

Luis Munoz Marin Boulevard (Henderson Street)

Redevelopment Plan

DIVISION OF CITY PLANNING

Adopted February 1975

Amended December 1990

March 28, 2012 – Ord. 12-047

Block & Lot Updates August 29, 2012

June 25, 2014 – Ord. 14-072

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I. Description of Project

1. Boundaries of Redevelopment

The boundaries of the Luis Munoz Marin Boulevard (fka Henderson Street) Redevelopment Area are shown on the Boundary Map, designated as Map No. 1, and are described as follows:

BEGINNING at the intersection of the west line of Grove Street / Manila Avenue and the north line of Eighth Street; thence easterly along the north line of Eighth Street to the east line of Marin Boulevard; thence southerly along the east line of Marin Boulevard to the south line of Second Street; thence westerly along the south line of Second Street to the west line of Grove Street / Manila Avenue; thence northerly along the west line of Grove Street / Manila Avenue to the north line of Eighth Street and the point and place of BEGINNING.

Property Not to be Acquired:

Lot 1, Block 11602 Pennsylvania Railroad Right-of-Way
Lot 11, Block 10103 Private High School

2. Redevelopment Plan Objectives

The original objectives of the redevelopment Plan created superblocks. The new policies of the City and modern urban development foster porous neighborhoods and the elimination of the superblock. Therefore, goals and objectives going forward are to add publicly accessible streets and/or pedestrian ways throughout the plan area in both new and pre-existing projects.

3. Types of Proposed Renewal Actions

The proposed renewal actions within the Project Area include acquisition and demolition or removal of all properties with the exception of the privately owned high school located in City Tax Block 10103 and the Railroad Right-of-Way in City Tax Block 11602 which are not to be acquired. Public improvements will be provided, including street paving, curb, gutter and sidewalk installation, sewers, water mains and hydrants, traffic lights, traffic control and name signs, street lights and fire communications system.

II. Administrative Provisions

1. 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 NJSA 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.

2. 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.

III. Land Use Plan

1. Land Use Plan

The Land Use Map, designated Map No. 2, shows the following:

- a. Thoroughfare and street rights-of-way
- b. Public and quasi-public uses
- c. Residential uses
- d. Railroad uses
- e. Circulation plan

2. Land Use Provisions and Building Requirements

a. Uses to be permitted in the Project Area are as follows:

i. Residential – Districts 1 & 3

The permitted uses shall be multi-family apartment buildings not to exceed thirteen (13) stories. In the area from Sixth to Second Street, day care centers shall be a permitted principal use.

ii. High Rise/Mixed Use Residential – District 2

Upon land transfer, land formerly part of the Historic Pennsylvania Railroad Harsimus Branch Embankment shall allow two residential high rise towers. Until such transfer, land is zoned Railroad Use Only.

iii. Public and Quasi-Public – District 4

1) Public

The permitted uses shall be public facilities including, but not limited to, recreational facilities and facilities for the Jersey City Fire Department and Jersey City Police Department and uses related thereto, such as parking.

2) Quasi-Public

The permitted uses shall be private, non-profit, educational and/or religious institutional uses and related uses such as parking and recreation.

3) Railroad

The permitted use shall be for railroad (railroad cars moving on rails) as per the current activity.

3. Additional regulations, controls or restriction to be imposed within each of the reuse areas are as follows:
 - a. Districts 1 & 3- Residential
 - i. Density
The maximum overall density for the residential development in District 1 shall be sixty six (66) units per acre; the maximum overall density for residential development in District 3 shall be forty (40) units per acre.
 - ii. Building Coverage
The maximum amount of land covered by buildings shall not exceed forty percent (40%) of the area of the lot.
 - iii. Setbacks
All buildings shall be located so that there is a minimum of five feet (5') between the exterior wall of the building and the nearest parallel lot line. No such setback shall be used for any purposes other than lawns, terraces, steps, walks, and driveways incidental to ingress and egress to or from the building.
 - iv. Building Height
The maximum building heights shall be thirteen (13) stories or one hundred and forth feet (140').
 - v. Access to Housing Units
All buildings shall be designed so that the maximum vertical distance anyone is required to walk in order to arrive at the kitchen of any housing unit shall be no more than two stories.
 - vi. Parking
A minimum of one (1) off-street automobile parking space for each two (2) housing units shall be provided. Each such parking space shall be a minimum of eight and one-half (8.5') feet in width and eighteen feet (18') in length, and shall be suitably delineated. Each parking space shall have direct access to an aisle for movement of traffic and to and from the public street. Each such aisle shall me a minimum of twenty four feet (24') in width. Shared parking for mixed uses is permitted.
 - vii. Access to street
Direct vehicular ingress or egress to or from Luis Munoz Marin Boulevard (Henderson Street) and the new Ninth Street shall be permitted, subject to approval by Traffic Engineering and the Planning Board.
 - viii. Recreation area
A minimum of ten percent (10%) of the total residential area shall be set aside, developed and maintained by the redeveloper for use as a recreation area.
 - ix. Design Review
The Jersey City Planning Board specifically reserves the right to review and approve the Developer's detailed plans, final working drawings, and specifications. Review and approval will be

specifically concerned with, but not limited to, site planning, architectural, and construction details, screening and landscaping, ingress and egress, and signs.

EDITOR’S NOTE: THE DISTRICT 2 - HIGHRISE /MIXED USE RESIDENTIAL DISTRICT AND ITS STANDARDS OUTLINED IN PARAGRAPH b. AND OTHER PARAGRAPHS CONTAINED WITHIN IT (SHOWN BELOW IN ITALICS) WILL NOT TAKE EFFECT UNLESS THE SETTLEMENT INVOLVING CONRAIL, THE CITY OF JERSEY CITY AND OTHER INTERESTED PARTIES IS FINALIZED AND THE SEVEN SEGMENTS OF THE EMBANKMENT OUTLINED IN PARAGRAPH b. (BELOW) ARE TRANSFERRED.

IN THE EVENT THAT THE DISTRICT 2 HIGHRISE / MIXED USE RESIDENTIAL DISTRICT DOES NOT TAKE EFFECT, THE ZONING FOR THE DISTRICT 2 BLOCK SHALL BE GOVERNED BY THE R-4 ZONE STANDARDS OF THE JERSEY CITY LAND DEVELOPEJNT ORDINANCE, PURSUANT TO THE SUPERIOR COURT DECISION, 247 MANILLA AVENUE, LLC, et. al. v. JERSEY CITY ZONING BOARD OF ADJUSTMENT, et. al.- DOCKET NO. HUD –L-4883-06, APPENDED TO THIS REDEVELOPMENT PLAN.

b. District 2 - High Rise/Mixed Use Residential

The following Zoning standards are incorporated into this redevelopment plan to allow development to occur on Block 11602 Lot 1 (land formally known as Tax Block 212 Lots M & H), Only if and only after the other seven (7) segments of the Historic Pennsylvania Railroad Harsimus Branch Embankment (land formally known as Tax Blocks 247, 280, 317.5, 354.1, 389.1, Lots 50A and Block 415, Lot 50 and Block 446 Lot 18A) have been transferred in fee simple ownership to the City of Jersey City for use as a public park and trail/light rail corridor; and in accordance with the settlement regarding the Pennsylvania Railroad Harsimus Branch Embankment involving Conrail, the City of Jersey City and other interested parties. These amendments are added to the redevelopment plan as per the settlement agreement duly adopted by the Municipal Council of the City of Jersey City on, February 8, 2012, by Resolution No. 12-113. (Note: These Amendments do not become effective without the settlement.)

Site Plan approval of the Planning Board is required for the implementation of any improvements pursuant to this zoning or any interim use of this district or portion thereof.

i. Permitted Use, Density, and height

Two Residential high rise Towers that shall contain a maximum of 400 DU and 200 Hotel rooms. The Hotel Room cannot be traded

in for residential units. Their height shall be a maximum of 35 stories for the West Tower and 45 stories for the East Tower. Residential internal floor to ceiling heights shall not be less than 9.5 feet, and commercial internal floor to ceiling heights no less than 18 feet. They shall be constructed on a parking base. The roof of the parking level shall be at an elevation equal to the surface elevation of the top of the next embankment segment west of this site. The parking base shall contain at least one restaurant or café that is open to the public and having direct access from the public walkway.

The hotel may contain accessory uses customary and incidental to a hotel, including but not limited to meeting rooms, dining and banquet facilities.

- 1) Base Roof Deck - Also referred to as the roof of the parking and the public plaza level. The Base Roof Deck shall be equal to the entire lot area, minus the area covered by the towers and the amenity extensions. The roof shall be a green roof and it shall contain public open space and restaurant(s) with indoor and outdoor seating alongside a decorative and well appointed open public walkway. The walkway shall span the length of the block and be no less than thirty (30) feet wide at its most narrow point. Public access to the walkway shall be constructed simultaneously with the first phase of any site development or site use and be provided via a grand stairway from Luis Munoz Marin Boulevard and through the simultaneous construction of a bridge, also a minimum of 30' wide, connecting this walkway segment to the next embankment segment west of this site. If east-west light rail is proposed, the light rail may use 16 feet of this walkway, and the remaining 14 feet shall remain public walkway.

Handicapped access shall be constructed simultaneously with the first phase of any site development or site use to the plaza level via the parking base elevator. A steep ramped bicycle channel shall be provided adjacent to the stair to accommodate bike carrying or guiding. Decorative screening and enclosure of the parking level is required. Screening of the parking from the Sixth Street frontage shall be provided by use of the on-site embankment stones as is historically appropriate; that may be cut to lessen the stone depth and allow for the parking module within. The Marin and Manila frontages shall incorporate the

embankment stone into the façade in such a way that matches the original pattern and height of the slope of this embankment segment, such that stones along Manila Avenue and 6th Street shall be incorporated into the wall where they are present now but not into new locations or elevations on the walls. All other facades where parking is directly adjacent to the outside wall shall contain a living vertical green screen along their façade. The parking level shall be fully enclosed and internally ventilated.

2) Tower Element

Each tower footprint dimension shall be no larger than 105 x 75. Each tower footprint shall be permitted a three (3) story extension to house hotel uses, residential DU, retail service or restaurant. The roof of these extensions shall house the private hotel and residential amenities. But the Building coverage of the tower and extensions shall not be greater than fifty percent (50%) of the lot area.

The towers shall be elegantly designed point towers with a significant top and varied decorative spine of metal, glass, brick or stone or a combination of these.

The distance between towers shall be greater than 125 feet.

The tower element shall have a minimum step back from the property line of 15 feet.

3) Sidewalk and Street Improvements

The sidewalk of Sixth Street and Luis Munoz Marin Blvd. shall be improved in conjunction with and simultaneously with any development or use of this site. The width of the Luis Munoz Marin sidewalk shall not be less than 16' and shall not be impeded by any overhang or projection. The width of Sixth Street sidewalk shall be 14' feet and the turning lane approaching Marin Boulevard shall be removed. The sidewalk and streetscape design may be all softscape, but shall be consistent with and an extension of the streetscape design for the balance of the embankment segments.

4) Parking and Loading

A Maximum of 260 parking spaces shall be provided in the base. If a hotel is pursued, additional off-site parking may

be provided pursuant to the recommendation of the Planning Board and the Division of City Planning.

5) Loading access shall be from Manila and as far south of Sixth Street as possible.

6) Maximum FAR (Total GFA/Lot Area): 11.25:1

c. District 4 - Public and Quasi-Public

i. Building Coverage

The maximum amount of land covered by buildings shall not exceed sixty percent (60%) of the area of the lot.

ii. Setbacks

All buildings shall be located so that there is a minimum of four feet (4') between the exterior wall of the building and the nearest parallel lot line. No such setback shall be used for any purposes other than lawns, terraces, steps, walks, and driveways incidental to ingress and egress to or from the building.

iii. Building Height

The maximum building height shall be three (3) stories or forty eight feet (48').

iv. Access to street

Direct vehicular ingress and egress to or from Marin Blvd. (Henderson St.), Sixth Street, Seventh Street, Eighth Street, and Manila Avenue and the public or quasi-public facility shall be permitted. The Jersey City Fire Department facility shall be permitted to have a continuous open driveway extending from the right-of-way line intersection of Marin Blvd. (Henderson St.) and Eighth Street one hundred feet (100'). The Jersey City Fire Department facility shall be permitted to have a driveway access on Eighth Street at the intersection of Eighth Street and Marin Blvd. (Henderson St.).

v. Off-street parking

1) Public

A minimum of one off-street parking space for each employee of any public facility located within the project shall be provided. All parking facilities shall be screened with a landscaped buffer not less than three feet (3') high between the parking facility and abutting different uses or right-of-way lines or property lines. Minimum landscaping shall consist of either dense evergreen or other planting material or decorative masonry wall. A combination of dense planting material or trees and fencing may also be used.

2) Quasi-Public

For any new construction in the quasi-public use area, there shall be a minimum of one (1) off street parking space provided for each classroom or individual teacher's residence, whichever is greater. In addition, one (1) off street parking space shall be provided for each five (5) seats in any auditorium or gymnasium provided. All parking facilities must provide a landscape buffer not less than three feet (3') high along any right-of-way line or property line which abuts the parking area. Minimum landscaping shall consist of either dense evergreen or other planting material or decorative masonry wall. A combination of dense planting material, trees and fencing may also be used.

IV. Project Proposals

1. Land Acquisition

- a. Identification of real property to be acquired for
 - i. Clearance and Redevelopment
All real property acquired for clearance and redevelopment is identified on the Acquisition Map, Map No. 3.
 - ii. Public Facilities
All real property acquired for clearance and the redevelopment of public facilities is identified on the Acquisition Map No. 3.
 - iii. Rehabilitation and Conservation
Rehabilitation and conservation is not contemplated within the project area.
- b. The City's intentions for the Historic Pennsylvania Railroad Harsimus Branch Embankment are outlined in the Settlement Agreement.
- c. There shall be a public access easement provided on the North side of Lot 1 within the Railroad right-of-way extending the full length of the block, from Luis Munoz Marin Boulevard to Manila Ave. for a width of at least thirty (30) feet and it shall also include the construction of a publicly accessible grand staircase with bike carry channel ramp from street level to the top of the Base Roof Deck and the construction of a 30 foot wide publicly accessible bridge to the embankment segment west of this site. Public ADA access shall be provided through the private development elevator from the street to the Plaza level.

2. Rehabilitation and Conservation

The Historic Pennsylvania Railroad Harsimus Branch Embankment has been listed on the State and local historic register and is eligible for the National Register. Rehabilitation, conservation and retention of the stone walls are a priority for any project development. At a minimum, any removed stones will be re-used on-site as determined to be historically appropriate and remaining stones will be given to the City for re-use on the remaining embankment blocks or elsewhere in a public place. Any site development will provide

public pedestrian walkway at an elevation equal to that of the existing embankment to allow for unimpeded public access.

3. Redeveloper's Obligations

In order to achieve the objective of the Redevelopment Plan, each redeveloper shall construct improvements in conformity with this plan and commence and complete such construction within a reasonable time as determined by the Jersey City Planning Board. The reasonable time will be specified in disposition documents.

4. Underground Utility Lines

There shall be underground placement of utility distribution lines which shall be relocated underground on all streets within the project area with the exception of telephone and electric facilities on Marin Blvd. (Henderson St.). Marin Blvd. shall remain overhead along the easterly right-of-way of Marin Blvd. (Henderson St.)

V. Plan Extension

This plan shall be extended an additional twenty five (25) years, to extend it to 2040.

VI. Other Provisions Necessary to Meet State and Local Requirements

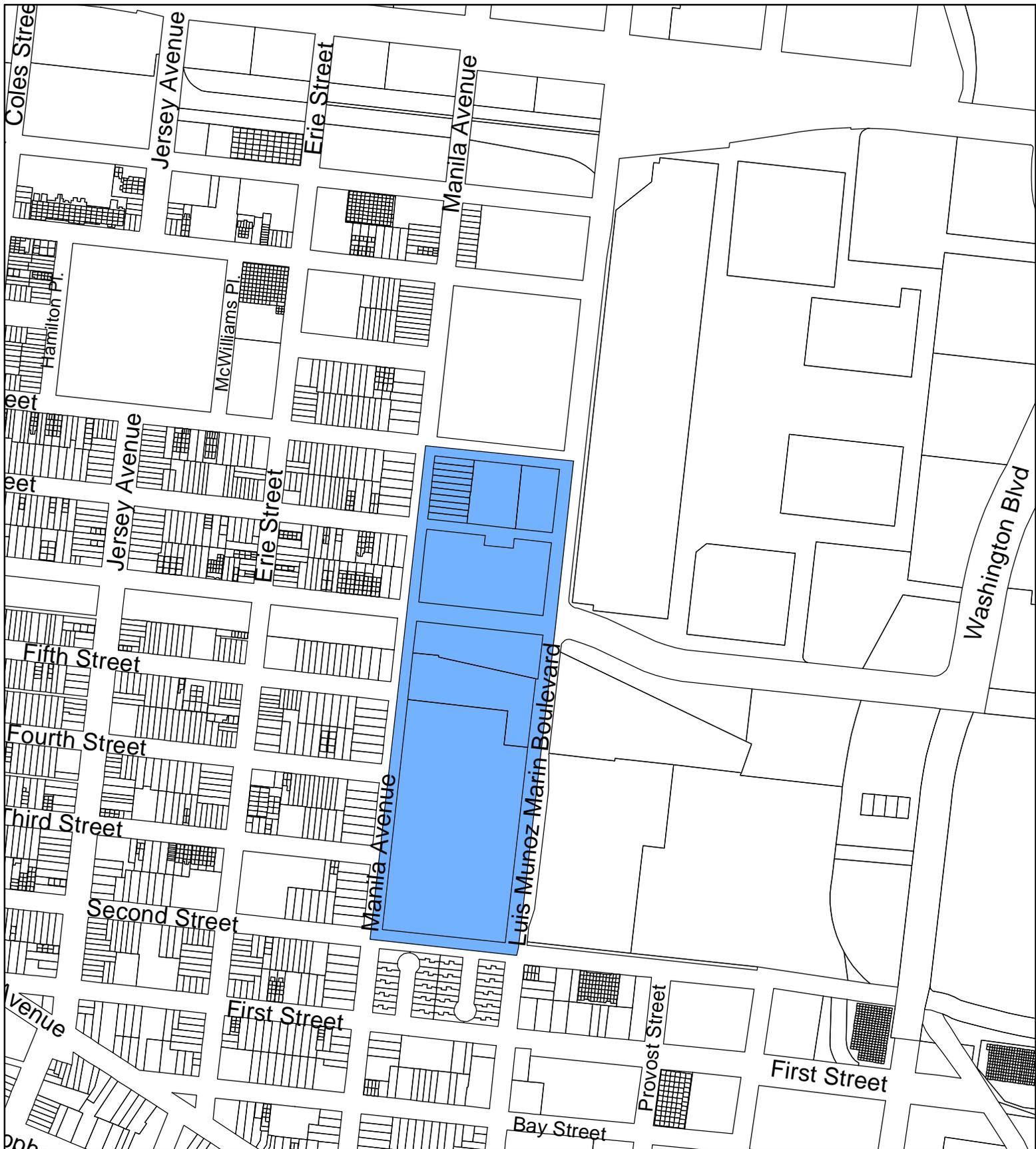
In accordance with NJSA 40A:12A-1 et seq., Chapter 79, Laws of New Jersey 1992, known as "The Local Redevelopment and Housing Law", the following statements are made:

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

Map shall be amended to rezone the Redevelopment Area covered by this Plan as a Redevelopment Area, and all underlying zoning will be voided.

VII. Procedure for Changes in Approved Plan

1. This Plan may be amended from time to time upon compliance with the requirements of law. A fee of one thousand dollars (\$1,000), plus all costs for copying and transcripts shall be payable to the City of Jersey City for any request to amend this Plan. If there is a designated developer, as provided for under NJSA 40A: 12A-1 et. seq., said developer shall pay these costs. If there is no developer the appropriate agency shall be responsible for any and all costs.
2. No amendment to this Plan shall be approved without the review and recommendation of the Planning Board, and a public hearing and adoption by Municipal Council. A copy of any proposed change to the Plan shall be filed with the Office of the City Clerk.



LUIS MUNOZ MARIN BOULEVARD REDEVELOPMENT PLAN

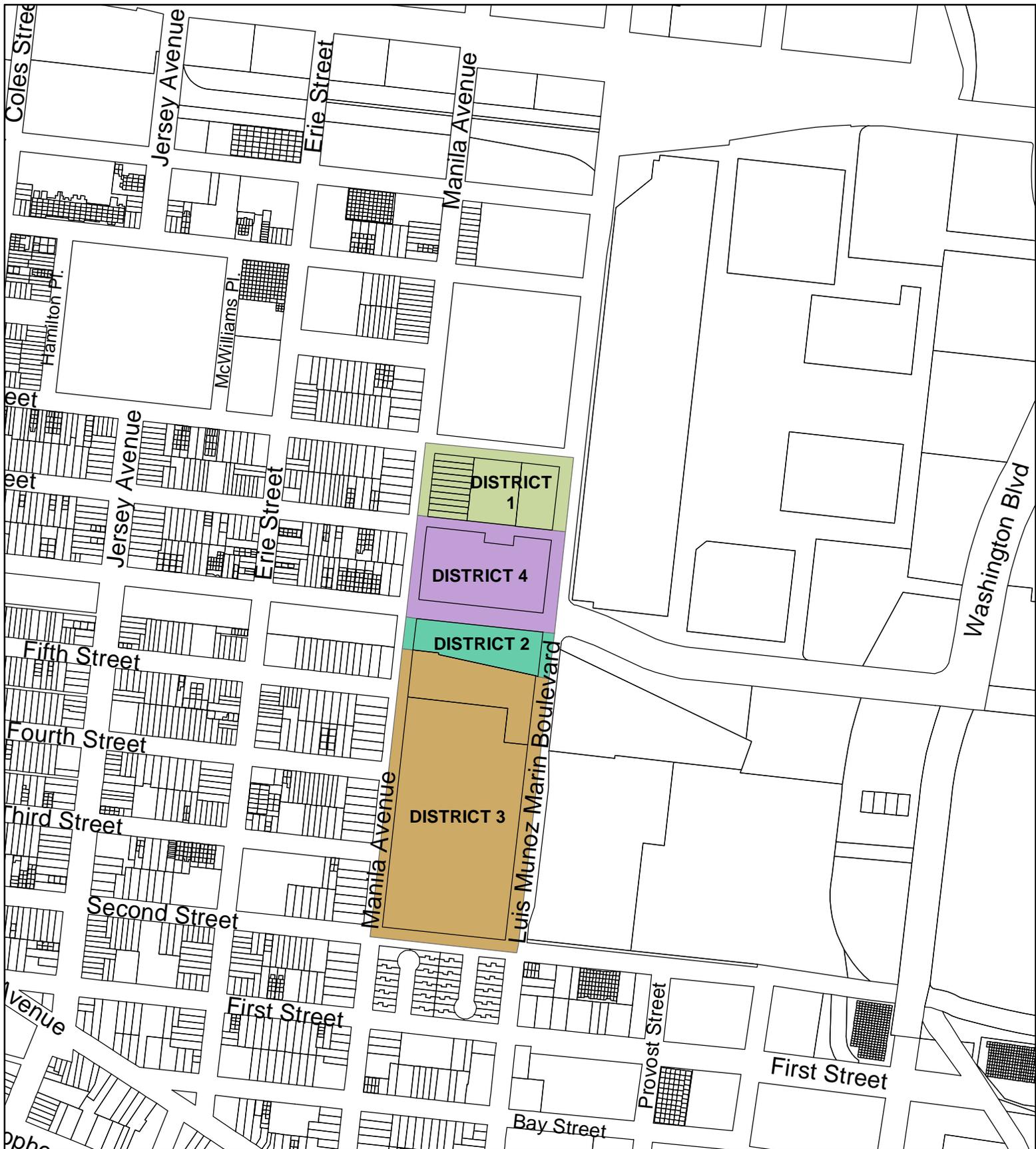
MAP 1

BOUNDARY MAP

May 9, 2014

1 inch = 400 feet





LUIS MUNOZ MARIN BOULEVARD REDEVELOPMENT PLAN

MAP 2

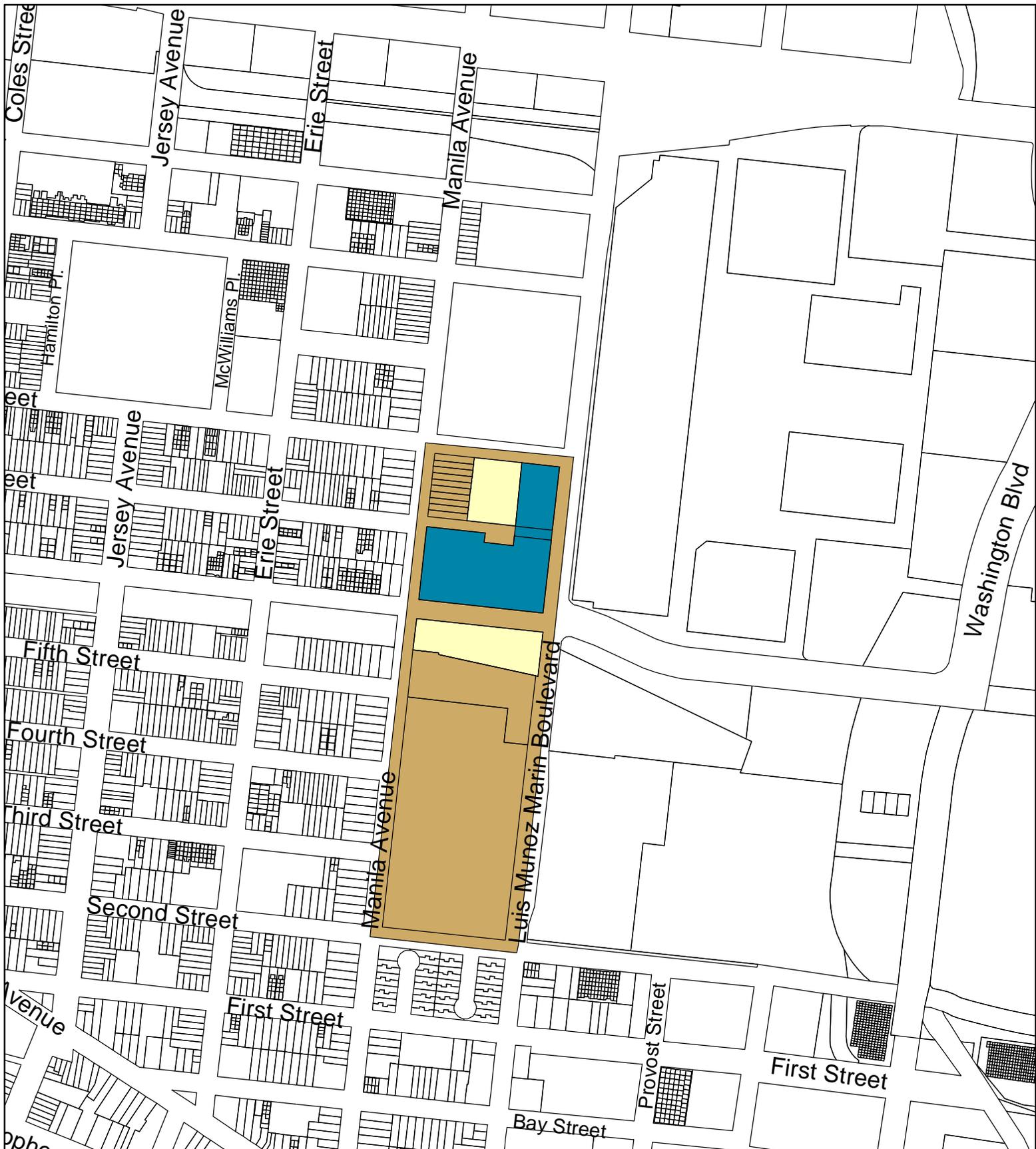
LAND USE MAP

May 9, 2014



1 inch = 400 feet





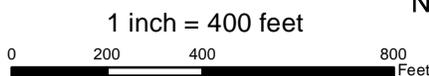
LUIS MUNOZ MARIN BOULEVARD REDEVELOPMENT PLAN

MAP 3

ACQUISITION MAP

Legend

- Not to be acquired
- To be acquired for public use
- To be acquired for clearance and redevelopment



May 9, 2014