

City Clerk File No. Ord. 13-027

Agenda No. 3.A 1st Reading

Agenda No. \_\_\_\_\_ 2nd Reading & Final Passage



# ORDINANCE OF JERSEY CITY, N.J.

COUNCIL AS A WHOLE  
offered and moved adoption of the following ordinance:

CITY ORDINANCE 13-027  
CALENDAR YEAR 2013

**TITLE: ORDINANCE TO EXCEED THE MUNICIPAL BUDGET APPROPRIATION LIMITS  
AND TO ESTABLISH A CAP BANK  
(N.J.S.A. 40A: 4-45.14)**

**WHEREAS**, the Local Government Cap Law, N.J.S. 40A: 4-45.1 et seq., provides that in the preparation of its annual budget, a municipality shall limit any increase in said budget up to 2.0% unless authorized by ordinance to increase it to 3.5% over the previous year's final appropriations, subject to certain exceptions; and,

**WHEREAS**, N.J.S.A. 40A: 4-45.15a provides that a municipality may, when authorized by ordinance, appropriate the difference between the amount of its actual final appropriation and the 3.5% percentage rate as an exception to its final appropriations in either of the next two succeeding years; and,

**WHEREAS**, the Municipal Council of the City of Jersey City in the County of Hudson finds it advisable and necessary to increase its CY 2013 budget by up to 3.5% over the previous year's final appropriations, in the interest of promoting the health, safety and welfare of the citizens; and,

**WHEREAS**, the Municipal Council hereby determines that a 1.5 % increase in the budget for said year, amounting to \$ 5,734,043 in excess of the increase in final appropriations otherwise permitted by the Local Government Cap Law, is advisable and a prudent fiscal measure; and,

**WHEREAS**, the Municipal Council hereby determines that any amount authorized herein above that is not appropriated as part of the final budget shall be retained as an exception to final appropriation in either of the next two succeeding years.

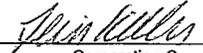
**NOW THEREFORE BE IT ORDAINED**, by the Municipal Council of the City of Jersey City, in the County of Hudson, a majority of the full authorized membership of this governing body affirmatively concurring, that, in the CY 2013 budget year, the final appropriations of the City of Jersey City shall, in accordance with this ordinance and N.J.S.A. 40A: 4-45.14, be increased by 1.5 %, amounting to \$ 5,734,043 and that the CY 2013 municipal budget for the City of Jersey City be approved and adopted in accordance with this ordinance; and,

**BE IT FURTHER ORDAINED**, that any that any amount authorized hereinabove that is not appropriated as part of the final budget shall be retained as an exception to final appropriation in either of the next two succeeding years; and,

**BE IT FURTHER ORDAINED**, that a certified copy of this ordinance as introduced be filed with the Director of the Division of Local Government Services within 5 days of introduction; and,

**BE IT FURTHER ORDAINED**, that a certified copy of this ordinance upon adoption, with the recorded vote included thereon, be filed with said Director within 5 days after such adoption.

APPROVED AS TO LEGAL FORM

  
\_\_\_\_\_  
Corporation Counsel

APPROVED: \_\_\_\_\_

APPROVED:   
\_\_\_\_\_  
Business Administrator

Certification Required

Not Required

City Clerk File No. Ord. 13-028

Agenda No. 3.B 1st Reading

Agenda No. \_\_\_\_\_ 2nd Reading & Final Passage



# ORDINANCE OF JERSEY CITY, N.J.

COUNCIL AS A WHOLE  
offered and moved adoption of the following ordinance:

CITY ORDINANCE 13-028

**TITLE: ORDINANCE OF THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY  
ADOPTING AN AMENDMENT TO THE COLGATE REDEVELOPMENT PLAN TO  
CLARIFY USES AND PROVIDE LEGIBLE MAPS**

**WHEREAS**, the Local Redevelopment and Housing Law, (N.J.S.A. 40A:12A-1 et seq.) permits municipalities to adopt and amend regulations dealing with areas declared to be "in need of redevelopment;" and

**WHEREAS**, the Municipal Council of the City of Jersey City, adopted the Colgate Redevelopment Plan on January 26, 1989 and amended it several times since then; and

**WHEREAS**, City Council recently adopted a new global Glossary for all zoning terms, and certain permitted uses in the Plan Area should be clarified to be consistent with the new Glossary; and

**WHEREAS**, the existing maps in the Plan are old and largely illegible; and

**WHEREAS**, on February 5, 2013 the Planning Board voted to recommend amendments to this Plan to City Council; and

**WHEREAS**, a copy of the proposed amendment to the Colgate Redevelopment Plan is attached hereto and made a part hereof, and is available for public inspection at the office of the City Clerk, City Hall, 280 Grove Street, JC, NJ;

**NOW, THEREFORE, BE IT ORDAINED** by the Municipal Council of the City of Jersey City that the proposed Amendment to the Colgate Redevelopment Plan be, and hereby is, adopted.

**BE IT FURTHER ORDAINED THAT:**

- A. All ordinances and parts of ordinances inconsistent herewith are hereby repealed.
- B. This ordinance shall be a part of the Jersey City Code as though codified and set forth fully herein. The City Clerk shall have this ordinance codified and incorporated in the official copies of the Jersey City Code.
- C. This ordinance shall take effect at the time and in the manner as provided by law.
- D. The City Clerk and the Corporation Council be and they are hereby authorized and directed to change any chapter numbers, article numbers and section numbers in the event that the codification of this ordinance reveals that there is a conflict between those numbers and the existing code, in order to avoid confusion and possible repealers of existing provisions.
- E. The City Planning Division is hereby directed to give notice at least ten days prior to the hearing on the adoption of this Ordinance to the Hudson County Planning board and to all other persons entitled thereto pursuant to N.J.S. 40:55D-15 and N.J.S. 40:55D-63 (if required). Upon the adoption of this Ordinance after public hearing thereon, the City Clerk is directed to publish notice of the passage thereof and to file a copy of the Ordinance as finally adopted with the Hudson County Planning Board as required by N.J.S. 40:55D-16. The clerk shall also forthwith transmit a copy of this Ordinance after final passage to the Municipal Tax Assessor as required by N.J.S. 40:49-2.1.

  
Robert D. Cotter, PP, FAICP  
Director, Division of City Planning

APPROVED AS TO LEGAL FORM

  
\_\_\_\_\_  
Corporation Counsel

APPROVED: 

APPROVED:   
\_\_\_\_\_  
Business Administrator

Certification Required

Not Required

**ORDINANCE FACT SHEET**

**1. Full Title of Ordinance:**

**ORDINANCE OF THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY  
ADOPTING AN AMENDMENT TO THE COLGATE REDEVELOPMENT PLAN TO  
CLARIFY USES AND PROVIDE LEGIBLE MAPS**

**2. Name and Title of Person Initiating the Ordinance, etc.:**

Carl Czaplicki, Director of Housing, Economic Development, and Commerce

**3. Concise Description of the Program, Project or Plan Proposed in the Ordinance:**

This ordinance clarifies permitted uses subsequent to the recently adopted Glossary. (No changes are proposed.) Additionally, new, more legible maps have been created.

**4. Reasons (Need) for the Proposed Program, Project, etc.:**

The recently adopted Glossary makes it necessary to clarify existing permitted uses in the Plan Area. No changes are proposed, all clarifications are housekeeping matters. Additionally, the old maps were largely illegible.

**5. Anticipated Benefits to the Community:**

The amendment will clarify the uses permitted.

**6. Cost of Proposed Plan, etc.:**

\$0.00. Plan was prepared by Division of City Planning staff.

**7. Date Proposed Plan will commence:**

Upon Adoption.

**8. Anticipated Completion Date: N/A**

**9. Person Responsible for Coordinating Proposed Program, Project, etc.:**

Robert D. Cotter, Director, City Planning 547-5050

**10. Additional Comments:**

I Certify that all the Facts Presented Herein are Accurate.

  
\_\_\_\_\_  
Division Director

FEB 14, 2013  
Date

  
\_\_\_\_\_  
Department Director Signature

2/14/13  
Date

## **Summary**

### **ORDINANCE OF THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY ADOPTING AN AMENDMENT TO THE COLGATE REDEVELOPMENT PLAN TO CLARIFY USES AND PROVIDE LEGIBLE MAPS**

This ordinance clarifies permitted uses subsequent to the recently adopted Glossary. (No changes are proposed.) Additionally, new, more legible maps have been created.

# **COLGATE**

## **REDEVELOPMENT PLAN**

Prepared by

**Division of City Planning**  
**Department of Housing & Economic Development**

**Adopted January 26, 1989**

**Amended June 8, 1989**  
**Amended December 14, 1994**  
**Amended March 12, 1997**  
**Amended August 13, 1997**  
**Amended June 25, 1998**  
**Amended October 27, 1999**  
**Amended July 20, 2000**  
**Amended September 29, 2000**  
**Amended February 28, 2001**  
**Amended October 27, 2004**  
**Amended February 22, 2006**  
**Amended August 16, 2006**  
**Amended September 24, 2008**  
**Amended September 12, 2012 (Ord. 12-112)**

*Proposed Amendments 1/17/13*

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Amendments to this Plan are indicated in the following way:

Material indicated by strikethrough ~~like this~~ is existing material that is intended to be deleted.

Material indicated by bold italic ***like this*** is new material that is intended to be enacted.

In addition, further amendments to the redevelopment plan maps are also authorized and adopted as part of this amendment. They are as follows:

1. The Maps shall be updated to reflect current Block and Lot identification and R-O-W location and dimension.

## INTRODUCTION

The purpose of the Colgate Redevelopment Plan is to provide comprehensive development that will assure the coordinated growth of one of the premiere waterfront locations in Jersey City.

The plan formulated for the Study Area recognizes that the area adjoins both the primarily office district of Exchange Place to the north and the historic, residential neighborhood of Paulus Hook to the west. Substantial open space and recreational resources exist to the east and south -- the Hudson River and Liberty State Park. In view of these factors, the land use plan for the proposed Redevelopment Area emphasizes mixed uses and encourages the development of new offices and residential structures, as well as recreation and retail. The proposed mixed-use development adheres to the 1984 Land Use Map of the City's Master Plan.

The design criteria and redevelopment plan are intended to ensure that the Study Area provides an active, inviting environment during evening and weekend hours, as well as during the business day. Recognizing the retail needs of businesses and residents, ground floor retail activities are encouraged.

Urban design objectives for the Project Area stress the re-establishment of a street grid throughout the site to provide for vehicular circulation and for pedestrian access to the waterfront.

Along the waterfront, the development of a major link in the waterfront walkway system will create important pedestrian connections from the Exchange Place area to Liberty State Park. These urban design features will accentuate the views of Manhattan and the New Jersey/New York Harbor available from the site.

Throughout the project area, building design standards will guide development of major new elements in Jersey City's waterfront skyline while ensuring that a transitional, human scale is provided along the eastern and western edges of the Study Area. Similarly, the design and organization of the project area should encourage the movement of pedestrians by means of the creation of a traditional urban environment.

Such an urban streetscape is encouraged through use of street wall buildings and the clustering of open spaces to provide major public places through the project. Extensive use of mass transit is encouraged. In this manner, the district will be shaped in a distinctly urban, rather than suburban, form.

Recognizing the varying planning considerations at different locations through the area, the Redevelopment Plan divides the forty-one (41) acre site into five (5) use districts. Detailed planning and design standards are provided for each district to accommodate the diverse challenges and opportunities present in each. Through achievement of these standards, development within the district occurring over time will produce a high-quality waterfront environment suited to the needs of present and future generations.

## I. REDEVELOPMENT PLAN MAPS AND FIGURES

### Location and Boundaries of the Redevelopment Area.

The City location of the proposed Colgate Redevelopment Area is shown on Figure #1. Figure #2 and #3 show the proposed boundaries of the Redevelopment Area. Figure #4 shows the proposed Colgate Redevelopment Area as it relates to the Exchange Place Redevelopment Area to the north and the Paulus Hook Historic District to the west. Figure #5 shows the vehicular and pedestrian circulation as well as the proposed parks and open space. Figure #6 graphically illustrates the different land use districts within the area. Figure #7 provides an illustration of the maximum allowable building envelope for the Redevelopment Area, showing its relationship to the Paulus Hook Historic District and the waterfront. Figure #8 details the properties within the Redevelopment Area that are not to be acquired.

### Boundary Description

Given the irregularity of the Colgate Study Area, the boundary description will be by reference to the following blocks and lots. The specific boundary may be reviewed on the map titled Boundary Map showing Tax Lots Figure #3.

Block	Lots
14502	8, 9, 10, 11, 12, 13, 14, 16
14503	1, 2, 3, 5, 6
14504	1 (entire block)
14505	1 (entire block)
14506	1 (entire block)
14507	1 (entire block)
14404	1, 2, 3 (entire block)
14403	10
14402	11, 12
14304	4
14303	2

In addition the thirty (30) foot wide dead end portion of Dudley Street beginning at the eastern right-of-way line of Greene Street and extending one-hundred-fifty (150) feet easterly thereof, the northern right-of-way line of which is co-extensive with the southern lot line of Lot 6 of Block 14503, and the eastern right-of-way line of which is co-extensive with the western lot line of Lot 10 of Block 14502 shall be included in the Redevelopment Area.

~~NOTE: All tax lots beginning with "S" are portions of vacated streets.~~

## II. REDEVELOPMENT PLAN OBJECTIVES

Renewal activities for the Colgate Redevelopment Area (hereinafter called "The Project") will be undertaken in conformity with, and will be designed to meet the following objectives of this Redevelopment Plan:

- A. The Acquisition of private property within the Colgate Redevelopment Plan Area is identified on the Acquisition Map and labeled as, "to be acquired." It is specifically located on Block 14403, Lot 10.
- B. The elimination of vacated, deteriorated and obsolete structures, including dilapidated piers and bulkheading and unused industrial buildings, which by their blighting influences adversely affect the feasibility of amenable neighborhood physical change and the further development of an emerging commercial and residential area.
- C. The improvement of the functional and physical layout of the project area for contemplated new development.
- D. The overall improvement of traffic circulation through the re-establishment of a street grid system that facilitates vehicular and pedestrian circulation, and provides for separation of vehicular and pedestrian traffic and the maximum use of public transportation.
- E. Creation of a new multifaceted waterfront development with housing, employment opportunities and recreation within an area that is currently underutilized, contains substandard and obsolete structures and has physical impediments, all of which prevent sound development unless undertaken on a broad and comprehensive scale.
- F. The development of a major network of public open space along the waterfront, including promenades and other open space connecting other waterfront development which allows all City residents access to the river and its amenities.
- G. The creation of a new, contemporary image for this portion of the Jersey City waterfront, which, through innovative and high standards of design, will fully utilize the project area's unique location.
- H. Creation of major new employment and housing opportunities for the residents of Jersey City.
- I. Provision for redevelopment that minimizes the need to relocate residents, businesses or industrial concerns.
- J. Promotion of balanced development in accordance with the Fair Housing Act (NJSA 52: 27D- 311) and the Housing Element and Fair Share Plan of the City of Jersey City Master Plan.
- K. Enhancement of the Paulus Hook Historic District through improvement of its waterfront access, redevelopment of industrial sites and historically sensitive treatment of vacant sites immediately contiguous to the district.
- L. To make reasonable efforts to achieve a goal of awarding twenty (20%) percent of the dollar amount of the total contract and subcontract procurements to minority and female owned businesses enterprises which have their principal place of business in the City of Jersey City, pursuant to the Municipal Code Section C-190 and as amended.

- M. Preservation, and where necessary, re-establishment of view corridors created by public streets to accentuate views of Lower Manhattan, the Statue of Liberty, Ellis Island and Liberty State Park.
- N. Preservation and adaptive reuse of any existing structure shall be permitted: said structure's height, lot coverage, FAR and density shall be grandfathered if the zoning regulations contained herein are exceeded. Additions to existing structures shall be allowed within the zoning constraints.
- O. Coordination of redevelopment activities to provide a uniform attack on blight, which reinforces existing renewal and improvement programs in adjacent areas in accordance with the goals and objectives of the City of Jersey City.
- P. The impact of additional traffic generated by the proposed office development shall be mitigated by the provision of an adequately designed traffic circulation system.
- Q. Creation of a complete urban community by providing for neighborhood facilities to serve the Colgate Redevelopment Area including but not limited to such activities as senior citizen centers, day care centers and community meeting spaces.

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

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

- A. Clearance of dilapidated, deteriorated, obsolete or under-utilized structures where necessary.
- B. Assembly of vacant and underutilized land into developable parcels.
- C. Construction of new structures and complementary facilities.
- D. Provisions for public infrastructure necessary to service and support the new development.
- E. Participate in the Jersey City Affordable Housing Linkage Program by either: (1) constructing affordable housing; (2) providing cash contribution for the subsidization of affordable housing; (3) by the financing of an affordable housing project.
- F. Provide for the construction of (20%) twenty-percent low and moderate income affordable housing dwelling units as determined by HUD Section 8 Income Guidelines, on Block 14403 Lot 10 within the Greene Street Residential District.

### **IV. SUBMISSION OF A MASTER PLAN**

In order to achieve a more comprehensive multiphase development, a Master Plan for the entire Redevelopment Area shall be presented by the developer to the Planning Board prior to submission of individual site plans. The Master Plan shall be consistent with the provisions of the Redevelopment Plan covering the site and shall, at a minimum, include the following elements:

- A. Overall site development for the district specifying approximate heights, densities, uses, floor area ratios and square footage within proposed district, including sites for public parks and open space.
- B. Traffic impact circulation analysis and appropriate plans, which shall include mass, transit routes. All internal roadways and pedestrian walkways shall be identified on a circulation plan. This plan shall be in the form of a plat and shall identify all roadway improvements, walkway improvements, and utility improvements required within the Colgate Redevelopment Plan Area, the party responsible for the completion of such improvements and the timing of completion.

This plat or set of plats shall meet with the approval of the Municipal Engineer and the Director of the Division of City Planning.

- C. Parking and vehicular access plan.
- D. Environmental impact analysis.
- E. Utilities plan, which shall include the on-tract and off-tract infrastructure improvements needed to serve the development.
- F. Fiscal impact analysis, which shall include the projected municipal public services and costs, needed to serve the planned development.
- G. Affordable housing impact analysis, which shall examine the extent, to which the proposed development addresses the need for affordable housing.
- H. Phasing plan, which shall describe the sequence and amounts of development to result. Subsequent applications for preliminary site plan approval for specific elements or phases shall be consistent with the Master Plan. In reviewing such specific applications for preliminary site plan approval, the Planning Board may rely upon the studies submitted and reviewed during the Master Plan hearing. Major revisions of the Master Plan as determined by the City Planning Division shall be required to come before the Planning Board for review. At the time of Preliminary Site Plan Review the applicant(s) shall be required to demonstrate the relationship between the individual project and the Master Plan.

**V. URBAN DESIGN OBJECTIVES AND GUIDELINES**

**A. Building Design Objectives for new construction.**

1. All structures within the project area shall be located with proper consideration of light, air, height, bulk, usable open space and access to public rights-of-way and off-street parking.
2. Groups of related buildings shall be designed to present a harmonious appearance in terms of architectural style and exterior materials and shall be encouraged to incorporate elements found throughout the Exchange Place/Paulus Hook area.
3. Buildings should be designed so as to have an attractive, finished appearance when viewed from all vantage points within and outside the project area.

4. View corridors along the existing street network shall be considered so as to restore and preserve, to the maximum extent feasible, sight-lines of the Lower Manhattan skyline, Statue of Liberty, Ellis Island and Liberty State Park.
5. All structures within the project area shall be designed and maintained so as to improve the visual appearance of Jersey City's waterfront skyline as seen from within and beyond the city's borders.
6. East of Greene Street, all utility distribution lines and utility service connections from such lines to the project area's individual uses shall be located underground. West of Greene Street, all utility service connections to the project areas individual uses shall be located under ground.
7. All major mechanical equipment located on the roof of any building shall be screened from view with materials harmonious with those used in the building façade. The screening shall not impair the functioning of the equipment. Generators and transformers shall not be located within the setback area of any building, where the step back level is below 250 feet. They shall be enclosed by an opaque screen wall or be located interior to the building. They shall be surrounded by sound attenuating material, and equipped with sound mufflers of hospital grade.

All alterations, additions, or relocations of this type of mechanical equipment in existing buildings shall comply with these standards. Such alterations must receive site plan approval from the Planning Board.

8. All electronic communication equipment shall be mounted in such a way that it does not negatively impact the appearance of the building on which it is placed nor create objectionable views when seen from surrounding buildings.
9. Access by the elderly, physically handicapped and/ or disabled shall meet, at a minimum, barrier free design regulations as specified in the Uniform Construction Code.
10. Urban design elements shall be compatible with neighboring projects in the waterfront area, and where appropriate, shall comply with the Hudson Waterfront Walkway Design Guidelines as proposed by the New Jersey Department of Environmental Protection (NJDEP 1984, and all subsequent amendments).
11. All building heights, cornice lines, setback lines, etc. shall be measured from the average finished grade level at the intersection of Sussex Street and Greene Street and shall be consistent throughout the development.

**B. Open Space/Objectives and Guidelines**

1. An average of fifteen (15%) percent of the total upland and pier site area (excluding underwater area) controlled by a single owner, designated developer(s), corporate partnership or affiliated developer(s) contained within the Mixed-Use, Esplanade and Waterfront Recreation Districts shall be required to be improved/landscaped public open space. This open space shall be divided into two (2) categories.

a. Totally accessible open space shall be open to the public twenty-four (24) hours per day and shall include:

- Sidewalks with trees
- Landscaped medians
- Bicycle paths
- Parks
- Plazas
- Public walkways
- Waterfront promenades
- Landscaped areas
- Elevated or depressed plazas less than an average of eight (8) feet above or below the street level from which the plaza is accessed.
- Piers

Totally accessible open space shall be calculated at one hundred (100%) percent of the actual area.

b. Limited access open space, which shall be open to the public a minimum of twelve (12) hours per day and shall include:

- Enclosed ~~commercial~~ arcades *used for commercial activity*
- Elevated or depressed plazas more than an average of eight (8) feet above or below the street level from which the plaza is accessed.
- Piers

Limited access open space shall be calculated at fifty (50%) percent of the actual site area.

c. In addition to the above a public park or portion of a public park developed and maintained on Tax Block 14502 *south of Essex Street* may count toward the required fifteen (15%) percent public open space. The actual credit shall be calculated at twenty-five (25%) of the area improved and shall be added to the area on which the fifteen (15%) percent is calculated.

2. All open space, including plazas, shall be designed with lawns, trees, shrubbery, attractive paving materials, street furniture, lighting and other architectural and artistic amenities to produce and provide a pleasant environment at street level to complement the building and project area.

The provision of low walls, planters, and stairs are encouraged in addition to benches to provide for seating. The use of water features such as fountains is also encouraged. Open space and plazas shall be designed to invite and attract the public.

3. The project area shall incorporate an open space element along the Hudson River, including a waterfront walkway designed to meet the "Minimum Requirements for Public Accessways" as presented in the Hudson River Waterfront Walkway Plan and Design Guidelines (NJDEP, 1984; and all subsequent amendments.)

4. Waterfront parks shall serve as an integral part of the Hudson River Waterfront Walkway and shall be landscaped and maintained in an attractive manner.

The following ~~shall proposed public parks should~~ be considered *public parks* when designing the waterfront walkway:

- a. Proposed public park located on Tax Block 14502 located between Hudson Street and the Hudson River south of Essex Street.
- ~~b. Proposed park located on the remaining land portion of Tax Block 2.~~
- c. Proposed park located on Block 14503, Lot 5.
- d. The extension of Parkland into the Hudson Street R-O-W adjacent to Block 14502 Lot 12

The developer(s), the City and the State are encouraged to coordinate the provision and maintenance of these parks.

5. All development within the Colgate Redevelopment Plan Area shall comply with the Colgate Project Site Design Guidelines, prepared September 25, 1995 by Sasaki Associates, Inc. as amended from time to time by the Jersey City Planning Board.

### C. Landscaping Objectives

1. Unless paved, all open space shall be landscaped attractively and maintained regularly.
2. All improved landscaped areas, including open space and plazas, shall be designed with trees, shrubbery, attractive paving materials, street furniture, lighting and/or other architectural amenities, consistent with the design of surrounding buildings.
3. All screen planting shall be coniferous and only species with proven resistance to the urban environment in this area will be acceptable. Screen planting shall be a minimum of four (4) feet in height. Material shall be planted, balled and burlapped and of specimen quality as established by the American Association of Nurserymen. At initial planting the materials shall provide a screen from the top of the planting to within six (6) inches of grade. Other plant materials shall be dense, and of specimen quality determined as above. All deciduous trees shall be a minimum of three (3) inches in caliper. All plants, trees and shrubs shall be installed in accordance with a planting schedule provided by the developer, reviewed by the Division of City Planning and approved by the Planning Board in accordance with site plan approval.
4. Any landscaping which dies due to natural causes or vandalism shall be replaced by the developer(s) at their expense.
5. Sidewalk areas shall be landscaped and durably paved and shall be provided with adequate lighting.
6. All trash receptacles shall be enclosed and secured.
7. No chain link fencing shall be permitted except during construction. Construction fencing is intended to ensure safety as well as provide visual screening for the Paulus Hook Neighborhood and the surrounding area during the construction process.

#### **D. Pedestrian Circulation Objectives & Guidelines**

1. The pedestrian circulation system shall be integrated with the roadway circulation network and shall encourage safe and improved pedestrian circulation through the following:
  - a. Focus streetscape improvements along primary pedestrian corridors;
  - b. Encourage design features, materials and activities at the street level, which create an attractive and interesting pedestrian environment;
  - c. Insure the safety of pedestrians by providing adequate sidewalk space and clearly defined pedestrian crossings;
  - d. Direct new development to minimize pedestrian and traffic conflicts.

2. All sidewalks and pathways must be designed to provide ease of access for the physically disabled.

Access ramps shall be conveniently placed and sloped at a maximum of 8.5 percent to provide easy connection to streets and sidewalks.

Design standards shall meet, at a minimum, barrier-free design regulations as specified in the American National Standard Institute (ANSI) Section A17.1-1986.

3. Hudson Street shall serve as a major entrance corridor to offices and retail establishments. Its landscape treatment shall reflect this use through planting and paving as well as through the types and spacing of light fixtures. Hudson Street shall also serve as a transportation corridor for automobile, bus and light rail transit.
4. Greene Street shall serve as a transitional area between the Paulus Hook Historic District and the Redevelopment area and the developer(s) of tax block 14504 shall be required to provide a 20 ft landscaped strip within the western side of such blocks along the east side of Greene Street. The developer(s) of tax blocks 14505, 14506, and 14507 shall be required to dedicate a 20 ft strip along the western side of said blocks 14505, 14506, and 14507 to the public right of way of Greene Street for pedestrian and/or vehicular traffic. The resulting Right of Way after dedication shall be 80 feet. Greene Street's landscape treatment shall serve to provide transitional elements consistent with the Paulus Hook Historic District. Anything in this Redevelopment Plan to the contrary notwithstanding, the developer(s) of tax blocks 14504, 14505, 14506, and 14507 shall be permitted to use the 20 ft strip of said blocks being dedicated pursuant to this paragraph in determining FAR and density for such tax blocks.
5. All east/west streets, and vacated Morris Street as extended to the Hudson River Walkway, shall serve as pedestrian links to the Hudson River Walkway. Landscape treatments shall include adequate street lighting and intermittent planting. Vacated Morris Street shall be developed as an open air plaza. The buildings on either side of the plaza shall be setback an average of at least 10 feet from the former right-of-way line, or extension of Morris Street. There shall be no encroachment to the former right-of-way except for an open air plaza and an underground garage. An appropriate easement agreement, with respect to access for 24 hours through the plaza shall be executed between the developer and the City.

6. Corridors along York, Sussex and Morris Streets shall provide entry to parking structures and service areas. Development on Block 14506 may also provide an exit from the parking structure onto Grand Street.
7. Sidewalks throughout the Redevelopment Area shall be a minimum of fifteen (15) feet in width, notwithstanding provisions elsewhere within this Plan. The waterfront walkway provided along the Hudson River shall be a minimum thirty (30) feet wide in keeping with the Hudson River Waterfront Walkway Plan and Design Guidelines (NJDEP, 1984; and all subsequent amendments).
8. All public sidewalks and walkways shall be open to the public 24 hours per day.

## **VI. TRAFFIC CIRCULATION OBJECTIVES AND GUIDELINES**

- A. Montgomery Street, Christopher Columbus Drive, and Washington Boulevard shall serve the project area as the major auto access routes.
- B. The Exchange Place PATH Station shall service the project area as the major mass transit facility.
- C. Traffic circulation shall be facilitated through the use of round-the-block circulation patterns and the location of vehicular entrances and loading areas on the streets least intensively utilized. On Block 14506, vehicular egress may also be located on Grand Street when it is configured as a thru driveway from Sussex Street.
- D. The pedestrian circulation system shall be integrated with the roadway circulation network and shall encourage safe pedestrian movement.
- E. Traffic associated with office development in the Mixed Use District shall be circulated in such a manner as to minimize any negative impact on the Paulus Hook community.
- F. The use of mass (public) transportation by employees, residents and visitors in the Redevelopment Area shall be encouraged through the use of directional and informational signage as well as incentive programs (i.e. car pooling, employee education, staggered work hours, etc.). Said signage shall conform to Section XII. Signage.
- G. The availability of water transportation on the Hudson River shall be encouraged in, or proximate to, the project area.
- H. Provisions shall be made to accommodate and to facilitate the development of a Light Rail Transit system within the eastern portion of the rededicated Hudson Street R.O.W. directly adjacent to and parallel with the western lot lines of Tax Blocks 14502 lots 12, 13, 14 and 16. This shall be done in a manner compatible with vehicular and pedestrian usage.
- I. Those previously vacated portions of the Hudson, Morris, Sussex and Essex Streets rights-of-way, except Morris Street east of Hudson Street, shall be rededicated as they existed prior to vacation for vehicular and pedestrian circulation as soon as practical after the cessation of industrial and/or construction activities. In addition to the rededicated Hudson Street R.O.W.: (a) the developers of

tax blocks 14504, 14505, 14506, and 14507 will be required to dedicate a 20 ft. strip on the eastern side of tax blocks 14504, 14505, 14506, and 14507 to the public right of way of Hudson Street for pedestrian and/or vehicular traffic and (b) the developer of tax Block 14504 shall be required to provide to New Jersey Transit and/or the City of Jersey City, through easement or dedication, as appropriate, up to 10 feet on the southern side of said Block 14504 to accommodate Light Rail Transit and/or vehicular/pedestrian traffic. Anything in this Redevelopment Plan to the contrary notwithstanding, the developer(s) of tax blocks 14504, 14505, 14506, and 14507 shall be permitted to use the 20 ft. strip of said Blocks being dedicated, and 10 ft. strip of Block 14504, subject to easement or dedication, pursuant to this Section VI. I. in determining F.A.R., density and lot coverage for such tax blocks.

- J. The following vehicular circulation standards, which shall apply only on and east of Greene Street, will be guidelines only and shall be subject to approval by the appropriate municipal and state agencies.

NOTE: Circulation patterns are subject to modification upon provision of Light Rail Transit.

1. York Street

Right-of-Way: 60 feet  
Carriageway: 35 feet minimum  
Direction: East/West bound two-way  
Function: Access road to parking and loading facilities as well as vehicular and pedestrian circulation. No on-street parking within the carriageway shall be permitted.

2. Grand Street

Right-of-Way: 80 feet portion east of Greene Street to be rededicated.  
Carriageway: 46 feet minimum  
Direction: East/West two-way  
Function: Shall serve as a circulation road. No access to parking or loading shall be permitted. On Block 14506 egress from parking and loading may be permitted only when it is configured as a thru driveway from Sussex Street.

3. Sussex Street

Right-of-Way: 60 feet portion east of Greene Street to be rededicated.  
Carriageway: 35 feet minimum  
Direction: East/West bound, two-way  
Function: Shall serve as an access road to parking and loading facilities as well as vehicular and pedestrian circulation.

4. Greene Street

Right-of-Way: 60 feet south of Morris Street  
80 feet north of Morris Street  
Carriageway: 54 feet minimum north of Morris Street  
30 feet south of Morris Street

Direction: North/South bound two-way

Function: Shall serve as a circulation road only with no access to parking and loading facilities. Metered on-street parking within the carriageway may be permitted.

5. Hudson Street

Right-of-Way: 90 feet including 70 feet between Essex Street and York Street to be rededicated, and a 20 ft wide strip along the eastern lot lines of tax blocks 14504, 14505, 14506, and 14507 between Essex Street and York Street to be dedicated. South of Essex Street, Hudson Street shall maintain at least half of its current right of way, but its terminus shall coincide with the ~~northern~~ southern boundary of Block 14503, Lot 5. The current right of way from that point south shall revert to parkland serving to connect Lot 5 and Veterans Park. Narrow vehicular access to the waters edge may continue straight through this new parkland area only to accommodate boat launch access. Area site improvements shall include decorative pavers, stamped asphalt, and other materials to create a pedestrian oriented design to share the occasional vehicular boat launch.

Carriageway: 34 to 46 feet for vehicular traffic plus 34 to 46 feet for Light Rail Transit between Grand and York Streets; 46 feet minimum for vehicular traffic plus 34 feet for Light Rail Transit between Grand St and Essex Street; and a carriageway adequate to provide access for Block 14503 and the park boat launch for vehicular traffic plus zero (0) feet for Light Rail Transit south of Essex Street.

Direction: South bound one-way between York Street and Essex Street (North/South bound two-way for initial development phases), and North/South bound two way south of Essex Street.

Function: Shall serve as a circulation road only, no access to parking or loading shall be permitted, no on-street parking within the carriage way shall be permitted, except that access to onsite parking and loading shall be permitted south of Essex Street.

Improvements: Roadway and Right of way improvements to Hudson Street south of Essex Street shall be required in conjunction with, or prior to the development and occupancy of any residential development on Block 14503.

Restriction: Hudson Street south of Essex Street shall accommodate emergency access, pick-up and drop-off for Block 14503, and boat launch drop-off only. All other public use of the right of way south of Essex Street shall be limited to pedestrian and/or bicycle modes.

6. Morris Street

Right-of-Way: 60 feet, portion east of Greene Street and west of Hudson Street to be rededicated.

Carriageway: 35 feet minimum

Direction: East/West bound, two-way

Function: West of Hudson Street it shall serve as an access road to parking and loading facilities as well as vehicular and pedestrian circulation.

7. Essex Street

(a) West of Hudson Street

Right-of-Way: 60 feet

Carriageway: 16 feet for vehicular traffic. Developer of Block 14504 will provide to New Jersey Transit and/or the City of Jersey City, through easement or dedication, as appropriate, up to 10 feet in addition to 60 feet right-of-way, to accommodate Light Rail Transit and/or vehicular/pedestrian traffic.

Direction: West bound one-way between Hudson and Greene Streets.

Function: Shall provide vehicular, pedestrian and Light Rail Transit circulation. Light Rail Transit shall be permitted between Hudson and Greene St. Light rail transit station shall be permitted between Hudson and Greene St. No on-street parking within the carriageway shall be permitted.

(b) East of Hudson Street

Right-of-Way: 120 feet

Carriageway: 100 feet for vehicular traffic, including a provision for a cul-de-sac for vehicular turning and a landscaped median.

Direction: East/West bound two-way between Hudson Street and the Waterfront Walkway.

Function: Shall serve as access road to parking and loading facilities as well as public vehicular and pedestrian circulation and passenger pick-ups and drop-offs at the building on Block 14502 Lot 12.

**VII. PARKING AND LOADING OBJECTIVES AND GUIDELINES**

- A. All required parking and loading areas shall be provided off-street. Any on-street parking within the Redevelopment Area shall be limited to passenger loading and unloading only. All such parking and loading areas shall be graded, paved with a durable dust free surface and adequately drained. All ingress and egress shall be defined and controlled in accordance with the Zoning Ordinance of the City of Jersey City.
- B. In order to maximize the use of each parking space shared parking is encouraged.
- C. The location of entrances to parking and loading areas shall be coordinated with the project area's traffic circulation plan in order to avoid disruption of traffic circulation or obstruction of pedestrian walks and thoroughfares. Underground parking in adjacent buildings may be connected by tunnels upon receipt of appropriate approval of the governing body.
- D. Any open, at-grade parking areas abutting streets shall be buffered about their periphery by a landscaped strip a minimum of five (5) feet in width, designed to attractively screen the lot by the use of berms, screen planting, shrubs, trees and/or ground cover.
- E. Where buildings incorporate internal above grade parking garages, facade treatments shall be utilized which integrate their appearance with that of the building as a whole. In addition to this

requirement detailed design guidelines for parking structures shall appear in the specific Use District descriptions in this plan.

- F. Developers shall demonstrate that sufficient off-street loading will be provided to meet the needs of the proposed use. Loading operations shall be conducted so as to minimize conflicts with traffic circulation. All loading facilities shall be within the building to accomplish the above objective.
- G. On-street loading, which shall be limited to light deliveries that support the day-to-day functioning of the building with which they are associated, shall be prohibited between the weekday hours of 7:00 A.M. to 10:00 A.M. and 3:00 P.M. to 6:00 P.M. No loading shall occur within the carriageway.
- H. All self-parking spaces shall be a minimum of eight-and-one-half (8.5) feet wide by eighteen (18) feet deep, as measured from the curb/wheel stop. All aisles where 90 degree angle parking is used shall be a minimum of twenty-two (22) feet wide. A maximum of fifty (50%) percent of parking stalls may be compact, a minimum of eight (8) feet wide by fifteen (15) feet deep. If other than 90 degree angle parking is used stall lengths and aisle widths may be adjusted accordingly.

#### Subsurface Parking Garages

If two adjoining lots are constructed with a subsurface garage spanning the subsurface area beneath said lots, the maximum off-street parking requirements shall be calculated in accordance with this paragraph. Parking may be allocated between the adjoining lots by the owner thereof, or by agreement between the respective owners thereof, irrespective of individual lot requirements regarding the maximum off-street parking permitted. The requirements of the Redevelopment Plan shall be satisfied where the total number of parking spaces provided within the subsurface parking garage does not exceed the aggregate of the number of spaces permitted for the two adjoining lots, irrespective of the actual location of the spaces within the garage.

- I. All developments proposing valet parking shall submit a parking management plan. Such plan shall include, but not be limited to: number of vehicles to be parked, number of rows of cars to be stacked, all parking stall and aisle widths and other information deemed necessary to effectively evaluate the management plan. All parking management plans shall be subject to review and approval by the Division of Traffic Engineering, Division of City Planning and approval by the Planning Board in accordance with the site plan approval process.
- J. Marina loading and unloading activities, which shall be limited to passengers and equipment, shall be accommodated at the eastern ends of York and Sussex Streets. Emergency and off-hour service access shall be accommodated along the former Marginal Street in such a manner that avoids vehicular encroachment on the thirty (30) foot mandated Hudson River Walkway.

Removable barriers, fixed bollards, distinctive paving elements and signage may be used to accomplish these objectives.

- K. Bicycle Storage for residential development: There shall be common area, indoor facilities for the storage of bicycles. Facilities shall be designed so that bicycles can be easily and properly secured, and access to the street shall be unimpeded by stairs or tight corners. It is recommended that the bicycle storage facility be contained within the parking garage; however, facilities may be divided up among multiple locations.

### VIII. MAXIMUM OFF-STREET PARKING REQUIREMENTS

Maximum off-street parking requirements/interim policy.

- A. Residential 1.0 space per unit
- B. Offices & Retail Brokerage 1.0 space for every 1000 square feet of gross floor area up to 660,000 sq. ft. 0.9 space for every 1000 square feet of gross floor area above 660,000 sq. ft.
- C. Hotels  
1.0 space per room up to 100 units  
0.5 space per room for 101 to 250 units  
0.3 space per room for 251 to 500 units  
0.0 space per room for 501 units and above
- D. *Retail sales, Retail services, Retail/Commercial, Restaurants, Bars, Banquet Facilities, Nightclubs, Health Clubs, Day Care Facilities, Public/Quasi- Public, Museums.*  
  
0.5 space per 1000 square feet of gross floor area.
- E. Theaters, Convention Centers, Conference Facilities  
  
1.0 space per eight (8) seats
- F. Marina 0.33 space per berth
- G. Heliports, Water Transit Facilities, Parks/Open Space, Mass Transit Facilities.

Heliports may provide a maximum of 10 parking spaces; Water Transit Facilities may provide a maximum of 800 parking spaces; Parks/Open Space may provide a maximum of 50 parking spaces; Mass Transit Facilities may provide a maximum of 50 parking spaces. The developers of such uses shall be responsible for the provision of such parking spaces.

The above maximums are interim standards; a final determination on parking requirements will be made upon release of a Traffic Engineering Division analysis and/or a determination by the Planning Board upon review of the Traffic Impact Analysis submitted as a part of the required Master Plan. All developers, in the redevelopment area shall abide by any reduction in the permitted maximums for site plans submitted subsequent to the completion of this (these) study(s), and/or adoption of a long-term policy which shall replace the above interim standards.

NOTE: Developments with a mix of uses such as Hotels may calculate the total allowed number of parking spaces of each component. Example: Rooms and Restaurants and Conference Facilities equal total spaces allowed.

## **IX. INTERIM USES**

Interim uses may be established subject to agreement between the developers and the Planning Board that such use will not have an adverse effect upon existing or contemplated development during the interim use period. Interim uses must be approved by the Planning Board, which may establish an interim use period of up to three (3) years in duration. Additional renewals of an interim use may be granted by the Planning Board. No commuter commercial parking shall be allowed. Upon demolition of existing structures, and compliance with all of the developer's obligations under Environmental Cleanup Responsibility Act (ECRA), the site shall be graded, planted, sodded and/or paved with a durable dust free surface in the interim period prior to construction of new buildings.

## **X. GENERAL PROVISIONS**

- A. All new development shall make provisions for solid waste recycling in accordance with the City of Jersey City Recycling Program.
- B. East of Greene Street utility distribution lines and utility service connections from such lines to the redevelopment area uses shall be located below grade.
- C. The regulations and controls in this section may be implemented where applicable by appropriate covenants, or other provisions in agreements for land disposition and conveyance.
- D. There shall be no restriction of occupancy or use of any part of the project area on the basis of race, creed, color, age, gender, marital status or national origin. No lease, conveyance or other instrument shall be executed by a developer or any of his successors or assignees, whereby land within the project area is restricted upon the basis of race, creed, color, age, gender, marital status or national origin.
- E. No building shall be constructed over public streets in the project area with the exception of freestanding structures ancillary to public plazas and/or pedestrian walkways, which shall be subject to review by the Planning Board.
- F. Prior to commencement of construction, site plans for the construction and/or rehabilitation of improvements to the project 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.
- G. All residential redevelopment proposals and construction plans shall meet or exceed applicable F.H.A. and/or H.F.A. minimum room size requirements prior to approval by the Planning Board.
- H. No use or re-use shall be permitted, which, when conducted under proper and adequate conditions and safeguards, will produce corrosive, toxic or noxious fumes, glare, electro-magnetic disturbance, radiation, smoke, cinders, odors, dust or waste, undue noise or vibration, or other objectionable features so as to be detrimental to the public health, safety or general welfare.
- I. 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 date of approval of this plan by the City Council of the City of Jersey City, provided, however, that any

development or redevelopment projects that are commenced and/or completed within said forty (40) year period shall be deemed to comply with all applicable laws, as long as they comply with the provisions of this Redevelopment Plan. At the end of the forty (40) year period, the zoning regulations contained within this plan shall be incorporated into the Zoning Ordinance of the City of Jersey City.

- J. Prior to commencement of construction, architectural drawings, specifications and site plans for the construction of improvements to the redevelopment area shall be submitted by the developers for review and approval by the Planning Board of the City of Jersey City.

Site plan review shall be conducted by the Jersey City Planning Board pursuant to NJS 40:SSD-1 et seq. Site plan review shall consist of a preliminary site plan application and a final site plan application. Site plan review shall be conducted by the Planning Board, pursuant to NJSA 40:55D-1 et. seq., pursuant to the requirements of the Jersey City Land Development Ordinance and this Plan. Final site plan approval for any phase may be conditioned upon submission of performance guarantees for unfinished site improvements in accordance with NJSA 40:55D-53. Such performance guarantees shall be in favor of the City of Jersey City and in the form approved by either the Corporation Counsel of the City of Jersey City or the Attorney for the Jersey City Planning Board, as determined by the Planning Board.

The amount of such performance guarantees shall be determined by the City Engineer and shall be sufficient to assure completion of improvements within one (1) year of final site plan approval.

Any subdivision of lots and parcels of land within the Redevelopment Area shall be in accordance with the requirements of this Plan and the Land Development Ordinance of the City of Jersey City.

## XI. SPECIFIC LAND USE PROVISIONS

**Land Use Map** Figure #6 "Land Use Map", divides the area into five (5) districts as indicated. Land use regulations have been developed for the following districts: Mixed-Use District, Esplanade District, Greene Street District, Canal Basin District, and Waterfront Recreational District.

The following Tax Lots are contained within the Colgate Redevelopment Plan Study Area but shall serve as pedestrian and vehicular public rights-of-way. Many consist of previously vacated streets, which the property owner has agreed to rededicate to the City of Jersey City upon completion of construction activity. The area of these lots and the area of vacated Morris Street east of Hudson Street, SHALL NOT be used in calculating FAR, density, lot coverage or improved open space (except as specified in Section V.B.1 and Section VI. I. of this Plan.)

*The block and lot numbers assigned at the time of the adoption of this plan are reflected below. Many of these lots have been eliminated over time with the creation and dedication of streets, as required.*

Block	Lot
3	S.1
4	S.2
5	S.2, S.3 (western half)
34	S, S.1
35	S and that portion of Lot 1.A contained within the former Sussex Street

	right-of-way.
36	S.2 and that portion of Lot 1.A contained within the former Sussex Street right-of-way.
37	S.2

**A. Mixed-Use District**

The following block and lots shall comprise the Mixed-Use District.

Block	Lot
14502	12 & 13
14504	1 (comprising the entire block).
14505	1 (comprising the entire block).
14506	1 (comprising the entire block).
14507	1 (comprising the entire block)
14303	2

This district is intended to provide for a range of intensive development activities at locations suited to high-rise structures. Buildings are encouraged to reinforce streetwall design and develop active ground floor uses. Design standards are provided to encourage transitional elements harmonious with residential areas to the west.

1. Principal Permitted Uses

- a. Office
- b. Residential
- c. Retail
- d. Hotels and/or Conference Centers
- e. Restaurants, Banquet Facilities, Bars and Night Clubs
- f. Health Clubs, Recreation Facilities
- g. Theaters/Museums
- h. Day Care Facilities
- i. Public/Quasi Public
- j. Parks/Open Space
- k. Mass Transit Facilities, Roadways, Water Transit Facilities
- l. Appropriate mixed use of any of the above
- m. Atrium space only when it includes public access, restaurant and perimeter retail space.
- n. Retail Brokerage and Financial only *on* the ground floor, ~~but~~ limited to a maximum GFA of 6,000 sq. ft., and maintaining at least 75% of glass along its street frontage. There shall be no parallel partitions adjacent to windows.

2. Accessory Uses

- a. Off-street Parking and Loading Facilities
- b. Fences, Walls and Railings
- c. Signs

3. Maximum Height

- a. On Tax Blocks 14504, 14505, 14506 and 14507 the maximum building height shall be as follows (Old blocks 34, 35, 36, 37):

Block	Height
14504	145'
14507	550' - if all building features and standards are as outlined in Section XI specific Land Use Provisions, A. Mixed Use District, 3. Maximum Height, e., the maximum height permitted shall be increased to 675'
14506	500'
14505	675'

Maximum height shall be calculated to include parking, mechanical floors and rooftop equipment. Antennas shall be exempt from height calculations. On Block 14504, maximum height shall be 376' including parking, mechanical floors, rooftop equipment and mechanical penthouses, provided that rooftop equipment and mechanical penthouses are screened from view with materials harmonious with those used in the building façade, and screened in such a way that the screening appears to be part of the building and serves as a cap to the building.

An architectural mast shall be permitted on the highest rooftop of the Block 14507 building. It shall also be exempt from height calculations, provided that the footprint of such mast is no greater than 500 square feet at its largest extent, the mast extends no higher than 125 feet above the height limit of the building, the mast is constructed of decorative metal and / or glass and the mast is compatible with the aesthetic of the building. Telecommunications equipment may be incorporated into an architectural mast as long as the Planning Board finds that either the telecommunications equipment is screened from view or the exposed equipment is compatible with the overall aesthetic of the mast.

- b. On Tax Block 14502 lots 9, 12, and 13 the maximum height shall be 875 feet, which shall include parking and mechanical floors. Antennas shall be exempt from height calculations.
- c. On Tax Block 14502 lots 13 and 8 the maximum height of the tower element of a building may be increased to 500 feet provided a distinct base element and a distinct tower element are provided and meet the following requirements:
- The face of the tower element shall continue to the ground so that it constitutes a minimum of 25% and a maximum of 50% of the building frontage along Sussex Street.
  - The face of the tower element shall continue to the ground so that it constitutes a minimum of 25% and a maximum of 75% of the building frontage along vacated Morris Street.
  - The face of the tower element shall continue to the ground so that it constitutes a minimum of 25% of the building frontage along the Hudson River Walkway.

- iv. In areas where the tower element of the building does not continue to the ground, the base element shall provide a significant street wall having a height of 145 feet, or such other height as the Planning Board shall approve.
  - v. The tower face along vacated Morris Street shall be curved such that the setback of the tower along Morris Street shall be a minimum of 20 feet greater at the tower's east edge than at its west edge.
- e. On Tax Block 14302 Lot 2, the maximum height shall be 185 feet, which shall include parking and mechanical floors. Additions to existing buildings above the 8<sup>th</sup> floor shall be setback 15 feet from each of the three (3) street facades except that up to 50% of the 9<sup>th</sup> and 10<sup>th</sup> floor stepback may remain flush with the current building edge. A detailed illustration of this is represented in Rendering Detail1. Antennas and adequately screened mechanical penthouses shall be exempt from height calculations.
- f. On Tax Block 14507, the maximum height of the building shall be 675 feet, provided that the building contains all of the following features:
- An Atrium constructed of glass on three street wall frontages and on the roof façade. The roof of this glass atrium may be flat.
  - The building incorporates a rounded front on Hudson Street for the full height of the building at a radius within a 10 percent range of the radius depicted on Figure 2.
  - The atrium shall be required to run along the street wall line of Grand Street but may setback from the street wall line on Hudson Street provided that at least 20% of the building facade on Hudson Street will meet the street wall line. The maximum height of the atrium shall not exceed 125 feet at its highest point.
  - No parking stalls shall be located below the second floor mezzanine level.
  - At approximately 150 feet from ground level, the building will stepback 30 feet on Greene Street and Hudson Street and 35 feet on Grand Street so that the width of the building (excluding architectural mast) shall be narrowed to a width of 150 feet in the north south dimension increasing the view corridor along Grand and York Streets. At approximately 500 feet from ground level, the building shall further narrow to a maximum width of 135 feet in the north south dimension.
  - Façade material may be of stainless steel and glass, or subject to review and approval of the Jersey City Planning Board, another finished architectural metal and glass may also be utilized. On west facing façade surfaces, glass with visible light reflectance greater than 40% shall be limited to 60% of the surface area.

#### 4. Area, Yard and Bulk Requirements

##### a. Floor Area Ratio

The average Floor Area Ratio (FAR) throughout this district shall not exceed twelve (12) excluding parking and mechanical areas. This calculation shall be based on the area (excluding vacated/rededicated rights-of-way) contained within the Mixed Use District. If any block in this district does not use the entire FAR permitted by the plan, the FAR not used may be transferred to another block or blocks within this district provided that the following conditions are met:

- 1) No building constructed on Tax Block 14505 shall have an FAR in excess of 15 and no building on Tax Block 14507 shall have an FAR in excess of 12.
- 2) No building constructed on Tax Block 14506 shall have an FAR in excess of 12.
- 3) No building constructed on Tax Block 14504 shall have an FAR in excess of 10.
- 4) No building constructed on Tax Block 14502 Lot 12 shall have an FAR in excess of 15 and no building constructed on Tax Block 14502 Lot 13 shall have an FAR in excess of 9. Vacated Morris Street may not be used to calculate FAR and density.
- 5) No building constructed on Tax Block 14303 lot 2 shall have an FAR in excess of 9 in the event of construction of a new building. In the event that the existing building is to be renovated, the F.A.R. shall not be in excess of 10.5.
- 6) If the underground parking garage is developed on *Colgate Master Plan* sites 3 and 4, the maximum number of parking spaces permitted in such garage may equal the maximum FAR permitted for these sites, whether or not the maximum FAR is developed on these sites or transferred offsite, or reserved for transfer offsite, as provided for in Article XI, paragraph 4.a. hereof. In the event of such transfers of parking spaces and/or FAR, Site Plan approval of the Planning Board shall be required. A formal declaration shall be filed in the deed registry of the Hudson County Register's Office within 30 days of Planning Board approval, setting forth the sending and, if known, the receiving site, and the amount of FAR and/or parking spaces transferred or reserved for transfer, which declaration shall be verified by the Director of the Division of City Planning prior to filing.

b. Density

Density shall be calculated on a per block basis and shall be limited to 550 dwelling units per acre.

c. Coverage

Maximum lot coverage shall not exceed ninety five (95%) percent for both buildings and parking facilities (inclusive of on-grade parking). No part of the remaining site shall be left unimproved. Where two adjoining sites are developed by the same developer and connected by an open air plaza and an underground parking garage, one hundred percent (100%) lot coverage will be permitted.

d. Minimum Lot Size

Minimum lot size shall be 30,000 square feet.

e. Setbacks

- 1) All buildings shall setback a distance which will allow for the provision of a sidewalk with a minimum width of fifteen (15) feet along the west side of Hudson Street as measured from the new curb to the outermost edge of the base of the building.
- 2) All buildings in the Mixed-Use District shall setback a minimum distance of twenty (20) feet from the property line on the east side of Greene Street.
- 3) Notwithstanding the above setback requirements, development on Block 14506 may provide an architectural feature, such as a canopy, along the facade of the base building structure in order to better relate the structure to the pedestrian scale and environment and/or identify major pedestrian and commercial entrances. Said architectural feature may be provided on all street facades. The architectural feature shall not extend more than two (2) feet into the required setback areas on Grand Street, Sussex Street and Greene Street; but shall not extend beyond the required setback along Hudson Street. The height of the architectural feature shall not be less than eleven (11) feet, nor more than twentyfour (24) feet, as measured from the finished sidewalk elevation.

g. Stepbacks

1. All buildings in the Mixed Use District, except any residential building on Block 14504 and any building on Block 14502 Lot 13 ~~and 8~~ that incorporates a base element and a tower element and satisfies all the conditions set forth in Article XI, Section A, paragraph 3.c hereof, shall setback from the outermost edge of the base of the building on at least three (3) sides at or below the height of one hundred and forty-five feet a minimum of fifteen (15) feet. This requirement may alternatively be fulfilled by the provision of an additional setback at ground level. Stepbacks on Hudson and Greene Streets shall constitute two (2) of the three (3) required stepbacks. Any residential building on Block 14504 shall setback from the outermost edge of the base of the building on at least two sides at the lower of 100 feet or the height of the building garage, a minimum of fifteen (15) feet. Stepbacks on Hudson Street and Greene Street shall be required.
2. Any building located on the Hudson River Walkway shall stepback from the outer most edge of the base at or below the height of forty (40) feet a minimum of fifteen (15) feet on that façade which fronts on the Hudson River Walkway.

Notwithstanding the foregoing, if the buildings on Block 14052 Lots 12 and

13 are connected by an open air plaza and an underground parking garage, the stepback requirements will be as follows:

The building on Block 14502 Lot 13 shall be required [(a)] to have the following stepbacks from the outermost edge of the base element at a height of 145 feet or such other height as approved by the Planning Board (a) a minimum stepback of 75 feet along Hudson Street; (b) a minimum stepback of 20 feet along vacated Morris Street; (c) a minimum stepback of 10 feet along Sussex Street; and (d) a minimum stepback of 10 feet from the Hudson River Walkway.

The Building on Block 14502 Lot 12 shall be required to have (a) a stepback on Hudson Street of 10 feet or more at or below a height of 115 feet; and (b) shall be recessed at or below 50 feet to create a protected covered walkway along Hudson Street and along Essex Street to the base of any tower element; and (c) at or below 145 feet the tower element shall have a stepback or visual cue along the Waterfront Walkway and Essex Street sides of the building.

## 5. Building Design Guidelines

### a. Base Facade Treatment

- 1) All building facades up to a height of between thirty-five (35) and forty-five (45) feet shall consist of masonry, stone, or textured concrete materials. Glass shall constitute a minimum of seventy-five (75%) percent of the ground floor facade surface area on the facade(s) which are primarily pedestrian oriented. The perimeter of the ground floor of buildings fronting on Grand Street, Hudson Street and Greene Street shall contain retail uses with traditionally designed storefronts or alternatively this same area shall contain retail uses in a 100% glass enclosed atrium having either a flat or curved roof, and fronting on these streets. Greene Street base facades shall employ color schemes and other elements harmonious in scale and material to those found in the Paulus Hook Historic District.
- 2) At the height of between thirty-five (35) and forty-five (45) feet all building facades shall provide a horizontal visual cue, through the use of a cornice, belt coursing, change in materials or ratio of glass to solid areas, or any other visual indicator consistent with the design proportions and materials of the base. Said indicator shall be at a consistent height throughout the Mixed-Use District.

### b. Guidelines For Buildings Over 250 Feet

- 1) That portion of any building, except a building on Tax Block 14502 lot 12, rising above Two Hundred and Fifty (250) feet shall be considered a "tower element" and shall be limited to forty-five (45%) percent coverage of the building lot. Minimum distance between tower elements on the same or separate lots shall be seventy (70) feet.

- 2) That portion of any building located on Tax Block 14502 Lot 12 rising above One Hundred and Forty- Five (145) feet shall be considered a tower element and shall be limited to forty-five (45%) percent coverage of the building lot. There shall be a maximum of one (1) such tower on Tax Block 14502 Lot 12 .

c. Roof Treatment of Tower Element

- 1) All buildings with a "tower element" shall provide a significant building top, the design of which shall be encouraged to employ lighting.

d. Parking

- 1) Where a parking or mechanical use occupies the ground floor level of the building, and the structure's primary use is not parking, parking or mechanical uses shall not be allowed to occupy ground floor perimeter areas adjoining any facade of the building that fronts on Grand, Greene or Hudson Streets or the waterfront walkway. Uses compatible with pedestrian activity such as retail, restaurant, building lobbies and commercial spaces shall be encouraged in those locations. Ingress and egress to parking facilities shall not be permitted on these streets. On Block 14303, Lot 2, ingress and egress for parking shall be permitted from Grand Street provided that the existing building is to be utilized and rehabilitated. On Block 14506, egress from parking may be permitted onto Grand Street.
- 2) Use of the ground floor perimeter areas adjoining streets other than Grand and Hudson Streets and the waterfront walkway shall be permitted subject to the provision of one of the following:
  - a) An intervening use (i.e. commercial, retail, lobby, etc.)
  - b) A solid facade articulated in a manner providing visual interest. Ingress and egress to parking garages shall be permitted and shall be exempt from the provisions listed in this Section (2) above.
- 3) Above the ground floor on all buildings, parking and mechanical uses shall be permitted to occupy the entire floor provided that the following conditions are met.
  - a) Glass or any other comparable material shall be used in openings resembling the windows provided above and/or below parking levels and if necessary shall be mechanically ventilated.
  - b) Where Section (a) above is impractical, structures may employ natural ventilation provided that openings are screened to give the illusion of indoor uses beyond.
  - c) At a minimum, all forms of screening shall prevent headlight glare.
  - d) Above the thirty-five (35) to forty-five (45) foot level the parking structure portion of the building shall have a similar appearance to the buildings facade above the base facade.

- e) The material used on the facade of the parking levels of a building shall be the same as, or compatible with, that used on the rest of the building.
- 4) All surface parking and parking structures (where parking is the only use) shall meet the following requirements:
- a) The building or lot is setback from the property line a minimum of five (5) feet except as necessary to provide ingress and egress.
  - b) The setback area shall be landscaped to provide buffer and visual screening. NOTE: This buffer shall not count as an improved open space credit.
  - c) The building shall be designed to eliminate headlight glare by the provision of opaque screening the full height of the opening or spandrels rising a minimum of forty-two (42) inches from the floor line.
  - d) The facade of the parking structure shall be of a compatible material to that used throughout the redevelopment area.
- 5) Parking requirements can be found in the Parking/Loading Section of this Plan.

6. Open Space Improvements

Improvements to the parkland and waterfront walkway on Block 14502 Lots 10 and 11 are encouraged to be made in conjunction with any development of lots 8, 9, 12, and 13. Any site plan approvals on Blocks 8, 9, 12, and 13 may require such improvements, subject to State of New Jersey approval and funding for the project.

**B. Esplanade District**

The following blocks and lots shall comprise the Esplanade District.

Block	Lot
14502	14 & 16

This district is intended to provide for a range of compatible uses in buildings immediately adjoining a major public open space along the water's edge. Building heights are restricted to preserve views from the west and to reinforce the street wall character of Hudson Street. Building mass is encouraged to stepback from the waterfront. Retail activities are encouraged along the waterfront. The eastern boundary of this district shall be defined as the newly constructed or rehabilitated bulkhead and/or wharf proposed as part of the redevelopment of the area.

1. Principal Permitted Uses

- a. Office
- b. Residential
- c. ~~Retail/Commercial~~ *Retail sales*

- d.* **Retail services, except that retail brokerage is prohibited on the ground floor**
- e.* **Museums**
- fa.* **Hotels and/or Conference Centers**
- ge.* **Restaurants, Banquet Facilities, Bars and Night Clubs**
- hf.* **Health Clubs, Recreation Facilities**
- ig.* **Theaters/Museums**
- jh.* **Day Care Facilities**
- ki.* **Public/Quasi Public**
- lj.* **Parks/Open Space**
- mk.* **Mass Transit Facilities, Roadways, Water Transit Facilities**
- nl.* **Appropriate mixed use of any of the above**

2. Accessory Uses

- a. Parking Facilities
- b. Fences, Walls and Railings
- c. Signs

3. Maximum Height

Maximum height shall not exceed 145 feet at the Cornice line. Said height shall include parking and mechanical levels. Antennas, rooftop equipment and mechanical penthouse shall be exempt from height calculation. Rooftop equipment and mechanical penthouses shall not be visible from the sidewalk on Hudson Street directly opposite the building.

4. Area, Yard and Bulk Requirements

a. Floor Area Ratio

The average Floor Area Ratio (FAR) throughout this district shall not exceed seven (7) excluding parking and mechanical levels. This calculation shall be based on the upland area only (excluding vacated/dedicated rights-of-way) contained within the Esplanade District. If any block in this district does not use the entire FAR permitted by the Plan, the FAR not used may be transferred to another block or blocks within this district provided that no block has an FAR greater than seven and one-half (7.5).

b. Density

The average density throughout this district shall not exceed 300 dwelling units per acre. If any block in this district does not use the entire density permitted by the Plan, the density not used may be transferred to another block or blocks within this district provided that no block has a density greater than 325 units per acre.

c. Coverage

Maximum lot coverage shall not exceed ninety (90%) percent for both buildings and parking facilities (inclusive of on-grade parking) subject to compliance with

sidewalk and/or waterfront walkway width requirements. No part of the remaining site shall be left unimproved.

d. Minimum Lot Size

Minimum lot size shall be 30,000 square feet.

e. Setbacks

- 1) All buildings shall setback a distance which will allow for the provision of a sidewalk with a minimum width of fifteen (15) feet along the east side of Hudson Street as measured from the new curb to the outermost edge of the base of the building.
- 2) If required by the State of New Jersey all buildings shall provide the necessary setbacks from the property lines on the easternmost edge of the district to allow for the provision of the required Hudson River Walkway.

f. Stepbacks

All building shall provide a stepback a minimum of fifteen (15) feet from the outermost edge of the base of the building along the western edge of the Hudson River Walkway at or below a height of forty (40) feet.

5. Building Design Guidelines

a. Base Facade Treatment

- 1) All building facades up to a height of between thirty-five (35) and forty-five (45) feet shall consist principally of masonry stone or textured concrete materials. Glass shall constitute between thirty (30%) percent and seventy-five (75%) percent of the ground- floor facade surface area on the facades that are primarily pedestrian oriented.
- 2) At the height of between thirty-five (35) and forty-five (45) feet all building facades shall provide a horizontal visual cue, through the use of a cornice, belt coursing, change in materials or ratio of glass to solid areas, or any other visual indicators consistent with the design proportions and materials of the base. Said indicator shall be at a consistent height throughout the use district.
- 3) As a part of developing the Hudson River Walkway the developer(s) shall be encouraged to repair the existing bulkhead in compliance with State provisions. The extent to which the bulkhead is reconstructed and wharfing added will influence the placement of buildings along the eastern edge of the Esplanade District.

6. Parking

- a. Where a parking or mechanical use occupies the ground floor of the a building, and

the structure's primary use is not parking, parking or mechanical uses shall not be allowed to occupy ground floor perimeter areas adjoining any facade of the building that fronts on Grand and Hudson Streets or the waterfront walkway. Uses compatible with pedestrian activity such as retail, restaurant, building lobbies and commercial shall be encouraged in those locations. Ingress and egress to parking facilities shall not be permitted on these streets.

- b. Uses on the ground floor perimeter areas adjoining streets other than Grand and Hudson Streets and the waterfront walkway shall be permitted subject to the following:
  - 1) An intervening use (i.e. commercial, retail, lobby, etc.)
  - 2) A solid facade articulated in a manner providing visual interest. Ingress and egress to parking garages shall be permitted and shall be exempt from the provisions listed in this Section b. above.
- c. Above the ground floor on all buildings, parking and mechanical uses shall be permitted to occupy the entire floor provided that the following conditions are met:
  - 1) Glass or any other comparable material shall be used in openings resembling the windows provided above and/or below parking levels and if necessary shall be mechanically ventilated.
  - 2) Where (1) above is impractical, structures may employ natural ventilation provided that openings are screened to give the illusion of indoor uses beyond.
  - 3) At a minimum, all forms of screening shall prevent headlight glare.
  - 4) Above the thirty-five (35) to forty-five (45) feet level the parking structure portion of the building shall have a similar appearance to the building facade along the base facade.
  - 5) The material used on the facade of the parking levels of a building shall be the same as or comparable to that used on the rest of the building.
- d. All surface parking and parking structures (where parking is the only use) shall meet the following:
  - 1) The building or lot is setback from the property line a minimum of five (5) feet except as necessary to provide ingress and egress to the parking garage.
  - 2) The setback area shall be landscaped to provide buffer and visual screening. NOTE: This buffer shall not count as an improved open space credit.
  - 3) The building shall be designed to eliminate headlight glare by the provision of opaque screening the full height of the opening or spandrels rising a minimum of forty-two inches from the floor line.

4) The facade of the building shall be of a compatible material to that used throughout the redevelopment area.

e. Parking requirements can be found in the Parking/Loading Section of the Plan.

**C. Waterfront Recreation District**

The following blocks and lots shall comprise the Waterfront Recreation District.

Block	Lots
14502	8, 9, 10, 11
14503	1, 2, 3, 5, and 6

This district is intended to provide for the development of water-related activities and other uses that create and enhance an active waterfront environment. The western boundary of this district shall be defined as the existing or rehabilitated bulkhead and/or wharf.

1. Principal Permitted Uses

- a. Marinas and marine service. No upland storage or maintenance shall be permitted.
- b. Water Transit Facilities
- c. Parks/Open Space, Recreation Facilities
- d. ~~Retail/Commercial~~ **Retail sales**
- e. **Retail services**
- f. **Health Clubs**
- g. **Day Care Facilities**
- he. Restaurants, Bars and Nightclubs
- if. Public/Quasi Public Uses
- ~~ig.~~ Theaters/Museums
- ~~kh.~~ Appropriate mixed use of any of the above

2. Accessory Uses

- a. Offices
- b. Helicopter Landing Facilities
- c. Railings, Fences and Walls
- d. Signs

3. Maximum Height

- a. Maximum height on Block 14503 shall be ten (10) feet.

4. Area, Yard and Bulk Requirements

- a. Floor Area Ratio
  - 1) Shall be regulated by the height and coverage allowed.
- b. Coverage

- 1) Lot coverage by new or existing piers shall be limited to fifteen (15%) percent of those portions of Tax Block 14502 Lots 8, 9, and 10 extending from the new or rehabilitated bulkhead and/or wharf on the west and the modified pierhead line on the east. Structures on piers shall be limited to fifty (50%) percent coverage with the uncovered area to be accessible by the public a minimum of 12 hours per day in conjunction with the use of the structure. The uncovered pier area may count as totally accessible open space or limited access open space depending on the hours of operation. (See Section V.B.1a. and 1b.)
- 2) Lot coverage by enclosed structures located west of the new or rehabilitated bulkhead and/or wharf on Tax Block 14502 Lots 10 and 11 and Block 14503 shall be limited to ten percent (10%) of the above land area of that tax block, and shall be only for park related uses.
- 3) No enclosed structures shall be allowed on the Dudley Street portion of the Waterfront Recreation District.
- 4) Design Guidelines
  - a) Development of all walkways shall meet at a minimum the requirements in the Hudson River Waterfront Walkway Plan and Design Guidelines (NJDEP 1984, and all subsequent amendments) and shall be open to the public 24 hours per day.
- 5) Parking - Parking needs shall be met through the shared usage of parking facilities in other districts.

**D. Greene Street Residential District**

The following blocks and lots shall constitute the Greene Street Residential District.

Block	Lot
14403	10
14402	11 & 12
14304	4

This district is intended to provide for the development of compatible residential uses in or immediately adjacent to a historic district. Recognizing the importance of compatible building design, special standards have been developed to ensure that new buildings are harmonious with the design of existing structures, while providing transitional elements linking this district to the mixed-use district to the east.

1. Principal Permitted and Required Uses
  - a. Residential

- b. Parks/Open Space
  - c. Any development on Block 14403 Lot 10 shall provide (20%) twenty-percent low and moderate-income affordable housing dwelling units as determined by HUD Section 8 Income Guidelines.
2. Accessory Uses
- a. Off-Street Parking and Loading Facilities
  - b. Health Clubs/Recreational Facilities serving residential units.
  - c. Fences, Walls and Railings
  - d. Signs
3. Conditional Uses
- a. Professional Offices
  - b. *Retail sales, Retail services, Retail/Commercial, Restaurants, Bars, Banquet Facilities, Nightclubs, Health Clubs, Day Care Facilities, Public/Quasi- Public, Museums*, limited to the ground floor.
  - c. *Retail brokerage above the ground floor*
4. Maximum Height
- a. Maximum height shall be seventy (70) feet, including parking, mechanical areas. Within fifty (50) feet of existing Historic District buildings along the lot's front property line, buildings shall have a maximum height of forty (40) feet. Mechanical penthouses and rooftop equipment may exceed these height limits subject to the provision of adequate screening.
5. Area, Yard and Bulk Requirements
- a. Minimum lot size shall be 2,500 square feet.
  - b. All lots less than 5,000 square feet shall comply with Paulus Hook Historic District zoning.
  - c. All lots 5,000 square feet or more shall conform to the following:
    - 1) Floor Area Ratio
 

The Floor Area Ratio shall not exceed two (2) (excluding vacated/dedicated streets.)
    - 2) Density
 

Density shall be limited to ninety (90) dwelling units per acre.
    - 3) Coverage
 

Maximum lot coverage shall not exceed eighty (80%) percent for both building and parking facilities (inclusive of on-grade parking). No part of

the remaining lot shall be left unimproved.

4) Setbacks

- a) Front yard shall be a minimum of ten (10) feet, or shall line up with contiguous existing properties.
- b) Rear yard shall be a minimum of fifteen (15) feet, subject to waiver for corner lots.

5) Stepbacks

At or below the height of forty (40) feet all buildings shall provide a twenty (20) foot stepback from the front property line.

6) Design Guidelines

The Design Standards and Guidelines articulated in the Historic Preservation Ordinance of Jersey City shall apply.

7) Parking

The maximum parking standards as articulated in the Historic Preservation Ordinance of Jersey City shall apply.

d. All lots over 25,000 square feet shall comply with all Area, Yard and Bulk requirements set forth for lots over 5,000 square feet, except:

1) Floor Area Ratio

The FAR shall not exceed two and one-half (2.5) excluding vacated and dedicated area.

2) Density

Density shall be limited to ninety-five (95) dwellings units per acre.

g. Block 14402, Lots 11 and 12 when developed as one (1) project shall comply with all Area, Yard and Bulk requirements as set forth in Section c. above except that:

1) Floor Area Ratio

The FAR shall not exceed 2.75

2) Height

The maximum height for buildings within fifty (50) feet of historic district lines shall not exceed fifty (50) two (2) inches, excluding a penthouse level. The penthouse may not exceed seven (7) feet in height and must be setback

a minimum of eight (8) feet from the edge of the floor below along the Sussex Street frontage and four (4) feet along Greene Street frontages.

3) Density

The maximum density shall be seventy-six (76) dwelling units per acre.

**E. Canal Basin District**

The following blocks and lots shall comprise the Canal Basin District.

Block	Lots
14503	1, 2, 3, 5, and 6
14404	1

This district is intended to provide opportunities for residential development in proximity to major recreational open space areas.

1. Principal Permitted Uses

- a. Residential
- b. Restaurants
- c. ~~Retail/Commercial~~ **Retail sales**(ground floor only)
- d. **Retail services**,excluding **retail brokerage** (ground floor only)
- e. Restaurants, Bars, Banquet Facilities, Nightclubs (ground floor only)
- f. Health Clubs (ground floor only)
- g. Day Care Facilities (ground floor only)
- h. Public/Quasi- Public (ground floor only)
- i. Museums (ground floor only)
- j. Parks/Open Space
- ke. Offices (ground floor only)
- lf. Museums

2. Accessory Uses

- a. Off-Street Parking and Loading Facilities
- b. Health Clubs, Recreation Facilities
- c. Day Care Facilities
- d. Fences, Walls and Railings
- e. Signs

3. Maximum Height

On Block 14404, maximum height shall be ninety (90) feet including parking and mechanical levels. Rooftop equipment and antennas shall be exempt but shall be screened in such a manner so as to not be visible from the sidewalk on the north side of Essex Street directly opposite the building. On Block 14503, Lots 1, 2, 3, 5 and 6, maximum height shall be seventy-six (76) feet. Elevator and mechanical penthouses shall be exempt from height

calculations provided that the total roof top equipment and mechanical penthouse area coverage meet all of the following:

- Does not exceed 10% of the roof area, measured from the building perimeter on all floors
- Does not exceed an additional fourteen (14) feet in height, and
- Such equipment and mechanical penthouses are screened from view with materials harmonious with those used in the building facade and are screened in such a way that the screening appears to be a part of the building and serves to cap the building.

4. Area, Yard and Bulk Requirements

a. Floor Area Ratio

Block - 14503, Lots - 1, 2, 3, 5, 6

The Floor Area Ratio shall not exceed five and one half (5.5) (excluding vacated/dedicated streets.)

Block – 14404, Lot - 1

The Floor Area Ratio shall not exceed three (3) (excluding vacated/dedicated streets.)

b. Density

Block - 14503, Lots - 1, 2, 3, 5, 6

Density shall not exceed two hundred (200) dwelling units per acre.

Block – 14404, Lot - 1

Density shall not exceed one hundred and ten (110) dwelling units per acre.

c. Coverage

Coverage shall not exceed seventy-five (75%) percent for both buildings and parking facilities (inclusive of on-grade parking). No part of the remaining site shall be left unimproved.

d. Setbacks

Front yard setbacks along Hudson Street shall be 45 feet from the existing R.O.W. in order to maintain an identical view corridor and street-wall extension with the prevailing Hudson Street setback, of the balance of the Colgate Redevelopment Plan area sites.

If required by the State of New Jersey all building shall provide the necessary setback from the property lines on the southwest edge of the district to allow for the provision of the required Hudson River Walkway.

e. Stepbacks

No stepbacks shall be required.

5. Design Guidelines

a. Facade Treatment

- 1) All building facades up to a height of between thirty-five (35) and forty-five (45) feet shall consist principally of masonry, stone or textured concrete materials.
- 2) At the height of between thirty-five (35) and forty-five (45) feet all building facades on Essex Street shall provide a horizontal visual cue, through the use of a cornice, belt coursing, change in materials or ratio of glass to solid areas, or any other visual indicators consistent with the design proportions and materials to those found in the Paulus Hook Historic District. Said indicator shall be consistent throughout the Canal Basin District.

b. Parking

- 1) Where a parking or mechanical use occupies the lower levels of a building, and the structure's primary use is not parking, parking or mechanical uses shall be allowed in the GROUND FLOOR perimeter areas adjoining any facade(s) of the building subject to the provisions of the following:
  - a) An intervening use (i.e. commercial, retail, lobby, etc.)
  - b) A solid facade articulated in a manner providing visual interest. Ingress and egress to parking garages shall be permitted and shall be exempt from the provisions listed above.
- 2) Above the ground floor on all buildings, parking and mechanical uses shall be permitted to occupy the entire floor provided that the following conditions are met:
  - a) Glass or any other comparable material shall be used in openings resembling the windows provided above and/or below parking levels and if necessary shall be mechanically ventilated.
  - b) Where (a) above is impractical, structures may employ natural ventilation provided that openings are screened to give the illusion of indoor uses beyond.
  - c) At a minimum all forms of screening shall prevent headlight glare.
  - d) The parking structure portion of the building shall have a similar appearance to the building facade above the base facade.
  - e) The material used on the facade of the parking levels of a building shall be the same as or comparable to that used on the rest of the building.
- 3) All surface parking and parking structures (where parking is the only use) shall meet the following requirements:

- a) The building or lot is setback from the property line a minimum of five (5) feet except as necessary to provide ingress and egress to the parking garage.
  - b) The setback area shall be landscaped to provide buffer and visual screening.
  - c) The building shall be designed to eliminate headlight glare by the provision of opaque screening the full height of the opening or spandrels rising a minimum of forty-two (42) inches from the floor line.
  - d) The facade of the building shall be of a compatible material to that used throughout the redevelopment area.
- 4) Parking requirements can be found in the Parking/Loading Section of the plan.
- a) Parking requirements for development on Block - 14503, Lots - 1, 2, 3, 5, 6 may be located on Block 14504, provided it is linked by deed.
  - b) At least one parking space shall be included within the residential leasehold for each of the dwelling units proposed for Blocks 14503 and 14504.
6. Open Space Improvements

Improvements to the parkland on Block 14503, Lot 5, are encouraged to be made in conjunction with any development of the Block 14503 development site. Any subsequent site plan approvals on Block 14503 may require such improvements.

## **XII. SIGNAGE**

A. Building signage shall be subject to the following general restrictions:

- 1. All signs shall be flush mounted and project no more than fifteen (15) inches.
- 2. No sign shall be flashing or animated.
- 3. Roof signs are prohibited.
- 4. Billboards and signboards are prohibited.
- 5. Window signs shall not exceed twenty (20) percent of the window surface on which the display appears, and shall be prohibited above the second floor.
- 6. All signs are subject to site plan review.
- 7. Kiosks listing tenants and giving directions may be provided but no advertising will be permitted. Such kiosks may not exceed eight (8) square feet of sign area.
- 8. During construction one (1) sign for each project or development indicating the name of the project or development, general contractor, subcontractor, financing institution and public

agency officials (where applicable). The sign area shall not exceed two hundred (200) square feet and shall be attached (where there is an existing structure) or freestanding (where there is new construction).

B. The following additional signage restrictions shall apply to specific uses:

1. Office, Hotel

No sign on any structure shall exceed fifty (50) square feet. Total exterior sign area shall not exceed the equivalent of five (5%) percent of the first story portion of the wall to which it is attached. One (1) use shall be permitted no more than one (1) sign for each street frontage. Buildings with multiple uses shall have not more than one (1) sign per use provided the aggregate area of all signs does not exceed the maximum area permitted for each street frontage.

In addition, one (1) free-standing monument sign shall be permitted around the base of the building, giving address, building name, owner and/or major tenants, which shall not exceed fifty (50) square feet.

2. Residential

One (1) sign per building may be allowed, not to exceed twenty (20) square feet.

3. Parking Garages and Lots

One (1) freestanding or attached sign per parking entrance may be allowed indicating the parking facility by the international parking symbol and a directional arrow. Said sign not to exceed eight (8) square feet. In addition, one (1) freestanding or attached sign per parking entrance may be allowed indicating parking rates, not to exceed eight (8) square feet. Said signs shall be located within ten (10) feet of the entrance.

If necessitated by the circulation pattern, one (1) free-standing sign per street not to exceed four (4) square feet indicating direction/location of a parking facility may be allowed subject to review by City divisions and the Planning Board.

4. Retail Sales, Restaurants and Health Clubs, Theaters and Nightclubs and all other Principal Permitted and Conditional Uses not listed here.

Each such use fronting on a public street may be allowed one (1) exterior sign not to exceed five (5%) percent of area of the storefront (ground floor) to which it is attached. Theaters and Nightclubs may have a marquee not to exceed forty (40) square feet.

C. Final installation and operation of the Colgate Clock within the Mixed-Use, Esplanade or Waterfront Districts shall be encouraged and shall not be subject to the size requirements and height specifications listed in this Plan, however, Planning Board approval for the installation of the Colgate Clock shall be required.

**XII. OTHER PROVISIONS NECESSARY TO MEET STATE AND LOCAL REQUIREMENTS**

- A. The "Redevelopment Agencies Law" NJSA 40:55C-1. et. seq., specifically, 40:55C-32 requires that a redevelopment plan shall:
1. "Conform to the general plan for municipality as a whole; and
  2. Shall be sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvement, conservation or rehabilitation as may be proposed to be carried out in the area of the project, zoning and planning changes, if any, land uses, maximum densities, building requirements, and the plan's relationship to definite local objectives respecting appropriate land uses, improved traffic, public transportation, public utilities, recreational and community facilities, and other public improvements."
- B. In accordance with the State requirements, the following statements are made:
1. The proposals of this Plan conform with the general plan for the municipality:
  2. This Plan provides an outline for the development or redevelopment of the Colgate Redevelopment Area and is sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements as proposed, planning changes, land uses, maximum densities, building requirements, and its relationship to definite local objectives respecting appropriate land uses, improved traffic, public transportation, public utilities, community facilities, and other public improvements.
  3. Provisions for the temporary and permanent relocation of persons living in the redevelopment area are not applicable as the area does not contain any residents or residential structures.
  4. The City of Jersey City, through the services of the Jersey City Redevelopment Agency Relocation Staff, will provide displaced commercial entities with the relocation assistance necessitated by State law. This office will be staffed by qualified personnel who will actively assist displaced businesses in finding adequate accommodations. All businesses being displaced will be interviewed to determine their relocation requirements. The various elements of this Redevelopment Plan set forth above are in compliance with the requirements of State and Local law and there are no additional requirements with respect to a Redevelopment Plan which have not been complied with.

### **XIII. PROCEDURE FOR CHANGES IN APPROVED PLAN**

This Plan may be amended from time to time upon compliance with the requirements of the law. A fee of \$5,000, plus all costs of copying and transcripts, shall be payable to the City of Jersey City for any request to amend this Plan. If there is a designated developer, as provided for under NJSA 40:55C-1 et. seq., said developer shall pay these costs. If there is no developer, the appropriate agency shall be responsible for any and all such costs.

### **DEFINITIONS**

- ~~A.1 ACCESSORY BUILDING—A detached building whose purpose is related to, but subordinate to, that of the principal building on a given parcel of land. Detached garages, tool sheds and barns are examples of accessory buildings.~~

- A.2 ~~ACCESSORY USE~~—A land use whose purpose is related and incidental to the permitted principal use. An accessory use must in some way serve the principal use and must usually be located on the same building lot.
- A.3 ~~ANTENNA~~—A metallic device such as a rod or wire for radiating or receiving radio waves.
- A.4 ~~ANTENNA, SATELLITE DISH~~—A device or instrument, designed or used for the reception of television or other electronic communications signal broadcast or relayed from an earth satellite. It may be solid, open mesh, or bar configured structure, typically eight to 12 feet in diameter, in the shape of a shallow dish or parabola.
- A.5 ~~ARCADE~~—An arched roof or covered passage way.
- A.6 ~~ARCADE, ENCLOSED COMMERCIAL~~—An arched roof or covered passage way semi or fully enclosed and used for commercial activity.
- A.7 ~~ARCHITECTURAL MAST~~—A vertical finial used for aesthetic, decorative or functional purposes which is integral to the design of a building and does not incorporate or include a logo, mascot, symbol, or signage.
- A.8 ~~AISLE, PARKING~~—The traveled way by which cars enter and depart parking spaces.
- A.9 ~~ATRIUM~~—A courtyard located in an interior area of a building or between buildings, which is covered with a curved glass roof, and completely enclosed in glass except where it is bordered by the walls of the adjacent buildings. Atriums shall be open to the public, well landscaped and climate controlled, and shall contain retail and restaurant uses within or fronting on the atrium.
- A.10 ~~AWNING~~—A roof like cover that is temporary in nature and that projects from the wall of a building for the purpose of shielding a doorway or window from the elements.
- B.1 ~~BANQUET FACILITY~~—A large room or space in a restaurant or hotel suitable for banquets.
- B.2 ~~BAR~~—A place of business for the sale and on premises consumption of alcoholic beverages and limited beverage sales as governed by state regulations.
- B.3 ~~BELT COURSING~~—A change or variation in the placement or orientation of the building material (i.e., brick, stone, etc.) used to emphasize a particular height or portion of a building.
- B.4 ~~BERM~~—A mound of soil, either natural or man-made used as a view obstruction.
- B.5 ~~BICYCLE PATH~~—A pathway usually separated from the roadway, designed specifically to satisfy the physical requirements of bicycling.
- B.6 ~~BOLLARD~~—A vertical, freestanding short post used as a barrier to vehicles.
- B.7 ~~BUFFER ZONE~~—A landscaped strip a minimum of five (5) feet in width used exclusively to conceal from view the area or structure behind the landscaped strip.
- B.8 ~~BUILDING~~—Any structure, part of a structure, extension thereof, or addition thereto having a roof supported by such things as columns, posts, piers or walls and intended for the shelter, business, housing or enclosing of persons, animals, property or automobiles.
- B.9 ~~BUILDING BASE~~—That portion of a building as measured from the point of intersection with average grade up to a specified height (exclusive of parking structures).
- B.10 ~~BUILDING COVERAGE~~—The area of a lot, that is covered with buildings or structures. Building coverage expressed as a percentage shall mean the percentage of a lot or assemblage of lots occupied by one or more buildings. Maximum building coverage expressed as
- B.11 ~~BUILDING HEIGHT~~—The vertical distance measured to the highest point of the roof (or other structure as specified in each use district) and measured from the average elevation of the finished grade at the intersection of Sussex Street and Greene Street, which shall be known as the Datum Point and which is hereby established at 21.5 feet above sea level.
- B.12 ~~BULKHEAD~~—A retaining wall, often located at the high tide line, made of wood, steel, concrete, plastic or fiberglass, that protects waterfront property.
- B.13 ~~BULKHEAD, ELEVATOR~~—A small structure found on a roof that covers an elevator shaft or stairway.

- C.1 — ~~CALIPER~~ — The diameter of a tree trunk measured in inches six (6) inches above ground level for trees up to four (4) inches in diameter and measured twelve (12) inches above ground level for trees over four (4) inches in diameter.
- C.2 — ~~CARRIAGE WAY~~ — The carriage way is that portion of the roadway available for movement of vehicles exclusive of shoulders, auxiliary turn lanes, parking lanes and/or sidewalks.
- C.3 — ~~COMMERCIAL/RETAIL~~ — See definition of Retail.
- C.4 — ~~COMMUNITY CENTER~~ — A public, quasi public, or privately maintained institution devoted to a variety of group activities, including but not limited to, civic, social, recreational, educational and/or cultural. Living quarters for persons other than those engaged in the conduct and/or maintenance of the institution shall not be included as a part of these facilities.
- C.5 — ~~CONFERENCE CENTER~~ — A building in which meeting rooms, conference areas and dining facilities are provided and that may also have hotel accommodations. Conference centers may be commercial ventures providing space for corporate, government, social or other types of meetings, or they may be maintained by large institutions, such as universities or corporations.
- C.6 — ~~CONIFERS~~ — Cone bearing, evergreen trees or shrubs which retain their foliage year round (pine, fir, juniper).
- C.7 — ~~CONSTRUCTION~~ — The act of: a) adding an addition to an existing building or structure; b) the erection of a new principal or accessory building or structure on a lot or property; or c) alterations.
- C.8 — ~~CORNER LOT~~ — A lot which adjoins the point of intersection of two or more streets. Any yard extending along the length of a street line shall be considered a front yard. Any yard which is not a front yard shall be considered a side yard.
- C.9 — ~~CORNICE~~ — A projection at the top of a wall, usually decorative.
- D.1 — ~~DAY CARE CENTER~~ — A facility for the care of preschool children while parents are at work, usually maintained for three (3) or more children. Day care centers are generally operated by quasi public agencies, often with public financial assistance, but some corporations and universities now also operate their own centers.
- D.2 — ~~DECIDUOUS~~ — Trees, shrubs or plants which shed their foliage seasonally.
- D.3 — ~~DENSITY~~ — The permitted number of dwelling units per gross acre of land to be developed.
- D.4 — ~~DISTRICT~~ — Distinct zones within the Redevelopment Plan governed by standards and regulations contained within the Plan.
- D.5 — ~~DORMITORY~~ — A building to provide sleeping and living accommodations with sanitary and general living facilities designated and used to accommodate students at a university or college.
- D.6 — ~~DWELLING~~ — A building or portion thereof, designed or used for residential occupancy.
- D.6 — ~~DWELLING UNIT~~ — A room or group of rooms including sleeping, cooking and sanitary facilities that are designed for the use of a single family or household. Dwelling units are intended to provide permanent living quarters, as opposed to hotels or other facilities providing temporary accommodations.
- E.1 — ~~ELECTRONIC COMMUNICATIONS EQUIPMENT (EXTERNAL)~~ — Any electronic device used to send or receive information.
- F.1 — ~~FACADE~~ — 1. A building's front or any of its exterior walls; 2. A prominent side of a building or structure that has been given special architectural or design treatment to make it more attractive.
- F.2 — ~~FENCE~~ — An artificially constructed barrier of wood, masonry, stone, wire, metal or any other manufactured material or combination of materials.
- F.3 — ~~FENESTRATION~~ — The arrangement and design of windows in a building.
- F.4 — ~~FERRY~~ — A boat or ship that carries passengers and vehicles across relatively short spans of water.
- F.5 — ~~FLOOR AREA RATIO (FAR)~~ — The ratio of gross floor area to the lot area, exclusive of parking garages and major mechanical areas.
- F.6 — ~~FOOTCANDLE~~ — A unit for measuring illumination equaling the amount of direct light on a

surface.

- G.1 ~~GARAGE, PARKING~~ Buildings or portions of buildings used exclusively for the parking or storing of motor vehicles and in which services limited to washing, polishing and other cleaning services may be provided.
- G.2 ~~GRADE~~ 1. The existing elevation or the established reference level of the ground, also known as grade level. The term "at grade" refers to roads or structures which are built on the ground, in contrast to the term "below grade" which describes construction partially or completely below ground. 2. The proposed level of the ground after grading, also known as finish or finished grade. 3. The gradient, or percent of slope, of a road or railroad. Minimum grades are generally required to facilitate drainage, while the establishment of maximum grades permits ease of travel and the provision of necessary sight distance.
- G.3 ~~GROSS FLOOR AREA (GFA)~~ The total area of all floors of a building as measured to the outside surfaces of exterior walls. Gross floor area in residences shall be measured by using the outside dimension of the building, excluding the area of a garage, attic, open porch or patio and further excluding the area used as a cellar, basement, utility, heating and cooling rooms. Only those portions of floor areas in residential structures which are at or above grade and have a ceiling above them of seven and one half (7.5) feet or more, or those floor areas on the top story which meet the definition of a half story shall be included in the GFA.
- G.4 ~~GROUND FLOOR~~ The floor of a structure most nearly on a level above the ground or average finished grade.
- H.1 ~~HEALTH CLUB~~ A meeting place for groups of people for the purpose of engaging in exercise and conditioning of the body for the benefit of physical fitness.
- H.2 ~~HISTORIC DISTRICT~~ An area defined as a historic district by City Council, State or Federal authority and which may contain within definable geographic boundaries one or more landmarks or clusters, including their accessory buildings, fences and other appurtenances, and natural resources having historical, cultural, and archaeological significance, and which district may have within its boundaries other buildings or structures, that while not of such historical, cultural, architectural or archaeological significance as to be designated landmarks, nevertheless contribute to the overall visual characteristics of the landmark or landmarks located within the district.
- H.3 ~~HOTEL~~ A building designed for occupancy as a temporary place of abode for individuals and/or families who are lodged, in which: a) there are ten (10) or more guest rooms or suites served by one or more common entrances; and b) no provision is made for cooking in any individual room or suite; and, c) one or more of the following services are provided: maid, telephone, desk, bellboy service, or the furnishing or laundering of linens; and d) restaurants, cocktail lounges, indoor swimming pools, health clubs, and conference facilities may be provided.
- I.1 ~~INTERIM USE~~ A use approved by the Planning Board applied on a temporary basis as prescribed while permanent plans for the area are formulated or implemented. Such uses usually require minimal site improvements.
- K.1 ~~KIOSKS~~ A small, light structure with one or more open sides used especially as a newsstand, information booth or telephone booth.
- L.1 ~~LANDSCAPED BUFFER~~ A landscaped area placed between various uses or buildings.
- L.2 ~~LANDSCAPED MEDIAN~~ The landscaped center portion of a divided roadway separating the traveled ways of traffic proceeding in opposite directions.
- L.3 ~~LIGHT INDUSTRIAL~~ Industrial uses that, generally, do not have offensive characteristics and can be conducted entirely within enclosed buildings. These may include: industrial processes such as printing, manufacturing of products from component parts, food packaging, warehousing, or automotive sales and service.
- L.4 ~~LIGHT RAIL TRANSIT (LRT)~~ Rail service employing energy efficient light rail vehicles (LRVs) at least partly on shared or semi-exclusive rights of way, designed so that other traffic can mingle

- safely with the LRT operation where desired.
- ~~L.5 — LOADING, OFF STREET — Loading and/or unloading of goods which occurs outside of the public right of way.~~
- ~~L.6 — LOADING, ON STREET — Loading and/or unloading of goods which occurs within the public right of way.~~
- ~~L.7 — LOADING SPACE — An off street space or berth on the same lot with a building or group of buildings for the temporary parking of a commercial vehicle while loading or unloading having fifteen (15) feet of vertical clearance, and lengths and widths to accommodate the vehicle(s) to be used.~~
- ~~L.8 — LOT — An area of land with defined boundaries that is designated in official assessor's records as being one parcel and is employed or will be employed for one principal use, together with its accessory buildings and uses.~~
- ~~L.9 — LOT AREA — The size of a lot measured within the lot lines and expressed in terms of acres or square feet.~~
- ~~L.10 — LOT COVERAGE — The square footage or other area measurements by which all buildings, structures, parking and loading areas and drive ways occupy a lot as measured on a horizontal plane around the periphery of the foundations and paved areas and including the area under the roof of any structure.~~
- ~~L.11 — LOT FRONTAGE — That portion of a lot extending along a street line.~~
- ~~L.12 — LOT LINE — Any line forming a portion of the exterior boundary of a lot and the same line as the street line for the portion of a lot abutting a street. Lot lines extend vertically in both directions from ground level.~~
- ~~M.1 — MARINA — A shorefront development that provides private and commercial pleasure craft mooring, launching and fueling.~~
- ~~M.2 — MARINA, FULL SERVICE — A shorefront development that provides private and commercial pleasure craft mooring, launching, fueling, repair, storage and on shore service facilities.~~
- ~~M.3 — MARINA, SERVICES — Commercial uses associated with the operation of a marina. These shall include, but not be limited to, bait and tackle shops, yacht clubs, up land security posts but shall not include boat repair or storage or other similar uses.~~
- ~~M.4 — MASS TRANSIT FACILITY — A fixed route and/or station used to facilitate the transportation of people (as opposed to goods) on a fixed route and fixed schedule basis generally on conveyances such as buses, rapid transit vehicles and commuter rail facilities. Mass transit facilities shall not include ferry docks (see Water Transit Facilities).~~
- ~~M.5 — MECHANICAL EQUIPMENT — Any device below, above, or within a structure or on a lot which provides necessary support service for that structure. Mechanical equipment shall include but not be limited to heating and cooling units, elevator bulkheads, etc.~~
- ~~M.6 — MECHANICAL PENTHOUSE — Any structure located on any roof of a building which is designed to enclose or surround mechanical equipment.~~
- ~~M.7 — MIXED USE — A lot or structure containing more than one (1) use.~~
- ~~M.8 — MOTEL — One or more structures designed for the renting of sleeping rooms to transient guests, chiefly motorists, and so laid out that there is direct and immediate access from a parked automobile to the rooms, and access to the rooms is not restricted to passage by a single control desk or lobby.~~
- ~~N.1 — NIGHT CLUB — Any room, building or place in which any musical entertainment, singing, dancing or other similar amusement is permitted in connection with a restaurant business or business of directly or indirectly selling food or drink to the public.~~
- ~~N.2 — NON CONFORMING BUILDING OR STRUCTURE — A building or structure, which in its location upon a lot or in its size, does not conform to the regulations of this Redevelopment Plan for the district in which it is located.~~
- ~~N.3 — NON CONFORMING LOT — A lot of record which does not have the minimum width, frontage,~~

- depth or contain the minimum area for the district in which it is located.
- N.4 ~~NON CONFORMING USE~~ A use occupying a building, structure or lot which does not conform to the use regulations of the historic district in which it is located.
  - O.1 ~~OFFICE~~ One (1) or more rooms or group of rooms, each used primarily for conducting the affairs of a business, profession, service, industry or government, but not including manufacturing, assembly or production of goods on the premises, except for accessory sales and banking services intended primarily as a convenience to office personnel and office visitors.
  - O.2 ~~OPAQUE SCREENING~~ Any type of screening that completely obscures that which is to be hidden from view; this may include, but shall not be limited to, solid masonry walls, reflective glass, etc.
  - O.3 ~~OPEN SPACE~~ That portion of a lot which is not occupied by buildings, parking areas, driveways, streets or loading areas.
  - O.4 ~~OPEN SPACE, IMPROVED~~ Open space containing specific amenities or development features designed to encourage use and enjoyment of the open space. These shall include, but not be limited to, the following: landscaping, decorative paving, street furniture, lighting, kiosks, works of art, etc.
  - O.5 ~~OPEN SPACE, LIMITED ACCESS~~ Improved public open space by reason of its physical location or condition is limited to restricted public access, but nevertheless provides necessary relief from building and may be enjoyed year round. Said open space shall be accessible to the public a minimum of 12 hours per day.
  - O.6 ~~OPEN SPACE, PUBLIC~~ Open space which is designed for and used by the general public as opposed to being restricted for use by occupants of a particular building with which it is associated.
  - O.7 ~~OPEN SPACE, TOTALLY ACCESSIBLE~~ Improved public open space by reason of its physical location or condition is accessible to the public a minimum of 24 hours per day.
  - P.1 ~~PARCEL~~ A lot or contiguous group of lots in a single ownership or under single control are usually considered a unit for purposes of development.
  - P.2 ~~PARK~~ A form of open space either publicly or privately owned and available for recreational, educational, cultural or aesthetic use and containing amenities including but not limited to landscaping, lighting, benches, fountains, recreational equipment, etc.
  - P.3 ~~PARK, PUBLIC~~ A publicly owned park.
  - P.4 ~~PARKING AREA (LOT)~~ An area for off street parking provided at ground level.
  - P.5 ~~PARKING, COMMUTER/COMMERCIAL~~ Any parking facility where a fee is charged and where the persons parking therein do not live or work in a building or development which the parking lot, area or structure is intended to serve. Parking provided for persons working in or visiting a building or development whether parking is on or off site, shall not be considered commercial/commuter parking.
  - P.6 ~~PARKING INGRESS/EGRESS~~ That area where automobiles enter or exit a parking facility from a public street.
  - P.7 ~~PARKING LEVEL~~ The floor within a building or parking structure on which parking is located.
  - P.8 ~~PARKING, OFF STREET~~ Parking spaces provided in private driveways, parking lots, areas or structures which are not within the public right of way.
  - P.9 ~~PARKING, ON STREET~~ Parking spaces provided within the public right of way.
  - P.10 ~~PARKING, SELF~~ Parking facilities in which the operator of a vehicle parks and retrieves the vehicle without assistance.
  - P.11 ~~PARKING, SHARED~~ Parking facilities which utilize the same parking spaces to accommodate the parking needs for two or more separate and distinct uses, either on a daily or seasonal basis.
  - P.12 ~~PARKING SPACE~~ An area measuring nine (9) feet in width by eighteen (18) feet in depth, either within a structure or in the open, for the parking of motor vehicles, exclusive of driveways, access drives, fire lanes and public right of way.
  - P.13 ~~PARKING SPACE, COMPACT~~ An area measuring a minimum of eight (8) feet in width by fifteen (15) feet in depth, either within a structure or in the open, for the parking of motor vehicles,

- exclusive of driveways, access drives, fire lanes and public right of way.
- P.14 ~~PARKING STRUCTURE~~ A multi level building that is designed for the purpose of providing parking stalls for automobiles.
- P.15 ~~PARKING VALET (ATTENDANT)~~ Parking facilities in which an attendant parks and retrieves vehicles; aisles between spaces usually do not exist.
- P.16 ~~PENTHOUSE~~ A structure or dwelling unit built on the roof of an existing building or occupying the uppermost floor(s) of a newly constructed building.
- P.17 ~~PERIMETER~~ The outer limits of a lot or structure.
- P.18 ~~PIER~~ A type of dock that projects from shore consisting of a platform which may be made of steel, concrete or timber and supporting system of piles. The area between piers is known as a slip.
- P.19 ~~PIER, FISHING~~ A pier or portion of a pier which is designed and designated for public fishing.
- P.20 ~~PIER, PUBLIC~~ A pier which is open to the general public at least during all business hours common to the area in which it is located.
- P.21 ~~PLAZA~~ An open space, generally found in an urban environment, that serves as a point of assembly, as a physical link between two buildings and as a stage for the display of sculpture. As a component of architectural design, a plaza, which is usually paved, is considered a principal means of articulating space, whether as a common element in a group of buildings or as a break in a line of buildings.
- P.22 ~~PLAZA, DEPRESSED~~ A plaza which is located an average of more than eight (8) feet below the street level from which the plaza is accessed.
- P.23 ~~PLAZA, ELEVATED~~ A plaza which is located an average of more than eight (8) feet above the street level from which the plaza is accessed.
- P.24 ~~PLAZA, STREET LEVEL~~ A plaza which is located less than eight (8) feet above or below the street level from which the plaza is accessed.
- P.25 ~~PLAZA, PUBLIC~~ A plaza which is designed for and is accessible to the general public.
- P.26 ~~PRINCIPAL USE~~ The main use of land or structures as distinguished from a subordinate or accessory use.
- P.27 ~~PROFESSIONAL OFFICE~~ The office of a licensed physician, dentist, psychiatrist, psychologist, chiropractor, lawyer, registered architect, licensed engineer, planner, land surveyor, licensed real estate broker, certified public accountant or any other such occupation that is professional in character and requires licensing or training and experience as a criterion for the practice thereof.
- P.28 ~~PROMENADE~~ A public walkway often adjacent to a body of water containing amenities, including but not limited to, landscaping, street furniture, lighting, objects of art, decorative paving, etc.
- P.29 ~~PUBLIC/QUASI-PUBLIC USE~~ Any use that enables a public or private institution to carry out its functions to preserve or promote public health, safety and welfare and shall include, but not be limited to, religious organizations, public and private schools, civic and fraternal organizations, nursing homes, public works and government buildings, day care facilities and non profit organization.
- R.1 ~~RECREATION FACILITIES~~ Any physical setting explicitly used for leisure time pleasurable activities.
- R.2 ~~RECYCLING (SOLID WASTE)~~ The process by which materials are reused to create similar products.
- R.3 ~~REDEDICATED (STREET OR PUBLIC RIGHT OF WAY)~~ A public right of way once having been vacated for private use is returned by ordinance to its pre-vacation status as a public right of way.
- R.4 ~~REHABILITATION~~ The process of performing repairs and modifying structures, when necessary, to enable them to become or to remain usable.
- R.5 ~~RIGHT OF WAY (ROW)~~ The strip of land reserved for a linear transit element or utility elements.

- R.6 — ~~RESIDENTIAL USE~~ — A structure used for the permanent housing of occupants. Rooming houses, dormitories and single room occupancies shall not be included under this designation.
- R.7 — ~~RESTAURANT~~ — Any premises where food is commercially sold for on premises consumption to patrons seated at tables or counters.
- R.8 — ~~RETAIL BROKERAGE~~ — (also known as Financial Services Facility) A retail service facility that provides diversified financial and brokerage services to the general public in person and on a walk in basis, which offers amenities to encourage pedestrian traffic, such as retail banking services, computer access to brokerage accounts, ATM access to cash accounts, and visible screens with financial information and stock reports. The facility shall be utilized for financial consultation meetings with clients.
- R.9 — ~~RETAIL/COMMERCIAL~~ — An area that is developed for businesses involved in the retail sales of goods and services, such as stationary stores, delicatessens and variety stores; and service establishments such as retail branch banks, cleaners, barbers and hair salons, and travel agencies; primarily intended to service the residents and workers of the area. Retail uses shall also include restaurants, banquet facilities, bars and night clubs, health clubs, recreation facilities; but specifically excludes brokerage offices and other business offices.
- R.10 — ~~ROOMING HOUSE~~ — A dwelling unit wherein three or more rooms are rented for sleeping purposes but where no docking facilities are available and no meals are served.
- R.11 — ~~ROW HOUSE~~ — A residential building constructed as a single family residence, that shares a common wall and occasionally a common roof, with another similar building. Sometimes referred to as "townhouse."
- S.1 — ~~SERVICE STATION~~ — A place where motor fuel, lubricants and miscellaneous accessories for motor vehicles are sold and dispensed and where services are rendered for engine and mechanical repairs, but where no automobile painting and body work are done and where no unregistered motor vehicles are kept or stored.
- S.2 — ~~SETBACK~~ — The required distance between the front of a structure or any projection thereof and the front lot line and/or each lot line as measured at grade.
- S.3 — ~~SIDEWALK~~ — A paved path at the side of a road provided for pedestrian use which may be constructed on public land, private land or both.
- S.4 — ~~SIGN~~ — Any announcement, declaration, demonstration, display, illustration or insignia used to advertise or promote the interest of any person or product when the same is placed to be seen by the general public.
- S.5 — ~~SIGN, ATTACHED~~ — Any sign attached to or painted on a structure or building.
- S.6 — ~~SIGN, FREESTANDING~~ — A sign which is attached to or a part of a completely self supporting structure. The supporting structure shall be set firmly in or below the ground surface and shall not be attached to any building or any other structure whether portable or stationary.
- S.7 — ~~SIGN, INTERNALLY ILLUMINATED~~ — Any sign which has characters, letters, figures, designs or outline illuminated such that the light is directed into the eyes of the viewer from the light source.
- S.8 — ~~SIGN, TEMPORARY CONSTRUCTION~~ — Any sign placed on a construction site prior to and during the construction process. Said sign shall announce the project and those responsible for its implementation and shall be removed upon completion of the project.
- S.9 — ~~SIGN, WINDOW~~ — Any sign placed in or attached to the window of any structure.
- S.10 — ~~SINGLE ROOM OCCUPANCY (SRO)~~ — A building or structure containing dwelling units each of which is occupied by one person and where sanitary facilities but no cooking facilities are provided.
- S.11 — ~~SITE~~ — A plat parcel of land intended or suitable for development; also the ground area on which a building or town has been or is being built.
- S.12 — ~~SITE PLAN APPROVAL (REVIEW)~~ — The examination of the specific development plans for a lot. Whenever the term "site plan approval" is used in this Redevelopment Plan it shall be understood to mean a requirement that the site plan be approved by the Planning Board.

- S.13 ~~STEPBACK~~ The distance the upper floors or portions of a building or structure are setback from the outermost edge of that building or structure as measured from its intersection with grade. (Upper floors may be any floor above the ground level floor.) (Also see Setback)
- S.14 ~~STORY~~ That portion of a building comprised between a floor and the floor or the roof next above it.
- S.15 ~~STREET~~ Any street, avenue, boulevard, road, lane, parkway, viaduct, alley or other way which is an existing State, County, or Municipal roadway, or a street or way shown upon a plat heretofore approved pursuant to law or approved by official action pursuant to the Municipal Planning Act (RS 40:55 1.1 et sec, as amended) or a street or way on a plat duly filed and recorded in the office of the County Recording Officer prior to the appointment of a planning board; and the grant to such board of the power to review plats, and any way shown on a plat approved by the City, and includes the land between the street lines, whether improved or unimproved, and may comprise pavement, shoulders, gutters, sidewalks, parking areas and other areas within the street line.
- S.16 ~~STREET FURNITURE~~ Man-made, above-ground items that are usually found in street rights of way including benches, kiosks, plants, canopies, shelters, bicycles racks and phone booths.
- S.17 ~~STREET LINE~~ The edge of the street right of way forming the dividing line between the street and a lot.
- S.18 ~~STREET WALL~~ Name given to the wall, semi-wall or perceived wall created by buildings or structures at their intersection with sidewalks, walkways, or promenades or any other such path primarily traveled by pedestrians.
- S.19 ~~STRUCTURE~~ An assembly of materials having a fixed location including but not limited to buildings, signs, fences, tanks, towers or poles, but excluding walks, walkways, driveways, streets and roads.
- T.1 ~~TRANSIT WAY~~ That roadway, easement, rail, trench route, etc. on which a mass transit vehicle travels.
- T.2 ~~TOWNHOUSE~~ An attached dwelling designed for residence by a single family or household. Sometimes also referred to as "rowhouse." Townhouses and the land they rest upon are usually individually owned.
- U.1 ~~UNDERGROUND~~ That which is beneath the surface of average finished grade.
- U.2 ~~UNDERWATER AREA~~ That land area located beneath the surface of any body of water.
- U.3 ~~UNIMPROVED AREA~~ Any parcel or portion of a parcel, lot or yard or land upon which no improvements have been made.
- U.4 ~~UPLAND AREA~~ That land area located above the surface of any body of water.
- U.5 ~~UPLAND BOAT STORAGE~~ Referring to the storage of boats or ships above the surface of any body of water on land, piers, decking, etc.
- U.6 ~~UTILITY~~ Water, sewerage, telephone, gas, or electric service from a private or public utility company under the regulations of the New Jersey Public Utility Commission. On-site storage of gasoline, compressed gas, steam or use of conveyor belts, elevators, water mains, or other means of storing, servicing, or transporting goods and services on-site shall not be considered a utility.
- V.1 ~~VIEW CORRIDOR~~ Three dimensional space through which views of historic, cultural or aesthetic significance may be observed.
- V.2 ~~VISUAL CUE~~ Any visual indicator which emphasizes or defines a particular portion or height of a building or structure.
- W.1 ~~WALKWAY~~ Any pathway set aside for and traveled by pedestrians and improved in such way to assist in the designated use.
- W.2 ~~WALKWAY, PUBLIC~~ A walkway that is designated for and used by the general public.
- W.3 ~~WATERFRONT~~ General term used to describe that which is close to or adjacent to a body of water.
- W.4 ~~WATER TRANSPORTATION FACILITIES~~ Facilities provided on or near the waterfront which

facilitate the transporting of people (as opposed to goods) across relatively short distances of water. These shall include, but not be limited to, docks, stations, parking facilities used in conjunction with ferry boats or other similar conveyances.

- ~~W.5 WATERFRONT PROMENADE A public walkway located adjacent to a body of water. (See Promenade)~~
- ~~W.6 WHARF A structure built parallel to the shore, used to load passengers and may also serve as a walkway or accessway. A quay wall is a simple form of wharf that serves as both a retaining wall for shorefront protection and a docking facility.~~
- ~~W.7 WHARF, NEW OR REHABILITATED A wharf that has been repaired, rebuilt, extended or reconstructed.~~
- ~~Y.1 YARD, FRONT An open space extending across the full width of the lot and lying between the street line and the closest point of any building on the lot. The depth of the front yard shall be measured horizontally and at right angles to either a straight street line or the point of tangent of curved street lines. The minimum required front yard shall be the same as the required setback.~~
- ~~Y.2 YARD, REAR An open space extending across the full width of the lot and lying between the rear lot line and the closest point of the principal building on the lot. The depth of the rear yard shall be measured horizontally and at right angles to either a straight rear lot line or the point of tangent of curved rear lot lines. The minimum required rear yard shall be the same as the required setback.~~
- ~~Y.3 YARD, SIDE An open space extending from the front yard to the rear yard and lying between each side lot line and the closest point of the principal building on the lot. The width of the required side yard shall be measured horizontally and at right angles to either a straight side line or the point of tangent of curved side lot lines. The minimum side yard shall be the same as the required setback.~~



# COLGATE REDEVELOPMENT PLAN AREA

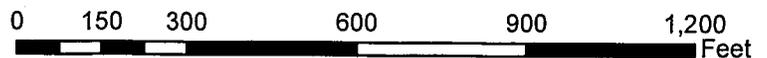
## BOUNDARY MAP

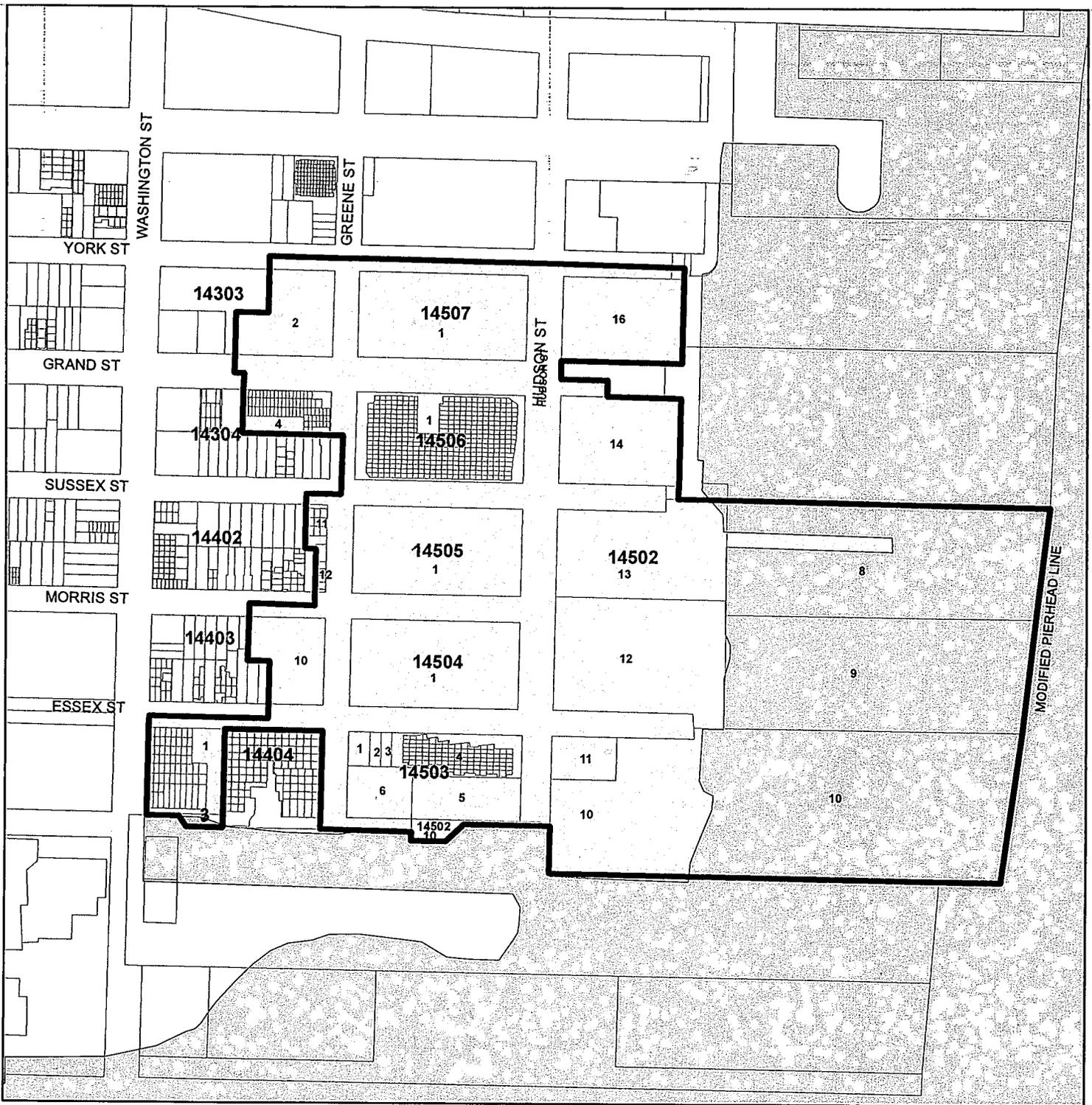


### Legend

 Colgate Redevelopment Plan Boundary

January 17, 2013





# COLGATE REDEVELOPMENT PLAN AREA

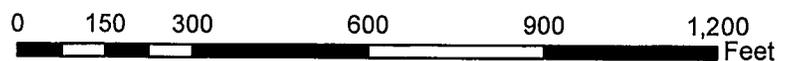
## BOUNDARY AND TAX MAP

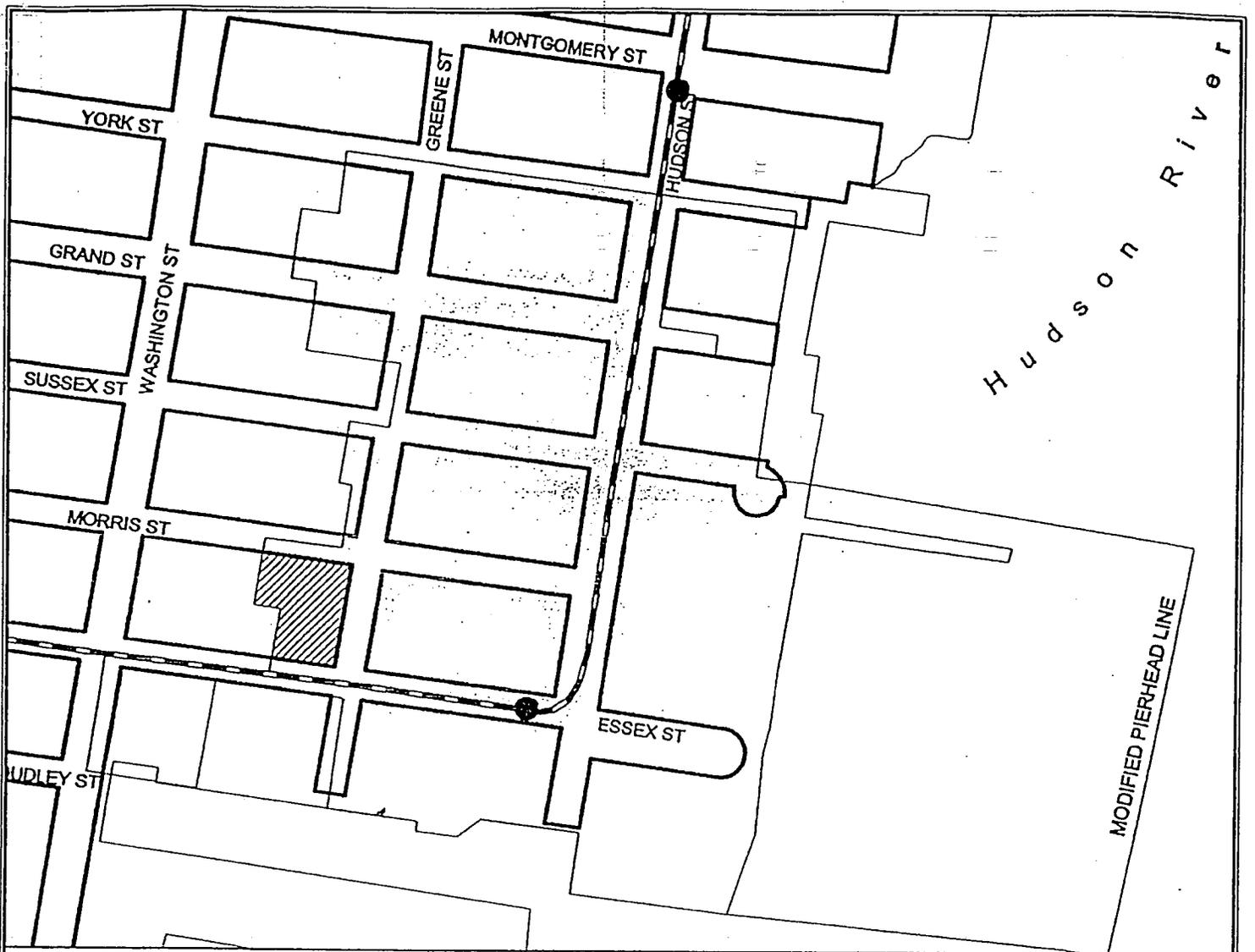


### Legend

 Colgate Redevelopment Plan Boundary

January 17, 2013





# COLGATE REDEVELOPMENT AREA

## AQUISITION MAP

-  Light rail stops
-  Light rail
-  Area to be Acquired
-  Area not to be Acquired



Division Of City Planning

April 2000



200 0 200 400 Feet



# COLGATE REDEVELOPMENT PLAN AREA

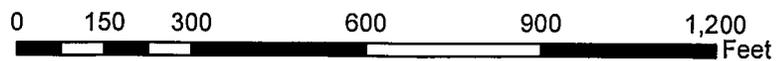
## LAND USE MAP

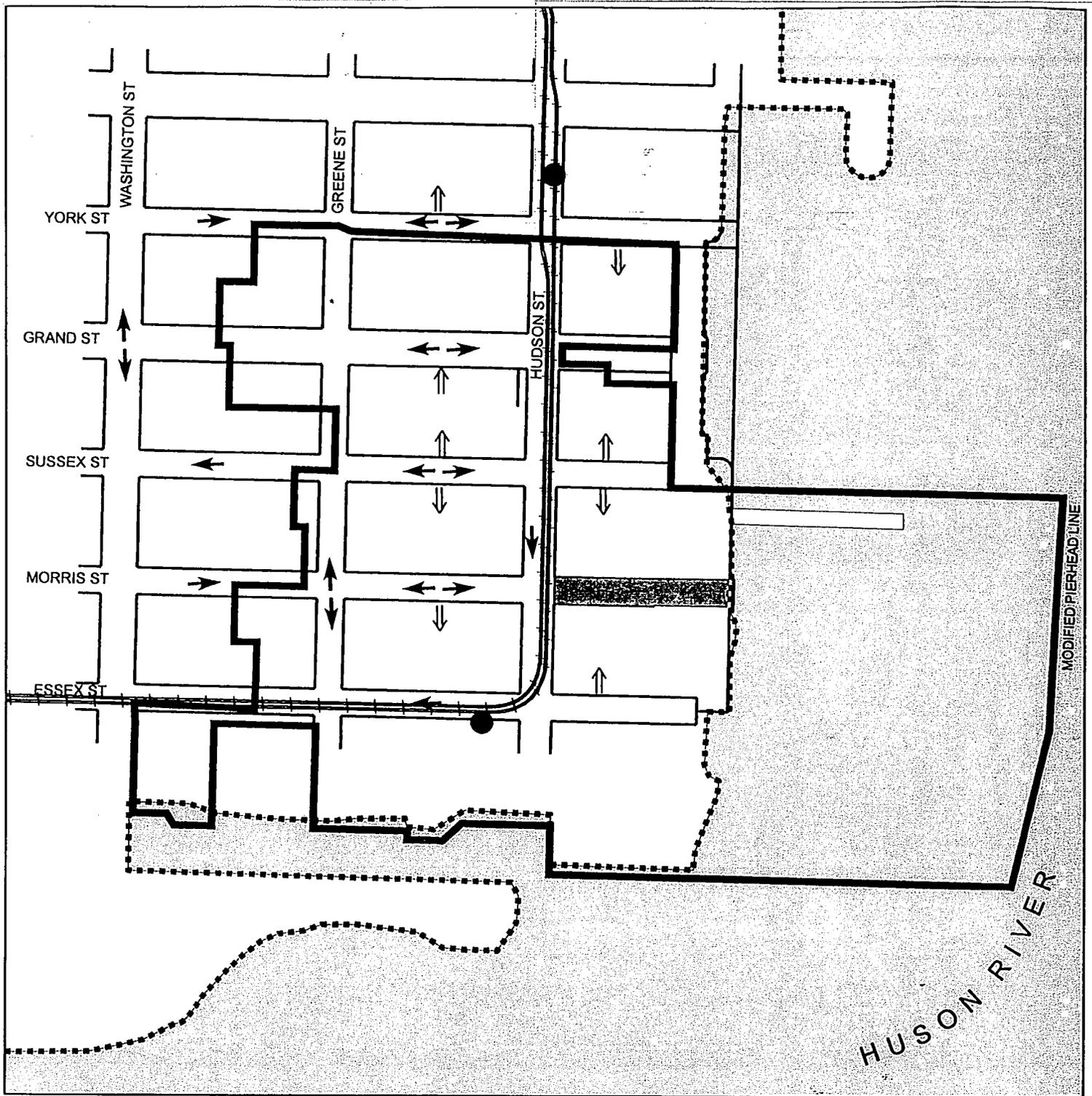
### Legend

-  Canal Basin
-  Esplanade District
-  Greene Street Res
-  Mixed Use
-  Waterfront Recreation



January 17, 2013





# COLGATE REDEVELOPMENT PLAN AREA

## CIRCULATION MAP

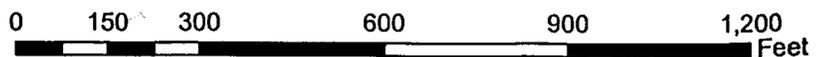
### Legend

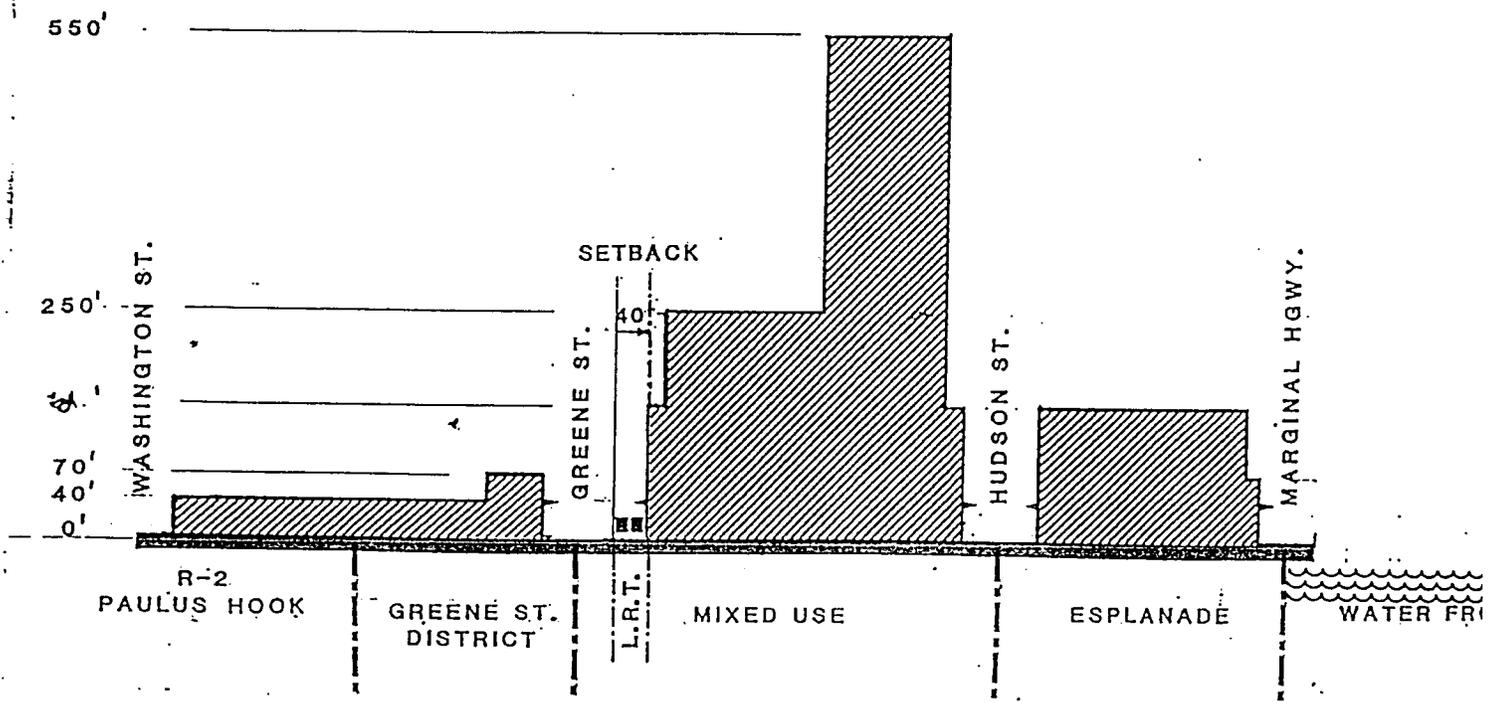
-  Redevelopment Plan Area
-  60' ROW or 70' Pedestrian Atrium
-  Waterfront Walkway
-  Light Rail and Station



Division Of City Planning

February 22, 2006





COLGATE REDEVELOPMENT AREA

TYPICAL CROSS SECTION LOOKING NORTH BETWEEN GRAND AND SUSSEX STREETS

- 1. MAXIMUM BUILDING ENVELOPE
- 2. SET BACKS
- 3. STEP BACKS
- 4. VISUAL CUE LINE
- 5. MAXIMUM HEIGHT

City Clerk File No. Ord. 13-029

Agenda No. 3.C 1st Reading

Agenda No. \_\_\_\_\_ 2nd Reading & Final Passage



# ORDINANCE OF JERSEY CITY, N.J.

COUNCIL AS A WHOLE  
offered and moved adoption of the following ordinance:

CITY ORDINANCE 13-029

TITLE: **ORDINANCE OF THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY ADOPTING  
THE ROUTE 440-CULVER REDEVELOPMENT PLAN**

**WHEREAS**, the Municipal Council of the City of Jersey City, by Resolution 07-530, adopted July 18, 2007, authorized the Jersey City Planning Board to conduct a preliminary investigation to determine if the area known as the Route 440-Culver Study Area meets the criteria necessary to be declared "an area in need of rehabilitation and/or redevelopment;" and

**WHEREAS**, the Municipal Council, upon the recommendation of the Jersey City Planning Board, by resolution adopted on February 27, 2013, has declared a portion of the Route 440-Culver Study Area to be "an area in need of rehabilitation" and has declared a portion to "an area in need of redevelopment;" and

**WHEREAS**, pursuant to *NJSA 40A:12A-4.a.(3)*, the governing body is empowered to adopt a redevelopment plan to regulate development within an area declared in need of rehabilitation and/or redevelopment; and

**WHEREAS**, the Planning Board of Jersey City, at a public hearing held on February 5, 2013, reviewed and amended the proposed Route 440-Culver Redevelopment Plan and unanimously voted to recommend that the Municipal Council adopt the Route 440-Culver Redevelopment Plan; and

**WHEREAS**, the proposed Route 440-Culver Redevelopment Plan, attached hereto and made a part hereof, is available for public inspection in the Office of the City Clerk, City Hall, Jersey City, NJ;

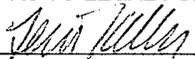
**NOW, THEREFORE, BE IT ORDAINED** by the Municipal Council of the City of Jersey City that the above referenced route 440-Culver Redevelopment Plan be, and hereby is, adopted as recommended by the Jersey City Planning Board.

**BE IT FURTHER ORDAINED THAT:**

- A. All ordinances and parts of ordinances inconsistent herewith are hereby repealed.
- B. This ordinance shall be a part of the Jersey City Code as though codified and set forth fully herein. The City Clerk shall have this ordinance codified and incorporated in the official copies of the Jersey City Code.
- C. This ordinance shall take effect at the time and in the manner as provided by law.
- D. The City Clerk and the Corporation Council be and they are hereby authorized and directed to change any chapter numbers, article numbers and section numbers in the event that the codification of this ordinance reveals that there is a conflict between those numbers and the existing code, in order to avoid confusion and possible repealers of existing provisions.
- E. The City Planning Division is hereby directed to give notice at least ten days prior to the hearing on the adoption of this Ordinance to the Hudson County Planning board and to all other persons entitled thereto pursuant to N.J.S. 40:55D-15 and N.J.S. 40:55D-63 (if required). Upon the adoption of this Ordinance after public hearing thereon, the City Clerk is directed to publish notice of the passage thereof and to file a copy of the Ordinance as finally adopted with the Hudson County Planning Board as required by N.J.S. 40:55D-16. The clerk shall also forthwith transmit a copy of this Ordinance after final passage to the Municipal Tax Assessor as required by N.J.S. 40:49-2.1.

  
Robert D. Cotter, FAICP, PP, Director  
Division of City Planning

APPROVED AS TO LEGAL FORM

  
\_\_\_\_\_  
Corporation Counsel

APPROVED: 

APPROVED:   
\_\_\_\_\_  
Business Administrator

Certification Required

Not Required

**ORDINANCE FACT SHEET**

**1. Full Title of Ordinance:**

**ORDINANCE OF THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY  
ADOPTING THE ROUTE 440-CULVER REDEVELOPMENT PLAN**

**2. Name and Title of Person Initiating the Ordinance, etc.:**

Carl S. Czaplicki, Director, Department of Housing, Economic Development, and Commerce

**3. Concise Description of the Plan Proposed in the Ordinance:**

This plan will replace current zoning regulations with new zoning regulations applicable to all properties within an irregularly shaped area bounded by Route 440 to the west, Carbon Place to the south, Claremont and Yale Avenues to the north and extending east approximately to the western boundary of the West Side Avenue Redevelopment Area in accordance with the boundary map contained in the plan.

**4. Reasons (Need) for the Proposed Program, Project, etc.:**

To establish zoning regulations that will facilitate the redevelopment of vacant land and nonconforming industrial uses and properties within the area

**5. Anticipated Benefits to the Community:**

Redevelopment of long vacant and/or underutilized property in an area suffering from disinvestment

**6. Cost of Proposed Plan, etc.:**

None (plan prepared by staff planner)

**7. Date Proposed Plan will commence:**

Upon approval

**8. Anticipated Completion Date: N/A**

**9. Persons Responsible for Coordinating Proposed Program, Project, etc.:**

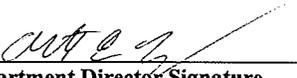
Carl S. Czaplicki, Director, Dept of HEDC  
Robert D. Cotter, City Planning Director  
Nick Taylor, Director, Division of Zoning

**10. Additional Comments: None**

**I Certify that all the Facts Presented Herein are Accurate.**

  
\_\_\_\_\_  
Division Director

FEB 20, 2013  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Department Director Signature  
Deputy

FEB 20, 2013  
\_\_\_\_\_  
Date

## **SUMMARY STATEMENT**

### **ORDINANCE OF THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY ADOPTING THE ROUTE 440-CULVER REDEVELOPMENT PLAN**

This plan will replace current zoning regulations with new zoning regulations applicable to all properties within an irregularly shaped area bounded by Route 440 to the west, Carbon Place to the south, Claremont and Yale Avenues to the north and extending east approximately to the western boundary of the West Side Avenue Redevelopment Area in accordance with the boundary map contained in the plan.

FINAL VERSION  
FEBRUARY 19, 2013

**ROUTE 440 - CULVER**

**REDEVELOPMENT PLAN**

**AS RECOMMENDED BY THE  
PLANNING BOARD  
OF THE  
CITY OF JERSEY CITY  
ON  
FEBRUARY 5, 2013**

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## I. INTRODUCTION

The Route 440-Culver Redevelopment Plan (the Plan) will regulate development within the Route 440-Culver Redevelopment Area (the Redevelopment Area or Area). In accordance with the determination by the Jersey City Municipal Council (add Resolution # and date), pursuant to the recommendations in the Study Report, a portion of the Area will be designated an Area in Need of Rehabilitation pursuant to N.J.S.A.40A:12A-14, while the greater portion will be designated an Area in Need of Redevelopment pursuant to N.J.S.A.40A:12A-5.

The Redevelopment Area is located in the southwestern portion of Jersey City, and consists of two distinct sections. The larger section is essentially bounded by the NJCU West Campus Redevelopment Area to the south, the West Side Avenue Redevelopment Area to the east, the Water Street Redevelopment Area to the north, and the Marine Industrial and a portion of the Bayfront I Redevelopment Areas as well as a portion of the Waterfront Planned Development zoning district to the west. The smaller section consists of a substantial portion of a single large block bounded on the east by the West Side Avenue Neighborhood Commercial Zoning District, on the north by the R-1 One and Two Family Zoning District, and on the west and south by the Water Street Redevelopment Plan area, which separates the two sections of the Study Area. (See Map 1 – Location Map)

Due to the development of an extensive rail system in the mid to late 1800's that connected the west side of Jersey City to the eastern docks, the Redevelopment Area as well as much of the land abutting it, developed as an industrial area interspersed with some residential uses housing middle to low income employees. These industrial uses contributed significantly to the economic vitality of the City, providing jobs and tax ratables through the early part of the 20<sup>th</sup> Century. Several of these industrial uses continue to exist today interspersed with a small scattering of remaining residential lots.

Around the middle of the 20<sup>th</sup> Century, the character of the Area began to change. As transportation shifted toward increased automobile reliance, Route 440 began to develop as a highway commercial corridor, and some of the industrial uses within the Area were replaced by commercial uses, such as automobile dealerships, particularly along Route 440. In addition, there remained a scattering of residential uses within the Area that have continued to the present, with a slightly higher concentration in the eastern portion, closer to West Side Avenue.

In April 2000, the City adopted a new Master Plan that recognized the Redevelopment Area, as well as the abutting areas to the north, east and south as "in transition and...characterized by declining manufacturing uses, highway-oriented commercial development and vacant or underutilized former industrial auto-related property." In keeping with this analysis, the Master Plan recommended eliminating the former "Industrial" zoning designation as obsolete and instead encouraging continued retail/commercial development along with improvements to the "function and appearance of Route 440...and...extensive urban design, buffering and screening, pedestrian circulation..." and the protection of "...adjacent residential neighborhoods."

Meanwhile, in 2000, the Municipal Council adopted the Water Street Redevelopment Plan that calls for a mix of townhomes and residential mid-rise development; the NJCU West Campus Redevelopment Plan in February 2005 that calls for a mix of academic, residential and

commercial development primarily in mixed-use buildings; the West Side Avenue Redevelopment Plan in March 2005 that calls for predominantly mixed use retail/commercial and residential development; and the Bayfront I Redevelopment Plan in May 2008 – all on the periphery of the Route 440 – Culver Area. Furthermore, in April 2009, a new Circulation Element of the Master Plan was adopted that recommended the redesign of Route 440 from a solely auto and truck oriented highway to a boulevard that would incorporate substantial pedestrian, mass transit and recreational accommodations. A study recommending a final concept design for the Route 440 Boulevard and another study by NJ Transit recommending extension of the Hudson Bergen Light Rail (HBLR) through the Redevelopment Area and across Route 440 were both recently completed. Pursuant to the recommendations of those studies, Ordinance #11-094 establishing setback requirements for all property abutting or in close proximity to Route 440 was adopted on August 31, 2011, and the HBLR extension project is currently moving forward.

Based on the findings of the Study Report, clearly, industrial development is no longer appropriate for the Redevelopment Area. Moreover, in light of substantial residential and mixed use redevelopment that has resulted from adoption of the above-listed redevelopment plans, the new Circulation Element, and the recommendations of the two referenced roadway and rail improvement studies, development of the Area solely as a highway commercial corridor is also no longer appropriate. Instead, new zoning standards need to be adopted that advance the Master Plan recommendations by encouraging continued retail/commercial development along Route 440 while furthering improvements to its function and appearance, providing for “extensive urban design,” increased pedestrian circulation and connectivity with light rail transit stations, and protection of adjacent residential neighborhoods.

The boundaries of the Redevelopment Area were selected to facilitate the elimination of blighting conditions at the fringes of the several surrounding redevelopment plans, two of which also abut Route 440, while continuing to exclude and protect a little over one block of continuous stable residential development between Fisk Street and Culver Avenue that abuts the western side of the West Side Avenue Redevelopment Area.

## II. BOUNDARIES

The Route 440 - Culver Study Area comprises 30.5 acres consisting of various tax lots currently found on seven (7) different tax blocks (formerly eleven (11) tax blocks prior to January 1, 2012) within the City of Jersey City. The Block and Lot numbers are as follows:

<b>New Block as of January 1, 2012/ Former Block</b>	<b>New Lot as of January 1 2012/Former Lot</b>
22103/ 1287.A	12/12, 20/7
22103/ 1293	1/55
22003/ 1287.A	16/2.C
22003/ 1292	10/1.E, 9/45, 8/46, 5/49, 4/50, 11/55, 3/56
22001/ 1291	4/76
22001/ 1292.1	2/4
22002/ 1295	27/1.99, 28/66, 29/67, 1/28.99, 19/68

21701/ 1296	18/18, 19/F9.99, 20/15, 17/19, 23/17
21701/ 1296.5	15/10
22101/ 1297	5/52, 4/44.99, 3/43, 2/42, 1/72, 23/22.99, 24/27, 25/28, 26/29, 27/30, 28/31.99, 29/34, 30/35, 31/36, 32/37, 33/38.A, 34/39.A, 11/M.1
21701/1775.1	1/A.1, 24/11.P, 25/78, 14/83, 13/96
21801/ 1774	12/79, 11/78, 10/77, 9/76, 5/57, 4/54, 3/53, 2/85, 19/35, 18/34, 17/33, 16/29, 8/PL.A, 15/11, 14/10

The boundary of the Redevelopment Area is also depicted on Map #2 – Boundary Map. Because Block and Lot numbers may change from time to time due to subdivisions, lot consolidations or renumbering, the Boundary Map located in this report shall prevail in the case of discrepancies between the Map and the Block and Lot list above.

### III. REDEVELOPMENT OBJECTIVES

- A. To redevelop the Route 440 - Culver Redevelopment Area in a manner that is compatible with permitted development in adjacent redevelopment areas and consistent with the design plan for the Route 440 Boulevard.
- B. To recognize the significant opportunities for residential and commercial redevelopment afforded by the Area's proximity to the West Side Avenue Light Rail Station and the anticipated Route 440 Boulevard.
- C. To preserve abandoned rail right-of-way within the Area for the anticipated extension of the Hudson Bergen Light Rail allowing it to connect to the west side of Route 440.
- D. To preserve land for the expansion of the Route 440 public right-of-way consistent with the design plan for the Route 440 Boulevard.
- E. To recognize the existing pattern of permitted highway commercial development along Route 440 while enabling its redevelopment in a manner consistent with both the design plan for the Route 440 Boulevard and adjacent redevelopment areas.
- F. To provide enhanced pedestrian and vehicular connections to the anticipated Route 440 Boulevard and to the existing and proposed Hudson Bergen Light Rail stations.
- G. To create new public rights-of-way within the Redevelopment Area that will improve vehicular and pedestrian circulation within the Area; preserve and extend the existing city street grid; and facilitate the development of alternate, locally accessible, vehicular north/south connections between Carbon Place and Claremont Avenue consistent with the vehicular traffic analysis for the Route 440 Boulevard Study.
- H. To enhance the pedestrian environment and general appearance of all existing and proposed roadways within the Area.

- I. To provide enhanced opportunities for bicycle circulation, parking and storage within the Area in accordance with the Circulation Element of the Jersey City Master Plan.
- J. To provide for the orderly phased conversion of vacant land and antiquated industrial land uses and buildings within the Redevelopment Area to a modern, integrated, mixed-use community.
- K. To eliminate substandard, obsolete and/or dilapidated structures and remove blighting influences.
- L. To promote sustainable development and smart growth planning principles by encouraging the development of a variety of housing choices, sustainable building and site design, pedestrian friendly streets, enhanced access to mass transit and neighborhood shopping facilities, shared parking solutions and a reduction in automobile dependency.

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

It is proposed to substantially improve and upgrade the Route 440 - Culver Redevelopment Area through a combination of redevelopment actions that will provide a uniform and consistent attack on blight within the Area by systematically removing blighting influences in an orderly manner, starting with vacant land and those structures and properties most deleterious to the Area.

- A. The acquisition, consolidation and re-subdivision of land within the Redevelopment Area into suitable parcels for development for the new anticipated land uses.
- B. Demolition of structures determined to be impediments to sound and comprehensive redevelopment.
- C. Provision for a full range of public infrastructure necessary to service and support the new development in the Redevelopment Area.
- D. Construction of new structures and complimentary facilities that are consistent with the recommendations of the Master Plan and this Redevelopment Plan, and which provide for a broad range of commercial, residential and service uses.
- E. Reservation of land for construction of new rail, vehicular, and pedestrian rights-of-way.

#### **V. GENERAL ADMINISTRATIVE PROVISIONS**

The following provisions shall apply to all property located within the Route 440-Culver Redevelopment Area:

- A. Consistent with 40A:12A-7c., this Redevelopment Plan shall supersede all provisions of the Jersey City Land Development Ordinance, Chapter 345 of the City of Jersey City, except 345-6 Definitions, where applicable; 345-12 thru 31 Application Requirements, Development Procedures and Checklists; 345-32, 33 Fees; 345-60.2 Required setbacks...

(pertaining to Route 440); 345-74 Stormwater control; 345-75 Performance and Maintenance Guarantees; and 345-76, 77 Enforcement, Violations, and Penalties.

- B. All development within the Redevelopment Area shall be consistent with the guidelines, standards, and requirements of this Plan, and Map #5, the Zone Map, contained herein.
- C. 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.
- D. No building or structure shall be constructed within any public right-of-way without Site Plan approval by the Planning Board and a Franchise Ordinance adopted by the Municipal Council authorizing such construction. 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.
- E. No Building Permit shall be issued for any new construction, reconstruction, or rehabilitation work within the Area that meets the threshold under Chapter 345-16.C (Site Plan Review within Redevelopment Plan Areas) without prior review and approval of such work by the Planning Board. An Application for Development and a site plan for any such project that meets the threshold shall comply with all procedural requirements of Chapter 345, Article III, and shall be submitted by the developer or property owner to the Division of City Planning for review, so that compliance of such plans with this Redevelopment Plan can be determined.
- 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 City of 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.
- H. Any subdivision of lots and parcels of land within the Redevelopment Area shall be in accordance with this Plan's requirements and the requirements pertaining to subdivision contained in the Jersey City Land Development Ordinance.
- I. The Planning Board may grant deviations from the regulations contained within this Redevelopment Plan, where, by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions, pre-existing structures or physical features uniquely affecting a specific piece of property, the strict application of any area, yard, bulk or design objective or regulation adopted pursuant to this Redevelopment Plan, would result in peculiar and exceptional practical difficulties to, or exceptional and undue hardship upon, the developer of such property. The Planning Board may also grant a deviation from the regulations contained within this Redevelopment Plan related to a specific piece of property where the purposes of this Redevelopment Plan would be advanced by such deviation from the strict application of the requirements of this Plan, and the benefits of granting the deviation would outweigh any detriments.

- J. The Planning Board may grant exceptions or waivers from specific design standards, or from the requirements for site plan or subdivision approval as may be reasonable and within the general purpose and intent of the provisions for site plan review and/or subdivision approval within this Plan, if the literal enforcement of one or more provisions of the plan is impracticable, or would exact undue hardship because of peculiar conditions pertaining to the site.
- K. No deviations shall be granted that will result in permitting or expanding a use that is not a permitted use within this Redevelopment Plan, an increase in the maximum height of ten (10%) percent or greater, or an increase in the density over that permitted within this Redevelopment Plan. An application requesting a deviation from the requirements of this Redevelopment Plan shall provide public notice of such application in accordance with the public notice requirements set forth in NJSA 40:55D-12.a & b.
- L. No deviations shall be granted under the terms of this section unless such deviations can be granted without resulting in substantial detriment to the public good and will not substantially impair the intent and purpose of the Redevelopment Plan.
- M. If any word, phrase, clause, section or provision of this Plan shall be found by a court of competent jurisdiction to be invalid, illegal or unconstitutional, such word, phrase, clause, section or provision shall be deemed severable and the remainder of the ordinance shall remain in full force and effect.

## **VI. GENERAL LAND USE REQUIREMENTS AND RESTRICTIONS**

The following standards and requirements shall apply to all zones, except where otherwise noted:

- A. No junked motor vehicles or parts thereof shall be permitted to be stored on any lot within the Area. Outdoor parking of vehicles that are inoperable or unregistered, unless part of a licensed car sales business, shall be prohibited.
- B. All utility distribution lines and service connections from such lines to the project area's individual uses shall be located underground. Any transformers associated with development within the Area shall be located underground or within the building. Remote readers for all utilities are preferred in lieu of external location of actual metering devices. Developers are required to arrange for connections to public and private utilities and shall notify planning staff of such arrangements prior to installation to ensure compliance with this plan.
- C. Chain link fencing is prohibited along all street frontages within the Area, except during construction. Chain link fencing for construction shall be dismantled and removed prior to the issuance of a Certificate of Occupancy.
- D. The use of razor wire, barbed wire or other similar material is expressly prohibited within the Redevelopment Area.

- E. The commercial storage, processing, separation, and/or transfer of garbage or waste materials shall be prohibited.
- F. No billboard shall be permitted on any property contained within the Redevelopment Area.
- G. No advertising shall be permitted on parking meters, light poles or on benches or other street furniture within the public right-of-way.
- H. Rooftop signs as well as any signs that include flashing, blinking, or otherwise animated lights and/or parts, spinners, pennants, reflective materials that sparkle or twinkle and/or similar materials are expressly prohibited, except for seasonal holiday decorations.
- I. All trash receptacles shall be located within buildings or parking areas, and shall be adequately screened, enclosed and secured, even from above where deemed applicable by the Planning Board.
- J. All mechanical equipment, generators, HVAC equipment and similar equipment shall be visually screened so as not to be visible from adjacent buildings, yards, or public areas, and rooftop equipment shall be adequately screened from all vantage points, even from above where deemed applicable. Said screening shall be constructed in a manner that is consistent with the architecture of the building, and shall utilize the same or complimentary materials used in construction of the building such that the screening appears to be an integral part of the building. Interior locations shall be utilized where mechanically possible. Additionally, such equipment shall be acoustically buffered such that any noise generated by the equipment shall not exceed the residential noise standard as defined by the State of NJ.
- K. Ventilation equipment required for commercial uses shall be vented through the roof of the building and screened in compliance with paragraph J above. Exposed ventilation pipes and risers are prohibited. Should ventilation grillwork be necessary to a storefront façade system, such grillwork shall encompass no more than 10% of the total possible storefront glazing area.
- K. 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.
- L. Any new streets, improvements to existing streets, infrastructure and/or streetscape elements required on a particular block by the Plan shall be constructed concurrently with the development of any project or building at least to the extent of the entire project frontage where it abuts an existing or proposed street. Construction of a new street and/or improvements to an existing street may be required for the entire length of one or more blocks regardless of the extent of the project frontage if such improvements are deemed necessary by the Planning Board for circulation and/or access purposes related to the project. The above provisions contained in this paragraph **shall not apply** to projects pertaining to existing uses owned and operated by existing or future automotive dealerships (includes automotive showrooms and sales or leasing offices, inventory storage lots and/or automotive servicing centers where they are permitted principal and/or accessory uses under VIII.D

and/or E. of this Plan) unless the existing use of the auto dealership property is changed to a different use otherwise authorized under this Redevelopment Plan.

M. Upon demolition of any existing structures, the site shall be graded, planted, sodded, paved and/or developed in accordance with this Plan.

**VII. URBAN DESIGN REQUIREMENTS** (Not applicable to renovation, rehabilitation, or new construction of 1-, 2-, or 3-family detached houses permitted under VIII.C.1.a.)

The following requirements shall apply to all zones, except as otherwise noted:

**A. General Building Design Requirements**

1. The location of all structures within the project area shall take into account the proper 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.
2. All buildings shall front upon a public street, and shall be oriented toward the street so as to contribute to the overall liveliness of the pedestrian environment. The lower level of all buildings shall be designed at a scale appropriate to the pedestrian environment, and each building shall have a clearly identifiable primary entrance facing the street.
3. Front yard parking and/or parking within a side yard facing the street on a corner lot is prohibited within the Redevelopment Area.
4. All outdoor storage is prohibited, and any storage area that may be required and/or proposed shall be contained within the principal structure.
5. At least 75% of any storefront façade shall be glass, and windows and glazing for ground floor commercial uses shall provide views into the store and display areas.
6. Windows in residential portions of a building shall be arranged such that the vertical dimension, or height, is greater than the horizontal dimension, or width. However, bay windows, bow windows, or other multi-panel window features may also be incorporated into the façade to provide architectural interest and character, provided that the overall verticality of the structure is not adversely affected.
7. Balconies and terraces may extend from the building when facing into interior courts and/or rear yards. However, balconies facing onto streets shall not project more than eighteen (18) inches from the building face.
8. All corner buildings shall have windows on both street frontages, and the secondary building façade shall be decoratively appointed to mimic the primary façade, incorporating such special detail/features as bay windows, French balconies, and/or other such features as are found acceptable by the Planning Board.
9. The window sill of any residential window shall either be at least five (5) feet above the elevation of the adjoining sidewalk, or shall be set back at least five (5) feet from the

property line and protected by a fence and/or landscape bed in order to provide adequate visual screening, subject to review and approval of the Planning Board.

10. Facade treatments, materials, colors and architectural treatments shall be of the highest quality and compatible with the building's architectural style. Use of concrete block and vinyl exterior finishes are prohibited, and use of EIFS is prohibited as a water table and/or building base finish. EIFS may be used on upper floors, but only as trim not to exceed 5% of the total surface area of any façade.
11. All building facades fronting on a street shall have some variation in texture and plane. Pursuant to this requirement and at the discretion of the Planning Board, at least a ten percent (10%) variation in materials and colors is encouraged, and at least twenty percent (20%) of each façade should either project or be recessed a minimum of 18 inches from adjacent façade elements through the use of bays, oriels, balconies, reveals, belt coursings, and/or other decorative elements.
12. Buildings, or groups of buildings, may vary in architectural style provided that they shall be designed to present a harmonious appearance in terms of their setting in the built environment and shall have an attractive, finished appearance when viewed from all vantage points.
13. All rooftop mechanical equipment, satellite dishes, and cell phone, television and radio antennas shall be screened from all directions and elevations, on existing and new structures, to the extent feasible, to minimize the negative aesthetic impact as viewed from all properties and structures in neighboring residential zones and from street level. Creative placement of said equipment is strongly encouraged in order to minimize the need for screening. However, where screening is deemed necessary by the Planning Board, screening materials shall be identical or harmonious with those used in the building's façade, and such screening shall be pleasing to the eye and consistent with the surrounding architecture as well as the architecture of the building.

#### **B. Sustainable Design Requirements**

1. All buildings or principal structures to be developed within the area shall demonstrate 20% improvement in energy efficiency of the building envelope, with respect to duct work insulation for mechanical systems, over ASHRAE 90.1 2007 or the most recently adopted energy standards by NJ Department of Energy.
2. All new construction shall utilize only Energy Star rated appliances or better.
3. In addition to the above, all buildings, structures and/or sites to be developed within the area shall incorporate at least five (5) of the following sustainable design features:
  - a. Sustainable roof top: may be Green roof, Blue roof, Solar panel roof, or a combination of at least 50% either Green, or Solar, with White/Cool roof remainder
  - b. Common/shared roof top gardening area with raised beds for growing vegetables
  - c. On-site common roof-top recreation space
  - d. Reservation of parking spaces for the hourly rental of cars (such as Zip Cars, Hertz on Demand, or comparable service)

- e. Electric car charging station(s)
- e. Gray water recycling
- f. Use of at least 50% recycled and/or locally produced construction materials (within 500 miles)
- g. Energy Star rating of 75 or higher for entire building
- h. Installation of geo-thermal (heating/cooling) systems
- i. Use of rain gardens and/or swales in surface landscaping design

### **C. Parking Structure Design Requirements**

1. All parking levels shall be screened or masked in some way from all public rights-of-way so as not to give the apparent perception of garage space.
2. Along Route 440 frontage, a combination of retail, restaurant and/or permitted commercial use, lobby areas, as well as commercial or residential use above the ground floor shall be utilized between all levels of the parking use and the right-of way to mask the parking. Along all other rights of way, ground floor and/or basement level parking shall be masked by lobby areas along with retail, restaurant or other commercial uses where such uses are permitted and utilized, and upper floor parking levels shall be designed as follows in #3.
3. Parking levels that are not entirely masked by other building uses, as covered above, shall be articulated in a manner providing visual interest and utilizing an architectural treatment and materials consistent with the architecture utilized for the principal use of building. Where only residential uses are permitted, or where permitted commercial uses are neither required nor utilized, ground floor and/or basement level parking shall be masked, to the extent feasible, by lobby areas, and where not masked by other uses, all parking level facades shall be disguised by artificial windows of the punched out style utilizing glass and/or decorative grillwork containing the same detailing, design and window frame color as the windows utilized on non-parking levels of the building. The artificial windows must mimic the style and proportions of the windows on non-parking levels of the building so that parking levels have the appearance of habitable floors. Compatible architectural treatments such as sub-cornices, lintels, and other decorative design features shall also be utilized to provide architectural interest and variety.
4. The design of parking levels within any building shall emphasize a vertical exterior façade pattern instead of the horizontal cladding associated with parking garages and their structural members.
5. Individual garage lighting sources shall not be visible from the exterior. Interior garage lighting shall utilize fixtures that will maintain a soft illumination of the interior garage space and will thereby not readily expose the lighting source and garage interior to view from the public right-of-way outside. An internal lighting plan prepared by a lighting professional shall be included with any garage application for review and approval.
6. Garage doors, designed to reflect the architecture of the building, shall be provided at the ingress and egress to the parking garage of any development. Open metal/mesh grates are

prohibited. Garage doors shall be kept to the minimum height and width possible so as to limit their visual impact on the streetscape and the façade of the building.

7. The above design requirements are intended primarily for new residential and/or mixed-use development, or conversions to same (i.e. adaptive reuse), and shall not apply to a new parking structure associated with an automobile dealership provided that said parking structure does not consist of more than a single story.

**D. Circulation and Creation of New Rights-of-Way**

1. The creation of new blocks and rights-of way within the Area, as shown on the Rail and Street Network Plan (Map 3), is required pursuant to the following provisions in order to facilitate vehicular, bicycle and pedestrian circulation within the Area, improve access to mass transit, extend the existing street grid to create linkages to surrounding areas, reduce the need for off-street parking by the creating new on-street parking opportunities along new blockfronts, and facilitate implementation of the Route 440 Boulevard Design plan. (See Section VIII.B.3 Bonus Provision for Creation of New Rights-of-Way). Exempted from this requirement are principal and accessory uses pertaining to auto dealerships, where permitted, provided that such properties continue in auto dealership use.
2. In addition to the above, any application for development of Block 21701/(fka)1775.1 shall include the reservation of land within existing Lot 14/83 for additional right-of-way for the extension of the Hudson Bergen Light Rail (HBLR). The extent of the land area to be reserved shall be defined by the area measured fifty-six (56) feet north from the southern lot line of Lot 83 as shown on the Rail and Street Network Plan.
3. All property within this Redevelopment Area that abuts or is in close proximity to Route 440 shall be developed in a manner that adheres to the setback requirements adopted 8-31-2011 by Ordinance #11-094 of the City of Jersey City.
4. The dimensions of all proposed blocks and rights-of-way lines defined on the Rail and Street Network Plan shall be considered approximate at the time of adoption of the Redevelopment Plan and shall be refined and finalized by an engineering survey to be performed by the developer prior to actual construction.
5. Sidewalks are required on both sides of all streets and shall be appropriately sized for the safe and convenient movement of pedestrians through and around the Redevelopment Area as follows:

Street	Total sidewalk width	Unobstructed	Planter/tree pit
Mallory & Culver Aves.	15 feet	10 feet	5 x 5
Claremont Avenue	Match existing sidewalk in Water Street Redevelopment Area	Match existing	Match existing

Route 440	In accordance with Route 440 Boulevard Design Plan	See Rte 440 Design Plan	See Route 440 Design Plan
All other streets	9-10 feet	6 feet	3x5 or 4x4 feet

**E. Off-street Parking and Loading Design Requirements**

1. All required parking spaces shall be a minimum of 9 feet wide by 18 feet deep, except that up to 30% of required parking spaces may be compact spaces, a minimum of 8 feet wide by 16 feet deep. Where perimeter landscaping, or a pedestrian walkway, or an additional row of parking abuts a row of parking spaces, the placement of a curb or wheel stop up to two (2) feet within the required 18 foot depth of the parking space may be required by the Planning Board to ensure that parked vehicles will not infringe on required landscaping, pedestrian areas or adjacent parking spaces. All parking aisles shall be a minimum of 22 feet wide.
2. Required off-street parking may be located on the same lot as the use which the parking is intended to serve, or may be provided on another site within the Redevelopment Area provided that the parking use is not the sole use of the lot.
3. Short term bicycle parking shall be provided along the sidewalk in front of all commercial development at a ratio of one bike parking station accommodating at least two bicycles for every 25 linear feet of frontage. In addition, bicycle storage shall be required for development on all lots greater than 2,500 square feet, or residential projects of more than four dwelling units at a ratio of one bicycle space per 5,000 square feet of non-residential use, and one bicycle space for every two residential units.
4. All bicycle storage areas shall be located so as to be convenient and accessible to the front entry of the building with no more than four vertical steps between the bicycle storage area and the sidewalk (ramps may be utilized). Required bicycle storage spaces may be provided with wall-mounted racks along accessory garage walls, an interior bicycle storage room, or any combination of the afore-mentioned.
5. Developers shall demonstrate that sufficient off-street loading will be provided to meet the needs of the proposed use. Loading operations shall be conducted so as to minimize conflicts with traffic circulation.
6. Access to all off-street parking and loading areas shall be clearly designated and arranged so as to avoid the backing in and out of vehicles onto the street right-of-way to the greatest extent practical, and to limit conflicts with pedestrian areas.
7. On-street loading shall be limited to light deliveries that support the day-to-day functioning of the use with which they are associated. No more than one on-street loading zone of 30ft is permitted along any single blockfront.

## **F. Landscape, Streetscape, Lighting**

1. All new projects shall include a Landscape Plan for the subject site, and a Streetscape Plan for the sidewalk areas adjoining the site.
2. Landscaping, 90% of which shall consist of soil planted with vegetative material, is required for any part of a development parcel not specifically designated to be used for buildings, off-street parking and/or loading spaces, walkways, or other similar purposes requiring impervious surface.
3. The Landscape Plan shall include details and specifications indicating types of paving materials, plant materials, lighting, tree grates, screening materials and other decorative on-site features. All proposed site plans shall include a planting schedule, prepared by a Certified Landscape Architect, indicating location, size and quantity of the various species to be used, and shall additionally take into account site-specific water table and other soil conditions.
4. The Streetscape Plan shall include all sidewalk materials, colors and specifications as well as details and specifications for all other amenities such as landscaping, tree guards and/or grates, benches, trash receptacles, lighting and/or other decorative street furniture, including sidewalk café appurtenances. In particular, the streetscape plan for projects fronting along Route 440 shall include all design elements contained in the adopted Route 440 Boulevard Plan and shall conform to the dimensional requirements of the adopted Boulevard Plan for each element.
5. All sidewalk areas shall be durably paved, and access across a sidewalk to a driveway, garage, parking alley, or common parking area shall be via a “dropped” curb and sloped apron in conformance with Municipal engineering standards. Porous paving materials are encouraged along the curb line between street tree beds.
6. All plant material used shall be suitable to the urban environment and a long-term landscape maintenance schedule shall be provided indicating how the plant materials are to be cared for and maintained, including method of irrigation, fertilizing, pruning, etc., and a plan for replacement of any plants that do not survive at least two planting seasons. Sustainable vegetation requiring the least water maintenance feasible shall be encouraged.
7. Street trees shall be required for all new development, redevelopment, or rehabilitation within the Redevelopment Area. Trees shall be planted along curb lines of streets to enhance the aesthetic quality of the pedestrian environment in the Area. Trees appropriate to the urban environment shall be planted at a minimum of twenty-two feet and a maximum of thirty-five feet apart on center depending on the typical mature spread of the selected tree variety.
8. Roof top planting is encouraged (see also VII.B Sustainable Design Requirements).
9. Surface parking lots for 5 or more vehicles shall provide a perimeter screen planting area at least 4 feet in width along any street line and along any property line abutting a yard

area. Parking lot screen planting shall consist primarily of dense evergreen material that may be interspersed with a few decorative, flowering trees. The height of the mature screen planting shall be sufficient to accomplish the intended screening purpose. All perimeter planting areas shall be curbed to prevent erosion, but may allow periodic breaks for rainwater infiltration, if applicable. Perimeter planting areas shall be enclosed with decorative, metal, picket style fencing a minimum of 4 feet and a maximum of 6 feet in height. In lieu of a planting bed, curb and fence enclosure at grade, a brick planter box with a stone cap may be constructed not less than 18 inches nor more than 3 feet in height, and fencing shall be installed at the outer edge of the planter box so that the total height of the bed and fence equals no less than 4 feet nor more than 6 feet in height.

10. Screen planting for purposes other than parking lot screening shall consist of evergreen material that is 4 to 6 feet in height at the time of planting, and is guaranteed to achieve a mature height and spread sufficient to obtain an adequate, solid screening effect.
11. Surface parking lots for 20 or more cars shall provide 1 shade tree for every 10 parking spaces in addition to required perimeter screening. Parking lots configured with 3 or more rows of parking shall be designed with a landscape bed at each end of the central row(s) in addition to required perimeter screening and shall also provide 1 shade tree for every 10 parking spaces, interspersed along the spine of the central row(s). Interior lot landscaping shall be designed and maintained at a maximum height of 30 inches so as not to interfere with the sight line of vehicles circulating within the lot.
12. As part of any development with 50 feet or more of street frontage within the Redevelopment Area, new, decorative, pedestrian-friendly street lighting shall be installed at the outer edge of all sidewalks in accordance with a comprehensive decorative design theme. Existing cobra-head lighting oriented toward the street may remain. However, where replacement of cobra-head lighting is necessary, or along any newly constructed rights-of-way, taller decorative lighting fixtures oriented toward the carriage way shall be utilized as part of the lighting plan in lieu of the standard cobra-heads. In no case shall taller, street-oriented lighting be utilized to the exclusion of pedestrian scale lighting. Any such taller street-oriented lighting must be the same color as, and of compatible style with, the pedestrian scale decorative lighting which shall be either upright or oriented toward the pedestrian right-of-way.
13. Lighting within each site and along all street lines of the property shall be sufficient to illuminate all areas and provide for a safe, evenly illuminated environment. However, all lighting fixtures must be properly oriented and screened to prevent light spillage and glare to adjacent properties.
14. On-site lighting fixtures shall be in scale with the size of the project. Bollard type lighting and/or pedestrian scale lighting is encouraged wherever feasible.
15. Only decorative style fences, such as tubular steel, "wrought iron," or other similar type fences, are permitted along street frontages. The design of the fencing shall be in keeping with and appropriate to the architectural style of the building. Fencing along all street frontages shall not exceed forty two (42) inches in height except in the case of an accessory parking area that fronts on a street where up to 6 feet in height is permitted.

#### G. Open Space Bonus Provisions:

1. Any application for development on Block 21701/(fka Blocks 1296 & 1775.5), or Block 22101/1297, may be accompanied by a plan to also develop Block 1296.5, now Block 21701, Lot 15, and/or that portion of Block 21701/1775.1, lot 14/83 remaining after reservation of land for the HBLR extension and also abutting the Water Street Redevelopment Area, as a public park in accordance with the open space requirements of this Plan found below. In such case, any qualifying development project within the Area shall be permitted to exceed the maximum allowable **floor area** for the applicable district (as provided under Section VIII.B.1 of this Plan) by an amount equal to 1.5 times the development rights associated with the portions of Block 21701, lot 15 (fka Block 1296.5), and/or said remainder of Block 21701/1775.1, lot 14/83 to be reserved for park development.
2. Any application for development on Block 22103/1293, lot 1/ 55 may include a plan to develop a public park on the easternmost "remainder" of the lot, after subdivision and creation of a new right-of-way at the eastern boundary of the lot between Fisk Street and Carbon Place (see VIII.B.3. Bonus Provision for Creation of New Rights-of-Way below). In such case, development of any of the other parcels created by a subdivision of this lot shall be permitted to exceed the maximum allowable **floor area** for the applicable district (as provided under Section VIII.B.1 of this Plan) by an amount equal to 1.5 times the development rights associated with said "remainder." In the alternative, ownership of said remainder, along with the development rights applicable under Section VIII.B.1 below only, may be transferred by sale to the owner of Block 22103/1287.A, Lot 12/12 for inclusion in the development of that parcel provided.
3. Any park created pursuant to the development incentive described in section G.1 above shall be designed with at least 60% vegetative green space, public seating areas and passive recreation space; and may include a children's playground and/or a dog run.
4. In addition to G.1 above, a maximum of 5% of any development site may be dedicated to public open space in the form of plaza, passive recreation area, or children's play area. Any development that creates such public open space shall be allowed to apply the development rights applicable to the area reserved for public open space to the remaining developable area.
5. Once the allowable development rights have been calculated using the above standard, any development project within the Area shall be permitted to exceed the maximum allowable **building height** for the applicable district by the exact number of stories and floor area, rounded to the nearest whole number, necessary to achieve the Open Space Bonus and/or the Bonus Provision for Creation of New Rights-of-Way (as provided under Section VIII.B.3. of this Plan).

## VIII. SPECIFIC LAND USE REGULATIONS

### A. Intent and Purpose

The purpose of this regulating plan is to promote redevelopment that will result in a vibrant and stable community through the creation of a livable neighborhood, viable commercial uses, a range of housing types, and open spaces arranged in a logical manner responsive to on-site conditions, the light rail station at West Side Avenue, and the future implementation of the Route 440 Boulevard plan. It is the intent of these regulations to also promote redevelopment that will provide an appropriate scale of development and compatible transition of uses between the adjacent redevelopment areas on three sides and the abutting R-1 One and Two Family Zoning District on the remaining side.

### B. Intensity of Development

1. Floor Area Ratio (FAR) – gross lot size shall be used to calculate maximum allowable floor area (i.e., prior to subdivision for the creation of new rights-of-way or the widening of existing rights-of-way). Required Floor Area Ratios assume 100% coverage at the ground floor, 65% coverage for floors 2 thru 8, and 55% coverage for floors 9 thru 12. Variations in setbacks that reduce ground floor building coverage by up to 20% (in furtherance of urban design standard VII.A.11) and add the ground floor level reduction to the building mass on other floors are permitted as long as the floor area ratio is maintained and the permitted height is not exceeded. Floor Area Ratios assume 100% coverage at the ground floor, 65% coverage for floors 2 thru 8, and 55% coverage for floors 9 thru 12. In the case of development projects utilizing the Open Space Bonus Provisions found in Section G above, and/or the Bonus Provision for Creation of New Rights-of-Way found in Section B.3 below, Floor Area Ratios shall assume 100% coverage at the ground floor, 85% coverage for floors 2 thru 8, and 75% coverage for floors 9 and above, however, waivers from these assumptions that allow for greater coverage may be considered provided, however, that Building Design Requirements found under VII A. and C. including, but not limited to, variations to the building plane, shall still apply.

Mid Rise-A District - One, two, or three family detached houses: Maximum FAR 2;  
All other uses: Maximum FAR 4

Mid Rise-B District - Maximum FAR 5.5

High Rise District - Maximum FAR 7.7

#### 2. Height regulations:

- a. Existing one, two or three family houses in the Mid Rise-A District can be rebuilt, on the specific permitted lots, to a maximum of three or four stories in accordance with the number of stories existing at the time of adoption of this plan and the Max. allowable FAR. All other building types are subject to the minimum and maximum heights specified below.
- b. Except as covered in a. above, all uses and building types, except those uses and building types customarily associated with existing and future auto dealerships where permitted, shall comply with the height requirements shown on the table below (see

High Rise and Mid-Rise District bulk standards for existing showrooms and associated uses under VIII.D.3.e & E.3.c.) with the following exceptions:

1.) In the event that the Open Space Bonus Provision found at Section VII.G.1 and /or the Bonus Provision for Creation of New Rights-of-Way found at Section VIII.B.3 shall apply, the development project may, as-of-right, exceed the maximum allowable height for the applicable district shown in the table below by the exact number of stories and floor area, rounded to the nearest whole number, necessary to achieve the Open Space Bonus Provision and /or the Bonus Provision for Creation of New Rights-of-Way.

2.) Waivers from the building coverage assumptions found in B.1 above shall be considered for any project seeking additional floors to utilize the Open Space Bonus Provision and /or the Bonus Provision for Creation of New Rights-of-Way, provided, however, that Building Design Requirements found under VII A. and C., including, but not limited to, variations to the building plane, shall still apply.

ZONE	Minimum Stories	Maximum Stories	Minimum floor to ceiling	Max. floor to ceiling w/o mezzanine
Mid Rise-A	4 stories	6 stories	Res:* 9 ft.	Res: 11 ft.
			GFC: * 9 ft.	GFC: 12 ft.
Mid Rise-B	5 stories	8 stories	Res: 9 ft.	Res: 12 ft.
			GFC: 9 ft.	GFC: 14 ft.
High Rise	8 stories	12 stories	Res: 9 ft.	Res: 12 ft.
			GFC: 10 ft.	GFC: 15 ft.

\*Res = residential; GFC=ground floor commercial

c. Mezzanines –

1.) Up to two residential floors of a mid-rise apartment building may include mezzanine levels, provided that mezzanines do not cover more than 33% of the interior space below, and provided that the maximum ceiling height of the mezzanine level shall be 9 feet.

2.) Mezzanines are allowed in all commercial spaces, provided that mezzanines do not cover more than 33% of the interior space below, and provided that where a commercial use is permitted to occupy a second floor, either a mezzanine level or an internally connected second floor shall be permitted, but not both.

3. Bonus Provision for Creation of New Rights-of-Way (See VII.D.1 for requirement to create new blocks and rights-of-way)

a. Whenever a subdivision or dedication of private property for the creation of a new or expanded right-of-way is required in accordance with the Rail and Street Network Plan - Map 3, including the HBLR extension, a development project within the Area shall be

permitted a maximum allowable floor area equal to 120% of the development rights, rounded to the nearest whole number, permitted under Section VIII.B.1, Floor Area Ratio, for the applicable zone in which the property is located, based on the gross land area of their property prior to subdivision or dedication

b. Once the allowable floor area has been calculated using the above standards based on the gross land area prior to subdivision, any development project within the Area shall be permitted to exceed the maximum allowable building height for the applicable district by the exact number of stories and floor area, rounded to the nearest whole number, necessary to achieve the maximum allowable floor area build-out at a factor of 120% and/or to achieve the Open Space Bonus.

### C. Mid Rise-A District

This district consists of portions of two non-contiguous blocks: a portion of Block 1774 that serves as a transition zone between the R-1 zone to the north and the Water Street Redevelopment Area TOD-B to the south, and a portion of Block 1297 that serves as a transition zone between the West side Avenue Redevelopment Area to the east, the R-1 zone to the south, and the Mid Rise-B zone to the west.

#### 1. Permitted Principal Uses:

- a. 1, 2, or 3-family detached houses shall be considered conforming uses only on Block 21801/(fka)1774, Lots 14/10, 3/53, & 12/79 and Block 22101/1297, Lots 25/28, 26/29, 27/30 and 21/37, 33/38.A, 34/39.A, in accordance with the use existing at the time of adoption of this plan.
- b. Townhouses: may include flats, duplexes and/or triplexes (units on more than one floor).
- c. Mid-rise apartment buildings in accordance with the Ground Floor Frontage Regulating Plan – may include flats, duplexes, and/or loft style apartments.
- e. Ground floor retail and commercial uses - the following uses may be located on the ground floor of a mid-rise apartment building in accordance with the Frontage Regulating Plan: retail sales, retail services, category one and two restaurants, financial institutions and services, commercial health club/fitness center/gym, offices (includes general, professional, medical), and child day care centers.
- f. Civic uses .
- g. Parks and public open space

#### 2. Permitted Accessory Uses and structures:

- a. Home Occupation in any residential unit
- b. Health/fitness club or gym reserved for the sole use of building occupants, on any floor of a mid-rise apartment building.
- c. Roof-top deck/recreation area as part of mid-rise apartment building development

- d. Meeting and/or community room on the second floor or above of a mid-rise apartment
  - e. Balconies – subject to design regulations of this plan
  - f. Swimming pools
  - g. Decks and patios
  - h. Structured parking; some rear yard surface parking may be permitted in accordance with the parking standards of this plan.
3. Bulk Standards:
- a. One, two or three family houses, where permitted under VIII.C.1.a. -
    - 1.) Minimum Lot Area/ Width/ Depth: 2,500 sq.ft/ 25 ft./ 100 ft.
    - 2.) Front and rear yards - combined depth shall not total less than 35 feet
    - 3.) Side yards shall be determined by window placement and compatibility with adjacent development.
    - 4.) Building Coverage: shall not exceed 60%
    - 5.) Lot Coverage: shall not exceed 80%; remaining 20% shall be suitably landscaped with vegetative cover and must include all front yard areas not required for walkways and driveways.
  - b. Townhouses –
    - 1.) A minimum of 4 townhouse lots in a row, on separate lots, are required.
    - 2.) Minimum Lot Area/ Width/ Depth: 2,500 sq.ft/ 25 ft./ 100 ft.
    - 3.) Front Yard Setback: Min. 0; Max. 5 ft.; any row of four houses must have the same setback.
    - 4.) Side Yard: Not permitted, must build lot line to lot line along the side.
    - 5.) Rear Yard: Front and rear yards - combined depth shall not total less than 35 feet.
    - 6.) Building and Lot Coverage: see standards above for one, two, three family houses
  - c. Mid-rise apartment buildings and civic uses –
    - 1.) Minimum lot Area/Width Depth: 6,000 sq.ft/ 60 ft/ 100 ft
    - 2.) Required front yard:
 

Residential and/or garage frontages shall match the front yard setback of the primary building façade of an adjacent mid-rise apartment building, or a minimum of 0 feet and a maximum of 10 feet shall apply, if there is no adjacent mid-rise apartment building; see also Urban Design Guidelines VII.A.11 for required variation in façade plane. Ground floor commercial use frontages shall be located along the front lot line.

- 3.) Required rear yard: Ground floor or single floor partially above grade parking garages may be built to the rear lot line; all floors above a single story garage level shall provide a minimum of 30 feet.
- 4.) Required side yard: Parking garage level(s) may be built to the side lot line, and residential floors shall provide a minimum five (5) feet on each side.
- 5.) Building Coverage: See VIII.B.1 Floor Area Ratio to calculate allowable building coverage.
- 6.) Lot Coverage: To be determined by yard requirements and may vary depending on ground floor use.

**D. Mid Rise-B District**

**1. Permitted Principal Uses:**

- a. Townhouses – See Mid Rise-A
- b. Mid Rise Apartment Buildings- See Mid Rise-A; may also include work/live units.
- c. Ground floor retail and commercial uses – the following uses may be located on the ground floor of a mid-rise apartment building in accordance with the Ground Floor Frontage Regulating Plan: retail sales, retail services, category one and two restaurants, bars, financial institutions and services, commercial health club/fitness center/gym, offices (includes general, professional, medical), theaters and child day care centers. Restaurants, and/or healthclubs/fitness centers/gyms may also occupy the second floor in this zone provided that the second floor use is connected internally to the same use on the ground floor and has windows fronting on the street in conformity with building design standards.
- d. General and/or professional office buildings, including medical offices
- e. Civic uses
- f. Public and private technical schools
- g. Commercial theaters for live or screen performances including movies, plays, and concerts.
- h. Any combination of the above in accordance with the Ground Floor Frontage Regulating Plan
- i. Parks and public open space on Block 21701, lots 1, 13, 14, 15 (fka Blocks 1296.5 and 1775.1)
- j. Inventory storage, automotive servicing centers, and used car sales offices on Block 1292, (new Block 22003, lots 3, 4, 5, 8, 9, 10, 11), and Block 1295, lots 66, 67, 68 (new Block 22002, lots 19, 28, 29) only, ancillary to auto showrooms and sales or leasing offices on Blocks 22001, lot 4/1291, lot 76 and 22002, lot 1/1295, lot 28.99 and 22001, lot 2/1292.1 in the High Rise District. Any expansion of such ancillary

facilities shall require Site Plan approval by the Planning Board and shall include landscaping, screening, and decorative lighting and fencing improvements.

2. Permitted Accessory Uses and Structures:

- a. Home Occupation in any residential unit
- b. Health/fitness club or gym reserved for the sole use of building occupants, on any floor of a mid-rise apartment building
- c. Roof-Top recreation space on the roof of a mid-rise apartment building
- d. Meeting and/or community room on the second floor or above of a mid-rise apartment
- e. Balconies – subject to design regulations of this plan
- f. Structured parking; some rear yard surface parking may be permitted in accordance with the parking standards of this plan

3. Bulk Standards:

- a. Townhouses – See Mid Rise-A
- c. Mid-rise residential & civic uses – See Mid Rise-A
- d. Mixed use buildings, office buildings, technical schools, commercial theaters
  - 1.) Minimum lot Area/Width Depth: 10,000 sq.ft/ 100 ft/ 100 ft
  - 2.) Yard and coverage standards: See Mid Rise A - Mid-rise residential & civic uses\
- e. Inventory storage lots, used car sales operations, and automotive servicing centers, existing at the time of adoption of this Plan, and ancillary to existing dealerships fronting on Route 440, may expand in accordance with yard and coverage standards for mixed use buildings without meeting minimum height standards, provided however that such expansion shall not include the encroachment of any building consisting of more than a single story into any proposed rights-of-way shown on Map 3: Rail and Street Network Plan, and also provided that Site Plan Approval shall be required in accordance with all applicable Urban Design standards for any such expansion. See also applicable Site Plan application requirements outlined under Sections D.1.j. of the Mid Rise-B District and E.1.i. of the High Rise District.

E. High-Rise District

1. Permitted Principal Uses:

- a. High-Rise apartment buildings in accordance with the Ground Floor Frontage Regulating Plan – may include flats, duplexes, work/live and/or loft style apartments – residential units permitted on all floors except the ground floor of Route 440 frontage

- b. Mid-rise apartment buildings in accordance with the minimum height requirement and Ground Floor Frontage Regulating Plan – may include flats, duplexes, and/or loft style apartments, including work/live units. Residential units are permitted on all floors except the ground floor of Route 440 frontage
  - c. Ground floor retail uses – same uses as permitted in the Mid Rise B District may be located on the ground floor of any high-rise or mid-rise apartment building where optional retail/commercial use is permitted, and are required along the Route 440 corridor, in accordance with the Ground Floor Frontage Regulating Plan. Additionally, along the Route 440 corridor, as well as along all optional retail/commercial frontages, theaters, restaurants and/or health club/fitness center uses may also occupy the second and third floors in this zone provided that the upper floor space is connected internally to the same use on the ground floor and has windows fronting on the street in conformity with building design standards.
  - d. General, professional and/or medical offices, except on the ground floor fronting on Route 440 (see Ground Floor Frontage Regulating plan for Route 440)
  - e. Civic uses, except on the ground floor fronting on Route 440 (see Ground Floor Frontage Regulating Plan for Route 440)
  - f. Public and private technical schools, except on the ground floor fronting on Route 440 (see frontage regulating plan for Route 440)
  - g. Commercial theaters for live or screen performances including movies, plays, and concerts
  - h. Automobile showrooms and sales or leasing offices, contained in a building, are permitted on Block 22001, lot 4/1291, lot 76 and Block 22002, lot 1/1295, lot 28.99
  - i. Inventory storage, automotive servicing centers, and used car sales offices existing at the time of adoption of the Plan on Block 22002/1295 and/or Block 22003/1292 ancillary to existing auto showrooms and sales or leasing offices on Block 22001/1291 or Block 22002, Lot 1/1295, Lot 28.99. Any expansion of such facilities shall require Site Plan approval by the Planning Board and shall include landscaping, screening, and decorative lighting and fencing improvements.
  - i. Any combination of the above in accordance with the frontage regulating plan
  - j. Parks and public open space
2. Permitted Accessory Uses and structures:
- a. Home Occupation in any residential unit – in accordance with regulations of the Land Development Ordinance, Chapter 345-60
  - b. Health/fitness Club reserved for the sole use of building occupants, on any floor of a mid-rise or high-rise apartment building

- c. Roof-Top recreation space on the roof of a mid-rise or high-rise apartment building
- d. Meeting and/or community room on the second floor or above of a mid-rise or high-rise apartment building
- e. Inventory storage, automotive servicing centers, and used car sales offices on Blocks 22001/1291 and 22002/1295 only, accessory to existing auto showrooms and sales or leasing offices on Blocks 22001/1291, 22002/1295, and 22003/1292 respectively, and provided that no such storage or servicing center shall front on or be accessed directly from Route 440, nor shall any building consisting of more than a single story be permitted to encroach onto any proposed right-of-way shown on Map 3: Rail and Street Network Plan. Any expansion of such accessory facilities shall require Site Plan approval by the Planning Board and shall include landscaping, screening, and decorative lighting and fencing improvements.
- f. Balconies – subject to design regulations of this plan
- g. Structured parking

3. Bulk Standards:

- a. Mid-rise apartment buildings & civic uses – See Mid Rise-A
- b. Mixed use buildings, office buildings, technical schools, commercial theaters – see Mid Rise-B
- c. Automobile showrooms and sales or leasing offices for new or used vehicles existing at the time of adoption of this Plan may expand in accordance with yard and coverage standards for mixed use buildings without meeting minimum height standards, provided however that such expansion shall not include the encroachment of any building consisting of more than a single story into any proposed rights-of-way shown on Map 3: Rail and Street Network Plan, and also provided that Site Plan Approval shall be required in accordance with all applicable Urban Design standards for any such expansion. See also Site Plan application requirements for expansion of inventory storage lots, used car sales operations, and automotive servicing centers under Permitted Principal and Accessory Uses in the High Rise District.

F. Parking Requirements:

- 1. No parking is permitted between the building and the street line except where the condition already exists for automobile showrooms and sales or leasing offices, for new or used vehicles existing at the time of adoption of this Plan.
- 2. Off-street parking for all new construction shall be subject to the following minimum and maximum requirements:

Use	Min. # spaces	Max. # spaces
1 & 2 family (on those lots where specifically permitted)	N/A	2 stacked spaces per lot
Townhouses	N/A	2 stacked spaces per lot

Mid-Rise Apt. Bldgs in MR-A district	.33 spaces /d.u.	.66 spaces /d.u.
Mid-Rise Apt. Bldgs in MR-B & HR districts	.5 spaces /d.u.	.9 spaces /d.u.
Retail, Restaurant, Office (all), Financial	N/A	1 space /1,000 sq.ft. of G.F.A.

- f. To the extent feasible, all off-street parking shall be provided within the building envelope of the development site. Where it can be demonstrated to the Planning Board that parking within the building envelope is not feasible, required parking may be provided at the rear of the development parcel/building, but not between the building and the street line, or within a structured parking garage located no more than 500 feet of the development parcel that is to be shared by other building sites.
- g. All parking shall be designed to minimize the number of curb cuts, driveway and garage entrance widths, and the visibility of the parking from the street.

**IX. SIGNAGE AND CANOPY/AWNING REQUIREMENTS**

- A. All signage shall be designed to be compatible with the architectural style and color scheme of the building to which it is attached. Permitted signage materials include: painted wood; painted metals including aluminum and steel; brushed finished aluminum, stainless steel, brass, or bronze; carved wood or wood substitute
- B. Residential Signage – No signage is permitted except as provided below.
  - 1. Each residential building shall display the street address of the building on the front façade or front door of the building such that it is visible from the adjoining street sidewalk and carriage way.
  - 2. Each residential building may provide any signage required for proper mail delivery indicating the name(s) of the resident(s) of the building on the mailbox or doorbell.
  - 3. Mid-rise and Loft residential buildings - one sign not to exceed eight (8) square feet, attached flush to the building wall, identifying the name of the building, if any. The sign shall not be illuminated in any manner.
  - 4. High-rise residential buildings may also have one non-illuminated identification sign, attached flush to the building wall, compatible with the architectural style and color scheme of the building, not to exceed twelve (12) square feet.
  - 5. Mid-rise and high-rise residential buildings may have a canopy at the main entrance that shall have no signage other than the street address. Any signage identifying the name of the building shall be mounted to the building façade above the canopy.
- C. Commercial Signage – Internally lit wall, blade, window and/or directory signage, including neon, light box, channel lighting and the like, is not permitted.

1. Wall Signs - Each ground floor commercial use is permitted one sign, which shall be flush mounted to the front building façade and located within a sign band that is integrated into the overall architectural design of the building facade. The sign band shall not exceed 30 inches in height nor extend more than 80% of the width of the store front that it is intended to serve. The top of the sign band shall not be located more than 15 feet above the adjoining sidewalk elevation, and not above the first floor level of the building. The combined height of any lettering, design and/or logo placed within the sign band shall not be greater than 18 inches. Commercial uses on corner lots may have both a primary wall sign meeting the above standards (attached to the façade with the main commercial entrance) and one additional sign, not more than one-half the size of the primary sign, attached in a reasonable location along the first half of the secondary façade.
  2. Blade Signs - Each ground floor commercial use may also have one blade sign located on the first floor of the primary building facade. Blade signs shall not exceed a maximum of 2.5 feet in width by 2.0 feet in height. They shall be placed such that the lowest portion of the sign is not less than 8 feet above the sidewalk and the highest portion of the sign is not more than 12 feet above the sidewalk.
  3. Window Signs – Not more than 25% of the total glazed area of any store front or individual window may contain window signage. Permitted window signage shall consist only of gold leaf or other decorative style lettering. Pedestrians must have a clear view into the interior of any ground floor commercial space, such that no window shall be blocked by an interior window display, curtains or blinds covering more than the identical 25% portion of glazed area allowed for signage.
  4. Directory Signs – Buildings having multiple tenants may have a directory sign flush mounted to the building and located near the entrance to the building serving the tenants. The directory sign may be no larger than 2 feet wide by 3 feet tall.
  5. Awnings – Awnings are permitted for all ground floor commercial tenants and also at the second story of restaurants and/or health club/fitness centers where such second story use is specifically permitted.
  6. All awnings shall be of a canvas, canvas blend, or equivalent fabric material. Retractable awnings are permitted for sidewalk cafes in lieu of umbrellas, in accordance with the city's Sidewalk Café Ordinance. All other awnings shall be non-retractable and of a sloped design at an angle of 45 degrees or less and without side panels. The bottom edge or skirt portion of the awning shall extend not more than four feet from the building. The highest structural elements of the awning, i.e. those elements adjacent to the building, shall be no higher than 12 feet above the sidewalk level. No portion of any awning may cover any portion of any second story window, including the window sill or other decorative or structural elements of the window. Waterfall awnings and internal "under" lighting are prohibited.
- C. Construction Signage: During construction, one (1) sign for each project or development may be displayed indicating the name of the project, developer, design professionals, general contractor, sub-contractor, financing institution and/or public agency officials (as

applicable and appropriate). The sign area shall not exceed three hundred (300) square feet. Said sign shall be removed upon completion of the project or development.

## X. ACQUISITION PLAN

The Route 440-Culver Redevelopment Area is comprised of a mix of uses including vacant land, underutilized properties and incompatible industrial land uses as well as some stable residential and commercial uses. It is important that the Area be redeveloped in a comprehensive manner that accommodates and preserves the conforming and desirable land uses. At the same time it is important that incompatible land uses, vacant land, underutilized property, dilapidated buildings, unsafe conditions and other impediments to proper development be removed in an orderly, planned and phased manner.

As such, those properties within the Redevelopment Area listed below, also delineated on Map #6, the Acquisition Plan, are Proposed To Be Acquired. In the event of any discrepancy between the map and the block and lot numbers listed below, the map shall be controlling.

Property Proposed To Be Acquired:

New Block/ Former Block	Lot(s)	Address	Description
22103/1287.A	12/12	20 Carbon Place	Industrial (Recycling)
22103/1287.A	20/7	40 Carbon Place	Industrial (Movie/music studio)
22003/1287.A	16/2.C	50 Carbon Place	Industrial (Distribution)
22103/1293	1/55	49 Fisk Street	Industrial (disposable gloves manuf.)
22002/1295	27/1.99	70 Fisk Street	Industrial/Comm. (Better Plastics-manuf. & sales)
22002/1295	28/66	76 Fisk Street	Industrial garage
21701/1296	18/18 & 19/F9.99	212-222, & 230 Culver Avenue	Industrial (Acrilex)
21701/1296	17/19	244 Culver Ave.	Industrial (Alpha/Cookson) – Vacant
21701/1296	23/17	260 Culver Ave.	Comm./automotive (carwash)
21701/1296.5	15/10	74 Pollack Ave.	Comm./automotive (carwash)
22101/1297	11/M.1	35 Pollack Ave.	Vacant land (used for parking)
22101/1297	5/52, 3/43 4/44.99	43, 63, 67 Pollack Avenue	Industrial (CBA Industries warehouse + truck parking)
22101/1297	2/42	69 Pollack Ave.	Industrial (1 story masonry garage)
22101/1297	1/72	71 Pollack Ave.	Comm./automotive (Epic auto Care – oil & lube)
22101/1297	29-31/34-36	194-198 Culver Ave.	Vacant land (used for construction vehicle storage)
21801/1774	8/PL.A, 15/11,	17-19 & 53-63	Industrial (Daniel Products aka Elementis)

	16/29, 17-19/33-35, 4/54, 5/57, 9-10/ 76-77	Yale Ave., 382, 400, & 418-430 Claremont Avenue	- manuf. chemical additives for surfactants)
21801/1774	2/85	70 Mallory Avenue	Industrial (Vacant warehouse owned by Acrilex)
21701/1775.1	24/11.P, 13/96, 25/78, 14/83	58 Water Street & 39 Mallory Avenue	Industrial (Alpha/Fry's Metals/Cookson Electronics - vacant buildings/vacant land/vacated rail r-o-w)
21701/1775.1	1/A.1	80 Water Street	Industrial (vacant building/unimproved vacant land)

At this time, it is anticipated that any property "proposed to be acquired" within the Redevelopment Area will be purchased and assembled by private development interests. *Priority shall be given to the redevelopment by existing property owners of their own property, or in the alternative, for existing property owners to contract with private development interests for the acquisition and redevelopment of the property they own. Owners of property "proposed to be acquired" within the Area pursuant to the above list shall have up to five years from the date of adoption of this Plan to develop their property or to seek alternative private development of their property in the foregoing manner. Redevelopment shall be evidenced by submittal of a completed Application for Development timely to the Jersey City Planning Board, approval of same within the afore-mentioned 5 year period, and commencement of construction within one year of the end of the afore-mentioned five year period. During that five year period (and for a sixth year should construction permits be issued), eminent domain by the city or its authorized agencies shall not be utilized. However, should redevelopment of these above-listed properties in the foregoing manner prove to be unsuccessful after five years from the time of adoption of this Plan, evidenced by the failure to obtain Planning Board approval within the five year period and proceed with construction within the allotted timeframe described above, then, and only then, municipal acquisition by eminent domain may be pursued in order to create properly planned and developable parcels of land.* In the event that property is acquired by eminent domain and transferred to a redeveloper, the redeveloper shall reimburse the City of Jersey City for the costs associated with the acquisition pursuant to a Developer's Agreement between the designated developer and the Jersey City Redevelopment Agency.

## XI. RELOCATION PLAN

Should relocation become necessary, the process of relocating the affected persons and businesses will receive the careful attention of local officials and the Jersey City Redevelopment Agency. All persons and businesses to be relocated will be interviewed to determine their occupancy and/or relocation needs. Assistance will be provided in locating suitable relocation opportunities and will be conducted in accordance with the requirements of all applicable Federal, State and Local laws,

## XII. PROVISIONS NECESSARY 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 contains proposed land uses and building requirements for the Redevelopment Area.
- D. The Acquisition Map and Acquisition Plan contained herein indicate all property to be acquired as a result of this Plan.
- E. The Plan is in general compliance with the Jersey City Master Plan and the Master Plan of the County of Hudson. It 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.

The Plan is also consistent with New Jersey's Office of "Smart Growth" planning principles. "Smart Growth" means: planning, designing, and building livable communities in ways that make more efficient use of land and infrastructure improvements and in ways that protect the environment and valuable natural resources. The twin aspects of "Smart Growth" are revitalizing cities and towns to encourage redevelopment and infill development, while also discouraging sprawl in suburban and rural areas through more compact development.

- F. For all properties designated as An Area in Need of Redevelopment (see Map 6 Acquisition Plan) this Redevelopment Plan shall supersede all provisions of the Jersey City Land Development Ordinance except those specifically listed in Section V.A. of this Plan covering Definitions; Procedural Requirements; Fees; Setback requirements for Route 440 development; Stormwater control; Performance and Maintenance Guarantees; and Enforcement. For those properties designated on Map 6 as an Area in Need of Rehabilitation, the provisions of this Plan shall be applied as an overlay to the HC Highway Commercial District of the Land Development Ordinance provided, however, that Truck Sales and Car Washes shall not be considered permitted principal uses, and Outdoor Garden Centers shall not be considered permitted accessory uses, within the overlay district, and provided that no building expansion shall encroach, or further encroach, onto any proposed public right-of-way shown on Map 3: Rail and Street Network Plan. For property within the overlay district, an application for development may be made under either the Redevelopment Plan use, height, bulk, and parking standards, or the HC Highway Commercial District standards (subject to the foregoing use and design exceptions), but not both. No variance from the requirements herein shall be cognizable by the Zoning Board of Adjustment except for those applications for development within the overlay district utilizing the Highway Commercial standards of the Land Development Ordinance as outlined above. Except for the foregoing exemption in the overlay district, 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 Study Area covered by this Plan as the Route 440 - Culver Redevelopment Area, and all underlying zoning will be voided except within the designated overlay district.

### **XIII. PROCEDURE FOR AMENDING THE PLAN**

- A.** This Plan may be amended from time to time upon compliance with the requirements of law. For any request by a private entity to amend this Plan, a fee of \$2,500, plus all costs for copying and transcripts shall be payable to the City of Jersey City. If there is a designated developer, as provided for under NJSA 40A: 12A-1 et. seq., said developer shall pay these costs. The City of Jersey City reserves the right to amend this plan.
  
- B.** No amendment to this Plan shall be approved without the review and recommendation of the Planning Board, and a public hearing and adoption by Municipal Council. A copy of any proposed change to the Plan shall be filed with the Office of the City Clerk.

STATE OF CALIFORNIA  
COUNTY OF LOS ANGELES  
SUPERIOR COURT

# MAPS



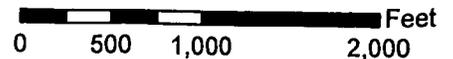
Route 440-Culver Redevelopment Plan: Map 1 - Area Map



**Legend**

-  Proposed Light Rail Extension
-  Existing Light Rail
-  Redevelopment Plan Boundary

1 inch = 1,000 feet



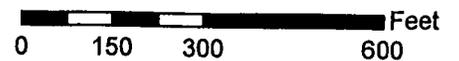
September 25, 2012

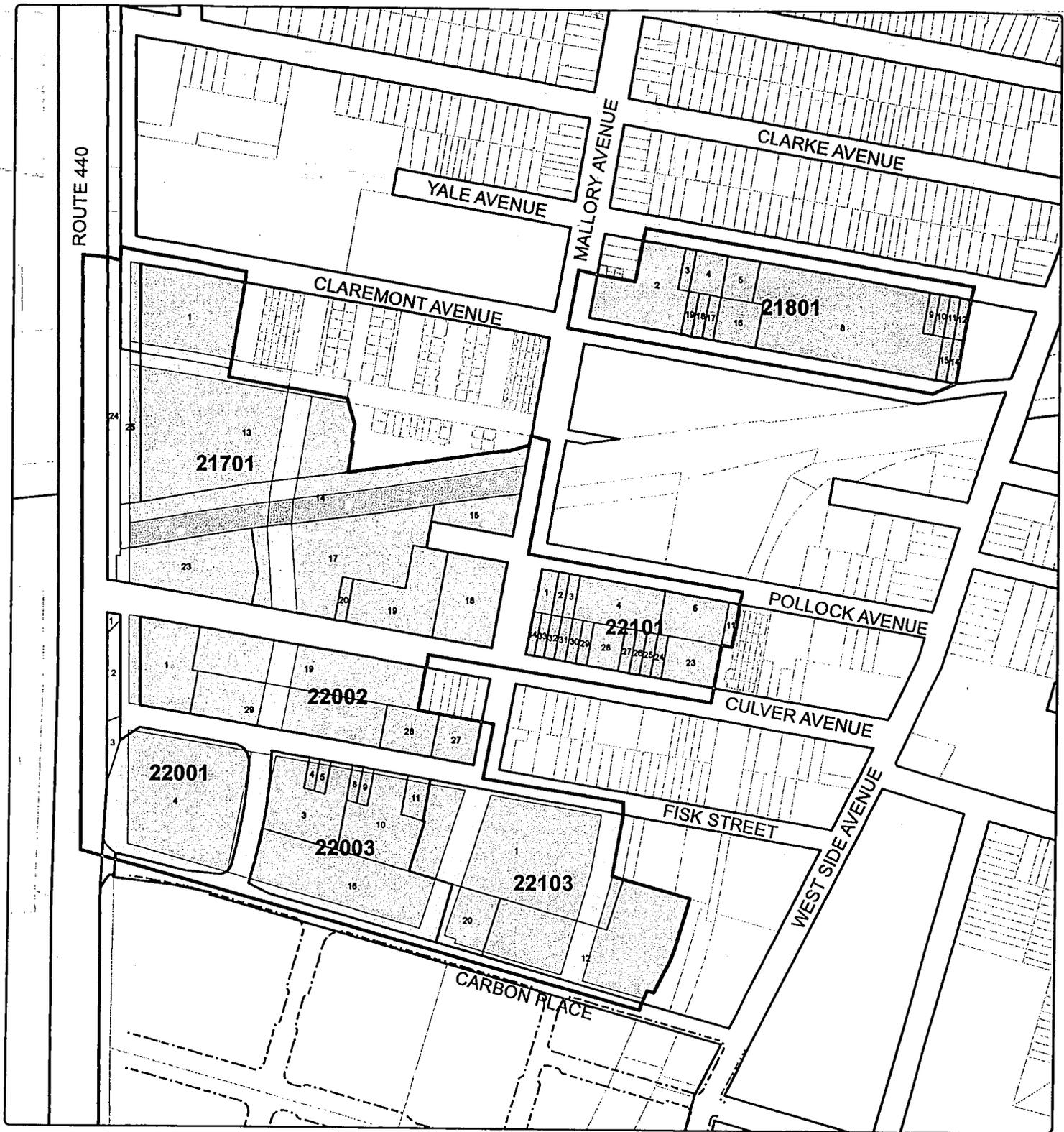


Route 440-Culver Redevelopment Plan: Map 2 - Boundary Map



1 inch = 300 feet

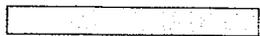
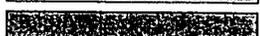
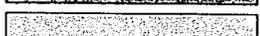
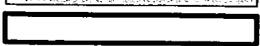




Route 440-Culver Redevelopment Plan: Map 3 - Rail and Street Network Plan

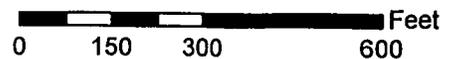


**Legend**

-  NEW OR REALIGNED RIGHTS-OF-WAY
-  PROPOSED LIGHT RAIL RIGHT-OF-WAY EXTENSION
-  LIGHT RAIL OVERPASS
-  DEVELOPMENT BLOCKS
-  REDEVELOPMENT PLAN BOUNDARY



1 inch = 300 feet

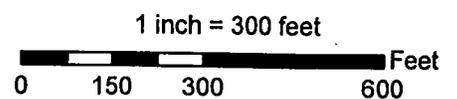




Route 440-Culver Redevelopment Plan: Map 4 - Ground Floor Frontage Regulating Plan

**Legend**

-  RETAIL REQUIRED
-  RETAIL/COMMERCIAL OPTIONAL
-  RESIDENTIAL USE ONLY
-  HBLR ROW EXTENSION
-  REDEVELOPMENT PLAN BOUNDARY





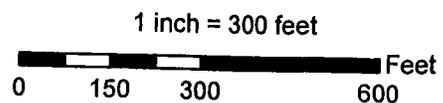
Route 440-Culver Redevelopment Plan: Map 5 - Zone Map

**Legend**

- Proposed Light Rail Extension
-  New Block Limits
-  Mid-Rise A
-  Mid-Rise B
-  High-Rise



October 26, 2012





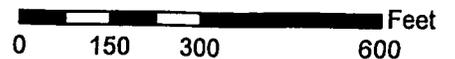
Route 440-Culver Redevelopment Plan: Map 6 - Acquisition Plan



**Legend**

-  QUALIFYING FOR REDEVELOPMENT - SUBJECT TO ACQUISITION
-  QUALIFYING FOR REDEVELOPMENT - NOT SUBJECT TO ACQUISITION
-  QUALIFYING FOR REHABILITATION - NOT SUBJECT TO ACQUISITION

1 inch = 300 feet



City Clerk File No. Ord. 13-030

Agenda No. 3.D 1st Reading

Agenda No. \_\_\_\_\_ 2nd Reading & Final Passage



# ORDINANCE OF JERSEY CITY, N.J.

COUNCIL AS A WHOLE  
offered and moved adoption of the following ordinance:

CITY ORDINANCE 13-030

**TITLE:**

**ORDINANCE OF THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY ADOPTING AMENDMENTS TO THE LAND DEVELOPMENT ORDINANCE RELATED TO PARKING STANDARDS FOR HOUSES OF WORSHIP**

**WHEREAS**, the Municipal Council, pursuant to N.J.S.A. 40:55D-62, may adopt or amend a zoning ordinance relating to the nature and extent of the uses of land and of buildings and structures thereon; and

**WHEREAS**, the Municipal Council adopted the Land Development Ordinance, Chapter 345 of the Code of the City of Jersey City, on April 11, 2001, (Ordinance No. 01-042), and several amendments since then; and

**WHEREAS**, the Land Development Ordinance has space calculations standards and parking stall requirements for houses of worship; and

**WHEREAS**, some forms of worship do not require seating, and therefore it is necessary to calculate "prayer space"; and

**WHEREAS**, the existing size requirements for prayer space have been identified as impractical and should be revised; and

**WHEREAS**, the Municipal Council, pursuant to N.J.S.A. 40:55D-64, has sought and received the recommendations of the Jersey City Planning Board relative to these issues; and

**WHEREAS**, the Planning Board at its meeting of November 20, 2012 did vote to recommend that the Municipal Council revise space and parking calculation standards for houses of worship; and

**WHEREAS**, the amendments to the Land Development Ordinance are attached hereto and made a part hereof, and are available for public inspection at the Office of the City Clerk, City Hall, 280 Grove Street, Jersey City, NJ;

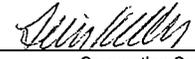
**NOW, THEREFORE, BE IT ORDAINED** by the Municipal Council of the City of Jersey City that the Land Development Ordinance, be and hereby is amended as per the attached document;

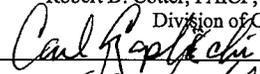
**BE IT FURTHER ORDAINED THAT:**

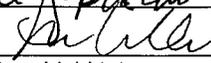
- A. All ordinances and parts of ordinances inconsistent herewith are hereby repealed.
- B. This ordinance shall be a part of the Jersey City Code as though codified and set forth fully herein. The City Clerk shall have this ordinance codified and incorporated in the official copies of the Jersey City Code.
- C. This ordinance shall take effect at the time and in the manner as provided by law.
- D. The City Clerk and the Corporation Council be and they are hereby authorized and directed to change any chapter numbers, article numbers and section numbers in the event that the codification of this ordinance reveals that there is a conflict between those numbers and the existing code, in order to avoid confusion and possible repealers of existing provisions.
- E. The City Planning Division is hereby directed to give notice at least ten days prior to the hearing on the adoption of this Ordinance to the Hudson County Planning board and to all other persons entitled thereto pursuant to N.J.S. 40:55D-15 and N.J.S. 40:55D-63 (if required). Upon the adoption of this Ordinance after public hearing thereon, the City Clerk is directed to publish notice of the passage thereof and to file a copy of the Ordinance as finally adopted with the Hudson County Planning Board as required by N.J.S. 40:55D-16. The clerk shall also forthwith transmit a copy of this Ordinance after final passage to the Municipal Tax Assessor as required by N.J.S. 40:49-2.1.

  
Robert D. Cotter, FAICP, PP, Director  
Division of City Planning

APPROVED AS TO LEGAL FORM

  
\_\_\_\_\_  
Corporation Counsel

APPROVED: 

APPROVED:   
\_\_\_\_\_  
Business Administrator

Certification Required

Not Required

**ORDINANCE FACT SHEET**

**1. Full Title of Ordinance:**

ORDINANCE OF THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY ADOPTING AMENDMENTS TO THE LAND DEVELOPMENT ORDINANCE RELATED TO PARKING STANDARDS FOR HOUSES OF WORSHIP

**2. Name and Title of Person Initiating the Ordinance, etc.:**

Carl Czaplicki, Director, Department of Housing, Economic Development, and Commerce

**3. Concise Description of the Plan Proposed in the Ordinance:**

This Ordinance will amend the Land Development Ordinance (Zoning Ordinance) to revise parking standards for houses of worship.

**4. Reasons (Need) for the Proposed Program, Project, etc.:**

Parking standards and space calculations for houses of worship without seats (prayer space) appear to be impractical by current standards.

**5. Anticipated Benefits to the Community:**

More practical calculation of prayer space area.

**6. Cost of Proposed Plan, etc.:**

None

**7. Date Proposed Plan will commence:**

Upon approval

**8. Anticipated Completion Date: N/A**

**9. Persons Responsible for Coordinating Proposed Program, Project, etc.:**

Carl Czaplicki, Director, Dept of HEDC  
Robert D. Cotter, City Planning Director  
Nick Taylor, Acting Director, Division of Zoning

**10. Additional Comments: None**

I Certify that all the Facts Presented Herein are Accurate.

  
\_\_\_\_\_  
Division Director

FEB 6, 2013  
\_\_\_\_\_  
Date

  
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Department Director Signature

2/6/13  
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Date

**§345-70. OFF-STREET PARKING AND LOADING**

## A. Zoning Standards:

1. Off-street parking shall not be located between the building and the street.
  2. Parking lots with 10 or more spaces shall be planted with shade trees at a rate of one tree per 10 parking spaces in addition to required street trees and 5% landscaping.
  3. Where parking structures front on a public right-of-way, the structure shall be "faced" with commercial or mixed uses on the ground floor.
  4. Stilted Buildings are prohibited
  5. All off-street parking lots, except those of one and two-family residences, shall be provided with curbing of poured-in-place concrete, so that vehicles cannot be driven onto required landscaped areas, buffer zones, interior roadways, internal walkways and street rights-of-way so that each parking lot has controlled entrances and exits and proper drainage control. Curbing of poured-in-place concrete shall be located to prevent any part of the vehicle from overhanging the street right-of-way, property line, interior roadways or internal walkways. Vehicular access to street from the parking lot shall be limited to driveways.
  6. All parking spaces except those permitted for one and two family housing shall be located with access to each space from an aisle.
  7. *Parking for Houses of Worship shall meet the standards of their zone. For all Houses of Worship, one seat shall equal 24 inches of pew/bench space. Houses of Worship that do not have seats shall be calculated at a rate of 10 square feet of prayer space equaling one seat.*
  8. No Change
  9. No Change
  10. No Change
  11. No Change
  12. No Change
  13. No change
- B. No Change

10/16/12

Amendments to Article V of the Jersey City Land Development Ordinance

**345-40. R-1 ONE AND TWO FAMILY HOUSING DISTRICT**

- A. No Change
- B. No Change
- C. No Change
- D. No Change
- E. No Change
- F. No Change
- G. No Change
- H. No Change

I. Parking Standards for Houses of Worship, Schools and Governmental Uses

1. Houses of Worship: One space for each ten (10) seats. One seat shall be considered twenty-four (24) inches in calculating the capacity of pews and benches. Houses of worship without seats or pews shall allow for *ten (10) six* square feet per prayer space in calculating space and shall provide parking at a rate of one stall for each *one hundred (100) sixty (60)* square feet of prayer space.
2. Schools: One and a half spaces for each classroom from kindergarten through 12<sup>th</sup> grades.
3. Governmental uses: One space for each one thousand (1,000) square feet of gross floor area of office space, plus one space for each official car assigned to the use.

- J. No Change
- K. No Change
- M. No Change

# **SUMMARY STATEMENT**

## **ORDINANCE OF THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY ADOPTING AMENDMENTS TO THE LAND DEVELOPMENT ORDINANCE RELATED TO PARKING STANDARDS FOR HOUSES OF WORSHIP**

This Ordinance will amend the Land Development Ordinance (Zoning Ordinance) to revise parking standards for houses of worship.