the economic vitality of the City, providing jobs and tax ratables through the early part of the 20th Century.

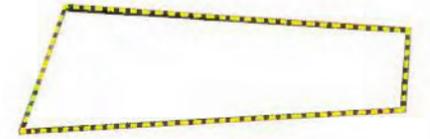
During the middle of the 20th Century, the character of the area began to change. Industrial uses within the surrounding area began to decline. This decline was due to the shift in the U.S. economy from mainly an industrial base to a service sector economy. Additionally, the decline of railroads as a primary mover of freight coupled with containerization and the creation of newer, larger physical warehouse spaces more adapted to the truck and computerized inventory environment made those older, smaller sized warehouses obsolete in the marketplace. Today, this area reflects its older industrialized history with junkyards and warehousing being the predominate land use.

Recognizing this shift in land use from industrial to commercial and residential uses, the Jersey City Master Plan dated May 2000 designated this portion of Jersey City with a Destination Tourism classification. Originally, the Destination Tourism zoning was designated for a much larger area encompassing the Jersey City waterfront from the Caven Point Area on the South to the Morris Canal Basin on the North. Currently the Destination Tourism Area has been redeveloped to include Liberty State Park, Liberty Science Center, Liberty Golf and include ferry service between the Jersey City waterfront and points in Manhattan leaving only this fragment of an area so designated. In fact, this area by itself is unsuitable for a Destination Tourism designation because:

- It is not physically linked to any tourism sites. The area is physically and visually isolated from other areas by the New Jersey Turnpike as well as rail freight lines.
- The real tourism sites of Ellis Island, Liberty State Park and Statue of Liberty are geographically away and apart from this isolated section of Jersey City.

- Although there is a light rail station within the Study Area, this light rail stop is located south of the major destination of Liberty State Park for many New York visitors. In fact, visitors from New York and New Jersey may utilize one or more closer light rail stations including one station nearby to Liberty State Park and Liberty Science Center. Furthermore, the Study Area is remote from ferry service which provides direct access to New York City when visiting Jersey City.

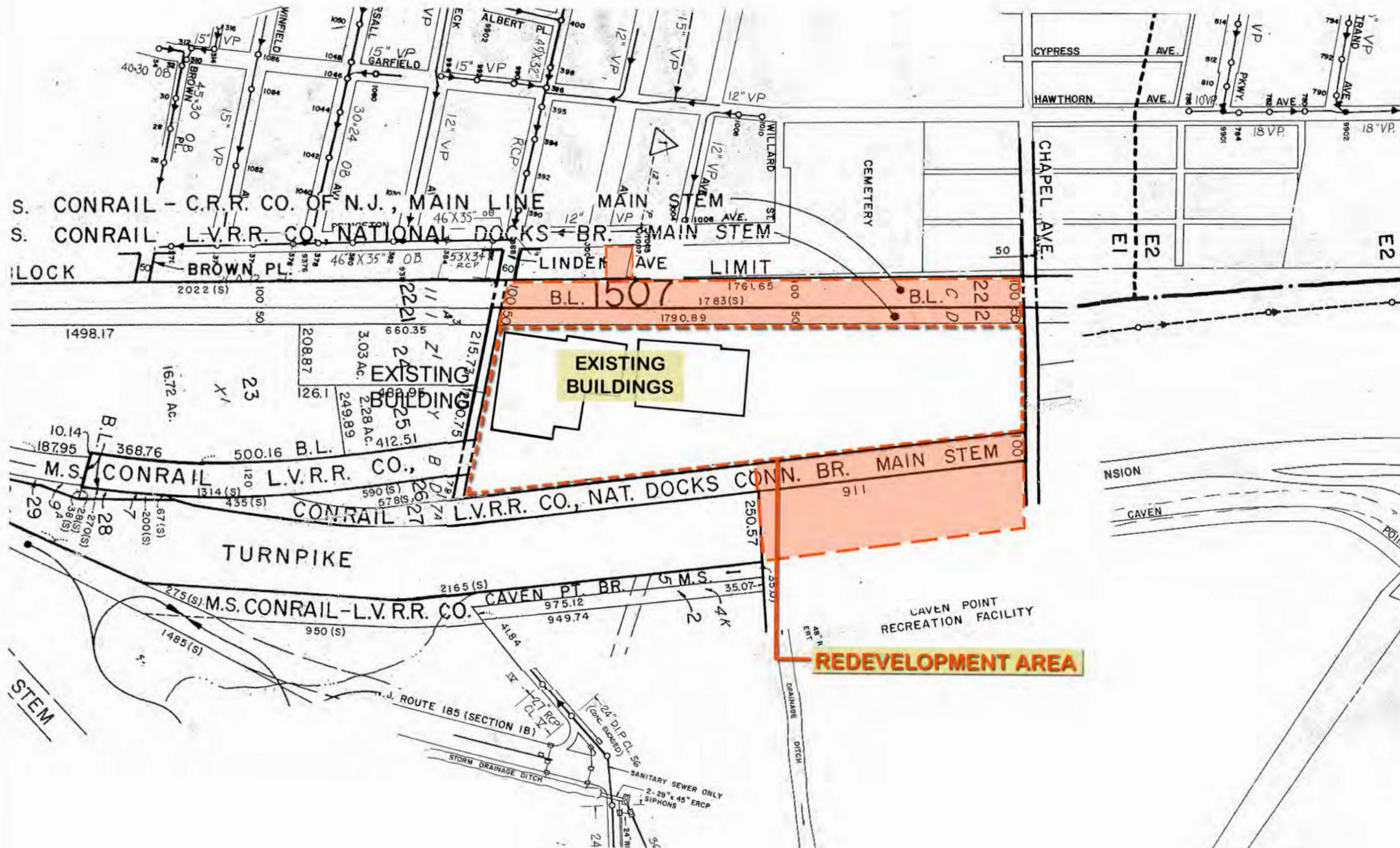
Clearly, some older industrial uses will continue to exist while this area undergoes its transformation into those uses more appropriate for the 21st Century. However, as the Master Plan has suggested, this area is much more suitable for redevelopment for an alternate use than its present configuration therefore, the Redevelopment Plan establishes mainly residential uses to make use of the existing, underutilized Light Rail Station. Limited commercial uses are also proposed primarily to service the residents of the projected housing.



Developable Portion







BOUNDARIES

The Chapel and Linden Avenues Redevelopment Area is located just west of the New Jersey Turnpike. The Area is generally located in the southern portion of Jersey City.

The boundaries of the Redevelopment Area were selected to generally follow the Light Rail/Conrail roadbed on the west, Caven Point Road on the north, the New Jersey Turnpike Extension on the east and Linden Avenue on the south.

The Danforth Avenue Transit Village Redevelopment Area consists of four tax blocks containing eight different tax lots within the City of Jersey City. The lot and block numbers are as follows:

Block	Lot
Block 1440	Lot 28 and B.1
Block 1500	Lot: 10
Block 1505	Lots: D, Z.1, Z.2, 1, A, C, and 7A (Partial)
Block 1507	Lot: C

The boundary of the Redevelopment Area is also depicted on the Boundary Map. Because block and lot numbers may change from time to time due to subdivisions, lot consolidations or renumbering, the Boundary Map located in this report shall prevail in the case of discrepancies between the Map and block and lot listed above.



III. PROJECT DESCRIPTION

The existence of residential use in the areas surrounding the Study Area as well as the existence of the Danforth Avenue Light Rail Station, located in the southwest section of the Study Area, makes the Study Area especially suitable for transit village redevelopment. According to New Jersey Transit, the Danforth Avenue Light Rail Station has seen only a 0.1 percent increase in ridership from March 2007 to March 2008. This 0.1 percent increase represents the lowest percent change as compared to all stations located along the HBLRT.

Ultimately, the proximity of the Study Area to the light rail station, which is currently underutilized, represents a unique opportunity to redevelop an existing non-conforming area with transit village development that will be consistent with the principals of "Smart Growth."

"Smart Growth" and "Transit Oriented Development" emphasizes locating new development where existing infrastructure and mass transit opportunities exist. "Smart Growth" is the term used to describe well-planned and well managed growth. According to New Jersey's Office of Smart Growth, the principles of this approach to development include "mixed-use development, walkable town centers and neighborhoods, mass transit accessibility..." Techniques used to achieve these goals include focusing and directing future development to existing communities, using existing infrastructure, and including transportation options to residents.

The New Jersey Office of Smart Growth sums up the benefits of "Smart Growth" as such:

"Compact growth is a key tenet of Smart Growth, and that favors our cities and towns. More corporations and residents are seeing the diversity, accessibility, culture and infrastructure of New Jersey's cities as attractive alternatives to suburban sprawl. Coordinated, well-planned development and redevelopment will keep these places vibrant and relevant well into the future." Additionally, "[t]he Center for Urban Policy Research at Rutgers University projects tax savings of \$160 million annually in municipal, county and school taxes, \$870 million in local road costs and \$1.45 billion in water and sewer infrastructure costs if Smart Growth guidelines are followed in full. On the jobs front, urban revitalization will help more businesses to stay or locate in New Jersey, encouraging small business and improving New Jersey's status as a corporate location."

According to New Jersey Department of Transportation (NJDOT) the importance of "Transit Oriented Development" or the "Transit Village Initiative" is apparent.

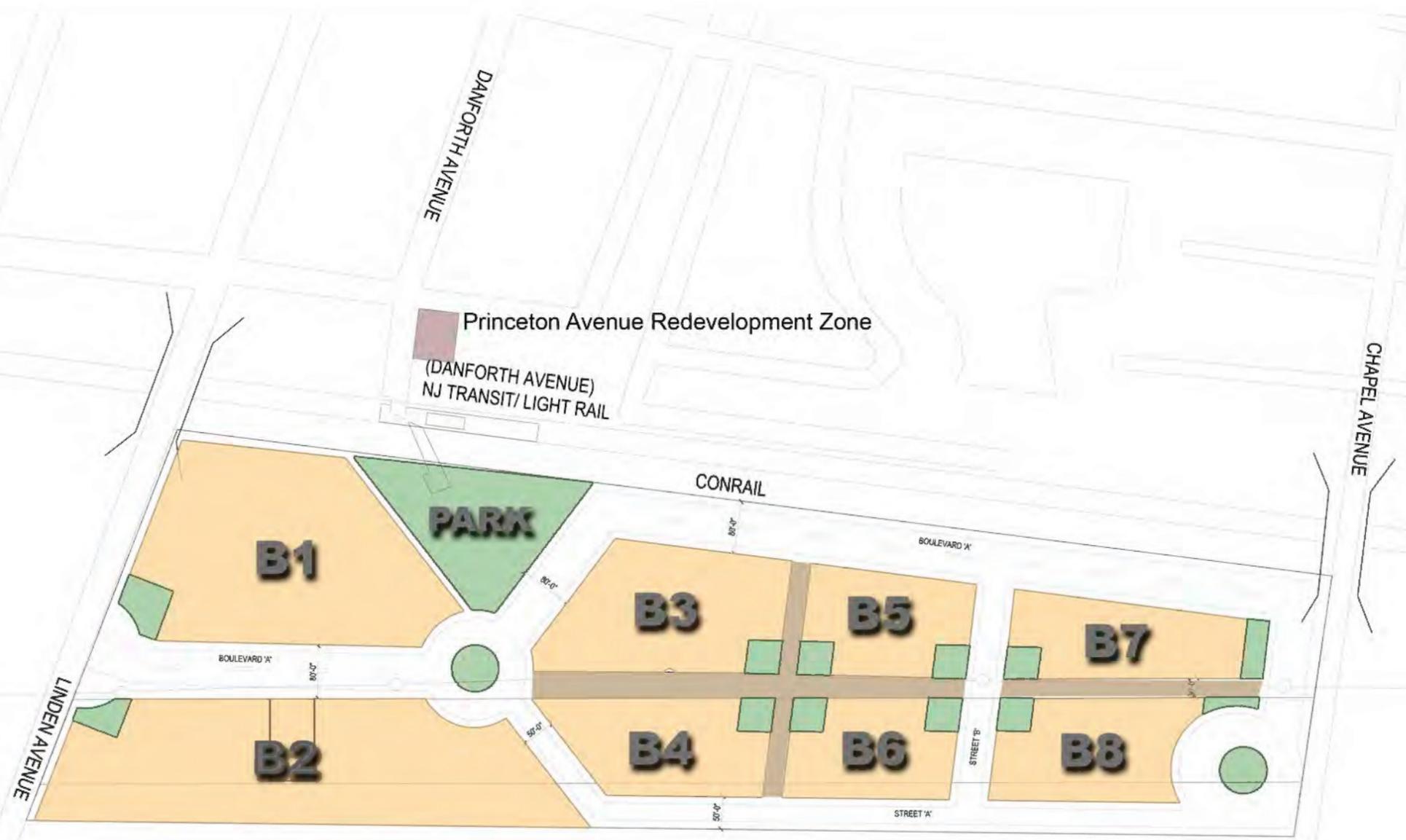
"Studies have shown that an increase in residential housing options within walking distance of a transit facility, typically a one quarter to one half mile radius, does more to increase transit ridership than any other type of development. Therefore, it is a goal of the Transit Village Initiative to bring more housing, more businesses and more people into communities with transit facilities." Since a large capital investment has been undertaken by New Jersey to construct the Hudson Bergen Light Rail system, any opportunity to help in the increase of ridership should be encouraged. Therefore, higher residential density near light rail stations is paramount to ensure that taxpayers' money, which was used to fund the construction of the light rail, is fully realized and helps to achieve the objective of the state's "Smart Growth" policies.

According to New Jersey Transit, a high quality living and working environment can be achieved by organizing land uses to support transit in the Transit Village Initiative. By encouraging mixed use development around transit facilities, automobile trips and the need to provide parking are reduced while promoting pedestrian activity. Additionally, a sense of security and an environment that is attractive and well maintained can be achieved if proper land uses are implemented around transit.

The establishment of a transit village redevelopment district will enable the achievement Smart Growth principles creating a high quality living and working environment while removing the obsolete, deleterious, and excessive land coverage which currently occupy the Study Area.

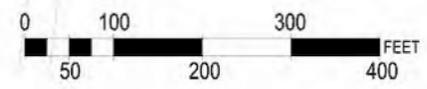
Furthermore, this Redevelopment Plan shall supersede the existing land use regulations contained in the Jersey City Development Ordinance: with the Princeton Avenue District regulating only Block 1440 Lots 28 and B.1.

Block Identification Map



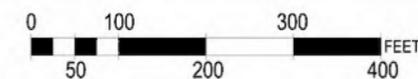
NEW JERSEY TURNPIKE EXTENSION/ I-78

CAVEN POINT ROAD





- S** Small - 4 Stories
- M** Medium - 5-7 Stories
- L** Large - 12-22 Stories
- Private Open Space
- Public Open Space
- Linear Park/ Pedestrian Pathway



IV. GOALS AND OBJECTIVES OF THE REDEVELOPMENT PLAN

By adoption of this Redevelopment Plan, the Jersey City Planning Board and the Municipal Council of the City of Jersey City seek to promulgate the following objectives outlining what is sought to be achieved through the adoption and implementation of this Plan:

A. The planning and development of the Redevelopment Area as a primarily residential area with limited ground floor retail and accessory parking.

B. To integrate new development within the Area as well as the surrounding community by encouraging the creation of a viable primarily residential development in close proximity to a light rail transit stop. Connection to Chapel Avenue will be designed to accommodate for future development located north of the Redevelopment Area such that the connection will seamlessly connect to the existing roadway and meet all engineering standards. Furthermore, connections to Linden Avenue will be designed to accommodate for future development located south of the Redevelopment Area such that the connection will seamlessly connect to the existing roadway and meet all engineering standards.

C. To provide new open spaces within the Redevelopment Area. Open spaces should be located so as to provide for maximum usability and to create a harmonious relationship between buildings, the streetscape, and the open space throughout the Redevelopment Plan Area.

D. To promote the principles of "Smart Growth" and "Transit Village" development. i.e. sustainable economic and social development, including a variety of housing choices, providing pedestrian friendly streets and public rights-of-way, minimize automobile use by maximizing the appeal of mass transit, encourage reduced parking and shared use parking solutions, and creating a livable community with convenient access to commercial facilities.

E. Provide on-site parking, while at the same time maximizing the use of mass transit in order to take advantage of the Redevelopment Area's proximity to the Danforth Avenue Light Rail Transit Station

F. To limit opportunistic crime through encouraging development of defensible spaces.

G. To recognize the significant opportunities for residential and limited commercial redevelopment that are afforded by the area's currently isolated, island-like location adjacent to existing redevelopment areas.

H. To encourage development that provides for a mixture of uses and an intensity of development that will allow for a vibrant new neighborhood to be built that will combine retail, housing and parks; thereby serving as a model for healthy urban growth.

I. To provide a variety of housing types and commercial establishments through new construction of low rise, mid-rise and high-rise structures.

J. To provide for an intensity of development suitable to support the construction of necessary infrastructure improvements to support the street grid pattern of the new development.

K. To eliminate substandard, obsolete and/or dilapidated structures and remove blighting influences.

L. To encourage innovative mixed-use and multiple-use blocks of development so that the goals of the Redevelopment Plan may be met by requiring and allowing greater variety in type, design, and layout of buildings and be providing a range of parks, plazas and parking ancillary to these new uses.

M. To require the interconnecting of uses, blocks and streets to create integrated districts and neighborhoods and a greater sense of community through the use of design techniques that provide for a modified grid street pattern.

N. To provide a layout of streets and open spaces that encourages pedestrian interconnections to the Light Rail station, residential buildings, commercial uses and plazas within the area and to the surrounding community. To establish a street and path network which accommodates an integrated multi-modal transportation system with the intent of providing safe pedestrian connections throughout it.

O. To establish an integrated healthy, vibrant, livable district, incorporating the traditional city block development while rejecting the modern sprawl development and zoning alternatives.

P. To provide a clearly articulated and rationally designed open space system consisting of plazas and lawns connected by sidewalks and shaded by street trees that further the goals of this Redevelopment Plan.

Q. To extend greater opportunities for housing and commercial facilities to residents of Jersey City.

R. To improve the pedestrian environment and general appearance of the Caven Point and Linden Avenue area.

S. To allow for a more efficient use of land and public services by directing development in a manner that reflects traditional blocks of multiple-use developments with a variety of building types.

T. To facilitate the construction of streets, infrastructure, open space and other public improvements which will benefit not just a single development site or property owner, but which benefit the residents of Jersey City as a whole and which will assure public improvements at an appropriate time given the progression of development within the area.

U. To allow the existing uses in the currently existing buildings to be maintained in use prior to any demolition activities being undertaken to further the objectives of this Plan. No expansion of the current uses are permitted.

V. To provide for the creation of places which promote citizen security, pedestrian activities, and social interaction.

W. To implement developments where the physical, spatial, and visual characteristics are established and reinforced through the consistent use of thoroughfare, architectural and urban design elements. Such elements shall relate the design characteristics of individual structures or development to other planned or existing structures or developments in a seamless manner, resulting in a coherent overall city fabric and streetscape.

V. PROPOSED REDEVELOPMENT ACTIONS

These actions are proposed to substantially improve and upgrade the Redevelopment Area through a combination of redevelopment measures that will provide a uniform and consistent attack on blight within the Area by systematically removing blighting influences in an orderly manner and allowing for new construction. These will include but not be limited to:

- A. The consolidation and/or re-subdivision of land within the Redevelopment Area into suitable parcels for development for the new land uses where necessary.
- B. Provision for a full range of public and/or private infrastructure necessary to service and support new development in the Area and adjacent areas.
- C. Execute these improvements with techniques incorporating architectural merit, and maintain the positive character of the surrounding neighborhood.
- D. Clearance of all dilapidated and underutilized structures.
- E. Furthermore, this Redevelopment Plan shall supersede the existing land use regulations contained in the Jersey City Development Ordinance: with the Princeton Avenue District regulating only Block 1440 Lots 28 and B.1.

VI. BUILDING DESIGN REQUIREMENTS

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

B. Buildings shall be designed to be attractive from all vantage points, such that the same materials and detailing are used on all faces and sides of the building.

C. Buildings shall maintain one main entrance on each principal/ main street that their lot is adjacent to so as to contribute to the overall liveliness of the pedestrian environment. One main entrance shall be prominent, easily identifiable, and connect directly to the public street and sidewalk.

D. Buildings shall have a clear base, middle and top. Architectural devices, of string courses, cornices and sub-cornices, lintels and sills, and/or horizontally differentiating surface treatments, shall be used to achieve the necessary transitions.

E. The windows and glazing of a building are a major element of style that gives character to the building. Windows and glazing on ground floor commercial uses, if any, should be broad and expansive providing views into the store and display areas. At least seventy (70%) percent of the storefront façade shall be glass. Corner buildings shall have windows on both street frontages. If security gates are used on any part of the building or window, they shall be installed on the interior side of the window, hidden from view when not in use, and be of the open grate style. Similarly, windows and doors into residential lobby areas should be broad and expansive allowing views to and from the adjoining streets. Windows in residential portions of a building shall be arranged in a contemporary and organized manner. The tops of windows and doors shall be designed to avoid confusing perspective views. Windows shall not be scattered in a haphazard manner in the façade. Bay windows or other window features may be incorporated into the façade to provide architectural interest and character. Bays may be designed vertically or horizontally and may be angular. Irregular window patterns are prohibited. Corner buildings shall have windows on both street frontages. The window sill of any residential window shall not be less than six (6) feet above the elevation of the adjoining sidewalk.

F. Cantilivered balconies and terraces may extend from the building when facing into interior courts. However, all balconies facing onto streets shall extend no more than 18 inches from the building face. All railings shall be designed to be semi-opaque in order to screen the view onto the balconies. All balconies shall be subject to review and approval by the Planning Board.

G. All mechanical equipment, generators, HVAC equipment and similar equipment shall be visually screened such that they are not visible from adjacent buildings or public areas. Said screening shall be constructed in a manner that is consistent with the architecture of the building, and shall utilize the same or complimentary materials used in the construction of the building, such that the screening appears to be an integral part of the building. Interior locations must be utilized where mechanically possible. Additionally, this equipment shall be acoustically buffered that any noise generated by the equipment shall be within the applicable standards as defined by the State of New Jersey for residential locations.

H. All electronic communication equipment shall be visually buffered such that they are screened from view. This shall be achieved through creative disguises within the basic architecture of the building, such that it does not negatively impact the appearance of the building. Said screening shall be constructed in a manner that is consistent with the architecture of the building, and shall utilize the same materials used in the construction of the building, such that the screening appears to be an integral part of the building. Said equipment shall be located so as to minimize or eliminate the need for screening. Reference shall be made to the Wireless Communications section of the Jersey City Land Development Ordinance for appropriate permitted locations for these facilities. Wherever possible, buildings should be designed to support electronic systems being located internally.

I. Building face material to be used on all sides shall be primarily of brick in the Standard Modular or Standard Norman sizes only with other appointment being Stone, wood, or metal. EIFS (Exterior Insulating Finishing Systems, cementitious concrete systems, stucco, artificial stone, CME size/ type block, jumbo brick, vinyl and/ or aluminum siding, artificial brick veneer such as permastone or brickface, and plastic type artificial siding materials shall be prohibited. Additionally, no white NJDOT concrete is premitted.

J. The base of all buildings shall meet the pedestrian level in a humane scale and manner. The base shall not have a cold or brutal feeling. Parking levels shall be screened and designed in compliance with the design standards found in Section VII. of this Plan. The height of the base must relate to other building architecture and design developed within this Area and must be proportional with the building's overall height. A landscaped front yard must be provided at grade between the property line and the building line, except where a commercial use or building lobby fronts onto the street or as necessary for pedestrian and vehicular access. Tops of buildings shall be designed to create architectural interest and must be designed consistent with the "Building Design Requirements" of this Plan. Stepbacks are to be provided consistent with the architectural design of each individual structure to provide additional architectural interest. The intent of these requirements is to create buildings that are vibrant and active in their appearance and do not read as uniform or continuous slabs along the streetscape. Historic or Post-modern tops are not appropriate to this district.

K. The Redevelopment Area is not located within the vicinity of historic neighborhoods or structures. The developable portion of the Redevelopment Area (except for Block 1440 Lot 28 and B.1) is bounded on the west side by the Light Rail and the east side by Conrail as well as the NJ Turnpike ROW. As such it is the intention of these building design requirements to facilitate contemporary (High Modern), fresh and bold designs/ideas that do not reference historic Jersey City architecture. References towards historic pre-cast lintels, watertables, cornices, double-hung windows, etc., are and will be discouraged within this Redevelopment Area. These elements may be used only in a contemporary manner using contemporary materials.

L. Windows in residential portions of a building shall be arranged in a contemporary manner. Use of window divisions such as muntins are discouraged unless used in a contemporary manner. Bay windows or other window features may also be incorporated into the façade to provide architectural interest and character, provided that their use is in a contemporary manner or material. Bays may be designed vertically or horizontally and may be angular. Each façade shall present a composition that is well laid out and thought provoking. Corner buildings shall have windows on both street frontages. The window sill of any residential window shall not be less than five (5) feet above the elevation of the adjoining sidewalk, unless the façade containing the window is setback a minimum of five (5) feet from the sidewalk and adequate visual landscape screening is provided.

VII. PARKING AND LOADING REQUIREMENTS

A. Required Parking Provisions

All new construction projects shall provide off-street parking as follows:

Use	Minimum Parking	Maximum Parking
Residential	1.0 per unit	1.5 per unit
Office	n.a.	1.0/1,000 s.f.
Retail	n.a.	1.0/200 s.f.
Restaurant/Bar/Nightclub	n.a.	1.0/4 seats

The maximum parking requirement is only a limit. New construction projects are not required to provide the number of spaces shown under maximum parking in the above table.

B. Off-street parking shall be provided within a linear distance of 1,000 feet of the building that it serves to the extent possible.

C. Parking structures shall be masked from street view by way of an integrated design and/or a habitable building, either commercial or residential.

D. All parking/garage space flush to frontage line shall incorporate an external façade mimicking that of the balance of the building.

E. If possible, no mid-block parking structure shall be higher than the height of the shortest building masking it. If a mid-block parking structure is higher than the surrounding building, the external façade shall mimic that of the balance of the building including materials and window layout.

F. Parking under buildings may be placed directly against the street frontage where it is a minimum of five (5) feet below grade and hidden by a foundation wall articulated to appear as a half basement, with small vertically-proportioned glazed openings.

G. All such parking and loading areas shall be graded, paved with a durable dust-free surface, effectively drained, well landscaped, and all approaches shall be defined and limited in accordance with the Zoning Ordinance of the City of Jersey City.

H. All curbing shall be poured-in-place concrete or other suitable material such as Belgian-block or granite curbing as approved by the Planning Board. Asphalt curbing and/or anchored railroad ties (6" x 8") are not permitted. Curbs must run straight down to the edge of the asphalt roadway; gutter-pan type curbing is not permitted. Curbing and sidewalk to be tinted Scofield Charcoal.

I. Parking structures shall have pedestrian entrances with direct access onto a sidewalk.

J. Each building shall provide concealed space to house a garbage dumpster and recyclable containers.

K. Off-street loading docks shall be provided for each building or a group of buildings in one block. At a minimum, each building or group of buildings in one block shall have one loading dock. The number of loading docks required will be based on square footage of the building.

L. Bicycle parking shall be provided at all public plazas and inside at all residential buildings. At least one public bike rack shall be provided within each block plan. Bicycle parking shall be provided through bicycle racks and bicycle lockers.

VIII. SIGNAGE REQUIREMENTS

No signs or window graphics other than those specifically enumerated herein shall be permitted.

- A. Under no circumstances shall fluorescent or glowing paint be permitted for any signage within the area.
- B. All signage shall be subject to site plan review and approval by the Planning Board for non-conforming uses.
- C. Billboards are expressly prohibited throughout the Redevelopment Area.
- D. Rooftop, flashing moving or intermittently illuminated signs or advertising devices are prohibited, as are signs that may be mistaken for traffic control devices.
- E. Kiosks listing tenants and giving direction may be provided but no advertising will be permitted. Such kiosks may not exceed eight (8) square feet of sign areas.
- F. Freestanding signs are prohibited. Except that way-finding identification as per City standard shall be permitted.
- G. No sign shall be attached above the first story of any structure.
- H. All signage shall be externally lit. Signs may be lit from gooseneck fixtures, backlit halo, and up-lights. Internally lit signs and sign boxes are prohibited.
- I. Permitted signage material includes: 1.) Painted wood; 2.) Painted metals including aluminum and steel; 3.) Brushed finished aluminum, stainless steel, brass, or bronze; 4.) Carved wood or wood substitute.
- J. All signs shall be flush mounted, although blade signs may be attached to and perpendicular to the first floor façade
- K. Window signs (other than lettering as specifically permitted) shall be prohibited. Lettering shall be limited to decorative gold-leaf, flat black or etched / frosted glass style lettering and shall be limited to the name of the business occupying the commercial space / store front and shall cover no more than twenty (20%) of the window area.
- L. All buildings within the Redevelopment Area shall display the street address of the building such that it is clearly visible from the adjoining street right of way.
- M. In order to facilitate the overall redevelopment of the Study Area, surrounding area and the City of Jersey city in general, all advertising, signage and other promotion of the development and redevelopment of the Study Area shall contain references to the proposed projects location in the City of Jersey City so as to promote the positive aspects of the project, Study Area and the City of Jersey City.

N. The following additional signage restrictions shall apply to specific uses:

- a. Office, Civic/Public/school: Total exterior signage shall not exceed fifty (50) square feet. One (1) use shall be permitted no more than one (1) sign. Buildings with multiple uses shall not have more than one (1) sign per use and the aggregate of all signs shall not exceed the maximum area permitted.
- b. Residential: One (1) sign per building may be allowed, not to exceed ten (10) square feet.
- c. Retail, Restaurant, and all other uses not specifically identified: Each establishment is allowed one sign and one blade sign per street frontage. (Establishments on corners are thus allowed two sets of signs.) Signage shall not exceed 30 inches in vertical dimension. Blade signage shall not exceed 18 inches in vertical dimension.
- d. Accessory Parking – Since commuter and commercial parking is not permitted, the location of parking facilities may only be indicated by use of the international parking symbol. Said signage may not exceed five (5) square feet and must be flush mounted to the building. Informational and directional signage may also be provided, but only flush mounted on interior walls within the structure.

O. The Planning Board at its discretion may waive some of the above regulations if a proposed sign is presented as a site-specific piece of civic art. All signs are subject to minor site plan review when not included as part of a major site plan application.

P. Prohibited Signage: The following signs and devices shall not be permitted within the Canal Crossing Redevelopment Area:

Monument signs and internally or externally illuminated box signs, flashing or animated signs, spinners, pennants, reflective materials that sparkle or twinkle, roof signs, billboards, signboards, window signs, posters, plastic or paper that appear to be attached to the window, pole signs, free-standing signs, fluorescent and/or glowing paint for any signage or building within the redevelopment area, waterfall style awnings, plastic awnings, product advertising signage of any kind. Product advertising signage is defined here to include, but not be limited to signage on: parking meters, signage in windows, on light poles, benches or other street furniture within the redevelopment area. Nothing in this paragraph shall be deemed to prohibit signage within New Jersey Transit Light Rail Stations or bus stop shelters; or either lamppost mounted seasonal banners or traditional residential holiday decorations.

IX. UTILITIES AND INFRASTRUCTURE REQUIREMENTS

A. 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.

B. Utility Placement – All utility distribution lines and utility service connections from such lines to the project area’s individual uses shall be located underground. Utility appliances, such as transformers, regulators and metering devices (including gas, electric and water meters) shall be located underground or within the building. 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.

C. 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.

D. The Planning Board and/or the City of Jersey City may require a pro-rata fair share assessment to be paid by each development within the Redevelopment Area to off-set the cost of infrastructure improvements, expansion or new construction. The value of the assessment shall be based upon a formula to be developed by the City of Jersey City and/or the Planning Board, with the assistance of their professional staff and consultants, and shall be determined at the time of developer designation or site plan approval as appropriate. In the alternative, the City may create a Revenue Allocation District pursuant to State law to fund these improvements

E. 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 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.



X. OPEN SPACE, STREETScape AND LANDSCAPE STANDARDS

Public open space areas, streetscape and landscape improvements shall be developed as directed by this Plan and are subject to site plan approval by the Planning Board.

A. Prior to the commencement of any construction within this Redevelopment Plan Area, an overall open space design plan shall be presented for each project to and approved by the Jersey City Planning Board. This plan shall be prepared by a licensed landscape architect / public space planner or architect.

The plan shall respect and incorporate the design parameters and right-of-way landscaping requirements provided within this Plan, but provide more detail to insure all roadway segments incorporate consistent design patterns and materials. Also included within these standards shall be standards for the Hudson Bergen Light Rail right-of-way design improvements, greenway improvements, and park improvements. The Planning Board shall assure that any such plan or plans are consistent with the design requirements of this Plan and compatible with other previously approved plans within the Redevelopment Area.

B. A unified streetscape plan shall be required. The streetscape plan shall be submitted to the Jersey City Planning Board for its review and approval in conjunction with the project site plan application and implemented contemporaneously with the construction of the redevelopment project. The streetscape plan shall include all street frontages, existing and proposed. The plan shall identify, but not be limited to: decorative paving materials, curbing materials, colors, tree pit treatments, trash receptacles, benches, bicycle racks, decorative street lighting, planters and planting pots. The streetscape plan shall respect and incorporate the design requirements provided with this Plan. The Planning Board shall assure that any such plan or plans are consistent with the design requirements of this Plan and compatible with other previously approved plans with the Redevelopment Area.

C. The Planning Board may require a pro-rata fair share assessment to be paid by each development within the Redevelopment Area to off-set the construction costs of new public open space and streetscape improvements within the boundaries of the redevelopment plan. The value of the assessment shall be based upon a formula to be developed by the City of Jersey City and/or the Planning Board, with the assistance of their professional staff and consultants, and shall be determined at the time of developer designation or site plan approval as appropriate. In the alternative, the City may create a Revenue Allocation District pursuant to State law to fund these improvements

D. Trees shall be planted as specified in the "Thoroughfare Standards" as included in 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.

E. All open space, including yards, decks over parking structures and green rooftops shall be landscaped with trees, shrubbery, ground covers and other appropriate plant material unless said open space is specifically designated for other activities which require paving or other treatment. Screen planting shall consist of evergreen plant materials. Additional decorative plants may be incorporated into the design of the screen planting area to provide seasonal variety. Only species with proven resistance to the urban environment in this area will be acceptable.

F. All street lighting shall be of decorative design and comply with the approved standard fixture types. Street lights shall be located at the outer edge of all sidewalks, and shall correspond to the Regulating Plan as follows:

F. Mailboxes, bicycle racks, and other pedestrian impediments shall be located at the outer edge of the sidewalk. Exceptions: Sidewalk dining may encroach into the sidewalk providing that a 5' clear pedestrian aisle is maintained.

G. All street lighting shall be of decorative design and comply with the approved standard fixture types. Street lights shall be located at the outer edge of all sidewalks, and shall correspond to the Regulating Plan as follows:

Public Open Space: One lighting standard (no more than 15' tall) for every 30 linear feet of sidewalk average.

Required Retail Frontages: One lighting standard (no more than 15' tall) for every 30 linear feet of sidewalk average.

Optional Retail Frontages: One lighting standard (no more than 15' tall) for every 50' linear feet of sidewalk average.

Undesignated Frontages: One lighting standard (no more than 20' tall) for every 70 linear feet of sidewalk average.

Residential-Only Frontages: One lighting standard (no more than 25' tall) for every 90 linear feet of sidewalk average.

Where more than one use occurs along any frontage the more stringent requirement shall prevail. These requirements may be adjusted relative to one another in response to the photometric specifications of the chosen light standards. Street lights shall be placed beginning at corners (without blocking crosswalks) and then working inward to the block middle. Street lights shall produce a spectrum in the daylight-incandescent range. (Bluish and very yellowish lamps are not allowed.)

H. Soil Handling and Top Soil: Soil excavated from construction areas shall be removed from the site. The top soil placed on all areas to be landscaped shall be friable, fertile natural loam, free of subsoil, stones, roots, noxious plants and extraneous matter to a depth of 3 feet from finished grade as a subsoil cap and new planning root growth zone. Under each tree location, extend topsoil trench to 5-foot depth. Provide continuous 3-foot-deep trenches of high quality topsoil for planting of street trees along street boulevards to widths as specified between municipal curb and sidewalk in lieu of individual tree pits. Under each tree location, extend topsoil trench to 5-foot depth.

This sub-section is subject to any over-riding NJ DEP regulations, agreements or mandates.

I. Soil Compaction: The deep soil structure of planting areas within parks and street rights-of-way shall be protected by barriers during construction from compaction by heavy equipment and stockpiling of materials.

J. Hydrology: All boulevard street tree plantings shall have surface watering/fertilizing access pipes and subsurface drainage outlets. All sodded areas and planting beds in parks shall have irrigation systems. Site grading and permeable surfaces shall promote maximum return of clean rainwater within parkland, with flat areas graded to 2% maximum. Contaminated surface drainage shall be carried away from landscaped areas.

K. Plant Stock: Listed plant species shall be thoroughly searched by a plant broker before consideration of alternative species. Street trees shall have a minimum branch height of 10 feet above finished grade at planting. All trees shall be of 3.5 inches caliper minimum. Lawns shall be carefully graded, leveled and sodded with a drought resistant and low-maintenance grass mixture.

L. Planting and Plant Care: Strategically phase street tree planting to ensure procurement of large quantities of uniform and consistently sized specimens of specifically selected species. Plant trees only during appropriate Spring and Fall planting seasons to the highest arboricultural industry standards. Fertilization shall be yearly with a balanced, full spectrum inorganic commercial fertilizer applied at a rate adjusted to remedy deficiencies identified by soil testing reports. All trees shall be monitored and treated annually by the owner for potential disease or decline in physical condition.

M. Every reasonable attempt shall be made to reach the most appropriate and cost effective Leeds Certification. All High-Rise portions of the Redevelopment Area shall have a combination of a green roof as well as usable open space for the residents.



-  Public Park Area
80,000 GSF/1.8 Acres
 -  Private Elevated Terraces
129,000 GSF/ 2.9 Acres
 -  Linear Park, Public and Private
pedestrian pathways
52,169 GSF/ 1.2 Acres
- Total open space
261,169 GSF/ 6 Acres



XI. CIRCULATION PLAN

A. The streets have been designed to calm traffic, provide a sense of enclosure, enhance district character, visually terminate at desired locations and to provide physical and visual access to public places both in and beyond the study area. The street configurations and locations have been designed to meet the projected traffic, pedestrian volume and circulation needs of the plan area and greater neighborhood area.

B. All new streets, sidewalks, R-O-W, roadways, driveways and access easements constructed within the redevelopment area shall conform to the Street Network Map and Thoroughfare Standards as identified herein.

C. No building structure shall be located within the area of designated street rights-of-way of this plan.

D. Each street type has been dimensioned and specified for: Type, Movement Direction, Traffic Lanes, Parking Lanes, Right-Of-Way Width, Pavement Width, Curb Radius, Vehicular Design Speed, Pedestrian Crossing Time, Sidewalk Width, Planter Area Width, Planter Boulevard Treatment, Tree Species, and any other specific consideration that may apply within the Thoroughfare Standards.

E. All designated Streets, Avenues, Boulevards and other Thoroughfares are ultimately required in order to execute the stated objectives of this plan and satisfy the needs identified in item A above. However, phased construction is acceptable as approved by the Planning Board.

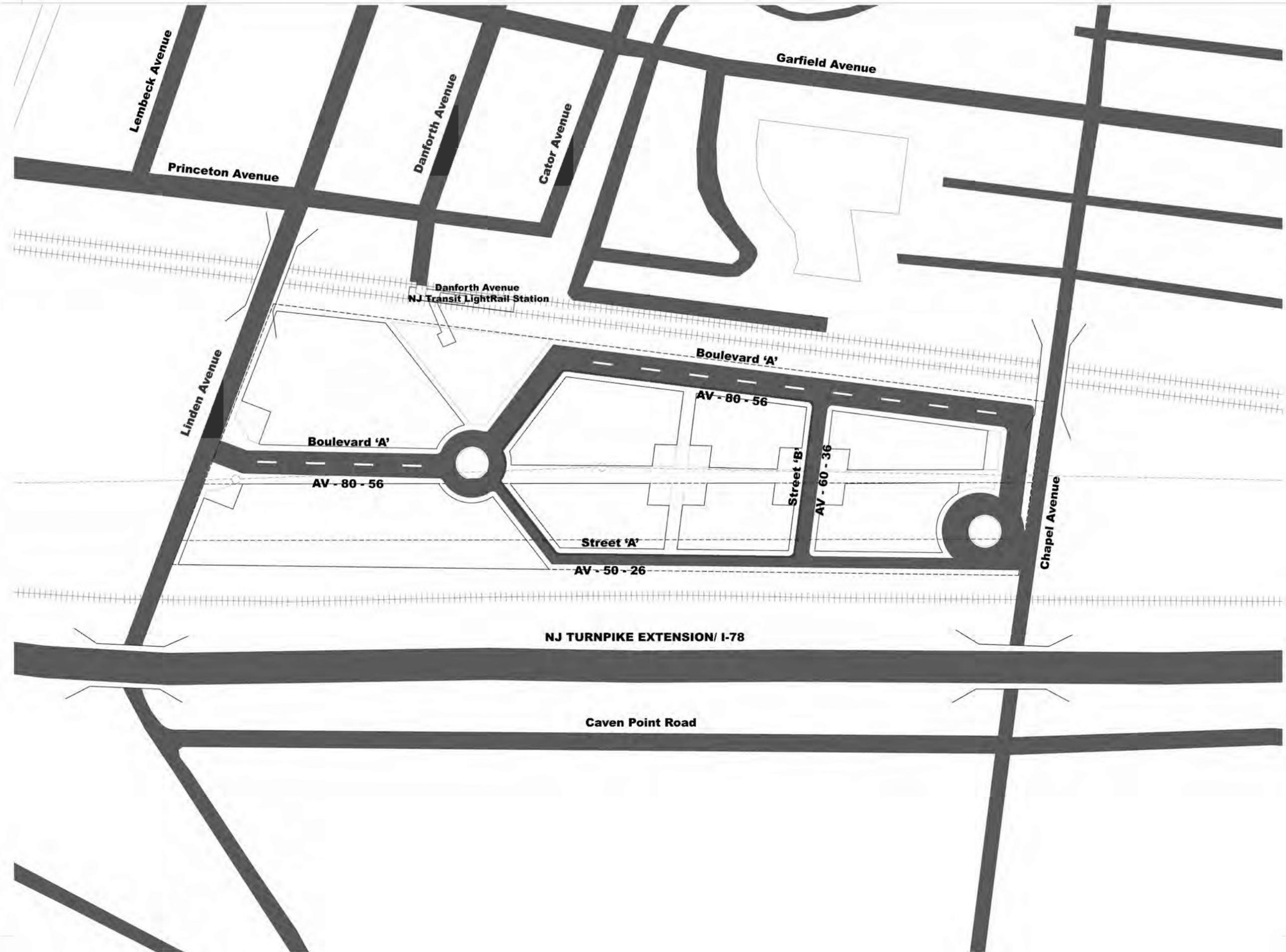
F. Walkway areas, including all sidewalks and plazas, shall be properly paved, landscaped and lighted in accordance with the requirements of this Plan and the approved design plans, and sound planning and design principles.

G. All traffic control signals shall be installed or modified by the redeveloper, as determined necessary by the Planning Board and local and state agencies.

H. In maintaining the interrelated and comprehensive nature of this plan, all streets adjacent to each block, on all sides, shall be concurrently constructed 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 alternatively allow for only 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.

I. No Certificate of Occupancy of any type shall be issued for any development or construction until such streets identified in Paragraph H have been completed; or the planning Board has given final site plan approval and required performance guarantees for the completion of such streets, and the performance guarantee has been deposited with the City.

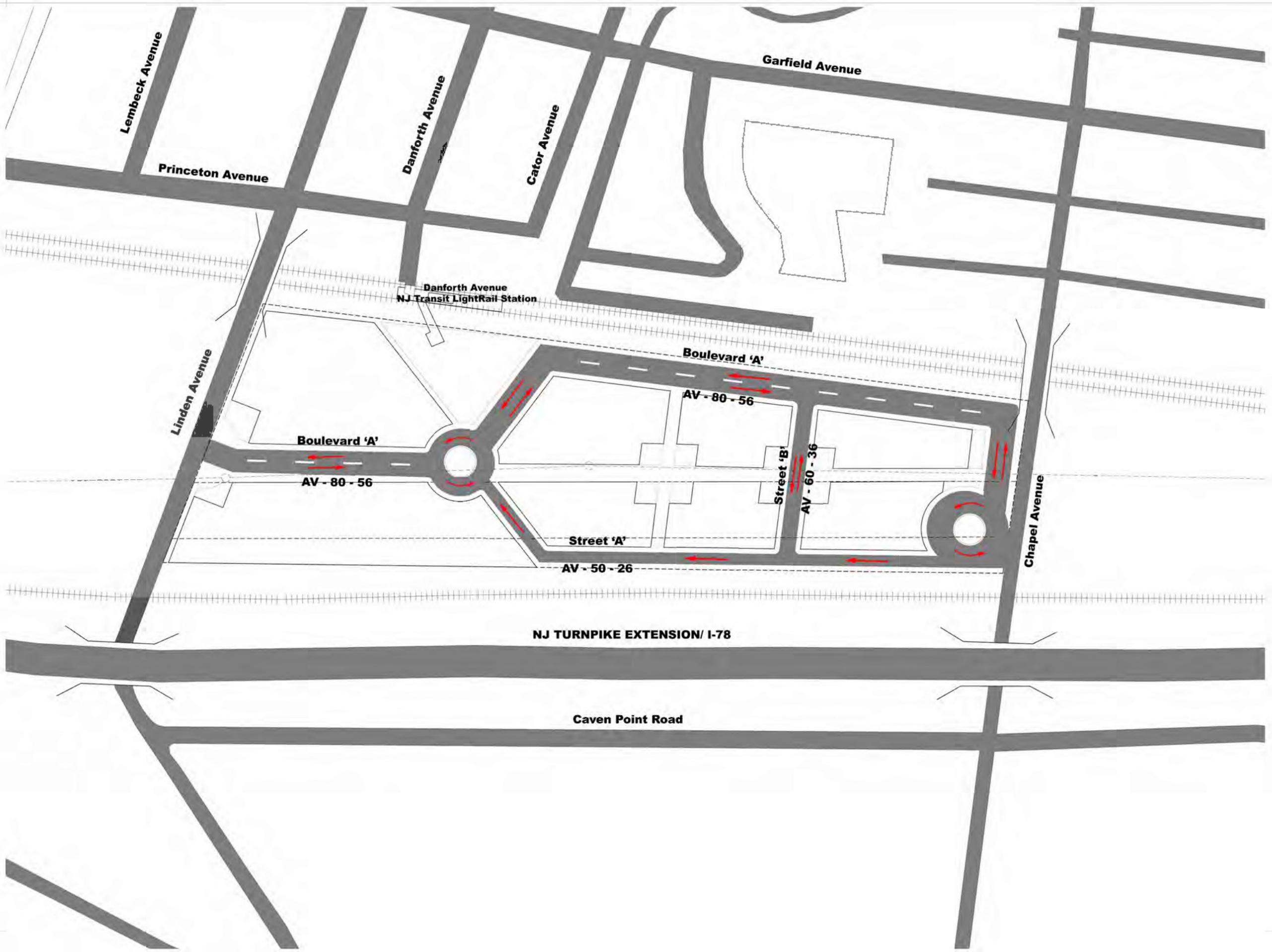
J. Wherever applicable, traffic signage shall be consolidated and affixed onto lamp and traffic signal posts so as to reduce to the minimum the number of poles and obstructions in the streetscape and pedestrian environment. Design and color shall conform to the overall design theme.



AV - 80 - 56 =
80' ROW + 56'w Street



Vehicular Circulation Map



DIRECTION OF TRAVEL

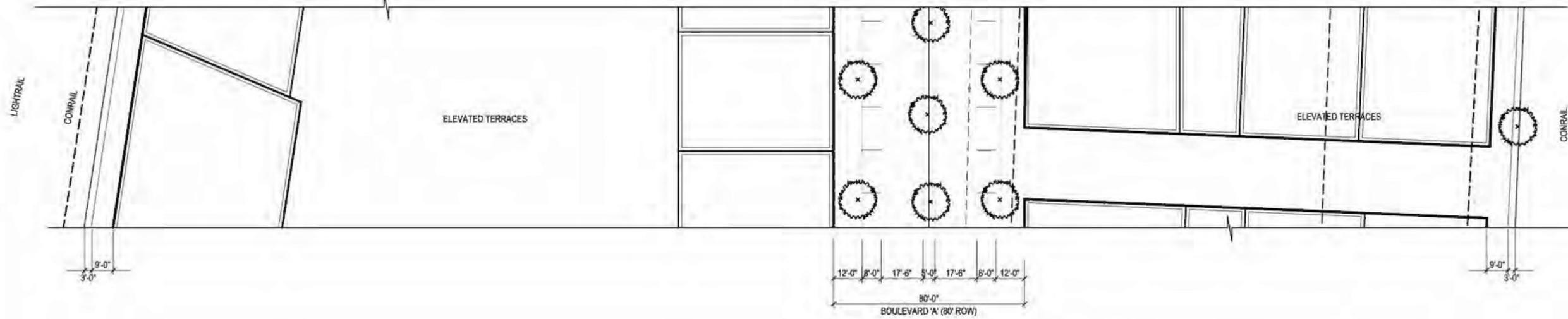
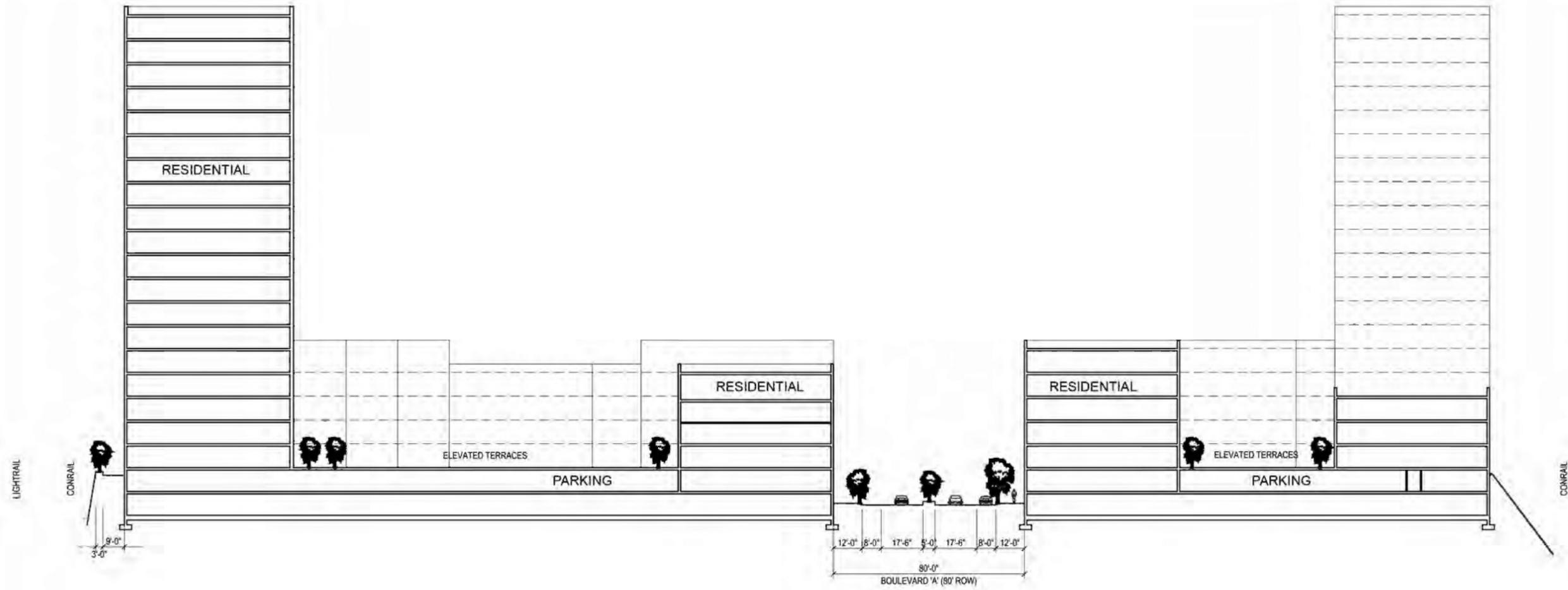




-  Proposed Pedestrian Paths
-  Proposed Pedestrian Bridge
-  New Jersey Turnpike
-  NJ Transit Light Rail Path
-  NJ Transit Light Rail Station

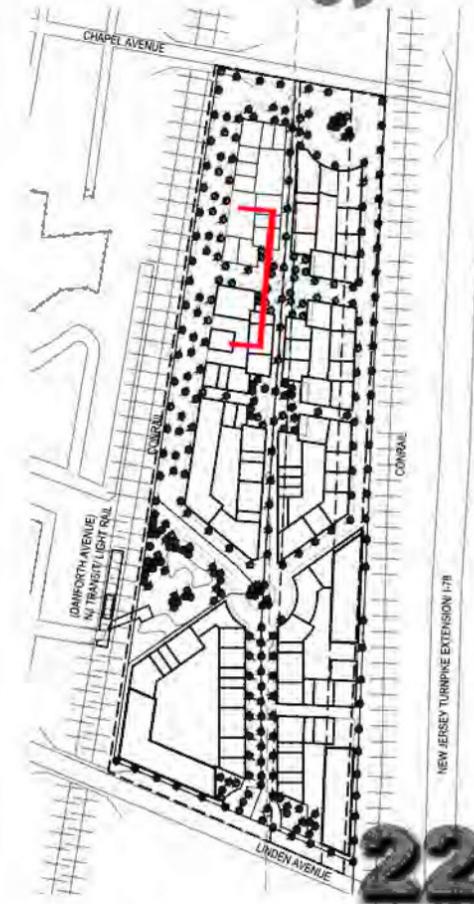
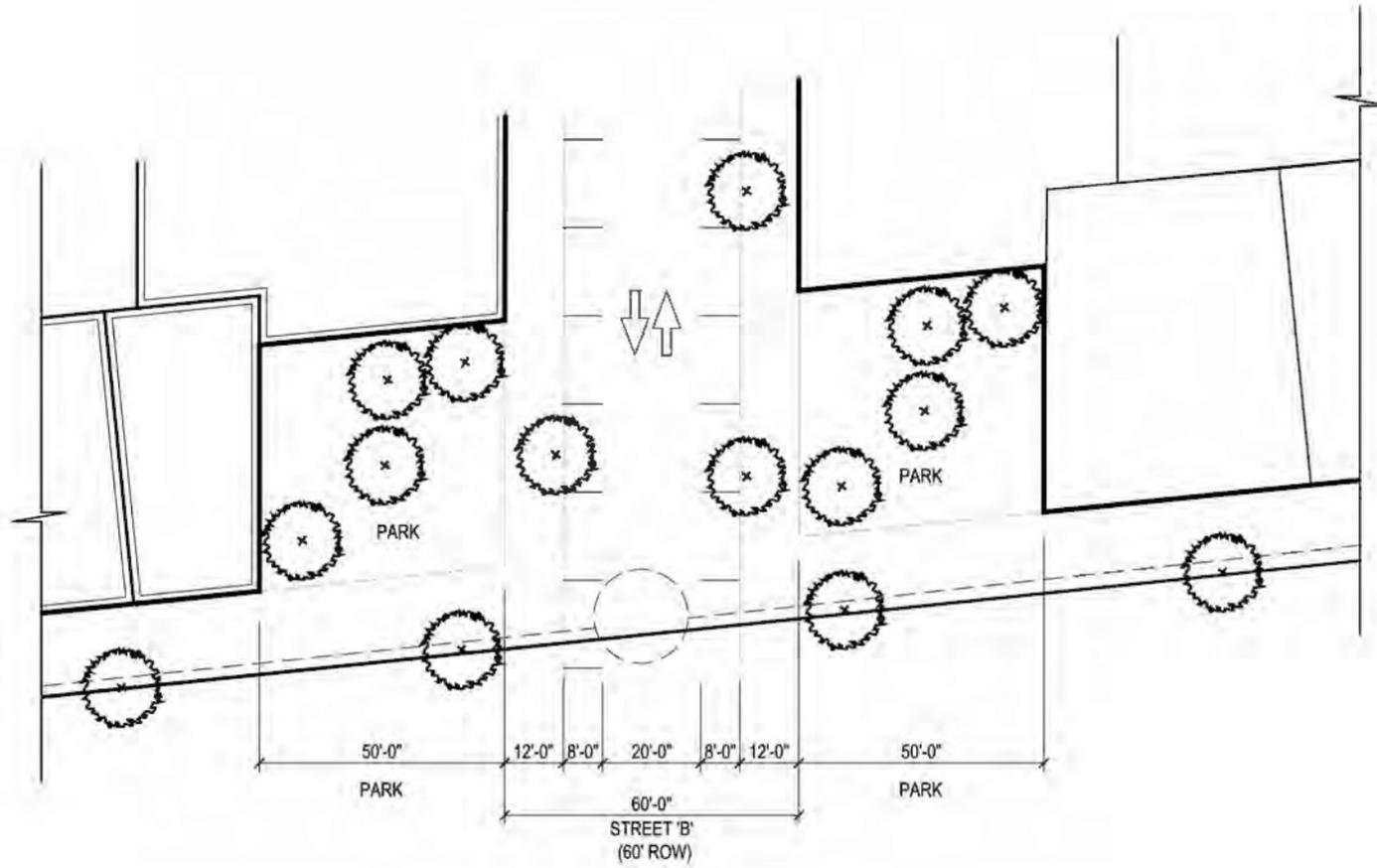
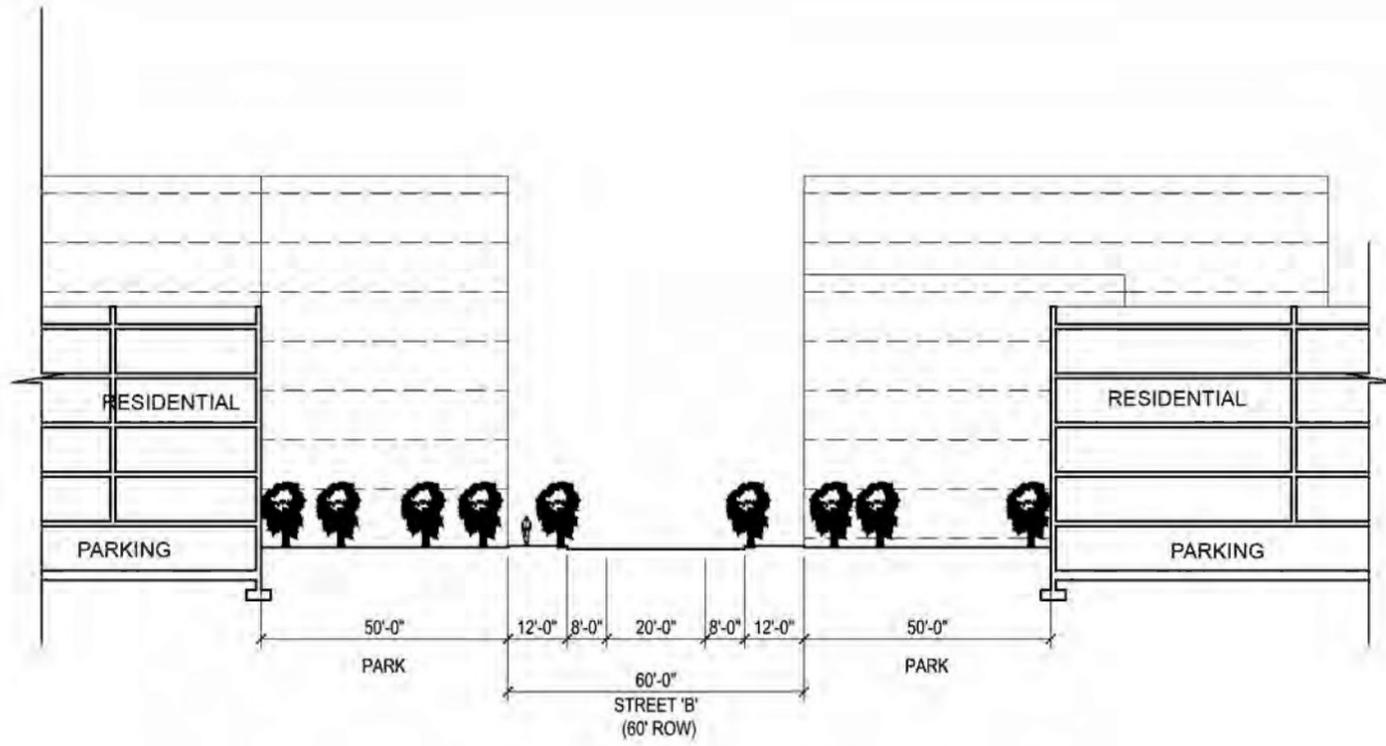


Mass Transit and Pedestrian Walks



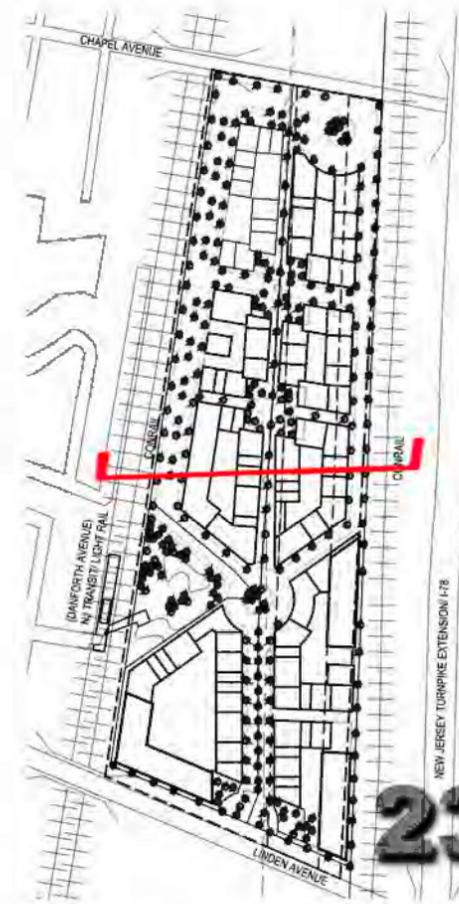
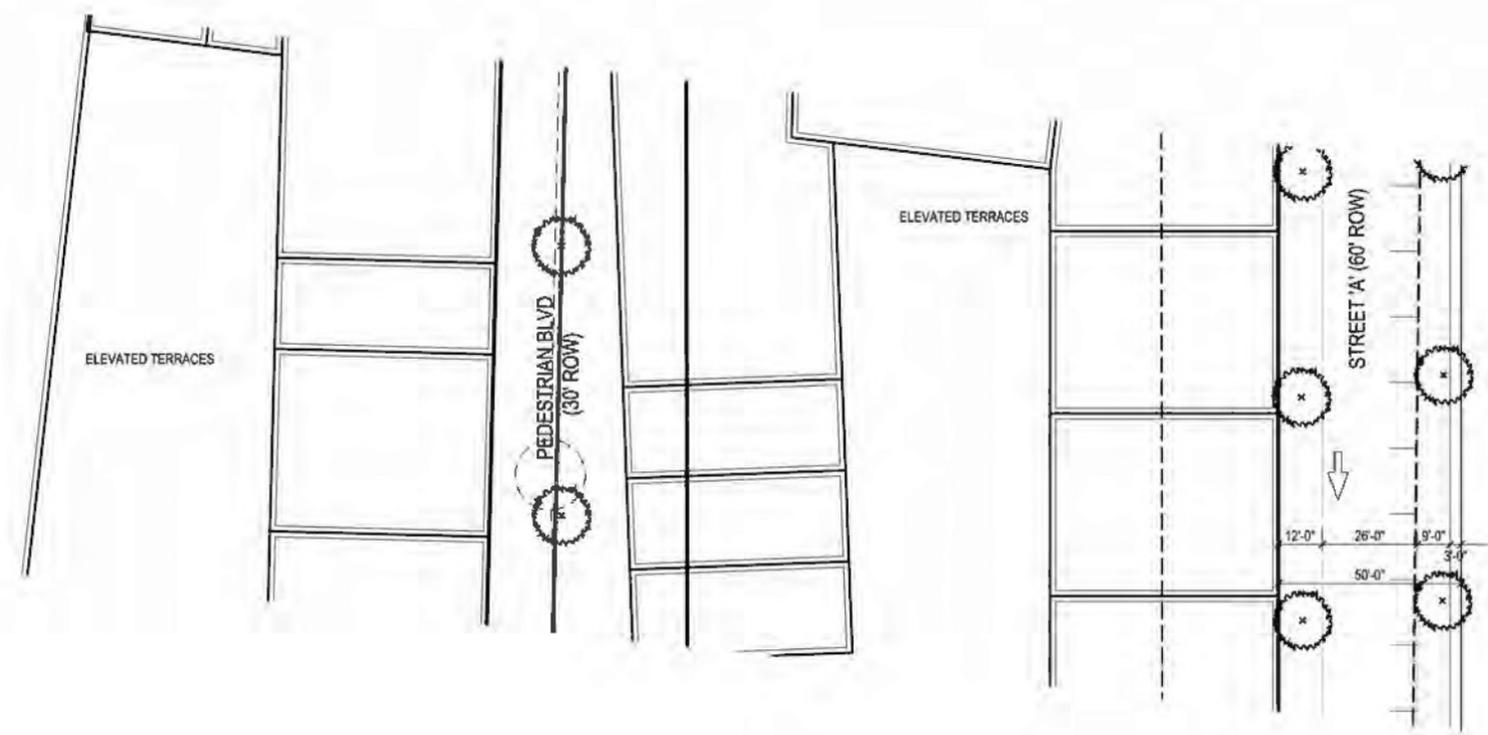
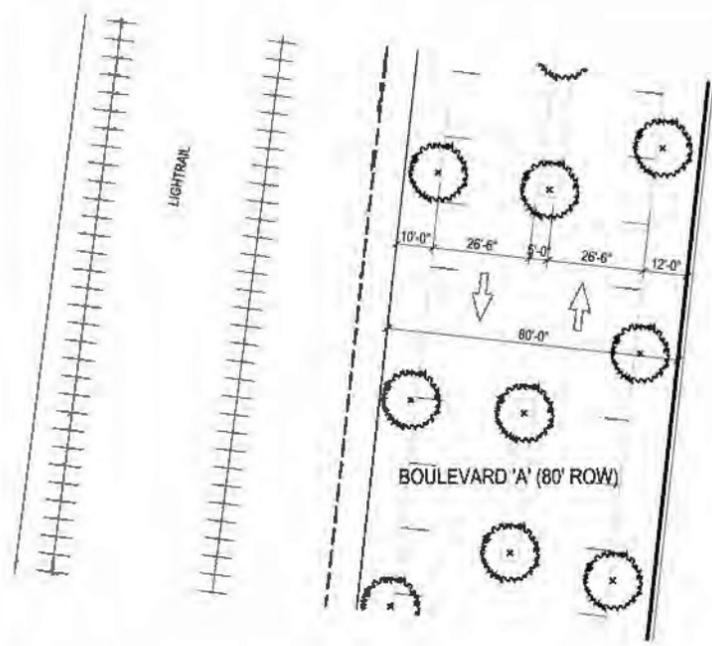
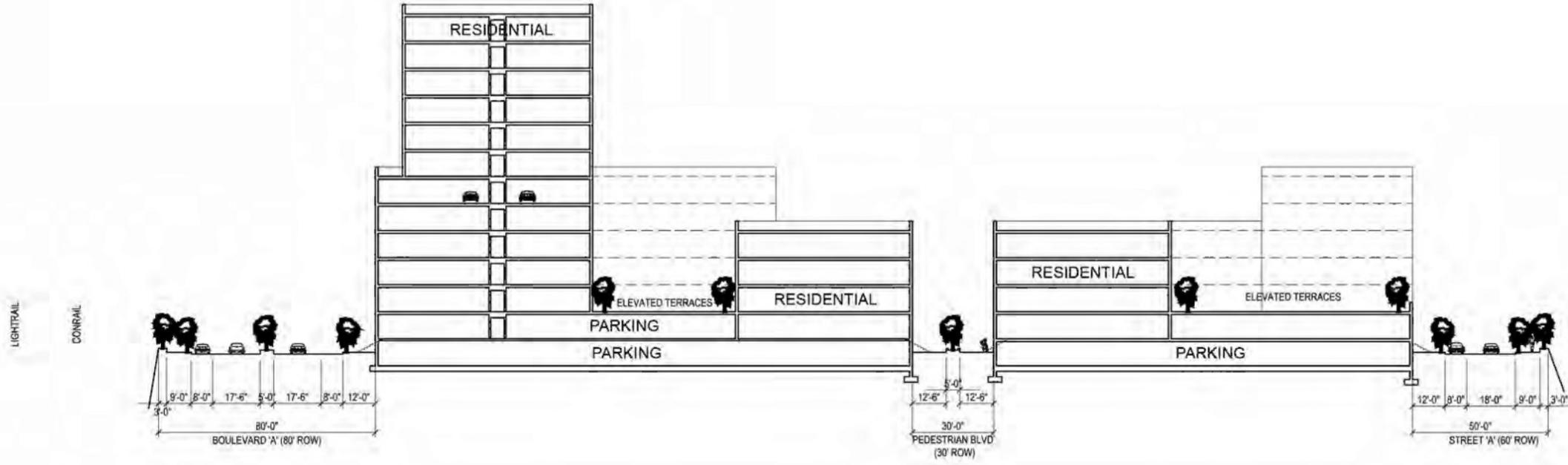
Site Sections and Right of Ways

Site Sections and Right of Ways



NEW JERSEY TURNPIKE EXTENSION 1/18

Site Sections and Right of Ways



XII. LAND USE DEVELOPMENT REGULATIONS

A. Permitted Uses:

1. Residential
2. Office
3. Hotels
4. Appropriate mixed use of any of the above
5. Public parks and open space

B. Accessory Uses- as part of a building containing one or more principal uses. (see also frontage regulating plan for locations where ground floor commercial uses are permitted and required)

1. Retail Sales of Goods and Services
2. Restaurants, Bars and Nightclubs
3. Banks and Financial Institutions
4. Health Clubs, Day Care Centers, Adult Care Centers
5. Meeting rooms, conference and banquet facilities as part of a Hotel.
6. Theaters, Museums and Art Galleries
7. Private open space, recreation and amenity spaces such as indoor and outdoor pools, active and passive recreation areas and rooms, meeting rooms, exercise facilities and other similar facilities.
8. Off street parking and loading facilities. Parking and loading facilities must be located within a building containing a principal permitted use. Parking serving a principal or permitted use may be located within the same building as the use it serves or within another building within the PMD provided that it is located within one thousand (1,000) feet of said use.
9. Fences and walls
10. Signs

C. Adverse Influences - No use or re-use shall be permitted which, when conducted under proper and adequate conditions and safeguards, will produce corrosive, toxic or noxious fume, glare, electro-magnetic 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. The existing uses in the currently existing buildings may be maintained in use prior to any demolition activities being undertaken to further the objectives of this Plan.

D. Permitted Height: Building heights shall be as indicated on the Building Height Regulating Plan.

1. Additional Height Requirements:
 - a. All residential floors above the first floor shall have a minimum floor to ceiling height of 9 feet and a maximum of 12 feet. Residential units on the first floor shall have a minimum floor to ceiling height at least 1 foot higher than the residential floors above.
 - b. Ground floor commercial areas shall have a minimum floor to ceiling height of 12 feet. In addition, ground floor commercial space may include a mezzanine level, which shall not be counted as a floor. The maximum ceiling height of the commercial ground floor area shall not exceed 20 feet.
 - c. The floor of all residential uses provided on the first floor of any building shall be located at least 30 inches above finished grade adjoining the building
 - d. Parapets and other roof-top appurtenances may exceed the permitted height within the limitations imposed by this Redevelopment Plan.

E. Required Lot Size: Each block shall be developed as a unified whole as indicated on the Block Identification Plan. This requirement may be modified by the Planning Board pursuant to Section X111. paragraph H. (Deviation Clause) of this Redevelopment Plan.

F. Maximum Permitted Intensity of Development:

The development potential of each development block shall be based on the maximum permitted unit count as indicated on the Development Potential Map contained herein. Intensity of development is further regulated by the Block Identification Map and the Concept Plan, and the bulk and minimum unit size requirements contained herein. As such, depending on these requirements and the unit size mix proposed for the particular development, the maximum permitted unit count contained within the Unit Count Summary Table may, or may not, be achievable. Non residential uses provided in areas where ground floor retail is either required or optional shall be allowed in addition to the permitted unit count. However, where non-residential uses are provided above the ground floor; the permitted unit count shall be reduced by one dwelling unit for each 1,000 square feet of non-residential use.

G. Minimum Unit Size: The minimum dwelling unit size for each type of dwelling unit (by bedroom count) is indicated below; along with the minimum and maximum percentage of each unit type permitted.

Unit Type / Bedroom Count	Minimum Unit Size	Min./ Max. Percentage
Studio	550 Sq. Ft.	0% to 10%
1 – Bedroom	700 Sq. Ft.	20% to 60%
2 – Bedroom	900 Sq. Ft.	20% to 60%
3 – Bedroom & Up	1100 Sq. Ft. plus 150 sq. ft. for each additional bedroom.	2% to 30%

H. Furthermore, this Redevelopment Plan shall supercede the existing land use regulations contained in the Jersey City Development Ordinance; with the exception of Block 1440, lots 28 and B.1 which shall remain as an R-3 zone having all of the restrictions that so apply to that zone. No regulation contained in this redevelopment plan shall apply to Block 1440, lots 28 and B.1.

I. Princeton Avenue Development Zone

The purpose of this district is to provide for appropriate new construction and to redevelop the area consistent with the historic pattern on this block.

1. Principal Permitted Uses:

- a. First floor: retail, restaurant, day care, or office. Bars are prohibited.
- b. Residential.

2. Uses incidental and accessory to the principal use, including:

- a. Fences and walls.
- b. Home occupations.
- c. Decks, patios.
- d. Swimming pools.
- e. Off-street parking

3. Bulk and Density Standards:

- a. Required lot size: 4000 square feet.
- b. Required front yard setback: Must match prevailing setback of historic buildings on this block.
- c. Required rear yard setback: 30 feet.
- d. Required side yard setback: zero required adjacent to residential uses.
- e. Maximum building height: 3 stories and 35 feet at the front of the building. 4 stories and 45 feet are permitted at the rear of the building due to the grade change on site, permitting an additional floor under the first floor along Princeton Avenue
- f. Maximum lot coverage: 80%
- g. Maximum residential density: 4 units above non-residential first floor or 6 units if all floors are residential. 1 additional unit is permitted at the rear of the building under the first floor.
- h. Parking requirement: no requirement.

4. Design Standards:

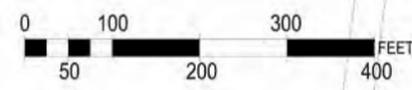
- a. All buildings must be designed with a flat roof and cornice to match those found on this block.
- b. Window, Door, lintel, and sill sizes and proportions must match those found on this block.



- Block Designation
- Park Designation
- Linear Park/
Pedestrian Pathways

All block designations are approximate and are subject to change

Block	Block Area	Buildings			# D.U.
		Large	Medium	Small	
B1	114,855	399,840	276,900	0	535
B2	128,713	553,575	164,825	66,385	620
B3	61,645	341,000	45,960	73,360	364
B4	43,197	0	82,960	77,000	126
B5	35,390	100,020	91,000	0	151
B6	34,416	0	71,050	57,720	102
B7	38,673	66,960	37,540	52,200	124
B8	42,807	0	113,820	52,260	131
	36,000	1,461,395	884,055	378,925	2153

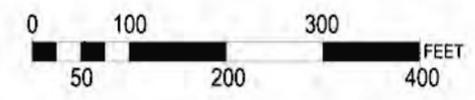


Parking Designation



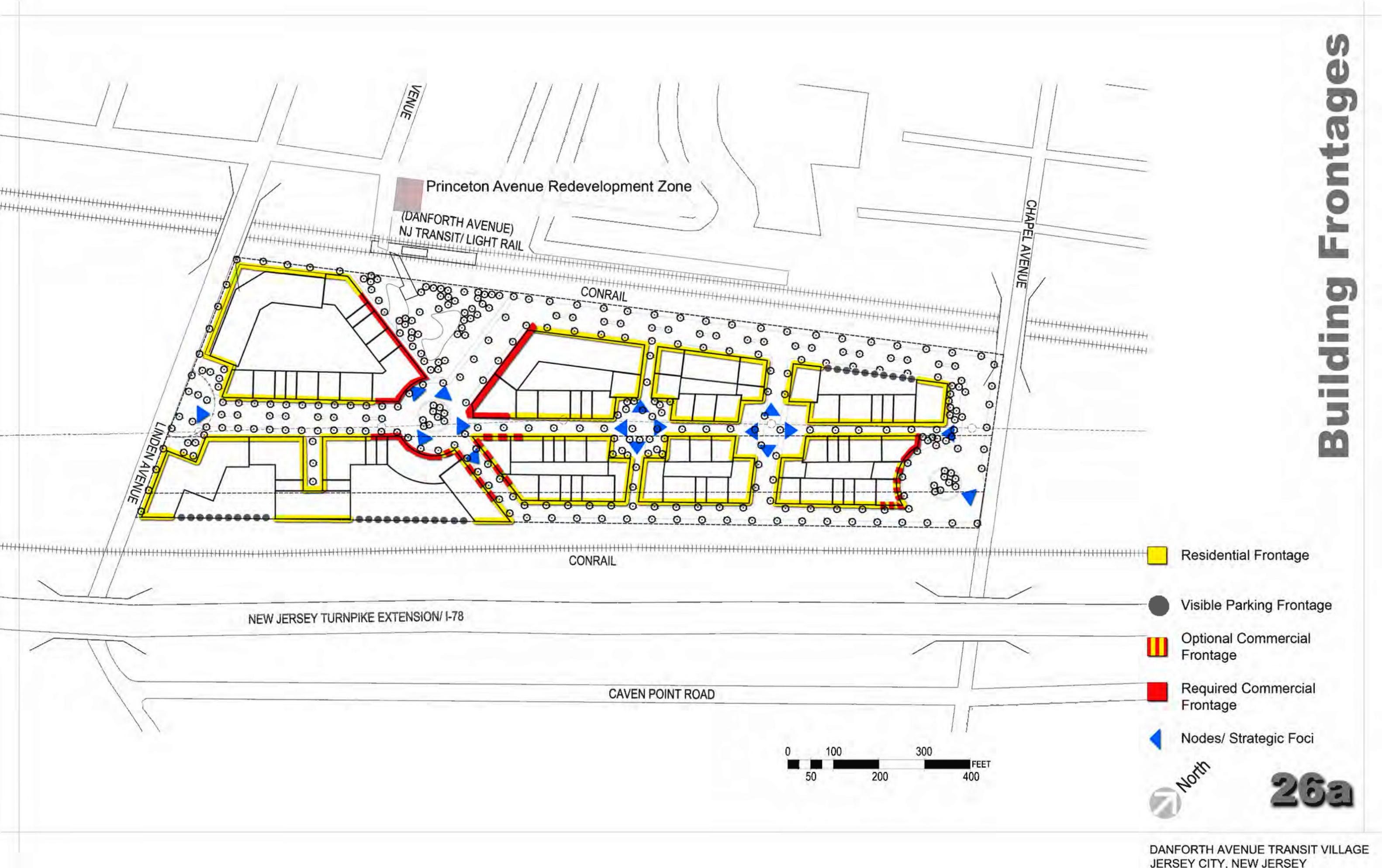
-  Ideal Garage Access Points
-  Off-Street Parking Areas (Lower Levels)
-  Off-Street Parking Areas (Upper Levels)

Block	Parking Analysis	
	Parking	# Parking Spaces
B1	178,500	510
B2	206,309	589
B3	90,000	257
B4	55,650	159
B5	44,000	126
B6	42,370	121
B7	54,500	156
B8	55,430	158
Park	46,300	132
Street		170
	773,059	2,379

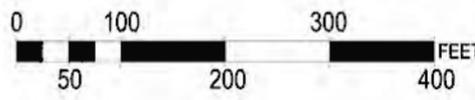


26b

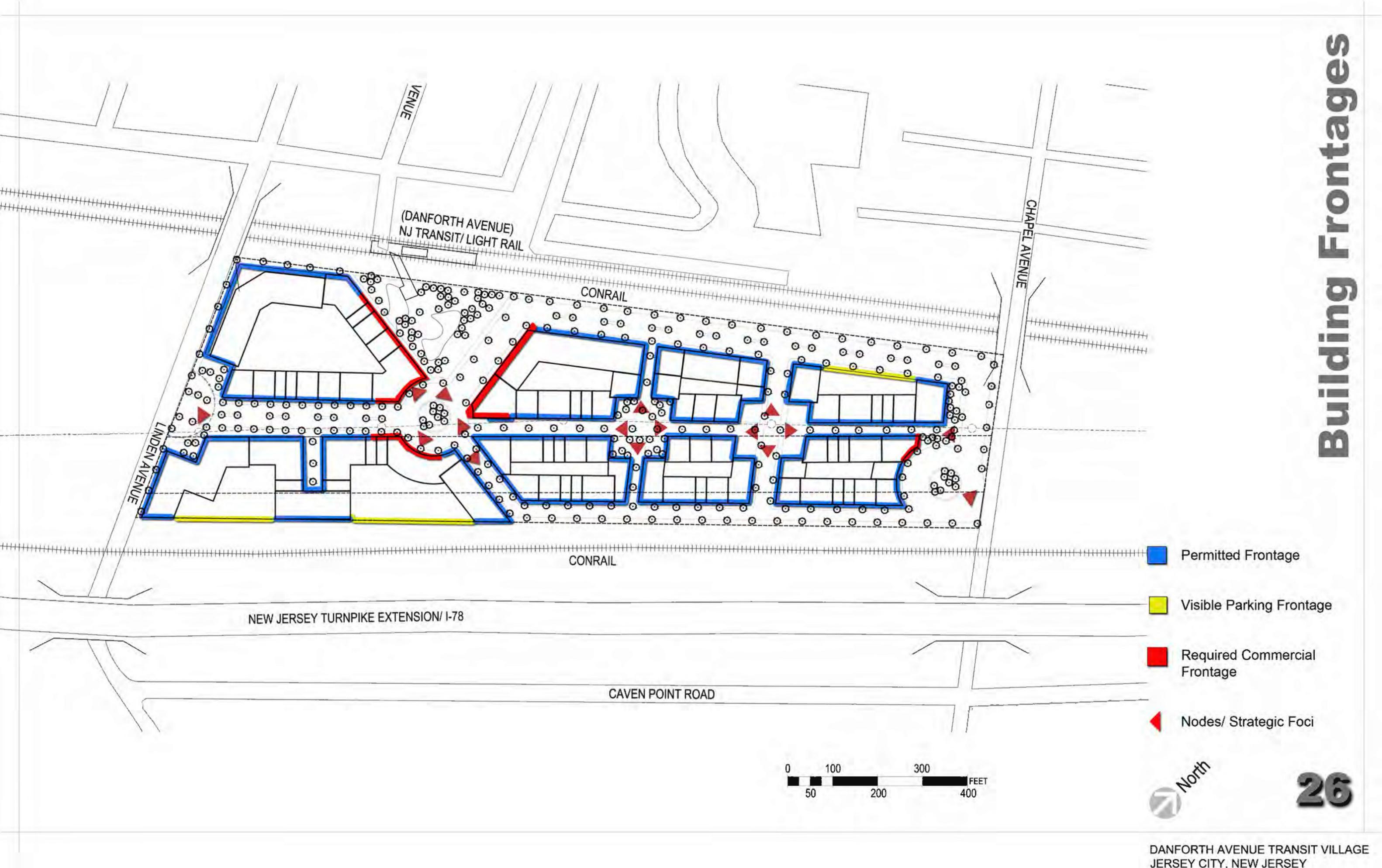
Building Frontages



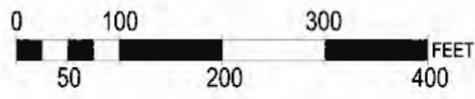
-  Residential Frontage
-  Visible Parking Frontage
-  Optional Commercial Frontage
-  Required Commercial Frontage
-  Nodes/ Strategic Foci



26a



-  Permitted Frontage
-  Visible Parking Frontage
-  Required Commercial Frontage
-  Nodes/ Strategic Foci



Building Heights

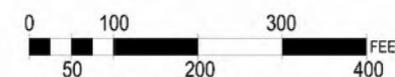


- Small - 4 Stories
- Medium - 5-7 Stories
- Large - 12-22 Stories
- Private Open Space
- Public Open Space
- Linear Park/ Pedestrian Pathway

Residential Analysis

Block	Residential Areas					# D.U.
	Block Area	Commercial	Large	Medium	Small	
B1	114,855	10,000	399,840	276,900	0	535
B2	128,713	10,000	553,575	164,825	66,385	620
B3	61,645	8,000	341,000	45,960	73,360	364
B4	43,197	6,000	0	82,960	77,000	126
B5	35,390		100,020	91,000	0	151
B6	34,416		0	71,050	57,720	102
B7	38,673		66,960	37,540	52,200	124
B8	42,807	2,000	0	113,820	52,260	131
	36,000	36,000	1,461,395	884,055	378,925	2153

Requirements - 20.24 Acres - 106.4 DU/ Acre = 2,153 Dwelling Units
 2,724,375 GSF Residential (2,153 Dwelling Units)
 1,461,395 GSF - Large Buildings (1,155 Dwelling Units)
 884,055 GSF - Large Buildings (699 Dwelling Units)
 378,925 GSF - Town Houses (299 Dwelling Units)
 773,059 GSF Parking
 36,000 GSF Commercial
 80,000 GSF Public Open Space
 129,000 GSF Private Open Space



27b

Building Heights

-  Small 4 Stories
-  Medium 5-7 Stories
-  Large 12-22 Stories

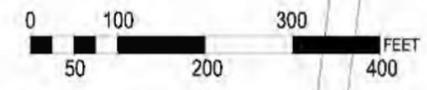


Residential Analysis

Block	Residential Areas					# D.U.
	Block Area	Commercial	Large	Medium	Small	
B1	114,855	10,000	399,840	276,900	0	535
B2	128,713	10,000	553,575	164,825	66,385	620
B3	61,645	8,000	341,000	45,960	73,360	364
B4	43,197	6,000	0	82,960	77,000	126
B5	35,390		100,020	91,000	0	151
B6	34,416		0	71,050	57,720	102
B7	38,673		66,960	37,540	52,200	124
B8	42,807	2,000	0	113,820	52,260	131
	36,000	36,000	1,461,395	884,055	378,925	2153

Requirements -

- 20.24 Acres - 106.4 DU/ Acre = 2,153 Dwelling Units
- 2,724,375 GSF Residential (2,153 Dwelling Units)
- 1,461,395 GSF - Large Buildings (1,155 Dwelling Units)
- 884,055 GSF - Large Buildings (699 Dwelling Units)
- 378,925 GSF - Town Houses (299 Dwelling Units)
- 773,059 GSF Parking
- 36,000 GSF Commercial
- 80,000 GSF Public Open Space
- 129,000 GSF Private Open Space



27a

XIII. ACQUISITION PLAN

No acquisition will occur for this Redevelopment Area.

No housing units which are affordable to low, moderate, middle or upper income people will be removed from this Redevelopment Plan's area. Therefore, the One for One Affordable Housing Replacement Plan for this Redevelopment Area is specified as denoting that no one for one replacement of any affordable housing will be required.

XIV. RELOCATION PLAN

No relocation will occur for this Redevelopment Area.

No housing units which are affordable to low, moderate, middle or upper income people will be removed from this Redevelopment Plan's area. Therefore, the One for One Affordable Housing Replacement Plan for this Redevelopment Area is specified as denoting that no one for one replacement of any affordable housing will be required.

XV. LOCAL ADMINISTRATIVE PROVISIONS

The following provisions shall apply to all property located within the Redevelopment Area.

A. Prior to the commencement of: (a) any new construction, (b) reconstruction, (c) rehabilitation (d) any change in the use of any structure or parcel, or (e) 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 temporary or permanent Building Permit shall be issued for any work associated with a. through e. above, without site plan review and approval of such work by the Planning Board.

B. Duration - The provisions of this Plan specifying the redevelopment of the Area and the requirements and restrictions with respect thereto shall be in effect for a period of thirty (30) years from the original date of approval of this Plan by the Jersey City Municipal Council. Subsequent amendments hereto shall not alter or extend this period of duration, unless specifically extended by such amendments.

C. Approval requirements of the Planning Board - Site plan review shall be conducted by the Planning Board, pursuant to NJSA 40:55D-1 et. seq. Site plan review shall consist of a preliminary and final site plan application. Submission of a site plan and site plan application shall conform to the requirements of the Jersey City Zoning Ordinance and this Plan. Applications may be submitted for an entire project or in phases. Final Site plan approval for any phase shall entitle an applicant to building permits. Final site plan approval for any phase shall not be granted until performance guarantees for site improvements for that phase have been furnished by the redeveloper in accordance with NJSA 40:55D-53.

D. As part of final site plan approval, the Planning Board may require a developer to furnish performance guarantees pursuant to NJSA 40:55D-53. Such performance guarantees shall be in favor of the City of Jersey City, and be in a form approved by the Planning Board attorney. The amount of any such performance guarantees shall be determined by the City Engineer in conformance with applicable law, and shall be sufficient to assure completion of site improvements within one (1) year of final site plan approval, or such other time period as determined by the Planning Board if particular circumstances dictate a longer time frame. No Certificate of Occupancy (CO) of any type, either permanent or temporary, shall be issued for any development until any necessary performance bonds have been posted with City.

E. Subdivision - Any subdivision of lots and parcels of land within the Redevelopment Area shall be in accordance with this Plan's requirements and the Jersey City Land Subdivision Ordinance.

F. Interim Uses - All interim uses may be permitted, subject to site plan review and approval by the Planning Board. The Planning Board shall only permit uses that it finds will not have an adverse effect upon surrounding existing or contemplated development during the interim use period. Interim uses must be approved by the Planning Board. The Board shall establish an interim use period of up to three (3) years in duration. The Planning Board may grant additional one (1) year renewals of interim uses upon application, review, and approval.

G. No covenant, lease, conveyance or other instrument shall be effected or executed by the Jersey City Redevelopment Agency or by a redeveloper or any successors or assignees, whereby land within the Redevelopment 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.

H. No building shall be constructed over an easement in the Redevelopment Area without site plan review and approval of the Jersey City Planning Board and prior written approval of the Redevelopment Agency and the Division of Engineering.

I. Deviation Clause - 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.

J. The approximately 20 acre Redevelopment Plan as envisioned permits the construction of 2,153 residential units, approximately 36,000 square feet of retail/commercial space, a 1:1 ratio for parking spaces to residential units and approximately 1.8 acres of open space. Hotel and office development, although unlikely, are permitted uses on a substitution basis for the residential component of this Plan.

It must be noted that because of the potential for unexpected construction complications which may arise from the chromium contamination of the site as well as the presence of a sewer line that bisects the Redevelopment Area, nothing in this Redevelopment Plan shall prohibit the Planning Board from modifying the physical design of this Redevelopment Area. Should the Planning Board in its best judgment deem that the objectives of the Redevelopment Plan would be best accomplished by way of a modification to the land plan as so displayed by the contents of this Plan, then the Planning Board may approve a site plan that does not conform to the land plan/physical design as shown herein. However, any increase in density, proposed building heights or open space area beyond ten (10%) percent is not permitted without the adoption by the Planning Board and City Council of an amended Redevelopment Plan.

K. Severability Clause - If any word, phrase, clause, section or provision of this Plan shall be found by a court of competent jurisdiction to be invalid, illegal or unconstitutional, such word, phrase, clause, section or provision shall be deemed severable and the remainder of the ordinance shall remain in full force and effect.

L. If redevelopment of Block 1440 lots B.1 and 28 is not initiated within 12 months of approval of this Redevelopment Plan, then the Planning Board may impose a Neighborhood Public Use Fee upon the submission of the first site plan for any other parcel within the Redevelopment Area. This financial contribution shall not exceed \$350,000 and must be utilized to provide for a neighborhood public use to improve the generalized entrance area of the Duncan Avenue Light Rail station. This fiscal contribution shall be a one time requirement assessed only upon that first site plan application. No other or second such fee payment is required. Furthermore, such a fee must be paid prior to the start of construction of any residential building.

XVI. OTHER PROVISIONS NECESSARY TO MEET STATE & LOCAL REQUIREMENTS

In accordance with NJSA 40A:12A-1 et seq., chapter 79, Laws of New Jersey 1992, known as "The Local Redevelopment and Housing Law", the following statements are made:

A. The various elements of this Redevelopment Plan set forth above are in compliance with the requirements of State and Local Law and there are no additional requirements with respect to a Redevelopment Plan that have not been compiled with.

B. This Redevelopment Plan contains all provisions necessary to fulfill statutory requirements of the City of Jersey City.

C. The Redevelopment Plan proposes to attain identifiable local objectives as to appropriate land use, density of population, improved public utilities, traffic circulation, recreational and community improvements and other public renovations.

D. Text referencing provisions for the temporary relocation and permanent re-housing of persons residing within the Redevelopment Plan Area presented to comply with statutory requirements of the State of New Jersey are not applicable because no individuals or families will be relocated as a result of this project since none live within the Redevelopment Plan's boundaries.

E. The Standards outlined within this Plan are consistent with the goals and objectives outlined in the Hudson County Strategic Plan and the New Jersey State Development and Redevelopment Plan. The Standards outlined within this Plan are not consistent with the adopted Master Plan of the City of Jersey City. The Master Plan for Jersey City was adopted by the Jersey City Planning Board in August of 2000. The Master Plan designates the Redevelopment Area as DT - Destination Tourism District. The purpose of the district was to further develop this area of the City as a national tourist attraction which can be the catalyst for economic development and provide improved amenities to residents. The district was envisioned to include a convention center, conference center, hotels, active recreation uses, support retail and restaurants. However, the Study Area has not been redeveloped in conformance with these objectives. The Study Area continues to exist as it did at the time of the adoption of the Master Plan as well as the last forty-five years (45 years); consisting primarily of industrial land uses such as warehouses and a junkyard. The DT objectives have not, and cannot be accomplished with the Redevelopment Area given the Redevelopment Area's limited size, isolation from other destination type uses in the district and remoteness from transportation servicing the New York City visitor base.

Conversely, the existence of a residential neighborhood in the areas surrounding the Study Area to the west, as well as the existence of the Danforth Avenue Light Rail Station, located in the southwest section of the Redevelopment Area, would indicate that the Redevelopment Area is more suitable for redevelopment along more residential / mixed-use lines. The establishment of a transit village redevelopment district will help achieve Smart Growth principles as established by the State of New Jersey, better support mass transit and the State's investment in the Light Rail system by providing primarily residential development on both sides of the Light Rail Station; while at the same time remove the obsolete and deleterious land-uses which currently occupy the Redevelopment Area.

G. This Redevelopment Plan shall supersede all provisions of the Jersey City Zoning Ordinance that are specifically addresses herein. Any zoning related question that is not addressed herein shall refer to the Jersey City Zoning Ordinance for clarification. No variance form the requirements herein shall be cognizable by the Zoning Board of Adjustment. The Planning Board alone shall have the authority to grant deviations form the requirements of this Plan, as provided herein. Upon final adoption of this Plan by the Municipal Council of Jersey City, the Jersey City Zoning Map shall be amended to rezone the Study Area covered by this Plan as the Redevelopment Area and all underlying zoning will be voided.

XVII. PLAN MODIFICATION

Plan Modification

A. The approximately 20 acre Redevelopment Plan as envisioned permits the construction of 2,153 residential units, approximately 36,000 square feet of retail/commercial space, a 1:1 ratio for parking spaces to residential units and approximately 1.8 acres of open space. Hotel and office development, although unlikely, are permitted uses on a substitution basis for the residential component of this Plan.

B. It must be noted that because of the potential for unexpected construction complications which may arise from the chromium contamination of the site as well as the presence of a municipally owned sewer line that bisects the Redevelopment Area, nothing in this Redevelopment Plan shall prohibit the Planning Board from modifying the physical design of this Redevelopment Area. Should the Planning Board in its best judgment deem that the objectives of the Redevelopment Plan would be best accomplished by way of a modification to the land plan as so displayed by the contents of this Plan, then the Planning Board may approve a site plan that does not conform to the land plan/physical design as shown herein. However, any increase in density, proposed building heights or open space area beyond ten (10%) percent is not permitted without the adoption by the Planning Board and City Council of an amended Redevelopment Plan.

XVIII. PROCEDURE FOR AMENDING THE PLAN

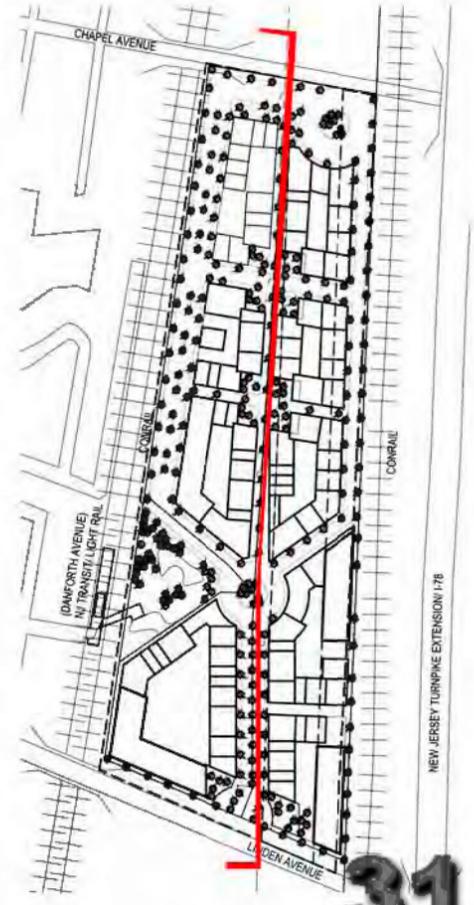
A. This Plan may be amended from time to time upon compliance with the requirements of law. A fee of ten thousand dollars (\$10,000), plus all costs for copying and transcripts shall be payable to the City of Jersey City for any request to amend this Plan. If there is a designated developer, as provided for under NJSA 40A: 12A-1 et. seq., said developer shall pay these costs. If there is no developer the appropriate agency shall be responsible for any and all costs.

B. No amendment to this Plan shall be approved without the review and recommendation of the Planning Board, and a public hearing and adoption by Municipal Council. A copy of any proposed change to the Plan shall be filed with the Office of the City Clerk.

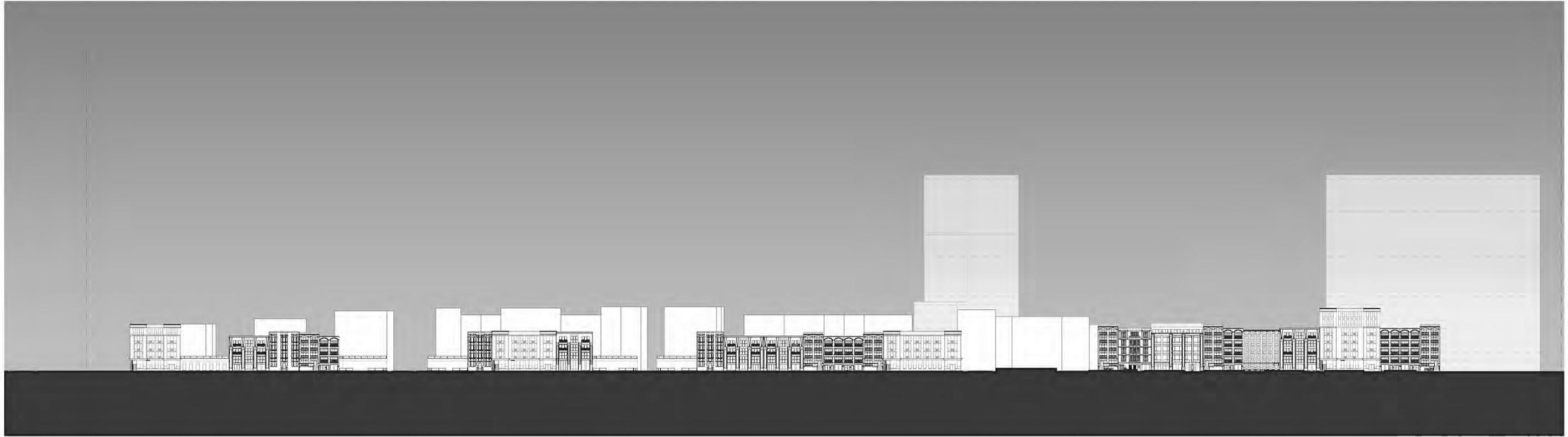
This Plan may be amended in the future provided that amendments are made in compliance with the requirements of the law. For any amendment, a fee of five thousand dollars (\$5,000) plus all costs for transcripts and copying shall be payable to the City of Jersey City for any request to amend this Plan. Furthermore, a fee for employee time, at their accepted hourly rate, shall be applied for all time spent on plan revisions.



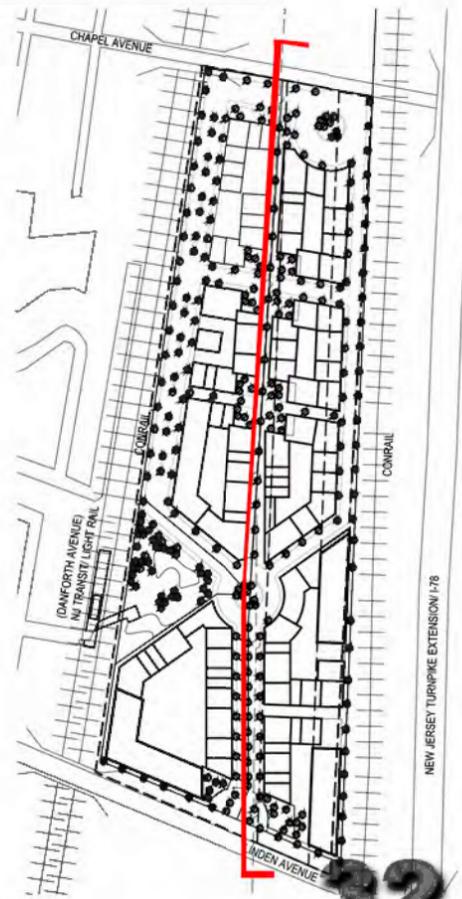
Site Elevations



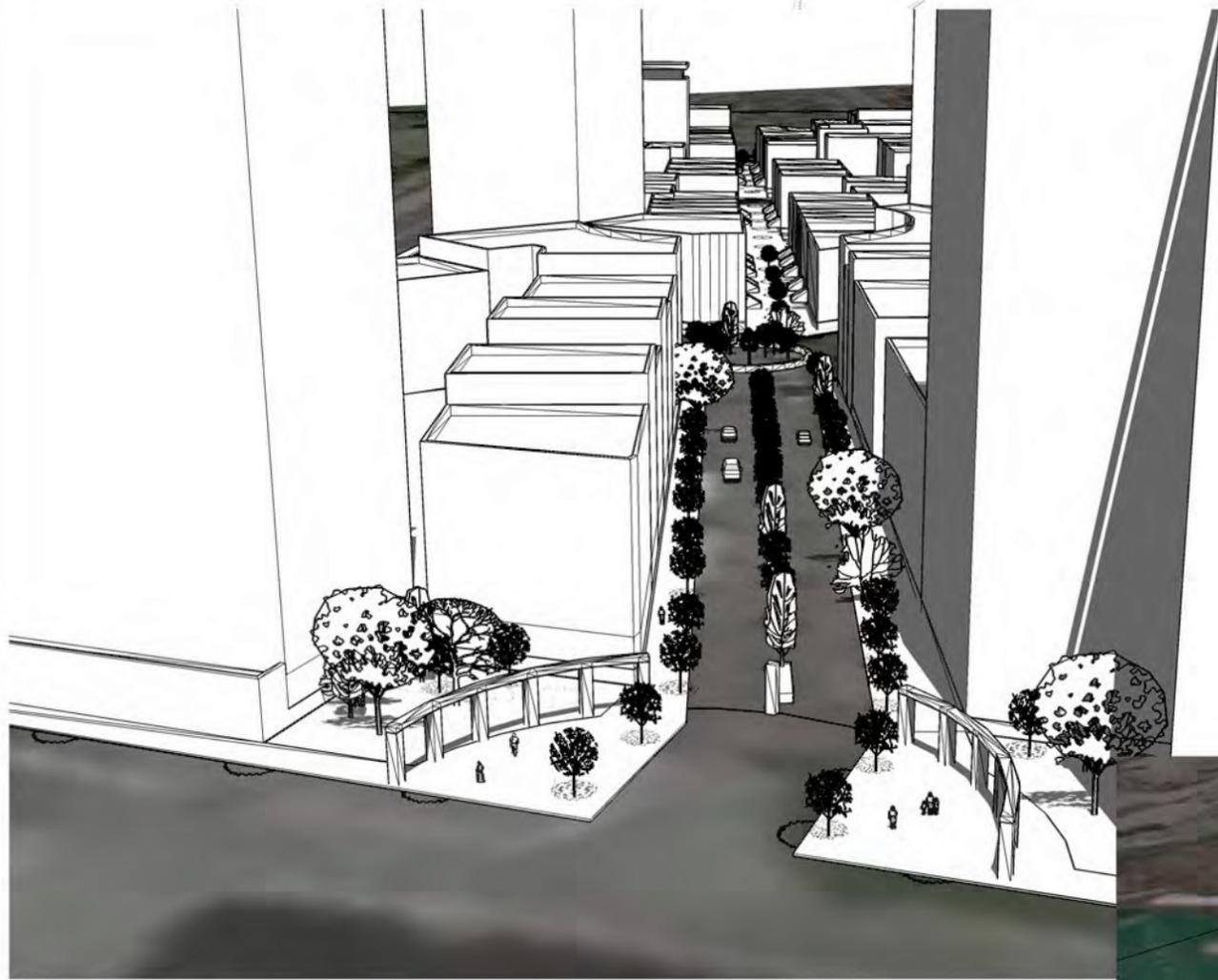
31



Site Elevations



32



Site Vignettes



Site Vignettes



