

# Chapel Avenue Industrial Park Redevelopment Plan

As adopted by the Jersey City Municipal City Council

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## INTRODUCTION

This Redevelopment Plan, the Chapel Avenue Industrial Park Redevelopment Plan, will regulate the development of the properties known as Lots 41 and 42 on Block 27401; and those portions of the Light Rail right-of-way (Lot 1) and the Conrail right-of-way (Lot 45) that are adjacent to the subject properties. (See Boundary Map)

The subject properties are located in the southeastern portion of Jersey City, situated south of Chapel Avenue, and east of the Light Rail/Conrail roadbed. The New Jersey Turnpike Hudson County Extension right-of-way is located just to the east of the subject properties. The properties were part of a Redevelopment Area that was initially studied with other nearby properties (Lots 37, 38, 39, 40 and 43) as a possible Area in Need of Redevelopment in the summer of 2008. On June 25, 2008, the City Council of the City of Jersey City authorized the Planning Board to conduct a preliminary investigation of the Area including the subject properties to determine if the Area qualified as an Area in Need of Redevelopment. The Planning Board held a Public Hearing and did determine that the Area met the appropriate criteria. The Planning Board, by resolution, then recommended to the City Council that the Area be designated as a Redevelopment Area. The Jersey City Municipal Council did so designate the study area as an Area in Need of Redevelopment.

The Area was referred to as the Danforth Avenue Transit Village Study Area. A Redevelopment Plan, titled the Danforth Avenue Transit Village Redevelopment Plan was reviewed and recommended to the Municipal Council by the Jersey City Planning Board at its meeting of August 5<sup>th</sup>, 2008; and adopted by the Jersey City Municipal Council by Ordinance number 08-142 on September 10, 2008.

The Danforth Avenue Transit Village Redevelopment Plan was envisioned as a residential redevelopment plan. However, this plan has not yet been implemented as a residential district. The proposed residential concept did not follow the existing lot configuration or ownership pattern. The lots were, and still are, configured for the uses that have historically existed in this area; primarily industrial and railroad related uses. This configuration of the land does not lend itself to a residential reuse. A residential redevelopment would require the consolidation of all lots and their re-subdivision. This is a cumbersome process and would require the cooperation of all property owners. The City of Jersey City has no intention of using eminent domain to acquire and assemble the property within this redevelopment area.

Currently, Lot 42 in Block 27401 is developed with an existing industrial structure which is currently occupied and in use. Adjacent Lot 41 is in the same ownership and is proposed for redevelopment as an industrial use. The City does not have any desire to eliminate the industrial land uses that wish to remain and the jobs they create from this area of the City. Therefore, this Redevelopment Plan, the Chapel Avenue Industrial Park Redevelopment Plan, will replace the Danforth Transit Village Redevelopment Plan relative to the use of Block 27401, Lots 41 and 42 only. Those portions of Lot 1 (the Light Rail right-of-way) and Lot 45 (the Conrail right-of-way) within the boundary of the Chapel Avenue Industrial Park Redevelopment Plan will remain as rights-of-way. All other properties within the Danforth Avenue Transit Village Redevelopment Plan will continue to be regulated by that redevelopment plan.

Historically, this eastern portion of the Greenville section of Jersey City has existed as an area of railroad yards, warehouses and other industrial uses. These industrial uses continue to exist today with some newer expansion of warehousing and distribution facilities as evidenced by the industrial activity within the Greenville Industrial Park area, the new Tropicana facility, and the expansion of the Port Jersey complex by the Port Authority of New York and New Jersey.

The Area developed as an industrial area because it is on the eastern edge of the Greenville section of Jersey City isolated from the residential neighborhoods to the west by active railroad lines and had good rail transportation access. Railroad lines with industrial spurs and sidings served the industrial land uses in the area. Even before the railroad lines, the Morris Canal traversed the area. These industrial uses contributed significantly to the economic vitality of the City, providing jobs and tax ratables through the early part of the 20<sup>th</sup> Century.

During the middle of the 20<sup>th</sup> Century, industrial uses within the surrounding area began to decline. This decline was due to the shift in the U.S. economy from mainly an industrial base to a service sector economy. Additionally, the decline of railroads as a primary mover of freight coupled with containerization and the creation of newer, larger physical warehouse spaces more adapted to the truck and computerized inventory environment made older, smaller sized industrial warehouses less desirable in the marketplace.

More recently, there has been renewed interest by the City of Jersey City in preserving land for industrial development as the amount industrially zoned has dwindled. Over the last several decades the amount of industrially zoned land in Jersey City has been dramatically reduced. Literally, thousands of former industrially zoned land has been given over to other uses in this time period, especially along the eastern edge of the City. The designation of Block 27401, Lots 41 and 42 for industrial redevelopment provides the City with an opportunity to increase the amount of industrially zoned land in the City and provide new job opportunities in the industrial sector.

The northern waterfront of Jersey City stretching from the Hoboken border to Sixth Street, and representing some 400 acres was once zoned I-2 Heavy Industrial. Today it is known as Newport and is a large mixed use development consisting of office buildings, residential apartments and condominiums, a shopping mall, restaurants and parks. Directly west of Newport, extending from the Hoboken border to Tenth Street is another former primarily industrial area now being redeveloped as a mixed use primarily residential neighborhood. Just south of Newport and extending from Sixth Street to Second Street is the Harsimus Cove Redevelopment Area. This area of approximately 200 acres was once an active railroad yard and industrial area, but is now in the midst of redevelopment as a residential and commercial mixed use district.

Continuing south across Second Street is the “Warehouse District” of Jersey City. These older industrial buildings were previously serviced by the now defunct railroad yard to the north. The “Warehouse District” was a bustling center of commercial activity with rail service running between the buildings in the surrounding street network. Today, these buildings are being converted to loft residential uses and the vacant land is being developed with residential

apartment buildings. Just east and south of the “Warehouse District” is the former Harborside Warehouse Complex which stretched from Second Street to nearly Exchange Place. This complex was able to receive goods from railroad lines that led into the building from the west and then distribute them locally by barge, railroad and truck. Today, the large former industrial building along the river is an office complex known as the Harborside Financial Center. The railroad yards to the west have disappeared and have been replaced by high rise office buildings and residential towers.

Just south of Exchange Place, the former Colgate factory was a bustling industrial complex of factories and warehouses. The Colgate complex covered over 10 square blocks in the Paulus Hook section of Jersey City and employed thousands of workers. The Colgate area is now a mixed use area of high rise office buildings and residential towers with restaurants and retail stores along re-opened streets leading to the Hudson River Waterfront Walkway. South of the Colgate complex lies Liberty State Park. This large park and wonderfully extensive open space overlooking the Statue of Liberty and Ellis Island replaced over 800 acres of former railroad and industrially zoned land. Several hundred additional acres of industrially zoned land along the northern and northwestern edges of the park are also now in the midst of redevelopment as new primarily residential neighborhoods. The new Jersey City Medical Center also occupies parts of this area as does the Liberty Science Center.

There is a small industrial park at the southern end of Liberty State Park, but continuing south into the Caven Point area, hundreds of acres of former industrially zoned land is now developed with the Liberty Golf Course and the Port Liberte residential development.

The last remaining industrial area along the Jersey City waterfront lies just south of Port Liberte and consists of the Greenville Yards Industrial Park and Port Jersey on the Bayonne border. The subject redevelopment area is adjacent to this industrial area along its northwestern edge.

Realizing the dramatic loss in land available for industrial development that has occurred over this time frame, the City of Jersey City now sees the need to preserve and redevelop Lots 41 and 42 as an industrial area in order to provide needed jobs in the industrial sector and create a more balanced economy relative to the growing office, commercial, retail and residential sectors.

The Jersey City Master Plan dated May 2000 designated the subject properties with a Destination Tourism classification. The Destination Tourism zoning was designated for a much larger area encompassing the Jersey City waterfront from the Caven Point Area on the South to the Morris Canal Basin on the North. Currently the Destination Tourism Area has been redeveloped to include Liberty State Park, Liberty Science Center, Liberty Golf Course and includes ferry service between the Jersey City waterfront and Liberty Island, Ellis Island and points in Manhattan; leaving only this fragment of the area so designated. In fact, this area by itself is unsuitable for a Destination Tourism designation because:

- It is not physically linked to any tourism sites. The area is physically and visually isolated from other areas by the New Jersey Turnpike as well as rail freight lines.

- The real tourism sites of Ellis Island, Liberty State Park and Statue of Liberty are geographically away and apart from this isolated section of Jersey City.
- Although there is a light rail station within the Study Area, this light rail stop is located remote from the major destination attractions of Liberty State Park, Liberty Science Center, Ellis Island and Liberty Island. Visitors to the area from New York City or elsewhere would utilize one or more closer light rail stations including one station located adjacent to Liberty State Park itself. The Study Area is also remote from ferry service which provides direct access to New York City when visiting Jersey City.

Further, given the dramatic loss of industrially zoned properties, the City of Jersey City no longer believes that the entire Redevelopment Area should be designated for residential uses, but rather that Lots 41 and 42 should revert to an industrial area as they were previously zoned. In the period prior to the current Jersey City Land Development Ordinance, the subject properties were zoned I-2 Intensive Industrial by the Jersey City Zoning Ordinance for the period from 1974 to 2001. Even prior to 1974, the subject area was designated as an industrial zone in a zoning ordinance adopted by Jersey City in 1963 and prior to that date as well, dating as far back as the 1930's.

As previously mentioned, the subject properties are remote from other residential areas of the Greenville section of Jersey City. A small portion of Lot 42 is in proximity of several residential lots along Princeton Avenue. However, even in this location, the Light Rail right-of-way and the Conrail right-of-way intervene between Lot 42 and the residential lots. Most of the western edge of the Redevelopment Area adjoins a cemetery on the opposite side of the railroad and light rail uses. To the south and south east of the subject properties is a Port Industrial zone and the Greenville Industrial Redevelopment Plan.

At this time, it is now felt that an industrial redevelopment of the subject properties would now be the most appropriate use of the properties. The properties are not suitable for residential development and further, the Area is not suitable as a "Destination Tourism" area as had been suggested by the Jersey City Master Plan of May, 2000.

This Redevelopment Plan, the Chapel Avenue Industrial Park Redevelopment Plan, will replace and supercede the Danforth Avenue Transit Village Redevelopment Plan for the subject properties only, i.e. Lots 41 and 42 on Block 27401; and those portions of the Light Rail right-of-way (Lot 1) and the Conrail right-of-way (Lot 45) that are adjacent to the subject properties. Lots 37, 38, 39, 40, 43 and those portions of Lots 1 and 45 not covered by the Chapel Avenue Industrial Park Redevelopment Plan will continue to be contained within and regulated by the Danforth Avenue Transit Village Redevelopment Plan.

## I. BOUNDARY DESCRIPTION

The Study Area consists of two Tax Lots found on Tax Block 27401, and a portion of two additional Tax Lots. (See Boundary Map)

The Lot numbers of the lots to be included in the Redevelopment Area are:

Lot 1 - **Partial**( formerly Block 1507, Lot C)  
Owner - Consolidated Rail Corp. (NJT-ROW)

Lot 41 (formerly Block 1505, Lot Z.1)  
Owner – Greenberg Prop., LLC

Lot 42 (formerly Block 1505, Lot Z.2)  
Owner – Greenberg Prop., LLC

Lot 45 – **Partial** (formerly Block 1505, Lot D)  
Owner - Consolidated Rail Corp.

## II. REDEVELOPMENT OBJECTIVES

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

- A. To redevelop the Redevelopment Area through the elimination of blighting influences, the remediation of environmental contamination consistent with New Jersey Department of Environment Protection standards and requirements and by providing opportunities for new industrial development.
- B. To provide for coordination of redevelopment activities to promote a uniform attack on blight and reinforce already existing renewal and improvement programs.
- C. To provide additional revenue to the City of Jersey City through the private development of vacant lands which are currently contributing limited revenue to the City.
- D. To provide land necessary to accommodate the need for industrial space in the City of Jersey City.
- E. To create skilled and semiskilled jobs accessible to residents of Jersey City by public transportation.
- F. To provide a vehicular circulation system that will allow for efficient movement for vehicles to and from, as well as within the site.

- G. To provide, where necessary, site improvements including sidewalks, access easements, off-street parking, open space, and landscaped areas.
- H. To encourage public transportation access to the area.

### III. BUILDING DESIGN REQUIREMENTS

- A. All buildings in the Redevelopment Area must be located with proper consideration of their relationship to other buildings in terms of light, air, useable 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 nearby New Jersey Turnpike and the surrounding area.
- F. All rooftop mechanical systems shall be adequately screened.

### IV. OFF-STREET PARKING AND LOADING DESIGN REQUIREMENTS

- A. Parking and loading areas shall be screened from view from public rights-of-way and adjacent residential areas.
- B. 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.
- C. 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;
- D. 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 Land Development Ordinance of the City of Jersey City.
- E. All parking and loading areas shall be adequately illuminated.

## V. LANDSAPE & SITE DESIGN REQUIREMENTS

- A. All open space, including required setbacks and yards, shall be landscaped with a combination of lawns, shade trees, evergreen and flowering trees shrubs, ground covers and other appropriate plant materials unless said open space is specifically designated for other activities which require paving or other treatment. Where required, screen planting shall be a minimum of four (4) feet in height. At initial planting the screening materials shall provide a screen from the top of the plant to within six inches of grade. All plant materials shall be planted, balled and burlapped and of specimen quality as established by the American Association of Nurserymen. 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 as part of Site Plan Application and Approval.
- B. All parking lots shall be landscaped with a combination of deciduous shade trees, evergreen and flowering trees, shrubs and ground covers for both decorative and screening purposes as appropriate, consistent with the requirements of the Jersey City Land Development Ordinance.
- C. 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 Land Development Ordinance.
- D. All fencing along public street rights-of-way must be of a decorative style as approved by the Jersey City Planning Board.
- E. The use of razor wire, barbed wire or other similar material is expressly prohibited within the Redevelopment Area.
- F. All utility distribution lines and utility service connections from such lines to the project area's individual uses shall be located underground where feasible.
- G. All site plans must indicate the method and location of trash disposal. All such areas must be adequately screened and are subject to Planning Board approval.

## VI. CIRCULATION FACTORS AND REQUIRED IMPROVEMENTS

- A. Roadway Access - The Redevelopment Area has excellent roadway access to the regional highway network. The New Jersey Turnpike Extension (Interstate – 78) is the eastern border of the Redevelopment Area. This regional highway can be accessed from the Redevelopment Area via either interchange 14A to the south or interchange 14B to the north. There is an existing 24 foot wide cross-easement over both lots 41 and 42 which provides access for both lots to Chapel Avenue.

Chapel Avenue intersects with Caven Point Road just to the east of the elevated New Jersey Turnpike right-of-way. Vehicles traveling along Chapel Avenue pass under the New Jersey Turnpike overpass to intersect with Caven Point Road. Trucks and other vehicles intersecting with Caven Point Road can turn to the north and proceed along Caven Point Road to the Bay View Avenue Extension, where they can turn west and access the New Jersey Turnpike at interchange 14B. From here they can proceed north on the Turnpike to the Holland Tunnel or other points in eastern Hudson County to the north. Vehicles can also proceed to the south on the New Jersey Turnpike.

Trucks and other vehicles travelling on Chapel Avenue can also turn to the south along Caven Point Road to Linden Avenue East. Linden Avenue East connects directly with Route 185, which provides access to Route 440 both to the north and south. North Route 440 provides access to the western side of Jersey City, connects with Routes 1&9, and allows access to western Hudson County, the City of Newark and beyond. South Route 440 provides access to Bayonne, Staten Island and beyond. Interchange 14A is located at the convergence of Routes 185 and 440 and provides additional access to the New Jersey Turnpike in both north and south directions.

In order to provide safe and efficient access to Chapel Avenue, the existing 24 foot wide cross-easement over lots 41 and 42 shall be improved to better accommodate vehicular and pedestrian traffic. The easement shall be properly paved, curbed and lighted to provide a safe means of access to the subject properties. A 6 foot wide pedestrian sidewalk shall be provided along the west side of the easement on each of the subject properties, and may be located outside of the existing easement, to provide a continuous and safe pedestrian to each of the subject properties. These improvements shall be subject to site plan review and approval by the Planning Board and shall be implemented contemporaneously with the redevelopment of each individual lot, i.e. lots 41 and 42.

- B. Chapel Avenue also connects into residential portions of Jersey City to the west. Jersey City has an excellent bus network which provides an important transportation alternative for residents without automobiles. The Danforth Avenue Light Rail station is also located just to the west of the Redevelopment Area. Sidewalks must be provided along both Chapel Avenue in order to facilitate safe and convenient pedestrian access to the Redevelopment Area from these public transportation options. Street trees shall be provided at 30 foot on-center intervals wherever feasible along these sidewalks.
- C. 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 shall a final certificate of occupancy be granted without the roadway, sidewalk, and/or other site improvements in place unless a performance guarantee is provided by the developer.
- D. No building, roadway or other improvement shall be constructed over a public easement in the project area without prior written approval of the Municipal Council of the City of Jersey City.

## VII. INTERIM USES

Interim uses may be established, subject to agreement between the developers and the Planning Board 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.

## VIII. GENERAL PROVISIONS

- A. Site Plan review shall be conducted by the Jersey City Planning Board pursuant to NJSA 40:55D-1 et. seq. Site plan review shall consist of preliminary site plan application and final site plan application. Applications may be submitted for the entire project or in any number of phases. Preliminary site plan approval for any phase shall entitle an applicant to building permits. Final site plan approval for any phase shall not be granted unless or until that phase is substantially completed, or performance guarantees for site improvements for that phase have been furnished by the redeveloper in accordance with NJSA 40:55D-53. No Certificate of Occupancy of any type shall be issued for any construction until the Planning Board of Jersey City has given final site plan approval for the phase in which such construction is located. As part of any final plan approval, the Jersey City Planning Board may require a developer to furnish performance guarantees shall be in favor of the City of Jersey City in a form approved by either the Corporation Counsel of the City of Jersey City. The amount of any such performance guarantees shall be determined by the City Engineer and shall be sufficient to assure completion of site improvements within on (1) year of final site plan approval.
- B. 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.
- C. 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.
- D. The Planning Board may grant deviations from the regulations contained within this Redevelopment Plan, where, by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions, pre-existing structures or physical features uniquely affecting a specific piece of property, the strict application of any area, yard, bulk or design objective or regulation adopted pursuant to this Redevelopment Plan, would result in peculiar and exceptional practical difficulties to, or exceptional and undue hardship upon, the developer of such property.

The Planning Board may also grant a deviation from the regulations contained within this

Redevelopment Plan related to a specific piece of property where the purposes of this Redevelopment Plan would be advanced by such deviation from the strict application of the requirements of this Plan; and the benefits of granting the deviation would outweigh any detriments.

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 and not more than 10 feet, or an increase in the permitted density or 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.

- E. 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.

## IX. LAND USE REQUIREMENTS

### A. Permitted Principal Uses

1. Industrial - Manufacturing, Fabrication, Assembly and/or Processing where the 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.
2. Scientific and Research Laboratories.
3. Warehousing - provided such activity and the storage of all inventory is conducted entirely within an enclosed structure.
4. Railroad and Light Rail rights-of-way.
5. Industrial Park consisting of one or more of the above uses.

### B. Permitted Accessory Uses – customarily associated with and subordinate and incidental to a permitted principal use, and located on the same lot.

1. Offices.
2. Employee amenity spaces, break rooms, eating areas, etc.

3. Wholesaling (not open to the general public) of goods and services.
4. Distribution.
5. Off-street parking of automobiles and trucks.
6. Loading areas.
7. Fences and walls.
8. Security stations and structures.

C. 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.

D. Minimum Lot Size: 2 Acres

E. Lot Shape Factor: All lots shall have a maximum shape factor of 25. Shape factor is defined as the perimeter of the lot squared, divided by the lot area. ( $\text{Perimeter}^2/\text{Lot Area}$ )

F. Maximum Building Coverage: 80%

G. Maximum Lot Coverage: 90%

H. Maximum Building Height: 50 feet

I. Minimum Setbacks/Yards:

1. 10 feet to a public street right-of-way line.
2. 5 feet to any property line adjoining a rail road right-of-way.
3. 8 feet to any other property line.
4. Parking, loading areas and any other paved areas shall be setback a minimum of 5 feet from any property line, which area shall be properly landscaped.

J. Minimum Parking:

1. Industrial - One space per three thousand (3,000) sq. ft.
2. Scientific and Research Laboratories – One space per one thousand (1,000) sq. ft.
3. Warehousing – One space per five thousand (5,000) sq. ft.
4. Office – One space per five hundred (500) sq. ft.
5. Parking for mixed uses shall be calculated based on the square footage of each use.

K. Loading: All uses shall adhere to the requirements of the Jersey City Land Development Ordinance.

L. Signage: All uses shall adhere to the requirements of the Jersey City Land Development Ordinance.

M. Landscaping: A minimum of ten percent (10%) of any lot area shall be landscaped. This landscaping may include buffers, required yards and setback areas, landscaping within parking lots, and other similar planted areas. This amount may be reduced, provided the applicant can demonstrate that land constraints such as, but not limited to, topography, environmental hazards and/or lot configuration exist.

X. OTHER PROVISIONS NECESSARY TO MEET STATE & LOCAL REQUIREMENTS

In accordance with NJSA 40A:12A-1 et seq., known as “The Local Redevelopment and Housing Law”, the following statements are made:

- A. The various elements of this Redevelopment Plan set forth above are in compliance with the requirements of State and Local Law.
- B. This Redevelopment Plan contains all provisions necessary to fulfill statutory requirements of the City of Jersey City.
- C. The Redevelopment Plan proposes to attain identifiable local objectives outlined in this Plan as to appropriate land use, intensity of development, improved public utilities, traffic circulation, recreational and community facilities and other public improvements.
- D. Provisions for the temporary relocation and permanent re-housing of persons residing within the Redevelopment Plan Area presented to comply with statutory requirements of the State of New Jersey are not applicable because no individuals or families will be relocated as a result of this project since none live within the Redevelopment Plan’s boundaries.
- E. No property within this Redevelopment Area is proposed to be acquired in accordance with this Redevelopment Plan.
- F. The Standards outlined within this Plan are consistent with the goals and objectives outlined in the Hudson County Master Plan. Among the general goals of the 2008 Reexamination Report is: To provide for the economic revitalization of the County’s commercial and industrial base. Further, Land Use Goal #2 is: To encourage existing manufacturing and industrial uses to remain, modernize and expand and to encourage new manufacturing and industrial uses to locate in the County, and #9 is: To encourage remediation and reuse of environmentally contaminated sites; both of which are consistent with this Redevelopment Plan. Also within the Hudson County 2008 Master Plan report are several objectives specific to industrial development supported by this Redevelopment Plan. These are:
  - 1. Improve the developability of industrial areas through measures such as infrastructure and access improvements.
  - 2. Encourage and assist in the retention and expansion of existing industries in the County.
  - 4. Establish industrial areas with sufficient access to transportation facilities.

7. Encourage industrial developments to utilize alternative transportation measures for the movement of employees and visitors.

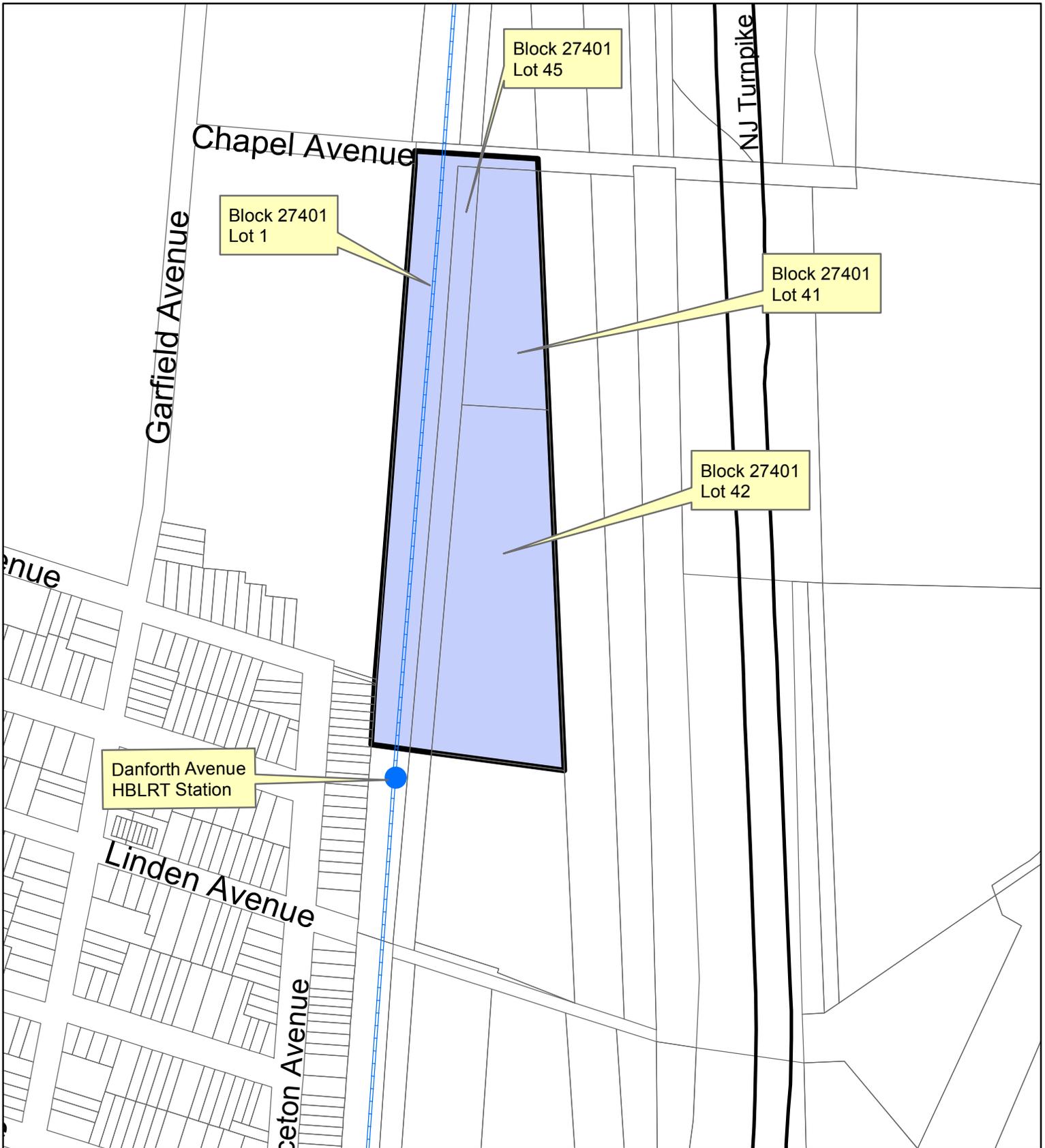
This Redevelopment Plan is consistent with the New Jersey State Development and Redevelopment Plan. Jersey City is a Tier 1 Urban Center. The State Development and Redevelopment Plan encourages development in Tier 1 areas. Further the redevelopment of Brownfield and other contaminated sites is consistent with State environmental policy and redevelopment of properties in close proximity to mass transit is consistent with the principals of “Smart Growth”.

The Redevelopment Area is not contiguous to any other municipalities.

- G. The Standards outlined within this Plan are not consistent with the adopted Master Plan of the City of Jersey City. The Master Plan for Jersey City was adopted by the Jersey City Planning Board in August of 2000. The Master Plan designates the Redevelopment Area as DT - Destination Tourism District. The purpose of the Master Plan designation was to further develop this area of the City as a national tourist attraction which can be the catalyst for economic development and provide improved amenities to residents. The district was envisioned to include a convention center, conference center, hotels, active recreation uses, support retail and restaurants. However, the Study Area has not been redeveloped in conformance with these objectives. The Study Area continues to exist as it did at the time of the adoption of the Master Plan, as well as the last forty-five years (45 years); consisting primarily of industrial land uses. The DT objectives have not, and cannot be accomplished with the Redevelopment Area given the Redevelopment Area’s limited size, it’s isolation and remoteness from other destination type uses in the district and other factors as more fully described in the Introduction section of this Redevelopment Plan. Clearly, the subject area’s long history as an industrial area, it’s accessibility to the regional road network and accessibility to the local work force via public transportation, the surrounding industrial land uses to the south and east as well as the adjacent freight railroad lines; make this Redevelopment Area much more suited for industrial development rather than destination tourism.
- H. 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 Land Development 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 Study Area covered by this Plan as the Redevelopment Area and all underlying zoning will be voided

XI. 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 thousand dollars (\$5,000) 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.



**CHAPEL AVENUE INDUSTRIAL PARK REDEVELOPMENT PLAN  
BOUNDARY MAP**



Jersey City  
City Planning Division  
30 Montgomery Street Suite 1400  
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Phone: 201.547.5010  
Fax: 201.547.4323

1 inch = 300 feet

OCTOBER 8, 2014

