

Bayfront I Redevelopment Plan Amended and Restated

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I. INTRODUCTION

The Bayfront I Redevelopment Plan hereinafter, “Bayfront I” or “Plan” sets in motion the transformation of a key section of Jersey City’s west side. When completed the project will boast new housing, retail, office space, parkland and many other amenities.

Bayfront I presents a unique opportunity for Jersey City. It transforms old industrial, commercial, and municipal sites into a new pedestrian friendly urban neighborhood that will be a model of environmentally conscious design.

The Plan emphasizes one of Jersey City’s most underused natural assets, the Hackensack River, with new and expanded parks, recreation space and a waterfront park walkway. It adopts basic components of urban Smart Growth with a light rail stop, green buffers and paths for pedestrians and cyclists. New offices and residences will be built with the environment in mind, and will incorporate sustainable design standards. The Plan incorporates two parks extending from Route 440 to the Hackensack River as well as the continuation of the waterfront walkway in Society Hill. The Plan will also result in the production of affordable housing. All these efforts combined are to demonstrate Jersey City’s commitment to resilient and sustainable development.

Bayfront I will join west side development projects that have been completed, are under construction, or are expected to be completed including Society Hill at Droyers Point, residences adjacent to the West Side transit stop and the expansion of the New Jersey City University (NJCU) West Campus located directly across Route 440 from Bayfront I.

The Bayfront I Redevelopment Plan Area (the “Redevelopment Area”) was developed over time with a mixture of industrial, commercial and governmental uses that have since gone through transition and decline. The City and the former owner of the site, Honeywell International, Inc. (“Honeywell”), have been involved cooperatively in the remediation of the site for several years. The City and Honeywell entered into various Consent Decrees to address their respective roles in the remediation process, and have been participating in a remediation process for chromium contamination overseen by a federal court-appointed Special Master. The majority of the area is vacant land purchased by the City of Jersey City. The open spaces are still owned by Honeywell and will be transferred to the City for nominal consideration pursuant to the Consent Decrees. The property still houses a sewage facility, a use that will have to remain but may undergo updates to reduce its footprint. Although the Redevelopment Area is almost 100 acres, there are no public streets or public rights-of-way within it. As a result, the public has no access to the water’s edge along the Hackensack River.

Industrial development is no longer appropriate for the Redevelopment Area. Furthermore, the large expanses of vacant land are an underutilization of a valuable resource, the Hackensack River waterfront. As the 2000 Jersey City Master Plan has recommended, the Area is better suited for development as a modern integrated mixed-use community that provides access to an enhanced waterfront to the benefit of the entire Jersey City community.

In October 2018, the City of Jersey City adopted ordinance 18-113 to enter into a real estate purchase agreement and environmental agreement to acquire site control of the entirety of the

Redevelopment Area. Thereafter, the City proceeded with formally taking title consolidating ownership of all the parcels (except the open spaces, as mentioned above) to the City and the Jersey City Municipal Utilities Authority (the “JCMUA”). The Plan was first adopted in 2008, however, revisiting and updating the vision for Bayfront I was deemed necessary by the Jersey City Division of City Planning Staff, Jersey City Redevelopment Agency (“JCRA”) and the JCMUA. This Plan is an amended and restated redevelopment plan superseding the 2008 Plan. JCRA secured the professional services of Perkins Eastman to oversee and lead the creation of a new Master Plan for Bayfront I called the Bayfront Redevelopment Master Plan. Along with the help of Landscape Architects at SWA/Balsley, Sustainability Consultants BRS Inc., and City professionals, an updated vision was created – this Plan and the Bayfront Redevelopment Master Plan, which is an appendix to this document. The requirements and objectives of this Plan are drawn from recommendations and standards of the Bayfront Redevelopment Master Plan. Some portions of the Redevelopment Plan rely on the Bayfront Redevelopment Master Plan to guide implementation for capital projects and other efforts that are subject to N.J.S.A. 40:55D-31. The City Council also created the Bayfront Advisory Committee comprised of City Council members, residents and local professionals knowledgeable about the area, development and real estate. The Bayfront Advisory Committee has reviewed the Redevelopment Master Plan and will be regularly consulted as development continues. In addition, the City in coordination with New Jersey Transit anticipates the extension of the Hudson-Bergen Light Rail to the Redevelopment Area, which will encourage development at the upper ranges of density, retail, job creation and building heights permitted for the Area. The City’s numerous actions demonstrate a long-term commitment to realizing the buildout of the Plan.

Looking ahead, the Redevelopment Area will be a vibrant mixed-use mixed-income and transportation-rich neighborhood with an abundance of public open space, and commercial nodes attracting and growing job opportunities. At a regional scale, Jersey City hopes that the Hudson-Bergen Light Rail will be extended over the Hackensack and Passaic Rivers connecting Jersey City to Kearney Point, the Ironbound and Downtown Newark to create a New Jersey Transit-controlled link between the State’s largest downtown office markets as shown in Map 9 of this Plan. At the center of this regional connection will be Bayfront I and its future residents.

II. PLAN BOUNDARIES

The Plan boundaries are formally set by the following Tax Blocks and Lots:

Block	Lot(s)
21901	4
21901.01	1, 2, 3, 4, 5, 6, 7, 8, 9, and 10
26102	1, 21

The parcelization, subdivision or creation of rights-of-way will alter this list and in that case the Map 1: Block Identification Map shall prevail.

III. REDEVELOPMENT PLAN OBJECTIVES

- A. To redevelop the Redevelopment Area in a manner that will exemplify the principles of urban “Smart Growth” and introduce neighborhood-scale development to the largely vacant, formerly industrial redevelopment plan area.
- B. Capital improvements that comport with the Bayfront Redevelopment Master Plan.
- C. To encourage development with a mixture of uses, high quality building design and an intensity of development that will allow for a self-sufficient and vibrant new community serving as a model for healthy urban growth.
- D. To provide a variety of market rate, work force, and affordable housing suitable to meet the need of varying household types and income levels.
- E. To provide development that results in 35% of all residential units designated as affordable or workforce housing.
- F. To provide needed infrastructure improvements for an intensity of development suitable to support the implementation.
- G. To provide for the redevelopment of brownfield sites through innovative mixed-use development.
- H. To encourage innovative mixed-use development thereby allowing greater variety in building use, type, and design.
- I. To establish the interconnection of uses, blocks, and streets to create integrated neighborhoods that promote a variety of uses while maintaining appropriately scaled public networks and neighborhood navigability.
- J. To provide a layout of streets and open spaces that encourage pedestrian interconnections to the light rail stations, civic buildings, and commercial uses with the intent to provide safe pedestrian connections within a five (5) minute walk from residential dwellings.
- K. To integrate the Bayfront neighborhood into the existing urban fabric and strengthen connections to existing neighborhoods and developments to the north, south and east.
- L. To encourage and hasten the evolution of Route 440 into an Urban Boulevard, designed to serve regional and local needs for mobility and safety.
- M. To encourage the greater use of the light rail system by providing improved access to the planned light rail station as shown in Map 2: Street Network Map and Circulation Map and potential regional transit connections shown in Map 9: Regional Connectivity –

Light Rail Extension.

- N. To provide a clearly articulated and rationally designed open space system which consists of active and passive parks dispersed throughout the Area.
- O. To extend greater opportunities for housing, commercial, and recreation facilities to all residents of the City.
- P. To provide a more efficient use of land and public services by directing development in a pattern that resembles traditional street grid and blocks of mixed and multiple-use development with varied housing types.
- Q. To construct streets, infrastructure, open space and other public improvements in order to benefit this neighborhood and the residents of Jersey City as a whole, consistent with the Consent Decrees and Open Space Design Standards (“OSDS”), as applicable.
- R. To alleviate undue traffic congestion by reducing the excessive sprawl of development and the segregation of land uses, which result in the inefficient use of land, encourages the use of private vehicles, and is counter to the protection of the public health, safety, and welfare.
- S. To create places that are oriented to the pedestrian and promote social interaction.
- T. To create streets that discourage personal automobile use, encourage alternative modes of transportation like walking, bicycling and transit, and provide pedestrian friendly and safe streets.
- U. To implement developments where the physical, visual, and spatial character is established and reinforced through the cohesive design of thoroughfare, urban and architectural design elements.
- V. To promote the principles of sustainable development through commitment to the standards of the Leadership in Energy and Environmental Design (LEED) or other Green Building Rating Systems for both individual buildings and neighborhoods developed within the Redevelopment Area.
- W. To “future proof” the site by considering rising sea levels and future advancements in technology as they relate to energy use and generation. This will ensure longevity of the buildings and infrastructure on site while allowing for future improvements to easily occur with minimal disturbance and expense.
- X. To promote public engagement through community meetings on development. The Councilperson(s) for the Plan area may function as a point of contact and facilitate outreach.

IV. PROPOSED REDEVELOPMENT ACTIONS

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

- A. Clearance of dilapidated structures.
- B. Creation of developable parcels.
- C. Construction of new structures and complementary facilities.
- D. Construction of a street grid system to service and support the new development as well as the surrounding neighborhoods.
- E. Construction of a full range of public infrastructure necessary to service and support the new development.
- F. Construction of a new light rail station as shown on Map 2: Street Network and Circulation Map.

V. GENERAL ADMINISTRATIVE REQUIREMENTS

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

- A. Prior to the commencement of: (1) any new construction, (2) reconstruction, (3) rehabilitation (4) any change in the use of any structure or parcel, or (5) 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 proposed redevelopment actions a. through f. above, without site plan review and approval of such work by the Planning Board. In addition, with regard to the open spaces, changes in use shall be consistent with the OSDS and may require approval of the Special Master.
- B. Approval requirements of the Planning Board - Site plan review shall be conducted by the Planning Board, pursuant to N.J.S.A. 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 Land Development Ordinance and this Plan. Applications may be submitted for an entire project or in phases provided such applicant has either executed a redevelopment agreement ("Redevelopment Agreement") with the JCRA or, if applicable, a special assessment agreement with the City. 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 N.J.S.A. 40:55D-53.

- C. 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.
- D. Interim Uses - 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 five (5) years in duration. After the first (5) years, the Planning Board may grant additional one (1) year renewals of interim uses upon application, review, and approval. For blocks that have frontage requirements for ground floor commercial (See Map 4), shall not count floor area for leasing offices to satisfy those requirements. However, leasing offices may occupy the required ground floor commercial floor area as a permitted use pursuant to this paragraph.
- E. 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.
- F. 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.
- H. Designation and Redevelopment Agreement Requirements – All projects require developers to be designated and execution of redeveloper agreements prior to site plan approval. Designated Redevelopers are required to fulfill certain community benefits and performance standards for the successful implementation of the objectives of the Redevelopment Plan. The community benefits and performance standards shall be memorialized in a Redeveloper Agreement (“RDA”) with the Jersey City Redevelopment Agency (“JCRA”). Nothing herein shall be construed to deprive or dispossess the Redevelopment Agency of the discretionary exercise of its redevelopment powers enumerated in N.J.S.A. 40A:12A-1 et seq., including the designation of a redeveloper under the Act. These requirements may be waived at the discretion of the JCRA.
- I. This Redevelopment Plan shall supersede all provisions of the Jersey City Land Development Ordinance and Master Plan that are specifically addressed herein. Any zoning related question that is not addressed herein shall refer to the Jersey City Land Development Ordinance for clarification. No variance from the requirements herein shall be cognizable by the Zoning Board of Adjustment. Except as to the locations where the OSDS has jurisdiction, the Planning Board alone shall have the authority to grant deviations or variances from the requirements of this Plan, as provided herein subject to N.J.S.A. 40:55D-70 (c). Any variance from a provision of this Plan that falls under N.J.S.A. 40:55D-70 (d) will require an amendment to this Redevelopment Plan and shall

not be heard by the Board of Adjustment. Upon final adoption of this Plan by the Municipal Council of Jersey City, the Jersey City Zoning Map shall be amended to rezone the Redevelopment Area covered by this Plan as a Redevelopment Area, and all prior zoning will be voided.

- J. This Redevelopment Plan shall include as an appendix the Bayfront Redevelopment Master Plan. The purpose of the Bayfront Redevelopment Master Plan is to guide improvements of open space, infrastructure, and circulation within the Plan area. All capital projects or other projects pursuant to N.J.S.A. 40:55D-31 shall comport with the Bayfront Redevelopment Master Plan, which is made part of this Plan as an appendix.

VI. GENERAL REGULATIONS AND REQUIREMENTS FOR ALL LOTS

A. AFFORDABLE HOUSING AND WORKFORCE HOUSING REQUIREMENTS

1. Affordable housing shall be provided in any development including residential uses within the Redevelopment Area. A minimum of thirty-five percent (35%) of the gross residential units built in the Redevelopment Plan shall be income-restricted housing pursuant to the following:
 - i. A minimum of twenty percent (20%) of the total units in the Redevelopment Area shall be designated as affordable housing.
 - ii. Each development shall have onsite affordable housing units, and in no instance shall those units be built off-site or granted a payment-in-lieu exemption.
 - iii. All phases of multi-phase projects shall include the requisite, minimum twenty percent (20%) of affordable housing.
 - iv. The balance of income-restricted units necessary to satisfy the minimum thirty-five percent (35%) requirement may be designated as affordable housing or workforce housing for households that meet the income limits as defined herein.
 - v. No development shall have one-hundred percent (100%) onsite affordable units, unless the residential use includes designated housing for seniors.
2. Exemption: developments with fifteen (15) residential units or less are not required to include affordable housing according to these requirements.
3. All affordable housing and workforce housing created through these requirements shall be consistent with Chapter 188 of the Jersey City Municipal Code.

4. All developments with residential uses shall require an Affordable Housing Agreement, as required in Chapter 188 of the Jersey City Municipal Code. The Affordable Housing Agreement shall be executed prior to the any certificate of occupancy.
5. The Affordable Housing and Workforce Housing Requirements of this Plan shall apply to rental units and all forms of ownership.
6. The onsite affordable housing shall be provided in accordance with N.J.A.C. 5:80-26.1 et seq., the Uniform Housing Affordability Controls (U.H.A.C.).
7. The affordable housing and workforce housing units shall be constructed on-site and integrated with the market rate units. The required affordable housing and workforce housing units shall be distributed throughout the building on different stories.
8. The affordable housing and workforce housing units shall be constructed with the same materials and finishes as market rate units in the building.
9. The definitions contained in Chapter 187 of the Jersey City Municipal Code shall apply to these requirements.
10. Workforce Income Household means a household in which the combined total annual income for all members of a household is not less than 80 percent and does not exceed 120 percent (120%) of the area median income. These income limits shall be adjusted by household sized based on multipliers used by N.J.A.C. 5:80-26.1 et seq., the Uniform Housing Affordability Controls (U.H.A.C.) to adjust median income by household size. In no event shall the income limits be less than those for the previous year.

B. BUILDING DESIGN REGULATIONS

1. All new structures within the Redevelopment Area shall be situated with proper consideration of their relationship to other buildings, both existing and proposed, in terms of materials, light, air and usable open space, access to public rights-of-way and off-street parking, height, setback and bulk.
2. To create diversity within the Redevelopment Area, no single architectural firm shall complete the schematic design of two adjacent development blocks. This regulation does not apply for blocks across the street from each other on Society Drive or for blocks separated by a Park block as shown on Map 1. If partial block development occurs, this regulation would be waived for buildings directly across rights-of-way.
3. Where multiple buildings are designed on an individual development block, different façade design concepts shall be utilized. In the case of phased development on a block by a single development team, the façades shall have unique expressions while forming a cohesive and integrated block. Different façade

design concepts shall also be utilized between blocks.

4. Methods to create varied façade concepts may include variety in materials, fenestration size and rhythm, programmatic representation/location, shading techniques, articulation of upper stories, carved/shaped forms rather than extruded boxes/flat slabs, horizontal façade divisions (defined base, middle, top or more undefined monolith), vertical façade divisions (vary width of articulation between concepts).
5. Facades facing the linear open spaces along Grand Boulevard East/West and Stegman Boulevard may feature bay windows or Oriels.
6. All primary facades of mixed-use and residential buildings fronting on a street shall have some variation in texture and plane. Pursuant to this requirement and at the discretion of the Planning Board, at least a ten percent (10%) variation in materials and colors is required, and at least ten percent (10%) of each façade should either project or be recessed a minimum of 18 inches from adjacent façade elements through the use of bays, balconies, reveals, belt coursings, and/or other design elements.
7. Preferred tower locations or taller portions of blocks are identified on Map 5: Maximum Height Map (Mixed Use District). The preferred tower locations reinforce key places, at the intersection of primary streets and at the termination of major view corridors or vistas.
8. Exposed Structured Parking: Any structured parking exposed to the street must be designed to resemble habitable buildings, or feature green walls, or create visual interest complimentary to the building design.
9. Dwelling units shall not be directly accessible from parking garages. A shared or common hallway shall separate dwelling units from parking garages.
10. Large blank walls without fenestration surrounding large residential or commercial uses such as theatres, big box retail, or similar uses must incorporate façade relief, an expressed structural system, sculpted, carved or penetrated wall surfaces, architectural lighting, murals, or other architectural techniques to provide visual interest.
11. The window sill of any ground floor residential units shall be located at least 5 feet above average grade along the length of the façade.
12. Ground Floor Access: All lobbies and ground floor commercial are to be at grade. All new townhouses and similar style structures or units shall have a raised stoop to the front entrance of the dwelling unit(s). All ground floor residential units facing Woodlawn Ave, Armstrong Ave, Penhorn Way, Hackensack Ave, and Croxton Way shall be accessed via stoops. Stoops shall not extend further than 5 feet from the primary building façade. These treatments shall not create sidewalks less than 10

feet wide as measured from the curb and shall be coordinated to avoid any conflicts with street trees/planting strips.

13. Buildings facing Society Drive, must incorporate a semi-continuous awning. Awning shall be a minimum of three (3) feet deep. Retractable awnings are permitted. Awnings shall be a maximum of ten (10) feet deep. Awnings supported by columns in the right-of-way are not permitted.
14. Buildings or portions of building exceeding one hundred fifty (150) feet shall have an architecturally significant top or architectural feature designed to gracefully cap the structure. Lighting of the tops are permitted but when incorporated they shall light all sides of the top.
15. 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.
16. 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. Use of canopies are encouraged at main building entries.
17. Commercial frontages shall feature architecturally integrated storefront windows, and may include awnings. Windows and glazing on ground floor commercial uses should be broad and expansive providing views into the store and display areas. At least seventy percent (70%) of the storefront façade shall be glass. Corner commercial uses shall have glazing 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.
18. Commercial frontages are encouraged to have large operable glass doors/walls that can be opened to allow for greater fresh air circulation. Outdoor dining areas are encouraged and shall be accommodated for within the property line.
19. Building areas used to house transformers and other mechanical equipment or utilities shall be architecturally masked in a manner consistent with the design of the building. When possible, transformers and primary and/or back-up generators shall be vaulted underground on blocks north of Stegman Boulevard.
20. 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.

21. All vents for air conditioning or heating units should be integrated into the window design such that vent grills and windows appear as a single unit. This is best achieved by lining up vent grills with the vertical or horizontal edge of the adjacent window and matching the window's length or width or using a spandrel panel to fill any voids. Façade materials shall not be interrupted to incorporate HVAC sleeves/vents.
22. All trash receptacle areas shall be located within buildings or parking structures.

C. BUILDING MATERIAL REGULATIONS:

1. For the redevelopment area, a palette of materials including masonry, cementitious panels, brick, metal, and glass is suggested to give the entire area a look of continuity while allowing individual expressions with variation of façade treatment, massing, and stylistic interpretation.
2. At least twenty percent (20%) of permanently installed building products (by cost) shall be sourced from at least three different manufacturers that meet at least one of the responsible sourcing and extraction criteria prescribed by LEED. Possible examples include recycled content, reused materials, wood products certified by the Forest Stewardship Council or USGBC-approved equivalent, and bio-based materials. This requirement will also contribute to certifications in LEED and NGBS.
3. Exterior stairs shall be made of high quality materials, including stone, masonry, or decorative metal.
4. Hand Rails: shall be integrated with the design of the building. If a stairway is parallel to the building façade, stairway and rails shall be at least 75 percent (75%) transparent.
5. EIFS (Exterior Insulation Finishing Systems): Only to be permitted on stair bulkheads and at building party walls (if a block were to be developed as a series of separate buildings). EIFS is not permitted on primary facades or as a water table and/or building base finish.
6. Prohibited Materials: Mirrored glass, asphalt and asbestos shingles, aluminum lap siding, and vinyl siding are prohibited

D. BUILDING ROOF AND ROOFTOP REGULATIONS: The following standards shall apply to buildings with a gross floor area of 20,000 square feet or more.

1. All major mechanical equipment located on any roof of a building shall be screened from view from all vantage points with a material harmonious to that used in the facade of the structure. The screening shall not impair the functioning of the equipment.
2. All electronic communication equipment shall be mounted in such a way that it does not negatively impact the appearance of the building nor create objectionable views as seen from surrounding structures.
3. Roofs and Terraces: Any roof of a parking structure shall be utilized for recreation/amenity space and may include Performative Roof Treatments.
4. Performative Roof Treatments: At least twenty percent (20%) of the total exposed roof area on a block shall be developed as green roof, blue roof, and/or areas for solar collection/energy harvesting.
 - a) At least thirty percent (30%) of the Performative Roof Treatment area(s) shall be developed with solar panels or solar ready as defined and specified in the Sustainable Building Regulations below.
 - b) A maximum of seventy (70%) of the Performative Roof Treatment area(s) may be green or blue roofs.
5. Reduce Urban Heat Island Effect: White/roof/light colors shall be used for roofing material and amenity deck floor finishes in order to reduce the urban heat island effect.
6. Exposed Rain Gutters or leaders are prohibited.

E. SUSTAINABLE BUILDING REGULATIONS

1. Goals and requirements related to building design and materials in previous sections of the plan address issues of sustainability. This section of the redevelopment plan specifically addresses required green building standards, energy/water efficiency, energy generation, allocating for future technologies. While all buildings are required to meet a green building standard as indicated in item 2 below, the additional requirements prioritize key sustainability goals for the plan area.
2. All buildings in the Redevelopment Area shall meet one of the two following green buildings standards (or equivalent at the time of development):
 - a. LEED Version 4.0, at least silver or higher
 - b. ICC/ASHRAE 700 - NGBS 2015 (National Green Building Standard), at least silver or higher

3. Conformance with these green building standards may also satisfy the requirements of the New Jersey Housing and Mortgage Finance Agency ("NJHMFA") Green Points Program. Developers within this Redevelopment Area may be pursuing Low Income Housing Tax NJHMFA which requires participation in the Green Points Program.
4. Multi-family residential and mixed-use developments are required to consider Energy Star certification. This requirement would also contribute to certification in LEED and NGBS.
5. All toilets, urinals, private lavatory faucets, showers, faucets, and aerators that are eligible for labeling must be WaterSense certified. WaterSense is a partnership program sponsored by the U.S. Environmental Protection Agency (EPA) that independently certifies household products and fixtures that use at least 20 percent (20%) less water and performs well or better than standard models. All dishwashers and clothes washers shall be energy-efficient, Energy Star certified appliances that also conserve water.
6. Solar-Ready Provisions: Being "solar-ready" ensures that buildings are capable of utilizing solar technology in the future.
 - a. If at the time of construction, the developer chooses to install a Solar Photovoltaic System or another on-site renewable energy system, the Solar-Ready requirements below would not apply.
 - b. Sections of the roof, covered parking areas, canopies or awnings shall be designated and reserved for the future installation of a "Solar photovoltaic electric system" (or "Solar PV system") and/or a "Solar water heating system" (or "Solar thermal system"). This designated reserved roof section shall be called the "Solar-Ready Zone". In certain cases, a Solar-Ready Zone can be located on the roof or overhang of another structure located within 250 feet of the building. For areas of the roof designated as Solar-Ready Zone, structural design loads for roof dead load and roof live loads shall be considered.
 - c. Solar-Ready Zones shall be comprised of areas that have no dimension less than five feet and are no less than 80 square feet each for buildings with roof areas less than or equal to 10,000 square feet or no less than 160 square feet each for buildings with roof areas greater than 10,000 square feet.

F. PARKING AND LOADING REQUIREMENTS

1. Specific blocks near planned transit hubs or the waterfront shall provide commercial parking for use by the public on at least an hourly basis. In addition, these parking spaces may be reserved for residential shared parking with adjacent development blocks. When parking is a principal use the parking maximums herein do not apply. All commercial parking should be metered. Commercial parking is also encouraged to be shared with adjacent residential uses, when deemed necessary to provide

supply for overnight residential parking. The minimum commercial parking spaces shall be provided according to the following table:

**REQUIRED COMMERCIAL
PARKING TABLE**

Block	Minimum Required commercial parking spaces
2	40
5	160
12	80
15	80
18	40

2. Within parking structures with hourly rates, at least ten (10) parking spaces shall be designated parking for carpool, or car-share vehicle parking spaces.
3. Required Parking Provisions - All new construction shall provide parking as follows:

REQUIRED PARKING RATIOS TABLE		
Use	Min. Parking	Max. Parking ¹
Residential	0 spaces per bedroom ²	0.5 spaces per bedroom ²
Office and medical office	0/1,000 sq. ft.	2/1,000 sq. ft.
Restaurant, Bar, Nightclub	0/1,000 sq. ft.	2/1,000 sq. ft.
Grocery Stores	1/1,000 sq. ft.	none
Civic/School	0/1,000 sq. ft.	1/1,000 sq. ft.
Retail sales and services and all other types of commercial uses	0/1,000 sq. ft.	2/1,000 sq. ft.

¹specified blocks may exceed the maximum permitted parking in order to provide shared or commercial parking. In addition, Phase 1 developments may exceed the maximum parking limits. For all subsequent phases, this standard that be enforced.

²for the purposes of calculating this requirement, studio apartments shall be counted as one-bedroom units.

4. Required parking shall be located off-street. Parking may be provided in the same building as the use or in another building within the Redevelopment Area.

5. No mid-block or wrapped parking structure shall be higher than the height of the shortest building masking it.
6. Parking that is located below grade may be placed directly against the setback line where it is a maximum of three (3) feet above grade and hidden by a foundation wall articulated to appear as a half basement, with discrete openings.
7. All surface parking and loading areas shall be graded, paved with a durable surface, adequately drained, and well landscaped.
8. Permanent surface parking is only to be considered on Block 12. The following requirements exceed those prescribed by Section 345-66 Landscaping. Green buffers should be a minimum of five feet (5') wide. At least ten percent (10%) of the parking area shall be suitably landscaped and maintained with trees and/or rain gardens. At least one shade tree is required to be planted for every five (5) parking spaces. Trees and planted areas are to be located throughout the parking area.
9. 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 are not permitted. Curbs must run straight down to the asphalt roadway edge; gutter-pan type curbing is not permitted.
10. Pedestrian entrances/accessways from the public sidewalk into parking structures shall be separated from the vehicular entrance and located such that the pedestrian pathway is not shared with the vehicular access.
11. Vehicular entrances to parking structures shall be designed as architecturally compatible openings in the façade of the building and shall not be merely gaps between buildings. There shall be no more than one (1) two-way egress OR two (2) one-way egresses per parking area/structure. A two-way egress shall be permitted a single curb cut not to exceed 20ft in width, and one-way entries shall be permitted a single curb cut not to exceed 10ft in width. Curb Cuts and driveways shall be designed as to be integrated into the sidewalk environment and shall prioritize the safety and public realm experience of the pedestrian.
12. When vehicles are parked in loading areas, a proper loading space shall be sized so that said vehicle is not encroaching upon the setback line. Developers shall demonstrate to the satisfaction of the Planning Board that sufficient off-street loading will be provided to meet the needs of the proposed use.
13. Electric Vehicle (EV) Parking Requirements
 - a. A minimum of ten percent (10%) of total parking spaces shall be dedicated charging locations with Electric Vehicle Supply Equipment (EVSE) installed including, but not limited to, a combination of Level One, Level Two EVSE or DC Fast Chargers. The minimum of ten percent (10%) shall increase by one

percentage (1%) point at the beginning of each calendar year starting from the adoption of this amended and restated Plan. The percentage of dedicated charging locations can be reduced with a management plan that shows minimum requirement can be satisfied.

- b. Within each parking structure, there shall be a minimum of twenty percent (20%) of the total parking spaces designated as EV charger ready. An acceptable EV charger ready parking space shall have pre-wiring of electrical infrastructure to facilitate future installation of EVSE. Site Plan applications shall include the proposed locations and indicate the number of EV and EV charger ready spaces provided.
7. Bike Parking shall be provided in conformance with the standards of the Land Development Ordinance, Chapter 345-70.

G. SIGNAGE REQUIREMENTS

1. No signs or window graphics other than those specifically enumerated herein shall be permitted.
2. Under no circumstances shall fluorescent or glowing paint be permitted for any signage within the area.
3. Billboards are expressly prohibited throughout the Redevelopment Area.
4. No sign shall be attached to a building facade above the first story of any structure, with the exception of signage for second level institutional and commercial uses.
5. Flashing moving or intermittently illuminated signs or advertising devices are prohibited, as are signs that may be mistaken for traffic control devices.
6. Rooftop signs are not permitted throughout the area, with the exception of commercial uses fronting on Route 440
7. 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.
8. Freestanding signs are prohibited. Except that way-finding identification as per City standard shall be permitted.
9. 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.

10. Permitted signage material includes: a.) Painted wood; b.) Painted metals including aluminum and steel; c.) Brushed finished aluminum, stainless steel, brass, or bronze; d.) Carved wood or wood substitute.
11. All signs shall be flush mounted, although blade signs may be attached to and perpendicular to the first floor façade.
12. Window signs (other than lettering or logos as specifically permitted) shall be prohibited. Lettering or logos shall be limited to decorative gold-leaf, flat black or etched / frosted glass style lettering and shall cover no more than twenty percent (20%) of the window area.
13. 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.
14. The following additional signage restrictions shall apply to specific uses:
 - a. Residential: One (1) sign per building lobby is allowed, not to exceed twenty (20) square feet for each.
 - b. Retail, Restaurant, Office, 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.
 - c. Accessory Parking: The location of parking facilities shall 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.
 - d. Principal use Parking: 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. Blade signs shall be limited to the international parking symbol.
15. Prohibited Signage - the following signs and devices shall not be permitted within the Redevelopment Area: Monument signs and internally or externally illuminated box signs, flashing or animated signs, spinners, pennants, reflective materials that sparkle or twinkle, billboards, 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.

H. UTILITY AND INFRASTRUCTURE REQUIREMENTS

1. All capital projects or other projects pursuant to N.J.S.A. 40:55D-31 shall comport with the Bayfront Redevelopment Master Plan, which is made part of this Plan as an appendix. The recommendations, standards, depictions, programming and objectives of the Bayfront Redevelopment Master Plan shall be considered requirements for all applicable projects.
2. The JCMUA, in coordination with the Jersey City Redevelopment Agency and the Division of City Planning is developing a long-term utility and infrastructure plan for the Redevelopment Area. The street grid, utility, and infrastructure plans shall be submitted to NJDEP as the area is partially located within the flood plain and there are areas where remediation has occurred, and which have environmental engineering and institutional controls in place.
3. 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.
4. 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.
5. 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 Jersey City Division of Engineering and Jersey City Municipal Utilities Authority; and the municipal wastewater piping and systems for the removal of effluent and storm water are certified by the Jersey City Division of Engineering and the JCMUA as being of sufficient capacity and good condition to accommodate uses that will occupy said parcel.

I. CIRCULATION REQUIREMENTS

1. All capital projects or other projects pursuant to N.J.S.A. 40:55D-31 shall comport with the Bayfront Redevelopment Master Plan, which is made part of this Plan as an appendix. The recommendations, standards, depictions, programming and objectives of the Bayfront Redevelopment Master Plan shall be considered requirements for all applicable projects.
2. It is the intent of the Circulation Plan to provide a street layout for the Redevelopment Area which will provide a sense of enclosure, enhance neighborhood connectivity, provide linkages to surrounding areas, provide convenient access to mass transit, and visual and physical access to public places both in and beyond the Redevelopment Area.
3. To promote the principles of a “Transit Village,” an additional light rail station shall be constructed to serve the area, as shown on Map 2: Street Network and Circulation Map.
4. Street configurations and locations were designed to extend the existing grid network into the Redevelopment Area from adjacent neighborhoods. Each street type has been dimensioned and specified for: Type, Movement Directions, Travel Lanes, Bicycle Lanes, Parking Lanes, Right-Of Way Width, Pavement Width, Sidewalk Width, Planter Area Width, Planter Boulevard Treatment, and Planting Interval.
5. The names of the streets within this Plan as indicated on the maps in this Redevelopment Plan are for identification purposes relative to this Plan only, and may be altered or renamed by the appropriate authority upon construction and dedication of the streets. Should a street name be formally adopted which does not align with the maps of this Plan, the maps and any pertinent text of this plan shall be updated to correspond with formally adopted street names.
6. All Streets, Avenues, Boulevards, and other thoroughfares are required in order to implement the stated objectives of this Plan. No building or structure shall be located within areas designated as street thoroughfares of this Plan.
7. Sidewalk areas, including all light rail pedestrian crossings, shall be properly paved, landscaped and lighted consistent with the requirements of this plan and the approved design plans, and sound planning and design principles.
8. Traffic signalization shall be installed by the redeveloper as determined necessary by the Planning Board in conjunction with the City’s Traffic Engineer.
9. In maintaining the interconnected and comprehensive nature of this Plan, all streets adjacent to each block, on all sides, shall be constructed in conjunction with the development of any project or building within the 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 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.

10. Street signage (street names, parking restrictions, etc.) shall be consolidated and affixed onto lamp posts wherever possible in order to reduce visual clutter.
11. Traffic signage shall be consolidated and affixed onto lampposts and traffic signal posts so as to reduce to the minimum the number of poles and obstructions in the streetscape and pedestrian environment in order to reduce visual clutter.
12. Certain streets or portions thereof should be built with metered parking to manage supply of on-street parking near destination nodes like the waterfront, transit stations, or commercial areas.
13. All new streets, sidewalks, R-O-W's, roadways, driveways, and access easements constructed within the Redevelopment Area shall conform to Map 2: Street Network and Circulation Map. Cartway width, sidewalk width, and overall street sections are to be determined by the Jersey City Divisions of Engineering and City Planning.
14. There are numerous pedestrian walkways and connections anticipated that would add connectivity to the surrounding areas of Jersey City. These connections should be constructed as generally shown on Map 2: Street Network and Circulation Map.

J. OPEN SPACE AND STREETSCAPE REQUIREMENTS

1. All capital projects or other projects pursuant to N.J.S.A. 40:55D-31 shall comport with the Bayfront Redevelopment Master Plan, which is made part of this Plan as an appendix. The recommendations, standards, depictions, programming and objectives of the Bayfront Redevelopment Master Plan shall be considered requirements for all applicable projects.
2. All proposed open space plans shall be prepared by a licensed Landscape Architect, in accordance with the Bayfront Redevelopment Master Plan and the OSDS where applicable. There are constraints related to "the cap" which dictate the types of programmatic uses that can occur on open space throughout the Plan.
3. Trees shall be planted as specified in the Jersey City Forestry Standards and if within the open spaces, the OSDS.

4. All open space, including yards, decks over parking structures and green roofs shall be landscaped with trees, shrubbery, ground covers or other appropriate plant material unless said open space is specifically designated for other amenities or purposes which require paving or other treatments. 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.
5. Required Park and Open Space Design Requirements – the following standards detail required activities and amenities for the public parks, greenways and open spaces required and identified on Map 1: Block Identification Map.
 - a. “Central Park”- P1, P2, P3, P4, P5
 - i. Central Park shall be consistent with the OSDS and programmed with a full range of active recreation. Other amenities should include: adult fitness, soccer or multi-use fields, plazas, games seating, pavilions, table tennis, bocce, basketball courts, playgrounds, dog parks, and splash pads. Central Park is designed as a series of blocks divided by rights-of-way. The design of the park should be continuous and consistent across all blocks. The crossings between park blocks shall aide and encourage pedestrian movement to and from the water’s edge through the use of design or traffic calming features like speed tables. Bike paths shall be incorporated into the design of the park or adjacent roadways.
 - b. “Promenade Park”- P9, P10, P11, P12, P13, P14
 - i. Promenade Park shall be consistent with OSDS programmed with paths connecting lawns, gardens and sitting areas. Other amenities should include: passive lawns, gardens, tot lots, playgrounds, dog parks, community gardens and strolling and jogging paths. Promenade Park is designed as a series of blocks divided by rights-of-way. The design of the park should be continuous and consistent across all blocks. The crossings between park blocks shall aide and encourage pedestrian movement to and from the water’s edge through the use of design or traffic calming features like speed tables. Bike paths shall be incorporated into the design of the park or adjacent roadways.
 - c. Waterfront Parks- P15, P16, P17
 - i. Waterfront Parks shall be programmed with boardwalks, naturalized and reinforce coast and riprap, passive paths, a mix of hardscape and heavily landscaped areas. Other amenities should include: beaches, stadium seating areas, overlooks, and docks and launches. It is envisioned that the Waterfront Parks will undergo several phases, eventually extending beyond the bulkhead, and at times over water, in the form of boardwalks and naturalized and reinforced coastline. The Waterfront Parks should balance amenity with resilient design.
 - d. Medians/mini/pocket parks- P6, P7, P8

- i. These areas serve numerous purposes based on where they are located in the street grid. Some serve to aid the flow of vehicular traffic. Some are bounded by cartway on all sides while others are now. Some are plazas that abut buildings. There is a mix of hardscape and feature landscaping required based on the context.
- e. Waterfront District (Zone 2) - W1, W2, W3, W4, M1, M2, M3
 - i. These blocks are opportunities for small-scale private development within the Waterfront District that enhance the park experience and establish waterfront destinations through the incorporation of food and beverage facilities, public restrooms and other amenities. These areas should seamlessly integrate with the waterfront parks and should include publicly accessible plazas, outdoor dining areas, flexible lawns, water features, and public seating. Piers, docks, and boat launches should be incorporated as appropriate.

K. UTILITY, INFRASTRUCTURE, CIRCULATION AND OPEN SPACE COST ALLOCATION

1. Property owners or Designated Developers shall be responsible for the cost of all utilities, curbing, stormwater, sewer, water, roadways, sidewalks, lighting, streetscapes, and open space located within their respective blocks and lots. The Utility, Infrastructure, Circulation and Open Space Improvements to be undertaken within the Redevelopment Plan Area shall be paid for pursuant to a cost sharing formula to be established by the Jersey City Redevelopment Agency in cooperation with the Jersey City Municipal Utilities Authority. Such cost sharing arrangement shall be incorporated into each Redevelopment Agreement and shall survive the completion of each redevelopment project as applicable. In furtherance of such effort the City may adopt and impose a special assessment or Property Owner's Association Fee on all properties within the Redevelopment Area specially benefited by the applicable local improvement as such term is defined at N.J.S.A. 40:56-1. In the event a special assessment is imposed upon a property of properties within the Redevelopment Area, a special assessment agreement shall be executed by the impacted property owner and the City.

VII. SPECIFIC LAND USE AND BULK REGULATIONS

A) ZONE 1 - MIXED USE DISTRICT: LAND USE AND BULK REGULATIONS

1. This district is delineated as shown in Map 3: District Map
2. The purpose of this zone is to permit development with a mixture of uses, high quality building design 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. Permitted Principal Uses:
 - a. Residential
 - b. Retail Sales of Goods and Services
 - c. Restaurants: Category one and two
 - d. Cafes
 - e. Art Galleries
 - f. Artist studio workspaces
 - g. Theaters
 - h. Bars
 - i. Nightclubs
 - j. Hospitals
 - k. Hotels
 - l. Banquet Facilities
 - m. Conference Centers
 - n. Breweries
 - o. Distilleries
 - p. Coffee Roasters
 - q. Offices
 - r. Medical Offices
 - s. Child and Adult Day Care Centers
 - t. Business Incubators
 - u. Health Clubs
 - v. Ambulatory Care Facilities
 - w. Schools
 - x. Studios, film production and performing arts
 - y. Commercial and community agriculture
 - z. Self Storage Facilities, limited to blocks east of Society Drive
 - aa. Commercial Parking
 - bb. Parks or Open Space
 - cc. Utilities
 - dd. Essential Services
 - ee. Government uses
 - ff. Community facilities/centers
 - gg. Dormitories
 - hh. Work/Live
 - ii. Assisted Living Residences
 - jj. Independent Living Residences
 - kk. Senior Housing
 - ll. Nursing Homes
 - mm. Any combination of the above
4. Permitted Accessory Uses and Structures
 - a. A use customarily incidental and subordinate to the principal use of the land or building and located on the same lot with the principal use.
 - b. Within parks and open spaces, facilities customarily associated with those uses are permitted to serve the general public or for maintenance

purposes, such as bathrooms, storage sheds, convenience stands, pergolas, or playgrounds.

- c. Outdoor seating and/or dining.
- d. Flag poles, landmarks, architectural features, gateway monuments, kiosks, outdoor displays, and bicycle rental racks.
- e. Private recreation facilities, including community buildings/clubhouses, swimming pools, tennis courts, etc.
- f. Building amenities associated with residential uses.
- g. Wireless Telecommunications equipment.
- h. Essential Services.

5. Frontage Requirements:

- a. In order to create a walkable community that serves the daily needs of residents and serves as an attraction to the larger community, this plan regulates minimum percentage of ground floor uses which shall be developed as commercial.
- b. The following blocks are required to have ground floor commercial as further specified on Map 4: Frontage Regulating Map:
 - a. Blocks 1, 2, 3, 4, 7, 8, 9, 10, 11, 14, 15, 17, 18, 21, 24, 25, 27, 30, 31
- c. Recommended corners and street frontages that should be activated with ground floor commercial uses are indicated on Map 4: Frontage Regulating Map.

6. Lot Size and Subdivision Requirements:

- a. All Major Subdivisions shall conform to the following: Major Subdivisions shall conform with Map 2: Street Network and Circulation Map which details the required road grid, right-of-way width, cartway widths and sidewalk widths. Minor adjustments to alignment and design are permitted to account for unforeseen constraints when necessary.
- b. Minimum Lot Area: 6,000 square feet.

7. Density and Height Requirements:

- a. Density in this plan is not regulated by units per acre or floor area ratios. Instead, the maximum units per block are specified in the Block Development Table below. Minimum room and unit sizes are regulated by building code.
- b. The following residential uses are bound by the Maximum Permitted Units number within the Block Development Table below: Residential and Work/Live. Any combination of Residential and Work/Live shall not exceed the Permitted Units number in the Block Development Table. The following uses which are residential in nature are not bound by the maximum Permitted Units number: Dormitories, Assisted Living Residences, Independent Living Residences, Senior Housing, and Nursing Homes.
- c. Maximum building heights are regulated by stories and by block according to the Block Development Table below and Map 5: Maximum Height Map (Mixed Use District)

- d. Other standards, like stepbacks and setbacks maximum floorplates, further define permitted building bulk beyond the Block Development Table.
- e. The minimum floor to ceiling heights shall be required for the following uses:
 - i. Parking Levels: 9 feet
 - ii. Service Access Levels of Parking: 12 feet
 - iii. Commercial Uses, ground floor: 12 feet
 - iv. Commercial Uses, upper floors: 10 feet
 - v. Offices: 12 feet
 - vi. Live-Work: 12 feet, with 14 feet minimum for the ground floor
 - vii. Residential, ground floor: 9 feet
 - viii. Residential, upper floors: 8 feet
 - ix. Areas within a building that customarily have drop ceilings like bathrooms, hallways, utility areas, and so on, are exempt from the required minimum floor to ceiling heights.
- f. Block Development Table: The block number, approximate block area, permitted maximum units, maximum height in stories and maximum coverage of building area above the base height are regulated as shown below. Reference Map 1: Block Identification Map to locate blocks within the Plan Area.

BLOCK DEVELOPMENT TABLE (Zone 1: Mixed Use District)					
Block No.	Approximate Block Area (square feet)	Approximate Block Area (acres)	Maximum Permitted Units	Maximum Height (# of stories)	Maximum Height of a Building Base (# of Stories)
1	28,900	0.66	145	18	8
2	45,000	1.03	90	6	See Max.
3	27,200	0.62	190	18	8
4	36,270	0.83	230	18	8
5	52,100	1.20	50	6	See Max.
6	45,500	1.04	0	6	See Max.
6.1	16,900	0.39	0	6	See Max.
6.2	24,800	0.57	0	6	See Max.
7	56,400	1.29	400	18	8
8	71,860	1.65	470	13	8
9	55,350	1.27	270	25	8
10	70,820	1.63	290	25	8
11	111,520	2.56	190	6	See Max.

BLOCK DEVELOPMENT TABLE (Zone 1: Mixed Use District)					
Block No.	Approximate Block Area (square feet)	Approximate Block Area (acres)	Maximum Permitted Units	Maximum Height (# of stories)	Maximum Height of a Building Base (# of Stories)
12	48,580	1.12	0	6	See Max.
13	38,370	0.88	90	6	See Max.
14	27,090	0.62	0	6	See Max.
15	62,300	1.43	450	18	6
16	61,550	1.41	310	13	6
17	76,150	1.75	430	13	6
18	107,000	2.46	500	18	6
19	14,650	0.34	0	2	See Max.
20	58,300	1.34	0	6	See Max.
21	86,920	2.00	290	13	6
22	58,580	1.34	400	18	6
23	61,400	1.41	340	13	6
24	57,060	1.31	280	13	6
25	58,910	1.35	285	13	6
26	61,680	1.42	300	13	6
27	72,540	1.67	170	6	See Max.
28	53,980	1.24	430	18	6
29	58,660	1.35	290	13	6
30	57,800	1.33	290	13	6
31	62,200	1.43	305	13	6
32	65,610	1.51	325	13	6
33	58,380	1.34	290	13	6
P1	83,480	1.92	0	1	See Max.
P2	42,050	0.97	0	1	See Max.
P3	46,500	1.07	0	1	See Max.
P4	52,710	1.21	0	1	See Max.
P5	30,480	0.70	0	1	See Max.
P6	2,040	0.05	0	1	See Max.
P7	40,110	0.92	0	1	See Max.

BLOCK DEVELOPMENT TABLE (Zone 1: Mixed Use District)					
Block No.	Approximate Block Area (square feet)	Approximate Block Area (acres)	Maximum Permitted Units	Maximum Height (# of stories)	Maximum Height of a Building Base (# of Stories)
P8	13,500	0.31	0	1	See Max.
P9	40,100	0.92	0	1	See Max.
P10	33,760	0.78	0	1	See Max.
P11	32,900	0.76	0	1	See Max.
P12	33,500	0.77	0	1	See Max.
P13	34,300	0.79	0	1	See Max.
P14	68,300	1.57	0	1	See Max.
P15	26,790	0.62	0	1	See Max.
P16	88,150	2.02	0	1	See Max.
P17	22,000	0.51	0	1	See Max.
Total			8,100		

8. Bulk, Setback and Stepback Regulations:

- a. Setbacks: A five foot (5') setback is required along all frontages throughout the plan area, except for frontages along Second Avenue. Where the ground floor frontage is commercial, utility, access, or lobby the setback area shall be at least eighty percent (80%) hardscape. Where the ground floor frontage is residential or residential amenity the setback area shall be at least seventy percent (70%) landscaped with a mix of groundcover, plantings and trees.
- b. Required Stepbacks: Setbacks are required as shown on Map 6: Stepback Map (Mixed Use District). All required stepbacks are to be a minimum of 8' from the lower facade.
- c. The bulk regulations are organized by vertical groupings of a building, including the building base, middle, and upper portions.
- d. Building Base ("podium"): Lower portions of the building with a high percentage of lot coverage, typically with multiple uses wrapping a parking structure.
- e. Middle Portion: These regulations apply for stories between the building base and up to the 13th story. The horizontal distance between building

facades shall be at least 80', unless they are separated by a public right-of-way.

- f. Upper Portion ("tower"): These regulations apply for upper portions of the building with a lower percentage of lot coverage, typically accommodating one or two uses. The horizontal distance between individual towers shall be at least 80', unless they are separated by a public right-of-way.
 - i. Standards for 14th to 20th stories: The floorplate of an individual tower shall not exceed 15,000 sf.
 - ii. Standards for 21th stories and above: The floor plate of an individual tower shall not exceed 10,000 sf. Towers shall be set back at least 15' from side and rear yard.

B) ZONE 2 – WATERFRONT DISTRICT: LAND USE AND BULK REGULATIONS

- 1. This district is delineated as shown on Map 3: District Map.
- 2. The purpose of this district is to providing opportunities for small-scale private development that enhance the park experience and establish waterfront destinations through the incorporation of food and beverage facilities, public restrooms and other amenities.
- 3. Principal Permitted Uses:
 - a. Retail Sales of Goods and Services
 - b. Restaurants: Category one and two
 - c. Cafes
 - d. Bars
 - e. Nightclubs
 - f. Breweries
 - g. Marinas
 - h. Marinas, Full Service
 - i. Marina Services
 - j. Water Recreation Uses.
 - k. Transit and Ferries.
 - l. Parks and open space.
 - m. Government uses.
 - n. Essential services.
 - o. Community facilities
- 4. Permitted Accessory Uses and Structures:
 - a. A use customarily incidental and subordinate to the principal use of the land or building and located on the same lot with the principal use.
 - b. Outdoor seating and/or dining.
 - c. Flag poles, landmarks, architectural features, gateway monuments, kiosks, outdoor displays, and bicycle rental racks.
- 5. Lot Size and Subdivision Requirements:

- a. All Major Subdivisions shall conform to the following: Major Subdivisions shall conform with Map 2: Street Network and Circulation Map which details the required road grid, right-of-way width, cartway widths and sidewalk widths. Minor adjustments to alignment and design are permitted to account for unforeseen constraints when necessary.
- b. Minimum Lot Area: No requirement.
- c. The approximate area for blocks in this Zone are listed as follows. Reference Map 1: Block Identification Map to locate blocks within the Plan Area.
 - i. Block W1 – 28,000 square feet
 - ii. Block W2 – 35,000 square feet
 - iii. Block W3 – 50,734 square feet
 - iv. Block W4 – 10,970 square feet
 - v. Block M1 – 166,000 square feet
 - vi. Block M2 – 37,000 square feet
 - vii. Block M3 – 51,000 square feet
6. Multiple principal structures are permitted on a single lot.
7. Height Standards:
 - a. Maximum permitted height: 2 stories
 - b. Structures are permitted to have embellishments and architectural features that extend above the roofline. Architectural design that creates interest is encouraged.
 - c. Minimum floor to ceiling height: 12 feet
8. Setback Standards:
 - a. Minimum setback from any right-of-way: 10 feet.
 - b. Minimum separation between principal structures: 15 feet.
 - c. Structures are permitted to connect by way of sky-bridges or gangways above the ground floor to create a sense of enclosure and define these blocks as a destination.
9. Building coverage:
 - a. Minimum Required: ten percent (10%)
 - b. Maximum Permitted: thirty percent (30%)
10. Parking is not a permitted use in this Zone.
11. Uses shall be consistent with the approved sediment cap for the Hackensack River pursuant to the Consent Decrees.

C) ZONE 3 – TRANSPORTATION DISTRICT: LAND USE AND BULK REGULATIONS

1. This district is delineated as shown on Map 3: District Map
2. The purpose of this district is to accommodate the anticipated light rail extension and station for the Redevelopment Plan Area. The City recommends an elevated station platform that can activate the station area with destination retail and restaurant as well as better prepare the region for a connection across the rivers to the City of Newark.
3. Principal Permitted Uses:
 - a. Transit stations

- b. Light Rail
 - c. Open Space
- 4. Accessory Uses:
 - a. Elevators
 - b. Stairs
 - c. Fencing
 - d. Landscaping
- 5. Conditional Uses: Should the light rail station be elevated, then the following uses are permitted in this district.
 - a. Retail Sales of Goods and Services
 - b. Restaurants: Category one and two
 - c. Cafes
- 6. Lot Size and Subdivision Requirements:
 - a. All subdivisions shall conform to the following: Major Subdivisions shall confirm with Map 2: Street Network and Circulation Map which details the required road grid, right-of-way width, cartway widths and sidewalk widths. Minor adjustments to alignment and design are permitted to account for unforeseen constraints when necessary.
 - b. Minimum Lot Area: No requirement.
 - c. The approximate area for blocks in this Zone are listed as follows.
Reference Map 1: Block Identification Map to locate blocks within the Plan Area.
 - i. Block T1 – 20,100 square feet
 - ii. Block T2 – 32,550 square feet
 - iii. Block T3 – 22,250 square feet
 - iv. Block T4 – 19,500 square feet
- 7. Minimum required setbacks:
 - a. The final design of the light rail extension shall comport with the required street grid of this Plan. Any columns that support an elevated rail shall be setback sufficiently from the required rights-of-way so as not to preclude the required street grid.
 - b. Any at-grade crossings of the light rail shall permit vehicular and pedestrian crossings. Any improvements associated with the at-grade crossings shall be setback sufficiently from the required rights-of-way to permit vehicular and pedestrian crossings as identified on the Map 2: Street Network and Circulation Map.
- 8. Bulk standards for conditional uses:
 - a. Minimum setback: 5 feet from a property line.
 - b. Multiple principal structures are permitted on a single lot.
 - c. Maximum permitted height: none.
 - d. Maximum building coverage: ninety percent (90%).
 - e. Maximum lot coverage: none.

VIII. OTHER PROVISIONS NECESSARY TO MEET STATE AND LOCAL REQUIREMENTS

The Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq. requires that a Redevelopment Plan include an outline for the Planning, development, redevelopment or rehabilitation of the Project Area. The following statements are made as required under N.J.S.A. 40A:12A-7:

1. This Redevelopment Plan achieves the stated objectives of the Jersey City Master Plan by locating high density development in close proximity to mass transit facilities with low parking ratios to reduce the traffic impact of future high density development. Other uses such as retail and office uses compatible with a mixed use development pattern are permitted.
2. This Redevelopment Plan provides for a list of permitted principal uses, as well as accessory uses and prohibited uses (all uses that are defined in the Land Development Ordinance that are not listed as permitted) in the Redevelopment Area. The plan also provides for density restriction by regulating maximum dwelling units per block and through the use of lots sizes, maximum height limits, use, as well as setback and stepback requirements and various design controls.
3. The Plan Area does not include any housing units and therefore there are no residents or relocation within the Plan Area.
4. The City of Jersey City or the Jersey City Redevelopment Agency and the Jersey City Municipal Utilities Authority own all real property within the Plan Area. No further acquisition is anticipated.
5. Jersey City is designated as a "Planning Area 1" in the State Plan and is at the center of the Hudson County "urban complex." The development envisioned by this plan is in conformity with the "State Planning Act" P.L. 1985, c. 398 (C.52:18A-196 et al) as well as the master plan of Hudson County and all contiguous municipalities.
6. Regarding removed units: No affordable units are identified to be removed as part of the implementation of this redevelopment plan. Currently, there are no residential dwelling units in the Plan Area.
7. Regarding replacement units: No affordable units are identified to be removed as part of the implementation of this redevelopment plan. Currently, there are no residential dwelling units in the Plan Area.

IX. PROCEDURE FOR AMENDING THE PLAN

1. The Plan may be amended from time to time upon compliance with the requirements of law. A fee of seven-thousand five-hundred dollars \$7,500, plus all costs for copying and transcripts shall be payable to the City of Jersey City for any request to amend this Plan. Any person, designated redeveloper, or other private entity requesting an amendment to this Plan shall pay these costs.

X. APPENDIX I: Maps (beginning on next page)

XI. APPENDIX II: Bayfront Redevelopment Master Plan (separate file)

1 BLOCK IDENTIFICATION MAP

BAYFRONT I REDEVELOPMENT PLAN



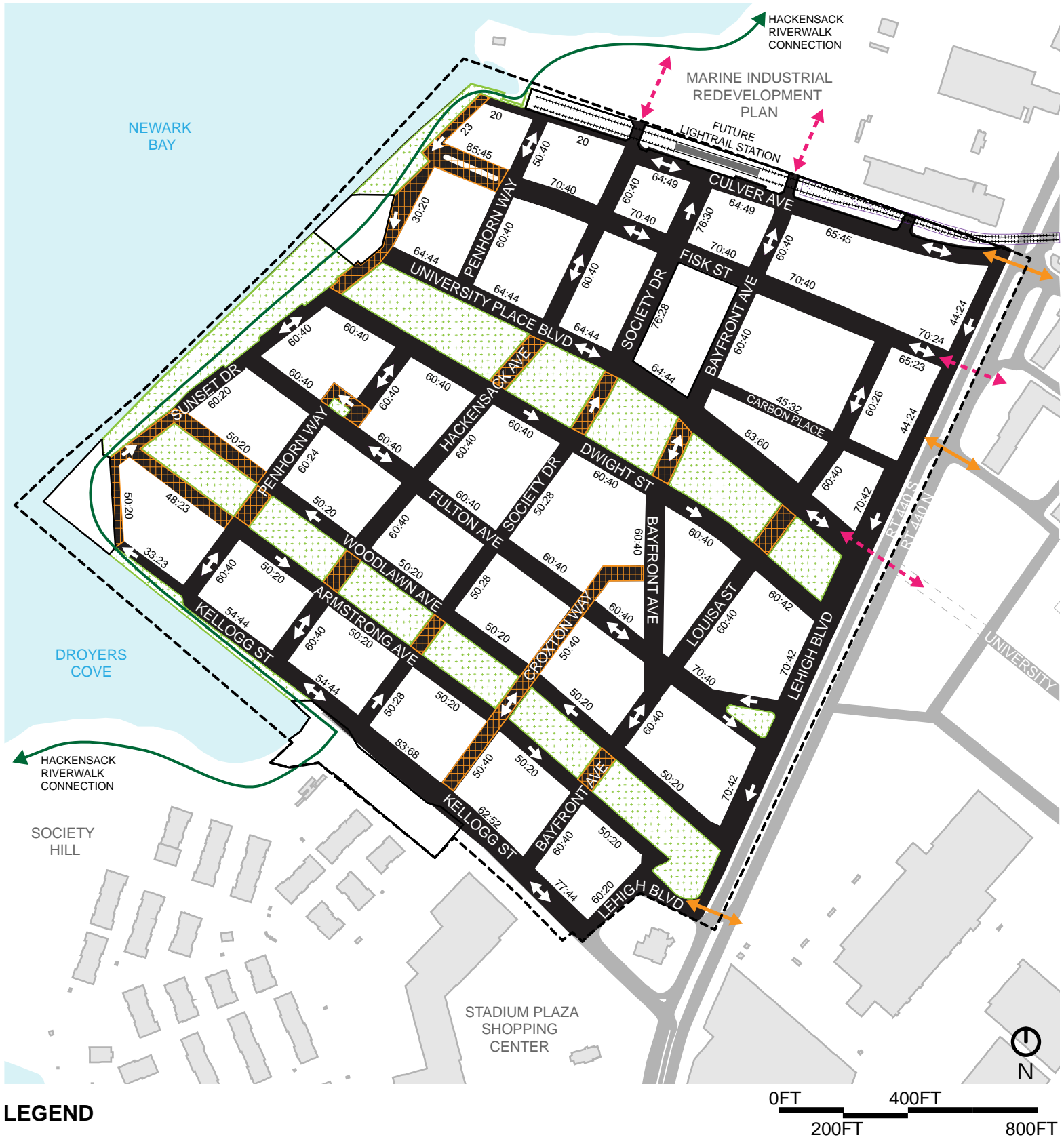
LEGEND

- | | |
|---------------------|------------------------------|
| DEVELOPMENT BLOCK | EXISTING ROADWAYS |
| PARK BLOCK | EXISTING BUILDINGS - CONTEXT |
| TRANSIT BLOCK | FUTURE LIGHTRAIL PLATFORM |
| WATERFRONT BLOCK | FUTURE LIGHTRAIL TRACKS |
| MARINE BLOCK | |
| BAYFRONT I BOUNDARY | |

0FT 200FT 400FT 800FT

2 STREET NETWORK + CIRCULATION MAP

BAYFRONT I REDEVELOPMENT PLAN



LEGEND

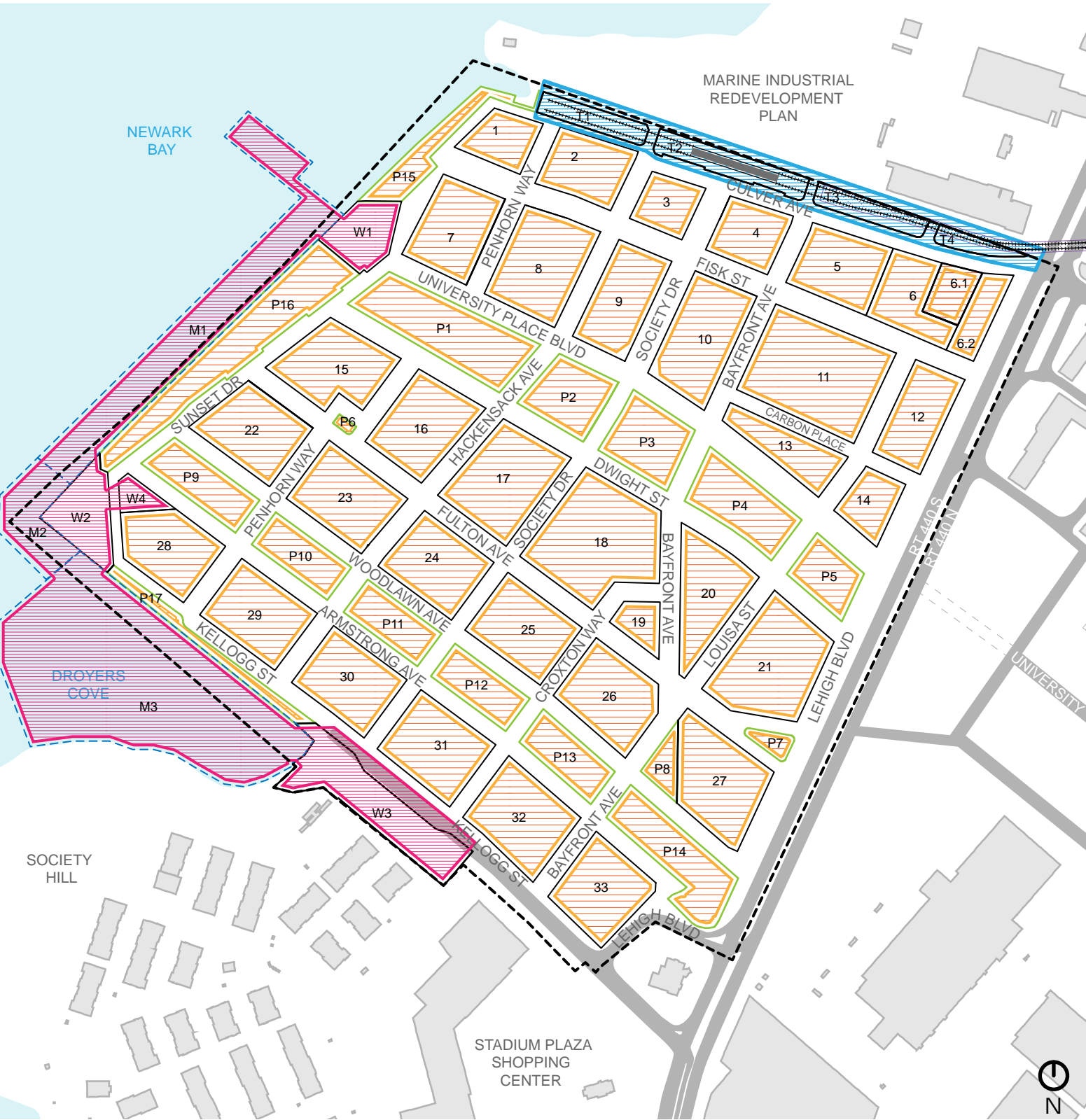
- PROPOSED ROADWAYS
- PEDESTRIAN-ORIENTED TREATMENT REQUIRED
- TWO-WAY TRAFFIC
- ONE-WAY TRAFFIC
- # : # R.O.W. : CARTWAY (WIDTH IN FEET)

- BAYFRONT I BOUNDARY
- PARKS / PLAZAS
- EXISTING ROADWAYS
- EXISTING BUILDINGS - CONTEXT

- FUTURE LIGHTRAIL TRACKS
- FUTURE LIGHTRAIL PLATFORM
- EXISTING PED + VEHICULAR CROSSINGS
- PLANNED PED + VEHICULAR CROSSINGS
- HACKENSACK RIVERWALK CONTINUATION

3 DISTRICT MAP

BAYFRONT I REDEVELOPMENT PLAN

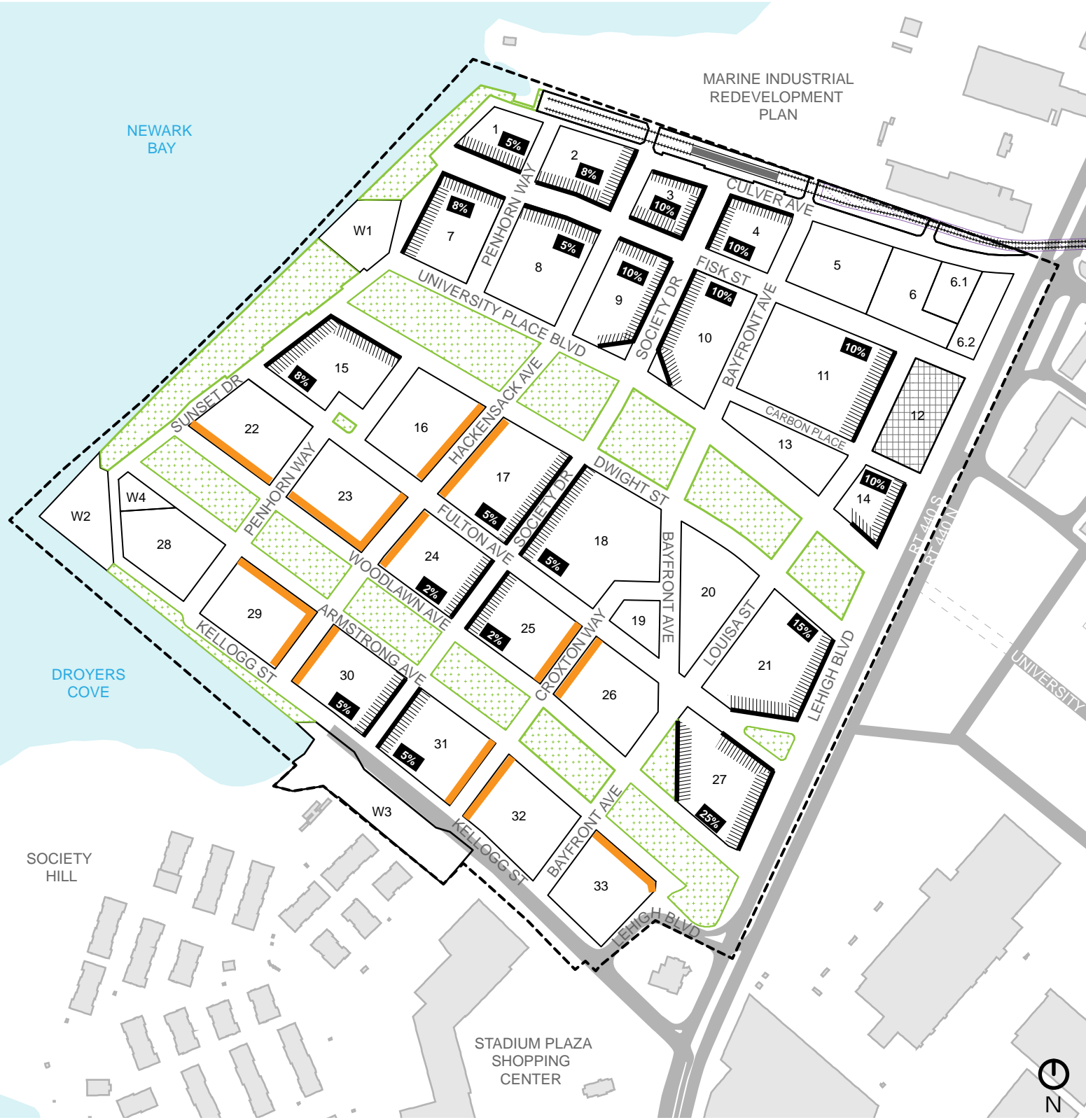


LEGEND

- MIXED USE DISTRICT
- WATERFRONT DISTRICT
- TRANSPORTATION DISTRICT
- BAYFRONT I BOUNDARY
- DEVELOPMENT BLOCKS
- EXISTING ROADWAYS
- EXISTING BUILDINGS - CONTEXT

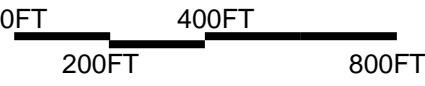
4 FRONTAGE REGULATING MAP

BAYFRONT I REDEVELOPMENT PLAN



LEGEND

- RECOMMENDED COMMERCIAL FRONTAGE LOCATIONS
- RECOMMENDED GROUND FLOOR RESIDENTIAL FRONTAGE
- MINIMUM PERCENT OF BLOCK AREA REQUIRED AS GROUND FLOOR COMMERCIAL
- SURFACE PARKING PERMITTED
- DEVELOPMENT BLOCKS
- PARKS
- BAYFRONT I BOUNDARY
- EXISTING ROADWAYS
- EXISTING BUILDINGS - CONTEXT



5 MAXIMUM HEIGHT MAP: MIXED USE DISTRICT

BAYFRONT I REDEVELOPMENT PLAN

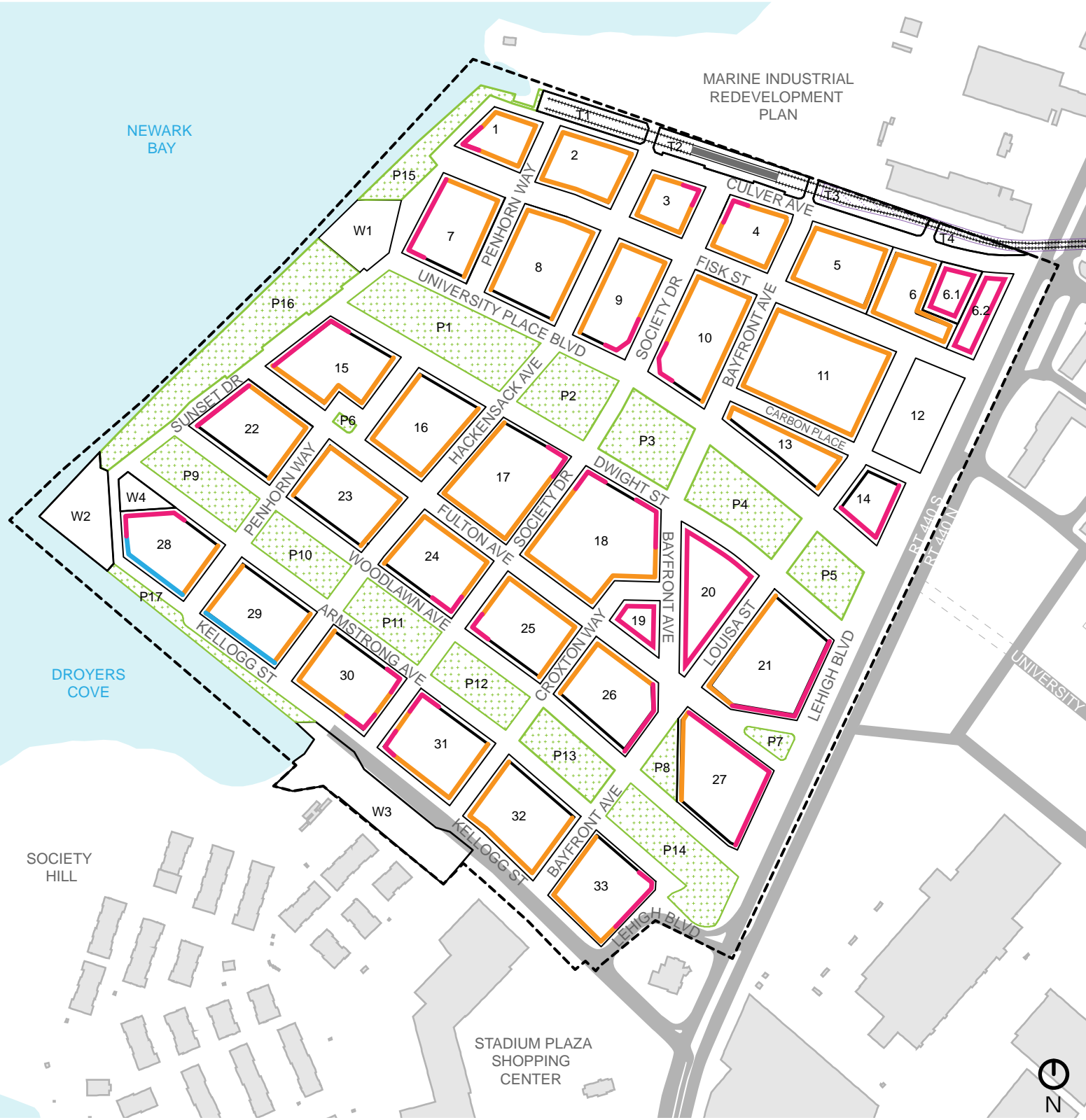


LEGEND

- | | | |
|------------------|--|------------------------------|
| UP TO 25 STORIES | PREFERRED TOWER LOCATION | BAYFRONT I BOUNDARY |
| UP TO 18 STORIES | SURFACE PARKING | EXISTING ROADWAYS |
| UP TO 13 STORIES | DEVELOPMENT BLOCKS | EXISTING BUILDINGS - CONTEXT |
| UP TO 6 STORIES | PARKS / PLAZAS
*UP TO 1 STORY
(See Accessory Uses) | |
| UP TO 4 STORIES | | |

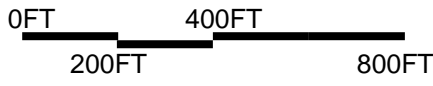
6 STEPBAC MAP: MIXED USE DISTRICT

BAYFRONT I REDEVELOPMENT PLAN



LEGEND

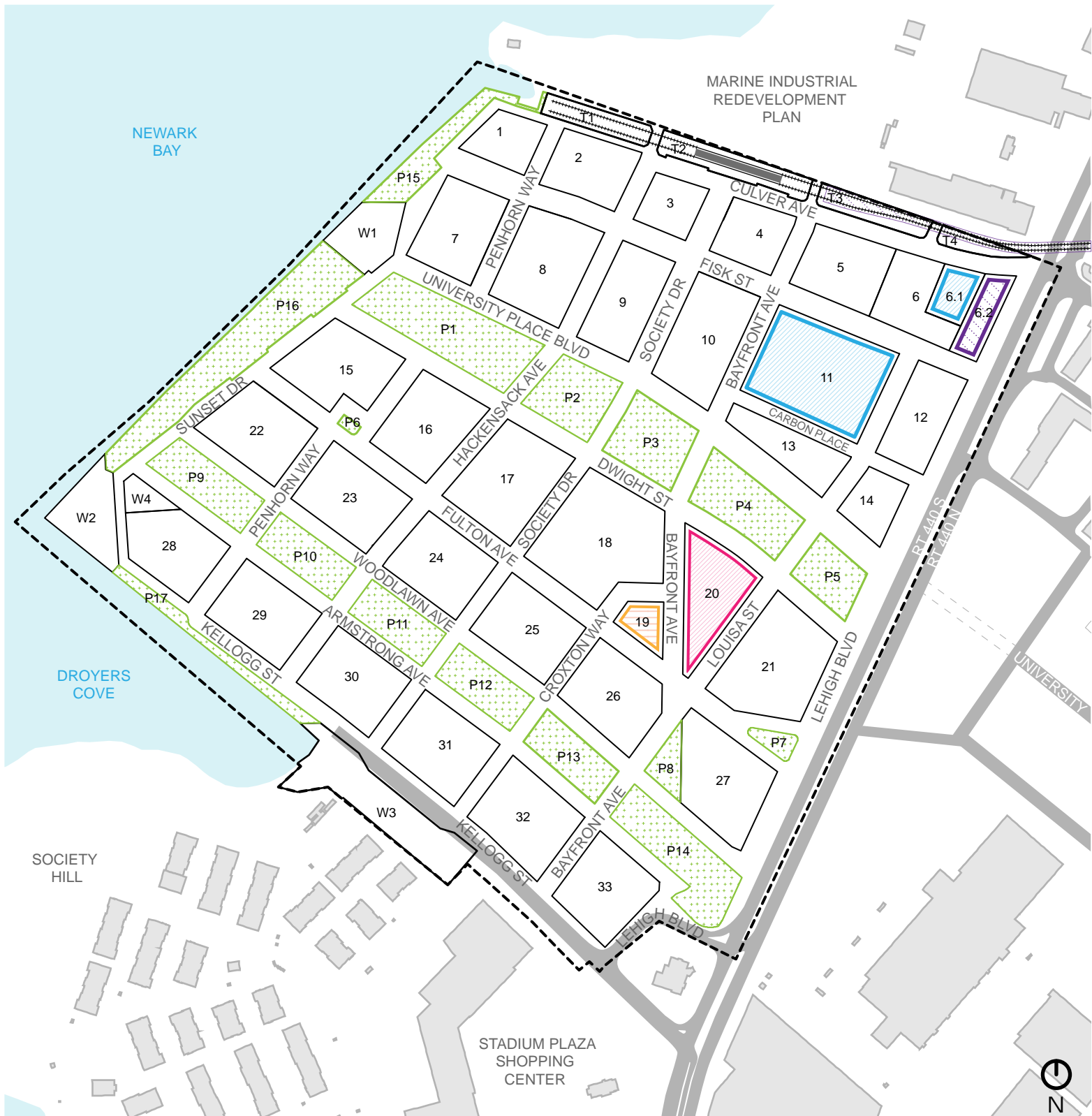
- NO STEPBAC REQUIRED
- STEPBACK AT 5TH STORY
- STEPBACK AT 7TH STORY
- STEPBACK AT 4TH STORY
- BAYFRONT I BOUNDARY
- EXISTING ROADWAYS
- EXISTING BUILDINGS - CONTEXT



*ALL BLOCKS REQUIRE A 5FT SETBACK FROM PROPERTY LINE AT GROUND FLOOR ON ALL FRONTAGES

7 FACILITIES MAP

BAYFRONT I REDEVELOPMENT PLAN



LEGEND

- | | |
|-------------------------------------|------------------------------|
| POTENTIAL LIBRARY | BAYFRONT I BOUNDARY |
| POTENTIAL SCHOOL | DEVELOPMENT BLOCKS |
| POTENTIAL FIREHOUSE | EXISTING ROADWAYS |
| JCMUA INFRASTRUCTURE + OFFICE SPACE | EXISTING BUILDINGS - CONTEXT |

* ALL FACILITY LOCATIONS ARE ENVISIONED, NOT REQUIRED IN THE ANNOTATED LOCATIONS.
FACILITY LOCATIONS ARE SUBJECT TO CHANGE OVER BUILD-OUT PERIOD

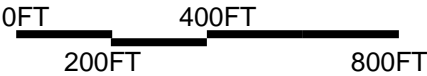
8 BOUNDARY MAP

BAYFRONT I REDEVELOPMENT PLAN



LEGEND

- BAYFRONT I BOUNDARY
- PARKS
- DEVELOPMENT BLOCKS
- TRANSIT BLOCKS



9 REGIONAL CONNECTIVITY- LIGHT RAIL EXTENSION

BAYFRONT | REDEVELOPMENT PLAN

