

# **Hoboken Avenue Redevelopment Plan**

**City of Jersey City  
Division of City Planning**

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# **Hoboken Avenue**

## **REDEVELOPMENT PLAN**

### **I. INTRODUCTION**

The Hoboken Avenue Redevelopment Area (hereinafter the Redevelopment Area or the Area) was determined to be “an area in need of redevelopment”, pursuant to the New Jersey Local Housing and Redevelopment Law (N.J.S.A. 40A:12A-1 et seq.) by resolution of the Jersey City Municipal Council following a recommendation by the Jersey City Planning Board.

The Hoboken Avenue Redevelopment Area is bounded on the south by the Jersey Avenue Redevelopment Area. The areas to the east of the Study Area, along the Hudson River waterfront, have already seen tremendous growth and redevelopment activity. The Newport Center Mall and new high rise commercial and residential development is further evidence of the revitalization of the waterfront district.

The subject Area on the other hand is characterized by vacant land, formerly used for industrial purposes and in generally in poor condition; and therefore, are not in keeping with those uses permitted in the zone plan for the Area or recommended in the Master Plan.

It would now appear to be appropriate for the City to take a more pro-active approach to redevelopment in this Area, so as to bring the Area into greater compliance with the recommendations of the Master Plan and redevelop the Area in a manner that is more consistent with redevelopment activities in the surrounding community.

### **II. BOUNDARIES**

The Hoboken Avenue Area is located in the Downtown section of Jersey City, north of the New Jersey Turnpike, Hudson County Extension (a.k.a. Interstate 78). The Area is generally bound by the New Jersey Transit Morris and Essex Rail line, New York Avenue and the City of Hoboken Boundary line on the north and northeast, Hoboken Avenue on the south and southeast, and Monmouth Street on the west.

The Area consists of the following Tax Blocks and Lots:  
Block 6001, Lots 40 through 45

The boundary of the Redevelopment Area is also depicted on Figure 1 – Boundary Map. Since lot lines may change overtime due to subdivisions and/or consolidations, in case of a conflict between the above description and the Boundary Map, the Boundary Map shall prevail.

### **III. REDEVELOPMENT OBJECTIVES AND REQUIREMENTS OF ANY DEVELOPMENT AND CONSTRUCTION WITHIN THE PLAN AREA**

- A. The planning and development of the Redevelopment Area as a primarily residential mixed-use area with ground floor commercial uses where appropriate.
- B. To provide for new open space and recreation opportunities both within the redevelopment area and in immediately adjacent areas.
- C. 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.
- D. Minimize off-street parking and maximize the use of mass transit in order to take advantage of the Hudson-Bergen Light Rail station located just to the north.
- E. To integrate new development within the Area into the surrounding community by encouraging the creation of a viable residential community that will complement the existing and proposed development in adjacent redevelopment areas.
- F. The improvement of the pedestrian environment and traffic circulation for the contemplated new development by limiting vehicular access to residential development sites to Monmouth Street, the proposed creation of a pedestrian walkway leading from Hoboken Avenue to the 2<sup>nd</sup> Street Light Rail Station along the light rail right of way, and the provision of new side walks, street trees and other pedestrian amenities within the existing street rights-of-way.

### **IV. PROPOSED REDEVELOPMENT ACTIONS**

It is proposed to substantially improve and upgrade the Redevelopment Area through a combination of redevelopment actions 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. Acquisition of vacant land, and/or acquisition and demolition of structures, determined to be impediments to sound and comprehensive redevelopment.
- B. The consolidation and re-subdivision of land within the Redevelopment Area into suitable parcels for development for the new residential and commercial land uses where necessary.
- C. Provision for a full range of public and/or private infrastructure necessary to service and support new development in the Area and adjacent areas, including the re-construction of Monmouth Street and other new streets within the redevelopment area.

- D. Construction of new structures and complementary facilities that are compatible with the land use patterns in the surrounding area.

**V. GENERAL ADMINISTRATIVE REQUIREMENTS**

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

- A. Prior to the commencement of: (a) any new construction, (b) reconstruction, (c) rehabilitation (d) any change to the interior floor plan of any structure, (e) any change in the use of any structure or parcel, or (f) any change in the intensity of use of any structure or parcel; a site plan for such shall be submitted by the developer or property owner to the Planning Board for review and site plan approval. No temporary or permanent Building Permit shall be issued for any work associated with a through f above, without prior site plan review and approval of such work by the Planning Board. Nothing in this section is intended to require site plan review and approval for minor modifications to the interior floor plan, such as the relocation or modification of partition walls, which are commonly done to accommodate new tenancies or during lease renewals.
- B. 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 twenty (20) 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. Prior to commencement of construction, architectural drawings and site plans with detailed specifications for the construction and/or rehabilitation of improvements to the area shall be submitted by the developer to the Planning Board of the City of Jersey City for review and approval so that compliance of such plans with the redevelopment requirements and objectives can be determined. Site plan review shall be conducted by the Planning Board pursuant to NJS 40:55D-1 et. seq. Applications may be submitted for the entire project or in any number of phases. Final Site Plan approval for any phase shall entitle an applicant to building permits.

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

- D. 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.
- E. No development or redevelopment of any parcel in the Redevelopment Area that will result in an increase in wastewater from that parcel shall be permitted unless and until the planned project wastewater piping and systems for the removal of effluent and storm water are approved by the City of Jersey City Division of Engineering and the Municipal

Utilities Authority; and the municipal wastewater piping and systems for the removal of effluent and storm water are certified by the City of Jersey City 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 Division of Engineering.

- F. 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. Commuter or commercial surface parking lots and commuter or commercial parking garages are specifically prohibited and shall not be permitted as interim uses.
- G. 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.
- H. The regulations and controls in this section may be implemented where applicable by appropriate covenants, or other provisions, or agreements for land disposition and conveyance executed pursuant thereto.
- I. 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.

- J. 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.
- K. 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.

## **VI. GENERAL DESIGN REQUIREMENTS AND RESTRICTIONS**

The following standards and requirements shall apply to all applications, including but not limited to: developments, re-developments, rehabilitation, and or re-use applications within the Redevelopment Plan area:

- A. All utility distribution lines; utility service connections from such lines to the Redevelopment Area's individual uses; and utility appliances, regulators and metering devices shall be located underground or within the building. No utility boxes or structure shall be permitted in sidewalk areas or exterior to 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.
- B. Chain link fencing shall be prohibited within the Redevelopment Area, except during construction. Chain link fencing for construction shall be dismantled and removed prior to the issuance of a Certificate of Occupancy.
- C. No Billboard shall be permitted on any property contained within the Redevelopment Area.
- D. No signage shall be permitted within the Redevelopment Area, which includes flashing, blinking or otherwise animated lights and/or parts, spinners, pennants, reflective materials, which sparkle or twinkle and/or similar materials; except for seasonal holiday decorations.
- E. No advertising shall be permitted on parking meters, light poles, or on benches or other street furniture within the public right-of-way.
- F. Upon demolition of any existing structures, the site shall be graded, planted, sodded, and/or developed, as applicable, in accordance with this Plan.
- G. All trash dumpsters and/or compactors shall be located within the buildings. All outdoor storage shall be prohibited.

- H. All buildings within the Redevelopment Area must display the street address of the building such that it is clearly visible from the adjoining street right of way.
- I. In order to facilitate the overall redevelopment of the Hoboken Avenue Redevelopment Area, the surrounding area, and the City of Jersey City in general, all advertising, signage and other promotion of the resulting project, whether undertaken by the City, the Redevelopment Agency, or private developers, shall contain references to the proposed project's location. They all shall clearly state it to be within the City of Jersey City so as to promote the positive external effects for not only the project, but the Redevelopment Area and the City as well.

## **VII. URBAN DESIGN REQUIREMENTS**

### **A. Building Design Requirements**

- 1. 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. Buildings shall be designed to be attractive from all vantage points, such that the same façade materials and detailing are used on all facades.
- 2. Buildings shall be oriented toward the street so as to contribute to the overall liveliness of the pedestrian environment. Main-building entries shall be prominent, easily identifiable, and connect directly to the public street and sidewalk and shall not occur simply as voids within or between buildings.
- 3. Buildings shall have a clear base, middle and top. Architectural devices, such as providing stringcourses, cornices and sub-cornices, lintels and sills, and/or horizontally differentiating surface treatments, can be used to achieve the necessary transitions.
- 4. The windows and glazing of a building are a major element of the style which gives character to a building and shall be appropriately and sensitively chosen.
- 5. Balconies and terraces may extend from the building when facing into interior courts. However, all balconies facing onto streets shall be prohibited.
- 6. EIFS (Exterior Insulating Finishing Systems, stucco, artificial stone, CMU size/type block, vinyl and/or aluminum siding and artificial brick panel systems, veneer such as permastone or brick-face and/or plastic type artificial siding materials may not be used as façade cladding within this Redevelopment Area. Façade material to be used shall be primarily of brick, Standard, Modular and Norman sizes only.
- 7. All mechanical equipment, generators, HVAC equipment and similar equipment shall be acoustically buffered such that any noise generated by the equipment shall be within the applicable standards as defined by the State of New Jersey.

8. All electronic communication equipment shall be totally 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. The screening shall not impair the functioning of the equipment. Said equipment shall be located so as to minimize or eliminate the need for screening. Cellular antennas / wireless communication antennas and facilities are not permitted within this Redevelopment Area. Reference shall be made to the Wireless Communications section of the Jersey City Land Development Ordinance for appropriate permitted locations for these facilities. There shall be no rooftop louvers utilized as screening.
9. All mechanical equipment, generators, HVAC equipment and similar equipment shall be totally screened from view, both from the street and existing or planned neighboring buildings. 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
10. No more than 15% of any street frontage may be occupied by utility or equipment rooms.
11. A planting buffer must be provided at grade between the property line and the building line, except where a commercial use fronts onto the street or as necessary for pedestrian and vehicular access.
12. 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 – five (75%) percent of the retail 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 closed, 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.
13. Ventilation equipment required for commercial uses shall be vented through the roof of the building. All such equipment ventilated through the roof shall be screened in compliance with this plan.

**B. Streetscape, Open Space and Landscape Requirements**

1. A streetscape plan is required for all projects and shall include proposed sidewalk and curbing materials and treatments, street trees, tree pit grates and/or treatments, and any proposed street furniture, lighting or other features to be provided.
2. Sidewalk areas must be provided along the street rights of way and shall be properly sized for the safe and convenient movement of pedestrians through and around the

## Redevelopment Area.

3. Sidewalk areas shall be attractively landscaped and durably paved in conformance with Municipal standards and shall be provided with adequate lighting. Decorative concrete paving materials shall be incorporated into the design and pedestrian scale lighting is required. At a minimum, decorative elements shall be introduced at building entrances at street corners and along the curb line to accent and channel pedestrian flow.
  4. All plant material used must be able to withstand the urban environment and shall be planted, balled and burlapped as established by the American Association of Nurserymen. A planting schedule shall be provided by the developer and approved by the Planning Board. All landscaping shall be guaranteed for a period of two (2) years. Any landscaping which is not resistant to the urban environment or that dies shall be replaced by the developer or property owner.
  5. Street trees shall be a minimum of 3 ½ – 4” caliper, planted along all curb lines of streets within the Redevelopment Area at a maximum of 35 feet on center. Each tree pit shall contain a decorative metal grate and/or decorative paving treatment. Tree species shall be selected which will achieve a mature height of 50 feet or above and a medium spread. Fast growing trees tend to be weak wooded and inappropriate for street planting. Therefore trees shall be selected that have a medium growth rate. The crown shape of the tree should be selected to compliment the architecture and setting of the buildings. Evergreen trees and fruit trees may not be used as street trees.
  7. Lighting within the Redevelopment Area shall sufficiently illuminate all areas to prevent "dark corners". All lighting sources must be shielded to prevent and eliminate any glare. The area of illumination shall have a uniform pattern of at least one-half (0.5) foot-candles.
  8. Outdoor landscaped open space areas shall be provided for all new construction within the Redevelopment Area and shall occupy any required yard areas and/or be constructed on the deck over any parking structure. A landscaped plaza or recreation area is required at the top of all parking structures in order to provide outdoor open space for building residents. All areas not covered by a building or pavement shall be landscaped with trees, shrubs, groundcovers or other appropriate plant material and a dog run shall be incorporated into all residential projects.
  9. Each project shall be required to make a financial contribution to an “Open Space Trust Fund” which shall be utilized by the City of Jersey City to improve or acquire public open space within the Area or immediately adjacent to the Area. Avenue. Open space improvements may include; trees and other landscaping, active and passive recreation, playgrounds, dog runs and other similar facilities and activities. (See also the Open Space Plan, Section IX and the Density Bonus Provisions found therein, Section IX.B.)
- C. Off-street Parking Design and Loading Requirements
1. All parking shall be located within the building. There shall be no separate parking structures. Access to parking may be provided from Monmouth Avenue. No access to parking shall be provided from Hoboken Avenue. There shall be no exposed parking

permitted, either surface parking or on the top of parking deck levels of a building. A landscaped plaza or recreation area is required on the top of all structures parking.

2. All parking and mechanical related areas along a street façade shall be wrapped along the exterior by occupied active building uses, such as commercial storefronts, residential units, building lobbies, meeting rooms, management offices and other similar spaces excepting the location of the vehicular entry and exit and stairways or elevator shafts that serve the parking structure along Monmouth Avenue. Utility rooms may occupy no more than fifteen (15%) percent of any street façade. On other facades, no visible from the street, they shall be designed to disguise the parking use within.
3. On other facades, no visible from the street, the exterior wall of the parking structure shall be architecturally designed to mimic and reflect the occupied portions of the building in terms of style, materials and the rhythm of the window openings serving the principal uses. They shall be covered by glass or metal in such a way that the exterior design is compatible with the design of the building and the actual windows of the building. The glass tint and/or reflectivity may be different so as to decrease the visibility of the garage use within. Blind windows, where appropriate shall also be permitted. The intent of the above regulations is that no exposed garage exterior wall shall be detectable as a garage at the ground floor level.
4. In order to preserve the maximum number of on-street parking spaces possible, driveway widths and curb cuts shall be limited to the minimum width and number necessary. Driveway / curb cut widths leading to parking areas containing less than twenty (20) cars shall be no more that twelve (12) feet in width. The width of driveways and curb cuts leading to parking areas for twenty (20) cars or more shall be limited to twelve (12) feet for one-way traffic and twenty (20) feet for two-way traffic.
5. All required parking spaces must be a minimum of 8.5 feet wide by 18 feet deep. The placement of a curb up to two (2) feet within the required 18 foot depth of the parking space is permitted, provided that there is adequate area for an automobile occupying the parking space to over-hang said curb a like distance without infringing on required landscaping or pedestrian areas. All aisles shall be a minimum of 22 feet wide. Compact spaces may be provided only with the approval of the Planning Board and shall be a minimum of 8 feet wide by 16 feet deep.
6. Off-street parking and loading areas shall be coordinated with the public street system serving the Redevelopment Area in order to avoid conflicts with vehicular traffic and/or obstruction to pedestrian walkways and thoroughfares. No vehicular access to parking and/or loading areas may be provided from Hoboken Avenue.
7. Light sources within any parking level shall not be visible from the exterior of the building either from the street or from other surrounding buildings and properties. Identification of the internal fixture and its location must be provided in order for any application to the Planning Board for site plan to be deemed complete.
8. Developers shall demonstrate to the Board's satisfaction that sufficient off-street loading is provided to meet the needs of the proposed uses.

9. All parking provided within the Redevelopment Area shall be for the sole use of the residents or tenants of the Redevelopment Area or visitors to the buildings within the Redevelopment Area. Parking may not be leased to commuters or other non-residents or non-tenants of the Redevelopment Area.
10. The number of required and/or permitted parking spaces for each use is indicated in Section VIII of this Plan.

D. Signage

1. Permitted Signage:

- a. Each residential building shall display the street address of the building on the front facade or front door of the building such that it is visible from the adjoining street right-of-way.
- b. Each residential building may provide any necessary signage required for proper mail delivery indicating the name(s) of the resident(s) of the building on the mailbox or doorbell.
- c. Each major residential building, i.e. buildings on lots of 10,000 square feet or more, may have one (1) exterior sign flush mounted to the façade at the entrance to the building indicating the building's name, if any, not to exceed twenty (20) square feet.
- d. Commercial Uses - Each such use fronting on a public street may be allowed one (1) exterior wall mounted sign not to exceed ten (10%) percent of the area of the ground floor storefront only (not the entire building area). In addition, each commercial tenant may be permitted one blade sign. Each blade sign shall not exceed a maximum of 10 square feet and shall be externally lit. Blade sign are required to be located on the building facade directly on the sidewalk frontage and shall be placed such that the lowest portion of the sign hangs at least 8 feet above the sidewalk.
- e. Tenant directories may be located within the lobby of a building.
- f. Accessory Parking – Since commuter and commercial parking is not permitted, no additional signage is permitted for parking uses.
- g. Other uses shall conform to the requirements of the Jersey City Land Development Ordinance,

2. Additional Signage Regulations and Requirements:

- a. ~~All signs are subject to minor site plan review when not included as part of a major site plan application.~~
- b. All signs shall be flush mounted and project no more than fifteen (15) inches, although blade signs may be attached to the first floor façade.
- c. 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.
- d. All signs may be attached to the first floor level of the building only. Where there is a two-story lobby or mezzanine space incorporated into the design of the

building, the sign may be permitted to be placed above the lobby at the equivalent of the second floor or level with Board approval.

- e. 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.
  - f. Permitted lettering material includes: 1.) Lettering forms applied to the surface of the sign; 2.) Single colored lettering forms applied to the surface of the sign; 3.) Metallic solid body letters with or without returns; 4.) Painted acrylic or metal letter; 5.) Neon style lettering.
  - g. Sign Lighting: Signs may be lit from gooseneck fixtures, backlit halo, and up-lights. Internally lit signs and sign boxes are prohibited.
  - h. Construction signs subject to the following regulations: Temporary construction signs shall not exceed fifty (50) square feet; no person shall exhibit more than one (1) such sign per premise, advertising the name of the building or project, general contractor, subcontractor, financing institution, public agencies and officials, and professional personnel; and such signs shall only be permitted beginning with the issuance of a building permit and terminating with the issuance of the certificate of occupancy for the building or project.
3. Prohibited Signage: The following signs and devices shall not be permitted within the Bates Alley 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 either lamppost mounted seasonal banners or traditional residential holiday decorations.

## **VIII. SPECIFIC LAND USE REGULATIONS**

The Redevelopment Area is a divided into two (2) land-use districts: a Residential District and a Transportation / Open Space District. The land use districts are displayed on the Land Use Map. These districts are regulated as follows:

### **Residential District**

- A. Principal Permitted Uses
  - 1. Multi-family Building with 4 or more dwelling units
- B. Uses incidental and accessory to the principal use, including:
  - 1. Commercial Uses – limited to the ground floor of multi-family buildings.
    - a. Retail sales of goods and services.

- b. Restaurants, category one and two.
  - c. Bars.
  - d. Offices.
  - e. Financial institutions.
  - f. Art Galleries.
- 2. Off-street parking, only within structures as part of the principal building.
  - 3. Recreation facilities and areas, (indoor &/or outdoor) including pools, landscaped yards and decks, active recreation uses, gymnasiums, exercise rooms, etc.
  - 4. Community rooms.
  - 5. Fences and walls.
  - 6. Home occupations.
  - 7. Signs.
- C. Maximum Permitted Density – Maximum permitted density shall be 50 dwelling units per acre. The maximum density for any development parcel may be increased to not more than 80 dwelling units per acre in compliance with the Density Bonus Provisions found in the Open Space Plan (Section IX. of this Redevelopment Plan.) *This permitted density shall not be considered an absolute as-of-right permitted density. Rather, it is subject to compliance with the requirements of the Palisades Preservation Overlay District. The maximum permitted density may be substantially less if less building bulk and / or height is permitted by the Palisade Overlay.*

The maximum number of dwelling units permitted on any particular development parcel shall be determined by the applicable unit size, permitted height and other bulk standards; or based upon the maximum permitted density; whichever is less.

- E. Notwithstanding the above provisions, the maximum permitted densities as described above shall not be considered absolute as-of-right permitted densities. Rather, the maximum permitted density shall also be limited by the Minimum Required Dwelling Unit Size, Maximum Permitted Height, Palisade Avenue Overlay restrictions and other bulk and design standards of this Plan.
- E. Minimum Required Dwelling Unit Size (interior measurement) - The average unit size of all dwelling units shall not be less than 1,200 square feet.
- F. Maximum Permitted Height - Maximum permitted height shall be 6 stories and 65 feet. This permitted height shall not be considered an absolute as-of-right permitted height. Rather, it is subject to compliance with the requirements of the Palisades Preservation Overlay District. The maximum permitted height may be substantially less.

Minimum height shall be 4 stories.

Height shall be measured to the highest point of the roof from the mean elevation of the finished grade from all exterior walls.

- 1. Additional Height Regulations:

- a. All residential floors shall have a minimum floor to ceiling height of nine (9) feet. This standard shall not be wavered through deviation
- b. Ground floor commercial areas shall have a minimum floor to ceiling height of Twelve (12) feet. This standard shall not be wavered through deviation.
- c. Ground floor commercial areas may be taller than twelve (12) feet and may contain mezzanine levels within the commercial use area.
- d. Parking structures may not exceed two (2) levels in height.
- e. Parapets and other roof-top appurtenances may exceed the permitted height within the limitations imposed by the Jersey City Land Development Ordinance, subject to compliance with the requirements of the Palisades Preservation Overlay District Standards.

F. Minimum Lot Size – 1.5 Acres

G. Permitted Maximum Building Coverage - Including Parking Structure – 85%

H. Required Setbacks

- 1. Front Yard: 10 feet along Hoboken Avenue and Monmouth Street  
Except that facades containing ground floor commercial uses may be constructed up to the front property line provided that there is at least 15 feet public sidewalk distance from curb face to building.
- 2. Other Yards: 15 feet.

I.	Parking Requirements:	Minimum	Maximum
	Multi-family Building	1.0 per unit	1.5 per unit
	Commercial Uses	Zero	2.0 / 1,000 sq. ft.

**Transit / Open Space District**

A. Principal Permitted Uses

- 1. Light Rail and Railroad Rights-of-Way
- 2. Public Parks, Open Space and Buffers
- 3. Pedestrian Walkways
- 4. Any combination of the above

B. Uses incidental and accessory to the principal use, including

- 1. Light Rail stations.
- 2. Necessary equipment to service Railroad and Light Rail uses.
- 3. Signs
- 4. Park equipment and furnishings
- 5. Dog runs
- 6. Fences and walls

C. Bulk and Other Standards

1. As regulated by the Jersey City Land Development Ordinance.

**IX. OPEN SPACE PLAN**

A. It is the intent of this Open Space Plan to provide new public open space areas within this Redevelopment Area and on parcels of land immediately adjacent to this Redevelopment Area. New Jersey Transit owns several pieces of properties within and immediately adjacent to this Redevelopment Area which are impacted by the alignment of the Light Rail transit way, Lackawanna mainline &/or wetlands. However, portions of these properties are suitable for use as public open space. This open space should include a public pedestrian walkway leading to the 2<sup>nd</sup> Street Light Rail Station. The proposed open space will consist of a series of small parks, linear walkways and landscaped buffer areas on existing New Jersey Transit owned properties and along the Light Rail right of way. These open spaces shall be linked together, and to the public street system, in order to provide access to and between the various residential, commercial, recreational, open space and transportation uses and facilities within the Redevelopment Area and the surrounding areas of Jersey City and Hoboken. Improvements within this open space system should include: pedestrian walkways; bikeways; shade trees, decorative trees, shrubs and other landscaping; dense buffer plantings where appropriate; pedestrian scale lighting; street and park furniture and other amenities.

**B. Density Bonus**

One of the primary objectives of this Redevelopment Plan is to provide for new open space and recreation opportunities within this Redevelopment Area and in immediately adjacent areas. It is also recognized that this Redevelopment Area has the potential to accommodate greater densities because of its proximity to the Light Rail system. Therefore, all residential or mixed-use development within this Redevelopment Area is eligible to receive a density bonus of up to an additional 30 dwelling units per acre; based upon a monetary contribution of five thousand, five hundred (\$5,500.00) dollars to an "Open Space Trust Fund" for each additional unit to be constructed. The Open Space Trust Fund shall be utilized by the City of Jersey City to create & improve public open space within the Redevelopment Area or immediately adjacent to the Area.

Uses of the Open Space Trust Fund monies shall include: The development of a pedestrian walkway leading from Hoboken Avenue to New York Avenue on portions of lots 42, 43 and 45 within Block 6001 (it is strongly suggested that New Jersey Transit continue this walkway beyond New York Avenue to Paterson Avenue in the City of Hoboken); the development of parks and open space on portions of lot 42 and 43 and all or portions of lot 45 within Block 6001; the creation of dense landscaped buffer areas on these same lots or on other New Jersey Transit owned properties immediately adjacent to the Redevelopment Area in order to shield views to the Lackawanna mainline and other undesirable views.

## **X. CIRCULATION PLAN (Map 3 –Circulation Map)**

1. It is the intent of this Circulation Plan to provide a street layout for the Redevelopment Area which is adequate to meet the circulation needs of the Redevelopment Area in terms of vehicular traffic and pedestrian volume, while at the same time recognizing that it is a primary purpose of this Redevelopment Plan to promote the principles of a “Transit Village”. That is; to provide pedestrian friendly streets and public rights-of-way, to minimize automobile use by maximizing the appeal of mass transit and to encourage reduced parking and shared use parking solutions. The Redevelopment Area is serviced by the Light Rail station at 2<sup>nd</sup> Street on the Hoboken / Jersey City boundary line.
2. All streets and rights of way within the Redevelopment Area shall remain open to the public. The configuration of all streets within the Redevelopment Area is expected to remain as they are. To the greatest extent practical, all streets should provide on street parking on both sides of the street unless restricted by local ordinance.
3. Monmouth Street shall be reconstructed to municipal standards. Further, Monmouth Street currently has a 50 foot right-of-way and should be studied to determine if it should be widened to a 60 foot right-of-way. If it is found that the right-of-way should be widened to 60 feet, then an additional 5 feet should be dedicated on each side of the street to achieve the desired right-of-way width. The costs of the reconstruction and widening of Monmouth Street shall be assessed to all adjoining properties on both sides of the street on a pro-rata share basis.
4. Sidewalk areas must be provided on both sides of the street within the Redevelopment Area, and shall be properly sized for the safe and convenient movement of pedestrians through and around the Area, taking into consideration the character of the adjoining area. In general, sidewalks on busier, wider streets such as Hoboken Avenue should be wider than sidewalks on side streets such as Monmouth Street. The required minimum sidewalk width on Hoboken Avenue shall be 15 feet; and the required minimum sidewalk width on Monmouth Street shall be 10 feet.
5. It is strongly recommended that New Jersey Transit create a pedestrian walkway leading from Hoboken Avenue, near its intersection with Cole Street; along the Light Rail right-of-way passing under the Lackawanna main line, and leading to New York Avenue. From that point, the pedestrian walkway should be extended to Paterson Avenue in Hoboken and connected to the existing walkway leading to the 2<sup>nd</sup> Street Light Rail Station.
6. There is a need to acknowledge and recognize the future potential of extending Jersey Avenue North. A possible scenario of the extension is included on the Circulation Map 3.

## **XI. ACQUISITION PLAN**

All property within this Redevelopment Plan is listed as “To Be Acquired”.

## **XII. RELOCATION PLAN**

It is anticipated that there will be no relocation because there are no residents living within, or businesses operating within, this area. However, should relocation of persons or businesses become necessary, the process of relocating the affected persons and businesses will receive the careful attention of local officials and the Jersey City Redevelopment Agency, and be conducted in accordance with the requirements of all applicable Federal, State and Local laws.

## **XIII. OTHER PROVISIONS TO MEET STATE AND 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 Plan herein has delineated a definite relationship to local objectives as to appropriate land uses, density of population, and improved traffic and public transportation, public utilities, recreation and community facilities and other public improvements.
- B. The Plan has laid out various strategies needed to be implemented in order to carry out the objectives of this Plan.
- C. The Plan has given proposed land uses and building requirements for the Redevelopment Area.
- D. The Acquisition Map and Acquisition Plan (Section IX), which are a part of this Plan, indicate all property to be acquired as a result of this Plan.
- E. The Plan is in general compliance with the Master Plan of the County of Hudson. It is not contrary to the goals and objectives of the Jersey City Master Plan or the Zone Plan. The Zone Plan permits residential land uses over ground floor commercial uses as this Redevelopment Plan does. However, this Redevelopment Plan emphasizes residential land-uses to a greater extent and reduces the emphasis on commercial uses. This has been done in recognition of the large community commercial center located immediately east of the Redevelopment Area, just across Bates Street. The Plan complies with the goals and objectives of the New Jersey Development and Redevelopment Plan in that this Plan and the State's plan both recognize the need to redevelop urban land.
- F. This Redevelopment Plan shall supersede all provisions of the Jersey City Zoning Ordinance that are specifically addressed herein. Any zoning related question that is not addressed herein shall refer to the Jersey City Zoning Ordinance for clarification. No variance from the requirements herein shall be cognizable by the Zoning Board of Adjustment. The Planning Board alone shall have the authority to grant deviations from 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 Redevelopment Area covered by this Plan as a Redevelopment Area, and all underlying zoning will be voided.

## **XIV. 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 five thousand dollars (\$5,000), 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.

*XV*

**MAPS & FIGURES**

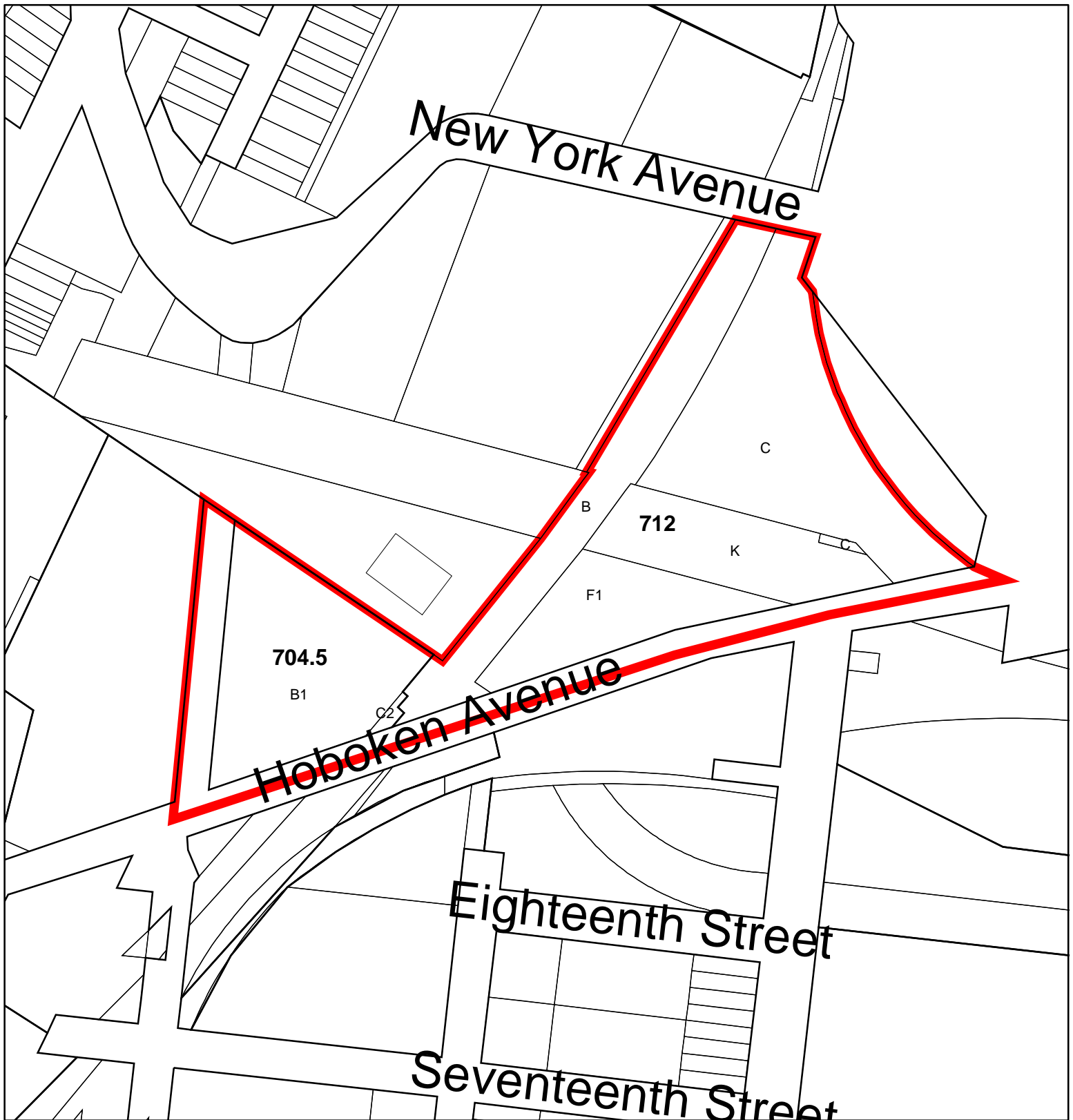


0 100 200 Feet

### Aerial of Redevelopment Area and Vicinity Hoboken Avenue Redevelopment Area

- Legend**
-  Proposed Pedestrian Walkway
  -  Redevelopment Boundary

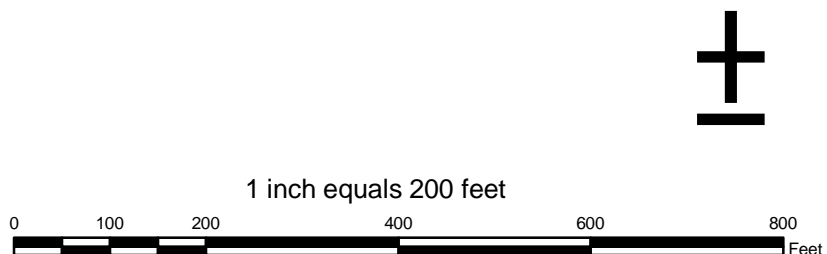
Figure 1

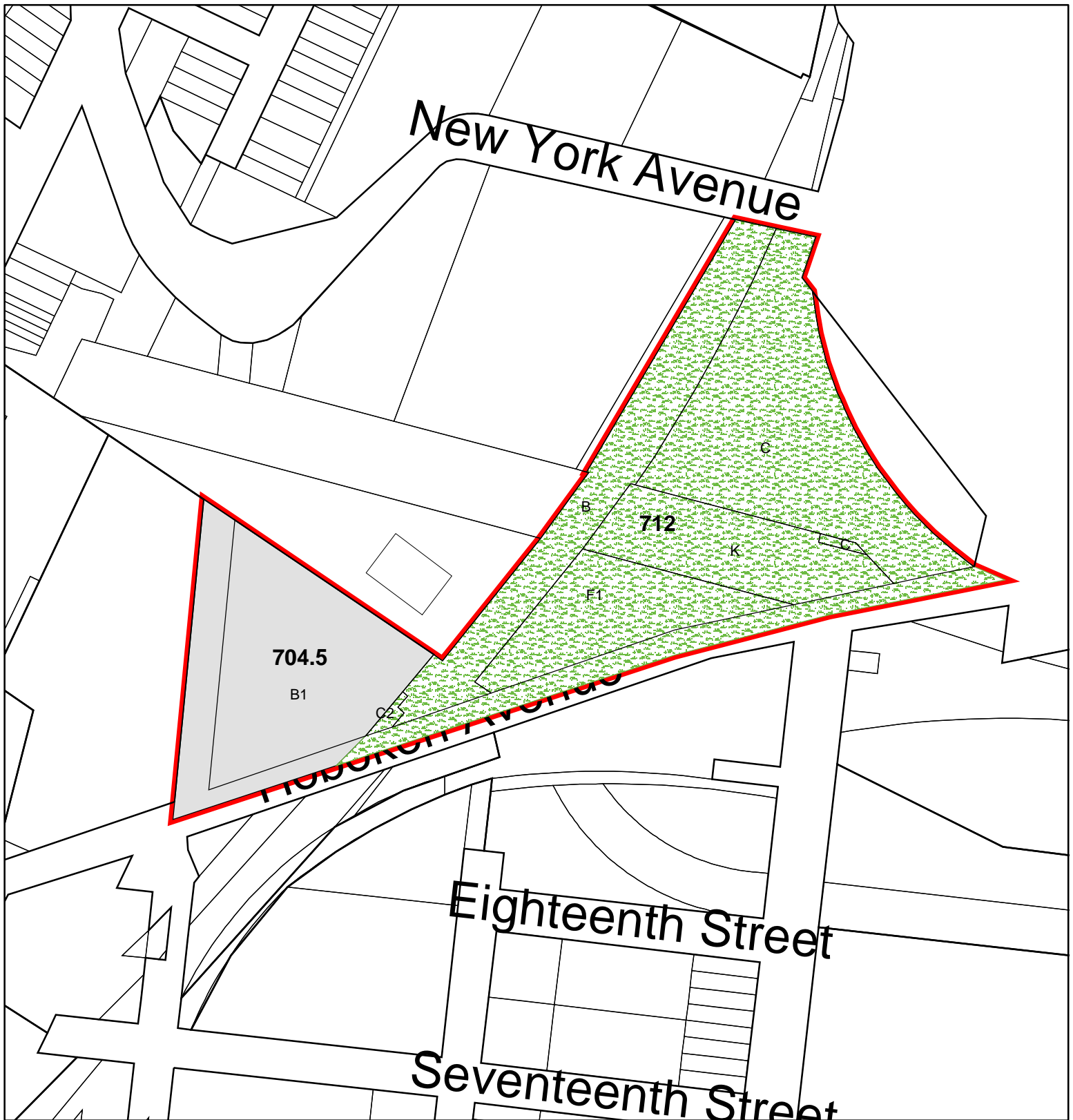


**HOBOKEN AVENUE REDEVELOPMENT PLAN**  
**MAP 1: BOUNDARY MAP**  
**JULY 2006**





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**HOBOKEN AVENUE REDEVELOPMENT PLAN  
 MAP 2: LAND USE MAP  
 JULY 2006**

**Legend**

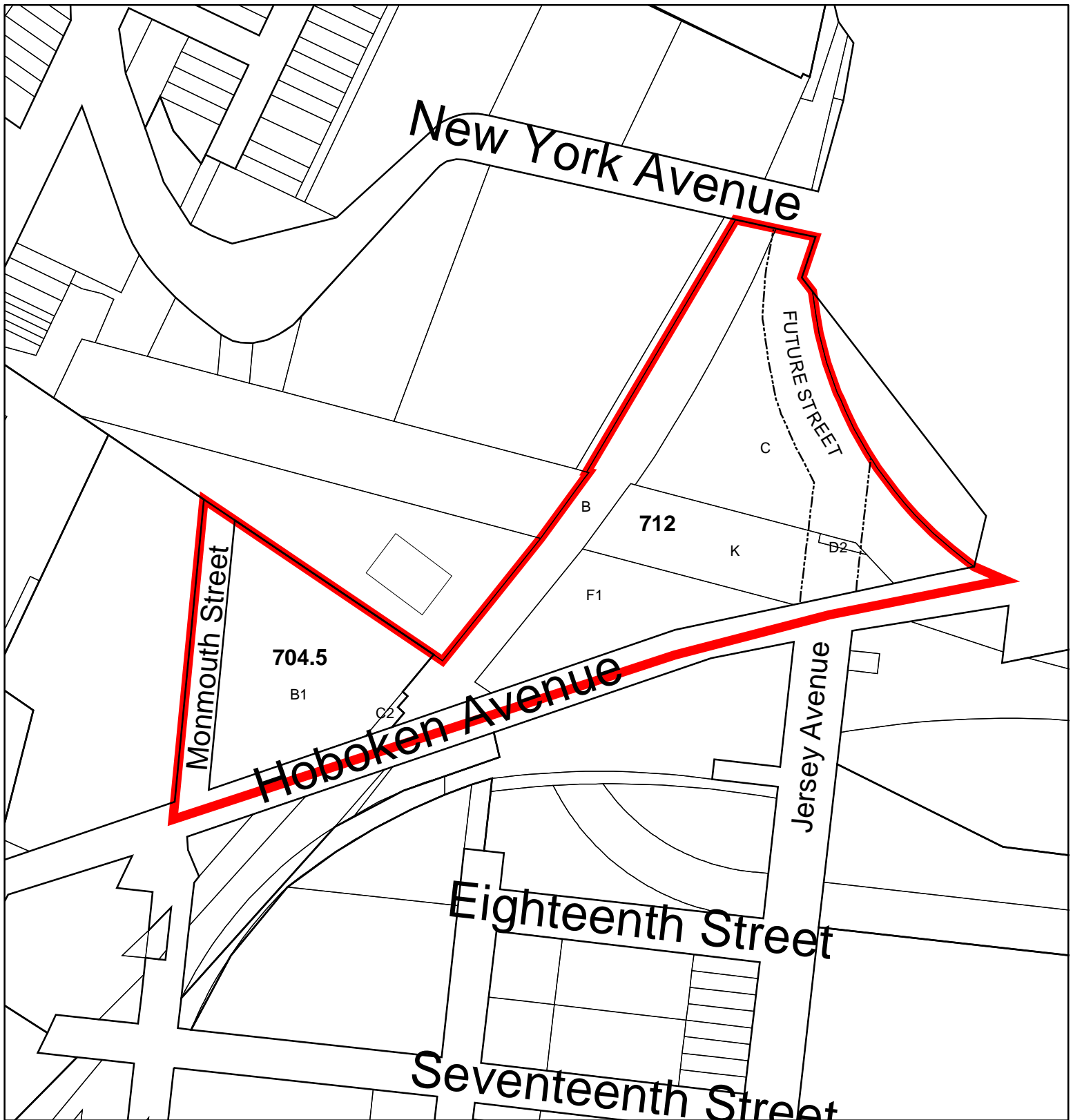
-  RESIDENTIAL
-  TRANSIT / OPEN SPACE



1 inch equals 200 feet



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**HOBOKEN AVENUE REDEVELOPMENT PLAN  
 MAP 3: TRANSPORTATION MAP  
 JULY 2006**



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