Grand Jersey Redevelopment Plan

Adopted by the Municipal Council
City of Jersey City
March 24, 1993 – Ord. 93-029
Amended Sept. 25, 2002 – Ord. 02-110
Amended Nov. 25, 2008 – Ord. 08-158
Amended Nov. 23, 2010 – Ord. 10-149
Amended March 23, 2011 – Ord 11-032
Amended March 28, 2012 – Ord 12-040
Amended May 13, 2015 – Ord 15-053

Division of City Planning
City of Jersey City

Table of Contents

I. Introduction

II. Redevelopment Plan Area Boundary Description

III. Redevelopmetn Plan Objectives

IV. Proposed Redevelopment Actions

V. General Administraive Requirements

VI. General Development & Design Requiremetns

VII. Land Use Requirements

VIII. Circulation Plan

IX. Open Space Plan

X. Utility and Infrastructure Requirements

XI. Acquistion Plan

XII. Procedure for Amending the Approved Plan

XIII. Implementation

XIV. Severability

I. Introduction

The Area is situated north of Liberty State Park and just east of the New Jersey Turnpike. Those adjoining significant assets of the State of NJ are extremely influential to the redevelopment area's future. They must be considered in the design of the new neighborhood, and the suitability and appropriateness of the design is critical to the success of Grand Jersey land area as a new livable neighborhood of the City.

The original redevelopment planning for this area began in the 1960's, as reflected in the 1966 Master Plan for Jersey City, entitled "*A Time for Change*." The 1966 Master Plan envisioned an area from the northern shore of Caven Point to Grand Street to be redeveloped with a mix of new uses, including a major park along the waterfront. A quarter of a century later, the park is evident; its boundaries are set but only a fraction of its master plan has been developed. The other new uses envisioned in by the City Planning Department– residential, office, recreational, civic and commercial – have finally begun to emerge.

This redevelopment plan contains the new Jersey City Medical Center, a new regional state-of-the-art hospital and trauma unit. Since its construction in early 2000, it has expanded by adding two medical office buildings and a parking facility. A quarter of the land area within this plan is designed to permit hospital support facilities and other related supportive uses, and allow the new facility to continue to grow with the City and its surrounding service community. Except for the hospital, no other redevelopment activity has occurred in this plan area.

Due to the historic industrial uses of the area, all of the properties within the area are brownfields as defined under NJ state law (N.J.S.A. 58:10B-23.d). They are defined as, "any former or current commercial or industrial site that is currently vacant or underutilized and on which here has been, or there is suspected to have been, a discharge of a contaminant." Environmental studies of the various properties in fact discovered significant and pervasive contamination throughout the area, with cleanup cost estimates in the tens of millions. Recognizing the need for a coordinated approach to further investigation and eventual cleanup, in 2007 the Jersey City Redevelopment Agency (JCRA) applied for a Brownfield Development Area (BDA) designation for the area to the New Jersey Department of Environmental Protection (DEP). Administered by the Office of Brownfield Reuse, the BDA imitative is designed to help communities affected by multiple brownfields to plan for and implement remediation and reuse of those brownfields in a comprehensive and coordinated manner. A Memorandum of Understanding (MOU) was executed in March of 2008 among the Steering Committee, the City, and the DEP, initiating a long-term partnership to focus available resources to develop and implement a strategic plan for remediation and reuse of the brownfield sites within the BDA.

Another asset to this area is the new mixed-use neighborhood emerging to the east known as Liberty Harbor North Redevelopment Plan. Maximizing vehicular and pedestrian connection into this new neighborhood and Liberty State Park will bolster the success of Grand Jersey and improve its connections to the existing City's fabric and form. The Circulation Plan Element of the Master Plan specifically recommends the extension of Jersey Avenue to Liberty State Park as an essential transportation improvement for the waterfront and surrounding neighborhoods.

This plan seeks to utilize the principals of Smart Growth and New Urbanism to establish a neighborhood plan with a well rounded livable community that brings re-investment and redevelopment to the area. One that will advance the fundamental development necessary to benefit society.

II. Redevelopment Plan Area Boundary Description

BEGINNING at a point at the intersection of the centerline of Grand Street and Jersey Avenue, thence in a southerly direction along the centerline of Jersey Avenue, as same would extend to the point of its intersection with the centerline of Audrey Zapp Drive, thence in a westerly direction along the centerline of Audrey Zapp Drive to the point of its intersection with the centerline of Johnston Avenue, thence in a westerly direction along the centerline of Johnston Avenue to the point of its intersection with the easterly right-of-way line of the New Jersey Turnpike, thence in a northerly direction along the easterly right-of-way line of the New Jersey Turnpike to its intersection with the centerline of Pacific Avenue, thence in a northerly direction along the centerline of Pacific Avenue to the point of its intersection with the centerline of Grand Street, thence in an easterly direction along the centerline of Grand Street to the point and place of the BEGINNING.

III. Redevelopment Plan Objectives

A. To redevelop the Grand Jersey Redevelopment Area in a manner that will exemplify the principles of New Urbanism and implement traditional neighborhood development techniques that recognize this unique inner-city location in a street grid pattern that is open to the public.

B. To encourage development with a mixture of building types, 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.

C. To provide a variety of housing types, suitable to meet the need of various household types and income levels.

D. To provide for an intensity of development suitable to support the implementation of needed infrastructure improvements.

E. To encourage for the redevelopment of Brownfields sites for innovative mixed-use development.

F. To encourage innovative mixed-use development through new construction of low rise, mid rise, and high rise structures, thereby allowing greater variety in building type and design.

G. To provide land for the development of a modern healthcare complex to serve the people of Jersey City and the surrounding area.

H. To support the continued prosperity of the Jersey City Medical Center and the growth of the hospital support facilities within and around this area.

I. To require interconnection of uses, blocks, and streets to create integrated neighborhoods and a greater sense of community through the establishment of a traditional urban street grid pattern as described herein.

J. To provide a layout of streets and open spaces that accommodates all possible pedestrian interconnections to the light rail stations, civic buildings, and commercial uses.

K. To require the interconnection of the new Grand Jersey Neighborhood with existing neighborhoods to the north and southwest, as well as the emerging Liberty Harbor North Redevelopment Area to the east, through the extension of the existing and proposed street grid systems into the redevelopment area.

L. To encourage greater use of the light rail system by providing improved access to the light rail stations in Liberty Harbor North and the construction of a new light rail station at Mill Creek, consistent with the HB Light Rail and New Jersey Transit long term plans.

M. Provide an appropriate intensity of development to support the proposed improvements within the Redevelopment Area including environmental cleanup of contaminated sites and infrastructure improvements.

N. To provide adequate R-O-W widths to accommodate the building heights permitted within the area, avoid the canyon effect, provide for necessary light and air and generous shared bikeway and pedestrian traffic flow in addition to the typical vehicular accommodations.

O. To provide a new major public open space through the remediation and redesign of the Mill Creek outfall area, consisting of passive naturalized areas, paths, sitting areas, and other similar facilities.

P. To foster public access to the waterfront and promote improved multi-modal and pedestrian access to Liberty State Park.

Q. To provide a more efficient use of land and public services by directing development in a pattern that resembles traditional blocks of mixed- and multiple-use development with varied housing types.

R. To construct new infrastructure including but not limited to sewer and water treatment improvements such as: netting chambers, regulator and trunk sewer lines for the Mill Creek outfall area, streets, as well as provide open space and other public improvements in order to benefit this new neighborhood and the City overall.

S. To alleviate traffic congestion by reducing sprawl, permitting mixed use buildings, and limiting the creation of new parking, encouraging shared parking and increased mass transit usage.

T. To implement the creation of places which are oriented to the pedestrian, promote citizen security, social interaction and provisions for public art.

U. To implement developments where the physical, visual, and spatial characteristics are established and reinforced through the consistent use of thoroughfare, urban, and architectural elements.

V. To promote the principles of "Smart Growth" and "Transit Village" development (e.g.: 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 and access to mass transit, encourage reduced parking and shared use parking solutions, and crating a livable community with convenient access to commercial facilities).

W. To promote principles of a "Transit Village." The intent of a "Transit Village" is to promote 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.

X. To identify and preserve significant historic features and cultural characteristics in the Redevelopment Plan Area and incorporate appropriate, informational, interpretive amenities.

Y. Identify and implement the use and development of sustainable utilities and promote effective utility management. Explore all new and progressive solutions to maximize the sustainability of this new community.

IV. Proposed Redevelopment Actions

It is proposed to sustainably improve and upgrade the Grand Jersey Redevelopment area though a combination of redevelopment actions. These will include, but not be limited to:

A. Clearance of dilapidated structures

B. Remediation of contaminated areas

C. Assembly into developable parcels the vacant and underutilized land now in scattered and varied ownership.

D. Construction of new structures and complementary facilities

E. Construction of a street grid system to service and support the new development as well as maximizing its connections to existing streets in the surrounding areas.

F. Construction of a full range of public infrastructure necessary to service and support the new development.

G. Construction of a new light rail station within the Redevelopment Area

H. Construction of the Jersey Avenue Extension

I. Establish new parks and public open spaces

V. General Administrative Requirements

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

A. **Planning Board Approval** – Prior to the commencement of: (a) any new construction, (b) reconstruction, (c) rehabilitation, (d) any change in use of any structure or parcel, or (e) any change in the intensity of use of any structure or parcel; a site plan for such shall be submitted by the developer or property owner to the Planning Board for review and site plan approval. No Building Permit shall be issued for any work associated with (a) through (e) above without site plan review and approval of such work by the Planning Board.

B. **Plan Duration** – The provisions of this Plan specifying the redevelopment of the Area and the requirements and restrictions with respect thereto shall be in effect for a period of forty (40) 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. **Site Plan Review of the Planning Board** – Site plan review shall be conducted by the Planning Board, pursuant to NJSA 40:55D-1 et. seq. Site plan review shall consist of a preliminary and final site plan application. Submission of a site plan and site plan application shall conform to the requirements of the Jersey City Zoning Ordinance and this Plan. Applications may be submitted for an entire project or in phases. Final Site plan approval for any phase shall entitle an applicant to building permits.

D. **Performance Guarantees** – As part of final site plan approval, the Planning Board may require a developer to furnish performance guarantees pursuant to NJSA 40:55D-53. Such performance guarantees shall be in favor of the City of Jersey City, and be in a form approved by the Planning Board attorney. The amount of any such performance guarantees shall be determined by the City Engineer in conformance with applicable law, and shall be sufficient to assure completion of site improvements within one (1) year of

final site plan approval, or such other time period as determined by the Planning board if particular circumstances dictate a longer time frame.

E. **Subdivision by the Planning Board** – 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 Ordinances.

F. **Adverse Influences** – No use or re-use shall be permitted which, when conducted under proper and adequate conditions and safeguards, will produce corrosive, toxins or noxious fume, 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, and general welfare.

G. **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 ht 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 renewals of interim uses upon application, review, and approval.

H. **Deviation Clause** – The Planning Board may grant deviations from such strict application of the regulations contained within this Redevelopment Plan, except those standards and regulations specified in the paragraph below, so as to relieve difficulties or hardships where, by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions, physical features uniquely affecting a specific piece of property, or by reason o fan extraordinary and exceptional situation uniquely affecting a specific piece of property or the structures lawfully existing thereon, the strict application of any regulation included within this Redevelopment 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 Redevelopment Plan wherein an application related to a specific piece of property where the purposes of this Redevelopment 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. 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 the Redevelopment Plan. An application requesting a deviation from the requirements of this Redevelopment Plan shall provide public notice of such application in accordance with the public notice requirements set forth in N.J.S.A. 40:55D-12.a & b.

No deviations shall be granted which have any one of the following effects

1. Exceeding the maximum development capacity of either square footage or dwelling units, as required according to the Regulations and Standards and Unit Count/Development Capacity Summary of this Redevelopment Plan.

2. Varying the minimum or maximum number of stories or their location and other requirements as outlined in the Regulating Plan.
3. Increasing or decreasing story height from that which is specifically permitted in the Building Design Standards.
4. Varying in any way from the Land Use Requirements of this Plan.
5. Varying the grid-like pattern of the Street Network / Circulation Plan, as generally described in the Circulation Plan section of the Redevelopment Plan in relation to street type, R-O-W width, and pavement width beyond normal adjustments encountered during survey synchronization;
6. Non-completion of minimum open space, parks, or other type of phased improvements required to be implemented.

Provided, however, that if the Planning Board shall find that in the context of a particular development application a property owner would be denied the beneficial use and enjoyment of their property because of the application of a particular requirement of the Redevelopment Plan, it shall be authorized to grant a deviation from that portion of the Plan.

I. **Phasing** – Any applicant seeking to develop properties located within this Redevelopment Plan Area shall be required to provide a Phasing Plan for review and approval by the Jersey City Planning Board, which shall establish parameters under which public improvements within the property owned or controlled by the applicant shall be constructed in conjunction with permitted residential, retail, and commercial development.

VI. General Development & Design Requirements

A. Building Design Requirements

1. All new structures within the Redevelopment Ares shall be situated with proper consideration of their relationship to other buildings, 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. A visual cue shall be established on the 3rd floor level. Below the cue shall be the design of the building base which shall differ from the building middle above the cue.

2. Buildings shall be designed so as to be attractive from all vantage points, such that the same materials, fenestration, and detailing are used on all faces and sides of the building. No blank walls shall be permitted on any building.

3. The roofscape shall be referred to as the 5th façade. Any utilities shall be screened from street view and obscured from views looking down on the rooftop.

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

5. Building face material to be used on all sides shall be primarily of brick (Standard Modular or Standard Normal sizes only), glass, stone, wood, or metal. EIFS (Exterior Insulating Finishing Systems), cementitious concrete systems, stucco, artificial stone, CMU size/type block, jumbo brick, vinyl and/or aluminum siding, and artificial brick veneer such as permastone or brickface, and plastic type artificial siding materials shall be prohibited as building cladding within this Redevelopment Area.

6. 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, incorporating such elements as false windows and dispersed venting to maintain the window rhythm and building pattern design. (A wall of venting for mechanical rooms and/or a wall of utility style doors to access the equipment is not acceptable.) Any louvers within the building base must be screened with decorative grates over them.

7. 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. Service or utility entrances shall not be located along a street frontage and must be notched into the building as a service corridor or alley. Alternatively, they may be located within a structured garage portion of the building.

8. The windows and glazing of a building are a major element of style that gives character to the building. Windows and glazing on ground floor commercial uses, if any, should be broad and expansive, providing views into the store and display areas. At least seventy (70%) percent of the storefront façade shall be glass. Corner buildings shall have windows on both street frontages. If security gates are used on any part of the building or window, they shall be installed on the interior side of the window, hidden from view when not in use, and be of the open grate style. Similarly, windows and doors into residential lobby areas should be broad and expansive, allowing views to and from adjoining streets.

9. Windows in residential portions of a building shall be arranged in a contemporary and organized manner. When architecture is of a traditional style, windows shall contain both lintels and sills. When a contemporary design is chose, lintels and sills may be inappropriate. The tops of windows and doors shall be designed to avoid confusing perspective views. Windows shall not be scattered in a haphazard manner in the façade. Bay windows or other window features may be incorporated into the façade to provide architectural interest and character. Bays may be designed vertically or

horizontally and may be angular. Random window patterns are prohibited. Corner buildings shall have windows on both street frontages. The window sill of any residential window shall not be less than six (6) feet above the elevation of the adjoining sidewalk.

10. Balconies and terraces may extend from the building when facing into interior courts. However, all balconies facing onto streets shall extend no more than 19 inches from the building face. All railings shall be designed to be semi-opaque in order to screen the view onto balconies. Tubular metal railing and fencing are prohibited on balconies and terraces. The detailing of all balconies and terraces shall be subject to review and approval by the Planning Board.

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

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

13. All trash storage areas shall be located within buildings or parking structures.

14. All new townhouse and similar style residential liner buildings shall have a raised stoop to the front entrance of the dwelling unit. The stoop shall contain at least four (4) steps.

15. The front yards of all new townhouse and similar style residential liner buildings shall provide decorative fencing along the property line a minimum of two (2) feet and a maximum of four (4) feet in height.

B. Sustainable Design Requirements

1. All new buildings will be required to comply with the most current LEED Rating System or other sustainable building programs acceptable to the Jersey City Planning Board such as the NJ Green Building Manual.

2. These ratings systems and development standards are designed for use during the design and construction phases of a building. For example, LEED-NC addresses the environmental impacts of site and materials selection, demolition, and construction. LEED-NC facilitates and encourages project teams to use an integrated design approach form start to finish, resulting in buildings with lower impact on occupants and the environment, and a positive economic impact for owners. Additionally, the LEED-NC Rating System promotes improved practices in site selection and development, water and energy use, environmentally preferred construction products, finishes, and furnishings, waste stream management, indoor environmental quality, and innovation in sustainable design and construction.

3. All buildings will be required to achieve a minimum of Silver LEED Certification level or other sustainable buildings programs acceptable to the Jersey City Planning Board. Silver credits will be awarded based on five (5) categories of performance: Sustainable Sites, Water Efficiency, Energy & Atmosphere, Materials & Resources, and Indoor Environmental Quality. Projects can earn additional points under and Innovation in Design category, through demonstrating exceptional performance of LEED Requirements.

4. Any single development comprising one block or more is required to comply with the "LEED for Neighborhood Development" rating system or other sustainable development programs acceptable to the Jersey City Planning Board. LEED for Neighborhood Development is intended to revitalize existing urban areas, reduce land consumption, reduce automobile dependence, promote pedestrian activity, improve air quality, decrease polluted stormwater runoff, and build more livable, sustainable communities for people of all income levels.

5. Neighborhood Developments will be required to achieve a mini8mum of a Silver LEED Certification level or other sustainable development programs acceptable to the Jersey City Planning Board. The project can achieve a variety of points from four separate categories: Smart Location and Linkage, Neighborhood Pattern Design, Green Construction and Technology, and Innovation and Design. Points are also available within the LEED for Neighborhood Development rating system for including LEED Certified buildings and for integrating green building practices within the buildings in the neighborhood.

C. Parking & Bicycling Design Requirements

1. Required parking provisions – all new construction shall provide parking as follows:

Use	Max. Parking	Min. Interior Bike Storage Units for Residents/Employees	Min. Public Outdoor bike Parking
Residential	0.75 per unit	0.50 per unit	1 per 20 du
Office	0.6 per 1,000 sf	1 room per floor	1 per 10 auto spaces
Medical Office	1 per 1,000 sf	1 room per floor	1 per 10 auto spaces
Hospital	0.75 per bed		1 per 20 employees
Assisted Living/ Nursing Home	0.5 per bed	1 room per floor	1 per 20 employees
Senior Housing	0.5 per unit	1 room per floor	1 per street frontage
Retail & Restaurant	2 per 1,000 sf		0.3 per person capacity
Hotel	1.0 per room		1 per 20 employees
School	1 per classroom		1 per 4 students

   i. Where the expected need for bicycle parking for a particular use is uncertain due to unknown or unusual operating or use characteristics, the Planning Board may authorize that not more than 50% of the bicycle spaces be deferred. Land area required for the provision of deferred bicycle parking shall be maintained in reserve.

2. Shared parking is permitted and encouraged. When parking is shared, it may be provided in the same building as the principal use or in another building within the Redevelopment Area and the spaces may be double counted, provided the overlap of the peak use for each shared user accommodates a reasonable supply of parking at any given time.

3. Garage Screening

   i. All parking levels shall be masked form the street by habitable building uses, either commercial or residential. Parking structures located within the Medical District as well as municipal parking garages are not required to be masked by habitable building uses as described above. However, the structure shall be articulated to resemble a habitable building in a manner consistent with the architectural design of the other buildings in the district and surrounding area.
   ii. No mid-block parking structure shall be higher than the height of the shortest building masking it.
   iii. All parking structures shall be covered by a landscaped deck, aka a green roof, providing open space for residents, users of the building if

non-residential, urban agriculture, and/or other recreational uses permitted within the plan area.

iv. Underground parking may be placed directly against the street frontage where it is a maximum of three (3) feet above grade and hidden by a foundation wall articulated to appear as a basement, with small vertically-proportioned glazing openings, and the use in the first floor above is residential and not required retail.

v. Surface parking is not permitted except in special circumstances as an interim use.

4. Curbing shall be poured-in-place concrete, tinted charcoal gray or granite curbing as approved by the Planning Board. Asphalt curbing and/or anchored railroad ties are prohibited. Curbs must run straight down to the asphalt roadway edge; gutter-pan type curbing is not permitted.

5. 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 ramp.

6. 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.

7. Loading areas

   i. Shall be provided within the building as required and accessed through an access drive leading to the service area. If parking is provided within the building, access ramps shall share the loading ramp openings to the degree possible to produce the least number of breaks in the façade. 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 with the minimum on-street disruption. This is typically met by providing a thru-route through the garage ground floor level for truck deliveries and pick-up/drop-off needs such as food delivery, mail service, etc.

   ii. All loading bays shall be located completely within the building and be equipped with attractive doors and auto close mechanisms to avoid prolonged openings.

D. Signage Requirements

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

1. Under no circumstances shall fluorescent or glowing paint be permitted for any signage within the area.

2. All signage shall be subject to site plan review and approval by the Planning Board. Minor site plan review is permitted when proposed signage is not included as part of a major site plan application.

3. Billboards are expressly prohibited throughout the Redevelopment Area.

4. Rooftop, flashing, moving or intermittently illuminated signs or advertising devices are prohibited, as are signs that may be mistaken for traffic control devices.

5. Freestanding signs are prohibited, except for way-finding identification as per City standards shall be permitted.

6. No sign shall be attached above the first story of any structure.

7. 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.

8. Permitted signage material include: 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.

9. All signs shall be flush mounted, although blade signs may be attached ot and perpendicular to the first floor façade.

10. Window logo signs (other than lettering or logo as specifically permitted below) shall be prohibited. Lettering and logo shall be limited to the name of the business occupying the commercial space/storefront, and shall cover no more than twenty (20%) percent of the window area.

11. 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 but not appear oversized to the pedestrian walking past the building. Display of a phone number, e-mail address, individual services, and other contact information is prohibited.

12. The following additional signage restrictions shall apply to specific uses:
    i. Office, Civic, School: Total exterior signage shall not exceed fifty (50) square feet. One (1) use shall be permitted no more than one (1) sign. Buildings with multiple uses shall not have more than one (1) sing per use, and the aggregate of all signs shall not exceed the maximum area permitted. Uses located on a corner may have one (1) sign on each street frontage. However, they shall not exceed the aggregate permitted per building.
    ii. Residential: One (1) sign per building may be allowed, not to exceed twenty (20) square feet.

iii. Hotel, Retail, Restaurant, and other commercial 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 eighteen (18) inches in the vertical dimension. Blade signs shall not exceed eighteen (18) inches in vertical dimension.

iv. Parking: The location of parking facilities may only be indicated by use of the international parking symbol. Said signage may not exceed five (5) square feet and must be flush mounted to the building. Informational, pricing, and directional signage may be provided for garages within the building.

13. Prohibited Signage: The following signs and devices shall not be permitted within the Grand Jersey Redevelopment Area:

    Monument signs and internally or externally illuminated box signs, flashing or animated sings, spinners, pennants, reflective materials that sparkle or twinkle, roof signs, billboards, signboards, window signs, posters, plastic or paper that appears 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, and on benches or other street furniture within the Redevelopment Area.

E. Master Plan Compliance

The Grand Jersey Redevelopment Plan is in complaisance with the Jersey City Master Plan. The Jersey City Master Plan specifically calls out this area as mixed use. There is no significant relationship of this Plan to the Master Plan of any contiguous municipalities. The Master Plan of the County of Hudson is not contrary to the goals and objectives of the Jersey City Master Plan. 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 rebuild inner cities. Jersey City is recognized in the State Plan as an "urban center" and is considered in the top priority for funding to help revitalize itself.

VII. Land Use Requirements

A. Mixed-Use Development District

This district is intended to provide for the development of a mixed-use neighborhood, utilizing "New Urbanism" planning and design principals. It is the intention of these regulations that the district be developed as in integrated whole by a consortium of developers operating in a coordinated manner, and who must all be designated redevelopers by the Jersey City Redevelopment Agency. Redevelopers shall be responsible for construction of the improvements necessary to support the permitted scale and scope of the proposed development.

1. Permitted Uses
    i. Residential
    ii. Offices
    iii. Hotels
    iv. Civic/Governmental, including municipal parking structures
    v. Schools, colleges, and related facilities
    vi. Retail sales of goods and services
    vii. Open space, parks, urban agricultural facilities
    viii. All uses permitted within the Hospital district
    ix. Utilities, except that natural gas transmission lines shall be prohibited
    x. Mixed-use of the above

2. Prohibited Uses – Drive-thru facilities for banks, restaurants, pharmacies, and other commercial uses shall be prohibited.

3. Building & Architectural Requirements:
    i. All floors above the first floor shall have a minimum floor-to-ceiling height of 9 feet and a maximum of 12 feet. Residential units on the first floor shall have a minimum floor-to-ceiling height of at least 1 foot higher than the residential floors above.
    ii. Ground floor commercial areas shall have a minimum floor-to-ceiling height of 14 feet. In addition, ground floor commercial space may include a mezzanine level, which shall not be counted as a floor.
    iii. The floor of all residential uses provided on the first floor of any building shall be located at least 48 inches above finished grade adjoining the building.
    iv. Parapets and other rooftop appurtenances may exceed the permitted height within the limitations imposed by the City of Jersey City Land Development Ordinance.

4. Maximum Permitted Intensity of Development:
    i. Requirements depicted in the Unit Count Summary Table

ii. Non-residential uses provided in areas where ground floor retail is required shall be allowed in addition to the permitted unit count/ density.

5. Required Setbacks
    i. Residential buildings of 6 stories or less hall be set back a minimum of 5 feet and a maximum of 10 feet from the street right-of-way line to provide for a front yard enclosed in a 3 ½ foot high fence, creating a private landscaped or patio area. Where storefronts are provided in conformance with the Frontage Regulating Plan, no setback shall be required along the retail frontage, and the building shall meet the streetline or located as necessary to provide the required sidewalk width. (See also the typical street cross-sections provided within the Redevelopment Plan.)
    ii. Residential building walls shall not be closer than 60 feet to any other wall facing said wall in order to provide adequate air and light to interior portions of development blocks and to residential structures.

6. Required Stepbacks
    i. A minimum stepback of 5 feet shall be required at the top of the base of any proposed structure above 5 stories.
    ii. For any structure taller than 15 stories, an additional minimum stepback of 5 feet shall be required.

B. Hospital District

This district is intended to provide for the anchor development of the Jersey City Medical Center, as well as ancillary and accessory support facilities and other medical related uses and facilities.

1. Permitted Uses
    i. Hospitals
    ii. Rehabilitation and convalescent facilities
    iii. Ambulatory care facilities and other similar medical treatment facilities
    iv. Medical office buildings
    v. Nursing homes and assisted living facilities
    vi. Retail sales of goods and services
    vii. Civic/Governmental uses
    viii. Schools, colleges
    ix. Utilities, except that natural gas transmission lines shall be prohibited
    x. Mixed-uses of the above

2. Permitted Height: Maximum building height shall be ten (10) stories

3. Additional Height Requirements: Parapets and other rooftop appurtenances may exceed the permitted height.

4. Maximum Permitted Intensity of Development:
   Maximum floor area ratio shall not exceed 4.0. Floor area shall not include areas dedicated to parking, loading, utility, equipment, mechanical rooms and other similar spaces, but shall include treatment areas and rooms and spaces containing medical equipment.

5. Required Setbacks
   i. All buildings and structures shall be set back a sufficient distance to provide the required sidewalk widths adjacent to the building.
   ii. Other setbacks shall be indicated as necessary on all site plans and shall be subject to Site Plan review and approval by the Jersey City Planning Board.

C. Utility Support District

This district is intended to provide for the continued development and maintenance of the Public Service Electric and Gas Company Substation located generally at the corner of Pacific Avenue and Grand Street.

1. Permitted Uses – a single utility/substation facility with a maximum height of 35 feet, except that natural gas transmission lines shall be prohibited.

2. Required setbacks and landscaping:
   All buildings, structures, and equipment not requiring immediate frontage on a street shall be set back a sufficient distance to provide a dense landscaped buffer of evergreen and ornamental deciduous plant material along all property lines. Decorative fencing and/or a decorative masonry wall shall be provided along all street lines to match the existing fence and wall on Pacific Avenue. Setbacks shall be indicated on all submitted site plans and shall be subject to site plan review and approval by the Jersey City Planning Board.

D. Development Requirements are depicted on the following Maps and Table:
   1. Land Use Map
   2. Superimposed Block Identification Map
   3. Frontage Regulating Plan
   4. Vehicular Circulation Plan
   5. Transit Plan
   6. Open Space and Recreation Facilities Plan
   7. Regulating Plan
   8. Thoroughfare Section Reference and Thoroughfare Design Standards
   9. Unit Count/Development Capacity Summary

E. Formula Business Provisions - All commercial retail areas within each structure or within a single tax lot shall limit formula business establishments, as defined by the Land Development Ordinance, to a maximum of 30% of ground floor gross leasable commercial area. For the purposes of this area restriction, the formula business definition shall apply to the following uses, whether functioning as a principal or accessory use:

1. Retail sales of goods and services.
2. Restaurants, all categories.
3. Bars.
4. Financial service facilities and banks.

Grocery stores greater than 15,000 square feet may exceed 30% of gross leasable commercial area, but shall be the only formula business within such structure or lot.

VIII. Circulation Plan

A. The required street network is depicted on the Street Network Plan.

B. All utilities shall be provided below ground on site and along the rights-of-way of the Redevelopment Plan.

C. The Planning Board shall also required the additional construction of all streets and avenues they find warranted to provide adequate and safe ingress and egress to the project or completed portion of the Redevelopment Plan Area.

D. No building or structure shall be located within areas designated as street thoroughfares of this Plan.

E. Sidewalk areas, including all light rail pedestrian crossings, shall be properly paved, landscaped, and lighted, consistent with the requirements of this plan, the approved design plans, and sound planning and design principles.

F. Traffic signalization shall be installed by the redeveloper, as determined necessary by the Planning Board.

G. 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 and in an extreme case, waive this requirement and instead only require a portion of the street/streets to be developed if it finds that the access is not helpful to the end users of the new block's development.

H. Any unfinished roadway area would, however, be a temporary design with the full design bonded for, and its construction and implementation called on by the Planning Board or Governing Body when they determine it is warranted.

I. Where a developer is required to construct a street or portion of a street that would otherwise be the responsibility of a developer(s) of an adjacent block(s) as part of the development of that block(s), then a mechanism shall be established to ensure that the initial developer is reimbursed for the pro rata share of the cost of construction of said street(s) that would have otherwise been the responsibility of the adjacent developer.

J. Street signage (street names, traffic regulations, parking restrictions, etc.) shall be consolidated and affixed onto lamp posts wherever possible in order to reduce visual clutter.

K. All new streets, sidewalks, rights-of-way, roadways, driveways, and access easements constructed within the redevelopment area shall conform to the Street Network Map and Thoroughfare Standards as identified herein.

IX. Open Space Plan

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

B. The Planning Board shall have the discretion to require a suitable mechanism to insure a balanced development of planned open space, commercial services and infrastructure to service the redevelopment plan area during the review of any site plan application.

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

D. Trees shall be planted as specified in the “Thoroughfare Standards” as included in this Plan. All tree pits shall be covered with metal grates, decorative fencing, tree guards, and/or decorative pavers. Open tree pits or planting strips in any street right of way are prohibited.

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

F. All street lighting shall be of decorative design and comply with the approved standard fixture types. Street lights shall be located at the outer edge of all sidewalks, and shall be no more than 15' tall for every 40' of sidewalk frontage.

G. For townhouse style units, mailboxes shall be located on the building face. For high rise structures, they shall be inside in the lobby area of the building.

H. One percent of the cost of each project shall be devoted to the implementation of a public art within the public exterior of the project. Planning Board approval is required.

B. Deviation Requests

The Planning Board may grant deviations from the regulations contained within this Redevelopment Plan, where, by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions, preexisting 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 Redevelopment plan, would result in peculiar and exceptional practice difficulties to, or exceptional and undue hardship upon, the developer of such property. The Planning Board may also grant such relief in an application relating to a specific piece of property where the purposes of this Redevelopment Plan would be advanced by a deviation from the strict requirements of this Plan and the benefits of the deviation would outweigh any detriments. No relief may be granted under the terms of this section unless such deviation or relief can be granted without substantial detriment to the public good and will not substantially impair the intent and purpose of the Redevelopment Plan. An application for a deviation from the requirements of this redevelopment plan shall provide public notice of such application in accordance with the requirements of public notice as set forth in NJSA 40:55D-12.a.&b.

X. Utility and Infrastructure Requirements

A. All applicants shall satisfy the Municipal engineer and the Planning Board that provisions for the necessary utilities is accomplished in a way that advances the health safety and welfare of the general public.

B. Utility Placement – All utility distribution lines and utility service connections from such lines to the project area's individual uses shall be located underground, including utility and signal mechanized boxes. Utility appliances, regulators and metering devices shall be located underground. Remote readers are required for all utilities, in lieu of external location of the actual metering devices. Developers are required to arrange for connections to public and private utilities.

C. If it becomes evident to the Planning Board and the Municipal Engineer during the implementation of this development that a long term utility and infrastructure plan is needed and desired, a Utility Plan which shall include the on-tract and off-tract infrastructure improvements needed to serve the development shall be provided by the designated developer.

D. The provisions of this plan specifying the redevelopment of the project area and the requirements and restrictions with respect thereto shall be in effect for a period of fifty (50) years from the date of approval of this plan by the City Council of the City of Jersey City. The Planning Board may, as always, review the plan from time to time.

XI. Acquisition Plan

A. All property within the Area is to be acquired as a result of this Plan, if necessary, through the exercise of eminent domain pursuant to the Local Redevelopment and Housing Law, N.J.S.A. 40A: 12A-1 et seq. and the Eminent Domain Act of 1971, N.J.S.A. 20:3-1 et seq.

XII. Procedure for Amending the Redevelopment Plan

This Redevelopment Plan may be amended from time-to-time upon compliance with the requirements of the law. A fee of $1,000 shall be paid by the party requesting such amendment, unless the request issues from an agency of the City. The Planning Board, at their sole discretion, may require the party requesting the amendments to prepare a study of the impact of such amendments, which study must be prepared by a Professional Planner, licensed in the State of New Jersey.

VIII. Implementation

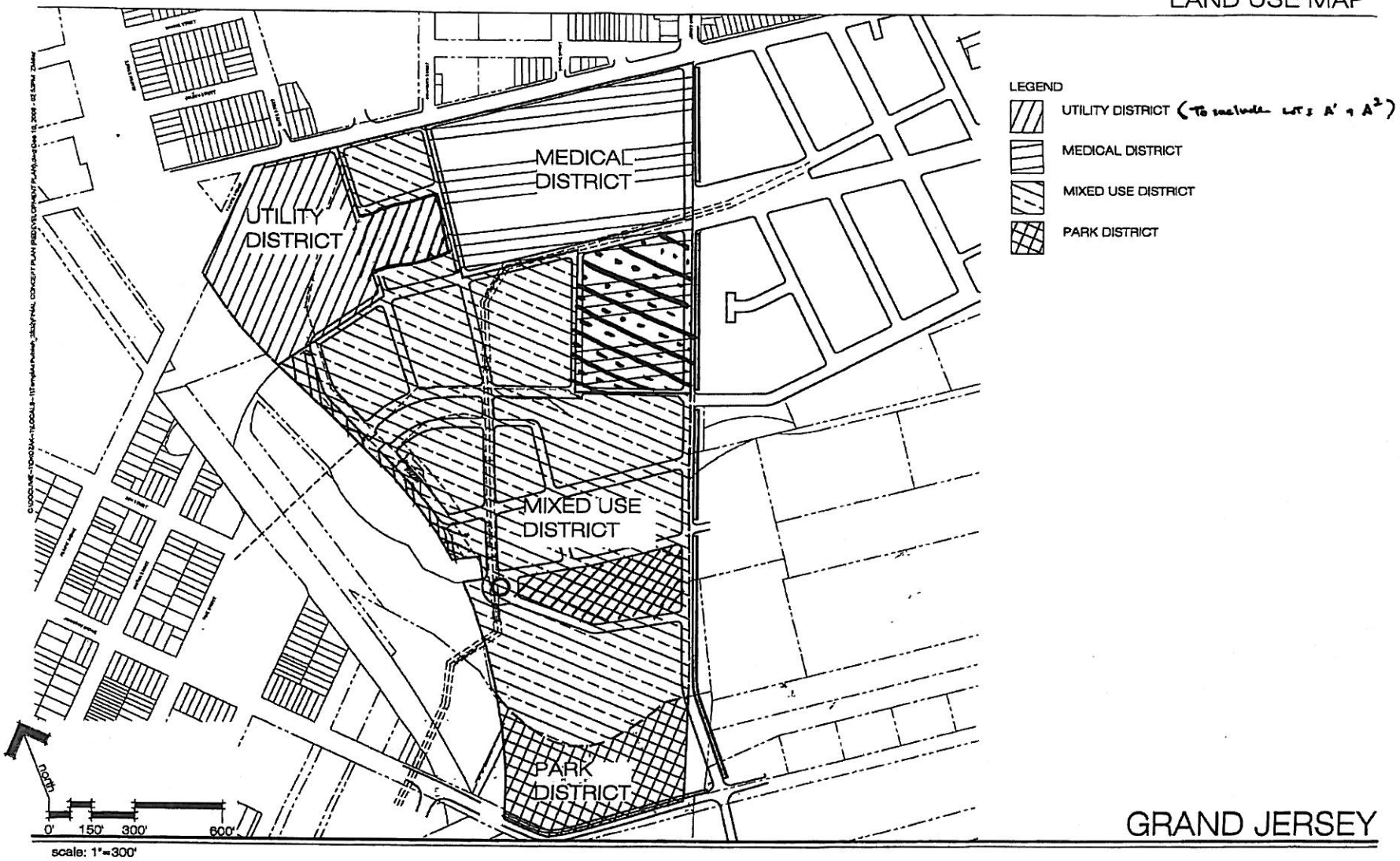
In accordance with NJSA 40A:12A-4(c), the Jersey City Redevelopment Agency (JCRA) is designated as the redevelopment entity for the redevelopment project and shall be responsible for the implementation of the redevelopment plan. No person or land owner shall be entitled to carry out any part of this redevelopment plan without first entering into a redevelopment agreement with JCRA that describes the land to be improved or redeveloped, the redevelopment and improvement authorized, the time within which such work is to be commenced and completed

and such other terms and conditions that JCRA may find to be necessary or appropriate. All such work shall be subject to approval by the Planning Board as required by NJSA 40A:12A-13, but the Planning Board shall not approve any development or redevelopment within the redevelopment area unless the applicant has entered into and remains subject to a redevelopment agreement that is recognized by JCRA as valid and binding.

XIV. Severability

If any section, paragraph, division, subdivision, clause or provision of this plan shall be adjudged by the courts to be invalid, such adjudication shall only apply to the section, paragraph, division, subdivision, clause or provision so judged, and the remainder of this plan shall be deemed valid and effective.

LAND USE MAP



GRAND JERSEY

BLOCK IDENTIFICATION PLAN

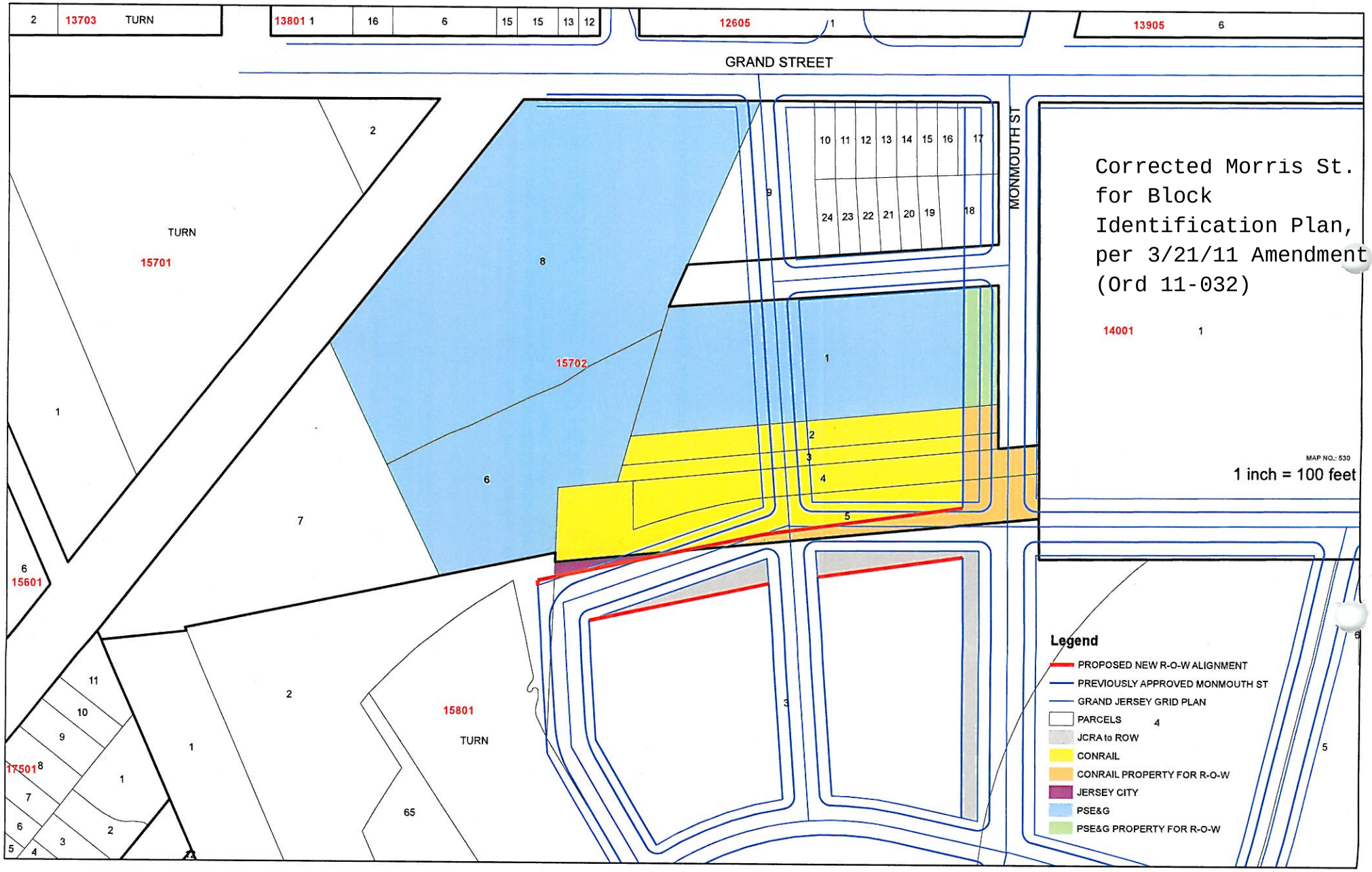
scale: 1"=300'

PARK

NOTE: THE BLOCK NUMBERS SHOWN HERE ARE FOR REDEVELOPMENT PLAN REFERENCE ONLY.

GRAND JERSEY

C:\DOCUME~1\DKOZAK~1\LOCALS~1\Temp\AcPublish_3832\FINAL CONCEPT PLAN (REDEVELOPMENT PLAN).dwg Dec 10, 2008 - 02:53PM ZMiller


GRAND STREET
MONMOUTH ST
TURN
15701
15702
15601
15801
17501
12605
13905
13703
13801
14001
Corrected Morris St.
for Block
Identification Plan,
per 3/21/11 Amendment
(Ord 11-032)
MAP NO.: 530
1 inch = 100 feet
Legend
PROPOSED NEW R-O-W ALIGNMENT
PREVIOUSLY APPROVED MONMOUTH ST
GRAND JERSEY GRID PLAN
PARCELS
JCRA to ROW
CONRAIL
CONRAIL PROPERTY FOR R-O-W
JERSEY CITY
PSE&G
PSE&G PROPERTY FOR R-O-W

FRONTAGE REGULATING PLAN

scale: 1"=300'

RETAIL FRONTAGE REQUIRED

THOSE GROUND FLOOR AREAS DESIGNATED ON THE FRONTAGE REGULATING PLAN THAT ARE REQUIRED TO PROVIDE A STOREFRONT AT SIDEWALK ~~LEVEL~~ edge FOR RETAIL USE.

RETAIL FRONTAGE OPTIONAL

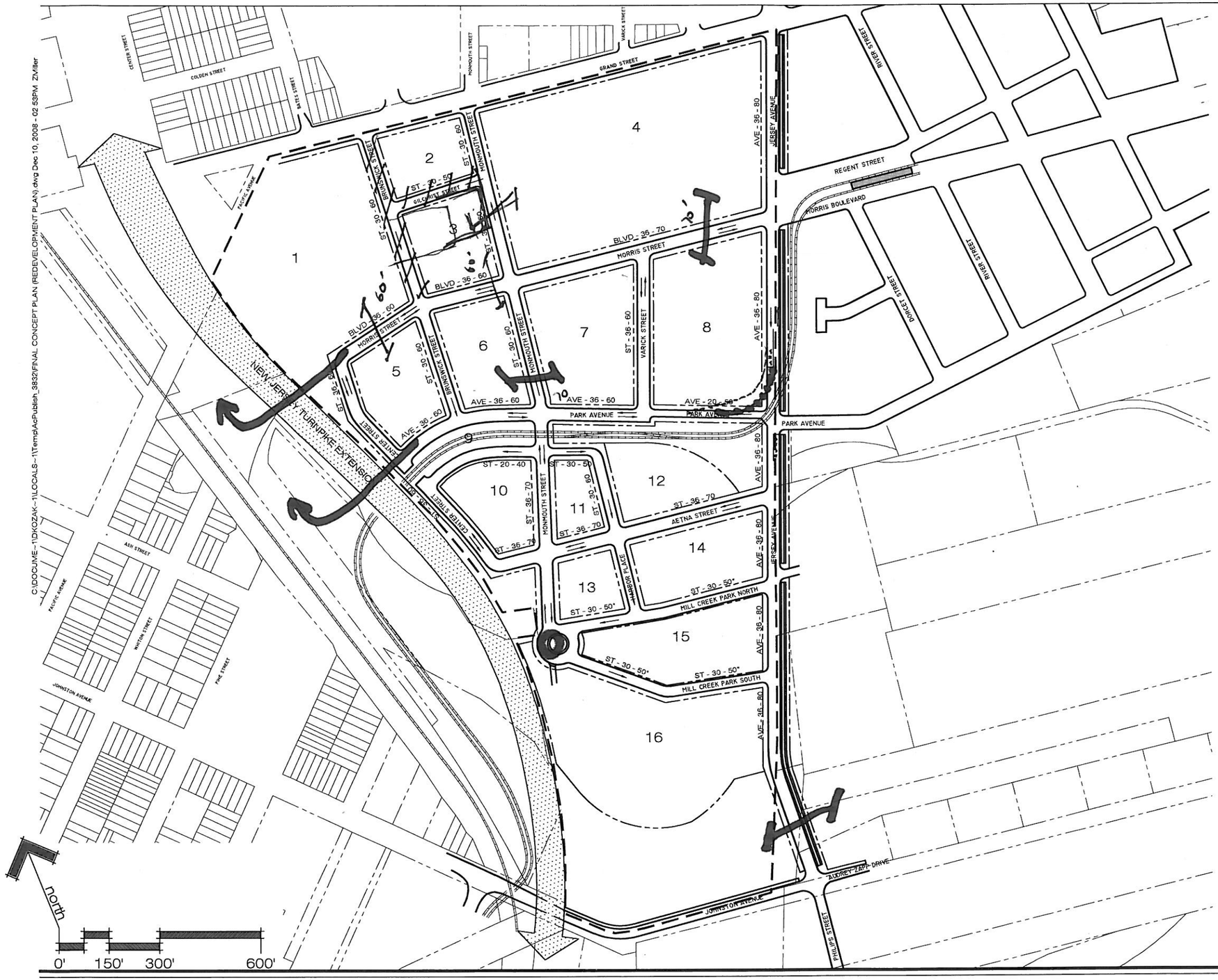
THOSE GROUND FLOOR AREAS DESIGNATED ON THE FRONTAGE REGULATING PLAN THAT ARE ALLOWED TO PROVIDE A STOREFRONT AT SIDEWALK LEVEL FOR RETAIL, OFFICE OR COMMERCIAL USES. WHERE RESIDENTIAL USES ARE PROVIDED IT IS RECOMMENDED THAT THESE SPACES BE DESIGNED WITH HIGHER CEILING HEIGHT TO ACCOMMODATE THE POTENTIAL FOR FUTURE CONVERSION TO RETAIL USE.

▲ TERMINATED VISTA

A LOCATION AT THE AXIAL TERMINATION OF A THOROUGHFARE. A BUILDING LOCATED AT A TERMINATED VISTA MUST RECEIVE THE AXIS WITH AN APPROPRIATELY SCALED ARTICULATION OF THAT FACADE AND/OR ROOFLINE.

GRAND JERSEY

VEHICULAR CIRCULATION

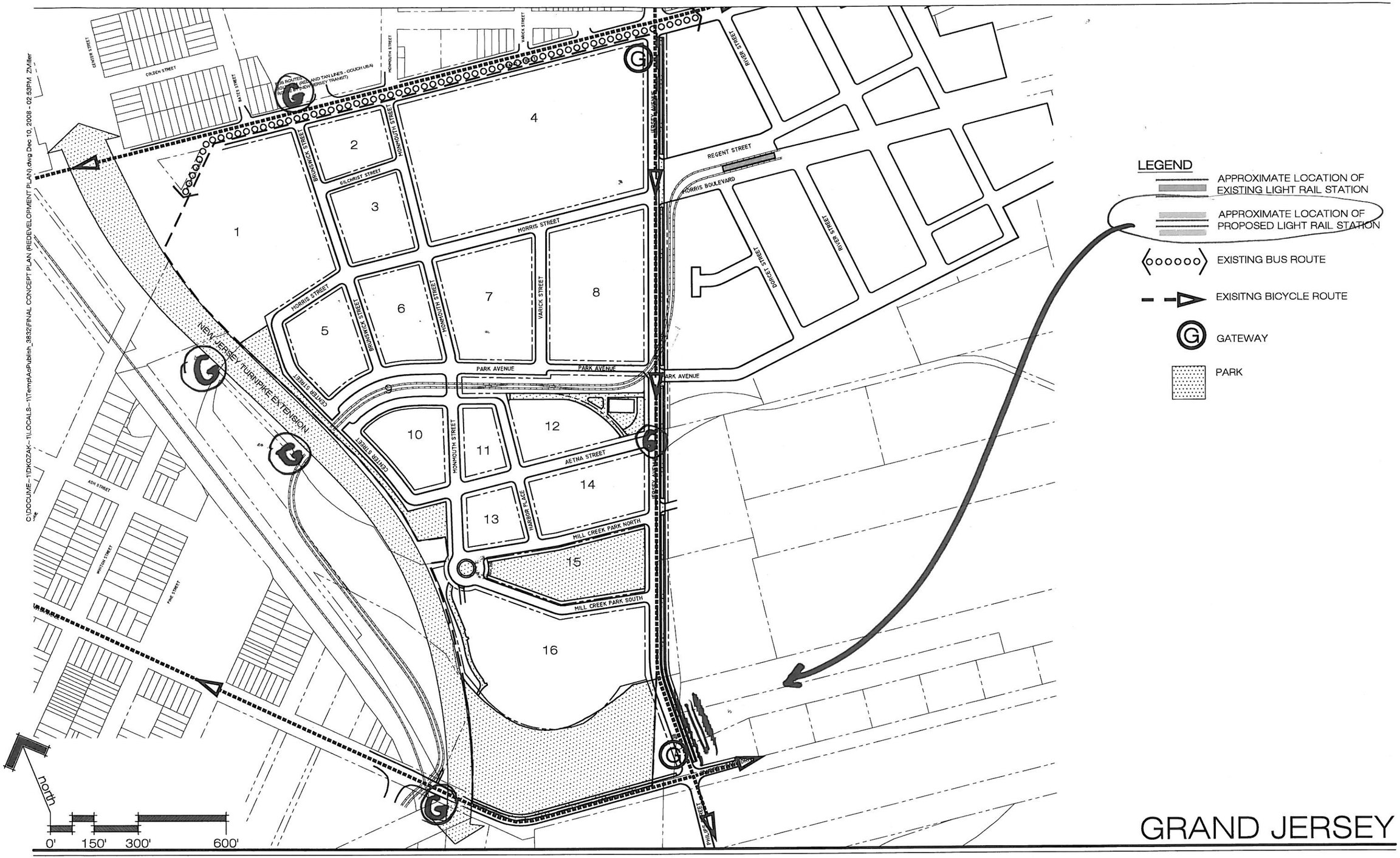


~~THE STREET GRID SYSTEM HAS BEEN DESIGNED WITH A COMBINATION OF TWO-WAY STREETS AND ONE-WAY STREETS, TYPICALLY PROVIDED IN PAIRS WHERE STREETS WITH OPPOSITE VEHICULAR DIRECTION ARE LOCATED NEAR EACH OTHER IN ORDER TO AVOID LENGTHY CIRCUITOUS ROUTES.~~

* Site Plan approval is required ~~for~~ by PB. For all streets. not simple section 31 review.

GRAND JERSEY

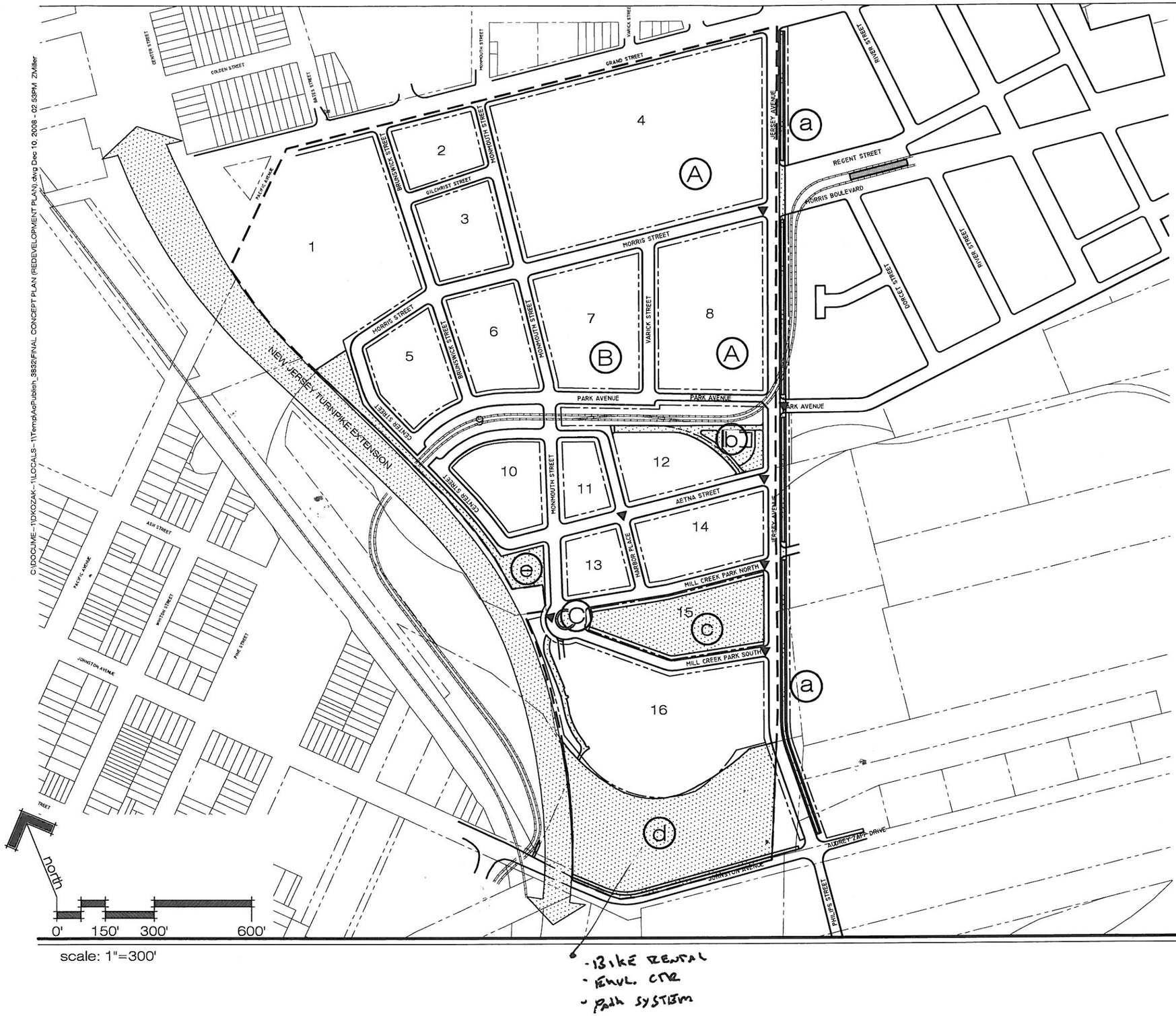
TRANSIT PLAN



GRAND JERSEY

C:\DOCUME~1\DKOZAK~1\LOCALS~1\Temp\AcPublish_3832\FINAL CONCEPT PLAN (REDEVELOPMENT PLAN).dwg Dec 10, 2008 - 02:53PM ZMiller

OPEN SPACE, COMMUNITY AND RECREATION FACILITES PLAN



THE CIVIC BUILDINGS AND STRUCTURES ARE AS FOLLOWS:

A. JERSEY CITY MEDICAL CENTER
B. MUNICIPAL PARKING FACILITY
C. MILL CREEK PARK MONUMENT

THE CIVIC SPACES ARE AS FOLLOWS:

a. JERSEY AVENUE BIKE WAY
b. PLAZA
c. MILL CREEK PARK
d. ~~LIBERTY STATE PARK~~ Grand Jersey Park
e. CENTER STREET GREENWAY / Linear Rec. Pathway

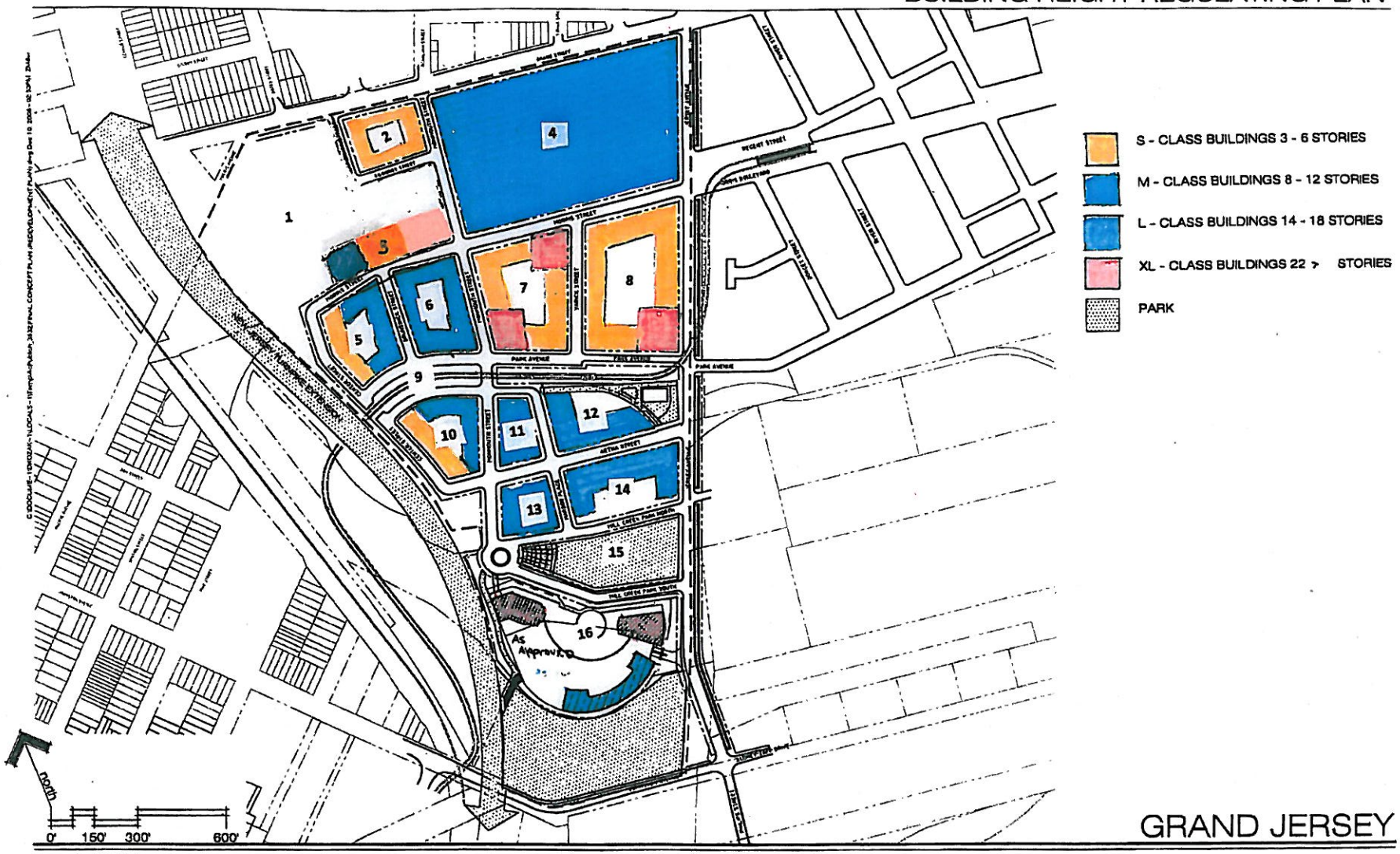
THIS PLAN ILLUSTRATES THE GENERAL LOCATION AND DESCRIPTION OF THE VARIOUS CIVIC BUILDINGS, RECREATIONAL SPACES, COMMUNITY FACILITIES AND OPEN SPACES WITHIN THE CANAL CROSSING NEIGHBORHOOD.

▲ DECORATIVE PAVEMENT FEATURES TO ACT AS TRAFFIC CALMING DEVISES AND EMPHASIZE PEDESTRIAN CHARACTER OF THESE AREAS.

- Bike Rental
- Envl. Ctr
- Path System

GRAND JERSEY

BUILDING HEIGHT REGULATING PLAN



scale: 1"=300'

GRAND JERSEY

THOROUGHFARE SECTION REFERENCE

SEE SECTIONS OF
J.C. MASTER PLAN
CIRCULATION ELEMENT.

GRAND JERSEY

Unit Count/Development Capacity Summary

Block Number	Block Size (acres) Net	Max DU
1	-	Utility Substation only
2	1.02	175
3	1.17	350
4	8.94	Hospital only
5	0.7	240
6	0.8	275
7	2.50	1000
8	3.58	700
10	1.21	205
11	0.61	110
12	1.40	280
13	0.70	130
14	1.68	310
15	2.14	375
16	5.22	575
total		4,725

February 19, 2011
Revised: March 2, 2012
Revised: March 6, 2012

Exact Area new blocks 3, 5, and 7 to be determined by final CAD Drawings