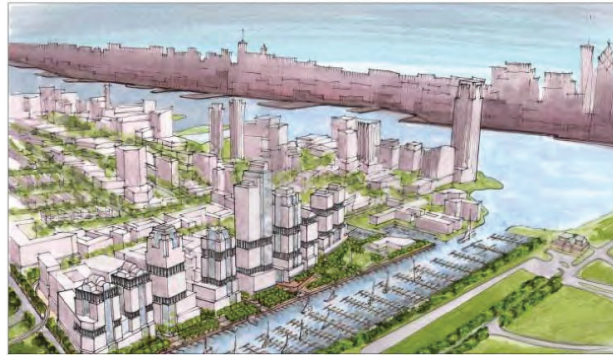


LIBERTY HARBOR NORTH

JERSEY CITY, NEW JERSEY

REDEVELOPMENT PLAN



DUANY PLATER-ZYBERK AND COMPANY

ARCHITECTS AND TOWN PLANNERS

UPDATED BY

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PRESENTED TO AND APPROVED BY
THE JERSEY CITY PLANNING BOARD
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A new transit-oriented city neighborhood.

The Liberty Harbor North Redevelopment Plan Area was first created in March of 1973. It was part of a larger redevelopment plan known then as the Liberty Harbor Redevelopment Plan. The Liberty Harbor Redevelopment Plan area, as first adopted in 1983, covered over 3,000 acres of Jersey City. It was an ambitious plan that was based on a Federal Program, *New Towns in Town* that no longer exists.

A great deal has happened in Jersey City since the adoption of the Liberty Harbor Redevelopment Plan and the subsequent amendment that created the Liberty Harbor North Redevelopment Plan within a portion of its original boundaries. The rebirth of the waterfront, the historic Van Vorst Park area and the continued development in the historic Paulus Hook neighborhood has generated nearby residential development, renovations and adaptive re-use on an unprecedented scale.

The New Liberty Harbor North Redevelopment Plan, as proposed within, anticipates the continuation of this development trend and provides regulations that will assure quality development which exemplifies the principles of the “New Urbanism” and “Traditional Neighborhood Development” techniques. The objective is to compliment and enhance the historic renewal and rehabilitation efforts in the neighborhoods to the north and east of the project area. The proposed new plan standards recognize that the project area will be a new neighborhood embracing the significant mass transit advantages, waterfront views and civic pride that the project area offers.

When completed, the neighborhood of Liberty Harbor North will perhaps be the most thorough exemplification to date of the principles of the New Urbanism. Due to its high-density housing, its multiple transit connections, its pedestrian-oriented mixed-use streetscape, and its inner-city location, this development is likely to serve as a textbook model for

healthy urban growth in the future.

The eighty-acre former industrial site is located on the north bank of the Tidewater Basin, just across from Liberty State Park, which will provide a permanent greenscape to the south. Just half a mile west of the Hudson River, the site provides dramatic views of Lower Manhattan to the east and the Statue of Liberty to the south. A new light rail provides two stops on the site, which is also only a five minute walk from the Grove Street PATH Train Station, providing service to both Lower Manhattan and Midtown. New York Waterways currently serves the site, offering a large-scale ferry service as well. The site is bordered by two historic neighborhoods worthy of emulation – the Paulus Hook neighborhood to the east, and the Van Vorst Park neighborhood to the north.

Even when provided in extremely high densities, much new housing has pulled back from the street and surrounded itself with parking, often behind a private gate. While new streetscapes have included sidewalks and expensive street furniture, the high-speed trajectory of the roads and the lack of accessible destinations have resulted in a largely non-pedestrian environment.

Both the re-developers and the City have the same objective for this project, which is to create a self-sufficient and vital neighborhood that makes the most of its waterfront location and its excellent transit service. With that goal in mind, the plan is modeled after the most successful urban neighborhoods – not just Jersey City’s historic districts, but also places like Greenwich Village and the Upper West Side of Manhattan.

The plan is an open network of small city blocks, with the majority of the streets oriented southwards towards the waterfront. These streets are relatively intimate in scale, with

the central street aimed directly at the Statue of Liberty. Running east-west, three larger-scale thoroughfares cross the site. To the north is Morris Boulevard, which contains the new light-rail tracks in its median in the traditional manner, and frames views of New York’s lower Manhattan. To the south is Canal Street along which there are provisions for a variety of waterfront experiences; a linear park on the waterfront edge, a large plaza node for neighborhood gathering, and an entertainment destination surrounded by a waterfront walkway. Between the two is Park Avenue, which connects a small marina at the east through the central square to Jersey Avenue at the west. The organization resembles most clearly that of the Upper West Side, in which a few wide avenues lined with tall buildings are connected by many narrow streets lined with townhouses.

The spatial characteristics of the street grid, the project height, bulk, and functional nodes, generally referred to as the grain of the site is fairly consistent, with a few exceptions such as the retail locations that are placed at both rail stations. The western location serves primarily the needs of the neighborhood and the adjacent medical center. The eastern location is developed into a shopping/dining/entertainment destination, taking advantage of two anchors — the rail stop to the north, and a large restaurant and ferry berth to the south ~~and a proposed hotel site facing the marina.~~ Small plazas and greens are distributed evenly throughout the site, but focused in specific locations. Large-scale active recreation is available in the Liberty State Park just across the canal.

Buildings, which are all designed to hide their parking from the street, have been distributed according to five basic categories: S, M, L, XL. Small buildings (S), at the townhouse scale, line the majority of the north-south streets. Medium buildings (M), roughly twice that size, line the Boulevard and the Avenue. Large buildings (L), roughly twice again that

size — 16 stories – line Marin Boulevard and other select locations. A series of extra-large (XL) buildings, varying in height, front Canal Street with its views, much in the same way that similar buildings face New York’s Central Park West.

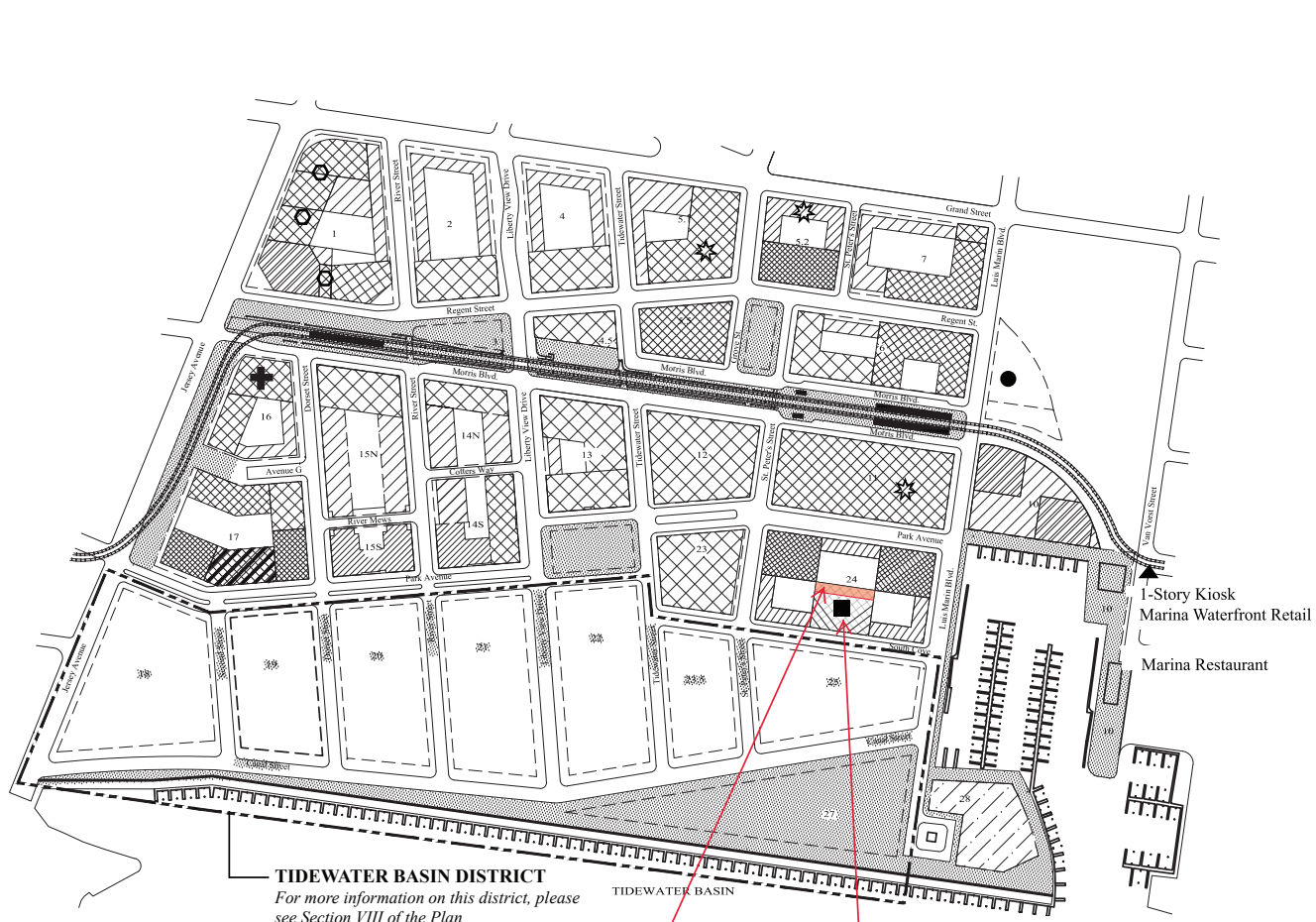
These four types are modulated by an intermediate type: Small/Medium (SM) buildings at 6 stories. There is a building type XS, which is limited to two prominent retail locations on the site. These buildings, such as the marketplace at the Marina, are to be retail and entertainment buildings: they are only allowed two stories or three stories as set forth in the regulating plan. In addition, there is a final building type XXL, which is classified as 45 stories

The combination of the four different classes of buildings across the site is expected to produce approximately 8,000 - 10,000 residential units while also providing significant Office, Hotel and Retail space. As currently allocated, the plan provides for over 600,000 sq. ft. of shops, approximately ~~500,000~~ sq. ft. of Hotel, and multiple opportunities for office space. (Due to the mixed-use nature of the re-development, these numbers could shift somewhat.)

300,000

This plan embodies the objective of creating a place of true character within the realities of modern development practice. To begin this process, the firms of Victoria Casasco, Walter Chatham, Alexander Gorlin, Elizabeth Guyton, John Mas-sengale, and Robert Orr produced designs based loosely upon the urban requirements of the plan. The Liebman Melting Partnership assisted in the development of the building types and began the work of coordinating the many participating architects. These designs are appended to this plan as Section IX Architectural Proposals.

This plan was initially produced in March 1999 during a week-long design charrette that brought a team of twenty-five



- XS-Class Buildings: 2 Stories, Max. height limit 40' Restaurant, Retail and Entertainment uses only on Block 28.
- S-Class Buildings: 4 Stories plus Attic
- SM-Class Buildings: 6 Stories plus Attic
- M-Class Buildings: 8 Stories plus Attic
- L-Class Buildings: 16 Stories plus Towers/Penthouse
- XL-Class Building: 32 Stories plus Cupola
- XXL-Class Building: 45 Stories plus Cupola
- Civic Class Base within S, SM & L-Class Building: (As many as 3 stories shall be civic) OR as alternative, S, SM & L-Class Building only.
- Mid-Block Parking: open space at block centers may be used for parking lots of a max. height determined by the Urban and Architectural Regulations. A minimum of 20% of this midblock area will be dedicated to open space, primarily in the form of townhouse rear yards, as discussed in III.L of the General Regulations.
- Zoning for this area to match corresponding area in the Tidewater Basin Redevelopment Plan, Grand and Main district, and R.O.W.'s.
- ~~Required Hotel~~
- Up to 12-stories maximum to be permitted on a project designed to be LEED Certified by the U.S. Green Building Council.
The expansion of Morris Square towards Regent Street shall be completed in conjunction with the Block 5.2 project.
- Up to 12-stories maximum to be permitted
- 1-Story Kiosk Marina Waterfront Retail architecture to match the main building on Block 10
- No Attic Permitted at 333 Morris Boulevard on Block 16

TIDEWATER BASIN DISTRICT
For more information on this district, please see Section VIII of the Plan

- REMOVE HATCH FROM THIS AREA

- DELETE "REQUIRED HOTEL" GRAPHIC
- CHANGE BUILDING TYPE GRAPHIC TO:
"XL-CLASS BUILDING: 32 STORIES PLUS CUPOLA"

CAPACITY SUMMARY

Block #	Maximum Allowable:										TOTAL BUILDING AREA*		
	HOUSING in SF			HOUSING in Units			OTHER USES						
	Liner	Other	Total	Liner	Other	Total	Retail	School	Hotel	Office**		Garage	
1	35,000	775,000	810,000	32	773	805	30,000		0	58,000	175,000	898,000	**
2	122,345	153,800	276,145	72	110	182	20,000		0	20,000	70,000	305,000	**
3	0	0	0	0	0	0	0		0	0	0	0	**
4	103,250	163,800	267,050	61	117	178	20,000		0	30,000	70,000	285,000	**
4.5	0	119,547	119,547	0	85	85	15,000		0	15,000	35,000	120,000	**
5.1	144,000	392,000	536,000	85	280	365	15,000		40,000	23,625	90,000	704,625	**
5.2	0	770,000	770,000	0	550	550	15,000		0	0	200,000	985,000	**
5.5	0	229,917	300,000	0	300	300	30,000		0	30,000	70,000	300,000	**
6	187,000	252,000	439,000	110	180	290	45,000		0	40,000	185,000	445,000	**
7	100,000	367,000	467,000	88	262	350	20,000		0	20,000	150,000	467,000	**
10	90,000	490,000	580,000	100	594	694	45,000		0	0	150,000	625,000	**
11	0	900,000	900,000	0	585	585	30,000	40,000		30,000	250,000	1,175,000	**
12	0	412,002	412,002	0	294	294	25,000		0	30,000	120,000	490,000	**
13	24,000	374,094	398,094	14	267	281	20,000		0	50,000	110,000	445,000	**
14N	30,898	162,215	193,113	18	116	134	8,500		0	0	54,000	226,000	**
14S	33,772	177,305	211,077	20	127	147	9,500		0	0	59,000	247,000	**
15N	105,550	180,647	286,197	62	129	191	14,000		0	0	100,000	308,000	**
15S	0	101,000	101,000	0	72	72	5,000		0	0	0	101,000	**
16	60,000	229,420	289,420	65	233	289	15,000		0	25,000	50,000	309,420	**
17	180,000	875,000	1,055,000	149	851	1,000	70,000	40,000		0	220,000	1,165,000	**
23	178,345	601,674	780,019	105	430	535	15,000		0	60,000	220,000	1,070,000	**
24	0	992,500	992,500	0	900	900	15,000		202,500	0	250,000	1,210,000	***
28	0	0	0	0	0	0	85,000		0	0	0	85,000	**
Total	1,394,160	8,718,921	10,183,164	980	7,255	8,236	567,000		242,500		2,628,000	11,966,945	
		1,294,900	1,294,200		1,200	1,200							1,309,000
		9,021,321	10,485,564		7,555	8,536							12,065,945

Note: ATTENTION: These notes are an essential component of the requirements of this table.

1. Maximums are per uses, and will thus add up to a figure above the total block area in mixed use blocks. For example, a housing block with optional retail frontage will only be able to achieve maximum retail area by reducing the maximum amount of housing area. In all cases, the total combined area will not be allowed to exceed the total building area in the right hand column. Maximum square footage for each use, as well as total building area, is further limited by constraints dictated by maximum height, floor area ratio and other bulk criteria; such that the maximums indicated in the above chart may not be practically available.
2. By the same logic, the totals at the bottom of this table are not simultaneously achievable. Achieving a maximum in any column would require a reduction of the maximum in another column.
3. The number of units is determined based upon an average unit size of 1,700 sf for line units, 1,400 sf for other units; except on Block 10 & 24. ~~Due to the unique requirement that Block 24 must contain a Hotel, the maximum unit count shall be determined exclusively by the Capacity Summary Chart above.~~ Block 10 must also build the waterfront walkway and walkway connection.
4. If the amount of residential area is reduced in order to serve other uses as allowed, the maximum number of housing units shall be reduced correspondingly, calculated at 1,700 sf per liner unit, 1,400 sf per other unit.
5. *Parking garages are not counted as a part of building area when they are contained within the building.
6. ~~***The required hotel on block 24 shall contain a minimum of 150 rooms; and shall also contain a full service restaurant, bar and lounge area, retail services (including concierge & room service), meeting rooms & banquet rooms, fitness center and salon services.~~ *** Development on Block 15907, Lot 3, Qualifier C0002 (AKA Block 15907, Lot 17, Qualifier C0002) is subject to Chapter 187 and Chapter 188 should any residential use be proposed. This amendment effective upon the settlement of JERSEY CITY REDEVELOPMENT AGENCY, Plaintiff, v. STATUE OF LIBERTY HARBOR NORTH REDEVELOPMENT URBAN RENEWAL, LLC and EFM TRANSFER AGENT, LLC, or its assigns, Defendants (DOCKET NO. HUD-L-45-21).
7. For the blocks located in the Tidewater District, refer to the Section VIII. Tidewater District Plan

