

# GROVE STREET STATION REDEVELOPMENT PLAN

PREPARED BY DIVISION OF URBAN RESEARCH & DESIGN  
AMENDED BY THE MUNICIPAL COUNCIL  
MODIFIED BY THE PLANNING BOARD  
ADOPTED FEBRUARY 1986

AMENDED MAY 13, 2015 ORD. 15-053

## **I. INTRODUCTION**

The Grove Street Station Redevelopment Plan, (hereinafter referred to as "the Plan,") will govern development within the Grove Street Station Redevelopment Area, (hereinafter referred to as "the Area.") The Plan provides comprehensive development regulations which will assure that future development will be appropriate given the existing conditions of both the surrounding residential neighborhoods and the immediately adjacent commercial districts.

The Area is situated between the western edge of development fanning out from the Exchange Place PATH station and the eastern edge of several established and thriving residential neighborhoods.

Previous redevelopment projects within this part of our city have produced the mostly high-rise residential and commercial developments located along Montgomery Street and Christopher Columbus Drive. These efforts date back to 1949 when the Gregory Park Project was initiated, the first redevelopment project ever in Jersey City. The most recent project, the Evertrust building, continues that effort.

The Area is surrounded on all other sides by a commercial and residential mix of mostly low-rise, masonry buildings. To the north there are a few older residential redevelopment projects that in their maturity have demonstrated the wisdom of their planners. Among these are the Villa Borinquen apartments and the two-family homes along Manila Avenue. To the north and west lies the historic neighborhood known as Harsimus Cove, a district of neat, mostly brick, residential rowhouses and tenement buildings. West of the Area is the substantial, National Register, Van Vorst Park Historic District. Van Vorst is a sprawling district of elegant townhomes and stately rows, centered upon the city block known as Van Vorst Park.

The Area is within the City's C-4 Finance and Business zoning district. The Zoning Ordinance defines the purpose of this district as being "to encourage continued expansion of a major employment center (Exchange Place) with emphasis on offices, financial institutions, brokerage houses and their accompanying services."

The Grove Street Station Redevelopment Plan will supersede the existing zoning for the project area. The Plan will regulate future redevelopment activities within the Area to assure that such redevelopment will promote the public health, safety and welfare. The Plan lays out the requirements for site plan approval, bonuses, and other development requirements. It also details the acquisition schedule and relates the relocation procedures (if any) as required by law.

## **II. BOUNDARY DESCRIPTION**

The Grove Street Station Study Area shall consist of City Tax Block 203. The boundary of the Area may be described as follows:

**BEGINNING** at the point of intersection of the centerline of Grove Street and the centerline of Wayne Street, thence in a northerly direction along the centerline of Grove Street to the point of its intersection with the centerline Christopher Columbus Drive, thence in an easterly direction along the centerline of Christopher Columbus Drive to the point of its intersection with the centerline of Henderson Street (Luis Munoz Marin Blvd.), thence in a southerly direction along the centerline of Henderson Street to the point of intersection with the centerline of Wayne Street, thence in a westerly direction along the centerline of Wayne Street to the point of its intersection with the centerline of Grove Street, the point and place of **BEGINNING**.

## **III. REDEVELOPMENT PLAN OBJECTIVES**

Redevelopment activities within the Area must be undertaken to effectuate as many of the following objectives as possible. It shall be an objective of the Plan to:

- Expand the City's tax base by encouraging development which will make full use of the Area's unique locational advantages.
- Implement the goals of the 1984 Land Use Element of the Jersey City Master Plan by encouraging development which is consistent with those goals.
- Encourage the maximum participation of the private sector while allowing the public sector assistance necessary to produce feasible projects.
- Eliminate substandard structures and uses of land which may act as blighting influences and inhibit the proper utilization of land.
- Provide for an overall improvement of the vehicular and pedestrian circulation systems by providing for separation of vehicular and pedestrian traffic and to provide for maximum use of public transportation.
- Create a planned working and/or living environment which can provide employment, housing, retail and/or commercial opportunities.
- Provide for the coordination of redevelopment activities which will provide a uniform attack on potential blighting conditions.
- Provide on and off site improvements which will improve the project area and the surrounding neighborhoods.
- Provide, to the maximum extent possible, both construction and permanent jobs for Jersey City residents.
- Provide development incentives to encourage the private sector's involvement in the improvement of mass transit facilities.
- Preserve and improve the character of the adjacent historic districts by requiring transitional development along the districts edges.

#### **IV. TYPES OF PROPOSED REDEVELOPMENT ACTIONS**

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

- Clearance of dilapidated structures;
- Provisions for a full range of public infrastructure
- improvements necessary to service and support the new
- development.
- Construction of new structures and complementary facilities.
- Provisions for site improvements which will complement new development.

#### **V. BUILDING DESIGN OBJECTIVES**

- A. All new buildings within the redevelopment area shall be situated with proper consideration of their relationship to other buildings, both within and without the Area.
- B. All buildings shall be designed to provide for proper light, air, and open space, as well as with proper consideration for their height, bulk and parking requirements.
- C. Groups of related buildings shall be designed to present a harmonious appearance in terms of architectural style and exterior building materials.
- D. Buildings shall be designed to be attractive from all vantage points.
- E. Buildings located adjacent to Grove Street Station should incorporate the access stairways of the Grove Street PATH Station and must consider these entrances in their pedestrian circulation improvements.
- F. Development should contribute to the overall liveliness of the sidewalk areas surrounding such development by providing pedestrian-oriented commercial activities at street level.
- G. Development along Grove Street shall not exceed eight (8) stories in height within an area extending east from the eastern right-of-way line of Grove Street a minimum distance of one hundred (100) feet.
- H. All parking structures shall be designed to incorporate screening materials which will effectively disguise the nature and use of the structure. The Planning Board shall consider such techniques and materials as part of site plan approval.

## **VI. GENERAL REQUIREMENTS**

### **A. Submission of Redevelopment Proposals**

Prior to commencement of construction, architectural drawings, specifications, and site plans for any construction and/or rehabilitation within the Area shall be submitted by the developer(s) for review and approval by the Planning Board of the City of Jersey City.

### **B. 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 fumes, glare, electromagnetic 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.

### **C. Off-Street Parking and Loading**

All off-street parking and loading areas shall be coordinated with the public street system in order to avoid conflicts with through traffic or obstruction to pedestrian circulation.

All required parking and loading areas shall be provided off-street, (except where specifically exempted) and must be properly graded, paved, drained, and landscaped. Additionally, all access points must be defined and limited in accordance with the Jersey City Zoning Ordinance.

All surface parking areas must utilize poured-in-place concrete curbing to prevent vehicles from encroaching upon planted areas.

All required parking spaces shall be a minimum of eight and one-half (8.5) feet by eighteen (18) feet. Two way aisles shall be a minimum of twenty-two (22) feet wide. Twenty-five percent (25%) of the parking requirement may be compact car spaces. Such spaces shall be a minimum of seven and one-half (7.5) feet by sixteen (16) feet.

A minimum of seven percent (7%) of any surface parking facility shall be landscaped. Such landscaping shall include shade trees of at least two and one half (2.5) inch caliper.

### **D. Open Space and Landscape Design**

All open space, including plazas, shall be designed utilizing a variety of elements, such as, but not limited to lawns, trees, shrubbery, attractive paving materials, street furniture, lighting and other architectural and artistic amenities so as to produce and provide a pleasant environment which complements the Area.

All screen planting shall be coniferous and only species with proven resistance to the urban environment will be acceptable. Screen planting shall be a minimum of three (3) feet in height. Screen materials shall be planted balled and burlapped and must be of specimen quality as established by the American Association of Nurserymen. At initial planting the materials shall provide a screen from the top of the planting to within six (6) inches of grade.

Other plant materials shall be dense and of specimen quality as determined above. All deciduous trees shall be a minimum of two and one-half (2.5) inches in caliper. All plants, trees and shrubs shall be installed in accordance with a planting and maintenance schedule, which must be provided on the site plan drawings. This schedule must be reviewed and approved by the Division of Urban Research and Design.

Open space for new construction shall be provided to the maximum extent feasible and be so located as to provide for maximum usability and to create a harmonious relationship of buildings and open space.

E. Restriction of Occupancy or Use

There shall be no restriction of occupancy or use of any part of the project area on the basis of race, creed, color or national origin.

F. Circulation Design

Sidewalk areas shall be adequate for the movement of pedestrians through and around the Area.

Sidewalk areas shall be attractively landscaped and durably paved and shall be provided with adequate lighting.

Trees shall be planted along street curblines at intervals of not more than 40 feet. Alternate improvements to the streetscape shall be acceptable in lieu of tree plantings, at the discretion of the Planning Board.

G. Underground Utility Placement

All utility distribution lines and utility service connections from such lines to the Area's individual uses shall be located underground, except as where prevented by flood hazard area regulations.

H. Interim Uses

Interim uses may be established, subject to agreement between the developers and the Planning Board, that such use will not have an adverse effect upon existing or contemplated development during the interim use period. Interim uses must be approved by the Planning Board. Interim uses are allowed for not more than a three (3) year period with two (2), one (1) year extensions at the discretion of the Planning Board. Parking is not to be permitted as an interim use.

## **VII GENERAL PROVISIONS**

- A. No building shall be constructed over an easement in the project area without prior written approval of the Jersey City Department of Engineering.
- B. No additional construction or alteration to existing or proposed development shall take place until a complete site plan application reflecting such additional or revised construction has been submitted to, and approved by, the Planning Board.
- C. 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 forty (40) years from the date of approval of this Plan by the Jersey City Municipal Council.
- D. All residential redevelopment proposals and construction plans shall exceed applicable F.H.A. minimum room size requirements prior to approval by the Redevelopment Agency and the Planning Board.
- E. All trash receptacle areas shall be enclosed and adequately screened.
- F. All mechanical systems which are located on the roof of a structure must be properly screened so as not to be visible from the streets surrounding the development.
- G. Site plan review shall be conducted by the Planning Board pursuant to NJSA 40:550-1 et seq. Site plan review shall consist of a preliminary site plan application and a final site plan application. Applications may be submitted for the entire project or for any number of phases. Preliminary site plan approval shall entitle an applicant to apply for building permits for the particular phase or phases granted preliminary site plan approval. Final site plan approval for any phase shall not be granted unless or until the phase(s) is (are) substantially completed or performance guarantees for site improvements for that(those) phase(s) have been furnished by the redeveloper in accordance with NJSA 40:550-53.
- H. No Certificate of Occupancy of any type shall be issued for any structure within the Area until the Planning Board of the City of Jersey City has given final site plan approval for the phase in which said construction is located. Any performance guarantees required pursuant to NJSA 40:550-53 shall be in favor of the City of Jersey City and in a form approved by the Jersey City Corporation Counsel. The amount of any such performance guarantee(s) shall be as determined by the City's Engineering Department and shall be sufficient to assure completion of site improvements within one year of final site plan approval.
- I. Any subdivision of lots and parcels of land within the Area shall be in accordance with the requirements of this Plan and the land subdivision ordinance of the City of Jersey City.

## VIII. SPECIFIC LAND USE REGULATIONS

### A. Development District: Block 203

#### 1. Principal Permitted Uses

- a. Offices
- b. Residential
- c. Retail sales of goods and services
- d. Mixes of any of the above
- e. Adaptive re-use to any of the above

#### 2. Accessory Uses

- a. Parking facilities
- b. Restaurants and nightclubs
- c. Recreation and open space

#### 3. Conditional Uses

- a. Public Utilities
- b. Earth Satellite Stations
- Public and semi-public uses

#### 4. Intensity of Development

##### a. Floor Area Ratio (FAR)

Development shall not exceed an FAR of 8:1. When calculating FAR, the floor area of parking facilities shall not be considered.

##### b. Residential Density

Residential development shall not exceed 150 units per acre. This density allowance shall not be affected, nor reduced, by any commercial development occurring within the Area.

##### c. Maximum Height

No structure shall exceed eighteen (18) stories in height, a penthouse will be permitted which does not exceed 50% of the floor area below. Adaptive re-use projects may add one (1) additional story, which may not exceed seventy-five percent (75%) coverage of the existing roof area.

##### d. Bulk Requirements

Redevelopment projects shall be limited to a maximum lot coverage of sixty percent (60%). Where parking structures are constructed as an integral part of a redevelopment project, coverage may be increased to a maximum of ninety-five percent (95%), provided that for any such parking structure fronting upon Newark Avenue, Columbus Drive and/or Grove Street, retail, commercial offices or other pedestrian oriented uses are located along 100% of the ground level facade of such structure fronting on the aforementioned streets. This bonus provision allowing the additional thirty-five percent (35%) lot coverage shall be reduced in direct proportion to the the percentage

of parking structure frontage along the aforementioned streets not containing pedestrian oriented uses.

Adaptive re-use projects shall be exempt from the bulk requirements, provided that the building's footprint is not increased by more than ten percent (10%).

e. Improved Open Space

A minimum of one percent (1%) of the Gross Floor Area (GFA) of development shall be improved open space. Not less than fifty percent (50%) of this requirement must be located at street level and be open and available to the public during normal business hours.

Adaptive re-use projects shall be exempt from the open space requirement. However, they will be required to provide street trees or other improvements to the streetscape along their frontage.

f. Off-Street Parking Requirements

Offices: At least one-half (0.5), but not more than 1.25 spaces per 1,000 square feet of GFA.

Residential: A minimum of 1.0 spaces per residential unit

Retail Sales: One space per 1,000 square feet of GFA, excluding the first 5,000 square feet of any single retail facility.

This requirement shall be for each individual commercial or retail use. Those retail uses which require off-street parking can incorporate shared parking spaces subject to Planning Board approval. The Planning Board may allow for shared parking where a mixed use development is involved.

Adaptive re-use projects shall not be required to provide off-street parking.

g. Loading

Office: One loading space for the first 250,000 square feet of GFA. Above 250,000 square feet one additional loading space is required.

Adaptive re-use projects shall be exempt from the loading requirement. All loading spaces shall be internal to the building and must be a minimum of 400 square feet and provide an opening which is sufficient to allow complete entry of all vehicles expected to use such loading areas. Adequate provisions shall be made to assure proper maneuvering of vehicles using the loading space(s).

h. Signs - All signs two (2) or more square feet in area shall be subject to site plan review and approval. No sign may be free standing, roof mounted, animated, or flashing.

1. Office: Total exterior sign area shall not exceed the equivalent of ten (10%) percent of the first story portion of the wall to which it is attached. One (1) use shall be permitted no more than one (1) sign for each street frontage. Buildings with multiple uses shall have not more than one (1) sign per use provided the aggregate area of all signs does not exceed the maximum area permitted for each street frontage.

2. Residential: One sign per street frontage may be allowed, not to exceed fifty (50) square feet in total.

3. Parking Garages and Lots: Signs may be allowed indicating the parking facility by the international parking symbol. Any other signage shall require Planning Board approval.

4. Retail Sales: Each such use fronting on a public street may be allowed one exterior sign not to exceed ten (10%) percent of the area of the ground floor story to which it is attached.

i. Lighting

All lighting must be indicated on the site plan drawings showing location and type of lighting fixtures to be used.

j. Fencing

All fencing must be indicated on the site plan drawings, showing their location and style including material. Only tubular steel, wrought iron, brick, or stone fencing is permitted.

k. Garbage Disposal

All trash storage areas shall be enclosed and adequately screened. The location of such areas must be indicated on the site plan drawings as well as the method of trash removal.

## **IX. OTHER PROVISIONS NECESSARY TO MEET STATE AND LOCAL REQUIREMENTS**

The "Redevelopment Agencies Law" NJSA 40:55C-1, et seq., specifically, 40:55C-32 requires that a redevelopment plan shall:

"Conform to the general plan for the municipality as a whole; and shall be sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements, conservation or rehabilitation as may be proposed to be carried out in the area of the project, zoning and planning changes, if any, land uses, maximum densities, building requirements, and the plan's relationship to definite local objectives respecting appropriate land uses, improved traffic, public transportation, public utilities, recreational and community facilities, and other public improvements."

In accordance with the State's requirements, the following statements are made:

- The proposals of this Plan conform with the general plan for the municipality, and is consistent with the Jersey City Master Plan.
- This Plan provides an outline for the orderly redevelopment of the Grove Street Station Area. It is sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements, planning changes, land uses, maximum densities, building requirements, and the Plan's relationship to definite local objectives respecting appropriate land uses, improved traffic, public transportation, public utilities, community facilities, and other public improvements.
- As recommended, the Plan does not require the acquisition of any occupied businesses, nor any homes. Therefore, there will be no need for any relocation services. However, if there were any such relocation, the City of Jersey City, through the services of the Jersey City Redevelopment Agency, Division of Relocation, would be the agency responsible to provide displaced families, businesses and individuals with the opportunity of being relocated into decent, safe, and sanitary facilities which are within their financial means.

## **X. PROCEDURES FOR AMENDING THE PLAN**

This Plan may be amended from time to time upon compliance with the requirements of law. A fee of \$500 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 40:55C-1 et seq., said developer shall pay these costs. If there is no developer the appropriate agency shall be responsible for any and all such costs.

GROVE ST.

MORGAN ST.

HENDERSON ST.

NEWARK AVE.

CHRISTOPHER COLUMBUS DR.

203

WAYNE ST.

HENDERSON ST.

GROVE ST.

MERCER ST.



LEGEND:

STUDY AREA



# GROVE STREET STATION STUDY AREA BOUNDARY



PREPARED BY  
DIVISION OF URBAN RESEARCH AND DESIGN  
DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT

Boundary amended by Council  
October 11, 1987



## GROVE STREET STATION STUDY AREA LAND USE



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DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT

Boundary amended by Council  
October 11, 1987

GROVE ST.

MORGAN ST.

HENDERSON ST.

NEWARK AVE.

CHRISTOPHER COLUMBUS DR.

203

HENDERSON ST.

WAYNE ST.

GROVE ST.

MERCER ST.



LEGEND:

STUDY AREA



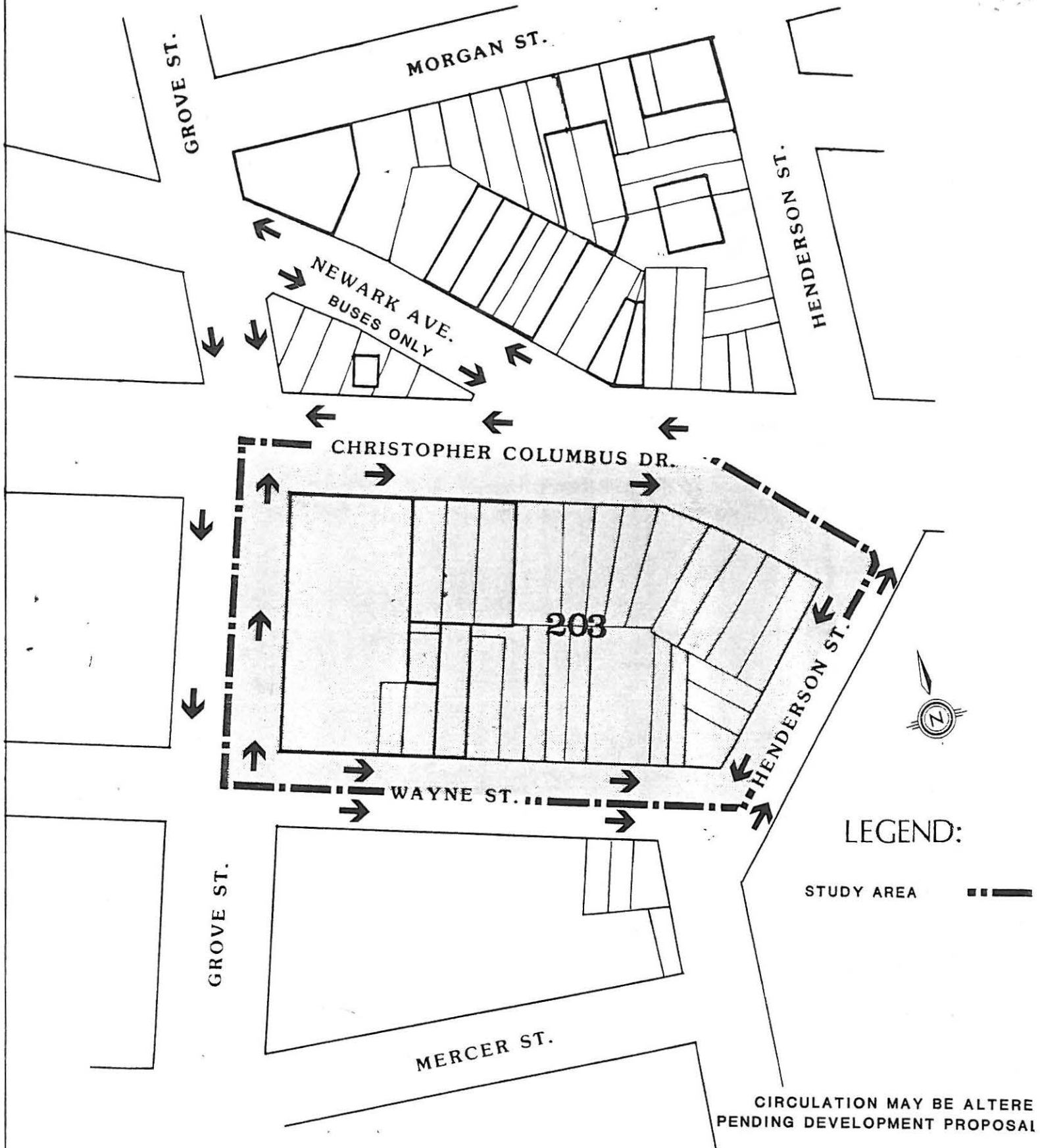
ENTIRE STUDY AREA  
NOT TO BE ACQUIRED

# GROVE STREET STATION STUDY AREA ACQUISITION



PREPARED BY  
DIVISION OF URBAN RESEARCH AND DESIGN  
DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT

Boundary amended by Council  
October 11, 1985



## GROVE STREET STATION STUDY AREA CIRCULATION



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DIVISION OF URBAN RESEARCH AND DESIGN  
DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT

Boundary amended by Council  
Resolution 11-1095