

# CLAREMONT REDEVELOPMENT PLAN

ADOPTED BY THE PLANNING BOARD

DECEMBER 4, 1984

AMENDED BY THE CITY COUNCIL

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## **INTRODUCTION**

The Claremont Redevelopment Plan will regulate development within the Claremont Study Area. The site of approximately 68 acres is parallel to the western right of way of the New Jersey Turnpike between Chapel and Caven Point Avenues. The majority of the site is vacant land with the only activity resulting from an active rail line which bisects the site. The New Jersey Turnpike serves as a natural boundary separating the Study Area from the developments along the Jersey City waterfront. Additionally, the site is surrounded by a mix of nonresidential uses. This isolation and the availability of easy access to the Turnpike makes this a ideal site for industrial and office development. The Claremont Redevelopment Plan will assure proper development which will promote the public health, safety and welfare.

### **I. BOUNDARY DESCRIPTION**

The following City tax lots comprise the Claremont Redevelopment Area:

Block 24302 – Lots 1 (entire block)

Block 27401 – Lots 2, 2.01, 2.02, 3, 4, 5, 6, 7, 8, 9, 10 (part)

Block 24301 – 3 (part), 5 (part), 6 (part), 7 (part), 8, 9 10 (part)

Block 24303 – Lots 1 (part), 3, 4 (part), 6 (part), 17 (part), 18, 19

### **II. REDEVELOPMENT OBJECTIVES**

Redevelopment activities of the Claremont Study Area will be undertaken in conformity with and will be designed to meet the following goals and objectives.

- A. To redevelop the Claremont Study Area through the elimination of blighting influences and by providing opportunity for new development.
- B. To provide for coordination of redevelopment activities to promote a uniform attack on blight and reinforce already existing renewal and improvement programs in adjacent areas.
- C. To provide additional revenue to the City through the assembly and private development of lands which are currently contributing limited revenue to the City.

- D. To encourage the proper reuse of abandoned rail rights of way which may otherwise remain unused.
- E. To provide land needed to accommodate the growing desire for industrial space in Jersey City.
- F. To create skilled and semiskilled jobs which are accessible to areas of the City experiencing above average levels of unemployment.
- G. To provide a vehicular circulation system that will allow for efficient movement for vehicles to and from, as well as within the site.
- H. To provide where necessary site improvements including new streets, sidewalks, off-street parking, open space, and landscaped areas.
- I. To encourage and improve public transportation access to the area.
- J. To provide opportunities for the construction of new housing in the vicinity of the Richard Street light rail station consistent with the principals of “Transit Village” development.
- K. To promote balanced development in accordance with the Fair Housing Act, NJSA 52:25D, and the Housing Element and Fair Share Plan of the Jersey City Master Plan.

### **III. DESIGN OBJECTIVES**

- A. All buildings in the Redevelopment Area must be located with proper consideration of their relationship to other buildings in terms of light, air, usable open space, access to public and private rights of way, off street parking, height and bulk.
- B. Groups of related buildings shall be designed to present a harmonious appearance in terms of architectural style and exterior materials.
- C. Buildings shall be designed to be attractive from all vantage points.
- D. Groups of buildings shall be designed and located to provide for proper circulation and loading systems.
- E. All structures shall provide aesthetic consideration of their visibility from the adjacent New Jersey Turnpike.
- F. All rooftop mechanical systems shall be adequately screened.

G. Access by the elderly, physically handicapped and/or disabled shall be required pursuant to the requirements in the Uniform Construction Code. Design standards shall meet, at a minimum, barrier free design regulations as specified in the Uniform Construction Code. Handicapped parking requirements shall meet, at a minimum, regulations as specified in the Municipal Code.

**IV. GENERAL DESIGN REQUIREMENTS** *(Additional requirements can be found in the Land Use Sections of this Plan)*

A. Submission of Redevelopment Proposals

Prior to commencement of construction, architectural drawings, specifications and site plans for the construction and/or rehabilitation of improvements to the Redevelopment Area shall be submitted by the developers for review and approval by the Planning Board of the City of Jersey City, and by the Board of Commissioners of the Jersey City Redevelopment Agency.

B. Adverse Influences

No use or reuse shall be permitted, which, when conducted under proper and adequate conditions and safeguards, will produce corrosive, toxic or noxious fumes, glare, electromagnetic disturbance, radiation, smoke, cinders, odors, dust or waste, undue noise or vibration, or other objectionable features so as to be detrimental to the public health, safety or general welfare.

C. Off-Street Parking and Loading Objectives

1. Off-street parking and loading areas shall be coordinated with the public street system serving the project area in order to avoid conflicts with through traffic or obstruction to pedestrian walks and thoroughfares;
2. Poured in place concrete curbing or a substitute deemed acceptable by the Planning Board must surround all parking facilities and wherever the Planning Board deems necessary to prevent vehicles from encroaching on landscaped areas;
3. All parking and loading abutting streets or building lots shall be landscaped about their periphery with berms, shrubs, trees and/or ground cover. Such landscaped area shall be a minimum of five (5) feet wide; interior loading bays shall be enclosed with opaque overhead doors.
4. All required parking and loading areas shall be provided off-street. All such parking and loading areas shall be graded, paved, adequately drained and all access points shall be defined and limited in accordance with the Zoning Ordinance of the city of Jersey City; in residential developments,

required parking and loading may be provided on-street within the confines of the project area.

5. All required parking spaces shall be a minimum of eight and one-half (8.5) feet wide by eighteen (18) feet deep. All aisles shall be a minimum of twenty two (22) feet wide. On-street parallel curb-side parking spaces shall be a minimum of twenty two (22) feet long and eight (8) feet wide;
6. Each loading space shall have a minimum width of twelve (12) feet, a minimum depth of forty (40) feet and a minimum overhead clearance of fourteen (14) feet;
7. All parking and loading areas shall be adequately illuminated.

D. Landscape Design Objectives

1. All open space including yards shall be landscaped with lawns, trees, shrubbery, and other appropriate plant materials unless said open space is specifically designated for other activities which require paving or other treatment. Screen planting shall be a minimum of four (4) feet in height. Materials shall be planted, balled and burlapped and of specimen quality as established by the American Association of Nurserymen. At initial planting the materials shall provide a screen from the top of the plant to within six inches of grade. All other plant materials shall be dense and of specimen quality as determined above. All deciduous trees shall have a minimum of two and one half (2.5) inches caliper. All plants, trees and shrubs shall be installed in accordance with a planting schedule provided by the City Planning Division. Adequate soil preparation must be made to assure survival of the planted materials;
2. All lawn areas must be sodded and provided with an underground sprinkler system to assure adequate maintenance of such areas;
3. All landscaped areas and open space must be properly maintained and are subject to the regulations of the Performance Standards Section of the Jersey City Zoning Ordinance;
4. All fencing must be “tubular steel” or a substitute quality as approved by the Jersey City Planning Board;
5. All fences within industrial areas shall be a minimum of six (6) feet tall; all fencing along street frontages in residential areas shall not exceed forty-two (42) inches in order to maintain a pedestrian scale; taller fencing shall be permitted for screening or security purposes. The use of razor wire, barbed wire or other similar material is expressly prohibited within the Redevelopment Area.

6. All site plans must indicate method and location of trash disposal. All such areas must be adequately screened and are subject to Planning Board approval.
7. Identify historic resources within the zone including the Morris Canal and the concrete railroad piers. Preserve where possible and incorporate informational signage. Maintain the Morris Canal corridor as green space.
8. Developer will upgrade sewerage and infrastructure to residential standards to the outflow.
9. Redevelopment shall provide adequate water, sewer and other necessary utilities to the site, to the satisfaction of the Municipal Engineer. All costs for infrastructure are the responsibility of the redeveloper.

E. Circulation Objectives

1. Sidewalk shall be provided adjacent to all streets. However, if there is no development along a side of the street, the sidewalk requirement for that side may be waived;
2. At the Planning Board's discretion final roadway, sidewalk and/or other site improvement construction may be delayed until individual development occurs rather than be in place during initial site preparation to minimize damage from construction vehicles. However, under no circumstance will final site plan approval be granted without the roadway, sidewalk and/or other site improvements in place unless a performance guarantee is provided by the developer.

V. INTERIM USES

Interim uses may be established, subject to agreement between the developers and the Planning Board and the Jersey City Redevelopment Agency Board of Commissioners that such uses will not have an adverse effect upon existing or contemplated development during the interim use period. This shall include such signage necessary for project identification. All interim uses will be subject to site plan review by the Jersey City Planning Board. Approvals shall be granted for no more than three (3) years, although such grants may be extended from time to time, consistent with other portions of this section.

## **VI. GENERAL REQUIREMENTS**

- A. The regulations and controls in this Section will be implemented where applicable by appropriate covenants, or other provisions, or agreements for land disposition and conveyance executed pursuant thereto.
- B. The developer shall begin and complete the development of the land and the construction of improvements agreed upon in the disposition contract within a reasonable amount of time as determined in the said disposition contract between the Jersey City Redevelopment Agency and the designated developer.
- C. No covenant, lease, conveyance, or other instrument shall be affected or executed by the Jersey City Redevelopment Agency or by a redeveloper or any of his successors or assignees, whereby land within the project area is restricted by the Jersey City Redevelopment Agency, or the redeveloper upon the basis of race, creed, color, gender, or national origin in the sale, lease, use or occupancy thereof. Appropriate covenants, running with the land forever, will prohibit such restrictions and shall be included in the disposition instruments.
- D. No building shall be constructed over an easement in the project area without prior written approval of the Jersey City Division of Engineering.
- E. The Jersey City Redevelopment Agency and the Jersey City Planning Board shall specifically reserve the right to review and approve the redeveloper's plans and specifications with respect to their conformance to the Redevelopment Plan. Such review shall be on the basis of a site plan and building designs submitted to both the Redevelopment Agency and the Planning Board.

No additional construction or alteration to existing or proposed construction shall take place until a site plan reflecting such additional or revised construction has been submitted to, and approved by, the Jersey City Planning Board. This pertains to revisions or additions prior to, during and after completion of the improvements.

- F. Prior to commencement of construction, architectural drawings and site plans with detailed specifications for the construction and/or rehabilitation of improvements to the area shall be submitted by the developer to the Planning Board of the City of Jersey City for review and approval so that compliance of such plans with the redevelopment requirements and objectives can be determined. Site plan review shall be conducted by the Planning Board pursuant to NJS 40:55D-1 et. seq. Applications may be submitted for the entire project or in any number of phases. Final Site Plan approval for any phase shall entitle an applicant to building permits.

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

- G. Any subdivision of lots and parcels of land within the Redevelopment Area shall be in accordance with the requirements of this Plan and the Land Subdivision Ordinance of the City of Jersey City.
- H. The provisions of this plan specifying the redevelopment of the project area and the requirements and restrictions with respect thereto shall be in effect for a period of forty (40) years from the date of approval of this plan by the Jersey City Council.
- I. All utility distribution lines and utility service connections from such lines to the project area's individual uses shall be located underground where feasible.
- J. Security Stations/Guard Houses may be located throughout the Redevelopment Area subject to Planning Board approval.
- K. No outside dog kennels may be constructed on site.
- L. The Planning Board may grant deviations from the regulations contained within this Redevelopment Plan, where, by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions, pre-existing structures or physical features uniquely effecting a specific piece of property, the strict application of any area, yard, bulk or design objective or regulation adopted pursuant to this Redevelopment Plan, would result in peculiar and exceptional practical difficulties to, or exceptional and undue hardship upon, the developer of such property.

The Planning Board may also grant a deviation from the regulations contained within this Redevelopment Plan related to a specific piece of property where the purposes of this Redevelopment Plan would be advanced by such deviation from the strict application of the requirements of this Plan; and the benefits of granting the deviation would outweigh any detriments.

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 the Redevelopment Plan.

No deviations may be granted which will result in permitting or expanding a use that is not a permitted use within this Redevelopment Plan, an increase in the maximum height of greater than ten (10%) percent, or an increase in the permitted density floor area ratio of that permitted within this Redevelopment Plan. An application requesting a deviation from the requirements of this Redevelopment Plan shall provide public notice of such application in accordance with the public notice requirements set forth in NJSA 40:55D-12.a & b.

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

## **VII. LAND USE PLAN – INDUSTRIAL DISTRICT**

### **A. Permitted Principal Uses –**

1. Offices;
2. Light Industry or Manufacturing: Fabrication and/or Assembly and/or Processing where the only activity involved is one of the fabricating or the assembling of standardized parts as contrasted to a processing activity which would involve a physical or chemical process which would change the nature or character of the product or raw material;
3. Scientific or Research Laboratories devoted to research, design or experimentation, and processing and fabricating incidental thereto, provided that no materials or finished products shall be manufactured, processed or fabricated on said premises for sale, except such as are incidental to said laboratory activities or are otherwise permitted in this District;
4. Warehousing provided such activity and inventory is conducted entirely within an enclosed structure;
5. Public and Semi Public Uses.

B. Accessory Uses –

1. Off-street parking
2. Fences and walls
3. Loading areas
4. Security stations
5. Storage and wholesaling – not open to the public – of goods and services
6. Utilities

C. Coverage –

The maximum amount of land covered by buildings shall not exceed seventy percent (70%).

D. Parking –

1. One (1) space per four hundred (400) square feet for offices;
2. One (1) space per five thousand (5000) square feet for warehouses;
3. One (1) space per one thousand (1000) square feet for manufacturing and laboratories. However, a developer may present a parking needs analysis prepared by a Professional Engineer or Planner in lieu of strict adherence to the above requirements. Upon presentation of such analysis the Planning Board may reduce the requirement for a particular development.

E. Building Height –

Maximum building height permitted shall be sixty (60) feet except on the south side of Caven Point Road east of Commercial Street to the north side of the Turnpike right-of-way where the maximum building height permitted shall be seventy (70) feet as measured from the finished floor to the average roof pitch (not including rooftop mechanicals or mechanical sheds).

F. Yards –

Principal structure may be located up to any street line.

G. Landscaping –

A minimum of fifteen percent (15%) of any lot area shall be landscaped. This amount may be reduced on site provided the applicant can demonstrate that land constraints such as, but not limited to, topography, environmental hazards and/or lot configuration exist and provided that an equivalent amount

of offsite landscaping be provided by the applicant at the discretion of the Planning Board.

H. Signs –

Each building shall be permitted no more than two (2) signs; a primary and a secondary sign. The primary sign shall not exceed 100 square feet or 10 percent of the area of the front of the building, whichever is less. Signs shall be encouraged to be attached to the building, and in no case shall a sign be located in a required setback area. The sign may be internally or externally illuminated but no glare from external project identification sign may be located at each entrance of an industrial park providing that such does not exceed sixty (60) square feet in area.

I. Loading –

1. Manufacturing, Warehouses and Laboratories:

<u>Gross Floor Area</u>	<u>Number of Off street Loading Spaces</u>
Less than 10,000 square feet	1 Space
Each additional 20,000 square feet Feet up to 100,000 square feet	1 Space
Each additional 40,000 square feet	1 Space;

2. Offices:

<u>Gross Floor Area</u>	<u>Number of Off street Loading Spaces</u>
Less than 25,000 square feet	0 Space
25,000 to 100,000 square feet	1 Space
Each additional 100,000 square feet	1 Space;

Adequate provisions shall be made for the maneuvering of all vehicles.

**VIII. LAND USE PLAN – RESIDENTIAL DISTRICT**

A. Permitted Principal Uses -

1. Townhouse Residential
2. Residential Apartment Building

- B. Accessory Uses – within the residential district, an accessory building, structure, or use may be on a separate lot within the residential district.
1. On-street parking, and off-street parking in parking structures
  2. Fences and walls
  3. Convenience commercial uses
  4. Clubhouses and Child care facilities
  5. Parks, playgrounds, recreation facilities and open space
  6. Surface parking areas as accessory to items 3, 4 & 5 above; and limited to no more than 20 parking spaces.
  7. Guard houses and gate structures are prohibited at the entrances to any residential development.
- C. Required Parking –
1. Residential – 1.0 parking spaces per unit.
  2. Other Uses - None
- D. Maximum Height -
1. Townhouse Residential – 4 Stories
  2. Residential Apartment Building – Up to four (4) apartment buildings may be constructed south of Richard Street, as extended, with a minimum of 6 stories and up to a height of 14 Stories, but not to exceed 150 feet to the top of the roof. All other buildings, whether constructed south or north of Richard Street, shall not exceed 10 Stories, and not more than 110 feet to the top of the roof. Parapets and other roof-top appurtenances may exceed this height within the limitations imposed by the Jersey City Land Development Ordinance.
  3. Accessory Buildings (other than parking structures) – 2 Stories
  4. Parking Structures – 4 levels above grade.
- E. Maximum Density – 50 dwelling units per acre based on the gross area of the entire development parcel.
- F. Setbacks – It is the intent of this plan to create development parcels or blocks, such that nearly the entire development block is to be covered with a building consisting of an interior parking structure, townhouse type or other residential units ringing the parking structure and facing onto the streets, and a, apartment structure above the parking base. Therefore, the use of the terms side setback or rear setback will not be applicable. The front setback shall be measured from the street right of way line or interior edge of the sidewalk to the front of the building. The minimum setback from this line shall be five (5) feet, and in no case closer than fifteen (15) feet from the curb line. However, the distance to the front of a townhouse unit should be greater than the distance to the wall of an apartment

structure in order to accommodate the stoop of the townhouse and a small front garden area. Where more than one apartment structure occupies any development block, there shall be at least 100 feet between the apartment structures.

G. Buffer and Screening Requirements -

1. A continuous buffer strip shall be provided along the eastern edge of any residential development parcel to screen the proposed residential development from railroad and industrial uses to the east. The buffer strip shall be at least twenty (20) feet wide and shall be densely planted with a combination of evergreen and deciduous plant materials in order to provide a visual screen.
2. A continuous buffer strip shall be provided along the western edge of any residential development parcel to screen the proposed residential development from the light rail right-of way and other uses to the west. The buffer strip shall be at least fifteen (15) feet wide and shall be densely planted with a combination of evergreen and deciduous plant materials in order to provide a visual screen.

H. Building Design Requirements –

1. Parking garage façade treatment –
  - a. All parking levels shall be screened so as not to give the apparent perception of garage space. Facades shall be screened by an intervening use (i.e. residential, office, retail, restaurant, building lobby, etc.) between the parking use and the street or walkway frontage to mask the parking within the building.
  - b. Parking levels which are at least 50% below grade may directly adjoin a street frontage. However, the façade of these levels shall be designed to imitate the traditional basement level of a residential building. The material used on the base facade of the parking levels of a building shall be the same as, or compatible with, that used on the rest of the building. Artificial windows of the punched out style utilizing glass or decorative grillwork or a combination of same shall be utilized
  - c. Interior garage lighting shall utilize fixtures that will not readily expose the lighting source from view, thereby maintaining a soft illumination of the interior garage space. Individual fixture sources shall not be visible from the exterior. An internal lighting plan prepared by a lighting professional shall be included with any garage application for review and approval.

2. All residential buildings shall front upon a public street or walkway, and shall be so oriented as to contribute to the overall liveliness of the pedestrian environment. The pedestrian level of all buildings should be designed to a scale appropriate to walking.
3. Front yard parking is prohibited in residentially zoned portions of the Redevelopment Area.
4. 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 retail uses should be broad and expansive providing views into the store and display areas.
5. Windows in residential portions of a building should be arranged such that the vertical dimension, or height, is greater than the horizontal dimension, or width. However, bay windows, bow windows and other similar architectural features may also be incorporated into the façade to provide interest and character.
6. All corner buildings shall have windows on both street frontages. The window sill of any residential window shall not be less than five (5) feet above the elevation of the adjoining sidewalk, unless the building is setback at least 10 feet from the sidewalk or other adequate visual screening methods are employed.
7. Facade treatments, materials, colors and architectural treatments shall be compatible with the buildings architectural style. Artificial stone and artificial brick veneer (“Permastone” & “Brickface”), EIFS, asbestos and asphalt shingles are not permitted.
8. All townhouse style structures shall have a raised stoop or porch at the front building entrance.
9. Groups of related buildings shall be designed to present a harmonious appearance in terms of architectural style and exterior materials. Buildings shall be designed so as to have an attractive, finished appearance when viewed from all vantage points within and outside the Area. Materials used for screening of rooftop mechanical equipment shall be harmonious with those used in the building's facade.
10. In all cases, due consideration shall be given to the screening of rooftop mechanical equipment, satellite dishes, and television and radio antennas. Where feasible, rooftop mechanical equipment shall be screened from view from all directions and elevations to minimize the

negative aesthetic impact upon the view from neighboring residential zones and from street level. Said screening shall be constructed in a manner that is pleasing to the eye and consistent with the surrounding architecture and the architecture of the building.

11. Apartment buildings shall be designed to have a significant top or cap. The architectural treatment utilized to create the building top shall include various stepback treatments at the upper levels to create open terraces, the utilization of penthouse structures, and/or architectural treatments to conceal rooftop equipment.
12. View corridors along existing street rights-of-way east of Garfield Avenue shall be preserved. No building shall be located so as to obstruct the view within the corridor created by the extension of said street right-of-way lines to and through the Residential District.
13. All trash receptacles shall be located within buildings or parking areas, and shall be adequately screened, enclosed and secured.

I. Landscape, Streetscape, Lighting and Open Space Requirements -

1. A unified streetscape plan shall be prepared as part of any site plan application. The plan shall identify sidewalk materials, colors and other features. The plan shall also include any other decorative features to be employed including: landscaping, tree guards and/or grates, benches, trash receptacles, lighting and other decorative street furniture.
2. All utility distribution lines and utility service connections from such lines to the project area's individual uses shall be located underground. Remote readers for all utilities, in lieu of external location of the actual metering devices are preferred. Developers are required to arrange for connections to public and private utilities.
3. All new projects must include a landscape plan for the subject site, including the sidewalk area adjoining the site. Landscaping shall be required for any part of any parcel not used for buildings, off-street parking, sidewalk area or other similar purposes. All proposed site plans shall include plans for landscaping indicating the location, size and quantity of the various species to be used.
4. Parking lots for five (5) or more vehicles shall provide planting areas along any street line and along all property lines except in those instances where a building intervenes or where the proposed planting may interfere with sight triangles. The landscaping in said planting areas shall consist of evergreen material, flowering trees and shrubs

and shade trees that are planted on a center that is consistent with the mature spread of the species planted in order to provide screening and buffer areas for the parking. Where possible, such planting areas shall collect adjacent storm water runoff.

5. Within surface parking areas, a minimum of one tree shall be planted for every 8 parking spaces. These trees should be interspersed throughout the parking area, but may be located in the planting areas around the perimeter of the parking area if space limitations dictate.
6. Landscaping shall be maintained with shrubs not higher than three (3) feet, except where a taller buffer or visual screen is required, and with the branches of shade trees no lower than ten (10) feet. The landscaping shall be designed such that it is dispersed around the parking area in an aesthetically pleasing manner.
7. Trees shall be planted along curb lines of streets at a maximum of 35 feet on center to further enhance the aesthetic quality of the pedestrian environment in the Area; except where the curb line or sidewalk area adjoin a buffer area.
8. All plant material used must be able to withstand the urban environment and shall be planted consistent with standards as established by the American Association of Nurserymen. A planting schedule shall be provided by the developer as part of the Site Plan Application. Any landscaping that dies within one (1) year of planting shall be replaced. Wherever practical, irrigation should be with collected and reused storm water.
9. Street lighting fixtures shall be located at the outer edge of all sidewalks and have a comprehensive decorative design theme. The lighting fixtures shall be of pedestrian scale. Taller "Cobra Head" lighting fixtures oriented toward the carriage way may be utilized as part of the lighting plan, but not to the exclusion of the pedestrian scale lighting, provided that they are the same color as the decorative lighting and the pole for the "Cobra Head" lighting is of the same design and color as the pedestrian scale lighting. Along the residential side streets, street lighting fixture shall be located at the outer edge of all sidewalks. Decorative pedestrian scale lighting is preferred and encouraged.
10. Lighting within each site and along all street rights-of-way shall be sufficient to illuminate all areas and provide for a safe, evenly illuminated environment.

11. On-site lighting fixtures shall be in scale with the size of the project. Bollard type lighting and/or pedestrian scale lighting is encouraged.
12. Sidewalk areas shall be durably paved in conformance with Municipal standards. Porous paving materials are encouraged where appropriate, including the street tree planting strip along the curb line.
13. Sidewalks areas shall be continuous across any driveway, including any decorative paving elements. Access to any driveway, garage, parking alley or common parking area shall be via a “dropped” curb and sloped apron. Said access shall not be provided by the use of radius curbing and an extension of the street pavement. Driveway widths and curb cuts shall be limited to the minimum width and number necessary. Shared curb cuts and driveways are encouraged.
14. Only decorative style fences, such as tubular steel, "wrought iron", or other similar type fences, are permitted along street frontages. The design of the fencing shall be in keeping with and appropriate to the architectural style of the building. Fencing along all street frontages shall not exceed forty-two (42) inches in height.
15. Chain link fencing shall be prohibited along all street frontages within the Area, except during construction. Chain link fencing for construction shall be dismantled and removed prior to the issuance of a Certificate of Occupancy.
16. A pedestrian plaza shall be created near the Richard Street light rail station. This pedestrian plaza shall also incorporate a drop off area where vehicles can drop off passengers headed to the light rail station. Additional open space shall be developed within the Redevelopment Area to compliment the club house, and shall be open to all residents of the project area. This open space may include active and/or passive recreation areas associated with the clubhouse, and may also include areas maintained as wetlands, detention/retention areas and/or other vegetated areas. In the alternative, the developer may make recreation and open space improvements to Bayside Park which would be of equal value to the above improvements.

J. Circulation Plan and Requirements –

1. At present (i.e. 2004), the Residential District is bisected by a railroad line which runs across the district in a generally east-west direction. Therefore:
  - a. No development shall be permitted north of the railroad line, unless a vehicular bridge is constructed over this railroad line; or

until this railroad line is abandoned and removed and a roadway is constructed to the northern portion of the site. In the alternative, a roadway constructed at grade across this railroad line at grade shall suffice to meet the above requirement if a secondary means of vehicular access is also created linking the northern part of the site to another public street outside the boundary of the project area. Any such bridge or roadway must be constructed in conformance with all applicable rules and regulations, and approved by the Planning Board, the City of Jersey City, and all other agencies having jurisdiction.

- b. No certificate of occupancy or temporary certificate of occupancy shall be issued for any structure within the Residential District until at least an at grade pedestrian walkway across the railroad line and the light rail line has been constructed and deemed complete to the satisfaction of the Planning Board in order to provide pedestrian access to the Richard Street light rail station. If and when the roadway or bridge described in paragraph “a” above is constructed, then the sidewalk portions of said roadway or bridge shall be considered to be part of the pedestrian walkway to the light rail station.
2. All streets within the residential land use district shall be two way streets.
  3. All travel lanes shall be a minimum of 10 feet wide. All parking lanes shall be a minimum of 8 feet wide.
  4. All east-west streets shall have parking on both sides. All north-south streets shall have parking on at least one side and may have parking on both sides.
  5. All sidewalks located on the same side of the street as a building shall be a minimum of 10 feet wide measured from the outside of the curb surface to the interior edge of the sidewalk. Sidewalks are not required on the opposite side of the street from a building except where on-street parking is provided, in which case a sidewalk of 5 feet in width shall be provided.

**IX. OTHER PROVISION NECESSARY TO MEET STATE AND LOCAL REQUIREMENTS**

- A. The “Redevelopment Agencies law” NJS 40:55C-1, et seq., specifically 40:55C-32 requires that a redevelopment plan shall:

- The industrial land use elements of this plan conform to the general plan for the municipality as a whole. The residential component of this plan was not envisioned at the time of the preparation of the last Master Plan in the year 2000. However, since that time, the Richard Street light rail station has been opened making portions of the Claremont Redevelopment Area better suited for residential development. In addition, the portions of the Redevelopment Area designated for residential uses are adjacent to other residentially zoned portions of Jersey City to the west.
- Shall be sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements, conservation or rehabilitation as may be proposed to be carried out in the area of the project, zoning and planning changes, if any, land uses, maximum densities, building requirements, and the plan's relationship to definite local objectives respecting appropriate land uses, improved traffic, public transportation, public utilities, recreational and community facilities, and other public improvements.

B. In accordance with State requirements, the following statements are made:

- The proposals of this plan conform with the general plan for the municipality; and
- This plan provides an outline for the development or redevelopment of the Claremont Redevelopment Area and is sufficiently complete to indicate such land acquisition, demolition, and removal of structures, redevelopment, improvements as proposed, planning changes, land uses, maximum densities, building requirements, and its relationship to definite local objectives respecting appropriate land uses, improved traffic, public transportation, public utilities, community facilities, and other public improvements.
- Provisions for the temporary and permanent relocation of persons in the Redevelopment Area are not applicable as the Area does not contain residential structures.
- The City of Jersey City, through the services of the Jersey City Redevelopment Agency relocation staff, will provide displaced entities with the relocation assistance necessitated by State Law. This office will be staffed by qualified personnel who will actively assist displaced businesses in finding adequate accommodations.

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

This Redevelopment Plan may be amended from time to time upon compliance with the requirements of law. A fee of five hundred 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. If there is a designated developer, as provided for under NJSA 40:55C-1 et seq., said developer shall be responsible for any and all such costs. If there is no developer the appropriate agency shall be responsible for any and all such costs.

# MAPS



# Claremont Redevelopment Plan Boundary Map

September 2005

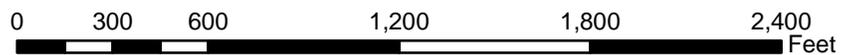


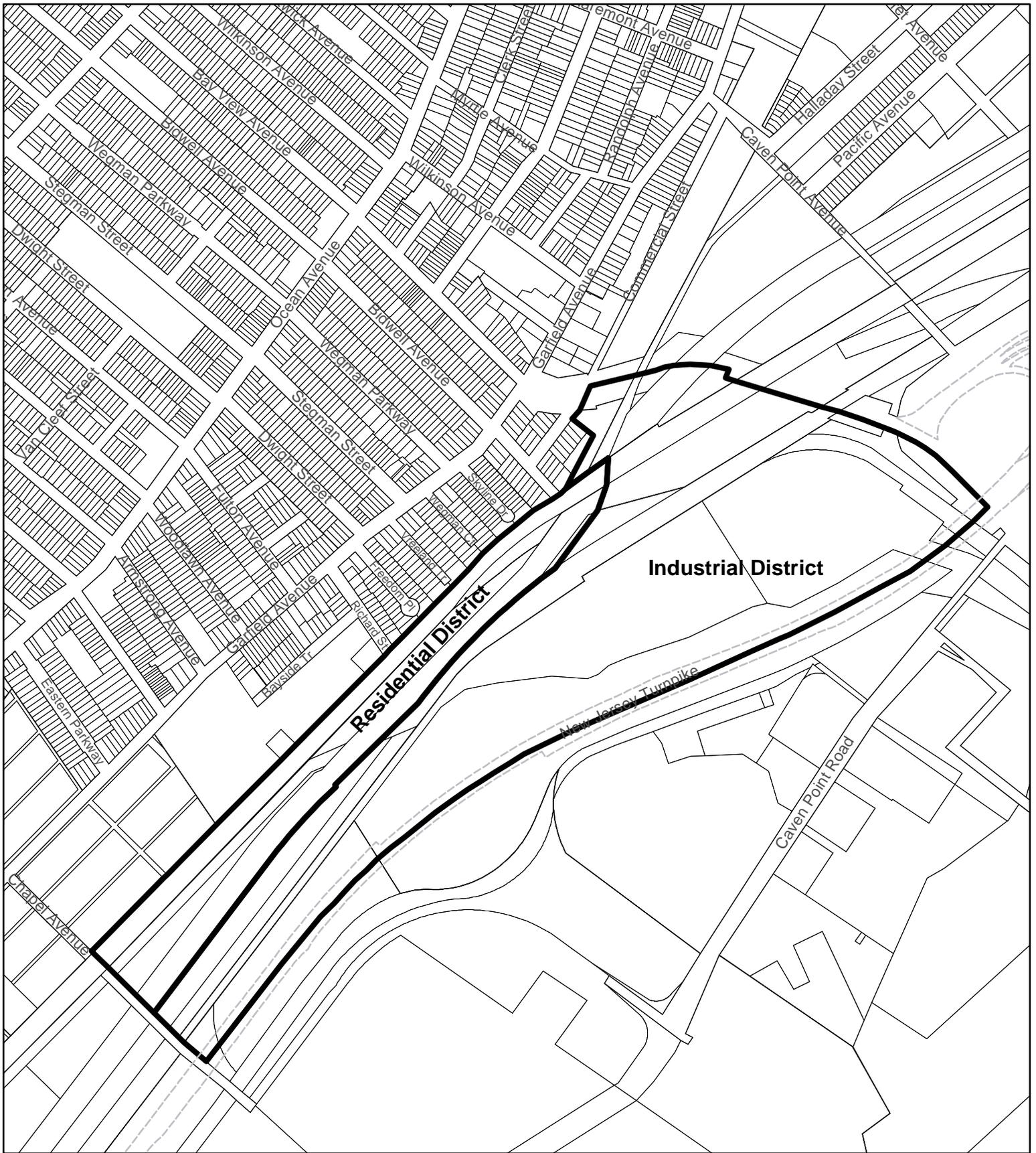
## Legend

 Claremont Redevelopment Plan Area



1 inch = 600 feet





# Claremont Redevelopment Plan Land Use Map

September 2005

