

Canal Crossing Redevelopment Plan

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Block & Lot Updates 10/10/12

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CANAL CROSSING REDEVELOPMENT PLAN

CITY OF JERSEY CITY

Table of Contents

- I. Introduction
 - Concept Plan
- II. Boundary Description
- III. Redevelopment Plan Objectives
- IV. Proposed Redevelopment Actions
- V. Administrative Provisions
 - Community Empowerment
- VI. General Regulations & Requirements
 - A. Building Design Requirements
 - B. Building Rehabilitation Requirements
 - C. Affordable Housing Requirements
 - D. Sustainable Development Requirements
 - E. Parking and Loading Requirements
 - F. Signage Requirements
 - G. Utility & Infrastructure Requirements
- VII. Specific Use Standards
 - A. Permitted Uses
 - B. Accessory Uses
 - C. Adverse Influences
 - D. Permitted Height
 - E. Maximum Permitted Intensity of Development
 - F. Minimum Lot Size
 - G. Required Lot Size
 - H. Required Setbacks
 - I. Regulating Plans
 - I.1. Land Use Regulating Plan
 - I.2. Frontage Regulating Plan
 - I.3. Building Height Regulating Plan
 - I.4 Unit Count Summary Table
 - I.5 Gross Block Area
- VIII. Circulation Plan
- IX. Open Space Plan
- X. Acquisition Plan
- XI. Relocation Plan
- XII. Provisions necessary to meet Statutory Standards
- XIII. Procedure for Amending the Redevelopment Plan
- XIV. Phasing
- XV. Validity of Ordinance
- XVI. Maps

I. INTRODUCTION

A new transit-oriented neighborhood within the City of Jersey City

The Canal Crossing Redevelopment Plan Area is approximately 111 acres in area and is located in the southeastern section of the City of Jersey City. It was formed from the southern portion of the Morris Canal Redevelopment Area and a portion of the Claremont Industrial Redevelopment Area. The Canal Crossing Redevelopment Area is now a separate distinct redevelopment area within the City of Jersey City.

The Hudson-Bergen Light Rail (HBLR) system runs along both the northern and eastern borders of the area. The Westside connector branch of the HBLR forms the northern border of the Redevelopment Area and the Garfield Avenue station is located at the north-west corner of the Area. The Bayonne line forms the eastern border of the Area. A new station is proposed on this line at the eastern terminus of Caven Point Avenue within the Area.

The Morris Canal once traversed the Redevelopment Area in a general north & south alignment near the western edge of the Redevelopment Area. The Morris Canal was a major regional freight transportation route. In the nineteenth century, it fostered the growth of heavy industrial uses. Later, when the canal fell into disuse, it was abandoned and filled in. Railroad freight lines and heavy trucks replaced the canal in servicing the existing industries. The existing Lafayette residential community, just to the north, shared in the benefits of the industrial growth of the area. The industrial growth in turn led to the development of nearby housing for the people who worked in the plants and mills. This type of mixed industrial / residential neighborhood, common to the Northeast in the 19th century, was successful until the middle of the 20th century when heavy industry began to leave urban areas behind. During this transition, the surrounding residential neighborhoods changed as well.

As jobs were lost and land prices fell, neighborhoods deteriorated and the industries that remained were generally those that had the most noxious environmental impact. These uses also encroached on the residential areas, further depressing land values.

The industrial history of the area has left a landscape of obsolete structures and properties, many of which contain contaminated soil and require remediation. Historically, developers have avoided redeveloping brownfields due to the high costs and fear of liability. However, recent legislation has reduced these risks and made brownfields in urban areas more desirable for development. At the same time, recent State development policy has sought to direct new development into cities and towns where necessary infrastructure and mass transit already exists, and away from “green” fields so as to diminish the negative impacts of suburban sprawl.

It is now time to begin the process of re-planning and redeveloping this former industrial area from the 19th and early 20th century into a new, vibrant mixed-use residential neighborhood for the 21st century.

This Plan envisions a neighborhood incorporating the best principals of sustainable development. The Plan is based on the combined principals of Smart Growth, New Urbanism and Green Building. The intent is to create an open network of streets interconnected within the Area, as well as with the neighborhoods to the west and north. The street system provides for the extension of the existing grid into the Area. The scale and character of the street grid is intended to provide appropriate access to all portions of the Canal Crossing neighborhood. The open network of small city blocks will allow for multiple alternate routes of travel and slower vehicular travel speeds. This will result in a more interesting and varied pedestrian environment and

provide for safe convenient pedestrian access to mass transit, commercial facilities and public open space amenities throughout the Area.

Convenient commercial facilities and services are envisioned near each of the light rail stations. The larger of the commercial clusters is proposed nearer to the proposed Caven Point Avenue light-rail station. This portion of the Redevelopment Area is envisioned as the town center for the Canal Crossing neighborhood and a “Town Square” is proposed for this area.

Additional urban scale parks are proposed within the Canal Crossing neighborhood to provide locations for people to gather, passive recreation, children’s playgrounds and similar activities. A prime open space feature of the Canal Crossing neighborhood will be the creation of “Canal Way”, an expansive green way built over the former bed of the Morris Canal. This green way will be extended over time and interconnected with other green spaces along the former Morris Canal to form a continuous green way throughout the City of Jersey City. Canal Way will be interconnected with the new Berry Lane Park currently being planned for 17 acres just north of the development on the other side of the Westside Connector light rail line. An important intent of this plan is to provide for a pedestrian connection to Liberty State Park from the eastern terminus of Caven Point Avenue. A new school site is also proposed toward the southern end of the Canal Crossing neighborhood, located such that it can serve the needs of the new neighborhood, as well as the existing neighborhood to the west.

It is the intent of this Plan to provide for a diversity of uses, and also a diversity of housing and building types. Housing developed within the Canal Crossing neighborhood will include market rate housing, work-force housing and housing affordable to persons of low and moderate income. Both rental and for-sale housing will be constructed. Various building sizes will also be provided. Much of the Area is envisioned as being low to mid-rise in scale and character, four to eight stories. However, some high-rise structures, of approximately 12 stories, will also be allowed in areas in close proximity to the light rail stations. This variety of building height and scale will provide for greater architectural interest and allow for greater housing diversity in terms of unit types.

In order to promote sustainable development within the Canal Crossing neighborhood, all new buildings will be required to incorporate “Green Building” technologies and development practices as outlined in the “LEED for New Construction Rating System”. In fact, the entire Canal Crossing neighborhood is envisioned as a sustainable community incorporating walkable streets; convenient access to mass transit, commercial services, community facilities and open space; reduced reliance on the automobile; a diversity of building sizes, housing types and affordability ranges; all interconnected to each other and the existing street network and fabric of the surrounding neighborhoods and the City of Jersey City in general.

Redevelopment of this area will also encourage the upgrading of roadways and utilities in the surrounding area, encourage reinvestment and neighborhood stability and provide for the environmental remediation of properties within the Redevelopment Area.

II. BOUNDARY DESCRIPTION

The following Tax Blocks and Lots are included in the Redevelopment Area:

Block 23704	Lots 21 & 23
Block 24301	Lots 1, 2, 3 (partial), 4, 5 (partial), 6, 7 (partial) and 10
Block 21404	Lots 1, 2, 3, 3, 4, 5, and 6

Block 22704	Lots 7, 8, and 9
Block 21510	All Lots
Block 21509	All Lots
Block 21502	All Lots
Block 21501	All Lots
Block 19903	All Lots
Block 21503	Lots 1 through 4, 15 through 48

III. REDEVELOPMENT PLAN OBJECTIVES

- A. To redevelop the Canal Crossing Project Area in a manner that will exemplify the principles of New Urbanism and implement traditional neighborhood development techniques that recognize this unique inner-city location in a street grid pattern that is open to the public.
- B. To encourage development with a mixture of uses, high quality building design and an intensity of development that will allow for a self-sufficient and vibrant new community serving as a model for healthy urban growth.
- C. To provide a variety of market rate and affordable housing types, both rental and for sale, suitable to meet the need of varying family types and income levels.
- D. To provide for an intensity of development suitable to support the implementation of needed infrastructure improvements.
- E. To provide for the redevelopment of brownfield sites through innovative mixed-use development.
- F. To encourage innovative mixed-use development through new construction of low rise, mid-rise and high rise structures, thereby allowing greater variety in building type and design.
- G. To require the interconnection of uses, blocks, and streets to create integrated neighborhoods and a greater sense of community through the establishment of a traditional urban street grid pattern as described herein.
- H. To provide a layout of streets and open spaces that encourage pedestrian interconnections to the light rail stations, civic buildings, and commercial uses with the intent to provide safe pedestrian connections within a 5 minute walk from residential dwellings.
- I. To require the interconnection of the new Canal Crossing Neighborhood with existing neighborhoods to the north and west through the extension of the existing street grid system into the redevelopment area.
- J. To encourage the greater use of the light rail system by providing improved access to the light rail station at Garfield Avenue and the construction of a new light rail station at the

eastern terminus of Caven Point Avenue.

- K. To provide a clearly articulated and rationally designed open space system which consists of active and passive parks dispersed throughout the Area including the interconnection to the Berry Lane Park located north of the Redevelopment Plan and Liberty State Park to the east.
- L. To extend greater opportunities for housing, commercial, and recreation facilities to all residents of the City.
- M. To provide a more efficient use of land and public services by directing development in a pattern that resembles traditional blocks of mixed and multiple-use development with varied housing types.
- N. To construct streets, infrastructure, open space and other public improvements in order to benefit this new neighborhood as a whole and the residents of Jersey City in general.
- O. To alleviate undue traffic congestion by reducing the excessive sprawl of development and the segregation of land uses, which result in the inefficient use of land, encourages the use of private vehicles, and is counter to the protection of the public health, safety, and welfare.
- P. To implement the creation of places which are oriented to the pedestrian, promote citizen security, and social interaction.
- Q. To implement developments where the physical, visual, and spatial characteristics are established and reinforced through the consistent use of thoroughfare, urban and architectural design elements.
- R. To promote the principles of sustainable development through adherence to the standards of the Leadership in Energy and Environmental Design (LEED) Green Building Rating Systems for both individual buildings and neighborhoods developed within the Canal Crossing Redevelopment Area.
- S. To promote the principles of “Smart Growth” and “Transit Village” development. i.e. sustainable economic and social development, including a variety of housing choices, providing pedestrian friendly streets and public rights-of-way, minimize automobile use by maximizing the appeal and access to mass transit, encourage reduced parking and shared use parking solutions, and creating a livable community with convenient access to commercial facilities.
- T. To identify and preserve significant historic features in the Redevelopment Plan Area and incorporate appropriate informational signage.

IV. PROPOSED REDEVELOPMENT ACTIONS

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

- A. Clearance of dilapidated structures.
- B. Assembly into developable parcels the vacant and underutilized land now in scattered and varied ownership.
- C. Construction of new structures and complementary facilities.
- D. Construction of a street grid system to service and support the new development as well as the surrounding neighborhoods.
- E. Construction of a full range of public infrastructure necessary to service and support the new development.
- F. Construction of a new light rail station at the eastern end of Caven Point Avenue by New Jersey Transit, project redevelopers and/or the use of a Revenue Allocation District pursuant to State Law.

V. GENERAL ADMINISTRATIVE REQUIREMENTS

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

- A. **Prior to the commencement of:** (a) any new construction, (b) reconstruction, (c) rehabilitation (d) any change in the use of any structure or parcel, or (e) any change in the intensity of use of any structure or parcel; a site plan for such shall be submitted by the developer or property owner to the Planning Board for review and site plan approval. No temporary or permanent Building Permit shall be issued for any work associated with a. through e. above, without site plan review and approval of such work by the Planning Board.
- B. **Duration** - The provisions of this Plan specifying the redevelopment of the Area and the requirements and restrictions with respect thereto shall be in effect for a period of twenty (20) years from the original date of approval of this Plan by the Jersey City Municipal Council. Subsequent amendments hereto shall not alter or extend this period of duration, unless specifically extended by such amendments.
- C. **Approval requirements of the Planning Board** - Site plan review shall be conducted by the Planning Board, pursuant to NJSA 40:55D-1 et. seq. Site plan review shall consist of a preliminary and final site plan application. Submission

of a site plan and site plan application shall conform to the requirements of the Jersey City Zoning Ordinance and this Plan. Applications may be submitted for an entire project or in phases. Final Site plan approval for any phase shall entitle an applicant to building permits. Final site plan approval for any phase shall not be granted until performance guarantees for site improvements for that phase have been furnished by the redeveloper in accordance with NJSA 40:55D-53.

- D. As part of final site plan approval, the Planning Board may require a developer to furnish performance guarantees pursuant to NJSA 40:55D-53. Such performance guarantees shall be in favor of the City of Jersey City, and be in a form approved by the Planning Board attorney. The amount of any such performance guarantees shall be determined by the City Engineer in conformance with applicable law, and shall be sufficient to assure completion of site improvements within one (1) year of final site plan approval, or such other time period as determined by the Planning Board if particular circumstances dictate a longer time frame. No Certificate of Occupancy (CO) of any type, either permanent or temporary, shall be issued for any development until any necessary performance bonds have been posted with City.
- E. **Subdivision** - Any subdivision of lots and parcels of land within the Redevelopment Area shall be in accordance with this Plan's requirements and the Jersey City Land Subdivision Ordinance.
- F. **Interim Uses** - Interim uses may be permitted, subject to site plan review and approval by the Planning Board. The Planning Board shall only permit uses that it finds will not have an adverse effect upon surrounding existing or contemplated development during the interim use period. Interim uses must be approved by the Planning Board. The Board shall establish an interim use period of up to three (3) years in duration. The Planning Board may grant additional one (1) year renewals of interim uses upon application, review, and approval. Commuter surface parking lots and commuter parking garages are specifically prohibited and shall not be permitted as interim uses.
- G. **Deviation Clause** - The Planning Board may grant deviations from the regulations contained within this 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 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 Plan related to a specific piece of property where the purposes of this 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. The Planning Board may grant exceptions or waivers from design standards, 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. No deviations may be granted under the terms of this section unless such deviations can be granted without resulting in substantial detriment to the public good and will not substantially impair the intent and purpose of this Plan. No deviations may be granted which will result in permitting: (1) a use or principal structure in a district restricted against such use or principal structure, (2) an expansion of a non-conforming use, (3) an increase in the permitted floor area ratio, (4) an increase in the permitted density. Further, no deviations shall be granted which would have the effect of varying the grid-like pattern of the Street Network Plan in relation to street location, street type, R-O-W width, and pavement width beyond normal adjustments encountered during survey synchronization. An application requesting a deviation from the requirements of this Plan shall provide public notice of such application in accordance with the public notice requirements set forth in NJSA 40:55D-12.a. & b.

No deviations shall be granted for exceeding maximum building height limitations of the plan.

H. Community Empowerment

Community inclusion is integral to the success of the redevelopment plan and to that end, recommends the following:

1. The Redevelopment Area community, including residents, property owners, business owners, and community leaders have taken an active role in the development of this Plan. In order to maintain this community empowerment in the continuing development process, and as contaminated sites within the area are remediated, the Redevelopment Area community has established the Garfield Randolph Arlington Claremont Carteret Clerk and Ocean (GRACO) Association.
2. The GRACO should have a democratic structure, should conduct regular meetings that are open to the community, and should be comprised of members who are Redevelopment Area residents, property owners, business owners, and community leaders.
3. The GRACO may designate a maximum of four agents who shall register name and current contact information that includes mailing address and telephone number with the Division of City Planning.
4. Prior to implementation of any plan for site investigation and/or remediation, where such activities are conducted by, or under agreements with, the municipality, or an agency of the municipality, the GRACO shall be notified and informed of such plans at least fourteen (14) days prior to commencement of any on-site activity, through their agent or agents, provided said agent or agents has/have registered and maintained current contact information with the Division of City Planning.
5. In addition to the site plan review process that is required by this Plan and the municipal zoning ordinance, the applicant shall submit a site plan and site plan application to the designated agent or agents of GRACO that

is/are registered with the Division of City Planning, by certified mail or signed affidavit not less than twenty-one (21) calendar days prior to the Planning Board hearing for which it is scheduled. In addition, proof of submission of the site plan and site plan application to the aforementioned agent or agents of the GRACO shall be submitted to the Division of City Planning not less than ten (10) calendar days prior to the said hearing.

6. The Division of City Planning and the Environmental Commission shall each designate an agent to serve as liaison to the GRACO. It shall be the responsibility of these agents to insure that the requirements of paragraphs 4 and 5 above are met, and that the GRACO is apprised of events as they occur throughout the investigation, remediation and redevelopment process.
 7. No site investigation, remediation, or development should be delayed due to lack of existence of the GRACO, or due to a failure of an agent or agents of the GRACO to register current contact information with the Division of City Planning.
 8. As new development occurs within the redevelopment plan area and new neighborhood associations form, one representative from each organization shall be added to the designated agent list to receive notice.
- I. **Severability Clause** - 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 REGULATIONS AND REQUIREMENTS

A. BUILDING DESIGN REQUIREMENTS

1. All new structures within the Redevelopment Area shall be situated with proper consideration of their relationship to other buildings, both existing and proposed, in terms of materials, light, air and usable open space, access to public rights-of-way and off-street parking, height, setback and bulk.
2. Buildings shall be designed so as to be attractive from all vantage points, such that the same materials, fenestration and detailing are used on all faces and sides of the building. No blank walls shall be permitted on any building.
3. The townhouses located at 141 through 149 Halladay Street (Block 21501, Lots 5, 6, 7, 8 and 9) shall be retained. Their rehabilitation shall be consistent with the Secretary of the Interior's Standards and Guidelines for Rehabilitation.
4. Buildings shall have a clear base, middle and top. Architectural devices, such as string courses, cornices, sub-cornices, lintels and sills, and/or

horizontally differentiating surface treatments shall be used to achieve the necessary transitions.

5. In order to promote variety in architectural building style, not less than two (2) different design architects, from two different firms, shall be utilized in developing the design of the exterior of the buildings occupying any individual development block.
6. Building face material to be used on all sides shall be primarily of brick in the Standard Modular or Standard Norman sizes only with other appointment being of Stone, wood, or metal. EIFS (Exterior Insulating Finishing Systems, cementitious concrete systems, stucco, artificial stone, CMU size/type block, jumbo brick, vinyl and/or aluminum siding, and artificial brick veneer such as permastone or brickface, and plastic type artificial siding materials shall be prohibited as building cladding within this Redevelopment Area.
7. All parking levels shall be masked from the street by habitable building uses, either commercial or residential. Where block or parcel width or depth is insufficient to allow for screening by habitable building uses (such as Blocks 1b, 8, 11, and/or 17) the building shall be articulated to resemble habitable building uses in a manner consistent with the architectural design of the main building.
8. Building areas used to house transformers and other mechanical equipment or utilities shall be architecturally masked in a manner consistent with the design of the building, incorporating such elements as false windows and dispersed venting to maintain the window rhythm and building pattern design. (A wall of venting for mechanical rooms is not acceptable.) Any louvers must be screened with decorative grates.
9. Main building entries shall be prominent, easily identifiable and connect directly to the public sidewalk so as to contribute to the overall liveliness of the pedestrian environment.
10. The windows and glazing of a building are a major element of style that gives character to the building. Windows and glazing on ground floor commercial uses, if any, should be broad and expansive providing views into the store and display areas. At least seventy (70%) percent of the storefront façade shall be glass. Corner buildings shall have windows on both street frontages. If security gates are used on any part of the building or window, they shall be installed on the interior side of the window, hidden from view when not in use, and be of the open grate style. Similarly, windows and doors into residential lobby areas should be broad and expansive allowing views to and from the adjoining streets.
11. Windows in residential portions of a building shall be arranged in a contemporary and organized manner. Windows shall contain both lintels and sills. Window sills shall be emphasized more than window headers. The tops of windows and doors shall be designed to avoid confusing perspective views. Windows shall not be scattered in a haphazard manner

in the façade. Bay windows or other window features may be incorporated into the façade to provide architectural interest and character. Bays may be designed vertically or horizontally and may be angular. Random window patterns are prohibited. Corner buildings shall have windows on both street frontages. The window sill of any residential window shall not be less than six (6) feet above the elevation of the adjoining sidewalk.

12. Balconies and terraces may extend from the building when facing into interior courts. However, all balconies facing onto streets shall extend no more than 18 inches from the building face. All railings shall be designed to be semi-opaque in order to screen the view onto the balconies. All balconies shall be subject to review and approval by the Planning Board.
13. All mechanical equipment, generators, HVAC equipment and similar equipment shall be visually screened such that they are not visible from adjacent buildings or public areas. Said screening shall be constructed in a manner that is consistent with the architecture of the building, and shall utilize the same or complimentary materials used in the construction of the building, such that the screening appears to be an integral part of the building. Interior locations must be utilized where mechanically possible. Additionally, this equipment shall be acoustically buffered such that any noise generated by the equipment shall be within the applicable standards as defined by the State of New Jersey for residential locations.
14. All electronic communication equipment shall be visually buffered such that they are screened from view. This shall be achieved through creative disguises within the basic architecture of the building, such that it does not negatively impact the appearance of the building. Said screening shall be constructed in a manner that is consistent with the architecture of the building, and shall utilize the same materials used in the construction of the building, such that the screening appears to be an integral part of the building. Said equipment shall be located so as to minimize or eliminate the need for screening. Reference shall be made to the Wireless Communications section of the Jersey City Land Development Ordinance for appropriate permitted locations for these facilities.
15. All trash receptacle areas shall be located within buildings or parking structures.
16. One of the many goals of this plan is to insure a variety in housing type and selection. Therefore, not all block centers shall be occupied exclusively by parking garages; some shall be at least partially occupied by open area to be used as rear yards by the S-Type buildings. By providing this rear yard, a more traditional town home style of development is to be encouraged. In this case, the S-Type buildings, receiving light from both front and rear, may be as much as 50' deep. The blocks that fall into this category are: Blocks 2, 3, 33a, 33b and a portion of Block 13b (Tax Block 21501, Lots 4, 5, 6, 7, 8, 9, and 13).

17. All new ~~rowhouses~~, townhouses and similar style structures shall have a raised stoop to the front entrance of the dwelling unit. The stoop shall contain at least four (4) steps.
18. The front yards of all new townhouses ~~and rowhouses~~ shall provide wrought-iron type fencing along the property line a minimum of two (2) feet and a maximum of four (4) feet in height.

B. AFFORDABLE HOUSING REQUIREMENTS

1. Affordable housing and workforce housing shall be provided as part of any development within this Redevelopment Area. For every ten (10) residential units constructed, a residential development shall be obligated to include one unit that is affordable to households of low, moderate or work force income. In addition, a redeveloper shall be permitted to construct a “bonus” market rate unit for every low, moderate or work force income unit constructed. The result being that out of every eleven (11) units constructed, one will be an affordable or workforce unit. In order to accommodate the bonus market rate units additional incentives shall be provided including but not limited to a proportional increase in allowable height and a reduction or elimination of parking.
2. Affordable housing shall be defined the same as affordable housing that is a part of a fair share plan housing element as approved by Superior Court and/or the Counsel On Affordable Housing (COAH) or the City of Jersey City. Workforce housing shall be defined as housing affordable to households with a gross household income equal to more than eighty percent (80%) but not more than one-hundred and twenty percent (120%) of the median gross household income for households of the same size.
3. Affordable housing requirements may be further defined and obligated as part of a Redevelopment Agreement between the City of Jersey City Redevelopment Agency and a designated redeveloper. Where such a Redevelopment Agreement exists, the affordable housing requirements of that agreement shall take precedent over this section of the Redevelopment Plan.
4. Where a redevelopers agreement does not exist, the mix of low income, moderate income and workforce units, the number of bedrooms and other attributes of the affordable and workforce housing shall be mutually agreeable to the City and the Redeveloper.

C. SUSTAINABLE DESIGN REQUIREMENTS

1. All new buildings will be required to comply with the “LEED for New Construction Rating System” (LEED-NC). This system is designed for use during the design and construction phases of a building. LEED-NC addresses the environmental impacts of site and materials selection, demolition, and construction. LEED-NC facilitates and encourages project teams to use an integrated design approach from start to finish, resulting in buildings with lower impact on occupants and the environment, and a

positive economic impact for owners. Additionally, the LEED-NC Rating System promotes improved practices in: site selection and development, water and energy use, environmentally preferred construction products, finishes, and furnishings, waste stream management, indoor environmental quality, innovation in sustainable design and construction.

2. All buildings will be required to achieve a minimum of a Silver LEED Certification level. Silver credits will be awarded based on five (5) categories of performance: Sustainable Sites, Water Efficiency, Energy & Atmosphere, Materials & Resources, and Indoor Environmental Quality. Projects can earn additional points under an Innovation in Design category, through demonstrating exceptional performance of LEED requirements.
3. Any single development comprising more than one block is required to comply with the “LEED for Neighborhood Development” rating system. LEED for Neighborhood Development is intended to revitalize existing urban areas, reduce land consumption, reduce automobile dependence, promote pedestrian activity, improve air quality, decrease polluted storm water runoff, and build more livable sustainable communities for people of all income levels.
4. Neighborhood Developments will be required to achieve a minimum of a Silver LEED Certification level. The project can achieve a variety of points from four separate categories: Smart Location and Linkage, Neighborhood Pattern Design, Green Construction and Technology, and Innovation and Design. Points are also available within the LEED for Neighborhood Development rating system for including LEED Certified buildings and for integrating green building practices within the buildings in the neighborhood.

D. PARKING AND LOADING REQUIREMENTS

1. Required Parking Provisions - All new construction shall provide parking as follows:

Use	Min. Parking	Max. Parking
Residential	0.7 per unit	1.2 per unit
Office and medical office	0/1,000 sq. ft.	1/1,000 sq. ft.
Retail	0/1,000 sq. ft.	1/1,000 sq. ft.
Restaurant, Bar, Nightclub	0/1,000 sq. ft.	1/1,000 sq. ft.
Civic/School/other	0/1,000 sq. ft.	1/1,000 sq. ft.

2. Required parking shall be located off-street. Parking may be provided in the same building as the use or in another building within the Redevelopment Area. Off-street parking shall be provided within a linear distance of 1000 ft. of the building that it serves.
3. Parking decks and surface parking lots shall be masked from the street by habitable building, either commercial or residential.
4. No mid-block parking structure shall be higher than the height of the shortest building masking it. All parking structures shall be covered by a landscaped deck providing open space for residents of the building.
5. Other parking under buildings may be placed directly against the street frontage where it is a minimum of three (3) feet below grade and hidden by a foundation wall articulated to appear as a half basement, with small vertically-proportioned glazed openings.
6. All surface parking and loading areas shall be graded, paved with a durable surface, adequately drained, and well landscaped.
7. All curbing shall be poured-in-place concrete or other suitable material such as Belgian block or granite curbing as approved by the Planning Board. Asphalt curbing and/or anchored railroad ties are not permitted. Curbs must run straight down to the asphalt roadway edge; gutter-pan type curbing is not permitted.
8. Pedestrian entrances/accessways from the public sidewalk into parking structures shall be separated from the vehicular entrance and located such that the pedestrian pathway is not shared with the vehicular access ramp.
9. Private garages shall be accessed from the rear yard and shall be provided at the rear of and within any structure.

10. Vehicular entrances to parking structures shall be designed as architecturally compatible openings in the façade of the building and shall not be merely gaps between buildings.
11. Loading areas shall be provided within the building as required and accessed through a two-way access drive leading to the service area. If parking is provided within the building, access ramps shall share the loading ramp openings to the degree possible to produce the least number of breaks in the facade. Developers shall demonstrate to the satisfaction of the Planning Board that sufficient off-street loading will be provided to meet the needs of the proposed us

E. SIGNAGE REQUIREMENTS

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

1. Under no circumstances shall fluorescent or glowing paint be permitted for any signage within the area.
2. All signage shall be subject to site plan review and approval by the Planning Board.
3. Billboards are expressly prohibited throughout the Redevelopment Area.
4. Rooftop, flashing moving or intermittently illuminated signs or advertising devices are prohibited, as are signs that may be mistaken for traffic control devices.
5. Kiosks listing tenants and giving direction may be provided but no advertising will be permitted. Such kiosks may not exceed eight (8) square feet of sign areas.
6. Freestanding signs are prohibited. Except that way-finding identification as per City standard shall be permitted.
7. No sign shall be attached above the first story of any structure.
8. All signage shall be externally lit. Signs may be lit from gooseneck fixtures, backlit halo, and up-lights. Internally lit signs and sign boxes are prohibited.
9. Permitted signage material includes: 1.) Painted wood; 2.) Painted metals including aluminum and steel; 3.) Brushed finished aluminum, stainless steel, brass, or bronze; 4.) Carved wood or wood substitute.
10. All signs shall be flush mounted, although blade signs may be attached to and perpendicular to the first floor façade
11. Window signs (other than lettering as specifically permitted) shall be prohibited. Lettering shall be limited to decorative gold-leaf, flat black or etched / frosted glass style lettering and shall be limited to the name of the business occupying the commercial space / store front and shall cover no more than twenty (20%) of the window area.
12. All buildings within the Redevelopment Area shall display the street address of the building such that it is clearly visible from the adjoining street right of way.

13. In order to facilitate the overall redevelopment of the Study Area, surrounding area and the City of Jersey City in general, all advertising, signage and other promotion of the development and redevelopment of the Study Area shall contain references to the proposed projects location in the City of Jersey City so as to promote the positive aspects of the project, Study Area and the City of Jersey City.
14. The following additional signage restrictions shall apply to specific uses:
- a. Office, Medical Office, Civic/Public/school: Total exterior signage shall not exceed fifty (50) square feet. One (1) use shall be permitted no more than one (1) sign. Buildings with multiple uses shall not have more than one (1) sign per use and the aggregate of all signs shall not exceed the maximum area permitted.
 - b. Residential: One (1) sign per building may be allowed, not to exceed twenty (20) square feet.
 - c. Retail, Restaurant, and all other uses not specifically identified: Each establishment is allowed one sign and one blade sign per street frontage. (Establishments on corners are thus allowed two sets of signs.) Signage shall not exceed 30 inches in vertical dimension. Blade signage shall not exceed 18 inches in vertical dimension.
 - d. Accessory Parking – Since commuter and commercial parking is not permitted, the location of parking facilities may only be indicated by use of the international parking symbol. Said signage may not exceed five (5) square feet and must be flush mounted to the building. Informational and directional signage may also be provided, but only flush mounted on interior walls within the structure.
15. The Planning Board at its discretion may waive some of the above regulations if a proposed sign is presented as a site-specific piece of civic art. All signs are subject to minor site plan review when not included as part of a major site plan application.
16. Prohibited Signage: The following signs and devices shall not be permitted within the Canal Crossing Redevelopment Area:

Monument signs and internally or externally illuminated box signs, flashing or animated signs, spinners, pennants, reflective materials that sparkle or twinkle, roof signs, billboards, signboards, window signs, posters, plastic or paper that appear to be attached to the window, pole signs, free-standing signs, fluorescent and/or glowing paint for any signage or building within the redevelopment area, waterfall style awnings, plastic awnings, product advertising signage of any kind. Product advertising signage is defined here to include, but not be limited to signage on: parking meters, signage in windows, on light poles, benches or other street furniture within the redevelopment area. Nothing in this paragraph shall be deemed to prohibit signage within New Jersey Transit Light Rail Stations or bus stop shelters; or either lamppost mounted seasonal banners or traditional residential holiday decorations.

F. UTILITY AND INFRASTRUCTURE REQUIREMENTS

1. All applicants shall satisfy the Municipal Engineer and the Planning Board that provisions for the necessary utilities is accomplished in a way that advances the health safety and welfare of the general public.
2. Utility Placement – All utility distribution lines and utility service connections from such lines to the project area’s individual uses shall be located underground. Utility appliances, such as transformers, regulators and metering devices (including gas, electric and water meters) shall be located underground or within the building. Remote readers are required for all utilities, in lieu of external location of the actual metering devices. Developers are required to arrange for connections to public and private utilities.
3. If it becomes evident to the Planning Board and the Municipal Engineer during the implementation of this development that a long term utility and infrastructure plan is needed and desired, a Utility Plan which shall include the on-tract and off-tract infrastructure improvements needed to serve the development shall be provided by the designated developer.
4. The Planning Board and/or the City of Jersey City may require a pro-rata fair share assessment to be paid by each development within the Redevelopment Area to off-set the cost of infrastructure improvements, expansion or new construction. The value of the assessment shall be based upon a formula to be developed by the City of Jersey City and/or the Planning Board, with the assistance of their professional staff and consultants, and shall be determined at the time of developer designation or site plan approval as appropriate. In the alternative, the City may create a Revenue Allocation District pursuant to State law to fund these improvements
5. No development or redevelopment of any parcel in the Plan Area that will result in an increase in wastewater from that parcel shall be permitted unless and until the planned project wastewater piping and systems for the removal of effluent and storm water are approved by the City of Jersey City Division of Engineering and Municipal Utilities Authority; and the municipal wastewater piping and systems for the removal of effluent and storm water are certified by the City of Jersey city Planning Board, Division of Engineering and the Municipal Utilities Authority as being of sufficient capacity and good condition to accommodate uses that will occupy said parcel. Such approval may be contingent upon requisite improvements to the drainage system in the street, as determined by the Planning Board, Division of Engineering and the Municipal Utilities Authority.

VII. SPECIFIC USE STANDARDS

- A. **Permitted Uses:** The following uses are permitted pursuant to the location requirements found in the Land Use and Frontage Regulating Plans. These uses are further defined in the definition section of this Plan and the Jersey City Land Development Ordinance.
 1. Residential
 2. Offices
 3. Medical Offices

4. Retail sales and retail services
5. Financial institutions
6. Bars
7. Child Care centers
8. Restaurants, categories 1 and 2
9. Civic
10. Open Space and Parks
11. Transportation Uses – restricted to the area indicated as Rail Transportation on the Land Use Regulating Plan. These uses shall include: Light-Rail Stations, rights-of-way and maintenance facilities, other rail rights-of-way. In addition, walkways, bikeways, open space, and parks shall be permitted in the Rail Transportation district.

B. Accessory Uses

1. Off street parking and loading (Parking shall not be allowed as an accessory use to Mass Transit Facilities, except that employee and visitor parking for New Jersey Transit maintenance facilities shall be permitted)
2. Signs
3. Home occupation

C. Adverse Influences - No use or re-use shall be permitted which, when conducted under proper and adequate conditions and safeguards, will produce corrosive, toxic or noxious fume, 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.

D. Permitted Height: Building heights shall be as indicated on the Building Height Regulating Plan.

1. Additional Height Requirements:
 - a. All residential floors above the first floor shall have a minimum floor to ceiling height of 9 feet and a maximum of 12 feet. Residential units on the first floor shall have a minimum floor to ceiling height at least 1 foot higher than the residential floors above.
 - b. Ground floor commercial areas shall have a minimum floor to ceiling height of 12 feet. In addition, ground floor commercial space may include a mezzanine level, which shall not be counted as a floor. The maximum ceiling height of the commercial ground floor area shall not exceed 20 feet.
 - c. The floor of all residential uses provided on the first floor of any building shall be located at least 30 inches above finished grade adjoining the building.
 - d. Uses other than residential uses located above the ground floor shall have a minimum floor to ceiling height of 9 feet and a maximum of 15 feet.
 - e. Parapets and other roof-top appurtenances may exceed the permitted height within the limitations imposed by the City of Jersey City Land Development Ordinance.

E. Maximum Permitted Intensity of Development:

The development potential of each development block shall be based on the maximum permitted unit count as indicated in the Unit Count Summary Table contained herein. The area of each development block is indicated on the Gross Block Area exhibit.

Development potential is further regulated by the Land Use, Frontage and Height Regulating Plans, and the bulk and minimum unit size requirements contained herein. As such, depending on these requirements and the unit size mix proposed for the particular development, the maximum permitted unit count contained within the Unit Count Summary Table may, or may not, be achievable. Non-residential uses provided in areas where ground floor retail is either required or optional shall be allowed in addition to the permitted unit count. However, where non-residential uses are provided above the ground floor; the permitted unit count shall be reduced by one dwelling unit for each 1,000 square feet of non-residential use. Civic uses located on Blocks 1a and 1b shall not count against the permitted unit count.

- F. **Minimum Unit Size:** The minimum dwelling unit size for each type of dwelling unit (by bedroom count) is indicated below; along with the minimum and maximum percentage of each unit type permitted.

Unit Type / Bedroom Count	Minimum Unit Size	Min./ Max. Percentage
Studio	550 Sq. Ft.	0% to 10%
1 – Bedroom	700 Sq. Ft.	20% to 60%
2 – Bedroom	900 Sq. Ft.	20% to 60%
3 – Bedroom & Up	1100 Sq. Ft. plus 150 sq. ft. for each additional bedroom.	0% to 30%

- G. **Required Lot Size:** Each block shall be developed as a unified whole as indicated on the Block Identification Plan. This requirement may be modified by the Planning Board pursuant to Section V. paragraph H. (Deviation Clause) of this Redevelopment Plan.

- H. **Required Setbacks:** Since all blocks are to be developed in their entirety, traditional setbacks requirements (front, rear and side) are not necessary.
1. Residential land uses shall be setback a minimum of 5 feet and a maximum of 10 feet from street line to provide for a traditional landscaped front yard.
 2. Where storefronts are provided in conformance with the Frontage Regulating Plan no setback shall be required and the building shall meet the street line or located as necessary to provide appropriate sidewalk width.
 3. The rear wall of any residential structure shall be located not more than 75 feet distance from the street frontage line. The intent of this requirement is that residential building walls facing each other shall not be closer than 50 feet to each other or 25 feet to a rear property line, if any, in order to provide adequate air and light to interior portions of development blocks.
 4. **Required Building Stepback:** Where residential uses are located above commercial and/or civic uses, the residential use shall be stepped back a minimum of an additional 5 feet from the street façade.
 5. Recognizing that certain development blocks are irregularly shaped and/or narrow, such as Blocks 1, 6, 8, 11, and 13, the above standards may be modified by the Jersey City Planning Board pursuant to the deviation process outlined in Section V. H.

I. **Regulating Plans**

VIII. CIRCULATION PLAN

- A. It is the intent of the Circulation Plan to provide a street layout for the Redevelopment Area which will provide a sense of enclosure, enhance neighborhood connectivity, provide linkages to surrounding areas, provide convenient access to mass transit, and visual and physical access to public places both in and beyond the study area.
- B. It is a primary purpose of this Redevelopment Plan to promote the principles of a “Transit Village”. The intent of a “Transit Village” is to provide pedestrian friendly streets and public rights-of-way, to minimize automobile use by maximizing the appeal of mass transit and to encourage reduced parking and shared use parking solutions.
- C. A new light rail transit station shall be located at the eastern end of Caven Point Avenue to provide access to mass transit opportunities for the Redevelopment Area, thereby promoting the principles of a “Transit Village”.
- D. Street configurations and locations were designed to extend the existing grid network into the Redevelopment Area from adjacent neighborhoods. Each street type has been dimensioned and specified for: Type, Movement Directions, Traffic Lanes, Parking Lanes, Right-Of Way Width, Pavement Width, Sidewalk Width, Planter Area Width, Planter Boulevard Treatment, and Planting Interval.
- E. The names of the streets within this Redevelopment Plan as indicated on the Concept Map or elsewhere in this Redevelopment Plan are for identification purposes relative to this Plan only, and may be altered or renamed by the appropriate authority upon construction and dedication of the streets
- F. All Streets, Avenues, Boulevards, and other thoroughfares are required in order to implement the stated objectives of this plan. No building or structure shall be located within areas designated as street thoroughfares of this plan.
- G. Sidewalk areas, including all light rail pedestrian crossings, shall be properly paved, landscaped and lighted consistent with the requirements of this plan and the approved design plans, and sound planning and design principles.
- H. Traffic signalization shall be installed by the redeveloper, as determined necessary by the Planning Board.
- I. In maintaining the interconnected and comprehensive nature of this plan, all streets adjacent to each block, on all sides, shall be constructed in conjunction with the development of any project or building within the block. The Planning Board may at its discretion, in an extreme case, waive this requirement and instead only require a portion of the street/streets required to develop the block if it finds that the ownership of the roadway area differs from the site plan applicant and the delay in the construction of roads around other portions of the block do not in any way inhibit access, circulation, and

provision of required utilities, for either the project under consideration or the access of the overall development area and other projects within. Where a developer is required to construct a street or a portion of a street, that would otherwise be the responsibility of a developer(s) of an adjacent block(s) as part of the development of that block(s); then a mechanism shall be established to ensure that the initial developer is reimbursed for the pro-rata share of the cost of construction of said street(s) that would have otherwise been the responsibility of the adjacent developer.

- J. No Certificate of Occupancy of any type shall be issued for any development or construction until such streets identified in Paragraph I have been completed; or the planning Board has given final site plan approval and required performance guarantees for the completion of such streets, and the performance guarantee has been deposited with the City.
- K. Street signage (street names, parking restrictions, etc.) shall be consolidated and affixed onto lamp posts wherever possible in order to reduce visual clutter.
- L. Traffic signage shall be consolidated and affixed onto lampposts and traffic signal posts so as to reduce to the minimum the number of poles and obstructions in the streetscape and pedestrian environment in order to reduce visual clutter.
- M. The Planning Board may require a pro-rata fair share assessment to be paid by each development within the Redevelopment Area to off-set the cost of expansion or new construction of the roadway and pedestrian network and/or improvements to the light rail system, including construction of the new light rail station at the foot of Caven Point Avenue. The value of the assessment shall be based upon a formula to be developed by the City of Jersey City and/or the Planning Board, with the assistance of their professional staff and consultants, and shall be determined at the time of developer designation or site plan approval as appropriate. In the alternative, the City may create a Revenue Allocation District pursuant to State law to fund these improvements.
- N. All new streets, sidewalks, R-O-W's, roadways, driveways, and access easements constructed within the redevelopment area shall conform to the Street Network Map and Thoroughfare Standards as identified herein. Slight modifications may be necessary to accommodate specific conditions as they arise.
- O. Special decorative pavement materials shall be used on Claremont Avenue North, Claremont Avenue South and Whiton Street surrounding Claremont Square, and at the northern terminus of Canal Way adjacent to the pedestrian plaza, as a traffic calming device and to help emphasize the pedestrian nature of these areas.

IX. OPEN SPACE PLAN

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

- A. Prior to the commencement of any construction within this Redevelopment Plan Area, an overall open space design plan shall be presented for each project to and approved by the Jersey City Planning Board. This plan shall be prepared by a licensed landscape architect / public space planner. The plan shall respect and incorporate the design parameters and

right-of-way landscaping requirements provided within this Plan, but provide more detail to insure all roadway segments incorporate consistent design patterns and materials. Also included within these standards shall be standards for the Hudson Bergen Light Rail right-of-way design improvements, greenway improvements, and park improvements. The Planning Board shall assure that any such plan or plans are consistent with the design requirements of this Plan and compatible with other previously approved plans within the Redevelopment Area.

- B. A unified streetscape plan shall be required. The streetscape plan shall be submitted to the Jersey City Planning Board for its review and approval in conjunction with the project site plan application and implemented contemporaneously with the construction of the redevelopment project. The streetscape plan shall include all street frontages, existing and proposed. The plan shall identify, but not be limited to: decorative paving materials, curbing materials, colors, tree pit treatments, trash receptacles, benches, bicycle racks, decorative street lighting, planters and planting pots. The streetscape plan shall respect and incorporate the design requirements provided with this Plan. The Planning Board shall assure that any such plan or plans are consistent with the design requirements of this Plan and compatible with other previously approved plans with the Redevelopment Area.
- C. The Planning Board may require a pro-rata fair share assessment to be paid by each development within the Redevelopment Area to off-set the construction costs of new public open space and streetscape improvements. The value of the assessment shall be based upon a formula to be developed by the City of Jersey City and/or the Planning Board, with the assistance of their professional staff and consultants, and shall be determined at the time of developer designation or site plan approval as appropriate. In the alternative, the City may create a Revenue Allocation District pursuant to State law to fund these improvements
- D. Trees shall be planted as specified in the “Thoroughfare Standards” as included in this Plan. All tree pits shall be covered with metal grates, decorative fencing, tree guards, and/or decorative pavers. Open tree pits or planting strips in any street right of way are prohibited.
- E. All open space, including yards, decks over parking structures and green rooftops shall be landscaped with trees, shrubbery, ground covers and other appropriate plant material unless said open space is specifically designated for other activities which require paving or other treatment. Screen planting shall consist of evergreen plant materials. Additional decorative plants may be incorporated into the design of the screen planting area to provide seasonal variety. Only species with proven resistance to the urban environment in this area will be acceptable.
- F. All street lighting shall be of decorative design and comply with the approved standard fixture types. Street lights shall be located at the outer edge of all sidewalks, and shall correspond to the Regulating Plan as follows:

Public Open Space and Civic Frontage: One lighting standard (no more than 15’ tall) for every 30 linear feet of sidewalk average.

Required Retail Frontages: One lighting standard (no more than 15’ tall) for every 30 linear feet of sidewalk average.

Optional Retail Frontages: One lighting standard (no more than 15' tall) for every 50' linear feet of sidewalk average.

Undesignated Frontages: One lighting standard (no more than 20' tall) for every 70' linear feet of sidewalk average.

Residential-Only Frontages: One lighting standard (no more than 25' tall) for every 90' linear feet of sidewalk average.

Where more than one use occurs along any frontage the more stringent requirement shall prevail. These requirements may be adjusted relative to one another in response to the photometric specifications of the chosen light standards. Street lights shall be placed beginning at corners (without blocking crosswalks) and then working inward to the block middle. Street lights shall produce a spectrum in the daylight-incandescent range. (Bluish and very yellowish lamps are not allowed.)

- G. Mailboxes, bicycle racks, and other pedestrian impediments shall be located at the outer edge of the sidewalk. Exceptions: Sidewalk dining may encroach into the sidewalk providing that a 5' clear pedestrian aisle is maintained.
- H. Soil Handling and Top Soil: Soil excavated from construction areas shall be removed from the site. The top soil placed on all areas to be landscaped shall be friable, fertile natural loam, free of subsoil, stones, roots, noxious plants and extraneous matter to a depth of 3 feet from finished grade as a subsoil cap and new planting root growth zone. Under each tree location, extend topsoil trench to 5-foot depth. Provide continuous 3-foot-deep trenches of high quality topsoil for planting of street trees along street boulevards to widths as specified between municipal curb and sidewalk in lieu of individual tree pits. Under each tree location, extend topsoil trench to 5-foot depth.
- I. Soil Compaction: The deep soil structure of planting areas within parks and street rights-of-way shall be protected by barriers during construction from compaction by heavy equipment and stockpiling of materials.
- J. Hydrology: All boulevard street tree plantings shall have surface watering/fertilizing access pipes and subsurface drainage outlets. All sodded areas and planting beds in parks shall have irrigation systems. Site grading and permeable surfaces shall promote maximum return of clean rainwater within parkland, with flat areas graded to 2% maximum. Contaminated surface drainage shall be carried away from landscaped areas.
- K. Plant Stock: Listed plant species shall be thoroughly searched by a plant broker before consideration of alternative species. Street trees shall have a minimum branch height of 10 feet above finished grade at planting. All trees shall be of 3.5 inches caliper minimum. Lawns shall be carefully graded, leveled and sodded with a drought resistant and low-maintenance grass mixture.
- L. Planting and Plant Care: Strategically phase street tree planting to ensure procurement of large quantities of uniform and consistently sized specimens of specifically selected species. Plant trees only during appropriate spring and fall planting seasons to the highest arboricultural industry standards. Fertilization shall be yearly with a balanced, full spectrum inorganic commercial fertilizer applied at a rate adjusted to remedy deficiencies identified by soil testing reports. All trees shall be monitored and treated annually by the owner for potential disease or decline in physical condition.

X. ACQUISITION PLAN

Acquisition Plan Map displays the parcels that may be acquired. The only lots Not To Be Acquired within the redevelopment area are the following: Block 20150, Lots 5, 6, 7, 8, and 9; and Block 23704, Lot 21. All other lots on all other blocks May Be Acquired pursuant to this Plan.

XI. RELOCATION

As outlined, the Canal Crossings Redevelopment Plan converts former old industrial sites into new blocks for mixed use residential development. Wherever practical, it is the preference of the Jersey City Redevelopment Agency for existing property owners to participate in such manner that development of the proposed blocks can occur in accordance with this Plan. To that extent, this Plan and the Agency encourage the cooperation among the existing property owners in order for any block to realize its full development potential. Under this scenario, the relocation of persons or businesses should be significantly reduced. In terms of relocation, the vast majority of relocations will only affect businesses, since only one residentially occupied property is currently listed for acquisition.

Should relocation of persons or businesses become necessary, the process of relocating the affected persons or businesses will receive the careful attention of local officials and the Jersey City Redevelopment Agency, and shall be conducted in accordance with the requirements of all applicable Federal, State and Local laws.

As required by the New Jersey Department of Community Affairs, the Canal Crossing Redevelopment Plan identifies the following approach to relocating existing persons or businesses in the redevelopment area, as necessitated by any property acquisition pursuant to this Redevelopment Plan.

The Redeveloper will adhere to all applicable state law requirements in connection with the acquisition and relocation of any persons or business property located within the redevelopment area, including the identification of potential relocation sites and provision of statutorily mandated relocation assistance payments.

After the adoption of this Plan, and before the acquisition of any occupied properties in the redevelopment area, a WRAP (Workable Relocation Assistance Plan) will be developed and approved by the State of New Jersey. The WRAP will be tailored to the project(s) called for by this redevelopment plan, and will address the particular needs and circumstances of persons or businesses.

XII. OTHER PROVISIONS NECESSARY TO MEET STATE AND LOCAL REQUIREMENTS

In accordance with NJS 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. The Plan

has laid out various strategies needed to be implemented in order to carry out the objectives of this Plan.

- B. The Plan has given proposed land uses and building requirements for the Redevelopment Area.
- C. Adequate provision to the temporary and permanent relocation of persons and businesses is indicated in the Relocation Plan (Section XI), which is a part of this Plan.
- D. Properties to be acquired within the Redevelopment Plan are indicated in the Acquisition Plan (Section X), which is a part of this Plan.
- E. The Redevelopment Area is not contiguous to any other municipality. The Plan is in general compliance with the Master Plan of the County of Hudson. The Plan complies with the goals and objectives of the Master Plan of the County of Hudson by recognizing the need to expand the inventory of affordable housing as well as promote development intensities that will support mass transit. This Redevelopment Plan provides a diversity of housing types which include work-force housing and housing affordable to persons of low and moderate income, thereby meeting the need to expand the affordable housing inventory in the Hudson County Master Plan. This plan promotes higher density near the Light Rail stations thereby maintaining consistency with the Hudson County 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 to enhance the viability of public transportation and to provide pedestrian-friendly open space. This Redevelopment Plan emphasizes mixed use development consistent with "transit village" and smart growth principles because of its close proximity to the Hudson Bergen Light Rail station. This Plan, like the State's plan, also encourages and promotes a variety of housing opportunities for all income levels, fosters the cleanup and reuse of contaminated sites as well as attracts new businesses to the Area.
- F. The proposed Redevelopment Plan is not consistent with the 2000 Jersey City Master Plan. Within the Master Plan, the Canal Crossing Area is identified as being an industrial area within the Morris Canal Redevelopment Area. and a portion of the Claremont Industrial Redevelopment Area. The Claremont Redevelopment Plan permits offices, light industrial or manufacturing fabrication, assembly, and/or processing, warehousing, and public or semi public uses as principal uses in the Canal Crossing Redevelopment Area. The Morris Canal Redevelopment Area permits principle uses such as assembly of goods or parts that are manufactured elsewhere, distribution facilities, light industry, occupational training centers, parks, research and development laboratories, warehousing facilities, manufacturing facilities, and railroad tracks for freight or passengers as principal uses in the Canal Crossing Area. Mixed use development, including residential uses, as proposed in the Canal Crossing Area is not permitted in the industrial areas within the Morris Canal Redevelopment Area or the Claremont Industrial Redevelopment Area.

However, since the time of the adoption of the 2000 Jersey City Master Plan, the State of New Jersey has developed a series of Smart Growth Policies which include encouraging development and redevelopment in existing urban centers where mass transportation and infrastructure already exist. The intent of these polices is to spur urban revitalization, brownfield redevelopment, and to discourage new greenfield development and restrict

suburban sprawl. In addition to these policy initiatives, the construction of Hudson Bergen Light Rail has created a new opportunity for this Redevelopment Area to support higher density mixed-use development. Clearly, the implementation of new Smart Growth Policies by the State of New Jersey and the development of new mass transportation infrastructure, in the form of the Hudson Bergen Light Rail, has created a new social and economic environment wherein mixed use development is a more appropriate approach to this area than what was proposed in the 2000 Master Plan. Furthermore, the redevelopment of this area for primarily residential mixed-use development will result in the environmental remediation of numerous highly contaminated properties throughout the Redevelopment Area, thereby providing a benefit to the entire City of Jersey City.

For these reasons, it is in the public interest and will serve the general welfare of the Citizens of Jersey City for the Canal Crossing Redevelopment Plan amendments contained herein to be approved and adopted.

- G. This Redevelopment Plan shall supersede all provisions of the Jersey City Zoning Ordinance and Master Plan that are specifically addressed herein. Any zoning related question that is not addressed herein shall refer to the Jersey City Zoning Ordinance for clarification. No variance from the requirements herein shall be cognizable by the Zoning Board of Adjustment. The Planning Board alone shall have the authority to grant deviations from the requirements of this plan, as provided herein. Upon final adoption of this Plan by the Municipal Council of Jersey City, the Jersey City Zoning Map shall be amended to rezone the Redevelopment Area covered by this Plan as a Redevelopment Area, and all underlying zoning will be voided.

XIII. PROCEDURE FOR AMENDING THE APPROVED PLAN

- A. The Plan may be amended from time to time upon compliance with the requirements of law. A fee of a Thousand dollars \$ 1,000, plus all costs for copying and transcripts shall be payable to the City of Jersey City for any request to amend this Plan. Any person, designated redeveloper, or other private entity requesting an amendment to this Plan shall pay these costs. If there is no developer the appropriate agency shall be responsible for any and all such costs.
- B. No amendment to this Plan shall be approved without a public hearing by the Planning Board, and a public hearing and adoption by Municipal Council. A copy of any proposed change to the Plan shall be filed with the Office of the City Clerk.
 - 1. In addition, notice of a hearing to amend the Plan shall be sent to the designated agent(s) that is(are) registered with the Division of City Planning (refer to Community Empowerment section) via regular mail at least twenty-one (21) calendar days prior to the date set for the hearing. In addition, an affidavit showing proof of submission of the proposed amendment to the aforementioned agents shall be submitted to the Division of City Planning not less than ten (10) calendar days prior to said hearing.

2. Notice of the Planning Board meeting shall be published in a local newspaper at least 10 days prior to the meeting.

XIV. PHASING

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

Any applicant seeking to develop properties located within this redevelopment plan area shall be required to provide a Phasing Plan, for review and approval by the Jersey City Planning board, which shall establish parameters under which public improvements within the property owned or controlled by the applicant shall be constructed in conjunction with permitted residential, retail and commercial development. The Plan shall set a schedule for completion of Public Improvements within the property owned or controlled by the applicant in which the percentage of completion of public improvement is approximately equal to or greater than the percentage of completion of all other development on property owned or controlled by the applicant.

XV. VALIDITY OF ORDINANCE

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

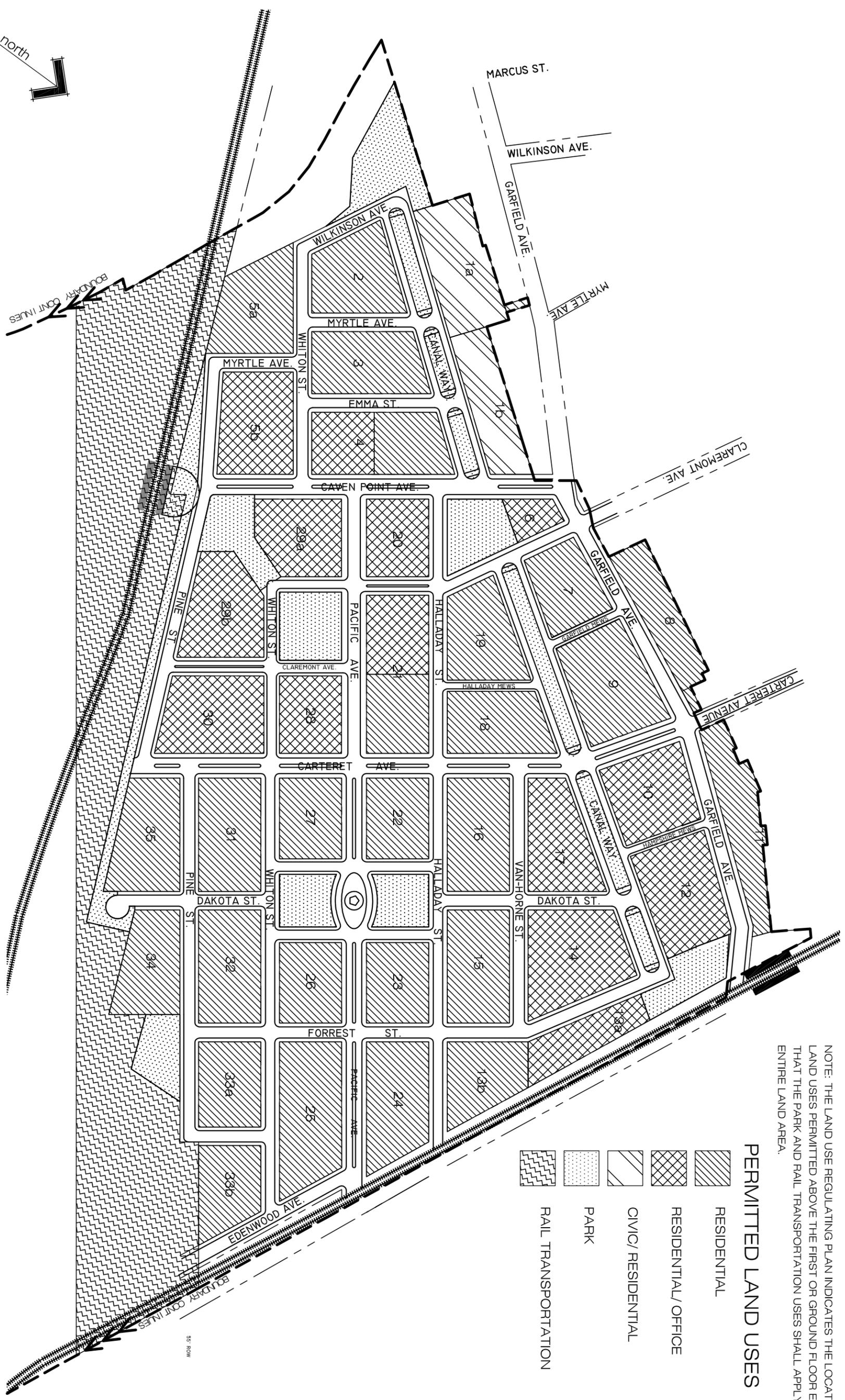
XVI. MAPS

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

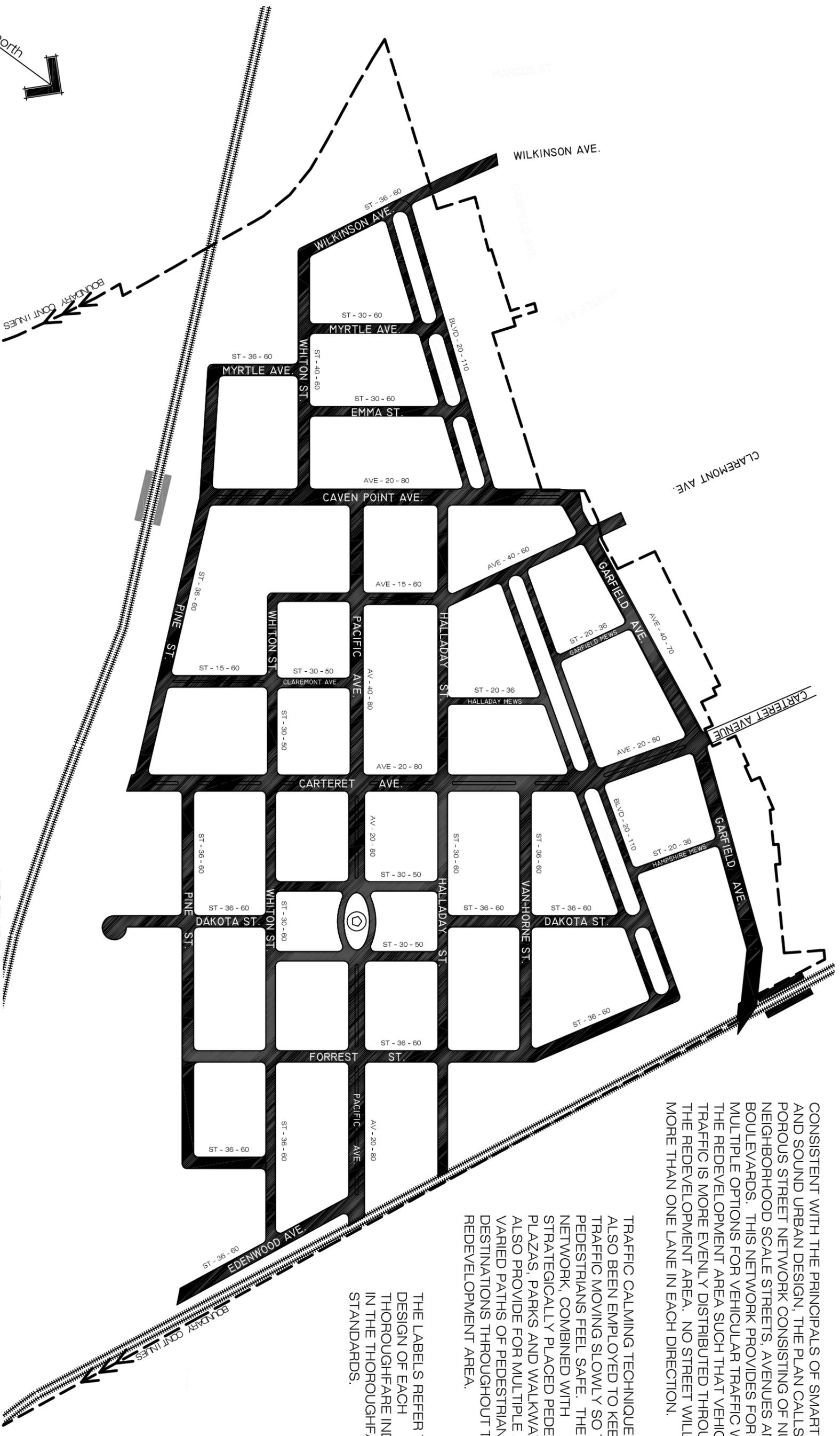
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STREET NETWORK

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.

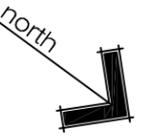
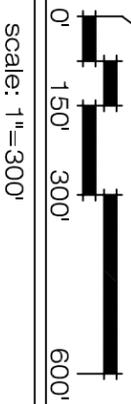
TRAFFIC CALMING TECHNIQUES HAVE ALSO BEEN EMPLOYED TO KEEP TRAFFIC MOVING SLOWLY SO THAT PEDESTRIANS FEEL SAFE. THE STREET NETWORK, COMBINED WITH STRATEGICALLY PLACED PEDESTRIAN PLAZAS, PARKS AND WALKWAYS, WILL ALSO PROVIDE FOR MULTIPLE AND VARIED PATHS OF PEDESTRIAN TRAVEL DESTINATIONS THROUGHOUT THE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

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



LEGEND
 ROADWAYS

CANAL CROSSING



ACQUISITION PLAN



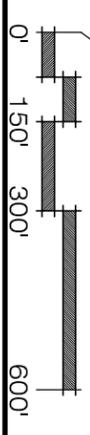
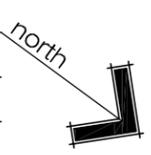
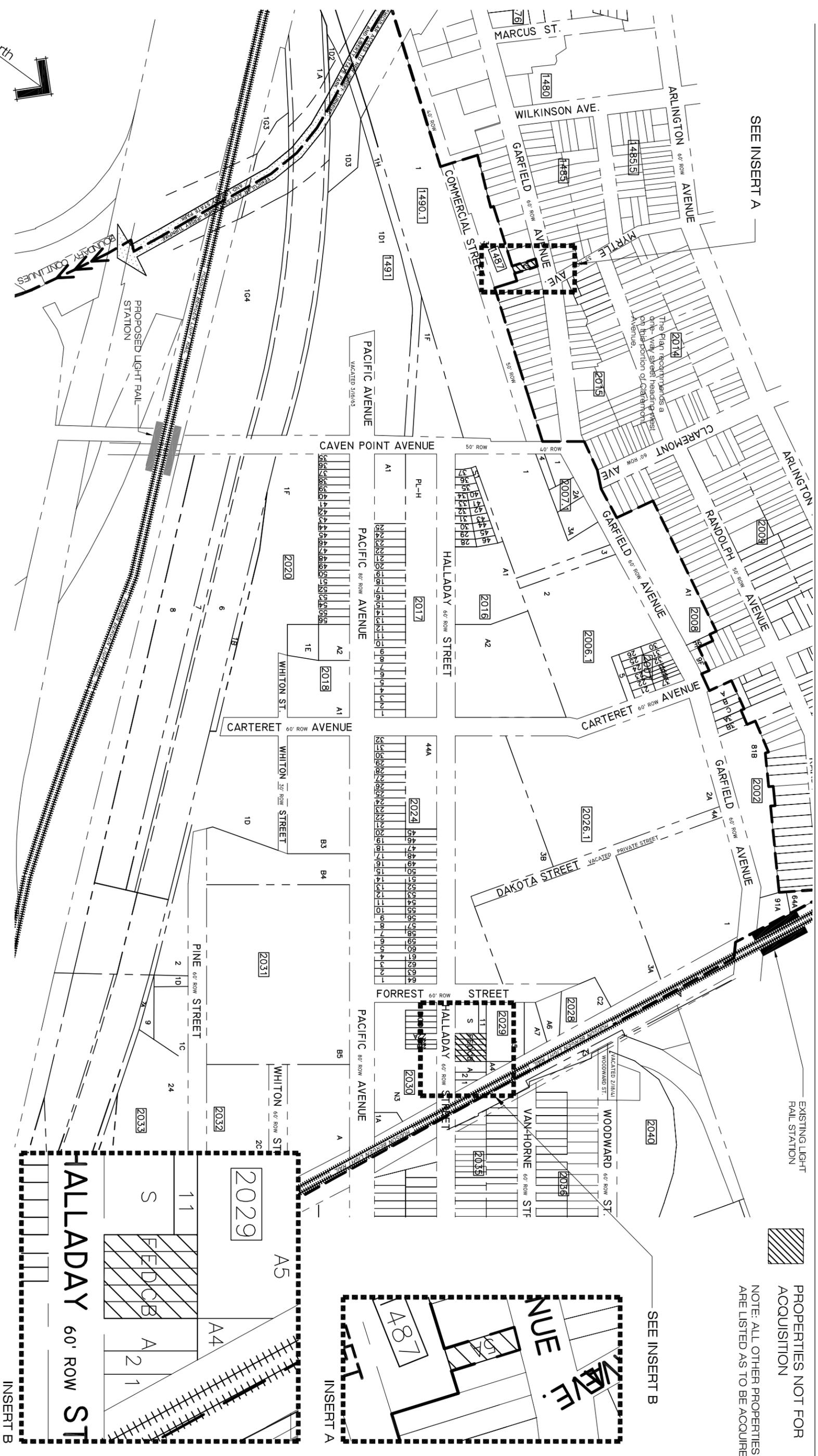
PROPERTIES NOT FOR ACQUISITION

NOTE: ALL OTHER PROPERTIES ARE LISTED AS TO BE ACQUIRED

SEE INSERT A

EXISTING LIGHT RAIL STATION

SEE INSERT B



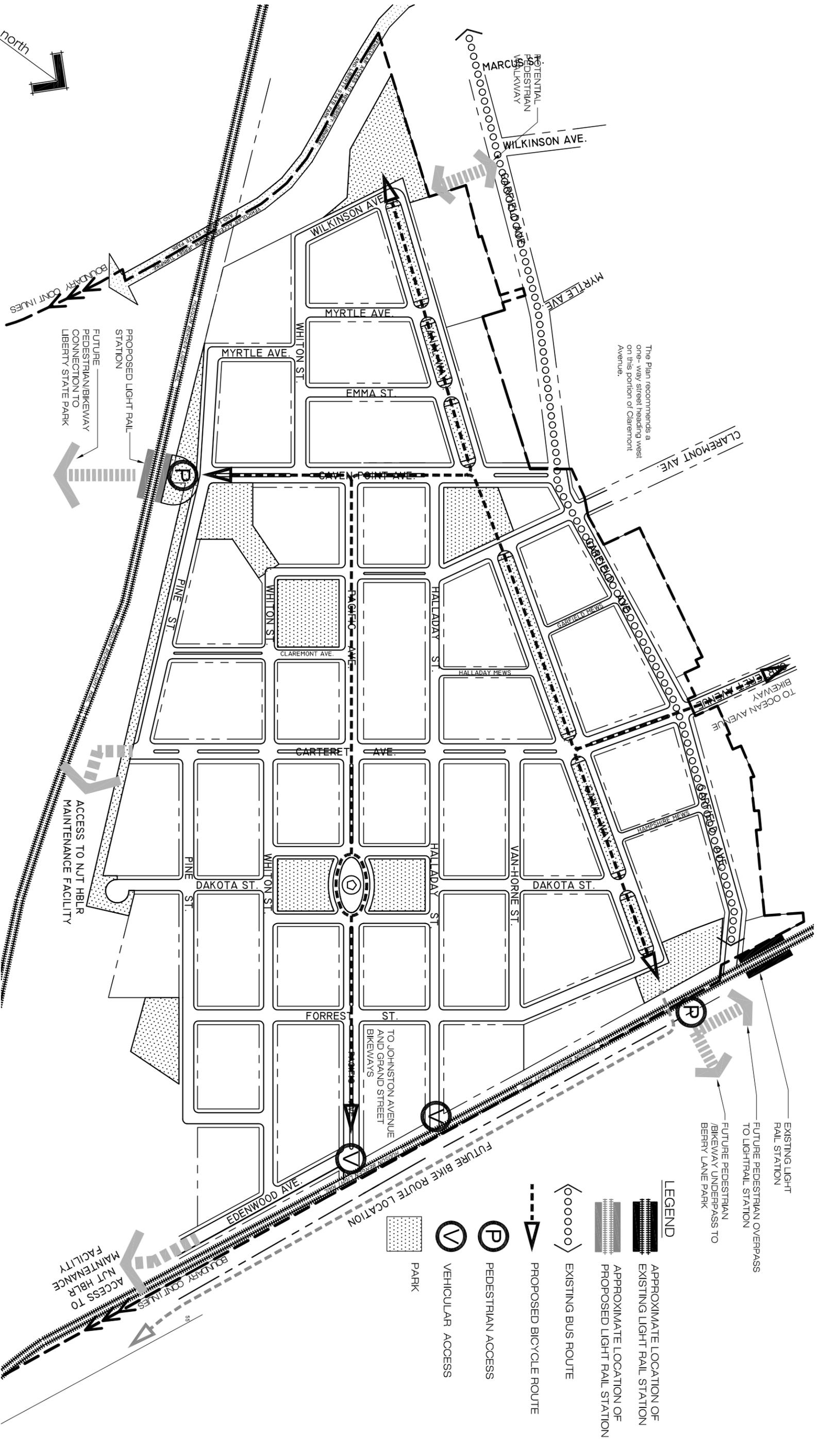
scale: 1"=300'

CANAL CROSSING

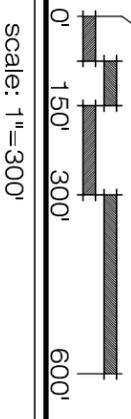
INSERT B

INSERT A

TRANSIT PLAN



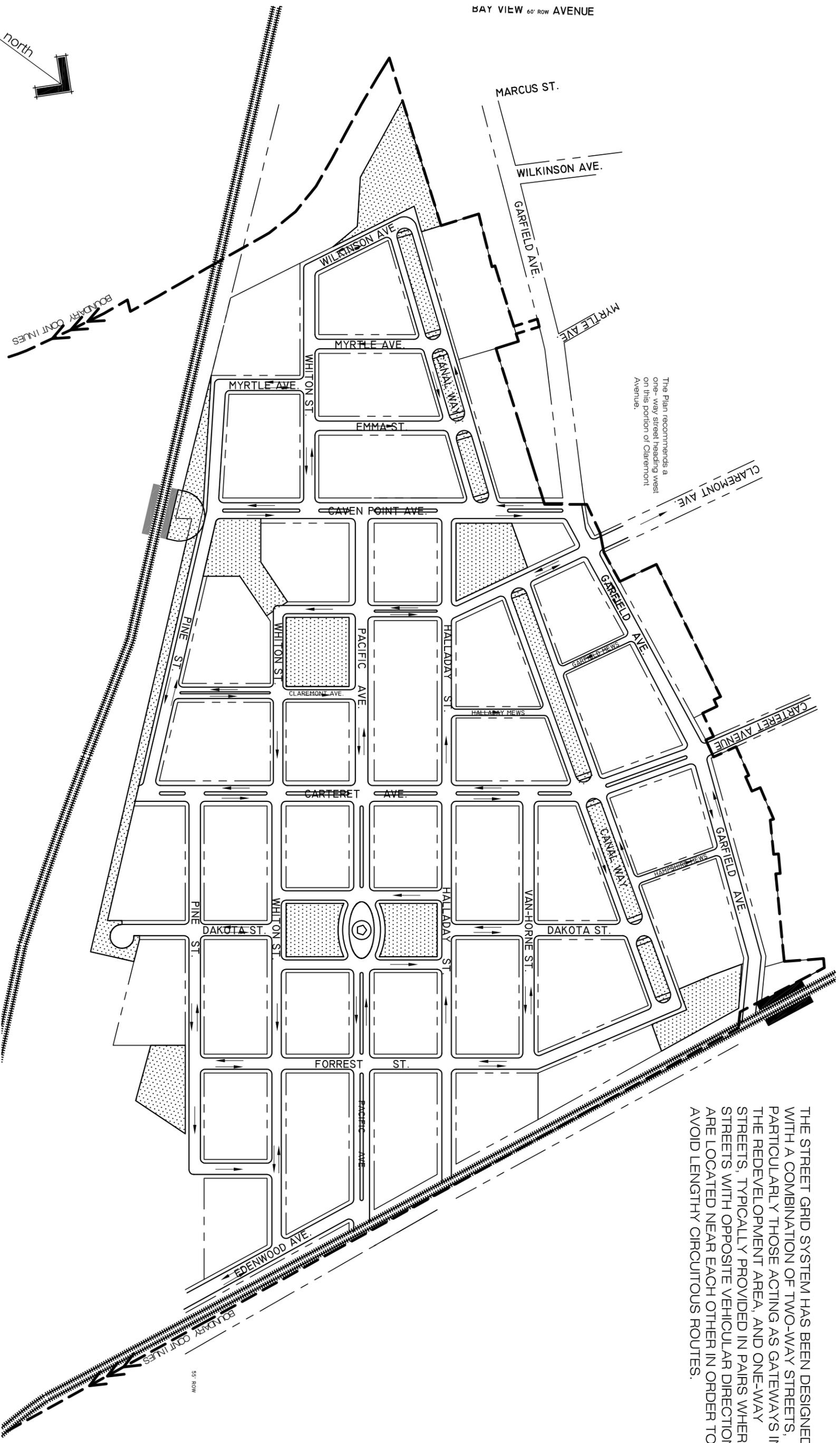
CANAL CROSSING



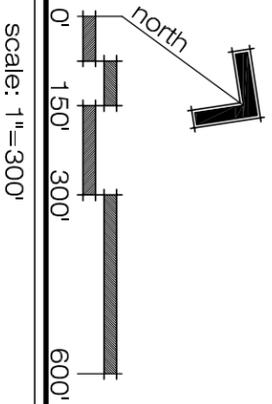
VEHICULAR CIRCULATION

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.

The Plan recommends a one-way street heading west on this portion of Claremont Avenue.

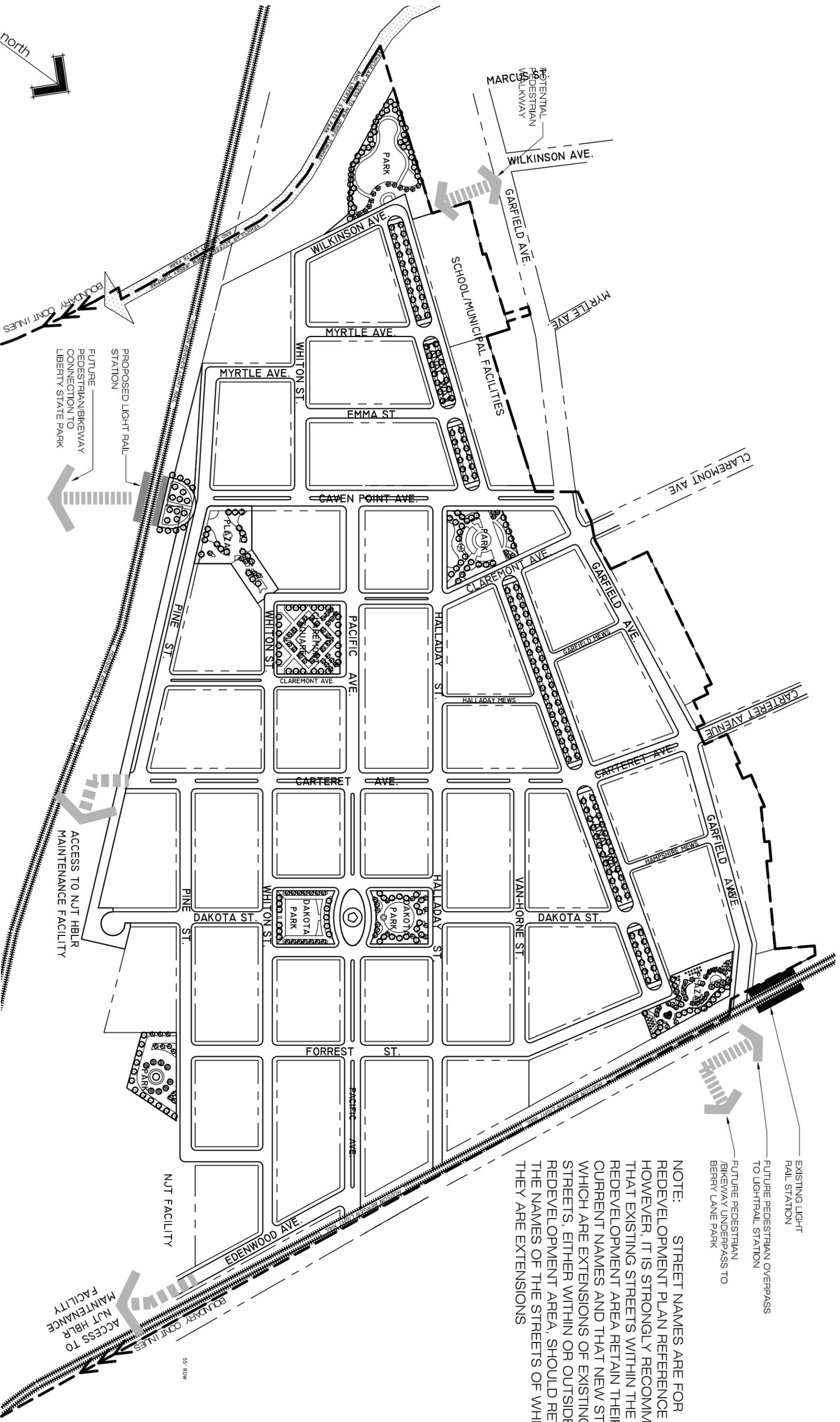


CANAL CROSSING

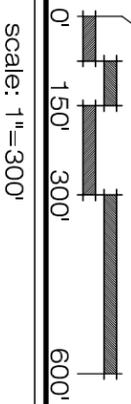


CONCEPT PLAN

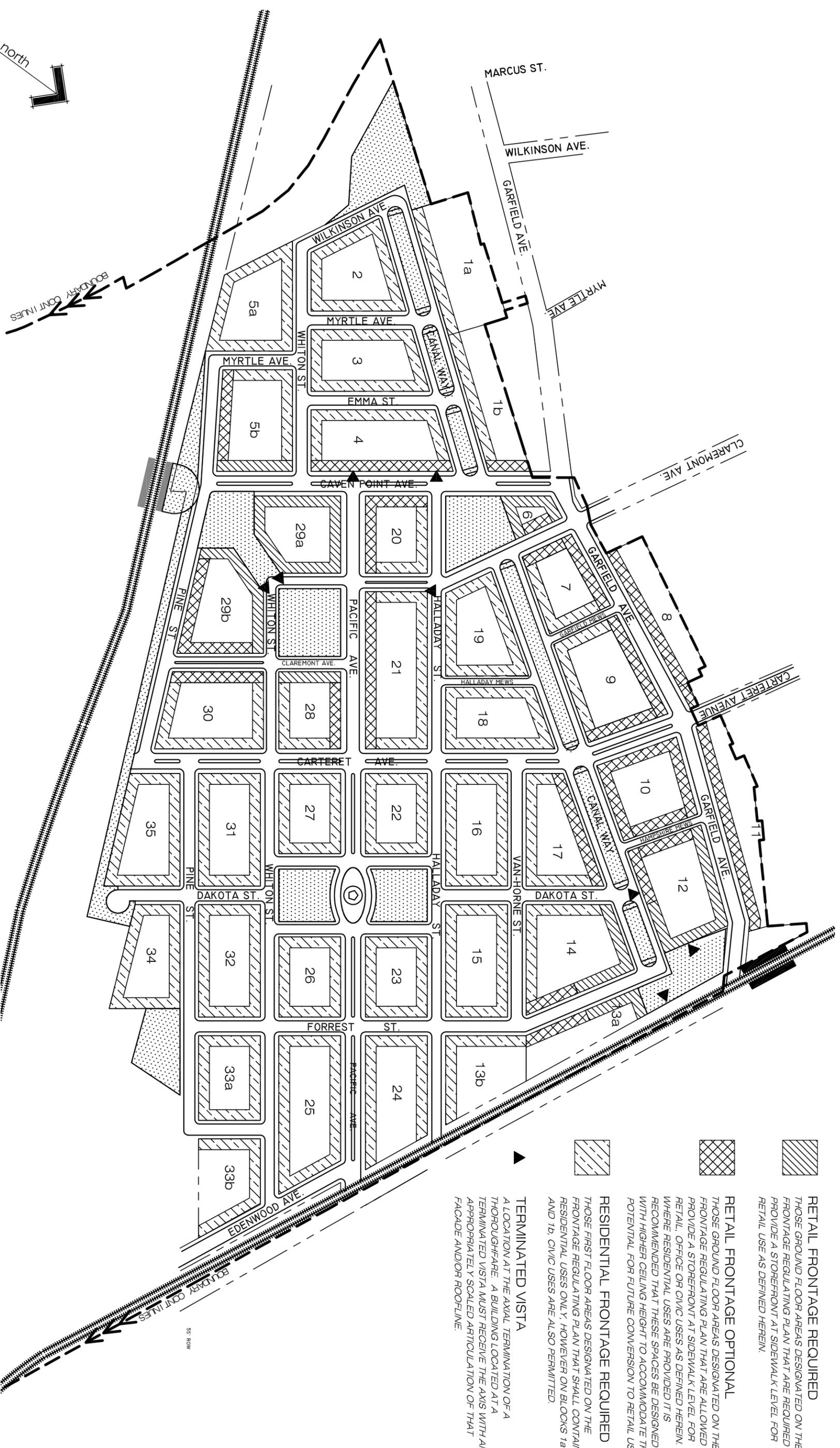
NOTE: STREET NAMES ARE FOR REDEVELOPMENT PLAN REFERENCE ONLY. HOWEVER, IT IS STRONGLY RECOMMENDED THAT EXISTING STREETS WITHIN THE REDEVELOPMENT AREA RETAIN THEIR CURRENT NAMES AND THAT NEW STREETS WHICH ARE EXTENSIONS OF EXISTING STREETS, EITHER WITHIN OR OUTSIDE THE REDEVELOPMENT AREA, SHOULD RETAIN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



CANAL CROSSING



FRONTAGE REGULATING PLAN



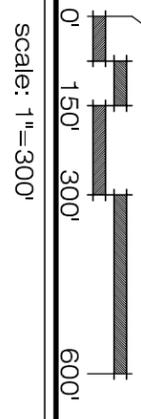
RETAIL FRONTAGE REQUIRED
 THOSE GROUND FLOOR AREAS DESIGNATED ON THE FRONTAGE REGULATING PLAN THAT ARE REQUIRED TO PROVIDE A STOREFRONT AT SIDEWALK LEVEL FOR RETAIL USE AS DEFINED HEREIN.

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.

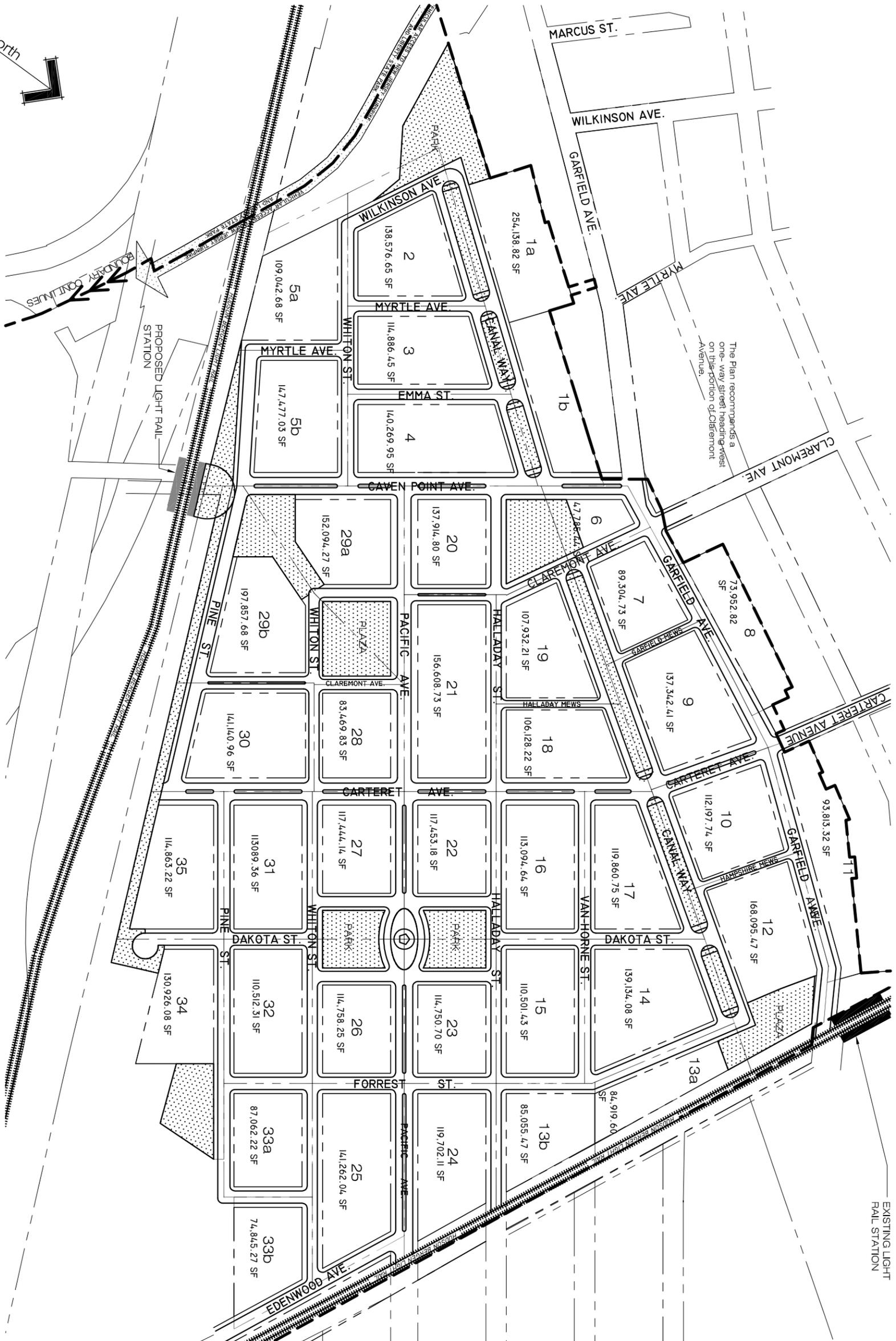
RESIDENTIAL FRONTAGE REQUIRED
 THOSE FIRST FLOOR AREAS DESIGNATED ON THE FRONTAGE REGULATING PLAN THAT SHALL CONTAIN RESIDENTIAL USES ONLY; HOWEVER ON BLOCKS 1a AND 1b, CIVIC USES ARE ALSO PERMITTED.

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 FAÇADE AND/OR ROOFLINE.

CANAL CROSSING

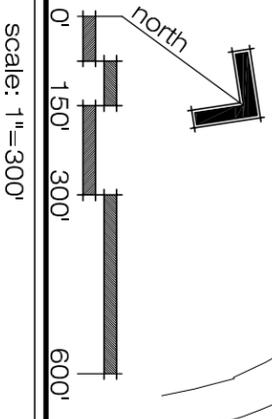


GROSS BLOCK AREA



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

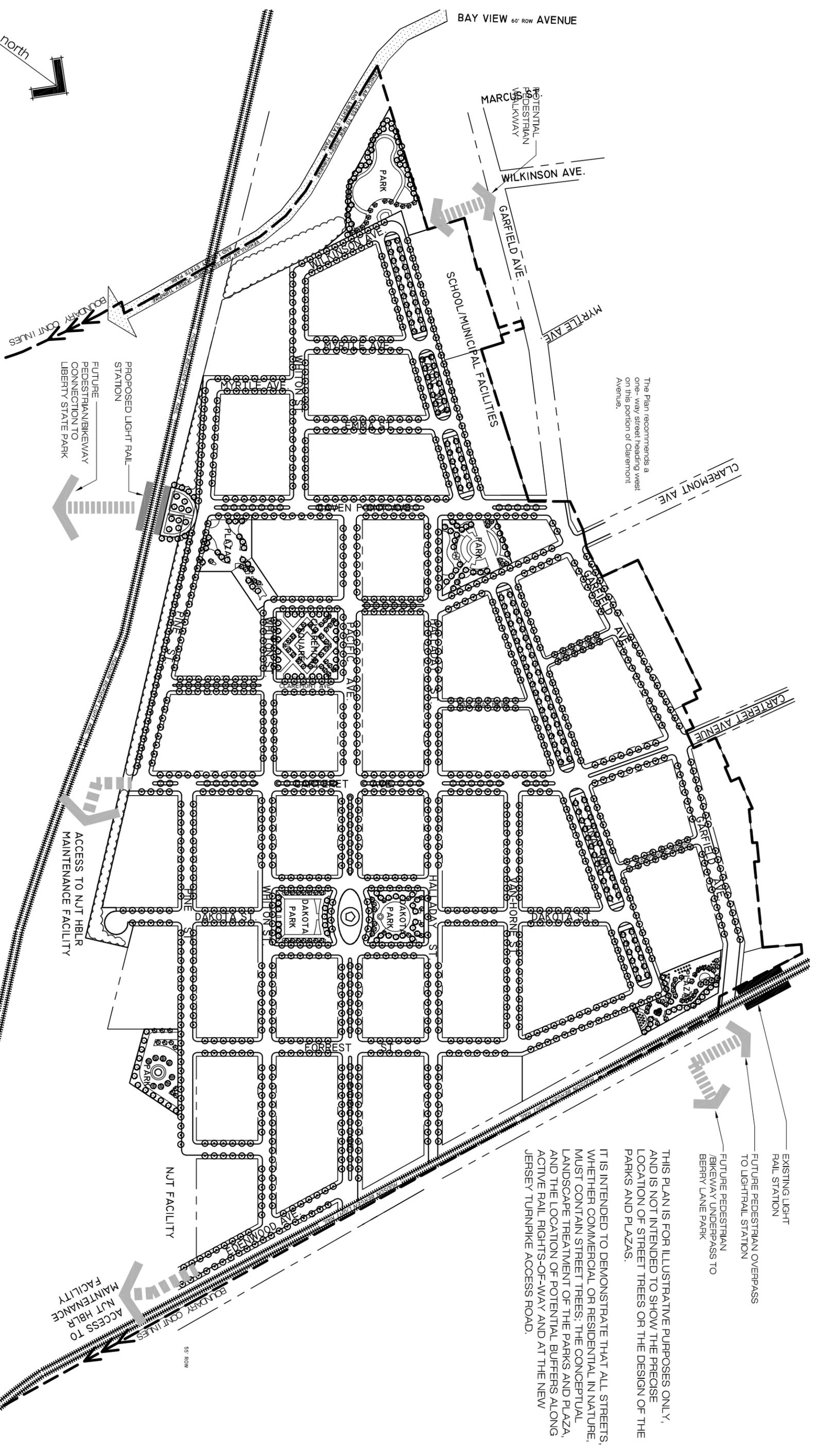


CONCEPTUAL LANDSCAPE PLAN

The Plan recommends a one-way street heading west on this portion of Claremont Avenue.

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.

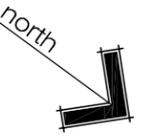


- EXISTING LIGHT RAIL STATION
- FUTURE PEDESTRIAN OVERPASS TO LIGHTRAIL STATION
- FUTURE PEDESTRIAN /BIKEWAY UNDERPASS TO BERRY LANE PARK

- ACCESS TO NJT HBLR MAINTENANCE FACILITY

- ACCESS TO NJT HBLR MAINTENANCE FACILITY

- PROPOSED LIGHT RAIL STATION
- FUTURE PEDESTRIAN/BIKEWAY CONNECTION TO LIBERTY STATE PARK

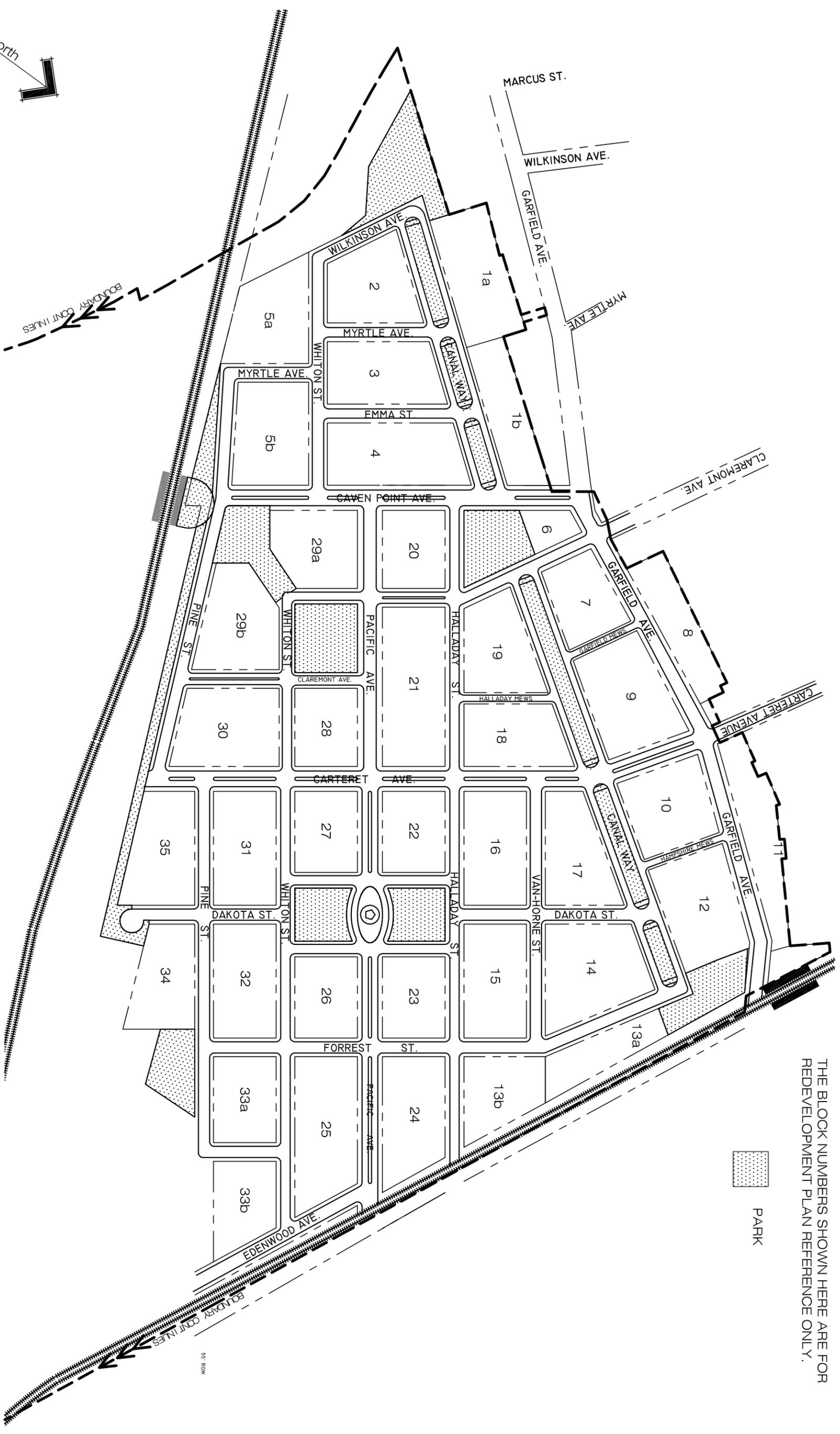


scale: 1"=300'

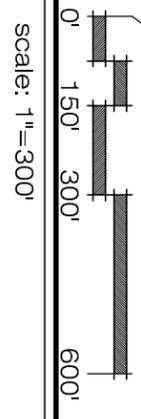
CANAL CROSSING

BLOCK IDENTIFICATION PLAN

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



CANAL CROSSING



COMMUNITY & RECREATION FACILITIES PLAN

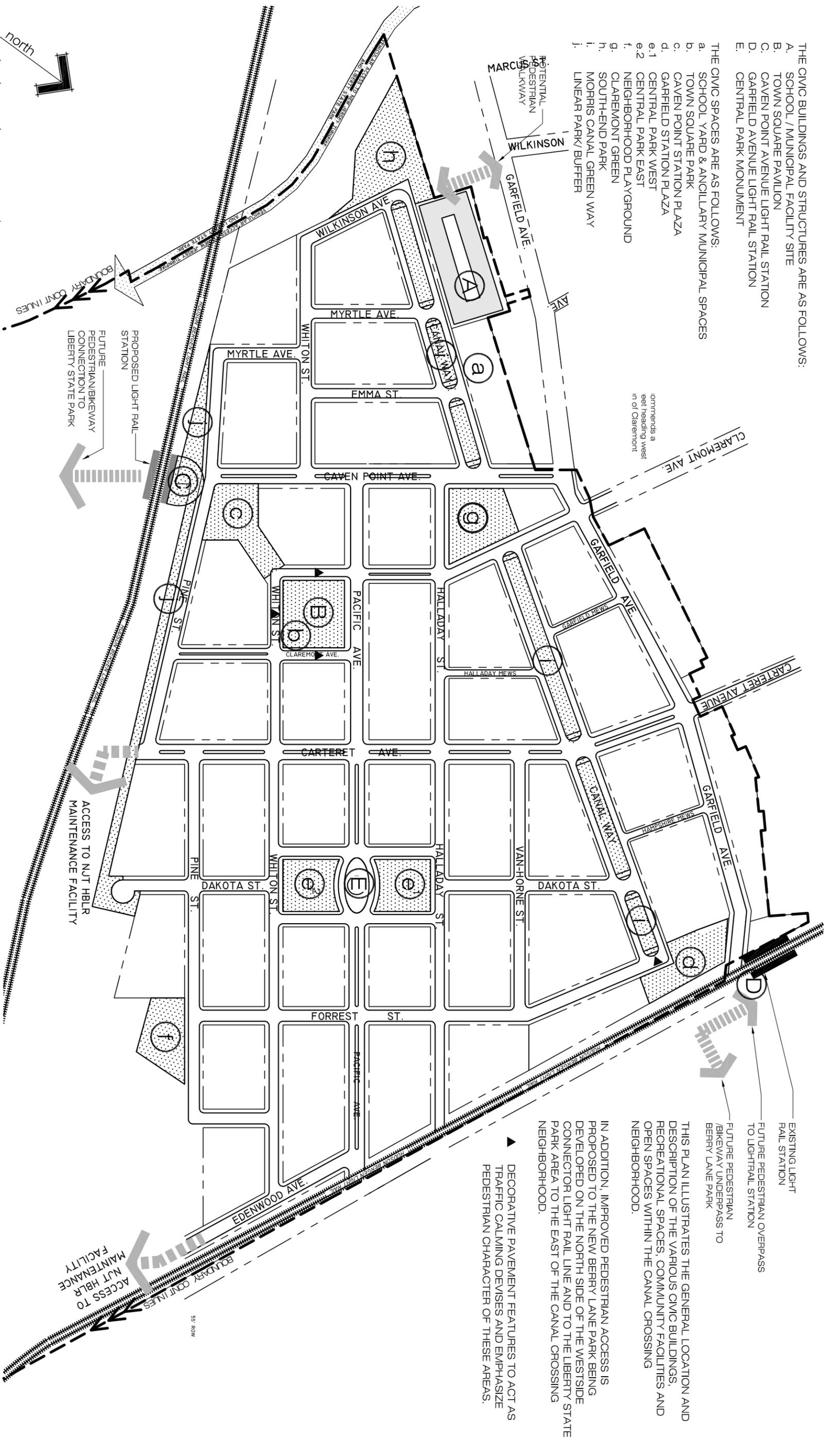
THE CIVIC BUILDINGS AND STRUCTURES ARE AS FOLLOWS:

- 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 & ANGLILARY 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

commends a
east heading west
n of Claremont.



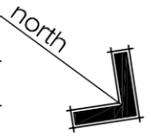
EXISTING LIGHT RAIL STATION
 FUTURE PEDESTRIAN OVERPASS TO LIGHT RAIL STATION
 FUTURE PEDESTRIAN /BIKEWAY UNDERPASS TO BERRY LANE PARK
 THIS PLAN ILLUSTRATES THE GENERAL LOCATION AND DESCRIPTION OF THE VARIOUS CIVIC BUILDINGS, RECREATIONAL SPACES, COMMUNITY FACILITIES AND OPEN SPACES WITHIN THE CANAL 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.

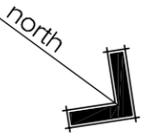
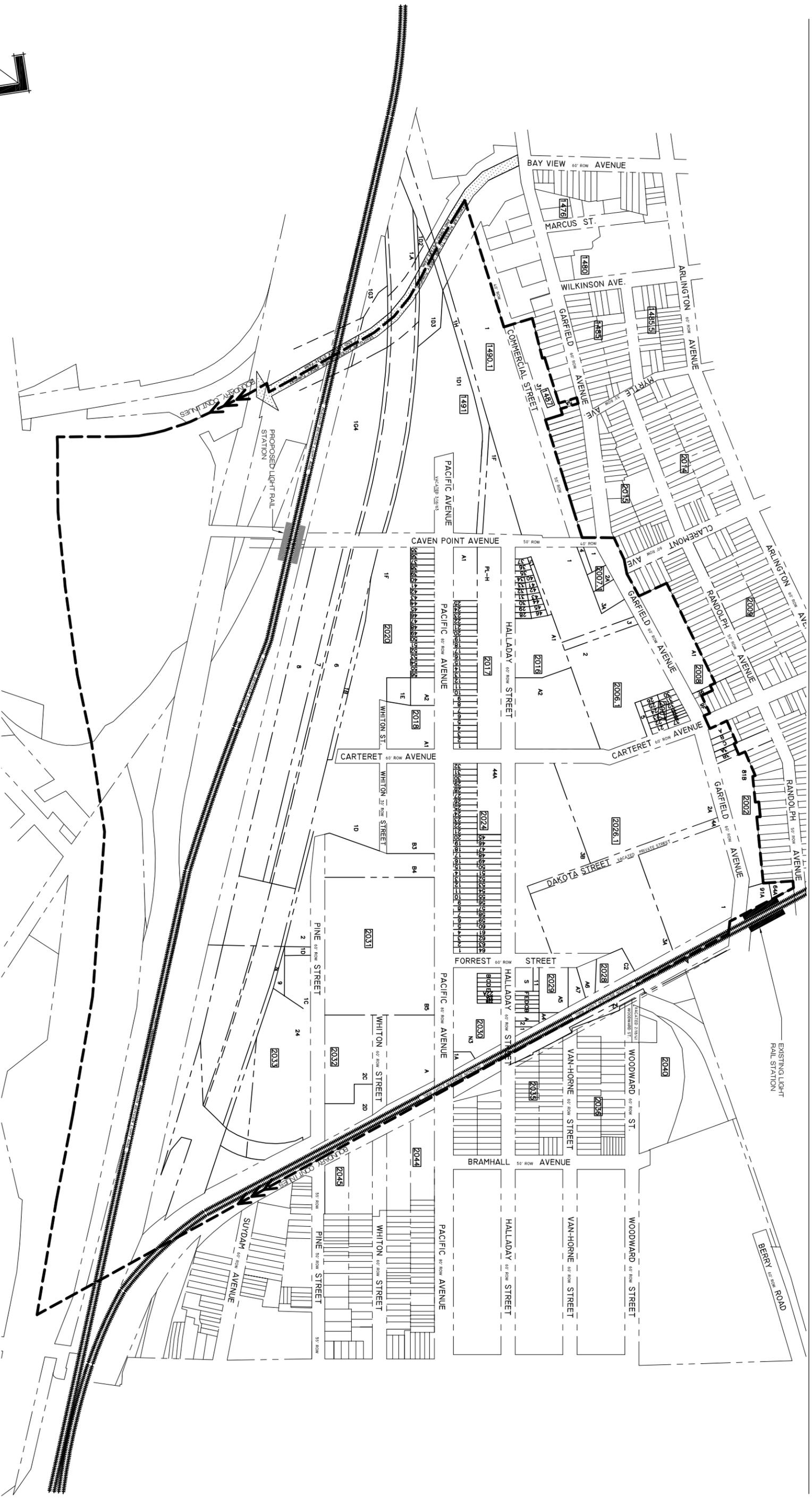
▶ DECORATIVE PAVEMENT FEATURES TO ACT AS TRAFFIC CALMING DEVICES AND EMPHASIZE PEDESTRIAN CHARACTER OF THESE AREAS.

CANAL CROSSING

scale: 1"=300'



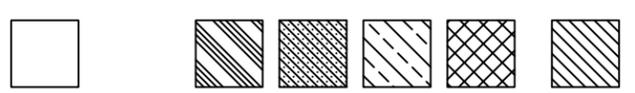
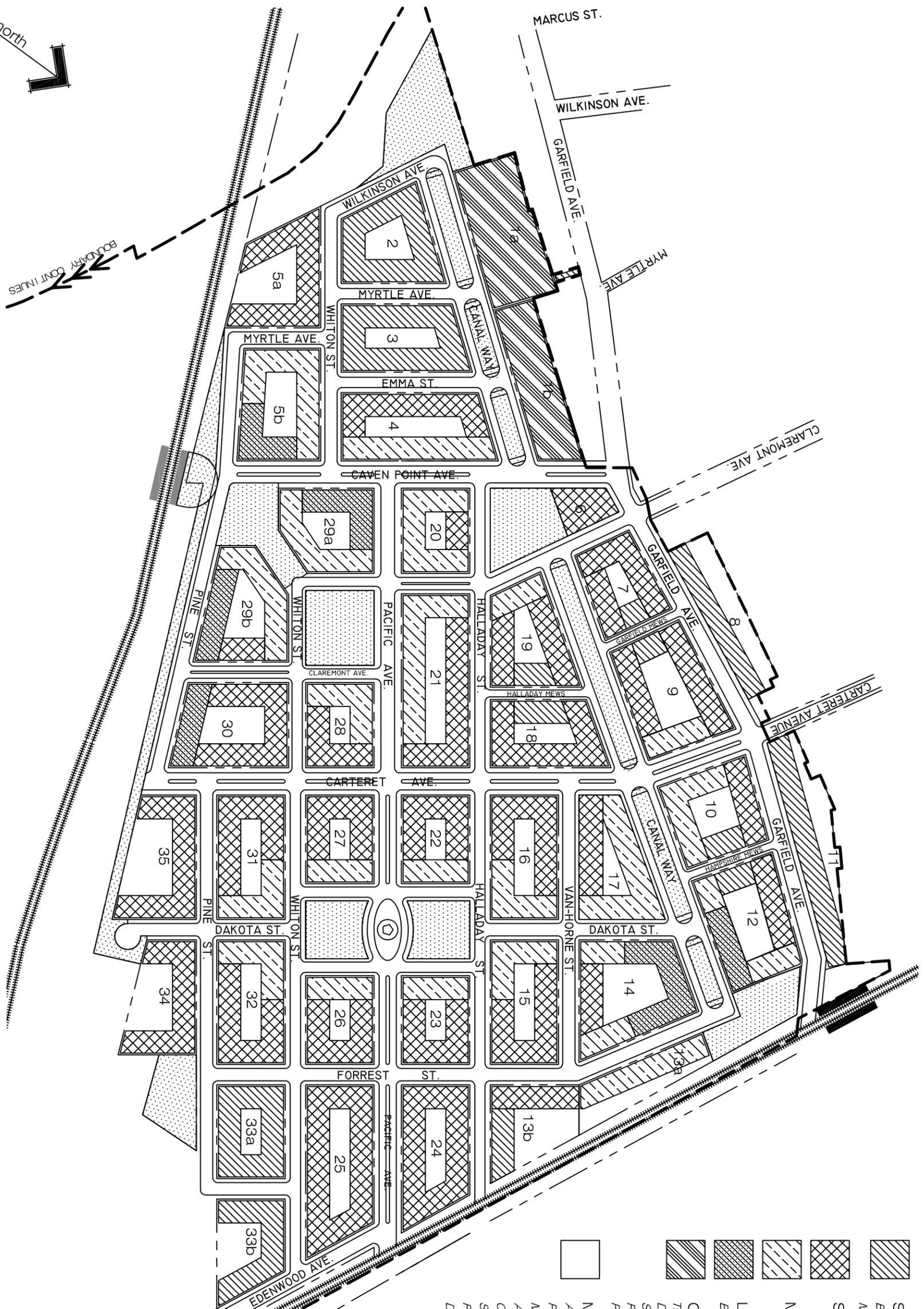
BOUNDARY MAP



scale: 1"=400'

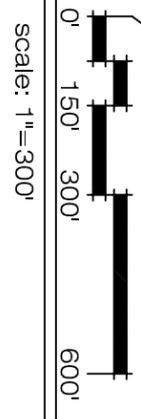
CANAL CROSSING

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 VIA. OF THIS PLAN.

CANAL CROSSING



scale: 1"=300'

CANAL CROSSING REDEVELOPMENT PLAN
UNIT COUNT SUMMARY TABLE

Block Number	Size in Square Feet		Size in Acres		Gross	Net	Max Housing
	Gross	Net	Gross	Net	Density	Density	# Units
1a/1b	254,139	142,331	5.83	3.27	34	61	200
2	138,577	67,012	3.18	1.54	24	49	75
3	114,886	70,907	2.64	1.63	30	49	80
4	140,270	86,143	3.22	1.98	78	126	250
5a	109,043	74,016	2.50	1.70	70	103	175
5b	147,477	77,650	3.39	1.78	89	168	300
6	47,785	18,108	1.10	0.42	36	96	40
7	89,305	51,865	2.05	1.19	39	67	80
8	73,953	56,789	1.70	1.30	59	77	100
9	137,342	86,710	3.15	1.99	51	80	160
10	112,198	68,593	2.58	1.57	78	127	200
11	93,813	82,156	2.15	1.89	71	81	152
12	168,095	84,424	3.86	1.94	78	155	300
13a	84,919	46,753	1.95	1.07	82	149	160
13b*	85,055	56,934	1.96	1.31	41	61	80
14	139,134	91,699	3.19	2.11	113	171	360
15	110,501	73,000	2.54	1.68	83	125	210
16	113,095	73,000	2.60	1.68	81	125	210
17	119,861	68,048	2.75	1.56	98	173	270
18	106,128	63,546	2.44	1.46	49	82	120
19	107,932	65,373	2.48	1.50	48	80	120
20	137,915	50,000	3.17	1.15	35	96	110
21	156,609	102,000	3.60	2.34	83	128	300
22	117,453	52,000	2.70	1.19	59	134	160
23	114,751	52,000	2.63	1.19	61	134	160
24	119,702	75,770	2.75	1.74	58	92	160
25	141,262	92,082	3.24	2.11	52	80	170
26	114,758	52,000	2.63	1.19	61	134	160
27	117,444	52,000	2.70	1.19	59	134	160
28	83,470	50,000	1.92	1.15	83	139	160
29a	152,094	64,670	3.49	1.48	80	189	280
29b	197,858	75,211	4.54	1.73	70	185	320
30	141,141	80,797	3.24	1.85	93	162	300
31	113,089	73,000	2.60	1.68	81	125	210
32	110,512	73,000	2.54	1.68	83	125	210
33a	87,062	54,972	2.00	1.26	30	48	60
33b	74,845	53,446	1.72	1.23	29	41	50
34	130,926	63,109	3.01	1.45	37	76	110
35	114,863	74,704	2.64	1.71	57	87	150
Total	4,719,264	2,695,818	108	62	-	-	6872
Average					63	111	

Note: Total Acres does not include Rail Transportation District.

*The units indicated for Block number 13b do not include Block 2029, Lots 1, 2, A, A4, B, C, D, E, & F which may only be developed with townhouses. Each townhouse shall not be less than 18 feet wide.