

Morris Canal

Redevelopment Plan

(formerly known as the Garfield - Lafayette Redevelopment Plan)

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**DIVISION OF CITY PLANNING
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INTRODUCTION

BACKGROUND

The Morris Canal Redevelopment Plan (hereinafter referred to as the “Plan”) joins all of the lands contained within the Garfield – Lafayette Study Area and the Communipaw – Pacific Study Area into a single Morris Canal Redevelopment Area (hereinafter referred to as the “Area”). The unified Area is an approximately 280 acre district in the heart of Jersey City. Its boundary is approximately 5.2 miles in perimeter, and encompasses city streets and over 850 parcels of industrial, commercial, park, and residential land.

The overall characteristic of the Area is that of an industrial village - almost a company town. The Morris Canal, at one time a major regional freight transportation route, ran through the north and west portions of the Area and serviced local industries in days gone by. Effects of the canal on the layout of the land, in the form of odd street corner angles and building placements, are still visible today. The Morris Canal shaped both the industrial and residential landscapes. As industry grew around the canal’s tow paths, housing sprang up nearby to shelter the workers needed to run the plants and mills, a pattern that was fairly common in the industrial towns of the nineteenth century. In the days when one walked to work, work and home often shared the same street. Thus, this nineteenth century residential neighborhood found itself “cheek and jowl” with industry, and their fates were inextricably combined.

As these factories began to change following World War II, and the well paying jobs moved on, the residential areas began a transition as well. Although the residential areas remained residential for the most part, the occupants changed. This new generation of residents had fewer local job opportunities available. As area income levels decreased, the condition of the housing stock began to deteriorate. These post-war changes accelerated during the 1950s and 60s, and were virtually complete upon entering the 1990s.

Meanwhile, disinvestment has led to exploitation of the residential neighborhood. Certain industries, perhaps not welcomed elsewhere because of their noxious nature, and perhaps staying because of attachment to local skilled labor, remained behind, and began to cross the historical boundaries that separated industrial and residential areas—one of which was the Newark-New York Railroad which ran along the southern edge of Lafayette.

The industrial history of the Area has left a landscape of temporarily obsolete sites, some of which are abandoned, and some of which contain contaminated soil and require remediation. Integral to the redevelopment process is remediation of soil contaminants within the Area. However, high costs and fears of liability have discouraged cleanup, even as societal environmental quality concerns and public health issues have dictated that Brownfield environmental contamination be mitigated prior to redevelopment. With the high cost and associated risks, any new industrial development that has occurred historically has tended to seek out suburban and rural undeveloped greenfield sites where no contamination cleanup is needed, thereby presenting competitive cost-minimizing challenges to urban economic development efforts. Recent state legislation that limits a developer’s liability when the cleanup is certified by the New Jersey Department of Environmental Protection greatly reduces the risk to developers, and the state may also reimburse developers for a portion of the cleanup costs when the redevelopment project generates state tax revenues sufficient to cover the cost of the reimbursement. This legislation should make urban Brownfield’s a more attractive location for investment. However, it is imperative that urban Brownfield redevelopment pressures not weaken the public health responsibility that remediation occur at a level that meets the highest standards of risk analysis.

There is cause for optimism. A good source of high wage jobs is found by encouraging the development of industries which use high tech manufacturing processes. Such industries often require a skilled labor force, which is not always available in developing countries. Investment in high tech manufacturing processes and worker education and training can create high skill, high wage jobs, and be the highest and best-use of the land. By providing a skilled workforce, through education, training and support services, a place can make itself a highly attractive location for certain types of companies who seek to invest in new production or assembly facilities. The result can be a vibrant economic engine with a strong economic multiplier effect that boosts local businesses and encourages entrepreneurs to begin new enterprises, as the new industrial base seeks out local suppliers, and the additional disposable income obtained by residents with high wage jobs becomes available for increased consumer spending activities.

Looking at recent employment and wage levels citywide, the public sector can also aim to buttress the strong industry sectors by providing appropriate lands for expanding companies who desire to remain in Jersey City, as well as education and job training services for workers. In 1996, Jersey City's manufacturing sector provided employment for 7,533 workers, with jobs in this sector paying an average of \$37,673 annually. In addition, the wholesale trade industry employed 4,347 in the city, averaging \$38,278 per job. By contrast, the retail trade sector employed 10,027, but only paid \$16,617 in average annual wages. This data indicates that there is a linkage between land use and wage levels in Jersey City; manufacturing and wholesale wage levels were more than double retail wage levels.

The proximity of industry to residences, as well as the age and architectural style and detail of some of the residences, lends large portions of the Area an historic feel. Numerous structures and districts within the Area are eligible for historic designation on the national register, most notably the former Whitlock Cordage Company at Manning Avenue and Lafayette Street (Block 2057, Lots 15C, 15D, 15G, 15H, 15J and 15K). However, because of the pattern of development, inappropriate industrial and commercial uses are sometimes mixed in with residential uses, and neighborhoods are infiltrated by truck and bus traffic and noise nuisances that are created by industry and commerce. Nevertheless, a vibrant neighborhood remains intact, and generations of families continue to own homes and live within the neighborhood.

Finally, the Area is traversed by the Hudson-Bergen Light Rail Transit System (LRT), which is scheduled to open March 1, 2000, and which will provide access to both other areas of the city and regional passenger rail transportation networks. The coming LRT has the potential to have a positive impact on investment and land use within the Area.

COMMUNITY OUTREACH

Outreach to the community was initiated by the Jersey City Environmental Commission and the city's Environmental Specialist. Approximately 15 meetings to exchange ideas with various community groups located within and immediately adjacent to the Area were held in 1998. Attendees included public housing residents and members of neighborhood and block associations.

In addition, a series of three planning charrettes were conducted by the Jersey City Division of City Planning on the evenings of October 29, November 4, and November 9, 1998. During the charrettes, approximately 83 members of the Lafayette area community, including homeowners, tenants, business owners, and other property owners, joined with staff from the city's Division of City Planning, Redevelopment Agency, Environmental Commission and other municipal agencies, to explore options for the future of the proposed Morris Canal Redevelopment Area.

The charrettes were advertised in four ways. First, announcement and schedule of the charrette were sent by mail to representatives of various Garfield – Brownfield area stakeholder groups, with the purpose that these individuals notify their constituencies of the event. Second, on October 20, 1998, between 200

and 300 owners of property within the Garfield – Lafayette Study Area, and other interested parties, attended the public meeting of the City of Jersey City Planning Board. During this meeting, the Director of City Planning announced the time, place and purpose of the charrettes, and a commissioner of the Planning Board strongly encouraged all to attend. At the same time, hundreds of bilingual English and Spanish notices of the charrettes were made available to meeting attendees. Third, a newspaper article in the October 29, 1998 edition of the Jersey Journal (page A2) reported the time, place and purpose of the charrettes. Fourth, the Lafayette Neighborhood Association distributed approximately 1,200 bilingual English and Spanish flyers, which announced and explained the event, to residents in the Garfield – Lafayette Study Area and the Communipaw – Pacific Study Area.

On the first evening of the charrette, participants were led through a visioning process whereby each individual imagined possibilities of what the Garfield – Lafayette Redevelopment Area might look like in the future. Then participants worked in groups to identify existing negative elements of the neighborhood that could impede that vision from occurring, and existing positive elements that could be useful in achieving the vision. Each work group then drew their positive and negative elements on a work group map. At the end of the evening groups shared their results by presenting their list and map of positives and negatives to the larger charrette audience.

Land use and traffic issues were addressed on the second evening of the charrette. Participants first worked in groups to create solutions to overcome the identified land use, transportation and other constraints. With their creative gears thus primed and working, participants then used colored markers to draw on a map where they thought different generalized land uses should be permitted within the Redevelopment Area. Participants used a different color marker to show the location of housing, parks, gardens and walkways, shops and restaurants, industry, filling stations, community facilities, street changes, light rail stations, and historic preservation districts. Some groups used their solutions list from the previous exercise as a reference guide for determining appropriate land uses for the mapping exercise. As in the first evening, groups shared work through presentations to the larger charrette audience at the end of the evening.

On the third evening of the charrette, participants were presented with a set of land use maps that combined the work of the different groups at the second charrette into a set of consolidated maps. These maps displayed areas of general agreement and areas of disagreement.

The maps showed that the participants were at consensus on land uses for most portions of the Area, including: the core residential section of the Lafayette neighborhood should remain residential, the mixed residential and retail use sections of Pacific and Communipaw Avenues should remain mixed use, and the section to the south of the light rail right-of-way should remain industrial. There was additional agreement that parkland and community facilities should be increased, but there were differing ideas on where to place these uses. Only a few perimeter sections of proposed land uses remained indeterminate, some with only minor points of disagreement. Participants discussed ideas for these remaining sections, and came to the additional consensus that the portion between Grand Street and Cornelison Avenue should be largely an industrial area.

The evening ended with the Division of City Planning committing to draft a conceptual plan that combined the various ideas and resolved the few remaining conflicts, and to present this draft to the participants at a later date. This post-charrette meeting was held on January 12, 1999 at City Hall. The Division of City Planning presented a concept plan, and many of the charrette participants were present to listen and discuss the proposals. Additional neighborhood residents and business owners were also present, who were able to raise and discuss their concerns.

I. Boundary Description

The boundary of the Morris Canal Redevelopment Area is presented in Map A. The Redevelopment Area is generally bounded by the New Jersey Turnpike Extension (I-78) to the east and to the north, as well as Maple Street and Fairmount Avenue on the north, the Hudson Bergen Light Rail Line to the south, and Garfield Avenue and Cornelison Avenue to the west. Pursuant to the amendments to the Redevelopment Plan, dated April 25, 2008; that portion of the Morris Canal Redevelopment Area located south of the Hudson Bergen Light Rail Westside Connector Branch shall no longer be a part of the Morris Canal Redevelopment Area. This former portion of the Morris Canal Redevelopment Area, along with a portion of the Claremont Redevelopment Area, shall be subsumed within a new Redevelopment Area to be known as the Canal Crossing Redevelopment Area.

II. Redevelopment Plan Goals

It is possible to plan for the redevelopment of both the Brownfield's *and* the residential neighborhoods in the same document. Given the Area's history with jobs and homes sharing the same streets, it is entirely appropriate to plan a redevelopment scenario that addresses the problems of both, and seeks to shore up the good elements and remove the bad.

The goals of the Plan are to:

- Link opportunities for redevelopment of industrial lands with the desire to remediate contaminated soil.
- Generate opportunities for industrial redevelopment through remediation of contaminated sites and where sensible through the renovation and reuse of existing industrial structures.
- Fulfill the New Jersey State Development and Redevelopment Plan goal of focusing industrial development on brownfield areas rather than on continuing sprawl into greenfield areas.
- Encourage the retention and attraction of non-polluting industries that provide high-wage employment opportunities.
- Preserve the Lafayette neighborhood by halting and removing industrial encroachments.
- Provide opportunities for the growth of neighborhood level retail, services and community facilities for the Lafayette neighborhood.
- Encourage the acquisition of vacant land and derelict buildings in the Residential district for purposes of community gardens, accessory parking, expanded lawn area, construction of new homes, and reconstruction of old buildings, for use and occupation by residents of Lafayette. Priority consideration for purchase of these properties should be given to residents of Lafayette, and especially to residents that are displaced by this Plan.
- Create opportunities for the development of additional park areas.
- Ensure a positive land use impact and maximum benefits from the LRT by encouraging the redevelopment in the areas closer to the light-rail transit station as mixed-use and higher intensity development consistent with the principles of "Smart Growth" and the State's "Transit Village Initiative"; i.e. sustainable economic and social development, including a variety of housing choices, providing pedestrian friendly streets and public rights-of-way, minimize automobile use

by maximizing the appeal of mass transit, encourage reduced parking and shared use parking solutions, and creating a livable community with convenient access to commercial facilities.

III. Parks and Greenspace Objectives

Within various districts of the Area, additional park land should be dedicated and developed with active and passive recreational facilities. The objective for most of the sections of the Plan Area that is bounded by the LRT, Woodward Street, Garfield Avenue and Communipaw Avenue, and is shown on the Plan map as park, is the development of a recreation facility that could include, but is not limited to, playing fields, other recreational facilities, structures, passive recreation, and amenities.

In addition, a contiguous Canal Banks Park and Walkway should be created that connects various LRT stops and that recreates the path of a portion of the former Morris Canal. Such a park and walkway will provide additional access to the LRT for pedestrians from the Lafayette neighborhood, as well as accommodation for passive recreation facilities such as paths for walking, jogging or bicycling.

One portion of such a walkway should abut the LRT ROW and begin at the Liberty Park Station of the LRT at Gateway Drive, and then extend first in a south-westerly direction within the Residential zone, (and adjacent to the Rail Transportation Corridor), then in a west-north-westerly direction within the Residential zone, (adjacent to the Rail Transportation Corridor), then continuing within the Industrial zone (adjacent to the Rail Transportation Corridor), in a west-north-westerly direction until it intersects with Garfield Avenue. All sections of the park and walkway within the Residential Zone should be a minimum of fifteen (15) feet wide, with sections wider where appropriate.

The other portion of the park and walkway should follow in the path of the former Morris Canal, which is approximately sixty (60) feet wide, as it extends from the north side of the LRT ROW (and the walkway) to Communipaw Avenue, and from Communipaw Avenue as it extends and curves in a north and east direction to the edge of the Plan Area boundary. At this point, the walkway may be able to connect with a rededicated Canal Street or Bishop Street to the north, or to Maple Street and Lafayette Park to the south.

In addition, land should be made available for community gardens along Cornelison Avenue.

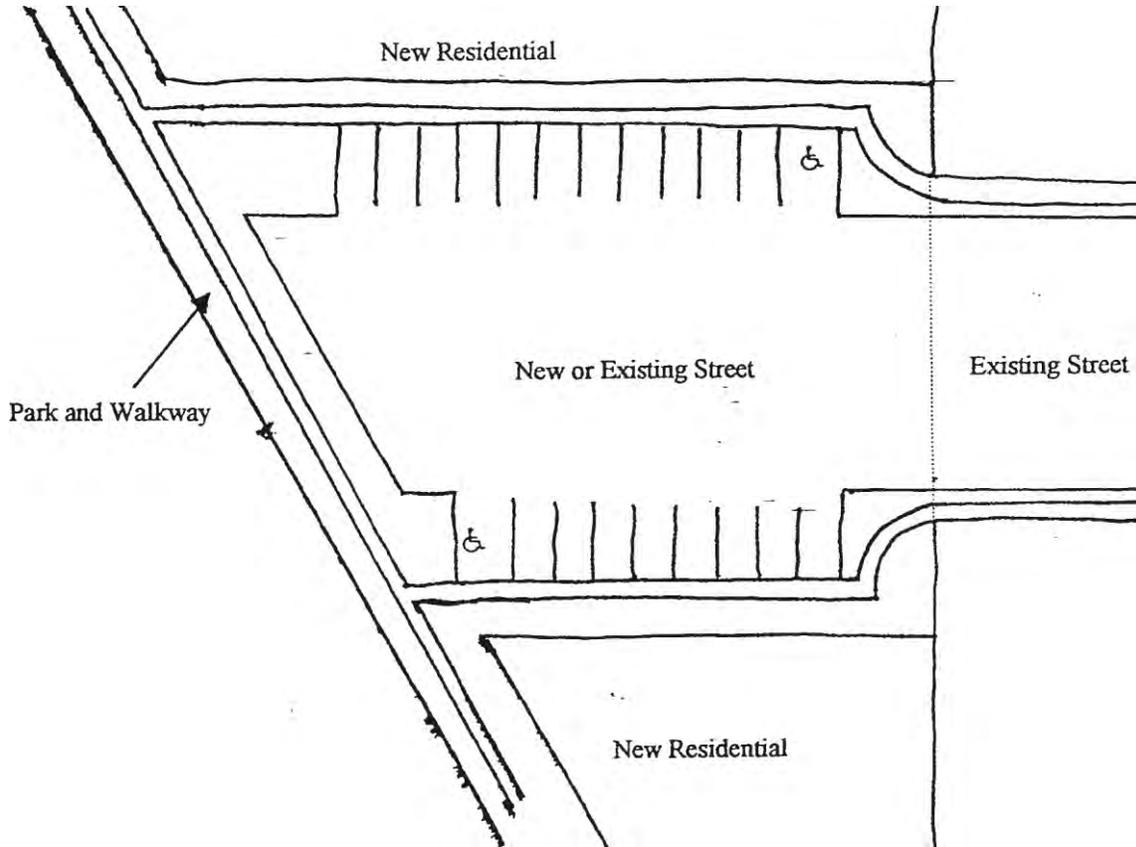
The Morris Canal Redevelopment Area Development Coalition (refer to section VI), and neighborhood associations that are registered with the mayor's office, should be consulted for input regarding design and development of all park and greenspace areas.

IV. General Traffic Circulation and Parking Objectives

- A. Eliminate truck traffic on Pacific Avenue north of the Light Rail R.O.W., on Communipaw Avenue between Manning Avenue and Gateway Drive, and on Johnston Avenue South of Grand Street. The need for trucks to travel these streets should be eliminated by providing an alternate truck route via Garfield Avenue, and by relocating industry and commercial truck traffic destinations out of the residential portion of the Lafayette neighborhood.
- B. Inhibit the travel on residential streets by trucks, buses and other commercial vehicles by installing traffic calming devices at appropriate intersections. Priority consideration should

- be given to the intersections of Whiton and Lafayette Streets, Monitor and Lafayette Streets, and Pine and Maple Streets.
- C. Reroute Cornelison Avenue so as to provide properties on the northwest side of Cornelison Avenue with additional and sufficient loading and parking space, in order to eliminate the impedance of vehicular and pedestrian traffic along Cornelison Avenue.
 - D. Vacate State Street and Johnston Avenue, between Cornelison Avenue and Grand Street, in order to accommodate greater efficiency in parcel consolidation. Access to thusly consolidated parcels should be from Bishop Street. Consideration may be warranted for a traffic light and other improvements at the intersection of Bishop Street and Grand Street.
 - E. Widen Garfield Avenue between Bramhall Avenue and Communipaw Avenue sufficiently to accommodate two lanes of traffic in each direction, with a center median landscaped with trees and other plantings, and a break-down lane in each direction.
 - F. Setback requirements for parcels along Garfield Avenue, between the light rail right-of-way and Communipaw Avenue should be sufficient to accommodate a future widening of Garfield Avenue, as shown in the cross section below.

- G. Provide the following options for the treatment of streets at the end of certain dead-end streets:
1. Should multiple parcels become available that create contiguous residential development sites between 20201 and 20304, a new road near the southern end of these blocks that connects Whiton Street, Pine Street and Suydam Avenue may be desirable.
 2. Perpendicular parking may be desirable on certain dead-end streets where new development may occur that would allow a widening of the street right-of-way. A suggested parking configuration that may be appropriate for Pine Street, Suydam Street, or Whiton Street, should they be extended south toward the LRT ROW, is shown in the drawing below.



- H. Re-open and extend Maple Street to the east to the Light Rail Station at Gateway Drive in order to extend the street grid and facilitate pedestrian access from the Lafayette neighborhood to the Light Rail Station.
- I. Re-open Garabrant Street between Communipaw Avenue and Johnston Avenue.

V. Strategic Plan

A. Land Use

Implement land use controls and design standards that encourage responsible development, redevelopment and rehabilitation.

B. Community Empowerment

Maintain an active dialog with the Redevelopment Area community throughout the redevelopment process by establishing a Morris Canal Redevelopment Area Development Coalition (MCRADC) that is described in the Community Empowerment section (section VI) of this Plan.

C. Federal EPA Brownfield Pilot

Identify four (4) to eight (8) sites for investigation and redevelopment, in compliance with Plan goals.

D. Sewerage Improvement

The drainage system in the Plan Area is generally old and in some places deteriorated because of age. Preliminary study by the City of Jersey City Division of Engineering finds that the system can be improved through a combination of cleaning and rehabilitation. An aggressive program to clean and rehabilitate existing sewers should be implemented. Furthermore, as part of redevelopment, a committee consisting of representatives from the Jersey City Redevelopment Agency, the Jersey City Department of Housing, Economic Development and Commerce, the Municipal Utilities Authority, and the Division of Engineering should be formed to develop a sewerage improvement plan that identifies and addresses current and anticipated Plan Area sewerage improvement needs.

E. Traffic Circulation

Traffic circulation shall be determined by future study as part of redevelopment project planning, and which should be oriented toward achieving the Traffic Circulation Objectives as described by this Plan.

F. Greenspace Development

Dedicate additional parkland within various zoning districts, including a Canal Banks Park and Walkway that connects various LRT stops and recreates the path of a portion of the former Morris Canal.

G. Industrial Retention and Attraction

A comprehensive strategy for industrial retention and attraction can assist Jersey City in the strengthening of its industrial base, and the resulting benefits. By targeting industries that can take advantage of Jersey City's location, transportation linkages, and other factors, municipal industrial development efforts can focus resources where it matters the most. In addition, an industrial retention and attraction strategy can link industrial development with local job training activities.

The Project on Regional and Industrial Economics at Rutgers, The State University of New Jersey has been commissioned to undertake a study of Jersey City's industrial base, in order to identify its strength and weaknesses, and to identify opportunities for retaining key industries that can play an important role in the City's future. This study, which is scheduled for June 1999 completion, will provide an important foundation for a strategy of industrial retention and attraction that addresses redevelopment goals of this Plan, as well as citywide goals.

H. Historic Preservation

It is not legally appropriate to create a historic district through a redevelopment plan. Municipal empowerment to create a redevelopment plan derives from the State of New Jersey Local Redevelopment and Housing Law. Historic District designation falls under the jurisdiction of State of New Jersey Municipal Land Use Law (MLUL).

However, the redevelopment plan can, and in this case, should, recommend separate action to conduct a study of historic sites and areas within the Redevelopment Area, for the purposes of recommending whether or not these sites and areas should be declared a Historic District. A recommended historic district study area, including minimum areas for consideration is provided in the MAPS section of this Plan.

VI. *Community Empowerment*

To establish and maintain community empowerment in the redevelopment process, it is recommended that the Redevelopment Area community establish a single community based development coalition for the purpose of community inclusion and the decision making process of the Redevelopment Plan.

- A. The Redevelopment Area community, including residents, property owners, business owners, and community leaders have taken an active role in the development of this Plan. In order to maintain this community empowerment in the continuing development process, and as contaminated sites within the area are remediated, the Redevelopment Area community has established the Morris Canal Redevelopment Area Development Coalition (MCRADC). The MCRADC may become incorporated in the near future and under the incorporated title assume the responsibilities of the aforementioned coalition.
- B. The MCRADC should have a democratic structure, should conduct regular meetings that are open to the community, and should be comprised of members who are Redevelopment Area residents, property owners, business owners, and community leaders.
- C. The MCRADC may designate a maximum of four agents who shall register name and current contact information that includes mailing address and telephone number with the Division of City Planning. It shall be the responsibility of the aforementioned designated agent or agents to maintain current contact information with the Division of City Planning.

- D. Prior to implementation of any plan for site investigation and/or remediation, where such activities are conducted by, or under agreements with, the municipality, or an agency of the municipality, the MCRADC shall be notified and informed of such plans at least fourteen (14) days prior to commencement of any on-site activity, through their agent or agents, provided said agent or agents has/have registered and maintained current contact information with the Division of City Planning.
- E. In addition to the site plan review process that is required by this Plan and the municipal zoning ordinance, the applicant shall submit a site plan and site plan application to the designated agent that is/are registered with the Division of City Planning, not less than twenty-one (21) calendar days prior to the Planning Board hearing for which it is scheduled. In addition, an affidavit showing proof of submission of site plan and site plan application to the aforementioned agents shall be submitted to the Division of City Planning not less than ten (10) calendar days prior to said hearing.
- F. The Division of City Planning and the Environmental Commission shall each designate an agent to serve as liaison to the MCRADC. It shall be the responsibility of these agents to ensure that the requirements of paragraphs 4 and 5 above are met, and that the MCRADC is apprised of events as they occur throughout the investigation, remediation and redevelopment process.
- G. No site investigation, remediation, or development should be delayed due to lack of existence of a MCRADC, or due to failure of an agent or agents of the MCRADC to register current contact information with the Division of City Planning.
- H. Since the adoption of the redevelopment plan in 1999, the redevelopment of the area has begun. New community groups have formed and seek a voice within the plan area. They are named the 'Lafayette Neighborhood Action Coalition' and the 'Communipaw Avenue Block Association'. One representative from each organization shall be added to the designated agent list to receive notice.

VII. Types of Proposed Redevelopment Actions

- A. It is proposed to substantially improve and upgrade the Morris Canal Redevelopment Area through a combination of redevelopment actions. These actions will include, but not be limited to:
 - 1. Rehabilitation and renovation of viable and potentially useful structures.
 - 2. Investigation and remediation of contaminated sites for the purpose of redevelopment.
 - 3. Clearance of dilapidated, deteriorated, obsolete or underutilized structures where necessary.
 - 4. Relocation of non-conforming uses where necessary.
 - 5. Acquisition for assembly into development parcels of vacant and underutilized land.
 - 6. Construction of new structures and complementary facilities.
 - 7. Provision for public infrastructure necessary to service and support the new development.
 - 8. Development of new green space areas for recreation, walkway and bikeway, and community gardens.
 - 9. Pursuit of Land Use Strategies:

- a. Special mixed - use areas, where existing commercial in residential buildings can exist, subject to design and use controls, and where infill mixed use development is encouraged.
- b. Residential areas, where commercial and industrial intrusions are prohibited, and where new infill residential construction is encouraged.
- c. Industrial Areas, where industry and commerce can exist and expand, subject to design and use controls.
- d. Retail Areas, where sales of goods and services are encouraged, subject to design and use controls.
- e. Adaptive Reuse Areas, where certain structures of significance can be preserved and reused, subject to use controls.
- f. Streetscape controls which guide construction and rehabilitation.

VIII. General Administrative Provisions

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

- A. All zone guidelines, standards, and requirements shall be in accordance with the Plan's Zoning and Adaptive Reuse Zoning Overlay Maps. Recommended new parkland areas and LRT stops shall be according the Plan Map.
- B. The regulations and controls in this section may be implemented, where applicable, by appropriate covenants, or other provisions, or through agreements for land disposition and conveyances executed thereto.
- C. No building or structure shall be constructed over public rights-of-way or easements, without the prior, written approval of the Municipal Engineer and site plan approval by the Planning Board. No building or structure shall be constructed in the bed of a mapped street unless such street has been vacated by an act of the Municipal Council and the site plan has been approved by the Planning Board.
- D. Prior to the commencement of (a) any exterior construction, reconstruction, and/or rehabilitation of any existing structure, (b) any change to the interior floor plan of any structure, or (c) any change in the 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, so that compliance of such plans with this Plan can be determined. No Building Permit shall be issued for any work which would result in a change of use, or in a change in intensity of use, for any premises within the Area, without prior review and approval of such work by the Planning Board. Regular maintenance and minor repair shall not require Planning Board review.
- E. All residential redevelopment proposals and construction plans shall meet or exceed applicable minimum room size requirements.
- F. 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 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.
- G. 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 site plan application and a final site plan application. Submission of a site plan and site plan application shall conform with the requirements of the Municipal Zoning Ordinance and this Plan, including the Community Empowerment section, section VI, of this Plan. Applications may be submitted for an entire project or in phases. For projects involving three (3) or more acres, a master plan which

depicts the overall layout of the site must be submitted and approved by the Board prior to preliminary site plan approval and as part of the application process.

Prior to commencement of construction, site plans for the construction and/or rehabilitation of improvements to the Area shall be submitted by the developer to the Planning Board of the City of Jersey City for review and approval so that compliance of such plans with the redevelopment objectives can be determined. Site plan review shall be conducted by the Planning Board pursuant to NJS 40:55D-1 et. seq. Applications may be submitted for the entire project or in any number of phases.

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

- H. Any subdivision of lots and parcels of land within the Redevelopment Area shall be in accordance with this Plan's requirements and the Jersey City Land Subdivision Ordinance.
- I. No development or redevelopment of any parcel in the Plan Area that will result in an increase in wastewater from that parcel shall be permitted unless and until the planned project wastewater piping and systems for the removal of effluent and stormwater are approved by the City of Jersey City Division of Engineering and the Municipal Utilities Authority; and the municipal wastewater piping and systems for the removal of effluent and stormwater are certified by the City of Jersey City Division of Engineering and the Municipal Utilities Authority as being of sufficient capacity and good condition to accommodate uses that will occupy said parcel. Such approval may be contingent upon requisite improvements to the drainage system in the street, as determined by the Division of Engineering.
- J. Interim uses may be submitted, subject to an agreement between the developers and the Planning Board that such uses 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, which may establish an interim use period of up to three (3) years in duration. The Planning Board may grant additional renewals of interim uses. No commercial or commuter parking shall be allowed as an interim use.
- K. Deviation Requests: As a function of preliminary site plan approval, the Planning Board may use its powers as granted by NJS 40:55D-60 and NJS 40:55D-60.a. to: (1) Where: (a) by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or (b) by reason of exceptional topographic conditions or physical features uniquely affecting a specific piece of property, or (c) by reason of an extraordinary and exceptional situation uniquely affecting a specific piece of property or the structures lawfully existing thereon, the strict application of any provision of this plan would result in peculiar and exceptional practical difficulties to, or exceptional and undue hardship upon, the developer of such property, grant, upon an application relating to such property, a deviation from such strict application of such provision so as to relieve such difficulties or hardship; (2) where in an application relating to a specific piece of property the purposes of this redevelopment plan would be advanced by a deviation from the redevelopment plan requirements and the benefits of the deviation would substantially outweigh any detriment, grant a deviation to allow departure from the provisions of this redevelopment plan; provided, however, the fact that a proposed use is an inherently beneficial use shall not be dispositive of a decision on a deviation under this clause and provided that no deviation from those departures enumerated in NJS 40:55D-70.d. shall be granted under this clause. An application for a deviation

from the provisions of this Plan shall provide public notice of such application in accordance with the public notice requirements set forth in NJSA 40:55D-12.a.& b.

- L. If any word, phrase, clause, section or provision of this Plan shall be found by a court of competent jurisdiction to be invalid, illegal or unconstitutional, such word, phrase, clause, section or provision shall be deemed severable and the remainder of the ordinance shall remain in full force and effect.

IX. General Design and Land Use Standards and Requirements

The following standards and requirements shall apply to all zones.

- A. No junked motor vehicles, or parts thereof shall be permitted to be stored on any lot within the Area.
- B. All utility distribution lines, utility service connections from such lines to the project area's individual uses, and utility appliances, regulators and metering devices shall be located underground or within enclosed structures. Remote readers are required for all utilities, in lieu of external location of the actual metering devices. Developers are required to arrange for connection to public and private utilities.
- C. Chain link fencing shall be prohibited, except during construction, for all street frontage on sites. Only wooden board-on-board, picket fences, or tubular steel or mild steel, "wrought iron" type fences will be permitted on such sites. Other types of fences may be permitted, subject to review and approval by the Planning Board. Chain link fencing for construction shall be dismantled and removed prior to the issuance of a Certificate of Occupancy of any type.
- D. No Billboard shall be permitted on any property contained within the Plan Area. Existing billboards shall be considered non-conforming and shall be removed at the end of their useful life. The useful life of a billboard shall extend no more than five years beyond the date of adoption of this redevelopment plan.
- E. No flashing lights or neon signs shall be permitted within the Plan Area, except for seasonal holiday decorations. In addition, all signs shall conform with Plan district signage requirements.
- F. No advertising shall be permitted on parking meters, light poles, or on benches or other street furniture within the public right-of-way.
- G. All corner buildings, except in the Industrial zone, shall have windows on both street frontages.
- H. All parts and components of cellular phone antennas, satellite dishes, and television and radio transmission antennas shall be completely screened from view from all directions and elevations on existing or planned structures, parks, roads, highways and bridges, or shall be disguised within the architecture of a structure. Said screening shall be constructed in a manner that is pleasing to the eye and consistent with the surrounding architecture. In all cases, creative placement of said equipment is strongly encouraged in order to minimize the need for screening.
- I. In all cases, due consideration shall be given to the screening of rooftop mechanical equipment. Where feasible, rooftop mechanical equipment shall be screened from view from all directions and elevations to minimize the negative aesthetic impact upon the view from neighboring residential zones, the view from street level, and the view from the New Jersey Turnpike extension. Particular consideration should be given to the view from properties and structures along Summit Avenue, Clifton Place, and Randolph Avenue. Said screening

- shall be constructed in a manner that is pleasing to the eye and consistent with the surrounding architecture.
- J. On-street parking of trucks, tractor-trailers, trailers of any type, and buses, mini-buses and jitneys shall be prohibited in all zones.
 - K. All outdoor storage shall be prohibited, except within the Mixed Use - B Zone, wherein pipes, lumber, plants and other home improvement related products may be stored outdoors. No hazardous materials may be stored outdoors. All permitted outdoor storage must be completely screened from view.
 - L. Outdoor parking of vehicles that are inoperable or unregistered shall be prohibited.
 - M. Commercial and Commuter Parking shall be prohibited within the Area, except at the Liberty State Park Station Park and Ride at Gateway Drive, as it exists at the time of adoption of this Plan.
 - N. Only those Service Stations that are existing at the time of adoption of this Plan shall be permitted to exist. This Plan's definition of Service Station shall prevail. Existing Service Stations shall be permitted to increase structures and land area by no more than 20% of the amount of coverage that exists at the time of adoption of this Plan, provided that the site plan conforms with the City of Jersey Municipal Zoning Ordinance, and this Plan.
 - O. Only those drug or alcohol rehabilitation centers that exist at the time of adoption of this Plan shall be permitted to exist.
 - P. No prisons or jails shall be permitted.
 - Q. The storage, processing, separation, or transfer of garbage or waste materials shall be prohibited.
 - R. No use or reuse shall be permitted, which produces toxic or noxious fumes, hazardous discharges, glare, electromagnetic disturbances, radiation, smoke, cinders, odors, dust or waste, undue noise or vibration, or other objectionable features that are detrimental to the public health, safety or general welfare, or that are damaging to the physical environment.
 - S. Upon demolition of any existing structures, the site shall be graded, planted, sodded and/or paved.
 - T. All exterior dumpsters shall be encompassed by opaque perimeter screening that is greater in height than the height of the dumpster.
 - U. Home Occupation shall be permitted as an accessory use.
 - V. No overnight residential facility shall be permitted within the Industrial zone, with the exception of accommodations for a single caretaker of a non-residential use.
 - W. Building Design Objectives
 - 1. Within the industrial zone, building design shall be guided by the general characteristics of a modern industrial park.
 - 2. All structures within the project area shall be situated with proper consideration of their relationship to other buildings, both existing and proposed, in terms of light, air and usable open space, access to public rights of way and off-street parking, height and bulk.
 - 3. Groups of related buildings shall be designed to present a harmonious appearance in terms of architectural style and exterior materials.
 - 4. Buildings shall be designed so as to have an attractive, finished appearance when viewed from all vantage points within and outside the Area.
 - 5. Materials used for screening of rooftop mechanical equipment shall be harmonious with those used in the building's facade.
 - 6. All trash receptacles shall be adequately secured and enclosed.
 - 7. All utility distribution lines and utility service connections from such lines to the project area's individual use shall be located underground.
 - X. Landscaping and Lighting Standards and Requirements
 - 1. Landscaping shall be required for any part of any parcel not used for buildings, off-street parking, loading spaces, or outdoor storage areas. All proposed site plans shall include

proposals for landscaping indicating the location, size and quantity of the various species to be used.

2. Greenspace (trees, shrubs, flowers, etc.) shall be used as buffers and to accent entrances, arcades and sidewalks.
3. All plant material used must be able to withstand an urban environment. All screen planting shall be a minimum of four (4) feet high and shall be planted, balled and burlapped as established by the American Association of Nurserymen. A planting schedule shall be provided by the developer and approved by the Planning Board.
4. Any landscaping which is not resistant to the environment or that dies within two (2) years of planting shall be replaced by the developer.
5. Trees and shrubs shall be planted along curblines of streets at a maximum of 40 foot centers or groupings, in a regular pattern or spaced alternately on either side of streets, to further enhance the aesthetic quality of the redevelopment area.
6. Lighting within the site shall sufficiently illuminate all areas, including those areas where buildings are setback or offset to prevent "dark corners".
7. All lighting sources must be adequately shielded to avoid any glare. The area of illumination shall have a fairly uniform pattern of or least one-half (0.5) foot-candles.
8. Lighting fixtures shall be in scale with the street and size of the project.

X. Off-Street Parking And Loading Requirements

- A. Industrial uses shall provide a minimum of one (1) parking space per 750 square feet of gross floor area.
- B. Warehousing, distribution, wholesaling, terminal facilities and other storage facilities shall provide a minimum of one parking space per 5,000 square feet of gross floor area.
- C. Office, retail and other commercial uses shall provide a minimum of one (1) parking space per 1,000 square feet of gross floor area, except when in zones Mixed Use - A and Adaptive Reuse Overlay- Zone D.
- D. Public/semi-public uses shall provide a minimum of one (1) parking space per 1,000 square feet of gross floor area.
- E. Parking requirements for residential uses, if any, may be found in Section XI of this plan related to the specific land use provisions for the various land use zones of this Redevelopment Plan. Where no residential parking requirement is specified within any land use zone or overlay district, one parking space per dwelling unit shall be required. Medical Office buildings shall provide a minimum of 1 space per 1000 sf. of GFA
- F. All required parking spaces must be a minimum of 9 feet wide by 18 feet deep, as measured from the curb stop, except for retail uses. All required parking spaces for retail uses shall be 10 feet wide by 18 feet deep. All aisles shall be a minimum of 24 feet wide. Except that parking spaces located within a parking structure shall be a minimum of 9 feet wide by 18 feet deep and the aisle width may be reduced to 22 feet. Within parking structures, up to 25% of the parking spaces provided may be compact spaces measuring 8 feet wide by 16 feet deep. Additional parking spaces over the minimum required may be provided as tandem or stacked spaces.
- G. The parking requirements found herein Section X. may be supplemented or superseded by additional parking requirements as may be found in Section XI of this plan related to the specific land use provisions for the various land use zones of this Redevelopment Plan.
- H. Off-street parking and loading areas shall be coordinated with the public street system serving the project area in order to avoid conflicts with through traffic or obstruction to pedestrian walks and thoroughfares. Developers shall demonstrate that sufficient off-street parking and loading will be provided to meet the needs of the proposed use.
- I. Parking lots for five (5) or more vehicles, and all loading areas, shall provide a screen planting along any street line and along all property lines except those instances where a

building intervenes or where the proposed planting may interfere with sight triangles. Said screening shall consist of balled and burlapped dense evergreen material that is a minimum of three (3) feet high at the time of planting, that is planted on a center that is consistent with the mature spread of the species planted. Within the parking area, a minimum of one tree shall be planted for every 5 parking spaces. Landscaping shall be maintained with shrubs no higher than three (3) feet and trees with branches no lower than six (6) feet, and designed so that the landscaping is dispersed throughout the parking area.

- J. Parking lots of ten (10) or more spaces shall be planted with shade trees at a rate of one tree per ten (10) parking spaces in addition to required street trees and perimeter screen planting.
- K. Lighting used to illuminate off-street parking and loading areas shall be arranged and shielded to prevent the spillage of light off the premises and shall be in accordance with the lighting requirements of the Municipal Zoning Ordinance.
- L. Where no new Streets are created, all required parking and loading areas shall be provided off-street. All such parking and loading areas shall be graded and paved with a durable dust free surface, adequately drained, and use poured in place concrete curbs, at a minimum, throughout. All parking and loading areas shall be designed in accordance with the requirements of the Jersey City Zoning Ordinance.
- M. Parking and service areas should be separated from streets. These access areas shall be clearly designated so as to avoid the backing in and out of vehicles onto the street right-of-way.

XI. Land Use Zones And Specific Land Use Provisions

A. Transit Oriented Development

The Transit Oriented Development District (TOD) shall generally encompass the eastern portion of the Morris Canal Redevelopment Area in the vicinity of the Hudson Bergen Light Rail Transit (HBLRT) station and adjacent to the RTC Rail Transportation Corridor District. The TOD shall be further sub-divided into four (4) sub-districts: 1. Transit Village, 2. TOD South, 3. TOD North, and 4. TOD West (See Map B).

The purpose of this district is to provide for higher density mid-rise development and lower parking standards in proximity to the HBLRT station in order to take advantage of the mass transit opportunities afforded by the Hudson Bergen Light Rail and local bus routes.

1. **Transit Village:** The Transit Village sub-district constitutes the core of the TOD District and is generally located between Communipaw Avenue on the South, Johnston Avenue on the North, former Garabrant Street on the West, and Gateway Drive on the East. The district is directly across Gateway Drive from the Light Rail Station.

NOTE: At this time, specific recommendations have not been fully developed for the Transit Village District. Therefore, for the time being, the requirements of the CP – Commuter Parking district will remain in effect.

2. **TOD-South:** The TOD South District is located south of, and has frontage on Communipaw Avenue. This district also has frontage on Suydam Avenue, Pine Street and adjoins the Rail Transportation Corridor district on the south and east. The following regulations shall apply to all property within the TOD-South district.
 - a. Permitted Uses

- i. Multi-family Residential
- ii. Office
- iii. Hotel
- iv. Retail Sales & Services
- v. Restaurants (Category one and two)
- vi. Schools
- vii. Day Care Centers
- viii. Public Parks/Open Space
- ix. Mixed use of the above
- x. Public Utilities, except that natural gas transmission lines shall be prohibited

NOTE: Uses other than Residential and Public Parks shall only be permitted on sites having frontage on, and primary access from, Communipaw Avenue.

- b. Accessory Uses
 - i. Off-street Parking
 - ii. Home occupations
 - iii. Private Open Space and Recreation Facilities: including indoor & outdoor recreation areas, meeting rooms, gyms & spas, and other similar facilities
- c. Minimum Lot Size: 30,000 sq.ft. (Note: All parcels of less than 30,000 square feet shall be governed by the requirements of the Residential District of the Morris Canal Redevelopment Plan).
- d. Intensity of Development: The size and scale of all buildings in this district shall be regulated by the development bulk standards of this district. And further provided that the floor area ratio of any building shall not exceed 6.0.
- e. Height Standards: Maximum of 4 stories / 45 feet for buildings fronting on Pine Street.
Maximum of 8 stories 90 feet elsewhere in the district
- f. Setback Requirements:
 - i. Communipaw Avenue Setback: Zero (Commercial uses should meet the sidewalk, however, the building may be setback where necessary to create additional sidewalk width or outdoor seating areas for restaurants).
 - ii. Suydam Avenue and Pine Street setback: Minimum of five (5) feet from the street property line except for building lobbies, elevator core and fire staircases which are permitted to be at the front property line.
 - iii. Side yard setback (perpendicular to Suydam Avenue or Pine Street): No Minimum, except where the side lot line is also a Residential district property line, wherein the minimum side setback shall be five (5) feet.

- iv. Side yard setback (perpendicular to Communipaw Avenue): No Minimum.
 - v. Rear yard setback: No minimum for the lower level of the building containing off-street parking. 15 feet for floors above the first level.
- g. Design Standards
- i. Façade materials must primarily consist of standard brick with stone accents, and of a color that is compatible with the surrounding built residential environment. Other materials such as metal panels, cementitious board siding and similar materials may be used on window bays and as accents on the façade to provide architectural interest and variety. Windows and doors shall have stone or brick lintels and sills except where metal panels or other non-masonry materials are used, or where the window are more minor (i.e. smaller) in scale, such as windows on exit stairways or bathrooms.
 - ii. The structure must contain vertical elements in the façade to break up the horizontal lines of the building and create architectural interest and variety such that the structure does not read as a continuous slab along the streetscape.
 - iii. A corner bay above the ground floor shall be permitted to encroach upon the required setback area or into the ROW a maximum of 3 feet at the corner of Suydam and Communipaw Avenues provided that the lowest point of the bay is at least 15 feet above grade and subject to compliance with local ordinances and City Council approval if applicable.
 - iv. Window bays serving residential uses may be incorporated into the structure, with the bays subject to the following conditions:
 - 1. Must align vertically with the façade section
 - 2. Maximum protrusion from primary façade of two (2) feet.
 - v. Only French Balconies shall be permitted on facades fronting on a public street.
 - vi. Parking levels must be constructed of the same materials as the overall structure and contain fenestration and other detailing that is consistent with the architectural design of the overall structure. Entrances to the parking area must be limited to a single bay opening, or one set of adjacent double bay openings. The combined width of a vehicular bay opening in the façade may not exceed twenty (20) feet.
 - vii. Story height for residential use must be a minimum of nine (9) feet from floor to ceiling, but may not exceed twelve (12) feet from floor to ceiling. First floor story height for a non-residential use must be a minimum of twelve (12) feet from floor to ceiling. However, ground floor parking levels shall not exceed twelve feet (12) above grade.
 - viii. Windows in residential portions of a building shall be arranged in a contemporary and organized manner. The tops of windows and

doors shall be designed to avoid confusing perspectives. Windows shall not be scattered in a haphazard manner in the façade. Bay windows and other window features may be incorporated into the façade to provide architectural interest and character. The window sill of any residential window shall not be less than five (5) feet above the elevation of the adjoining sidewalk

- ix. Ground Floor retail fenestration shall constitute a minimum of seventy-five (75) percent of the ground floor façade area.
- x. Where a parapet is used, a cornice must be provided along all building facades and sides. Cornice must be sympathetic in scale and design to the nearby residential architecture. A cornice shall be permitted to encroach upon the required setback area or into the ROW a maximum of 2 feet, subject to compliance with local ordinances and City Council approval if applicable.
- xi. All rooftop mechanicals and equipment shall be encompassed by opaque screening that is consistent in materials and style with the structure below, set back at least ten (10) feet from the building and penthouse facades, and may not be visible from an elevation of five (5) feet on the opposite side of the adjacent public right of way.
- xii. Rooftop stairwell and elevator enclosures must be designed to be consistent with the overall architectural design and materials of the building.
- xiii. Adequate facilities for storage of refuse must be indicated on the site plan. The method of collection must also be indicated on said plan. All such storage areas must be screened from view from street and from adjoining properties using opaque materials.
- xiv. Common area indoor bicycle storage facilities shall be designed so that bicycles can be easily and properly secured.
- xv. Utility meters must not be visible from the public right-of-way.
- xvi. Exterior utility boxes must be installed below grade.
- xvii. Security gates may be installed in the shop front. All security gates must be installed in the interior of the storefront and must be of the open link variety.

h. Parking Requirements

- i. Residential – Max of 1.0 auto parking space per unit. Bicycle parking per LDO.
- ii. Hotel – Max of 1.0 auto parking space per room.
- iii. Other Commercial – Max of 2.5 auto parking spaces per 1,000 sq. ft.
- iv. Schools – Max of 1.0 per classroom.

i. Street Circulation Improvements:

- i. All existing streets shall remain open to the public.
- ii. A new vehicular / pedestrian street or alley shall be created at the southern end of Suydam Avenue and extending in an easterly and then northerly direction to connect with Communipaw Avenue.

- iii. Additional streets, alleys, or other rights-of-way may be constructed in order to create an urban grid street pattern consistent with “New Urbanism” planning principals.
 - iv. The locations of all new streets, alleys and rights-of-way shall be subject to review and approval by the Jersey City Planning Board and the appropriate departments, divisions and agencies of the City of Jersey City.
 - v. All new streets, alleys and rights-of-way shall be constructed to applicable Municipal and State standards and the standards of this Plan.
3. TOD-West: The TOD West district is located just west of the Transit Village district between Communipaw and Johnston Avenues. It is comprised of existing industrial structures as well as parcels that consist of completely vacant land and a blocks that are partially vacant and partially underutilized. Several properties within this subzone are eligible for Adaptive Reuse Overlay Zone regulations (See §M).
- a. Block 15802, Lots 24 & 26 - This parcel contains a former industrial structure that is currently under renovation and redevelopment pursuant to the requirements of the Adaptive Reuse Overlay Zone “D”. Therefore, redevelopment of this property will continue to be governed by the requirements and standards of the Adaptive Reuse Overlay Zone.
 - b. Block 19004 Lots 36, 37, 1, 2, 3, 4 and 5, & Block 15802 Lot 37
 - i. Permitted Principal Use –
 - Multi-family Residential
 - Public Utilities, except that natural gas transmission lines shall be prohibited
 - ii. Accessory Uses
 - Off-street parking, only within the principal structure
 - Resident amenity areas such as gymnasium and exercise rooms, meeting rooms, indoor and outdoor recreation areas, etc.
 - iii. Maximum Height
 - The maximum height shall be 5 stories and 55 feet.
 - Each residential floor shall have a minimum height of nine (9) feet from floor to ceiling.
 - iv. Maximum Density – 110 dwelling units per acre.
 - v. Streetfront Setbacks – Buildings must be setback at least five (5) feet from any street line in order to provide a landscaped front yard between the building and the sidewalk area. Bay windows on upper level residential floors may partially extend into this setback area in order to provide architectural interest and character.
 - vi. Side Setback – Zero (note where only one interior lot line exists i.e. where a property has frontage on three streets), that lot line shall be considered a rear lot line. On corner lots, the lot line opposite the front lot line shall be the rear lot line and the other interior lot line shall be the side lot line.

- vii. Rear Setback – The setback from any interior lot line shall be 15 feet. Parking may extend into the required yard area provided that the floor of the parking level is located at least three feet below grade and the parking is enclosed within the principal structure or extension thereof. The roof of the parking portion of the structure may be no more than ten (10) feet above grade and shall be designed and/or landscaped for use as an outdoor terrace area.
- c. Block 15802 & 19003
- i. Permitted Principal Use –
- Multi-family Residential
 - Retail sales of goods and services and Restaurants (Category One & Two) only along the Johnston Avenue frontage, and as part of a mixed use building
 - Child care centers
 - Public Utilities, except that natural gas transmission lines shall be prohibited
 - Mixed use of the above
- ii. Accessory Uses
- Off-street parking, only within the principal structure.
 - Resident amenity areas such as gymnasium and exercise rooms, meeting rooms, indoor and outdoor recreation areas, etc.
- iii. Maximum Height
- Block 15802 - Along Johnston Avenue for a depth of 100 feet, the maximum height shall be 14 stories and 150 feet.
 - Block 19003 – Along Johnston Avenue for a depth of 100 feet, the maximum height shall be 8 stories and 90 feet.
 - Along Maple Street for a depth of 100 feet, the maximum height shall be 8 stories and 90 feet.
 - Along Garabrant Street, the maximum height shall be 6 stories and 65 feet. In addition, a 7th floor penthouse may be constructed provided that it is setback at least five (5) feet from the front façade.
 - Along Monitor Street, the maximum height shall be 5 stories and 55 feet. In addition, a 6th floor penthouse may be constructed provided that it is setback at least five (5) feet from the front façade.
 - Each residential floor shall have a minimum height of nine (9) feet from floor to ceiling.
- iv. Maximum Density – 125 dwelling units per acre, inclusive of the vacated portions of Garabrant and Maple Streets.
- v. Required Front Setbacks – All first floor residential portions of the building must be setback at least five (5) feet from the property line in order to provide a landscaped area / front yard between the building and the sidewalk area. Commercial frontages may adjoin the sidewalk line. Upper level residential floors may partially extend into the setback area and over the commercial areas in an

articulated fashion in order to provide architectural interest and character.

- vi. Required Rear Setbacks – The rear wall of any residential portion of the building may not be located any further than seventy-five (75) feet from the front property line parallel to and nearest to said rear wall. The distance between any two rear walls parallel to, or nearly parallel to each other shall not be less than fifty (50) feet.
 - vii. Required Building Stepbacks – Buildings fronting on Maple Street and Johnston Avenue shall provide a stepback of at least five (5) feet from the front property line at a height between twenty (20) and fifty (50) feet. Additional stepbacks near the buildings top are also required in order to provide architectural interest.
 - viii. Additional Design Standards – Buildings constructed in this area may incorporate contemporary materials and design features, such as glass and metal panels in order to provide architectural interest. All parking use areas shall be ringed with active use areas such as residential or commercial and shall be covered by a roof deck. The roof deck over parking areas shall be landscaped and designed for use as an outdoor amenity space.
- d. Parking Requirements:
- i. Residential – Max of 1.0 auto parking space per unit, and Minimum of 1.0 bicycle space per bedroom.
 - ii. Commercial – Max of 2.5 auto parking spaces per 1,000 sq. ft.
- e. Street Circulation Improvements:
- i. Garabrant Street shall be re-opened in its original location, or reconstructed to the east of and parallel to its original alignment and shall have a R.O.W. width of at least 60 feet.
 - ii. Maple Street shall be re-opened and extended to the Transit Village district and shall have a R.O.W. width of at least 60 feet.
 - iii. All existing streets shall remain open to the public.
 - iv. Additional streets, alleys, or other rights-of-way may be constructed in order to create an urban grid street pattern consistent with “New Urbanism” planning principals.
 - v. The locations of all new streets, alleys and rights-of-way shall be subject to review and approval by the Jersey City Planning Board and the appropriate departments, divisions and agencies of the City of Jersey City.
 - vi. All new streets, alleys and rights-of-way shall be constructed to applicable Municipal and State standards and the standards of this Plan.
4. TOD-North: The TOD North District is located north of, and has frontage on Johnston Avenue. There are two portions of this district with frontage on Garabrant Street, Monitor Street, Pine Street and Whiton Street; and adjoins the Rail Transportation Corridor district on the north and east. It is comprised of existing industrial structures as well as parcels that consist of completely vacant

land and blocks that are partially vacant and partially underutilized. Therefore the development regulations of this district have been established on a parcel or block basis.

a. Blocks 17505 & 17504

i. Permitted Principal Use –

- Multi-family Residential
- Retail sales of goods and services and Restaurants (Category One & Two) only along the Johnston Avenue frontage and as part of a mixed use building
- Child care centers
- Public Utilities, except that natural gas transmission lines shall be prohibited
- Mixed use of the above

ii. Accessory Uses

- Off-street parking, within the principal structure and as surface parking at the rear of the building with appropriate landscaping; including shade trees.
- Resident amenity areas such as gymnasium and exercise rooms, meeting rooms, indoor and outdoor recreation areas, etc.

iii. Minimum Lot Size – 10,000 square feet. (Note: All parcels of less than 10,000 square feet shall be governed by the requirements of the Residential District of the Morris Canal Redevelopment Plan).

iv. Maximum Height

- The maximum height shall be 8 stories and 85 feet.
- Each residential floor shall have a minimum height of nine (9) feet from floor to ceiling.

v. Intensity of Development – The size and scale of all buildings on these blocks shall be regulated by the bulk standards herein and further provided that the floor area ratio of any building shall not exceed 6.0 on block 17504 and 5.5 on block 17505.

vi. Required Front Setbacks – Minimum five feet (5). Bay windows on upper level residential floors may partially extend into the front setback area a maximum of 2 feet in order to provide architectural interest and character.

vii. Side Yard Setback- Minimum zero feet (0).

viii. Rear Yard Setback- Twenty-five Feet (25) for Residential Floors; and Zero Feet (0) for the parking level. The roof of the parking level may be no more than ten (10) feet above grade and shall be designed and landscaped for use as an outdoor terrace area.

ix. Additional Design Standards – Buildings constructed in this area may incorporate contemporary materials and design features such as glass and metal panels in order to provide architectural interest. The roof deck over parking areas shall be landscaped and designed for use as an outdoor amenity space.

b. Block 17503 – This Block contains a former industrial structure that has received site plan approval to begin redevelopment pursuant to the

requirements of the Adaptive Reuse Overlay Zone “A”. Therefore, redevelopment of this property will continue to be governed by the requirements and standards of Adaptive Reuse Overlay Zone “A”.

- c. Block 15801 - Lots 49 & 50 shall be governed by the following regulations.
 - i. Permitted Principal Use –
 - Multi-family Residential
 - Retail sales of goods and services and Restaurants (Category one & Two) as part of a multi-story building.
 - Independent Living, limited to age restricted and/or special needs restricted housing
 - Assisted Living Facilities, whether licensed or unlicensed by the State of New Jersey
 - Adult Day Care
 - Child Care as part of a multi-story building
 - Public Utilities, except that natural gas transmission lines shall be prohibited
 - Mixed Uses of the above
 - ii. Accessory Uses
 - Off-street parking, only within the principal structure
 - Health club, meeting & recreation rooms, and other similar facilities; which may also be open to the community.
 - iii. Maximum Height - 175 feet, consisting of not more than a three (3) level building base containing off-street parking, lobby area and retail space; not more than thirteen (13) stories of residential dwelling units. Each residential floor shall have a minimum height of nine (9) feet from floor to ceiling. When an automated mechanical parking system is utilized, the number of parking levels within the base may be increased, provided that the height of the base maintains its three (3) story appearance.
 - iv. Maximum Density –290 dwelling units per acre for multi-family residential
 - v. Required Setbacks – None for the three (3) level base of the building.
 - vi. Required Building Stepbacks – The residential portion of the building above the base shall be setback at least ten (10) feet from the western side property line. The residential portion of the building above the base shall be setback at least fifteen (15) feet from the rear property line running along the railroad right-of-way, except that vertical circulation (i.e. fire stairs, elevator cores, etc.) may be built within this setback area. The front façade may be built to the front property line.
 - vii. Additional Design Standards – The design of any building in this area may incorporate more contemporary materials and design features. However, materials used in the base of the building and in that portion of the building in closer proximity to the existing townhouses to the west shall consist primarily of masonry. The design of the building shall incorporate visual cues, material

changes and/or stepbacks in order to provide an architectural transition from the existing townhouse structures to the higher rise residential structure permitted in this sub-district.

- viii. Special Parking Requirements for Independent and Assisted Living Facilities – Evidence in the form of testimony and a parking study shall be presented to the Planning Board as part of site plan approval that the parking arrangements proposed will be adequate to service the needs of the intended uses and provide safe and adequate off-street vehicular access for all users of the facility.

d. Blocks 17502

- i. Permitted Principal Use –
 - Multi-family Residential
 - Public Utilities, except that natural gas transmission lines shall be prohibited
- ii. Accessory Uses
 - Off-street parking, both within the principal structure and as surface parking behind the building and adjacent to the railroad right-of-way, with appropriate landscaping; including shade trees.
 - Resident amenity areas such as gymnasium and exercise rooms, meeting rooms, indoor and outdoor recreation areas, etc.
- iii. Maximum Height
 - The maximum height shall be 8 stories and 85 feet.
 - Each residential floor shall have a minimum height of nine (9) feet from floor to ceiling.
- iv. Intensity of Development – The size and scale of buildings on this blocks shall be regulated by the bulk standards herein and further provided that the floor area ratio of any building shall not exceed 5.0.
- v. Minimum Lot Area – Entire Block.
- vi. Required Front Setbacks – Minimum 5 feet. Bay windows on upper level residential floors may partially extend into the yard area a maximum of 2 feet in order to provide architectural interest.
- vii. Side Yard Setback- Minimum zero feet (0).
- viii. Rear Yard Setback- Twenty-five Feet (25) for Residential Floors; and Zero Feet (0) for the parking level. The roof of the parking level may be no more than ten (10) feet above grade and shall be designed and landscaped for use as an outdoor terrace area.
- ix. Additional Design Standards – Buildings constructed in this area may incorporate more contemporary materials and design features such as glass and metal panels in order to provide architectural interest. The roof deck over parking areas shall be landscaped and designed for use as an outdoor amenity space.

e. Parking Requirements:

- i. Residential – Max of 1.0 auto parking space per unit, and Minimum of 1.0 bicycle space per bedroom.

- ii. Commercial – Max of 2.5 auto parking spaces per 1,000 sq. ft.
- f. Street Circulation Improvements:
- i. All existing streets shall remain open to the public, except that the “stub” ends of Whiton Street and Pine Street located north of Ash Street may be vacated and incorporated into adjacent properties.
 - ii. Additional streets, alleys, or other rights-of-way may be constructed in order to create an urban grid street pattern consistent with “New Urbanism” planning principals.
 - iii. The locations of all new streets, alleys and rights-of-way shall be subject to review and approval by the Jersey City Planning Board and the appropriate departments, divisions and agencies of the City of Jersey City.
 - iv. All new streets, alleys and rights-of-way shall be constructed to applicable Municipal and State standards and the standards of this Plan.

B. Commuter Parking

The zone shall encompass all lands contained within the following boundary description: Beginning at a point of intersection of the centerline of Communipaw Avenue and the NW block limit of Block 15802; thence proceeding in a NE direction along the aforementioned line of the block limit to the point of its intersection with the centerline of Johnston Avenue; thence southeasterly on the centerline of Johnston Avenue to its point of intersection with the centerline of Gateway Drive; thence SW along Gateway Drive to the point of intersection with the centerline of Communipaw Avenue; thence proceeding in a NW direction along the centerline of Communipaw Avenue to a point at its intersection with the northwesterly block limit of Block 15802, the POINT AND PLACE OF BEGINNING.

Purpose: To provide a lot for the parking of personal passenger vehicles, while occupants of the vehicles travel by rail, boat, bus, van or other means to another destination for purposes of work or pleasure. Commuter Parking shall be prohibited within the Redevelopment Area, except where it exists at Liberty Station Parking on Gateway Drive at the time of adoption of this redevelopment plan.

1. Permitted Principal Use

- a. Commuter Parking
- b. Public Utilities, except that natural gas transmission lines shall be prohibited

2. Accessory use

- a. Booth or machine for the purpose of collecting fees for parking.

3. Design Standards

The land within this district is owned and operated by New Jersey Transit Corporation and is used as the Gateway Park and Ride lot. This lot has been designed to accommodate mass transit and to park commuters’ cars.

C. Industrial

Light Industry

The zone shall encompass all lands contained within the following boundary description: Beginning at the intersection of the extended northeasterly lot line of Block 17301 Lot 14 with the northwesterly edge of the former Morris Canal; thence proceeding southeasterly along that aforementioned extended NE lot line of Block 17301, Lot 14, to its point of intersection with the centerline of the vacated Manning Avenue on its SW end; thence in a SW direction along the extended centerline of Manning Avenue to its point of intersection with the centerline of Communipaw Avenue; thence in a SE direction on the aforementioned centerline of Communipaw Avenue to its point of intersection with the extended NW lot line of lot 24, Block 18901; thence SW to the SW lot line of the same lot; thence SE on that SW lot line of lot 24, Block 18901 and continuing SE along the SW lot lines of lots 24, 25, 26, 27, and 28. Block 18901 until the extended SW lot line of lot 28 intersects the centerline of Woodward Street; thence SW along the centerline of Woodward Street until it intersects the edge of the right-of-way of the LRT; thence proceeding NW along the northern edge of the LRT ROW until it intersects the centerline of Garfield Avenue; thence north along the centerline of Garfield Avenue to its point of intersection with the centerline of Communipaw Avenue; thence SE on the centerline of Communipaw Avenue until it intersects a line extended from the NW border of the northwesterly edge of the former Morris Canal; thence NE along that NW edge of the former Morris Canal, dividing Block 17301, Lots 1 and 2, until it intersects the extended NE lot line of Block 17301 Lot 14, the POINT AND PLACE OF BEGINNING.

In addition, the zone shall encompass all lands that are north of Grand Street that are not contained within Mixed Use-B or R-2 zone.

Purpose: To create aesthetically pleasing, buffered, screened and landscaped areas for light industry and other establishments that are non-polluting, and which provide a high number of jobs and contribute to municipal property tax revenues. Certain roadway improvements may be needed to redevelop these areas, and are listed under the Traffic Circulation Objectives of this Plan.

The Industrial areas to the south of the LRT ROW should be named the Lafayette-Garfield Industrial Park.

1. Permitted Principal Use

- a. Assembly of goods or parts that are manufactured elsewhere
- b. Distribution Facility
- c. Incubator (not permitted in the Berry Lane Area)
- d. Light Industrial (not permitted in the Berry Lane Area)
- e. Occupational Training Center. All associated outdoor activities and equipment must be completely screened from view (not permitted in the Berry Lane Area)
- f. Office
- g. Park and recreation
- h. Parking that serves a permitted principal use. Commercial or commuter parking shall not be permitted
- i. Research and Development Laboratories that do NOT engage in a physical or chemical process which would change the nature or character of a product or raw material; nor engage in the research, development, handling, processing, investigation, storage, or transfer of hazardous materials (not permitted in the Berry Lane Area)
- j. Walkways and Bikeways
- k. Warehousing Facility

1. Public Utilities, except that natural gas transmission lines shall be prohibited

2. Accessory use

- a. Retail Sales of Goods and Services.
- b. Off-street parking and loading facilities.
- c. Fences and Walls.
- d. Guardhouse and Employee Cafeteria.
- e. On-site service and maintenance operations for equipment and operations.
- f. Office.

3. Design Standards

- a. Buffer - Where industrial uses abut residential uses, or the Residential district, the industrial use shall provide a vegetative buffer at least 15 feet deep, along all residentially adjoined property lines. A berm, at least four feet in height, planted with ground cover over at least 90 percent of its surface area (within the first season after planting) and containing evergreen trees at least eight feet in height, planted at a rate of one tree for every 100 square feet of buffer area, which evergreens are planted in staggered, double rows, shall comprise the vegetative buffer. This requirement can be adjusted, at the sole discretion of the Planning Board, through the provision of a screening wall, at least six feet in height, which must be faced with brick on the residential side, and plantings of deciduous trees at a rate of one tree for every 25 feet of wall length.
- b. Signs
 1. Identification Signs -- All permitted uses may provide one identification sign per street frontage, which sign must be attached flat against the wall, not extend above the roof line, and which may be internally or directly illuminated if such sign does not face a residential district. The dimensions of such sign shall be as follows:
 - a. Height – shall not exceed 15 percent of the average wall height of the first story portion of the wall to which it is attached.
 - b. Width – shall not exceed 10 percent of the length of the wall to which it is attached.
 - c. Projection from the wall – shall not exceed 12 inches.
 2. Directional Signs – may be provided as needed and approved by Traffic Engineering and the Planning Board.
 3. Tenant Directory – may be provided for industrial parks with more ten acres of land, and more than three tenants. Said sign shall not exceed 18 feet in height, shall be of materials that are consistent with the principal structures, are not back lit, and are located in a landscaped area at least three times the square area of such sign, which area cannot include any landscaping required for buffers or parking areas.
- c. Building Materials

1. The exterior walls of all structures shall be predominantly comprised of masonry materials. Facades fronting on public rights-of-way, including the Light Rail, shall, at a minimum, be predominantly comprised of pre-cast masonry units, brick, or decorative masonry block, or combinations thereof. The Planning Board will retain façade approval as part of site plan review.

d. Area, yard and bulk requirements.

Land Use	Maximum Height	Minimum Lot Size	Minimum Yards		
			Front	Side	Rear
Assembly Light Industrial Occupational center Office Research and Development Labs	5 stories	1 Acre	10	10	30
Distribution Facility Warehousing	1 story with mezzanine	3 Acres	20	10	30
Retail Sales	1 story if stand alone	5,000 square feet	0	0	15
Park	N/A	10,000 square feet	N/A	N/A	N/A

D. Mixed Use – A

*Residential and Neighborhood Retail
(Communipaw and Pacific Avenues Area)*

The zone shall encompass all lands that are contained within the following: All tax lots on the north side of Communipaw Avenue that abut Communipaw Avenue at the time of adoption of this Plan between Manning Avenue and Monitor Street, and all tax lots on south side of Communipaw Avenue that abut Communipaw Avenue at the time of adoption of this redevelopment plan between Woodward Street and Pine Street with the exception of Block 20201 Lots 29, 30, 31, 32, 33, 34, and 35 which shall be in the Residential zone. All tax lots on the south side of Pacific Avenue between Communipaw Avenue and Maple Street that abut Pacific Avenue at the time of adoption of this Plan. The additional tax lots on Pacific Avenue of: Block 20004, Lots 16, 17, 18, 19, and 20. On Johnston Avenue, the additional tax lots of: Block 19002 Lot 1. The north side of Communipaw Avenue between Woodward and Manning Avenue may be developed as Mixed Use A or Residential; however the block can only be developed as one or the other as a whole.

Purpose: A locus of the historic Lafayette community, this area provides shops, services, homes, and a vibrant pedestrian streetscape. This existing pattern of mixed uses and other positive elements shall be protected and encouraged by this Plan. A future historic district may serve to provide even greater conservation of this area, and further study of the area from an historic preservation perspective is duly warranted.

1. Permitted Principal Use

- a. Artist studio workspace

- b. Community Facility
- c. Day Care Center
- d. Funeral Parlor
- e. Health Care Facility. Prohibited: Health Care Facility that provides any type of residential accommodation.
- f. House of Worship
- g. Retail sales of goods and services, except for drive-through pick-up windows and liquor stores
- h. Office
- i. Commercial Parking
- j. Residential (above the first floor)
- k. Residential on the first floor, on a parcel that was occupied by a structure with a first floor residential use at the time of adoption of this Plan or on the ground floor in the rear of the building, provided the building depth is 80 feet or greater, and that retail is maintained along all street frontages averaging 30 feet deep into the building.
- m. Restaurants, category 1 and 2
- n. Combination of any of the above
- o. Park
- q. Public Utilities, except that natural gas transmission lines shall be prohibited

2. Accessory use

- a. Parking.

3. Design Standards and Requirements – refer to Section VII

4. Area, yard and bulk requirements

- a. All existing lots of record at the time of the adoption of this Plan are considered conforming. After the adoption of this plan, the minimum lot size in this district shall be 2,500 square feet, with a minimum lot width of twenty five 25 feet, for any lots that are to be subdivided.
- b. Minimum yards
 - (1) Front Yard – shall be determined by prevailing setbacks, but no front yard shall exceed 10 feet. (Block 2000, Lot 16 must maintain a setback of five feet to match the residential setback)
 - (2) Side Yards – 0 feet
 - (3) Rear Yards – 15 feet, 0 feet for corner lots
- c. Maximum height shall not exceed 45 feet, except for steeples on houses of worship, and provided that no deviation from this height limit will be cognizable by the Planning Board.

E. Mixed Use - B

*Neighborhood Retail and Residential
(Grand Street North Side)*

The zone shall encompass all lands contained within the following boundary description: Beginning at the point of intersection of the centerlines of Fairmount Avenue and Grand Street; thence northwesterly along the centerline of Fairmount Avenue until it intersects the extended northwestern lot line of Lot 16 Block 15401; thence proceeding westerly

along said NW lot line of Lot 16 Block 15401 until it intersects the northerly lot line of Lot 18, Block 15401; thence following a line extending the said lot line of Lot 18, Block 15401 westerly across the southern portions of Lots 19, 20 , 21, and 22 of Block 15401 across Johnston Avenue and a southeastern portion of Block 15402 to a point of intersection with the NE corner of Lot 13, Block 15403; thence westerly along the northern lot line of lot 12 to its intersection with Lot 11; thence in a southwesterly direction along the easterly line of Lot 11 to its intersection with lot 15; thence at an angle extending the said northern lot line of lot 12 westerly across the southern portions of lots 16, 17, and 18, Block 15403 and State Street until its point of intersection with NE corner of lot 3, Block 17205; thence southwesterly along the northwesterly lot lines of lots 3 and 4 , Block 17205 until it intersects the south westerly lot line of lot 4; thence southeasterly along said SW lot line of lot 4 and extended until its intersection with the centerline of Grand Street; thence easterly along the centerline of Grand Street until it intersects the centerline of Fairmount Avenue, the POINT AND PLACE OF BEGINNING.

Purpose: To provide shopping and restaurant facilities at a pedestrian scale for nearby residents, and workers from the neighboring Industrial - A zone. In addition, by placing these uses along Grand Street, a buffer of retail uses will be created between Grand Street and the Industrial - A zone. This strip will likely have less of a residential component than other mixed use residential and retail sections of this Plan. Nevertheless, appropriate residential uses are encouraged.

To avoid disrupting the flow of traffic, no curb cuts should be permitted along Grand Street. Instead, consideration should be given to constructing multiple user accessory parking lots that are accessible from the side streets of State Street, Bishop Street, or Johnston Avenue. However, all building facades should front Grand Street, and building sides that face the side streets should be aesthetically pleasing.

1. Permitted Principal Use

- a. Community Facility
- b. Day Care Center
- c. Health Care Facility (that does not provide any type of residential accommodation)
- d. Retail sales of goods and services, except for drive-through pick-up windows and liquor stores
- e. Office
- f. Commercial Parking
- g. Residential (above the first floor)
- h. Combination of the above, subject to approval by the planning board
- i. Public Utilities, except that natural gas transmission lines shall be prohibited

2. Accessory use

- a. Parking.

3. Design Standards

- a. Buildings should front on Grand Street. All parking shall be located to the side or rear of all buildings. Any parking that fronts on Grand Street must be

screened with a low, brick-faced wall, black metal fence and evergreen hedge row, except for existing parking lots, which may continue as they exist.

- b. Free standing signs are not permitted. See signage standards, Section VII.
- c. All mixed use buildings should be multi-story, with the retail, community facility and/or day care use on the ground floor and the residential and/or office use above.
- d. Only masonry materials may be used for exterior cladding, except in the event of an overhang. Brick shall be the predominant material used for any façade visible from Grand Street, except for the existing gas station which, should it be rehabilitated, may utilize other materials, subject to Planning Board acceptance that such materials are commonly used and associated with the particular brand in service.
- e. All lots shall contain at least 15 % landscaped area, of which at least one-third shall be in the front (Grand St) half of the lot.

4. Area, yard and bulk requirements

- a. Maximum height: 4 stories
- b. Minimum Lot size: 20,000 sf
- c. Minimum Yards
 - (1) front yard: 0 feet
 - (2) Side Yard: 10 feet
 - (3) rear yard: 10 feet

F. Mixed Use - C

*Residential and Neighborhood Retail
(The Junction)*

The zone shall encompass all lands contained within Block 17202.

Purpose: As a gateway to the Lafayette community, design considerations are a priority. However, planning for redevelopment of the block is challenged by the limited land area and the high volume of surrounding vehicular traffic. The purpose of the district shall be to preserve the historic character of the block by strengthening the remaining buildings, and constructing infill residential and commercial mixed uses of a scale and style that are appropriate to the remaining structures. A gateway park that contains a sculpture and landscaping may also be appropriate at the intersection of Grand Street and Communipaw Avenue. Should a building be constructed here, façade design should incorporate the idea of a gateway.

The slope of the land may be used to provide rear access, below grade, carport style parking for a building that may be constructed on Block 17202 Lot 1, and adjacent parcels. Any such parking area should share street access with a parking area that serves the other parcels on the block, so that there is a single curb cut along Communipaw Avenue, and a single curb cut along Summit Avenue, for shared ingress and egress to all accessory and public parking within the block.

1. Permitted Principal Use

- a. Artist Studio Workspace
- b. Community Facility

- c. Retail sales of goods and services, except for drive-through pick-up windows and liquor stores
- d. Office
- e. Commercial Parking
- f. Residential
- g. Restaurant
- h. Combination of the above, subject to approval by the Planning Board
- i. Park
- j. Public Utilities, except that natural gas transmission lines shall be prohibited

2. Accessory use

- b. Parking.

3. Design Standards

- a. Please refer to Design Standards section VII

4. Area, yard and bulk requirements

- a. Due to the small size of the lots in this districts, there shall be no minimum lot size, provided, however, that no lot may be reduced in size from what exists at the time of the adoption of this Plan.
- b. Prevailing setbacks shall apply.
- c. Maximum height shall be three (3) stories.
- d. Maximum lot coverage shall be 85%.

G. Mixed Use - D

Retail/Residential

The district shall encompass Garfield Avenue Block 19702, Lots 14 and 15.

Purpose: This area is in close proximity to the Garfield Avenue LRT Station, a residential zoned district outside the Plan area, and the planned Berry Lane area park. Flexibility should be allowed in permitting property owners to take advantage of the location, provided that the use does not have a negative impact on the nearby residential and park areas.

1. Permitted Principal Use

- a. Artist Studio Workspace
- b. Work/Live Artist Studio with no more than five full-time employees
- c. Automotive Services
- d. Banquet or Catering Facility
- e. House of Worship
- f. Intermodal Transportation Facility, excluding commuter parking
- g. Parking that serves a permitted principal use that is contained within the Mixed Use - D section of this Plan
- h. Residential above the first floor
- i. Restaurant , category 1 and 2

- j. Retail Sales of Goods and Services
- k. Combination of any of the above, subject to approval by the Planning Board
- l. Public Utilities, except that natural gas transmission lines shall be prohibited

2. Design Standards

- a. Buildings should front on Garfield Avenue. All parking shall be located to the side or rear of all buildings. Any parking that fronts on Garfield Avenue must be screened with a low, brick-faced wall, black metal fence and evergreen hedge row.
- b. Free standing signs are not permitted. The sign requirements shall be as in the Signage Standards section VII
- c. All mixed use buildings should be multi-story, with the retail, community facility and/or day care use on the ground floor and the residential and/or office use above.
- d. Only masonry materials may be used for exterior cladding, except in the event of an overhang. Brick shall be the predominant material used for any façade visible from Garfield Avenue.
- e. All lots shall contain at least 15 % landscaped area, of which at least one-third shall be in the front (Garfield Avenue) half of the lot.
- f. Work/Live Artist Studios must provide a minimum of 150 square feet of living space per occupant above and beyond studio space, kitchen space, and bathroom space.

3. Area, yard and bulk requirements

Land Use	Maximum Height	Minimum Lot Size	Minimum Yards		
			Front	Side	Rear
Artist Studio Restaurant Retail Sales Residential	3 stories	5,000	10	one side 5, both sides 15	15
Automotive services	1 story	40,000	20	10	20
Banquet/Catering	2 stories	30,000	10	10	15
House of Worship	2 stories, plus steeple height	10,000	10	10	10
Intermodal Transportation Facility	2 stories	40,000	10	10	20
Parking	NA	10,000	5	5	5

H. Mixed Use – E Zone:

Neighborhood Retail and Residential
(Grand Street South Side)

This district shall encompass all lands contained within the following table of Blocks and Lots; however, NO land that contains or once contained the former Morris Canal shall be considered part of this district.

Purpose: To create a new residential neighborhood with small scale convenience and comparison shopping catering to neighborhood needs; and to provide small neighborhood oriented medical office buildings. Placement and design of all structures in the Mixed Use – E Zone shall have due consideration of the relationship to the historic buildings of the Whitlock Cordage Adaptive Reuse District, and to the former Morris Canal, which is adjacent.

1. Permitted Principal Use

- a. Community Facility
- b. Day Care Center
- c. Residential above the first floor (required west of Bishop Street except when the building is dedicated to medical offices)
- d. Medical Office Buildings
- e. Combination of the above, subject to approval by the Planning Board
- f. Public Utilities, except that natural gas transmission lines shall be prohibited

2. Accessory Use

- a. Parking.

3. Required Uses fronting on Grand Street and Garfield Avenue, West of Bishop Street

- a. Ground floor retail sales of goods and services, except for drive-through pick-up windows and liquor stores, or
- b. Ground floor office Commercial, or
- c. Ground floor child care center
- d. Ground floor community facility
- e. Ground floor combination of one or more of the above

4. Development & Design Requirements

- a. The former Morris Canal land shall be developed as a park and/or circulation alley contemporaneous with the adjacent residential development. There shall also be a 30' wide alley constructed parallel to the canal open space park. Its minimum length shall be between Bishop Street and Westervelt Place in order to eliminate dead ends and provide a continual traffic loop.
- b. No curb cuts shall be permitted along Grand Street. Instead, four (4) new access streets shall be constructed. These shall include: Bishop street on the former R-O-W, extensions of State Street and Westervelt Place, and the new circulation alley as described above. All streets shall provide twenty-four hour (24), unobstructed access and be offered to the City for dedication.

- c. All building facades shall be treated as a front façade. Entrances shall be provided to all adjacent streets from ground floor units. In addition, placement and exterior design of structures should be done in such a way as to provide an aesthetically pleasing and historically compatible face to passersby within any park that may be developed atop or adjacent to the former Morris Canal.
- d. All parking shall be located below or partially below grade level and interior to the principal building. Exterior walls shall show no evidence of parking within. The only exception to this shall be for medical building parking which shall be permitted to be exterior surface parking but shall be located in the rear yard of the building and completely screened from view from adjacent lots and decoratively screened from any adjoining streets. Decorative metal fencing and a minimum of 5' planting strip shall be provided around the perimeter.
- e. All fencing and walls shall be brick-faced with black metal fence and evergreen hedge row.
- f. Free standing signs are not permitted. Signs shall be as regulated in Signage Standards, Section VII.
- g. Maximum residential height shall be five stories. Maximum medical office height shall four stories. Minimum Height for all uses shall be three (3) stories.
- h. Only masonry materials may be used for exterior cladding. Brick shall be the predominant material used for any façade.
- i. Roof lines shall be generally flat. They may contain modified dormers and other architectural accents, upon review and approval of the Planning Board.
- j. Residential Parking shall be encouraged to utilize the new on-street parking created by newly improved streets.

5. Area, yard and bulk requirements

- a. Maximum Height
 - (1) Except for Medical offices: 55 feet and five stories. 4 of the stories must be of the principal use. One story may be of an accessory use.
 - (2) Medical offices: 55 feet and 4 stories
- b. Minimum lot area: 20,000 square feet
- c. Minimum front yard: 0 feet
- d. Minimum side yard: 0 feet
- e. Minimum rear yard: 10 feet
- f. Maximum density: 80 units per acre
- g. Minimum sidewalk width: 15 feet along Grand Street, 10 feet on side streets

6. Parking

For residential uses within the Mixed Use – E District, on-street parallel parking on new streets may be counted toward parking compliance. The parking requirement shall be as follows: 0.9 space per residential dwelling unit.

I. Rail Transportation Corridor

The zone shall encompass all lands as follows: Block 19903 Lots 11, 23, and 24; Block 21503 Lot 1; Block 19903 Lot 10; Block 21501 Lot 1; Block 15802, Lots 5, 8 and 19; Block 15801, Lot 1. In addition, all tax lots that are contained within an area described by a line that follows the centerlines of Johnston Avenue, Gateway Drive, the New Jersey Turnpike Extension, and the extended centerline of Communipaw Avenue, plus all tax lots that are between Block 15801, Lot 1, the centerline of Johnston Avenue, the centerline of the New Jersey Turnpike Extension, and the extended centerline of Whiton Street, plus all tax lots that are between the extended centerline of Communipaw Avenue, the centerline of the New Jersey Turnpike Extension, the extended south-southwesterly block limit of Block 21503, and the extended block limit of Block 21503 in the direction it extends in its first one-hundred (100) feet south of Communipaw Avenue.

Purpose: It is appropriate to plan for additional stops along the LRT line that join with facilities that provide services to the nearby residents and workers who will utilize the stops. A cluster of small scale neighborhood retail with a newsstand, florist and small restaurant or café can be a desirable amenity to a neighborhood LRT stop. In addition, the planned narrow walkway that provides pedestrian access to the LRT stop will provide a convenient and pleasant route for residents to walk or bicycle to the various LRT stations in the area.

1. Permitted Principal Use

- a. Light Rail Right of Way
- b. Light Rail Station or Stop
- c. Retail sales of goods and services, except for drive-through pick-up windows and liquor stores
- d. Other Rail Right of Way
- e. Park
- f. Walkway and Bikeway
- g. Public Utilities, except that natural gas transmission lines shall be prohibited

2. Accessory use

- a. Outdoor seating.
- b. Parking.

3. Please refer to Design standards, Section VII for design requirements.

4. Please refer to Mixed Use – A district for area, yard and bulk requirements. The LRT ROW shall be considered the same as the street for all design, area, yard, bulk and screening requirements.

5. Structures on sites that are adjacent to planned LRT stops should provide public pedestrian access from the LRT stop to the building entrance.

J. Residential

This district shall encompass all lands north of the Rail Transportation Corridor district that are not contained within another district of this Plan.

Purpose: To protect and preserve the residential character of the Lafayette neighborhood through due consideration of scale, streetscape, setback, design, and impact.

1. Permitted Principal Use

- a. Artist studio workspace
- b. Community Facility (On parcels that abut Communipaw Avenue or Johnston Avenue.)
- c. House of Worship
- d. Park
- e. Parking that serves a park that is contained within the Residential Zone, and is within 100 feet of the park. Overnight parking shall be by permit only
- f. Residential
- g. Walkways and Bikeways
- h. Public Utilities, except that natural gas transmission lines shall be prohibited

2. Accessory use

- a. Off-street parking

3. Design standards

- a. Please refer to the design standards in Section VII

4. Area, yard and bulk standards

- a. Residential density for any property shall not exceed the density that legally existed on that property at the time of the adoption of this Plan, provided, however, that in the case of vacant land the density shall be as regulated in the R-1 zoning district of the Municipal Land Development Ordinance. Additionally, existing Multi-family dwellings may be permitted to add a single residential unit in an existing basement, provided that all building, fire, and safety code requirements can be met.
- b. Minimum lot area: 2,500 square feet
- c. Minimum lot width: twenty-five (25) feet
- d. Minimum lot depth: one hundred (100) feet
- e. In the case of undersized lots (those less than 25 by 100 feet) the maximum density shall be two dwelling units.
- f. Front Yard Setback:

Front yard setback shall match the setback of the Primary Building Façade of the closest permitted use on either side of the subject parcel, provided that the building setback to be matched shall be closest so the predominant (most frequently occurring) setback on the blockfront. A current signed and sealed survey of the subject property showing adjacent building setbacks on both sides along with photos showing the entire blockfront to the left and right of the subject property must be

provided to the Division of City Planning as part of the application for approval.

g. Side Yards:

Minimum 2 feet (one)/5 feet (both) if adjacent dwelling is detached with side yard; where adjacent dwelling has 0 side yard (i.e., is built to the side lot line) then maximum 0.0 feet is required (i.e., new house must also be built to the side lot line); except where existing adjacent building has windows on the side lot line, then three feet required starting from one foot in front of the first window to the rear building line.

h. Minimum Rear Yards:

The rear yard setback shall be added to the front yard setback (as determined above) to produce a total of not less than thirty-five (35) feet, provided, however, that in no case shall a rear yard be less than twenty (20) feet. The mathematical formula for this calculation is as follows:

X = required front yard setback

Y = required rear yard setback

X + Y = at least 35 feet

Where lot depth exceeds one hundred (100) feet, the minimum rear yard as determined by the above standard shall be increased by fifty percent (50%) of the portion of the lot depth in excess of one hundred (100) feet.

i. Maximum building coverage: sixty percent (60%)

j. Maximum lot coverage: eighty-five percent (85%)

k. Existing homes are exempt from parking requirements, but all new development shall provide one of the following options:

(1) two parking spaces under the dwelling units, which spaces may be “stacked”; or

(2) in cases where the dead-end street right-of-way is widened to accommodate perpendicular parking (as described in section IV General Traffic Circulation and Parking Objectives), two perpendicular parking spaces per dwelling unit.

(3) Or parking may be permitted as in the R-1 zoning district of the Municipal Land Development Ordinance.

l. All new development shall provide a landscaped area across at least 20 % of the front yard.

m. Front yard parking is prohibited throughout the district.

n. All one and two family homes shall be limited to three stories, including a basement.

o. Minimum lot sizes shall be 25 by 100 feet, except that existing lots of record may be redeveloped, but may not be reduced in size.

K. Whitlock Cordage Adaptive Reuse District

This zone shall encompass all land contained within the following boundary as it existed at the time of adoption of this plan: Beginning at a point at the centerline of the vacated Manning Avenue at its southwesterly edge, thence extending northeasterly until its point of intersection Lafayette Street, thence extending easterly for 120.16' feet and northerly for 30' to the centerline of Lafayette Street and westerly to the extended westerly lot line of lot 12. Continuing southeasterly to the edge of the vacated Manning Avenue, thence extending northeasterly along the southeasterly edge of the vacated Manning Avenue to a point at the intersection with the centerline of Maple Street, thence extending northwesterly along the centerline of Maple Street until its point of intersection with Block 17302, Lot 12, thence extending northerly along the edge of Block 17302, Lot 12, until its point of intersection with Block 17301, Lot 10, thence extending northerly along the edge of Block 17301, Lot 10, until its point of intersection with Block 15501, Lot 9, thence extending northerly, and westerly along a line that follows the perimeter of Block 15501, Lot 9, until its point of intersection with Block 17301, Lot 8, thence extending westerly and north -westerly along the northerly edges of Block 17301, Lot 10, until its point of intersection with the extended northwestern lot line of Block 17301, Lot 14, thence in a south-westerly direction along Lot 14 until its point of intersection with Block 17301, Lot 13, thence southeasterly along said extended lot line of Block 17301 Lot 14 2057, Lot 15.C, as it extends in its southeasterly direction, and divides 17301, Lot 13 to its point of intersection with the point and place of beginning.

The following parcels shall be included within the boundary:
Block 17301, Lots 10 (partial), 11, 12, 13 (partial),

A prerequisite of any development, redevelopment or adaptive reuse on block 17301 Lot 12, (which is formerly known as the Safety Pac Terminal, and formerly known as the Whitlock Cordage Company) is to provide improved street access to the site. Consideration for said improvement should be the rededication of previously vacated portions of Manning Avenue, Maple Street, Canal Street, or Bishop Street rights-of-way as they existed prior to vacation for vehicular and pedestrian circulation as soon as practical after the cessation of construction activities. Any rededication of the Bishop Street right-of-way should include unfettered and direct pedestrian access to Bishop Street from Lafayette Park. Any other access to Grand Street should include provision for unfettered and direct pedestrian access from Lafayette Park to Grand Street.

No structure should be constructed on land that was formerly the Morris Canal.

1. Permitted Principal Use

- a. Residential
- b. Health Care Facility
- c. Community Facility
- d. Public purpose
- e. Recreational Facility
- f. Combination of the above, subject to approval by the Planning Board.
- g. Park
- h. Work/live artist studio, craftsperson work/live studio home occupation with up to 5 employees space limited to Block 17301 Lot 11.
- i. Public Utilities, except that natural gas transmission lines shall be prohibited

2. Accessory use

- a. Parking.
- b. Group Dining Facility for a Health Care Facility.

3. Design Standards

- a. Please refer to the design standards contained within Section VII for this district.

4. Area, yard and bulk standards

- a. Maximum density for new residential development shall not exceed 50 units per acre, net, for any subdivided parcel.
- b. Health care facilities shall not exceed a floor area ratio of 2.5 to 1
- c. Minimum lot size shall be one acre for residential and health care facilities, 10,000 square feet for community facilities and public or semi-public uses. Combinations shall be governed by the greater requirement.
- d. All work/live and home occupation units (as permitted in paragraph 1.h. above) must average 1000 square feet gross floor area limited to Block 17301 Lot 11.
- e. Parking requirement is minimum one space per residential unit or work/live space, excluding housing developed for senior citizens.

L. BERRY LANE PARK ZONE

This district shall encompass lands at and near the foot of Woodward Street, as depicted in the Zoning Map (Map B).

Purpose: To encourage a more dense pattern of development where housing is within proximity to public park space and a Hudson Bergen Light Rail station.

Properties within the Berry Lane Park Overlay Zone are eligible for a density bonus if the developer has been formally designated by the JCRA and if a publically dedicated street is constructed in accordance with City standards, inspected and accepted by the Municipal Engineers, and in the location outlined below.

At a point 98 feet south of the northwest corner of Block 19901 Lot 7 along Woodward Street, a new public right of way shall be created. The right-of-way shall be 50 feet in width, with a 34 foot wide cartway, 8' wide sidewalks, and a maximum inside curb radius of R10 at the corner. This new street shall connect existing Woodward Street and existing Van Horne Street. All improvements as required by the Division of Engineering shall be made by the developer in order to be eligible for the density bonus.

Moreover, no certificates of occupancy shall be granted for any buildings developed until the new street has been built, inspected, dedicated to the City, and approved by the Municipal Engineers.

1. Berry Lane Park Overlay – North

This overlay zone encompasses property north of the new through-street connecting Woodward and Van Horne Streets. The following standards are applicable only if the street, as described above, is provided and all zoning standards are met. If the street is not provided as required and/or zoning standards are not met, the property is subject to Residential (R) zoning.

- a. Permitted Principal Use
 - i. One- and two-family homes
 - ii. Three-family homes
- b. Accessory use
 - i. Off-street parking
- c. Zoning standards
 - i. Minimum lot area: 2,450 square feet
 - ii. Minimum lot width: twenty-four and one-half (24.5) feet
 - iii. Minimum lot depth: one hundred (100) feet
 - iv. Minimum Front Yard Setback: 5 (five) feet
 - v. Minimum Side Yards: 0 feet
 - vi. Minimum Rear Yards: 30 (thirty) feet
 - vii. Maximum building coverage: sixty five percent (65%)
 - viii. Maximum lot coverage: eighty-five percent (85%)
 - ix. Maximum building height: 3 stories
 - x. All new development shall provide a landscaped area across at least 20 % of the front yard.
 - xi. Front yard parking is prohibited throughout the district.
 - xii. A twelve foot (12') wide easement shall be provided along the rear property line between homes facing Van Horne and Woodward Streets, utilizing six feet of depth from the rear of each property. This easement shall be accessed from the new through-street and shall provide parking access to each unit. Front-facing garages are prohibited.
 - xiii. Parking: Two garaged and one rear-yard parking space are required.
- d. Design standards
 - i. Please refer to the design standards in the Section VII for design standards for this district.

2. Berry Lane Park – South

This overlay zone encompasses property south of the new through-street connecting Woodward and Van Horne Streets and adjacent to the railroad. The following standards are applicable only if the street, as described above, is provided and all zoning and design standards are met. If the street is not provided as required and/or zoning standards are not met, the property is subject to Residential (R) zoning.

On this parcel, a maximum of two separate apartment buildings shall be permitted, which shall be developed by a common owner/developer. This may be accomplished by subdividing the lot into two separate lots with parking and access easements, or by having two buildings on a single lot. Coverage standards shall be calculated for the lot as a whole.

- a. Permitted Principal Use
 - i. Multi-family apartment buildings
- b. Accessory use
 - i. Off-street parking

- c. Zoning standards
 - i. Minimum Front Yard Setback: 5 feet at ground floor, 0 feet starting 15 feet above grade.
 - ii. Side Yards: 0 (zero) feet
 - iii. Minimum Rear Yards: 0 feet (zero) feet on the ground floor, 10 feet above.
 - iv. Maximum building coverage: 70 (seventy) percent
 - v. Maximum lot coverage: 80 (eighty) percent
 - vi. Maximum building height: 4 stories
 - vii. Minimum Parking: 0.75 vehicle space per unit; 0.5 bicycle spaces per unit
 - viii. Minimum Floor-to-ceiling height: 9 feet

- d. Design standards
 - i. Please refer to the design standards in the Section VII for design standards for this district, which shall be modified by what is listed below.
 - ii. If a ground floor garage is developed, garage shall have two points of entry, one driveway from the new through street with a garage entry on the side, and the other from a driveway extending from the northern portion of vacated Woodward Street, again with entry on the side of the building.
 - iii. Main pedestrian and resident access to the building(s) must be provided from a lobby area with frontage along the new street.
 - iv. If a ground floor garage is developed, garage levels shall be screened so as not to give the apparent perception of garage space from all street Rights-of-Ways and from all adjacent property lines. Examples of various acceptable screening and façade treatment techniques which can be utilized include the following:
 - Artificial windows of the punched out style utilizing glass or decorative grillwork or a combination of same.
 - Artificial building façade wrapping around the exterior of the garage.
 - Extension of the ground floor or second floor window design to upper floors without the glass, but utilizing the same detailing, design, and window frame color.
 - The addition of cornices, lintels, quoins, and other decorative detailing in addition to all the other façade designs.
 - Emphasis of a vertical exterior façade pattern instead of the horizontal
 - v. The building corner closet to the intersection of Woodward Street and the new street shall be camphered to provide an attractive terminated vista at the end of Woodward Street. Campher is required on all upper floors, optional on the ground floor.
 - vi. Bike rooms must be provided

M. ADAPTIVE REUSE OVERLAY ZONES

To provide options for property owners of certain significant and appropriate structures, and/or certain outmoded institutional and industrial structures, that existed at the time of adoption of this redevelopment plan to have greater flexibility in use than would be permitted by the underlying residential, retail or industrial district. Adaptive Reuse Overlay - Zone A and Adaptive Reuse Overlay - Zone D consists of certain properties that are contained within the Plan Residential zone. Adaptive Reuse Overlay - Zone B consists of a property that crosses the boundary between an Industrial zone and-Mixed Use - B zone (Neighborhood Retail and Residential). Adaptive Reuse Overlay - Zone C

consists of a property that exists within an Industrial zone, but is on the cusp of an adjacent R-2 zone that is outside the Plan Area, and is across the street from parcels that are planned for parkland by this Plan. Zone E consists of old house of worship structures.

The Adaptive Reuse Overlay Zones shall be in addition to, and not supersede, the underlying zoning categories. Furthermore, the Adaptive Reuse Overlay Zone shall apply only to those structures that existed at the time of adoption of this Plan, as listed within each Overlay Zone category of this Plan, or new construction on vacant land within the Overlay Zones which permit new construction as outlined elsewhere in this section. Should said structures be demolished, or the exterior be significantly altered, except in compliance with the requirements of this section, the subject parcel shall no longer be considered part of an Adaptive Reuse Overlay Zone, and the underlying Plan zoning requirements shall be in effect.

1. Design Standards

- a. For the adaptation, rehabilitation, and/or reuse of existing buildings (existing lower portions, not including any permitted vertical additions), the design standards contained within the Section VII for this district shall apply. Existing buildings shall implement rehabilitation that restores the building's exterior façade to its original profile to the extent possible within reasonable engineering methods and cost. Restoration of original window and door openings is encouraged to the extent feasible.
- b. For new construction as a vertical addition on top of existing buildings, the following shall apply:
 - (1) Vertical additions are only permitted on flat-roof buildings, and buildings free of decorative elements (such as domes, cupolas, cones, belvederes, towers, turrets, etc.)
 - i. Vertical additions shall not be made to replicate the original building in materials or color. Additions shall be primarily of glass and steel with other modern material details. Glazing on additions must be a minimum of 85%.
 - ii. All buildings shall incorporate flat roofs, except where existing roofs are sloped, gabled, or turreted or otherwise decoratively treated, in which case they shall remain.
 - (a) Roofs may contain HVAC equipment, provided however, that the equipment must be enclosed or screened. Constructed screening shall be executed in a matter that is sympathetic with the architecture of the building, and shall not be visible from an elevation of five feet above the sidewalk on the opposite side of the public right-of-way.
 - (b) Roofs shall include open space for building residents. Terraces, decked areas, seating areas, and landscaping should be included.
 - (2) Rehabilitated buildings shall include the following amenities:
 - i. Laundry facilities. A minimum of one (1) washer and dryer for every ten (10) units with a minimum of one (1) washer and dryer on each residential floor must be provided; OR a washer and dryer in each residential unit.

- ii. Bicycle storage. An appropriately sized bicycle storage room or locker area must be situated on the first floor or garage of all rehabilitated buildings.

2. Area, yard and bulk standards

- a. The adaptive re-use of these properties shall exempt the property from all area, yard and bulk requirements, provided that the lot size is not reduced from that which existed at the time of the adoption of this Plan; that the coverage is not increased by more than 5%; and that the height is not increased by more than two stories or penthouse floors or a single floor with a mezzanine, either not to exceed 20 feet, unless the specific Overlay Zone allows new construction within the zone.
- b. Except where otherwise regulated in this section, parking shall be provided to the greatest extent practicable considering the constraints of each site and prioritizing the preservation of the existing structures. The Board shall consider each application and determine if the parking proposed is appropriate.

3. List of Adaptive Reuse Overlay Zones and Permitted Uses:

a. **Adaptive Reuse Overlay – Zone A**

Block	Lot	Address
15802	37	68 Monitor Street
19902	9 and 10	279 Pine Street
17503	1	125 Monitor Street

(1) Permitted Principal Use

- (a) Artist studio workspace
- (b) Banquet or Catering Facility
- (c) Community Facility
- (d) Indoor Recreational Facility
- (e) Residential
- (f) Restaurants/Cafés: sit-down only
- (g) Senior Residential Facility
- (h) Combination of the above, subject to approval by the Planning Board
- (i) Work/live craftsperson studio is permitted for 68 Monitor Street only
- (j) Public Utilities, except that natural gas transmission lines shall be prohibited
- (k) New Construction of residential buildings in a townhouse style shall be permitted on the southern portion of Block 17503 provided that the total unit count on Block 17503 does not exceed 180 dwelling units and subject to the following criteria:
 - 1. A total of fourteen (14) townhouses shall be permitted, with one (1) unit fronting on Monitor Street, eight (8) units on fronting on Johnston Avenue, and five (5) units fronting on Pine Street.
 - 2. The depth of each townhouse shall be at least 30 feet, but not more than 40 feet.

3. The width of each townhouse shall be at least 20 feet, but not more than 32 feet.
4. The foot print area of each townhouse style unit shall be at least 750 square feet and the minimum unit size for each dwelling unit shall be at least 2,250 square feet.
5. Maximum Height – 3 & ½ stories and 45 feet.
6. Density – Not more than 14 townhouse type dwelling units shall be constructed along the combined frontages of Monitor Street, Johnston Avenue and Pine Street, and the total unit count on Block 17503 shall not exceed 180 units.

(2) Accessory use

- (a) Off-street parking- One parking space for each dwelling unit for Block 17503. Basement level parking shall be exempt from all setback requirements. Underground parking shall not count as coverage.

- (b) Home occupations

b. Adaptive Reuse Overlay – Zone B

Block	Lot	Address
15402	4	614-630 Grand Street

(1) Permitted Principal Use

- (a) Artist studio workspace
- (b) Banquet or Catering Facilities
- (c) Business Incubators
- (d) Light Industrial
- (e) Retail sales of goods and services, except for drive-through pick-up windows and liquor stores
- (f) Offices
- (g) Restaurants/Cafés: category 1.
- (h) Combination of the above, subject to approval by the Planning Board
- (i) Public Utilities, except that natural gas transmission lines shall be prohibited

(2) Accessory use

- (a) Off-street parking

c. Adaptive Reuse Overlay – Zone C

Block	Lot	Address
17205	1 partial	26 Cornelison Avenue and State Street (for a depth of 195' east along State from Cornelison and 173' at the western lot line from Cornelison parallel to State.)

(1) Permitted Principal Use

- (a) Residential
- (b) Community Facility
- (c) Senior Residential Facility
- (d) Office
- (e) Incubator
- (f) Light Industrial
- (g) Public Utilities, except that natural gas transmission lines shall be prohibited
- (h) Combination as follows:
 - (1) Any combination of (a) Residential, (b) Community Facility, and (c) Senior Residential Facility; **OR**
 - (2) Any combination of (d) Office, (e) Incubator, and (f) Light Industrial.

(2) Accessory use

- (a) Off-street parking.

(3) Prohibited Uses

- (a) Narcotic and drug abuse treatment center.

(4) Parking Standards

- (a) Residential – minimum 1 parking space per unit.
- (b) Office – a minimum of one (1) parking space per 1,000 square feet of gross floor area; except that the first 5,000 square feet of any individual office shall be exempt from this standard.

d. Adaptive Reuse Overlay – Zone D

Block	Lot	Address
15802	25	300 Communipaw Avenue
15802	26	40 Monitor Street

(1) Permitted Principal Use

A. Ground (First) Floor and Floor Immediately Above

- (a) Artist studio workspace
- (b) Catering Facility
- (c) Community Facility

- (d) Health Club, maximum 5,000 square feet total floor area.
- (e) Residential
- (f) Restaurants, category 1 and 2
- (g) Work/live artist studio with up to 3 full time employees
- (h) Work/live craftsperson studio
- (i) home occupation with up to 5 full time employees
- (j) Office
- (k) Studios for Film Production and the Performing Arts
- (l) Public Utilities, except that natural gas transmission lines shall be prohibited

B. Upper Floors

- (a) Residential
- (b) Work/live artist studio

C. A combination of the above uses are permitted, subject to approval by the Planning Board.

D. Lot 26 in Block 15802 may only be used as open space and/or to provide a pedestrian entrance mews to the development on site.

(2) Accessory Uses

- A. Home Occupation
- B. Off-street parking
- C. Retail sales of goods and services, limited to the ground floor of the existing building fronting on Monitor Street, and only when operated as part of a Work/live artist or craftsperson studio and limited to art, craft or goods produced on site.
- D. Ancillary Storage Areas for residential units shall be required to be provided on the ground floor of the building for the storage of personal and household items, bicycles, etc.

(3) Parking Standards

- A. Office, retail and other commercial uses shall provide a minimum of one (1) parking space per 1,000 square feet of gross floor area; except that the first 5,000 square feet of any individual retail establishment shall be exempt from this standard.
- B. Residential – 0.5 parking spaces per unit.
- C. Recognizing the preexisting nature of the building within this district and the intent of this Plan to preserve this building in place and accommodate its redevelopment; the shared use of parking spaces between residential and commercial uses shall be permitted upon submittal of a parking management plan describing how the parking spaces will be assigned and upon Site Plan review and approval of the Planning Board.

(4) Additional Design Standards

- A. In addition to the Design Standards contained within Section -VII, which apply to all Adaptive Reuse Overlay Zones, the building located at 300 Communipaw Avenue shall maintain the existing entrance located along Communipaw Avenue as a functional means of ingress and egress to at least the first floor (i.e. the floor above the ground floor) of the building. The appearance of this entrance as a “Main Entrance” to the building and focal point in the Communipaw Avenue façade shall be maintained. The design of this entrance shall be in keeping with the architectural style and character of the building.

e. Adaptive Reuse Overlay – Zone E

Block	Lot	Address
20005	3	305 Whiton Street
20005	4, 25	326 Pacific Avenue

(1) Permitted Principal Use

- A. Residential

(2) Accessory Uses

- A. Parking
- B. Patio & Landscaping
- C. Fences and Walls

f. Adaptive Reuse Overlay – Zone F

Block	Lot	Address
18901	21	451 Communipaw Ave.

(1) Permitted Principal Use

- A. Ground floor restaurant, category one and two
- B. Residential above

(2) Accessory Uses

- A. Retail sales of goods and services
- B. Off-street parking and loading
- C. Fences and walls
- D. Bar, as an accessory use to a ground floor restaurant

(3) Zoning & Design Standards

- A. Height – there shall be no increase in height beyond that which existed at the time of this adoption.
- B. Building façade must be improved concurrent with the floors being adapted. This includes, but is not limited to, windows being reopened and glazed.
- C. The City may impose fees on the applicant for off-site sidewalk improvements for those areas immediately adjacent to the site.
- D. Signage – restaurant signage only. See signage requirements for N/C Neighborhood Commercial Zone in the Land Development Ordinance. In

the event that the applicant is able to produce historical photographs showing original signage, the Board may consider a recreation of this signage instead of N/C zoned signage.

XII. Design and Sign Standards

1. These design standards shall apply to all subdistricts except where superseded by specific standards within that district.
 - a. Preservation and rehabilitation are the primary objectives of this district's design controls.
 - (1) Every reasonable effort shall be made to provide a compatible use for a property that requires minimal alteration of the building structure or site and its environment or to use a property for its originally intended purpose.
 - (2) The distinguishing original qualities or character of a building, structure or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.
 - (3) All buildings, structures and sites shall be recognized as products of their own time. Alterations which have no historical basis and which seek to create an earlier appearance shall be discouraged.
 - (4) Changes, which may have taken place in the course of time, are evidence of the history and development of a building, structure or site and its environment. These changes may have acquired significance in their own right, and this significance shall be recognized and respected.
 - (5) Distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure or site shall be treated with sensitivity.
 - (6) Deteriorated architectural features shall be repaired rather than replaced wherever possible. In the event that replacement is necessary, the new material should match the material being replaced in composition, design, color, texture and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historical, physical or pictorial evidence rather than on conjectural design or the availability of different architectural elements from other buildings or structures.
 - (7) The surface cleaning shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials are strictly forbidden as they destroy the essential water resistant glazing on the exterior of brick and masonry, and scour, scar and obliterate the surface.

- (8) Every reasonable effort shall be made to protect and preserve archaeological resources affected by or adjacent to any acquisition, protection, stabilization, preservation, rehabilitation, restoration or reconstruction project.
- b. Standards for rehabilitation [general standards in Subsection a (1) through (8) are inclusive].
 - (1) Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant historic, architectural or cultural material and such design is compatible with the size, scale, color, material and character of the property, neighborhood or environment.
 - (2) Wherever possible, new additions or alterations to structures shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired.
 - c. Standards for reconstruction [general standards in Subsection a (1) through (8) are inclusive].
 - (1) Reconstruction of a part or all of a property shall be undertaken only when such work is essential to reproduce a significant missing feature and when a contemporary design solution is not acceptable.
 - (2) The reproduction of missing elements accomplished with new materials shall duplicate the composition, design, color, texture and other visual qualities of the missing element. Reconstruction of missing architectural features shall be based upon accurate duplication of original features, substantiated by historical, physical or pictorial evidence rather than upon conjectural designs or the availability of different architectural features from other buildings.
 - (3) Reconstruction shall include measures to preserve any remaining original fabric, including foundations, subsurface and ancillary elements. The reconstruction of missing elements and features shall be done in such a manner that the essential form and integrity of the original surviving features are unimpaired.
 - d. Standards for new construction [general standards in Subsection a (1) through (8) are inclusive].
 - (1) In considering whether to approve or disapprove an application for a permit for new construction, the Planning Board shall be guided by standards of the Secretary of the Interior and the following compatibility standards.
 - (2) New construction need not replicate older buildings or structures, but may reflect contemporary design standards so long as the design and construction is compatible with surrounding structures. Building height, width, mass and proportion affect the degree of compatibility between the old and the new.
 - (a) Site and setting. A developer intending to utilize historic resource as a part of a development must consider the context of the resource's

original site by honoring the original historic intention of said resource and integrating it respectfully into the new development.

- (b) Building height. Height should be visually compatible with adjacent buildings. The apparent physical size, scale and height should relate to existing resources.
- (c) Openings on frontal facades. The width and height of windows, doors and entries must harmonize in scale and proportion with the width and height of windows, doors and entries of buildings and structures of historic significance in the surrounding environment.
- (d) Relationship of unbroken planes to voids (i.e., punctured planes) in front facades. The relationship of unbroken planes (i.e., walls) to voids (i.e., windows and doors) on the facade of a building or structure should be aesthetically harmonious with that of buildings and structures of historic significance in the surrounding environment.
- (e) Relationship of vacant land to buildings/structures. The relationship of a building or structure to the vacant land between an adjoining building or structure should not violate the existing paradigmatic spatial relationship of historically significant structures to the vacant land between said structures and adjoining buildings. The building mass in large architectural projects can be varied in form by using setbacks to create open spaces and landscaping when desirable to provide harmonious visual transitions between new construction and the adjacent historic properties.
- (f) Relationship of exterior projections to the street. The relationship of exterior projections to the street in new construction should be aesthetically harmonious with the relationship of exterior projections to the street in the surrounding existing buildings of historic significance.
- (g) Relationship of major exterior building materials. The major exterior building materials on the facade, sides and rear of a building or on a structure should reflect the predominant major building materials existent on the facades, sides and rear of historically significant buildings and on structures in the surrounding environment.
- (h) Roof forms. The roof form and slope of a building or structure is a major element in the visual image of the building. Therefore, designers must take care to honor paradigmatically in new construction the existing historic roof forms and slopes so as not to violate the aesthetic harmony of the whole.
- (i) Continuity in visual imagery of appurtenances. Appurtenances of a building or structure such as walls, fences and landscaping shall honor the relationship of appurtenances to buildings of historic significance in the surrounding environment.
- (j) Scale of buildings. The scale of buildings and structures shall be in scale with the buildings and structures of historic significance.

- (k) Signage. Signs which are out of keeping with the character of the environment in question shall not be used. Excessive size and inappropriate placement on buildings results in visual clutter. A good sign should be designed to relate harmoniously to exterior building materials and colors. A good sign should express a simple clear message with wording kept to a minimum.
 - (l) Site planning. The site planning of landscaping, parking facilities, utility and service areas, walkways and appurtenances must reflect the site planning of landscaping, parking facilities, utility and service areas, walkways and landscape features reticulate to buildings or structures of historic significance.
- e. The Shopfront - Rehabilitation of Existing Storefront.
- (1) Scale and Proportion: When renovating an existing storefront every effort shall be made to restore or preserve the original storefront opening, profile and proportion of glass. This type of restoration is often cheaper and helps to maintain the historical, visual and physical integrity of the building. A storefront which extends beyond its boundaries, or has its windows enclosed or made smaller, is out of scale and is expressly prohibited.
 - (2) Construction Materials: Historically, the storefront display window comprised about seventy percent (70%) of the facade and was framed by wood, brick, stone, cast iron or aluminum. Avoid using materials that were unavailable when the storefront was constructed; this includes vinyl, plastic, aluminum siding, anodized aluminum, mirrored or tinted glass, artificial stone, stucco, and brick veneer. If the original display window was covered up or enclosed with inappropriate materials, remove all contemporary materials. Restore and display all original openings and architectural features of the lower and upper portions of the building. This includes the storefront's transom window, pilasters or columns, lower window panel, and signboard, and upper story windows.
 - (3) Bulkheads: Wherever possible, the original bulkhead materials should be preserved to maintain the historical character of the street. The types of historical materials to be preserved include wood, cast iron, cast aluminum, pigmented structural glass (Carrara or Vitrolite), terra cotta, porcelain enamel, ceramic tile, decorative brick, marble, and granite.
 - (a) In restoring the bulkhead of the storefront, replace missing sections with original material, if possible. If it is not available, the following substitutions can be made for those materials no longer manufactured. In all cases, make sure to duplicate the profile of the original store's bulkhead.
 - Cast Iron can be replaced by cast aluminum, wood or fiberglass
 - Terra Cotta by fiberglass
 - Pigmented Structural Glass by Spandrel Glass (plate glass with a colored ceramic backing)

(b) In making repairs to an original storefront or installing a new one, the use of the following materials is prohibited: wood shingles, artificial brick or stone, anodized aluminum. The windows can simply be framed in aluminum and another more appropriate material can be used for the bulkhead. For example, a new wood bulkhead can be constructed and finished with plywood and stock moldings and trim.

f. The Shopfront - New Construction:

- (1) Where an architecturally or historically significant storefront no longer exists or is too deteriorated to save, a new storefront shall be designed which is compatible with the size, scale, materials, color, and character of the upper half of the building or the adjacent buildings. The use of wood, brick or stone masonry, or fiberglass is deemed appropriate for the framing of a new storefront. This will provide visual harmony to the entire streetscape.
- (2) All retail uses shall have windows installed facing the street and shall be at least seventy (70%) percent open to perpendicular view, and be located so that the window sill is no more than four feet in height above grade. The glass is to be clear, untinted, except for etchings or gold lettering on the interior of window.

g. The Shopfront - Elements Common to Both Rehabilitation and New Construction.

- (1) Colors - No more than three colors are recommended for the storefront portion of the building. Complementary historic colors are recommended for highlighting architectural features of the building (upper and lower cornices, moldering, lintels, sign band, etc.).
- (2) Window Displays - Use window displays to communicate information. A window display can project the store's image and tell potential customers more about available products than any number of signs. Do not try to place as many items as possible on shelves in the store window. Aim for simplicity; it generally insures successful displays. Good color schemes and good lighting are essential. At night windows should be lit using soft spot lights rather than bright or colored lights. Change the display periodically to reflect new merchandise, seasons, and holidays.
- (3) Security Gates - While security gates deter crime, they can also have a negative effect on business and the overall image of the street at night. Gates which are left in place during the day are prohibited, for they obscure the shop window and make it seem that the shop is closed, and that the neighborhood is unsafe. Steel gates with solid slats are prohibited because they create an even stronger negative statement about community safety. The use of transparent exterior gates prevents entry and allows for light to illuminate the street during the evening hours.
- (4) Illumination - It shall be required that the merchant install interior display lights in the display window to provide for increased illumination on the street at night. Adjustable incandescent lamps or spots are recommended. Fluorescent, flashing or blinking lights are prohibited on any part of the

storefront. In addition, it is recommended that overhanging lamps facing down, be installed over the signband, below the second story windows to provide increased security on the street and for the building.

h. Signs.

Goals: To improve the quality of signs used to advertise on-premise businesses. To reduce the overall size and number of signs.

(4) Design Requirements: The three most important criteria to consider in selecting a sign are:

- The size and position of the sign
- Design and materials
- Illumination

(5) Approvals: All identification, business, advertising or other signs placed on public or private property, hereafter erected, displayed or repaired (defined as more than fifty percent (50%) of the cost of replacement) shall conform with the provisions of this subsection of this Plan.

- (a) All signs and awnings shall be subject to review and permitting by the Buildings Department.
- (b) Planning Board review and approval will be required where it is unfeasible to apply the sign band regulation to an existing structure.
- (c) The Planning Board, as part of site plan review, may grant waivers from the minimum and maximum size requirements herein.
- (d) All signs shall be removed upon cessation of any business occupancy of any premise within the Plan Area. Thereafter, all signs shall comply with the requirements of this Plan.

(6) Permitted Permanent Signs:

- A. Identification and/or business signs of the following type:
 - (1) Wall signs
 - (2) Window signs
 - (3) Small projecting signs which display a trade symbol or logo
 - (4) Neon signs shall be permitted upon review by the Planning Board.
 - (5) Signs indicating time, temperature and date may be exempt from these provisions, subject to Planning Board approval.
- C. Zone Standards are as followed and may be modified and superseded by design standards 6 through 14 below.
 - (1) TOD-South - see NC signage standards in the Land Development Ordinance
 - (2) TOD-West
 - i. Block 19004 – see R-3 signage standards in the Land Development Ordinance

- ii. Block 15802 Lots 1, 38, 39, 40, 41, 42, and 43, and Block 19003 - see NC signage standards in the Land Development Ordinance
- (3) TOD-North
 - i. 15801 lots 49 through 64, 17504, and 17505 - see NC signage standards in the Land Development Ordinance
 - ii. Block 17502 - see R-3 signage standards in the Land Development Ordinance
- (4) TV/CP – under Commuter Parking standards, 1 freestanding monument sign per vehicular ingress not to exceed 20 sf with a maximum height of 4’ from grade.
- (5) I – 10% of the area of the 1st story of the wall to which it is attached, or 200 square feet, whichever is less. In the case of multiple street frontages, one per side.
- (6) MU-A, MU-B, MU-C, MU-D and MU-E: see NC signage standards in the Land Development Ordinance
- (7) RTC – see NC signage standards in the Land Development Ordinance. For parks, see P/OS standards in the Land Development Ordinance.
- (8) R – Residential: see R-1 signage standards in the Land Development Ordinance
- (9) W - see R-3 signage standards in the Land Development Ordinance
- (10) BL-N- see R-1 signage standards in the Land Development Ordinance
- (11) BL-S - see R-3 signage standards in the Land Development Ordinance
- (12) Artist Studio Workspaces are subject to residential signage guidelines except in Adaptive Reuse Overlay – D zone. In Adaptive Reuse Overlay – D zone when the artist studio workspace occupies a permitted ground floor retail storefront, retail signage shall be permitted per NC signage standards in the Land Development Ordinance.

(5) Permitted Temporary Signs:

(a) Real estate signs, subject to the following regulations:

- (1) No such sign shall exceed six (6) square feet. All signs shall be attached to the premises to which they apply.
- (2) No person, including the real estate agent or employee, shall exhibit more than one (1) such sign per premise to which it applies.

(b) Construction signs, subject to the following regulations:

- (1) Temporary construction signs shall not exceed twenty-four (24) square feet.
- (2) No person shall exhibit more than one (1) such sign per premise, advertising the name of the building, general contractor,

subcontractor, financing institution, public agencies and officials, and professional personnel.

- (3) Such signs shall be permitted beginning with the issuance of a building permit and terminating with the issuance of a certificate of occupancy for the entire building.

(6) Permitted Number of Signs:

- (a) A maximum of one sign per occupant, per street frontage shall be allowed.
- (b) No more than three (3) different signs per building will be permitted if there is more than one occupant.
- (c) Only signs which refer to a permitted use, or grandfathered use, as set forth in the Plan are permitted, provided such signs conform to the provisions of this section.

(7) Permitted Location and Mounting:

- (a) Wall signs identifying commercial establishments shall be flush mounted and project no more than 12 inches from the face of the building. They are to be attached to the long, continuous information band found directly above the storefront display window or transom window, usually not less than 10 feet and not greater than 15 feet above grade level. All signs shall be set back a minimum of 2 feet from each side of the building.
 - (1) In all cases, architectural details, ornamentation or upper story windows are not to be obscured by the sign's placement. Second or third story commercial occupants shall use window signs or flush mount a sign above the top of their windows.
 - (2) Signs on adjacent storefronts shall be coordinated in height and proportion and wherever possible, should use the same sign format and be constructed of identical materials and background colors.
- (b) Window signs shall be permitted on any floor of a structure that a business occupies. Such signs shall be of a non-illuminated nature (except for the first floor shop window where neon is permitted). The letters are to be painted, stenciled or engraved onto the glass display window and shall not exceed twenty percent (20%) of the window surface to which it is affixed.
- (c) Neon signs are to be affixed within the display window.
- (d) Projecting signs are to be located perpendicular to the building and the lowest portion of the sign shall be at least 10 feet above grade level, but below the windows of the second story.
- (e) All signs shall be placed no lower than the top of the doorway or transom (if applicable) and shall be below and not cover or interfere with the second story windows.

- (8) Size and proportion: Sign measurements shall be based on the entire area of the sign, with a continuous perimeter enclosing the extreme limits of the actual sign surface. Signs on adjacent storefronts should be coordinated in height and proportion and, wherever possible, use the same sign format. At a minimum, they should both employ identical background colors.

- (a) Wall signs should be between 18 inches and 26 inches vertical dimension and shall be set back a minimum of 2 feet from each side of the building.
- (b) Window signs shall not exceed 20% of the window surface to which it is affixed.
- (c) Projecting signs shall be limited to a maximum area of 16 square feet. Three dimensional objects can have an area no greater than 9 square feet at their largest cross section.
- (d) No sign shall exceed a height of five (5) feet with the exception of Mixed Use –D District where no sign shall exceed a height of eighteen (18) inches.

*** Remember, smaller, simple signs are encouraged! ***

(9) Design & Materials: Pacific and Communipaw Avenues can be noted for their distinct architectural style. The mixed use buildings are largely brick and frame, and with the exception of ornamentation and later alterations, there is uniformity in proportion and style.

- (a) Signage should be uniform in nature from block to block and the materials should be consistent with, or at least complement, the original construction materials and architectural style of the building facade.
- (b) Natural materials such as wood and metal are more appropriate than plastic. Internally lit, plastic signs require high maintenance (their light boxes often break) and are inflexible in terms of alterations. They also appear out of context with the period and style of historic buildings. Therefore their use is prohibited.
- (c) Where a signage band is missing due to alterations, signs painted directly onto a building or window surface often tend to be quite effective.
- (d) Appropriately designed neon window signs (with custom shapes and colors complementary to the building) are another option, and can add character to an establishment.
- (e) An awning with the store's name printed on it, may serve as an attractive alternative when properly designed and installed, and may be substituted for a sign.

(10) Message Band: A sign should be limited to the name, function, and the address of a business. This information can be conveyed through visual devices: words, pictures, names symbols and logos. The most important point to remember is to keep the sign simple. Avoid listing every product sold.

(11) Lettering: Lettering should be kept simple and clear and complement the style and period of the building on which it appears. To avoid a cluttered appearance, no more than two (2) different typefaces may be used on the same sign, and wording shall be limited to no more than 60% of the total sign area. Letters or symbols shall range from eight (8") to twelve inches (12") in height and shall not project more than six inches (6") from the building surface.

(12) Color: No more than three colors per sign. Dark backgrounds with light letters are recommended.

(13) Illumination: If illumination is desired, external illumination, such as overhead spot lights directed toward the sign, is recommended. These types of lights can illuminate portions of the building as well as the sign, and make it possible to balance the color and intensity of the light with those located in the display windows. If residential units occupy the second story of the building, non-illuminated signs are preferred. All stores should place lights within their shop windows to provide light on the street at night.

(14) Prohibited Signs:

- (a) Billboards, signboards, streamers, pennants, ribbons, spinners or other similar devices, and all roof signs. Exceptions include all flags and banners exhibited to promote the shopping district or commemorate special holidays, events, or sales days.
- (b) Flashing, blinking or otherwise animated lights and/or signs. Signs containing moving parts and signs containing reflective elements which sparkle or twinkle in sunlight.
- (c) Freestanding signs shall be prohibited with the following exceptions:
 - (1) Houses of worship and funeral parlors, if the buildings are set back from the street line and are located on the same lot as the sign
 - (2) Commuter Parking zone signs
 - (3) Regulatory signs
 - (4) Transportation, circulation, and parking signs
 - (5) Construction signs with necessary permits

i. Awnings.

- (1) All portions of any permitted awning shall be not less than 8 feet above the finished grade, excluding any valance, which shall not be less than seven feet above the finished grade.
- (2) No portion of any awning shall be higher than the window sill level of the second story of the building and shall not block the window or windows on the upper half of the building.
- (3) The horizontal projection of any awning shall not exceed three (3) feet, six (6) inches from the face of the building, except in the case of roll-up awnings, which may project further.
- (4) The vertical distance from the top to the bottom of any awning shall not exceed 4 feet, including any valance.

XIII. ACQUISITION

E. Refer to Map F.

XIV Other Provisions to Meet State and Local Requirements

In accordance with NJSA 40A:12A-1 et seq., Chapter 79, Laws of New Jersey 1992, known as "The Local Redevelopment and Housing Law", the following statements are made.

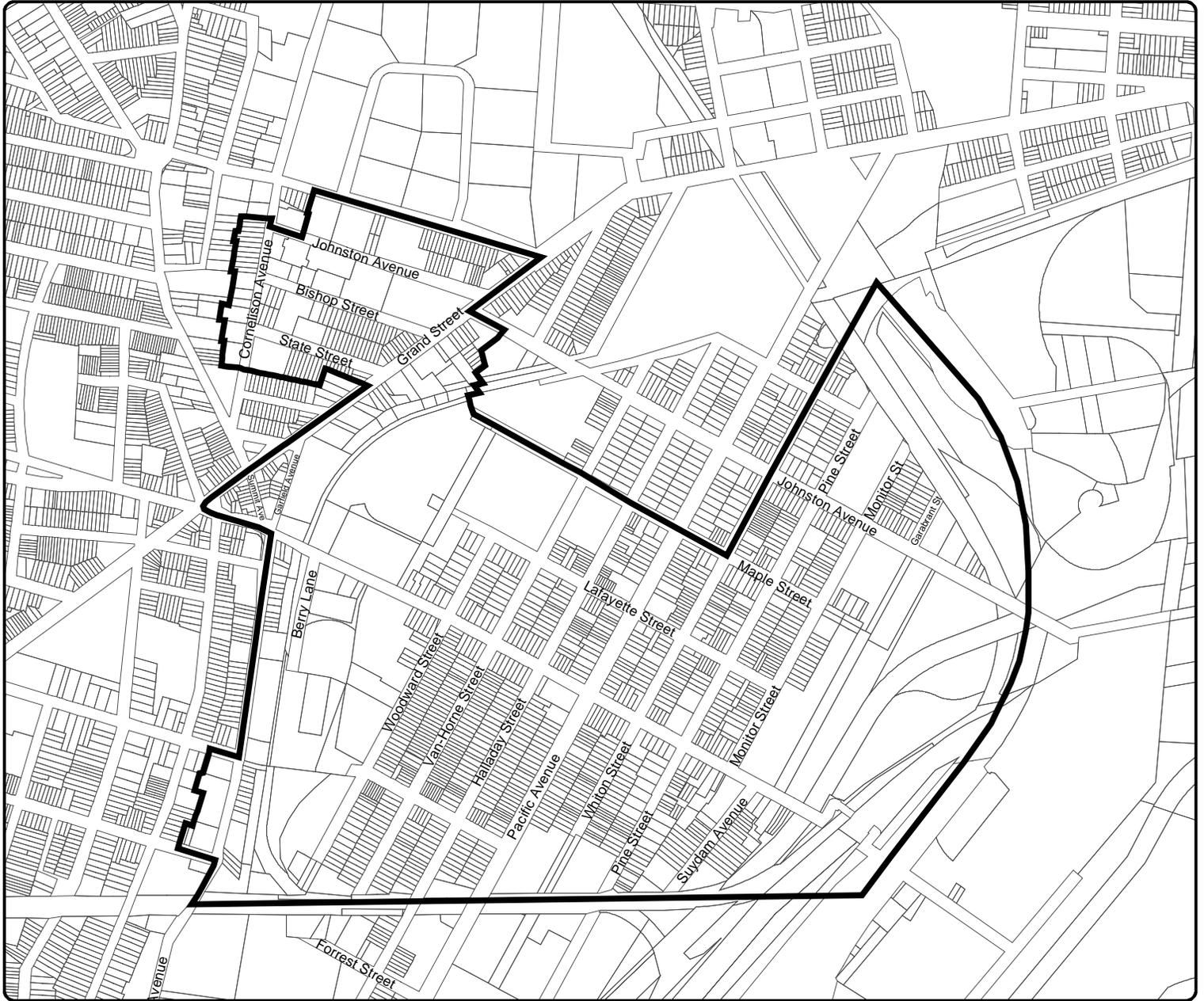
- A. The Plan herein has delineated a definite relationship to local objectives as to appropriate land uses, density of population, and improved traffic and public transportation, public utilities, recreation and community facilities and other public improvements.
- B. The Plan has laid out various strategies needed to be implemented in order to carry out the objectives of this Plan.
- C. The Plan has given proposed land uses and building requirements for the redevelopment area.
- D. The Acquisition Maps which are a part of this Plan lists all property to be acquired as a result of this Plan.
- E. The Plan is in compliance with the Jersey City Master Plan. 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 redevelop urban land.
- F. This Redevelopment Plan shall supersede all provisions of the Jersey City Zoning Ordinance that are specifically addressed herein. Any zoning related question that is not addressed herein shall refer to the Jersey City Zoning Ordinance for clarification. No variance from the requirements herein shall be cognizable by the Zoning Board of Adjustment. The Planning Board alone shall have the authority to grant deviations from the requirements of this plan, as provided herein. Upon final adoption of this Plan by the Municipal Council of Jersey City, the Jersey City Zoning Map shall be amended to rezone the area covered by this Plan as the Morris Canal Redevelopment Area, and all underlying zoning will be voided.

XIV. Procedure for Amending the Plan

- A. The Plan may be amended from time to time upon compliance with the requirements of law. A fee of One Thousand dollars \$1,000, plus all costs for copying and transcripts shall be payable by the applicant to the City of Jersey City for any request to amend this Plan. Fees shall not be charged for amendments proposed by any of the community groups listed in Section VI of this Plan.
- B. No amendment to this Plan shall be approved without a public hearing by the Planning Board, and a public hearing and adoption by Municipal Council. A copy of any proposed change to the Plan shall be filed with the Office of the City Clerk.
 - 1. In addition, notice of a hearing to amend the Plan shall be sent to the designated agent that are registered with the Division of City Planning (refer to section IV) at least twenty-one (21) calendar days prior to the date set for the hearing. In addition, an affidavit showing proof of submission of the proposed amendment to the aforementioned agents shall be submitted to the Division of City Planning not less than ten (10) calendar days prior to said hearing.

Morris Canal Redevelopment Plan

Map A: Boundary

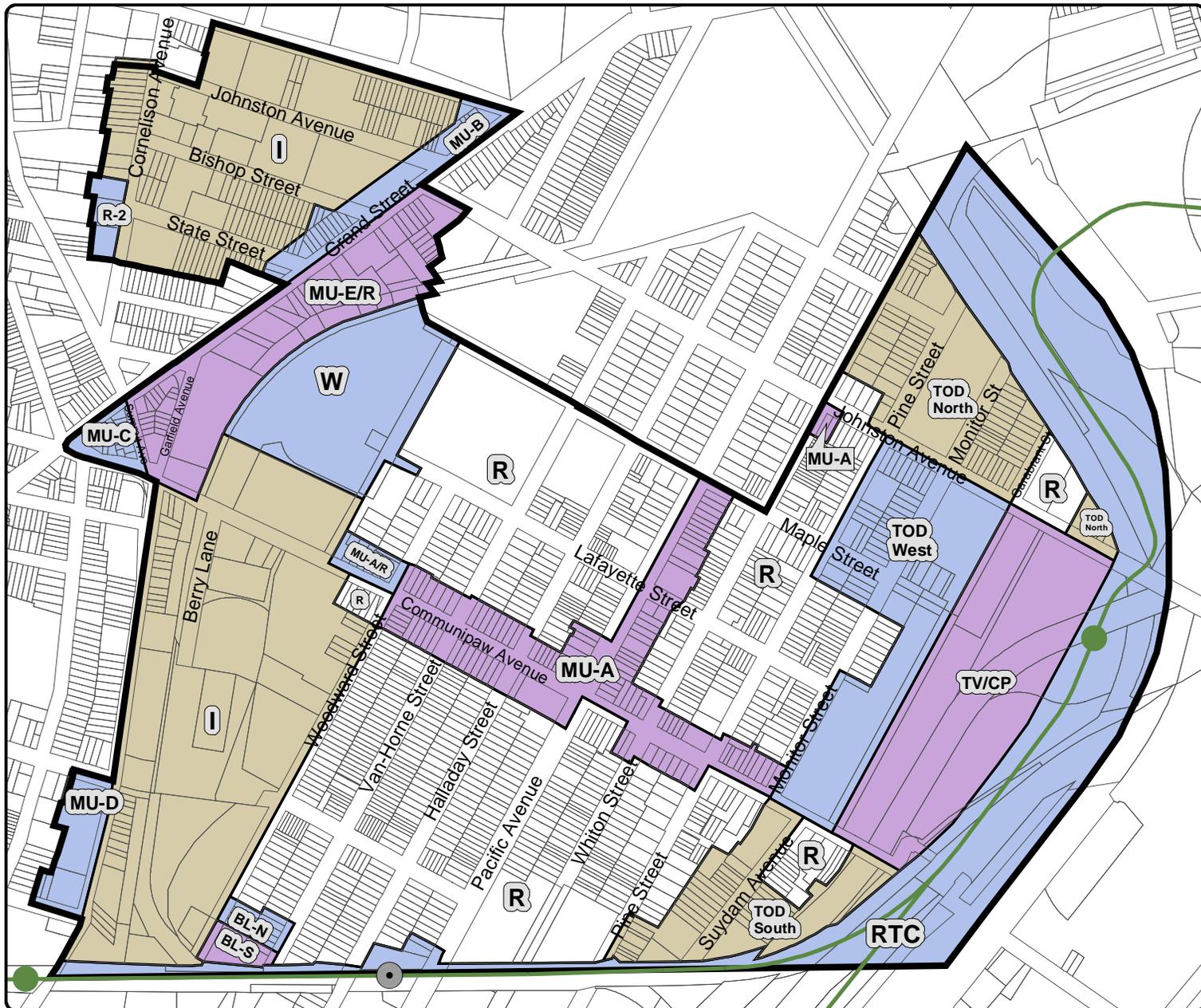


December 17, 2008



Morris Canal Redevelopment Plan

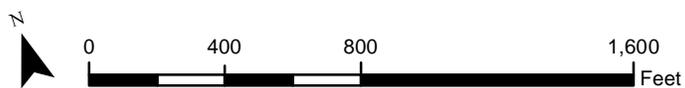
Map B: Zoning



ZONE ABBREVIATIONS

R	Residential	MU-D	Mixed Use - D	BL-N	Berry Lane Park North
R-2	Residential 2	MU-E/R	Mixed Use - E/Residential	BL-S	Berry Lane Park South
MU-A/R	Mixed Use - A or Residential	I	Industrial		
MU-A	Mixed Use - A	RTC	Rail Transportation Corridor		
MU-B	Mixed Use - B	W	Whitlock Cordage ARD		
MU-C	Mixed Use - C	TOD North			
		TOD	TOD South		
			TOD West		
		TV/CP	Transit Village / Commuter Parking		

 Hudson Bergen Light Rail
 Proposed Station



April 30, 2014

Morris Canal Redevelopment Plan

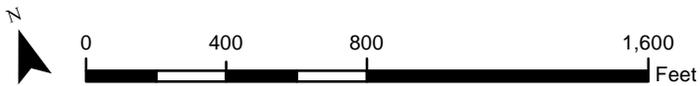
Map C: Adaptive Reuse Zoning Overlay



Legend

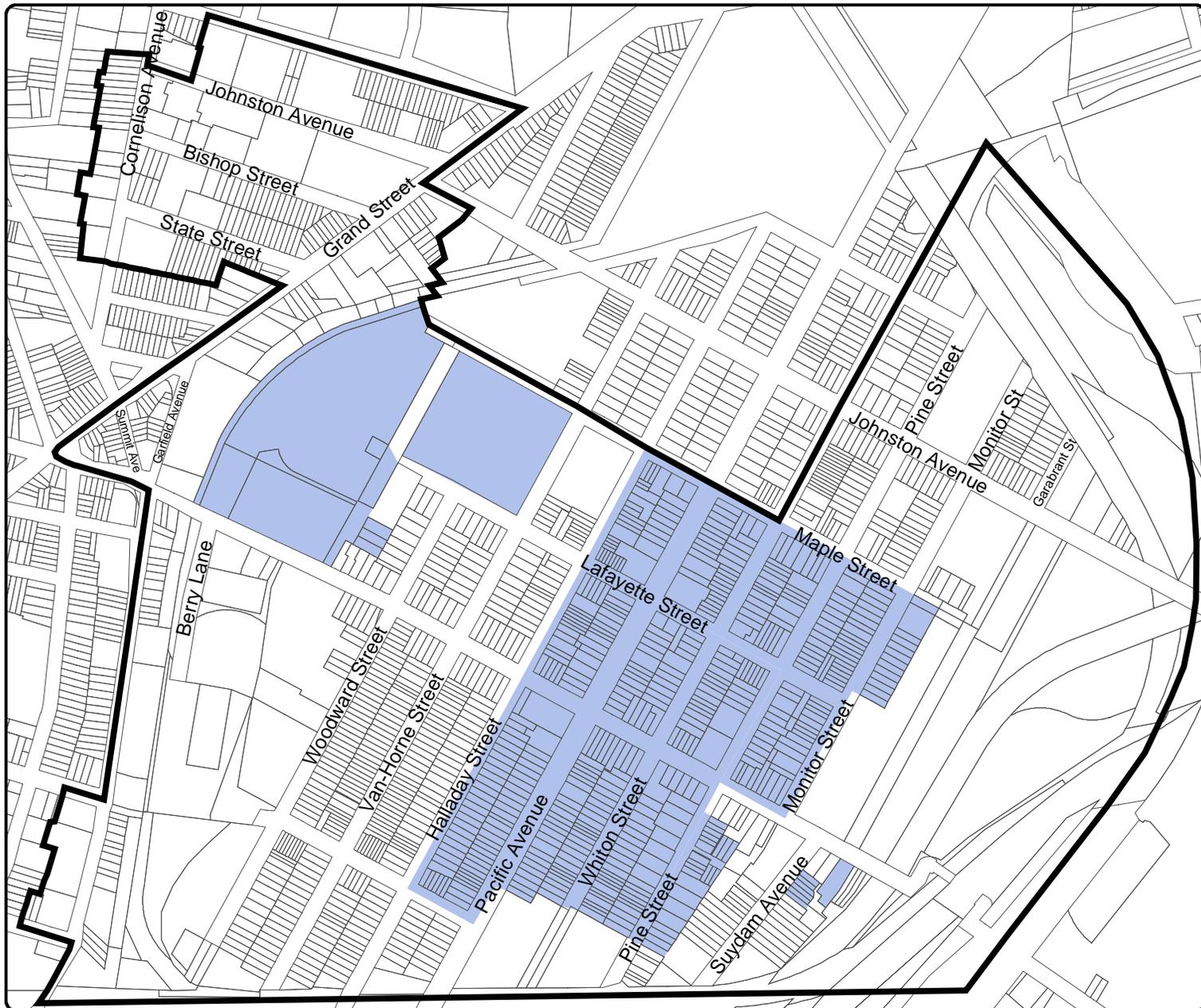
- Adaptive Reuse - A
- Adaptive Reuse - B
- Adaptive Reuse - C
- Adaptive Reuse - D
- Adaptive Reuse - E
- Adaptive Reuse - F

May 28, 2014



Morris Canal Redevelopment Plan

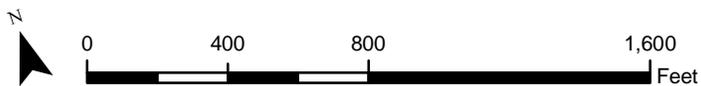
Map D: Historic District Study Area



Legend

 Recommended Minimum Areas for Consideration

October 16, 2006



Morris Canal Redevelopment Plan

Map E: Acquisition Map



Legend

 To Be Acquired

April 25, 2008

