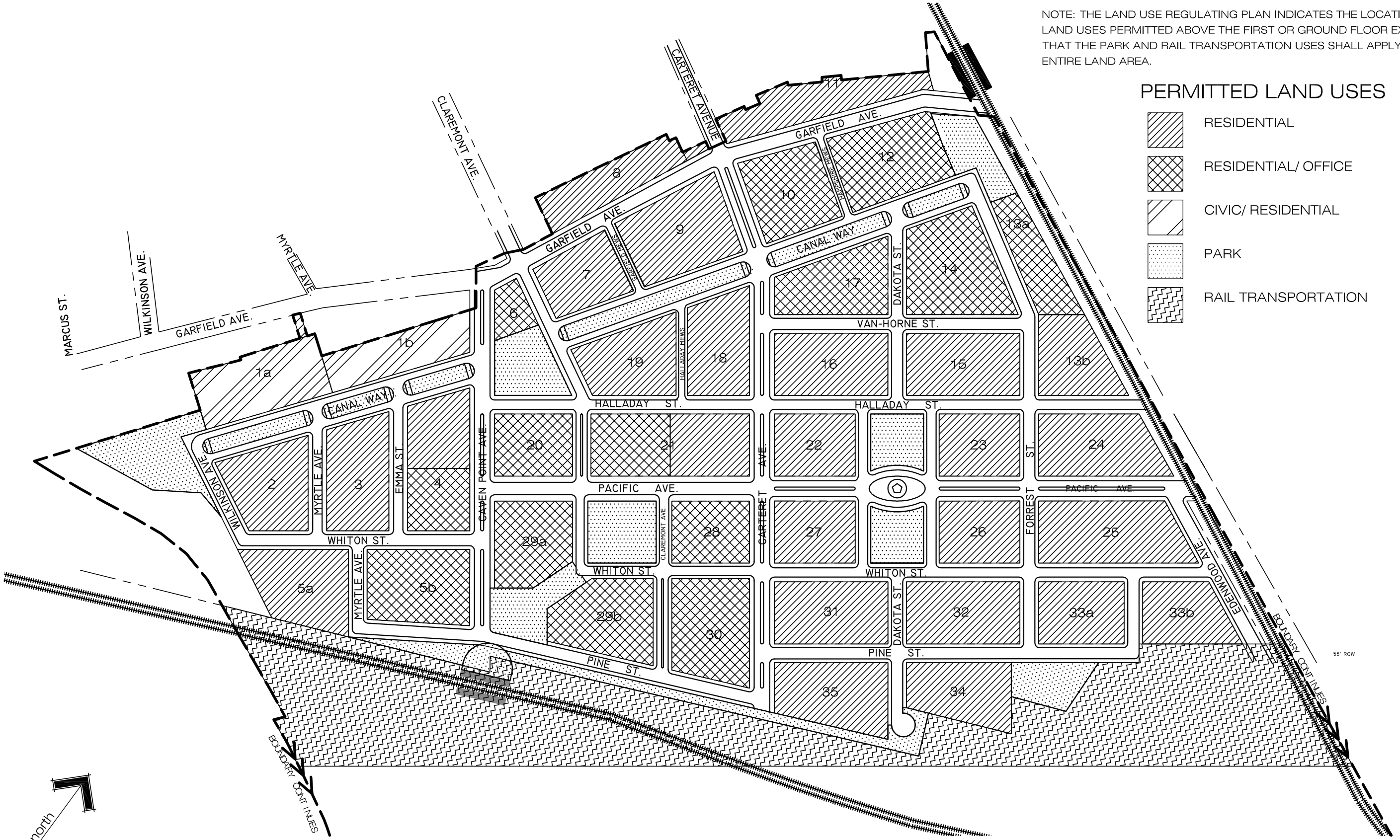
LAND USE REGULATING PLAN

NOTE: THE LAND USE REGULATING PLAN INDICATES THE LOCATION OF LAND USES PERMITTED ABOVE THE FIRST OR GROUND FLOOR EXCEPT THAT THE PARK AND RAIL TRANSPORTATION USES SHALL APPLY TO THE ENTIRE LAND AREA.

PERMITTED LAND USES

- RESIDENTIAL
- RESIDENTIAL/ OFFICE
- CIVIC/ RESIDENTIAL
- PARK
- RAIL TRANSPORTATION



CANAL CROSSING

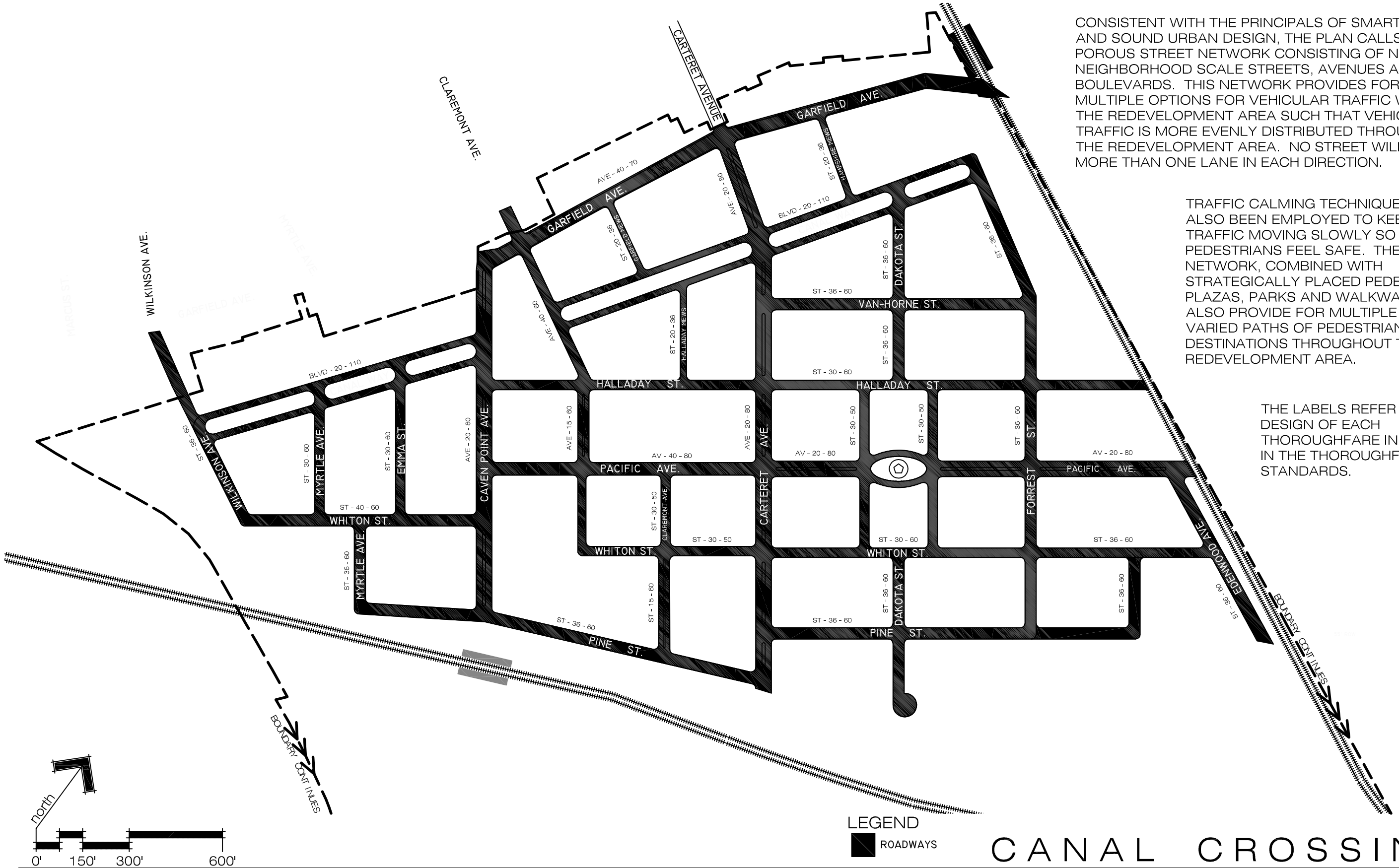
scale: 1"=300'

STREET NETWORK

CONSISTENT WITH THE PRINCIPALS OF SMART GROWTH AND SOUND URBAN DESIGN, THE PLAN CALLS FOR A POROUS STREET NETWORK CONSISTING OF NUMEROUS NEIGHBORHOOD SCALE STREETS, AVENUES AND BOULEVARDS. THIS NETWORK PROVIDES FOR MULTIPLE OPTIONS FOR VEHICULAR TRAFFIC WITHIN THE REDEVELOPMENT AREA SUCH THAT VEHICULAR TRAFFIC IS MORE EVENLY DISTRIBUTED THROUGHOUT THE REDEVELOPMENT AREA. NO STREET WILL REQUIRE MORE THAN ONE LANE IN EACH DIRECTION.

TRAFFIC CALMING TECHNIQUES HAVE ALSO BEEN EMPLOYED TO KEEP TRAFFIC MOVING SLOWLY SO THAT PEDESTRIANS FEEL SAFE. THE STREET NETWORK, COMBINED WITH STRATEGICALLY PLACED PEDESTRIAN PLAZAS, PARKS AND WALKWAYS, WILL ALSO PROVIDE FOR MULTIPLE AND VARIED PATHS OF PEDESTRIAN TRAVEL DESTINATIONS THROUGHOUT THE REDEVELOPMENT AREA.

THE LABELS REFER TO THE DESIGN OF EACH THOROUGHFARE INDICATED IN THE THOROUGHFARE STANDARDS.



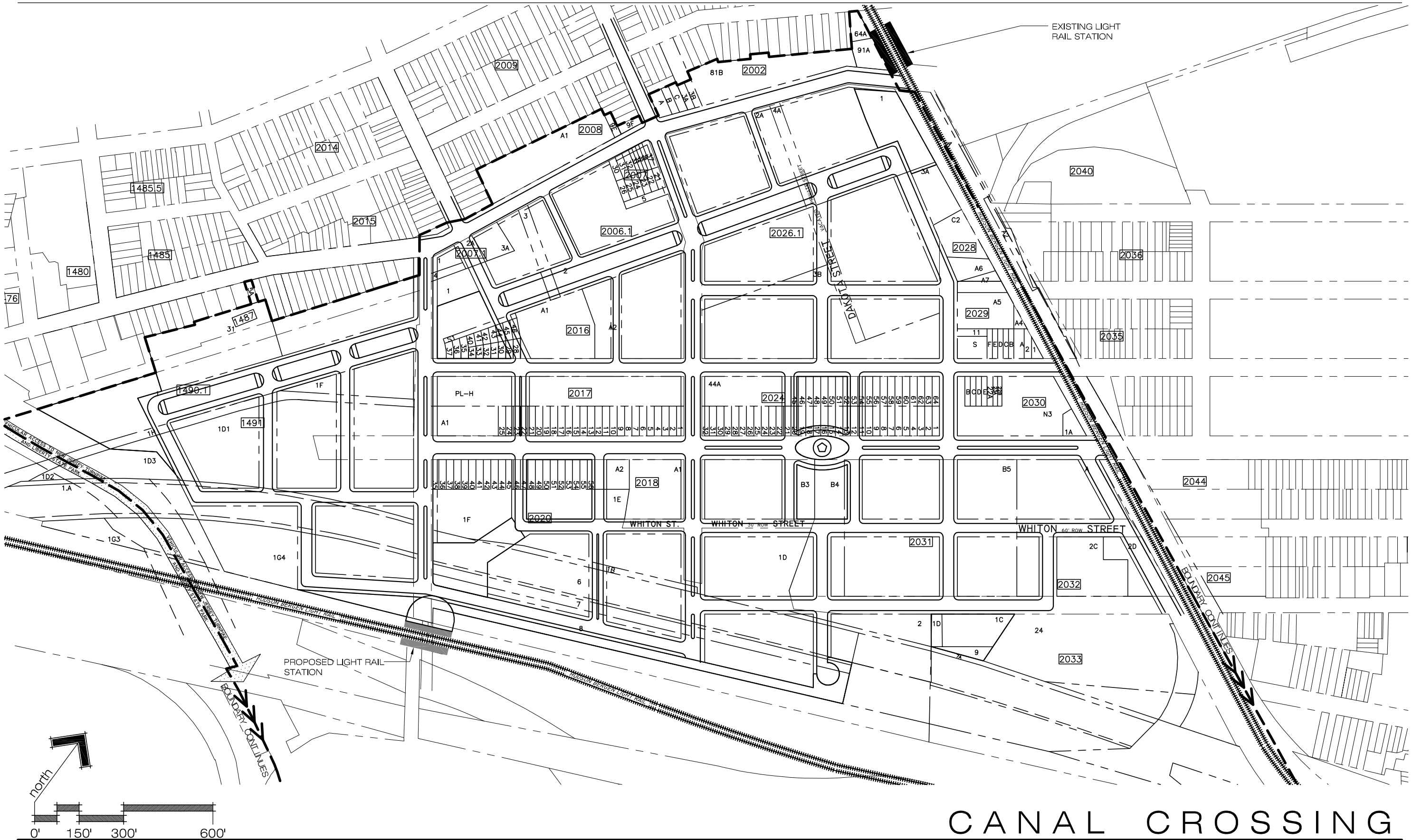
LEGEND

ROADWAYS

CANAL CROSSING

scale: 1"=300'

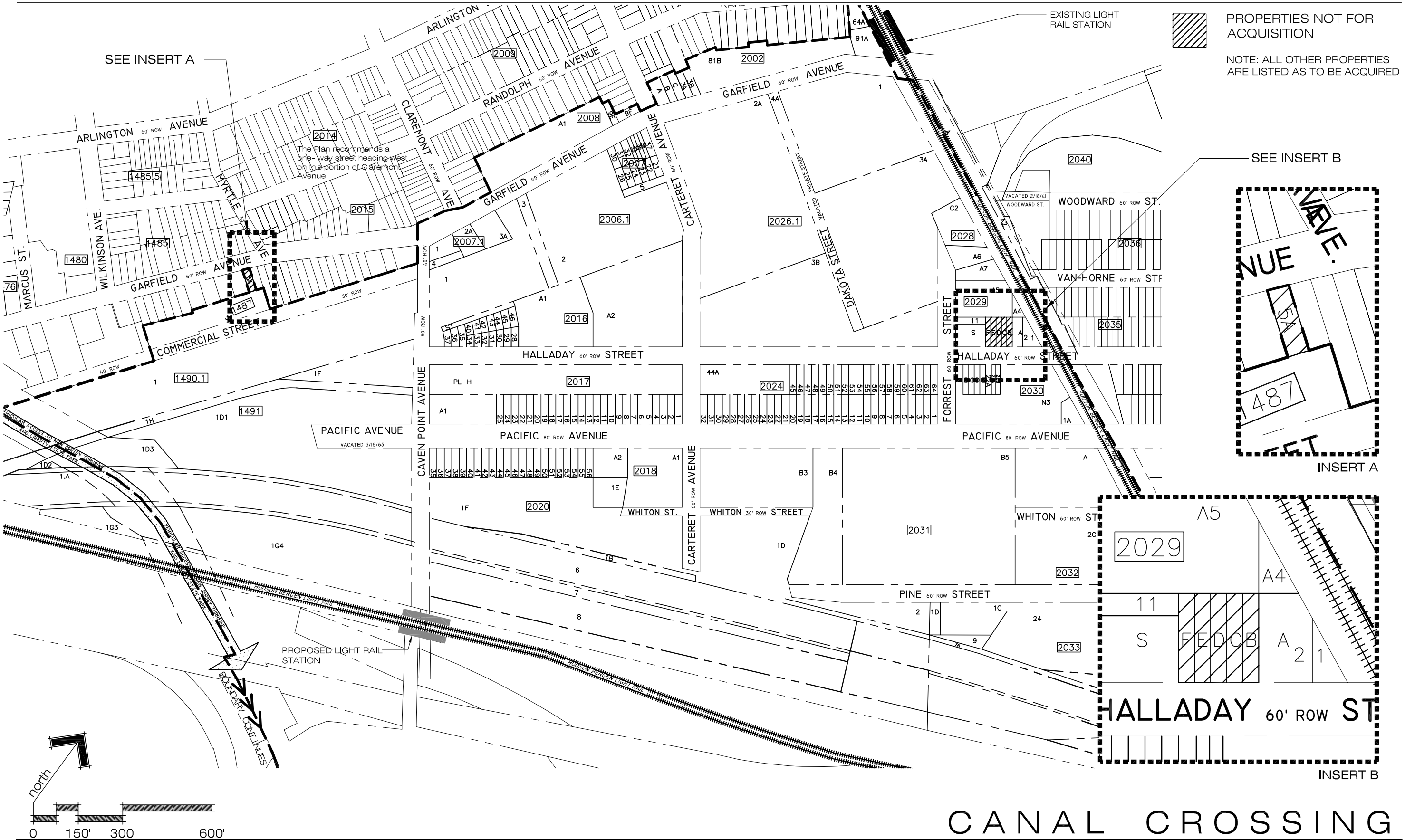
SUPERIMPOSED PLAN



CANAL CROSSING

scale: 1"=300'

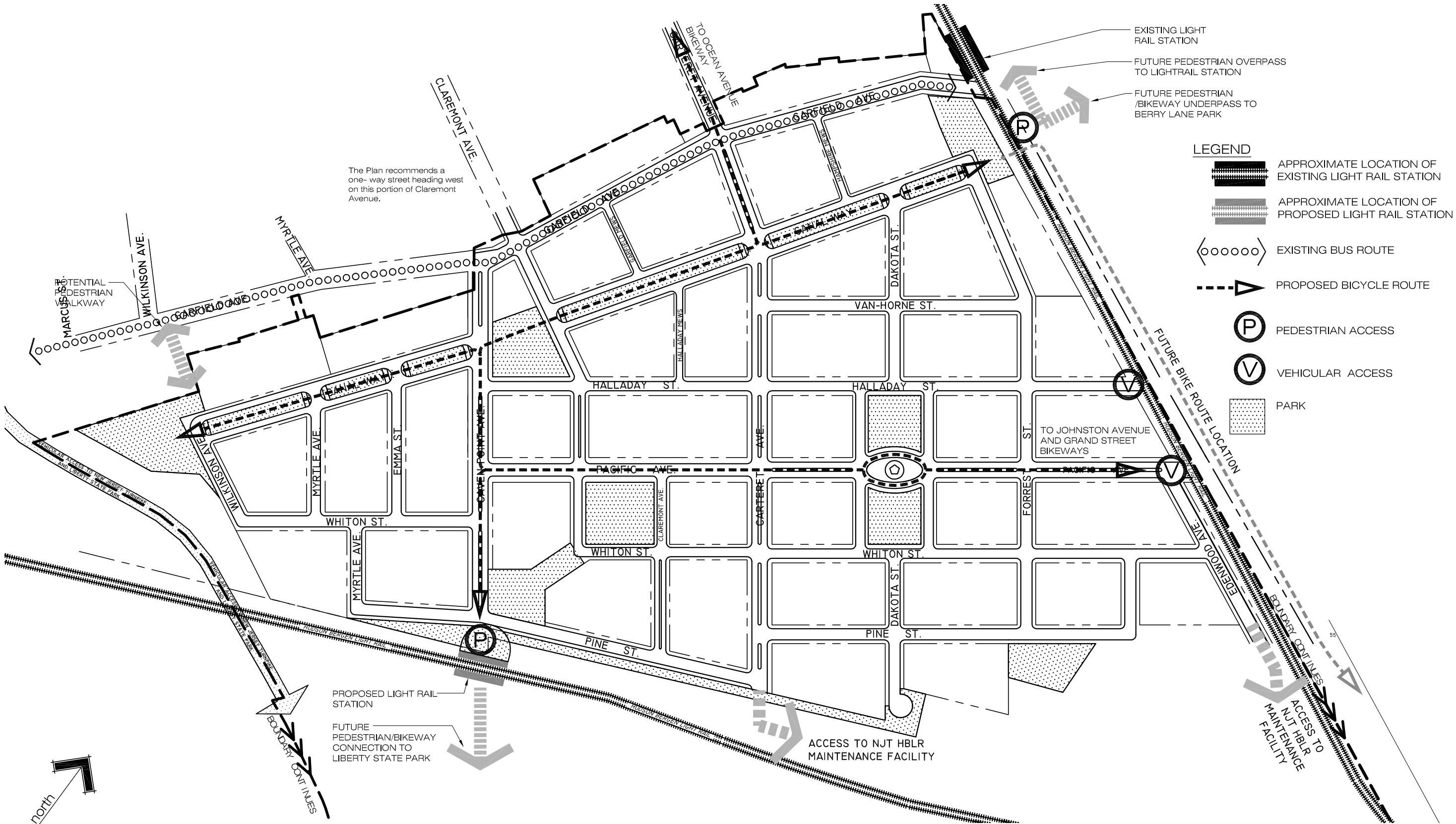
ACQUISITION PLAN



CANAL CROSSING

scale: 1"=300'

TRANSIT PLAN

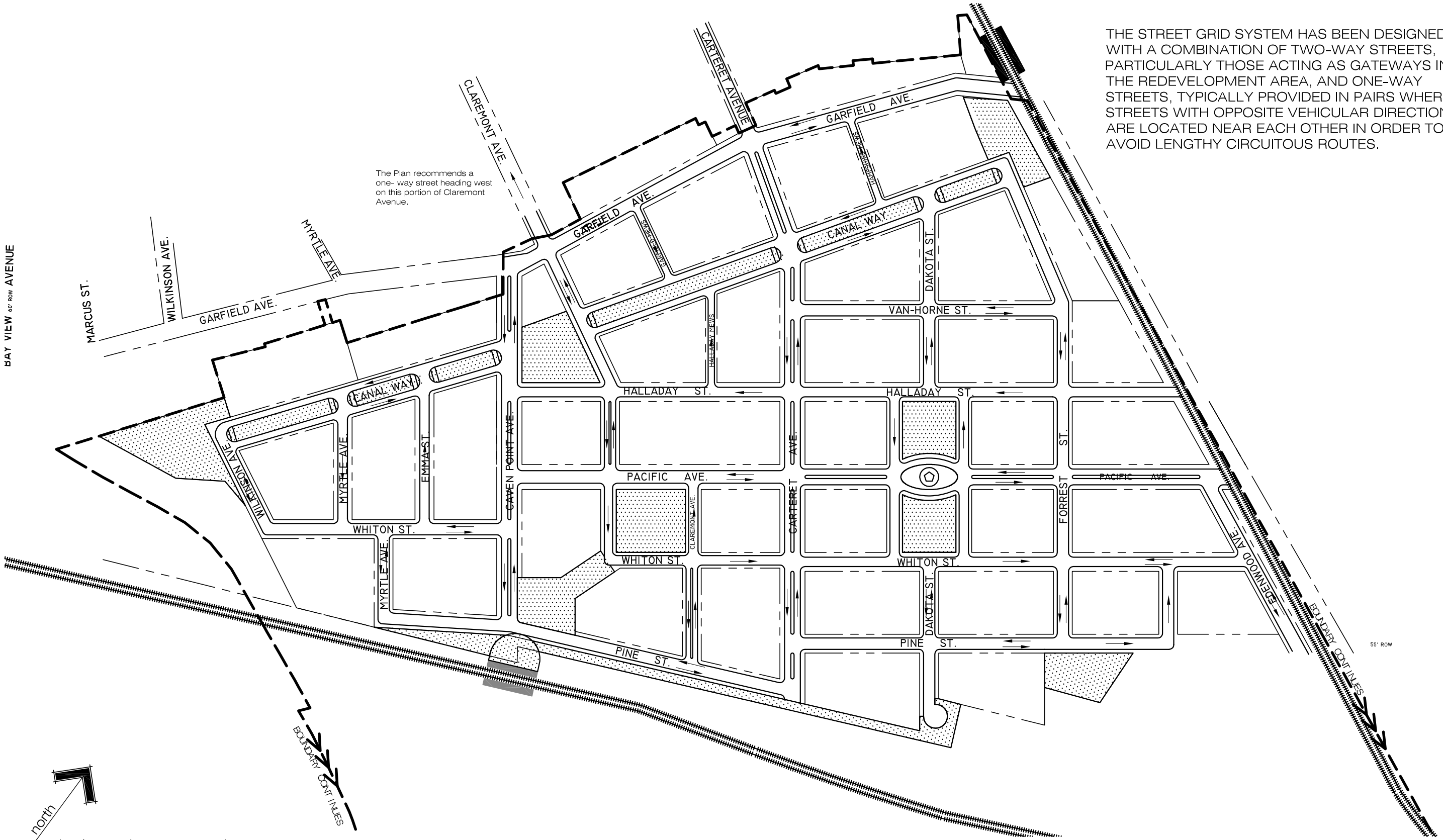


CANAL CROSSING

scale: 1"=300'

VEHICULAR CIRCULATION

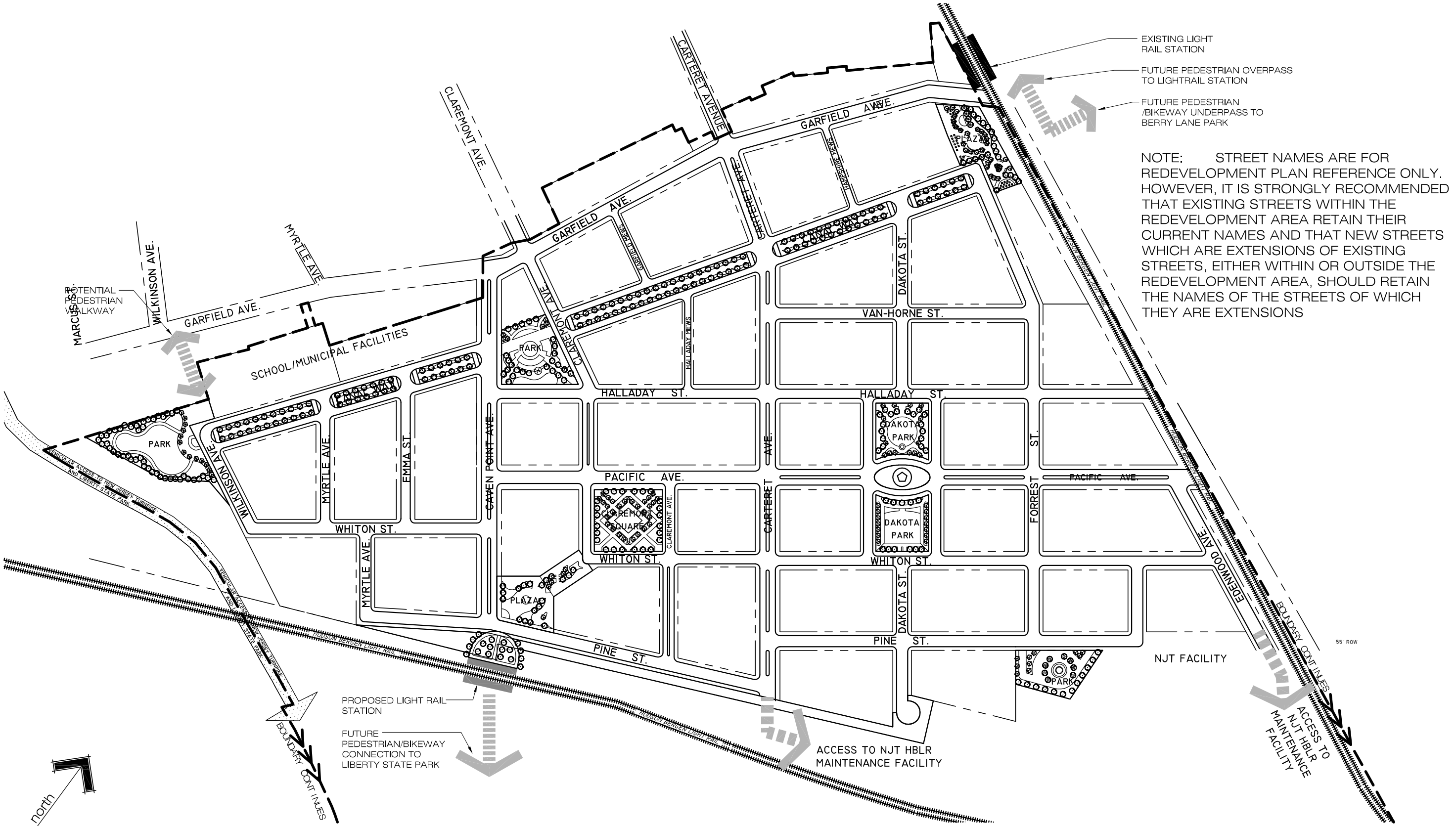
THE STREET GRID SYSTEM HAS BEEN DESIGNED WITH A COMBINATION OF TWO-WAY STREETS, PARTICULARLY THOSE ACTING AS GATEWAYS INTO THE REDEVELOPMENT AREA, AND ONE-WAY STREETS, TYPICALLY PROVIDED IN PAIRS WHERE STREETS WITH OPPOSITE VEHICULAR DIRECTION ARE LOCATED NEAR EACH OTHER IN ORDER TO AVOID LENGTHY CIRCUITOUS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



CANAL CROSSING

scale: 1"=300'

CONCEPT PLAN

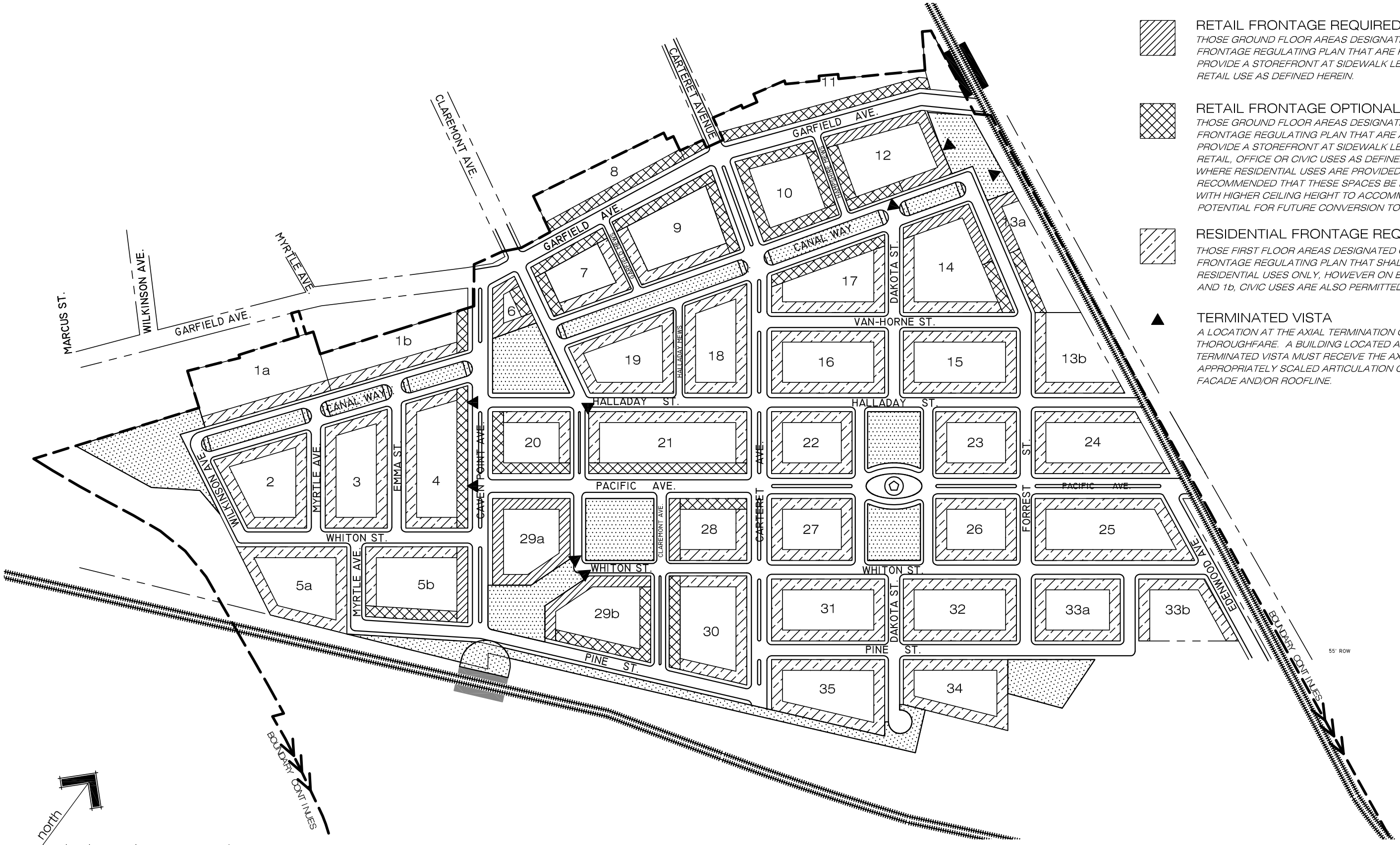


NOTE: STREET NAMES ARE FOR REDEVELOPMENT PLAN REFERENCE ONLY. HOWEVER, IT IS STRONGLY RECOMMENDED THAT EXISTING STREETS WITHIN THE REDEVELOPMENT AREA RETAIN THEIR CURRENT NAMES AND THAT NEW STREETS WHICH ARE EXTENSIONS OF EXISTING STREETS, EITHER WITHIN OR OUTSIDE THE REDEVELOPMENT AREA, SHOULD RETAIN THE NAMES OF THE STREETS OF WHICH THEY ARE EXTENSIONS

CANAL CROSSING

scale: 1"=300'

FRONTAGE REGULATING PLAN



RETAIL FRONTAGE REQUIRED

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

RETAIL FRONTAGE OPTIONAL

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

RESIDENTIAL FRONTAGE REQUIRED

THOSE FIRST FLOOR AREAS DESIGNATED ON THE FRONTAGE REGULATING PLAN THAT SHALL CONTAIN RESIDENTIAL USES ONLY, HOWEVER ON BLOCKS 1a AND 1b, CIVIC USES ARE ALSO PERMITTED.

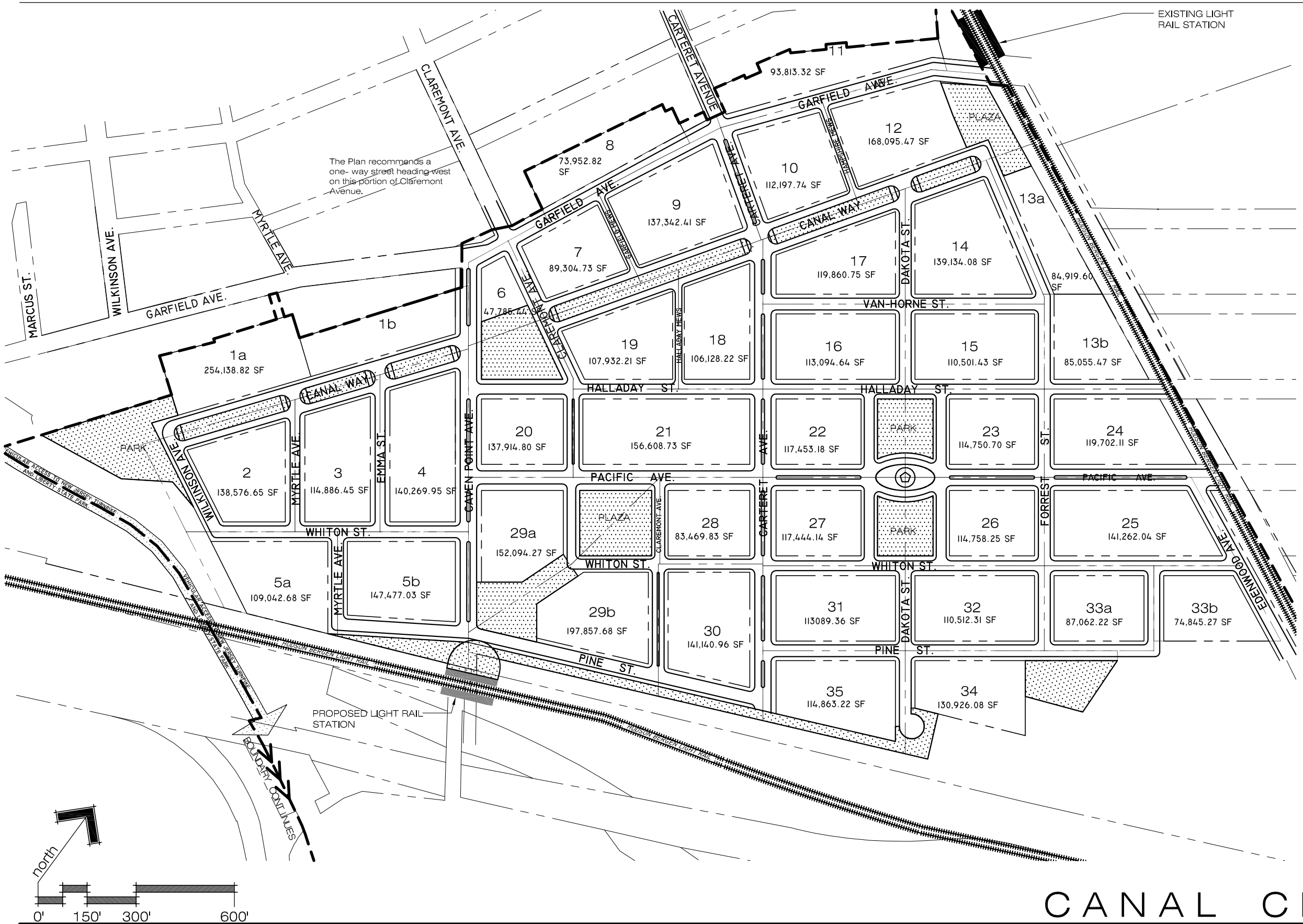
TERMINATED VISTA

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

CANAL CROSSING

scale: 1"=300'

GROSS BLOCK AREA

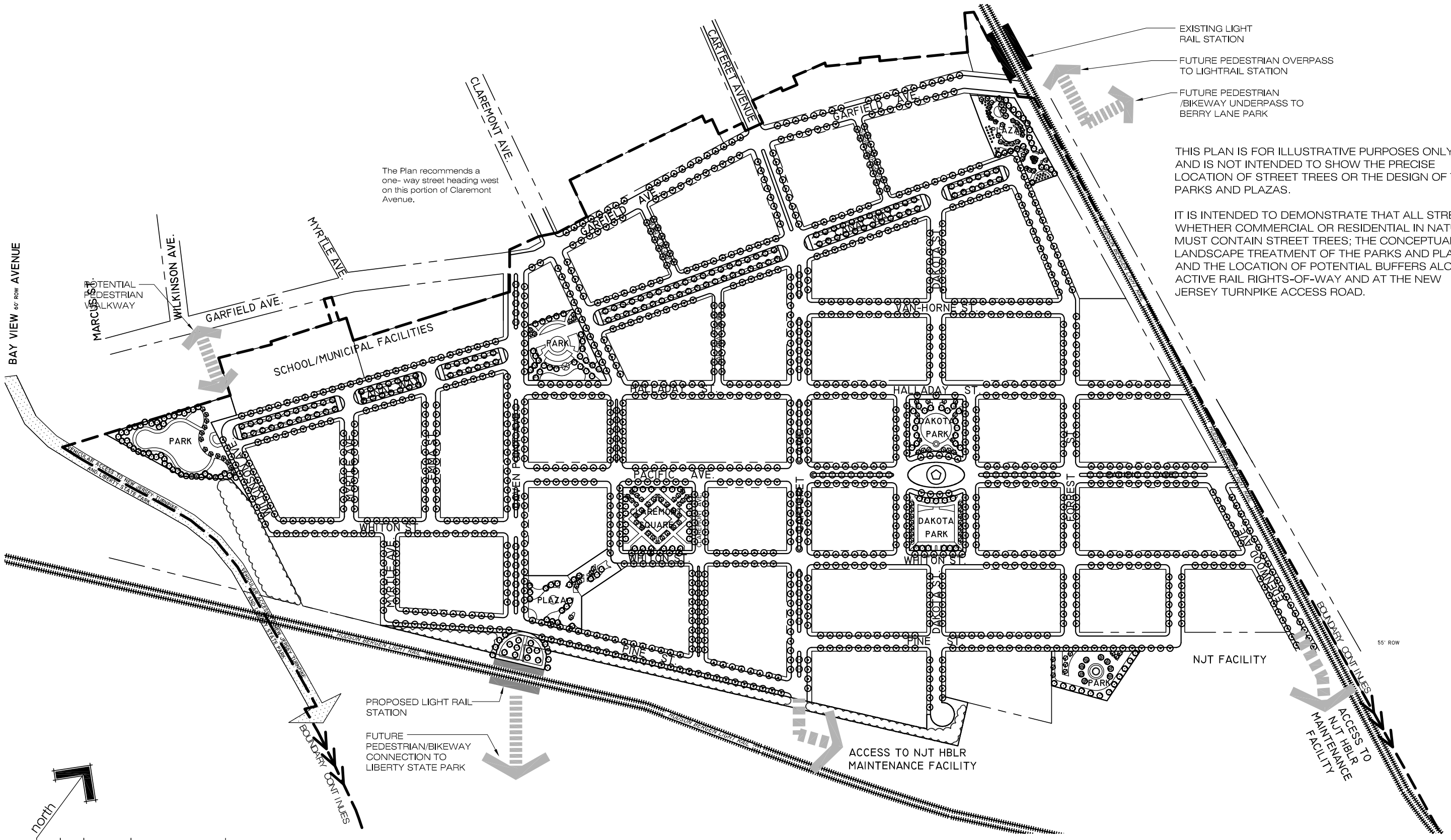


BLOCK ID NUMBER	SQUARE FEET	ACREAGE
1a/1b	254,139	5.83
2	138,577	3.18
3	114,886	2.64
4	140,270	3.22
5a	109,043	2.50
5b	147,477	3.39
6	47,785	1.10
7	89,305	2.05
8	73,953	1.70
9	137,342	3.15
10	112,198	2.58
11	93,813	2.15
12	168,095	3.86
13a	84,919	1.95
13b	85,055	1.95
14	139,134	3.19
15	110,501	2.54
16	113,095	2.60
17	119,861	2.75
18	106,128	2.44
19	107,932	2.48
20	137,915	3.17
21	156,609	3.60
22	117,453	2.70
23	114,751	2.63
24	119,702	2.75
25	141,262	3.24
26	114,758	2.63
27	117,444	2.70
28	83,470	1.92
29a	152,094	3.49
29b	197,858	4.54
30	141,141	3.24
31	113,089	2.60
32	110,512	2.54
33a	87,062	2.00
33b	74,845	1.72
34	130,926	3.01
35	114,863	2.64
TOTAL	4,719,264.06	108.34

CANAL CROSSING

scale: 1"=300'

CONCEPTUAL LANDSCAPE PLAN



THIS PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY, AND IS NOT INTENDED TO SHOW THE PRECISE LOCATION OF STREET TREES OR THE DESIGN OF THE PARKS AND PLAZAS.

IT IS INTENDED TO DEMONSTRATE THAT ALL STREETS, WHETHER COMMERCIAL OR RESIDENTIAL IN NATURE, MUST CONTAIN STREET TREES; THE CONCEPTUAL LANDSCAPE TREATMENT OF THE PARKS AND PLAZA, AND THE LOCATION OF POTENTIAL BUFFERS ALONG ACTIVE RAIL RIGHTS-OF-WAY AND AT THE NEW JERSEY TURNPIKE ACCESS ROAD.

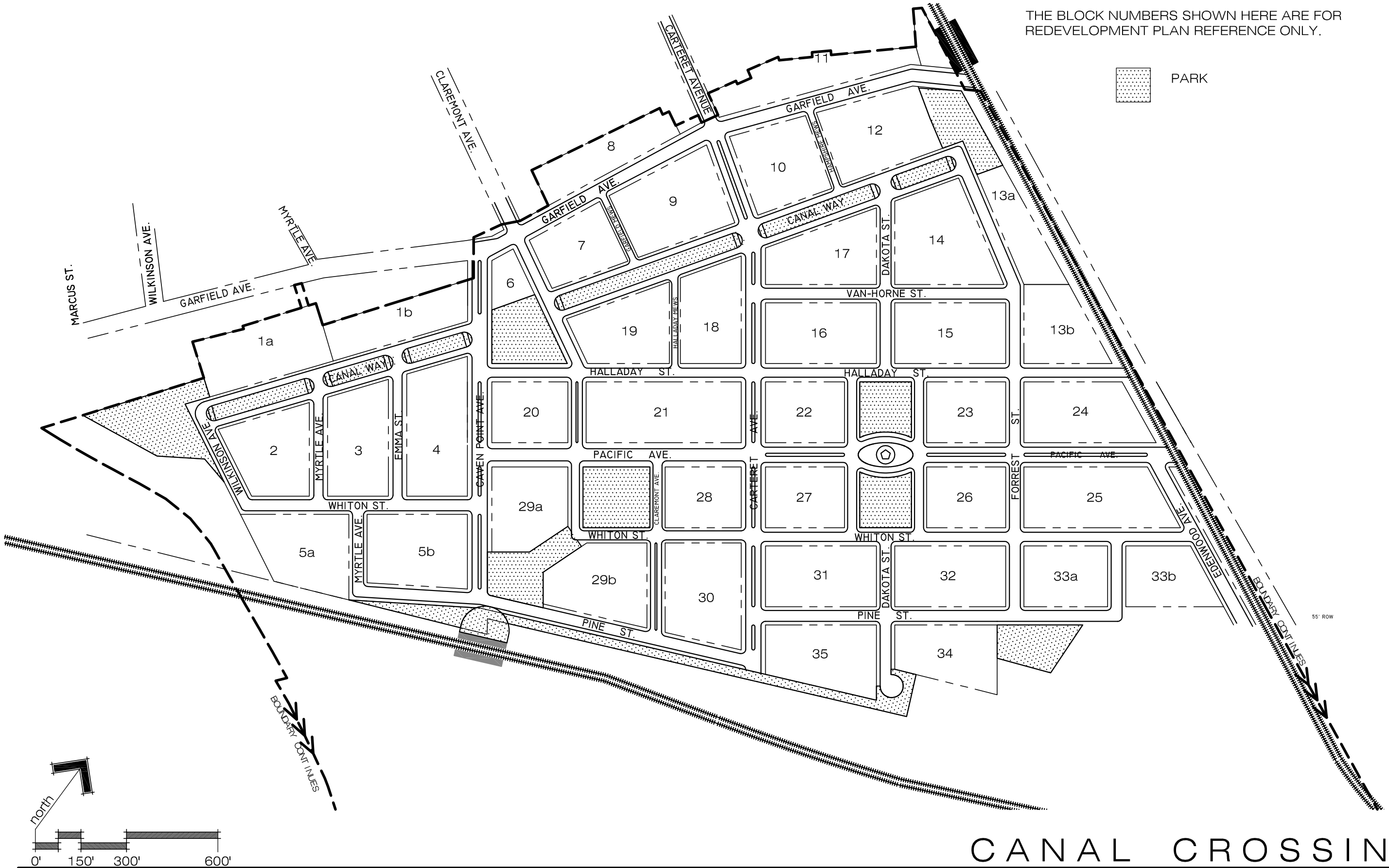
CANAL CROSSING

scale: 1"=300'

BLOCK IDENTIFICATION PLAN

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

PARK



CANAL CROSSING

scale: 1"=300'

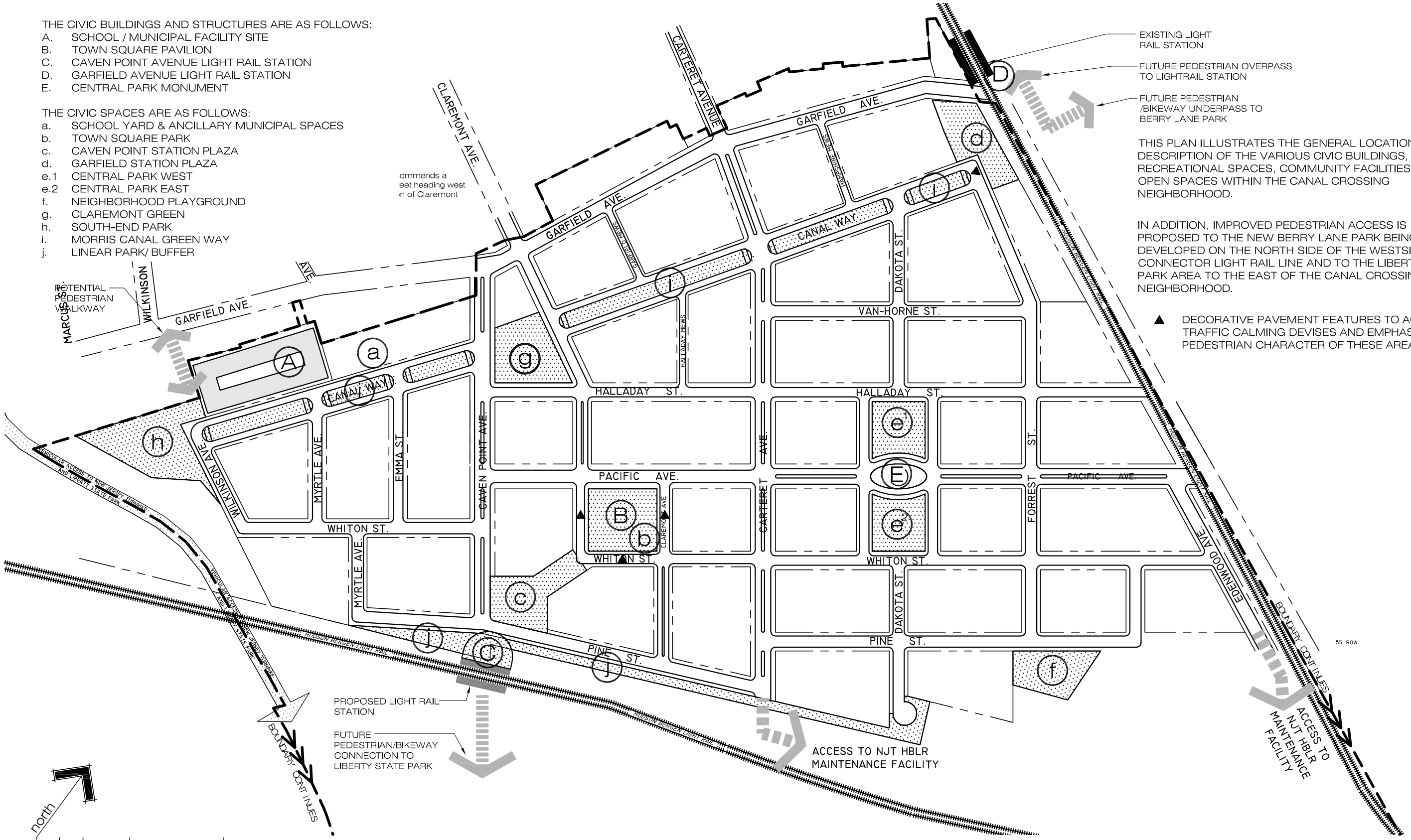
COMMUNITY & RECREATION FACILITIES PLAN

THE CIVIC BUILDINGS AND STRUCTURES ARE AS FOLLOWS:

A. SCHOOL / MUNICIPAL FACILITY SITE
B. TOWN SQUARE PAVILION
C. CAVEN POINT AVENUE LIGHT RAIL STATION
D. GARFIELD AVENUE LIGHT RAIL STATION
E. CENTRAL PARK MONUMENT

THE CIVIC SPACES ARE AS FOLLOWS:

a. SCHOOL YARD & ANCILLARY MUNICIPAL SPACES
b. TOWN SQUARE PARK
c. CAVEN POINT STATION PLAZA
d. GARFIELD STATION PLAZA
e.1 CENTRAL PARK WEST
e.2 CENTRAL PARK EAST
f. NEIGHBORHOOD PLAYGROUND
g. CLAREMONT GREEN
h. SOUTH-END PARK
i. MORRIS CANAL GREEN WAY
j. LINEAR PARK/ BUFFER



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

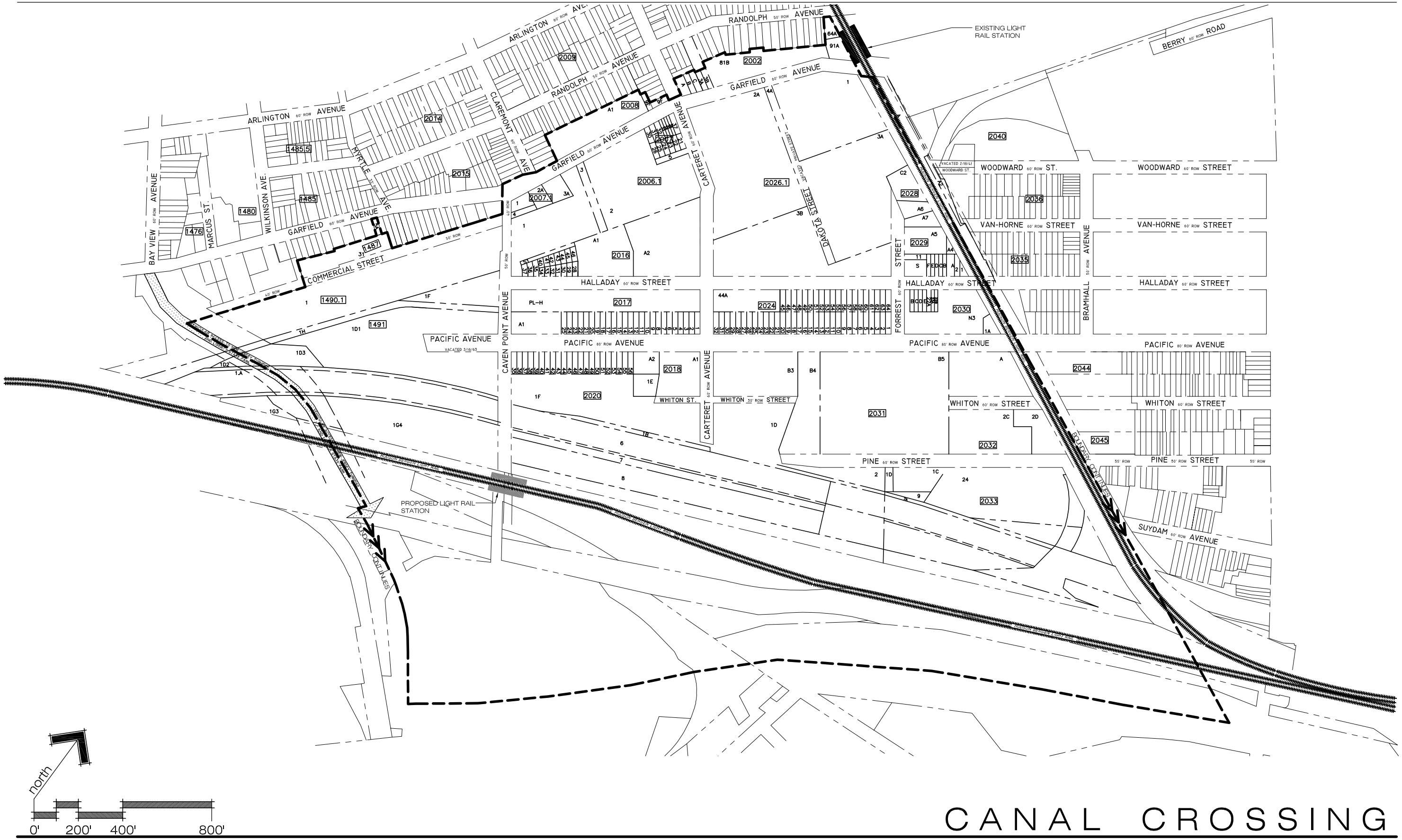
IN ADDITION, IMPROVED PEDESTRIAN ACCESS IS PROPOSED TO THE NEW BERRY LANE PARK BEING DEVELOPED ON THE NORTH SIDE OF THE WESTSIDE CONNECTOR LIGHT RAIL LINE AND TO THE LIBERTY STATE PARK AREA TO THE EAST OF THE CANAL CROSSING NEIGHBORHOOD.

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

CANAL CROSSING

scale: 1"=300'

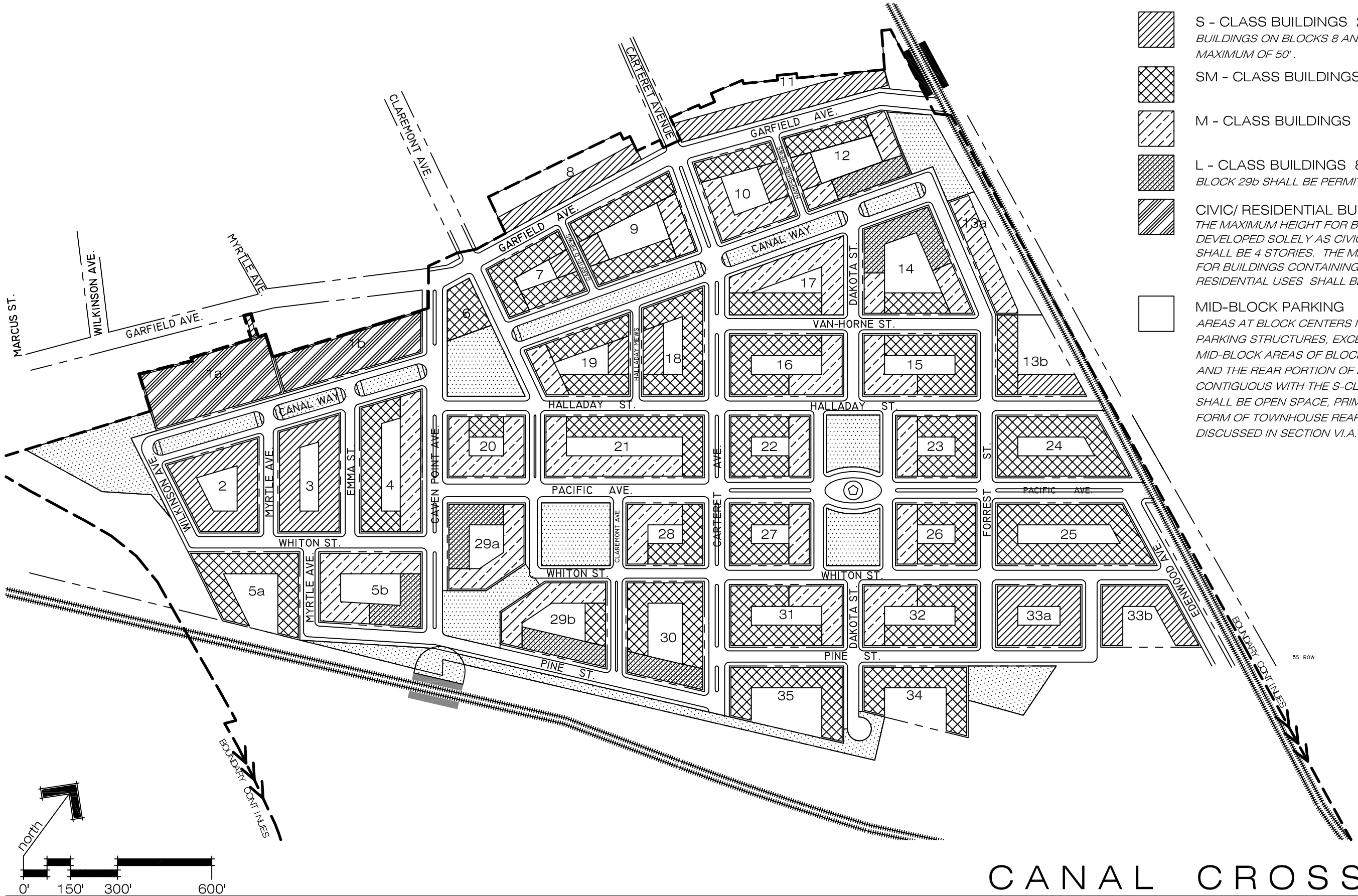
BOUNDARY MAP



CANAL CROSSING

scale: 1"=400'

BUILDING HEIGHT REGULATING PLAN



S - CLASS BUILDINGS 2- 4 STORIES
BUILDINGS ON BLOCKS 8 AND 11 SHALL BE A MAXIMUM OF 50'.

SM - CLASS BUILDINGS 3-6 STORIES

M - CLASS BUILDINGS 4 - 8 STORIES

L - CLASS BUILDINGS 8 - 12 STORIES
BLOCK 29b SHALL BE PERMITTED 14 STORIES.

CIVIC/ RESIDENTIAL BUILDINGS
THE MAXIMUM HEIGHT FOR BUILDINGS DEVELOPED SOLELY AS CIVIC OR RESIDENTIAL SHALL BE 4 STORIES. THE MAXIMUM HEIGHT FOR BUILDINGS CONTAINING BOTH CIVIC AND RESIDENTIAL USES SHALL BE 6 STORIES.

MID-BLOCK PARKING
AREAS AT BLOCK CENTERS MAY BE USED FOR PARKING STRUCTURES, EXCEPT THAT THE MID-BLOCK AREAS OF BLOCKS 2, 3, 33A, 33B AND THE REAR PORTION OF BLOCK 13B CONTIGUOUS WITH THE S-CLASS BUILDINGS SHALL BE OPEN SPACE, PRIMARILY IN THE FORM OF TOWNHOUSE REAR YARDS AS DISCUSSED IN SECTION VI.A. OF THIS PLAN.

CANAL CROSSING

scale: 1"=300'