

COLGATE

REDEVELOPMENT PLAN

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INTRODUCTION

The purpose of the Colgate Redevelopment Plan is to provide comprehensive development that will assure the coordinated growth of one of the premiere waterfront locations in Jersey City.

The plan formulated for the Study Area recognizes that the area adjoins both the primarily office district of Exchange Place to the north and the historic, residential neighborhood of Paulus Hook to the west. Substantial open space and recreational resources exist to the east and south -- the Hudson River and Liberty State Park. In view of these factors, the land use plan for the proposed Redevelopment Area emphasizes mixed uses and encourages the development of new offices and residential structures, as well as recreation and retail. The proposed mixed-use development adheres to the 1984 Land Use Map of the City's Master Plan.

The design criteria and redevelopment plan are intended to ensure that the Study Area provides an active, inviting environment during evening and weekend hours, as well as during the business day. Recognizing the retail needs of businesses and residents, ground floor retail activities are encouraged.

Urban design objectives for the Project Area stress the re-establishment of a street grid throughout the site to provide for vehicular circulation and for pedestrian access to the waterfront.

Along the waterfront, the development of a major link in the waterfront walkway system will create important pedestrian connections from the Exchange Place area to Liberty State Park. These urban design features will accentuate the views of Manhattan and the New Jersey/New York Harbor available from the site.

Throughout the project area, building design standards will guide development of major new elements in Jersey City's waterfront skyline while ensuring that a transitional, human scale is provided along the eastern and western edges of the Study Area. Similarly, the design and organization of the project area should encourage the movement of pedestrians by means of the creation of a traditional urban environment.

Such an urban streetscape is encouraged through use of street wall buildings and the clustering of open spaces to provide major public places through the project. Extensive use of mass transit is encouraged. In this manner, the district will be shaped in a distinctly urban, rather than suburban, form.

Recognizing the varying planning considerations at different locations through the area, the Redevelopment Plan divides the forty-one (41) acre site into five (5) use districts. Detailed planning and design standards are provided for each district to accommodate the diverse challenges and opportunities present in each. Through achievement of these standards, development within the district occurring over time will produce a high-quality waterfront environment suited to the needs of present and future generations.

I. REDEVELOPMENT PLAN MAPS AND FIGURES

Location and Boundaries of the Redevelopment Area.

The City location of the proposed Colgate Redevelopment Area is shown on Figure #1. Figure #2 and #3 show the proposed boundaries of the Redevelopment Area. Figure #4 shows the proposed Colgate Redevelopment Area as it relates to the Exchange Place Redevelopment Area to the north and the Paulus Hook Historic District to the west. Figure #5 shows the vehicular and pedestrian circulation as well as the proposed parks and open space. Figure #6 graphically illustrates the different land use districts within the area. Figure #7 provides an illustration of the maximum allowable building envelope for the Redevelopment Area, showing its relationship to the Paulus Hook Historic District and the waterfront. Figure #8 details the properties within the Redevelopment Area that are not to be acquired.

Boundary Description

Given the irregularity of the Colgate Study Area, the boundary description will be by reference to the following blocks and lots. The specific boundary may be reviewed on the map titled Boundary Map showing Tax Lots Figure #3.

Block	Lots
14502	8, 9, 10, 11, 12, 13, 14, 16
14503	1, 2, 3, 5, 6
14504	1 (entire block)
14505	1 (entire block)
14506	1 (entire block)
14507	1 (entire block)
14404	1, 2, 3 (entire block)
14403	10
14402	11, 12
14304	4
14303	2

In addition the thirty (30) foot wide dead end portion of Dudley Street beginning at the eastern right-of-way line of Greene Street and extending one-hundred-fifty (150) feet easterly thereof, the northern right-of-way line of which is co-extensive with the southern lot line of Lot 6 of Block 14503, and the eastern right-of-way line of which is co-extensive with the western lot line of Lot 10 of Block 14502 shall be included in the Redevelopment Area.

II. REDEVELOPMENT PLAN OBJECTIVES

Renewal activities for the Colgate Redevelopment Area (hereinafter called "The Project") will be undertaken in conformity with, and will be designed to meet the following objectives of this Redevelopment Plan:

- A. The Acquisition of private property within the Colgate Redevelopment Plan Area is identified on the Acquisition Map and labeled as, "to be acquired." It is specifically located on Block 14403, Lot 10.
- B. The elimination of vacated, deteriorated and obsolete structures, including dilapidated piers and bulkheading and unused industrial buildings, which by their blighting influences adversely affect the feasibility of amenable neighborhood physical change and the further development of an emerging commercial and residential area.
- C. The improvement of the functional and physical layout of the project area for contemplated new development.
- D. The overall improvement of traffic circulation through the re-establishment of a street grid system that facilitates vehicular and pedestrian circulation, and provides for separation of vehicular and pedestrian traffic and the maximum use of public transportation.
- E. Creation of a new multifaceted waterfront development with housing, employment opportunities and recreation within an area that is currently underutilized, contains substandard and obsolete structures and has physical impediments, all of which prevent sound development unless undertaken on a broad and comprehensive scale.
- F. The development of a major network of public open space along the waterfront, including promenades and other open space connecting other waterfront development which allows all City residents access to the river and its amenities.
- G. The creation of a new, contemporary image for this portion of the Jersey City waterfront, which, through innovative and high standards of design, will fully utilize the project area's unique location.
- H. Creation of major new employment and housing opportunities for the residents of Jersey City.
- I. Provision for redevelopment that minimizes the need to relocate residents, businesses or industrial concerns.
- J. Promotion of balanced development in accordance with the Fair Housing Act (NJSA 52: 27D- 311) and the Housing Element and Fair Share Plan of the City of Jersey City Master Plan.
- K. Enhancement of the Paulus Hook Historic District through improvement of its waterfront access, redevelopment of industrial sites and historically sensitive treatment of vacant sites immediately contiguous to the district.
- L. To make reasonable efforts to achieve a goal of awarding twenty (20%) percent of the dollar amount of the total contract and subcontract procurements to minority and female owned businesses enterprises which have their principal place of business in the City of Jersey City, pursuant to the Municipal Code Section C-190 and as amended.
- M. Preservation, and where necessary, re-establishment of view corridors created by public streets to

accentuate views of Lower Manhattan, the Statue of Liberty, Ellis Island and Liberty State Park.

- N. Preservation and adaptive reuse of any existing structure shall be permitted: said structure's height, lot coverage, FAR and density shall be grandfathered if the zoning regulations contained herein are exceeded. Additions to existing structures shall be allowed within the zoning constraints.
- O. Coordination of redevelopment activities to provide a uniform attack on blight, which reinforces existing renewal and improvement programs in adjacent areas in accordance with the goals and objectives of the City of Jersey City.
- P. The impact of additional traffic generated by the proposed office development shall be mitigated by the provision of an adequately designed traffic circulation system.
- Q. Creation of a complete urban community by providing for neighborhood facilities to serve the Colgate Redevelopment Area including but not limited to such activities as senior citizen centers, day care centers and community meeting spaces.

III. TYPES OF PROPOSED REDEVELOPMENT ACTIONS

It is proposed to improve and upgrade the Colgate Redevelopment Area substantially through a combination of redevelopment actions. These may include, but shall not be limited to:

- A. Clearance of dilapidated, deteriorated, obsolete or under-utilized structures where necessary.
- B. Assembly of vacant and underutilized land into developable parcels.
- C. Construction of new structures and complementary facilities.
- D. Provisions for public infrastructure necessary to service and support the new development.
- E. Participate in the Jersey City Affordable Housing Linkage Program by either: (1) constructing affordable housing; (2) providing cash contribution for the subsidization of affordable housing; (3) by the financing of an affordable housing project.
- F. Provide for the construction of (20%) twenty-percent low and moderate income affordable housing dwelling units as determined by HUD Section 8 Income Guidelines, on Block 14403 Lot 10 within the Greene Street Residential District.

IV. SUBMISSION OF A MASTER PLAN

In order to achieve a more comprehensive multiphase development, a Master Plan for the entire Redevelopment Area shall be presented by the developer to the Planning Board prior to submission of individual site plans. The Master Plan shall be consistent with the provisions of the Redevelopment Plan covering the site and shall, at a minimum, include the following elements:

- A. Overall site development for the district specifying approximate heights, densities, uses, floor area ratios and square footage within proposed district, including sites for public parks and open space.

- B. Traffic impact circulation analysis and appropriate plans, which shall include mass, transit routes. All internal roadways and pedestrian walkways shall be identified on a circulation plan. This plan shall be in the form of a plat and shall identify all roadway improvements, walkway improvements, and utility improvements required within the Colgate Redevelopment Plan Area, the party responsible for the completion of such improvements and the timing of completion.

This plat or set of plats shall meet with the approval of the Municipal Engineer and the Director of the Division of City Planning.

- C. Parking and vehicular access plan.
- D. Environmental impact analysis.
- E. Utilities plan, which shall include the on-tract and off-tract infrastructure improvements needed to serve the development.
- F. Fiscal impact analysis, which shall include the projected municipal public services and costs, needed to serve the planned development.
- G. Affordable housing impact analysis, which shall examine the extent, to which the proposed development addresses the need for affordable housing.
- H. Phasing plan, which shall describe the sequence and amounts of development to result. Subsequent applications for preliminary site plan approval for specific elements or phases shall be consistent with the Master Plan. In reviewing such specific applications for preliminary site plan approval, the Planning Board may rely upon the studies submitted and reviewed during the Master Plan hearing. Major revisions of the Master Plan as determined by the City Planning Division shall be required to come before the Planning Board for review. At the time of Preliminary Site Plan Review the applicant(s) shall be required to demonstrate the relationship between the individual project and the Master Plan.

V. URBAN DESIGN OBJECTIVES AND GUIDELINES

A. Building Design Objectives for new construction.

1. All structures within the project area shall be located with proper consideration of light, air, height, bulk, usable open space and access to public rights-of-way and off-street parking.
2. Groups of related buildings shall be designed to present a harmonious appearance in terms of architectural style and exterior materials and shall be encouraged to incorporate elements found throughout the Exchange Place/Paulus Hook area.
3. Buildings should be designed so as to have an attractive, finished appearance when viewed from all vantage points within and outside the project area.
4. View corridors along the existing street network shall be considered so as to restore and preserve, to the maximum extent feasible, sight-lines of the Lower Manhattan skyline, Statue of Liberty, Ellis Island and Liberty State Park.

5. All structures within the project area shall be designed and maintained so as to improve the visual appearance of Jersey City's waterfront skyline as seen from within and beyond the city's borders.
6. East of Greene Street, all utility distribution lines and utility service connections from such lines to the project area's individual uses shall be located underground. West of Greene Street, all utility service connections to the project areas individual uses shall be located under ground.
7. All major mechanical equipment located on the roof of any building shall be screened from view with materials harmonious with those used in the building façade. The screening shall not impair the functioning of the equipment. Generators and transformers shall not be located within the setback area of any building, where the step back level is below 250 feet. They shall be enclosed by an opaque screen wall or be located interior to the building. They shall be surrounded by sound attenuating material, and equipped with sound mufflers of hospital grade.

All alterations, additions, or relocations of this type of mechanical equipment in existing buildings shall comply with these standards. Such alterations must receive site plan approval from the Planning Board.
8. All electronic communication equipment shall be mounted in such a way that it does not negatively impact the appearance of the building on which it is placed nor create objectionable views when seen from surrounding buildings.
9. Access by the elderly, physically handicapped and/ or disabled shall meet, at a minimum, barrier free design regulations as specified in the Uniform Construction Code.
10. Urban design elements shall be compatible with neighboring projects in the waterfront area, and where appropriate, shall comply with the Hudson Waterfront Walkway Design Guidelines as proposed by the New Jersey Department of Environmental Protection (NJDEP 1984, and all subsequent amendments).
11. All building heights, cornice lines, stepback lines, etc. shall be measured from the average finished grade level at the intersection of Sussex Street and Greene Street and shall be consistent throughout the development.

B. Open Space/Objectives and Guidelines

1. An average of fifteen (15%) percent of the total upland and pier site area (excluding underwater area) controlled by a single owner, designated developer(s), corporate partnership or affiliated developer(s) contained within the Mixed-Use, Esplanade and Waterfront Recreation Districts shall be required to be improved/landscaped public open space. This open space shall be divided into two (2) categories.
 - a. Totally accessible open space shall be open to the public twenty-four (24) hours per day and shall include:
 - Sidewalks with trees
 - Landscaped medians

- Bicycle paths
- Parks
- Plazas
- Public walkways
- Waterfront promenades
- Landscaped areas
- Elevated or depressed plazas less than an average of eight (8) feet above or below the street level from which the plaza is accessed.
- Piers

Totally accessible open space shall be calculated at one hundred (100%) percent of the actual area.

- b. Limited access open space, which shall be open to the public a minimum of twelve (12) hours per day and shall include:

- Enclosed arcades used for commercial activity
- Elevated or depressed plazas more than an average of eight (8) feet above or below the street level from which the plaza is accessed.
- Piers

Limited access open space shall be calculated at fifty (50%) percent of the actual site area.

- c. In addition to the above a public park or portion of a public park developed and maintained on Tax Block 14502 south of Essex Street may count toward the required fifteen (15%) percent public open space. The actual credit shall be calculated at twenty-five (25%) of the area improved and shall be added to the area on which the fifteen (15%) percent is calculated.

2. All open space, including plazas, shall be designed with lawns, trees, shrubbery, attractive paving materials, street furniture, lighting and other architectural and artistic amenities to produce and provide a pleasant environment at street level to complement the building and project area.

The provision of low walls, planters, and stairs are encouraged in addition to benches to provide for seating. The use of water features such as fountains is also encouraged. Open space and plazas shall be designed to invite and attract the public.

3. The project area shall incorporate an open space element along the Hudson River, including a waterfront walkway designed to meet the "Minimum Requirements for Public Accessways" as presented in the Hudson River Waterfront Walkway Plan and Design Guidelines (NJDEP, 1984; and all subsequent amendments.)

4. Waterfront parks shall serve as an integral part of the Hudson River Waterfront Walkway and shall be landscaped and maintained in an attractive manner.

The following shall be considered public parks when designing the waterfront walkway:

- a. Proposed public park located on Tax Block 14502 located between Hudson Street and the Hudson River south of Essex Street.

- b. Proposed park located on Block 14503, Lot 5.
- c. The extension of Parkland into the Hudson Street R-O-W adjacent to Block 14502 Lot 12

The developer(s), the City and the State are encouraged to coordinate the provision and maintenance of these parks.

- 5. All development within the Colgate Redevelopment Plan Area shall comply with the Colgate Project Site Design Guidelines, prepared September 25, 1995 by Sasaki Associates, Inc. as amended from time to time by the Jersey City Planning Board.

C. Landscaping Objectives

- 1. Unless paved, all open space shall be landscaped attractively and maintained regularly.
- 2. All improved landscaped areas, including open space and plazas, shall be designed with trees, shrubbery, attractive paving materials, street furniture, lighting and/or other architectural amenities, consistent with the design of surrounding buildings.
- 3. All screen planting shall be coniferous and only species with proven resistance to the urban environment in this area will be acceptable. Screen planting shall be a minimum of four (4) feet in height. Material 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 planting to within six (6) inches of grade. Other plant materials shall be dense, and of specimen quality determined as above. All deciduous trees shall be a minimum of three (3) inches in caliper. All plants, trees and shrubs shall be installed in accordance with a planting schedule provided by the developer, reviewed by the Division of City Planning and approved by the Planning Board in accordance with site plan approval.
- 4. Any landscaping which dies due to natural causes or vandalism shall be replaced by the developer(s) at their expense.
- 5. Sidewalk areas shall be landscaped and durably paved and shall be provided with adequate lighting.
- 6. All trash receptacles shall be enclosed and secured.
- 7. No chain link fencing shall be permitted except during construction. Construction fencing is intended to ensure safety as well as provide visual screening for the Paulus Hook Neighborhood and the surrounding area during the construction process.

D. Pedestrian Circulation Objectives & Guidelines

- 1. The pedestrian circulation system shall be integrated with the roadway circulation network and shall encourage safe and improved pedestrian circulation through the following:
 - a. Focus streetscape improvements along primary pedestrian corridors;
 - b. Encourage design features, materials and activities at the street level, which create an attractive and interesting pedestrian environment;

- c. Insure the safety of pedestrians by providing adequate sidewalk space and clearly defined pedestrian crossings;
 - d. Direct new development to minimize pedestrian and traffic conflicts.
2. All sidewalks and pathways must be designed to provide ease of access for the physically disabled.

Access ramps shall be conveniently placed and sloped at a maximum of 8.5 percent to provide easy connection to streets and sidewalks.

Design standards shall meet, at a minimum, barrier-free design regulations as specified in the American National Standard Institute (ANSI) Section A17.1-1986.

3. Hudson Street shall serve as a major entrance corridor to offices and retail establishments. Its landscape treatment shall reflect this use through planting and paving as well as through the types and spacing of light fixtures. Hudson Street shall also serve as a transportation corridor for automobile, bus and light rail transit.
4. Greene Street shall serve as a transitional area between the Paulus Hook Historic District and the Redevelopment area and the developer(s) of tax block 14504 shall be required to provide a 20 ft landscaped strip within the western side of such blocks along the east side of Greene Street. The developer(s) of tax blocks 14505, 14506, and 14507 shall be required to dedicate a 20 ft strip along the western side of said blocks 14505, 14506, and 14507 to the public right of way of Greene Street for pedestrian and/or vehicular traffic. The resulting Right of Way after dedication shall be 80 feet. Greene Street's landscape treatment shall serve to provide transitional elements consistent with the Paulus Hook Historic District. Anything in this Redevelopment Plan to the contrary notwithstanding, the developer(s) of tax blocks 14504, 14505, 14506, and 14507 shall be permitted to use the 20 ft strip of said blocks being dedicated pursuant to this paragraph in determining FAR and density for such tax blocks.
5. All east/west streets, and vacated Morris Street as extended to the Hudson River Walkway, shall serve as pedestrian links to the Hudson River Walkway. Landscape treatments shall include adequate street lighting and intermittent planting. Vacated Morris Street shall be developed as an open air plaza. The buildings on either side of the plaza shall be setback an average of at least 10 feet from the former right-of-way line, or extension of Morris Street. There shall be no encroachment to the former right-of-way except for an open air plaza and an underground garage. An appropriate easement agreement, with respect to access for 24 hours through the plaza shall be executed between the developer and the City.
6. Corridors along York, Sussex and Morris Streets shall provide entry to parking structures and service areas. Development on Block 14506 may also provide an exit from the parking structure onto Grand Street.
7. Sidewalks throughout the Redevelopment Area shall be a minimum of fifteen (15) feet in width, notwithstanding provisions elsewhere within this Plan. The waterfront walkway provided along the Hudson River shall be a minimum thirty (30) feet wide in keeping with the Hudson River Waterfront Walkway Plan and Design Guidelines (NJDEP, 1984; and all subsequent amendments).

8. All public sidewalks and walkways shall be open to the public 24 hours per day.

VI. TRAFFIC CIRCULATION OBJECTIVES AND GUIDELINES

- A. Montgomery Street, Christopher Columbus Drive, and Washington Boulevard shall serve the project area as the major auto access routes.
- B. The Exchange Place PATH Station shall service the project area as the major mass transit facility.
- C. Traffic circulation shall be facilitated through the use of round-the-block circulation patterns and the location of vehicular entrances and loading areas on the streets least intensively utilized. On Block 14506, vehicular egress may also be located on Grand Street when it is configured as a thru driveway from Sussex Street.
- D. The pedestrian circulation system shall be integrated with the roadway circulation network and shall encourage safe pedestrian movement.
- E. Traffic associated with office development in the Mixed Use District shall be circulated in such a manner as to minimize any negative impact on the Paulus Hook community.
- F. The use of mass (public) transportation by employees, residents and visitors in the Redevelopment Area shall be encouraged through the use of directional and informational signage as well as incentive programs (i.e. car pooling, employee education, staggered work hours, etc.). Said signage shall conform to Section XII. Signage.
- G. The availability of water transportation on the Hudson River shall be encouraged in, or proximate to, the project area.
- H. Provisions shall be made to accommodate and to facilitate the development of a Light Rail Transit system within the eastern portion of the rededicated Hudson Street R.O.W. directly adjacent to and parallel with the western lot lines of Tax Blocks 14502 lots 12, 13, 14 and 16. This shall be done in a manner compatible with vehicular and pedestrian usage.
- I. Those previously vacated portions of the Hudson, Morris, Sussex and Essex Streets rights-of-way, except Morris Street east of Hudson Street, shall be rededicated as they existed prior to vacation for vehicular and pedestrian circulation as soon as practical after the cessation of industrial and/or construction activities. In addition to the rededicated Hudson Street R.O.W.: (a) the developers of tax blocks 14504, 14505, 14506, and 14507 will be required to dedicate a 20 ft. strip on the eastern side of tax blocks 14504, 14505, 14506, and 14507 to the public right of way of Hudson Street for pedestrian and/or vehicular traffic and (b) the developer of tax Block 14504 shall be required to provide to New Jersey Transit and/or the City of Jersey City, through easement or dedication, as appropriate, up to 10 feet on the southern side of said Block 14504 to accommodate Light Rail Transit and/or vehicular/pedestrian traffic. Anything in this Redevelopment Plan to the contrary notwithstanding, the developer(s) of tax blocks 14504, 14505, 14506, and 14507 shall be permitted to use the 20 ft. strip of said Blocks being dedicated, and 10 ft. strip of Block 14504, subject to easement or dedication, pursuant to this Section VI. I. in determining F.A.R., density and lot coverage for such tax blocks.
- J. The following vehicular circulation standards, which shall apply only on and east of Greene Street,

will be guidelines only and shall be subject to approval by the appropriate municipal and state agencies.

NOTE: Circulation patterns are subject to modification upon provision of Light Rail Transit.

1. York Street

Right-of-Way: 60 feet
Carriageway: 35 feet minimum
Direction: East/West bound two-way
Function: Access road to parking and loading facilities as well as vehicular and pedestrian circulation. No on-street parking within the carriageway shall be permitted.

2. Grand Street

Right-of-Way: 80 feet portion east of Greene Street to be rededicated.
Carriageway: 46 feet minimum
Direction: East/West two-way
Function: Shall serve as a circulation road. No access to parking or loading shall be permitted. On Block 14506 egress from parking and loading may be permitted only when it is configured as a thru driveway from Sussex Street.

3. Sussex Street

Right-of-Way: 60 feet portion east of Greene Street to be rededicated.
Carriageway: 35 feet minimum
Direction: East/West bound, two-way
Function: Shall serve as an access road to parking and loading facilities as well as vehicular and pedestrian circulation.

4. Greene Street

Right-of-Way: 60 feet south of Morris Street
80 feet north of Morris Street
Carriageway: 54 feet minimum north of Morris Street
30 feet south of Morris Street
Direction: North/South bound two-way
Function: Shall serve as a circulation road only with no access to parking and loading facilities. Metered on-street parking within the carriageway may be permitted.

5. Hudson Street

Right-of-Way: 90 feet including 70 feet between Essex Street and York Street to be rededicated, and a 20 ft wide strip along the eastern lot lines of tax blocks 14504, 14505, 14506, and 14507 between Essex Street and York Street to be dedicated. South of Essex Street, Hudson Street shall maintain at least half of its current right of way, but its terminus shall coincide with the southern

boundary of Block 14503, Lot 5. The current right of way from that point south shall revert to parkland serving to connect Lot 5 and Veterans Park. Narrow vehicular access to the waters edge may continue straight through this new parkland area only to accommodate boat launch access. Area site improvements shall include decorative pavers, stamped asphalt, and other materials to create a pedestrian oriented design to share the occasional vehicular boat launch.

- Carriageway: 34 to 46 feet for vehicular traffic plus 34 to 46 feet for Light Rail Transit between Grand and York Streets; 46 feet minimum for vehicular traffic plus 34 feet for Light Rail Transit between Grand St and Essex Street; and a carriageway adequate to provide access for Block 14503 and the park boat launch for vehicular traffic plus zero (0) feet for Light Rail Transit south of Essex Street.
- Direction: South bound one-way between York Street and Essex Street (North/South bound two-way for initial development phases), and North/South bound two way south of Essex Street.
- Function: Shall serve as a circulation road only, no access to parking or loading shall be permitted, no on-street parking within the carriage way shall be permitted, except that access to onsite parking and loading shall be permitted south of Essex Street.
- Improvements: Roadway and Right of way improvements to Hudson Street south of Essex Street shall be required in conjunction with, or prior to the development and occupancy of any residential development on Block 14503.
- Restriction: Hudson Street south of Essex Street shall accommodate emergency access, pick-up and drop-off for Block 14503, and boat launch drop-off only. All other public use of the right of way south of Essex Street shall be limited to pedestrian and/or bicycle modes.

6. Morris Street

- Right-of-Way: 60 feet, portion east of Greene Street and west of Hudson Street to be rededicated.
- Carriageway: 35 feet minimum
- Direction: East/West bound, two-way
- Function: West of Hudson Street it shall serve as an access road to parking and loading facilities as well as vehicular and pedestrian circulation.

7. Essex Street

(a) West of Hudson Street

- Right-of-Way: 60 feet
- Carriageway: 16 feet for vehicular traffic. Developer of Block 14504 will provide to New Jersey Transit and/or the City of Jersey City, through easement or dedication, as appropriate, up to 10 feet in addition to 60 feet right-of-way, to accommodate Light Rail Transit and/or vehicular/pedestrian traffic.
- Direction: West bound one-way between Hudson and Greene Streets.
- Function: Shall provide vehicular, pedestrian and Light Rail Transit circulation. Light Rail Transit shall be permitted between Hudson and Greene St. Light rail transit station shall be permitted between Hudson and Greene St. No on-

street parking within the carriageway shall be permitted.

(b) East of Hudson Street

Right-of-Way: 120 feet

Carriageway: 100 feet for vehicular traffic, including a provision for a cul-de-sac for vehicular turning and a landscaped median.

Direction: East/West bound two-way between Hudson Street and the Waterfront Walkway.

Function: Shall serve as access road to parking and loading facilities as well as public vehicular and pedestrian circulation and passenger pick-ups and drop-offs at the building on Block 14502 Lot 12.

VII. PARKING AND LOADING OBJECTIVES AND GUIDELINES

- A. All required parking and loading areas shall be provided off-street. Any on-street parking within the Redevelopment Area shall be limited to passenger loading and unloading only. All such parking and loading areas shall be graded, paved with a durable dust free surface and adequately drained. All ingress and egress shall be defined and controlled in accordance with the Zoning Ordinance of the City of Jersey City.
- B. In order to maximize the use of each parking space shared parking is encouraged.
- C. The location of entrances to parking and loading areas shall be coordinated with the project area's traffic circulation plan in order to avoid disruption of traffic circulation or obstruction of pedestrian walks and thoroughfares. Underground parking in adjacent buildings may be connected by tunnels upon receipt of appropriate approval of the governing body.
- D. Any open, at-grade parking areas abutting streets shall be buffered about their periphery by a landscaped strip a minimum of five (5) feet in width, designed to attractively screen the lot by the use of berms, screen planting, shrubs, trees and/or ground cover.
- E. Where buildings incorporate internal above grade parking garages, facade treatments shall be utilized which integrate their appearance with that of the building as a whole. In addition to this requirement detailed design guidelines for parking structures shall appear in the specific Use District descriptions in this plan.
- F. Developers shall demonstrate that sufficient off-street loading will be provided to meet the needs of the proposed use. Loading operations shall be conducted so as to minimize conflicts with traffic circulation. All loading facilities shall be within the building to accomplish the above objective.
- G. On-street loading, which shall be limited to light deliveries that support the day-to-day functioning of the building with which they are associated, shall be prohibited between the weekday hours of 7:00 A.M. to 10:00 A.M. and 3:00 P.M. to 6:00 P.M. No loading shall occur within the carriageway.
- H. All self-parking spaces shall be a minimum of eight-and-one-half (8.5) feet wide by eighteen (18) feet deep, as measured from the curb/wheel stop. All aisles where 90 degree angle parking is used shall be a minimum of twenty-two (22) feet wide. A maximum of fifty (50%) percent of parking stalls may be compact, a minimum of eight (8) feet wide by fifteen (15) feet deep. If other than 90

degree angle parking is used stall lengths and aisle widths may be adjusted accordingly.

Subsurface Parking Garages

If two adjoining lots are constructed with a subsurface garage spanning the subsurface area beneath said lots, the maximum off-street parking requirements shall be calculated in accordance with this paragraph. Parking may be allocated between the adjoining lots by the owner thereof, or by agreement between the respective owners thereof, irrespective of individual lot requirements regarding the maximum off-street parking permitted. The requirements of the Redevelopment Plan shall be satisfied where the total number of parking spaces provided within the subsurface parking garage does not exceed the aggregate of the number of spaces permitted for the two adjoining lots, irrespective of the actual location of the spaces within the garage.

- I. All developments proposing valet parking shall submit a parking management plan. Such plan shall include, but not be limited to: number of vehicles to be parked, number of rows of cars to be stacked, all parking stall and aisle widths and other information deemed necessary to effectively evaluate the management plan. All parking management plans shall be subject to review and approval by the Division of Traffic Engineering, Division of City Planning and approval by the Planning Board in accordance with the site plan approval process.
- J. Marina loading and unloading activities, which shall be limited to passengers and equipment, shall be accommodated at the eastern ends of York and Sussex Streets. Emergency and off-hour service access shall be accommodated along the former Marginal Street in such a manner that avoids vehicular encroachment on the thirty (30) foot mandated Hudson River Walkway.

Removable barriers, fixed bollards, distinctive paving elements and signage may be used to accomplish these objectives.

- K. Bicycle Storage for residential development: There shall be common area, indoor facilities for the storage of bicycles. Facilities shall be designed so that bicycles can be easily and properly secured, and access to the street shall be unimpeded by stairs or tight corners. It is recommended that the bicycle storage facility be contained within the parking garage; however, facilities may be divided up among multiple locations.

VIII. MAXIMUM OFF-STREET PARKING REQUIREMENTS

Maximum off-street parking requirements/interim policy.

- A. Residential 1.0 space per unit
- B. Offices & Retail Brokerage 1.0 space for every 1000 square feet of gross floor area up to 660,000 sq. ft. 0.9 space for every 1000 square feet of gross floor area above 660,000 sq. ft.
- C. Hotels 1.0 space per room up to 100 units
0.5 space per room for 101 to 250 units
0.3 space per room for 251 to 500 units

0.0 space per room for 501 units and above

- D. Retail sales, Retail services, Restaurants, Bars, Banquet Facilities, Nightclubs, Health Clubs, Day Care Facilities, Public/Quasi- Public, Museums.

0.5 space per 1000 square feet of gross floor area.

- E. Theaters, Convention Centers, Conference Facilities

1.0 space per eight (8) seats

- F. Marina 0.33 space per berth

- G. Heliports, Water Transit Facilities, Parks/Open Space, Mass Transit Facilities.

Heliports may provide a maximum of 10 parking spaces; Water Transit Facilities may provide a maximum of 800 parking spaces; Parks/Open Space may provide a maximum of 50 parking spaces; Mass Transit Facilities may provide a maximum of 50 parking spaces. The developers of such uses shall be responsible for the provision of such parking spaces.

The above maximums are interim standards; a final determination on parking requirements will be made upon release of a Traffic Engineering Division analysis and/or a determination by the Planning Board upon review of the Traffic Impact Analysis submitted as a part of the required Master Plan. All developers, in the redevelopment area shall abide by any reduction in the permitted maximums for site plans submitted subsequent to the completion of this (these) study(s), and/or adoption of a long-term policy which shall replace the above interim standards.

NOTE: Developments with a mix of uses such as Hotels may calculate the total allowed number of parking spaces of each component. Example: Rooms and Restaurants and Conference Facilities equal total spaces allowed.

IX. INTERIM USES

Interim uses may be established subject to agreement between the developers and the Planning Board that such use will not have an adverse effect upon existing or contemplated development during the interim use period. Interim uses must be approved by the Planning Board, which may establish an interim use period of up to three (3) years in duration. Additional renewals of an interim use may be granted by the Planning Board. No commuter commercial parking shall be allowed. Upon demolition of existing structures, and compliance with all of the developer's obligations under Environmental Cleanup Responsibility Act (ECRA), the site shall be graded, planted, sodded and/or paved with a durable dust free surface in the interim period prior to construction of new buildings.

X. GENERAL PROVISIONS

- A. All new development shall make provisions for solid waste recycling in accordance with the City of Jersey City Recycling Program.
- B. East of Greene Street utility distribution lines and utility service connections from such lines to the redevelopment area uses shall be located below grade.
- C. The regulations and controls in this section may be implemented where applicable by appropriate covenants, or other provisions in agreements for land disposition and conveyance.
- D. There shall be no restriction of occupancy or use of any part of the project area on the basis of race, creed, color, age, gender, marital status or national origin. No lease, conveyance or other instrument shall be executed by a developer or any of his successors or assignees, whereby land within the project area is restricted upon the basis of race, creed, color, age, gender, marital status or national origin.
- E. No building shall be constructed over public streets in the project area with the exception of freestanding structures ancillary to public plazas and/or pedestrian walkways, which shall be subject to review by the Planning Board.
- F. Prior to commencement of construction, site plans for the construction and/or rehabilitation of improvements to the project 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 objectives can be determined.
- G. All residential redevelopment proposals and construction plans shall meet or exceed applicable F.H.A. and/or H.F.A. minimum room size requirements prior to approval by the Planning Board.
- H. No use or re-use shall be permitted, which, when conducted under proper and adequate conditions and safeguards, will produce corrosive, toxic or noxious fumes, glare, electro-magnetic disturbance, radiation, smoke, cinders, odors, dust or waste, undue noise or vibration, or other objectionable features so as to be detrimental to the public health, safety or general welfare.
- I. 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 City Council of the City of Jersey City, provided, however, that any development or redevelopment projects that are commenced and/or completed within said forty (40) year period shall be deemed to comply with all applicable laws, as long as they comply with the

provisions of this Redevelopment Plan. At the end of the forty (40) year period, the zoning regulations contained within this plan shall be incorporated into the Zoning Ordinance of the City of Jersey City.

- J. Prior to commencement of construction, architectural drawings, specifications and site plans for the construction 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.

Site plan review shall be conducted by the Jersey City Planning Board pursuant to NJS 40:SSD-1 et seq. Site plan review shall consist of a preliminary site plan application and a final site plan application. Site plan review shall be conducted by the Planning Board, pursuant to NJSA 40:55D-1 et. seq., pursuant to the requirements of the Jersey City Land Development Ordinance and this Plan. Final site plan approval for any phase may be conditioned upon submission of performance guarantees for unfinished site improvements in accordance with NJSA 40:55D-53. Such performance guarantees shall be in favor of the City of Jersey City and in the form approved by either the Corporation Counsel of the City of Jersey City or the Attorney for the Jersey City Planning Board, as determined by the Planning Board.

The amount of such performance guarantees shall be determined by the City Engineer and shall be sufficient to assure completion of improvements within one (1) year of final site plan approval.

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 Development Ordinance of the City of Jersey City.

XI. SPECIFIC LAND USE PROVISIONS

Land Use Map Figure #6 "Land Use Map", divides the area into five (5) districts as indicated. Land use regulations have been developed for the following districts: Mixed-Use District, Esplanade District, Greene Street District, Canal Basin District, and Waterfront Recreational District.

The following Tax Lots are contained within the Colgate Redevelopment Plan Study Area but shall serve as pedestrian and vehicular public rights-of-way. Many consist of previously vacated streets, which the property owner has agreed to rededicate to the City of Jersey City upon completion of construction activity. The area of these lots and the area of vacated Morris Street east of Hudson Street, SHALL NOT be used in calculating FAR, density, lot coverage or improved open space (except as specified in Section V.B.1 and Section VI. I. of this Plan.)

The block and lot numbers assigned at the time of the adoption of this plan are reflected below. Many of these lots have been eliminated over time with the creation and dedication of streets, as required.

Block	Lot
3	S.1
4	S.2
5	S.2, S.3 (western half)
34	S, S.1
35	S and that portion of Lot 1.A contained within the former Sussex Street right-of-way.
36	S.2 and that portion of Lot 1.A contained within the former Sussex Street right-of-way.

Formula Business Requirement All commercial retail areas within each structure or within a single tax lot shall limit formula business establishments, as defined by the Land Development Ordinance, to a maximum of 30% of ground floor gross leasable commercial area. For the purposes of this area restriction, the formula business definition shall apply to the following uses, whether functioning as a principal or accessory use:

1. Retail sales of goods and services.
2. Restaurants, all categories.
3. Bars.
4. Financial service facilities and banks.

Grocery stores greater than 15,000 square feet may exceed 30% of gross leasable commercial area, but shall be the only formula business within such structure or lot.

A. Mixed-Use District

The following block and lots shall comprise the Mixed-Use District.

Block	Lot
14502	12 & 13
14504	1 (comprising the entire block).
14505	1 (comprising the entire block).
14506	1 (comprising the entire block).
14507	1 (comprising the entire block)
14303	2

This district is intended to provide for a range of intensive development activities at locations suited to high-rise structures. Buildings are encouraged to reinforce streetwall design and develop active ground floor uses. Design standards are provided to encourage transitional elements harmonious with residential areas to the west.

1. Principal Permitted Uses

- a. Office
- b. Residential
- c. Retail
- d. Hotels and/or Conference Centers
- e. Restaurants, Banquet Facilities, Bars and Night Clubs
- f. Health Clubs, Recreation Facilities
- g. Theaters/Museums
- h. Day Care Facilities
- i. Public/Quasi Public
- j. Parks/Open Space
- k. Mass Transit Facilities, Roadways, Water Transit Facilities
- l. Appropriate mixed use of any of the above
- m. Atrium space only when it includes public access, restaurant and perimeter retail space.
- n. Retail Brokerage and Financial only *on* the ground floor, limited to a maximum GFA of 6,000 sq. ft., and maintaining at least 75% of glass along its street frontage.

There shall be no parallel partitions adjacent to windows.

2. Accessory Uses

- a. Off-street Parking and Loading Facilities
- b. Fences, Walls and Railings
- c. Signs

3. Maximum Height

- a. On Tax Blocks 14504, 14505, 14506 and 14507 the maximum building height shall be as follows (Old blocks 34, 35, 36, 37):

Block	Height
14504	145'
14507	550' - if all building features and standards are as outlined in Section XI specific Land Use Provisions, A. Mixed Use District, 3. Maximum Height, e., the maximum height permitted shall be increased to 675'
14506	500'
14505	675'

Maximum height shall be calculated to include parking, mechanical floors and rooftop equipment. Antennas shall be exempt from height calculations. On Block 14504, maximum height shall be 376' including parking, mechanical floors, rooftop equipment and mechanical penthouses, provided that rooftop equipment and mechanical penthouses are screened from view with materials harmonious with those used in the building façade, and screened in such a way that the screening appears to be part of the building and serves as a cap to the building.

An architectural mast shall be permitted on the highest rooftop of the Block 14507 building. It shall also be exempt from height calculations, provided that the footprint of such mast is no greater than 500 square feet at its largest extent, the mast extends no higher than 125 feet above the height limit of the building, the mast is constructed of decorative metal and / or glass and the mast is compatible with the aesthetic of the building. Telecommunications equipment may be incorporated into an architectural mast as long as the Planning Board finds that either the telecommunications equipment is screened from view or the exposed equipment is compatible with the overall aesthetic of the mast.

- b. On Tax Block 14502 lots 12, and 13 the maximum height shall be 875 feet, which shall include parking and mechanical floors. Antennas shall be exempt from height calculations.
- c. On Tax Block 14502 lot 13 the maximum height of the tower element of a building may be increased to 500 feet provided a distinct base element and a distinct tower element are provided and meet the following requirements:
 - i. The face of the tower element shall continue to the ground so that it constitutes a minimum of 25% and a maximum of 50% of the building frontage along Sussex Street.

- ii. The face of the tower element shall continue to the ground so that it constitutes a minimum of 25% and a maximum of 75% of the building frontage along vacated Morris Street.
 - iii. The face of the tower element shall continue to the ground so that it constitutes a minimum of 25% of the building frontage along the Hudson River Walkway.
 - iv. In areas where the tower element of the building does not continue to the ground, the base element shall provide a significant street wall having a height of 145 feet, or such other height as the Planning Board shall approve.
 - v. The tower face along vacated Morris Street shall be curved such that the setback of the tower along Morris Street shall be a minimum of 20 feet greater at the tower's east edge than at its west edge.
- d. On Tax Block 14302 Lot 2, the maximum height shall be 185 feet, which shall include parking and mechanical floors. Additions to existing buildings above the 8th floor shall be setback 15 feet from each of the three (3) street facades except that up to 50% of the 9th and 10th floor stepback may remain flush with the current building edge. A detailed illustration of this is represented in Rendering Detail1. Antennas and adequately screened mechanical penthouses shall be exempt from height calculations.
- e. On Tax Block 14507, the maximum height of the building shall be 675 feet, provided that the building contains all of the following features:
- An Atrium constructed of glass on three street wall frontages and on the roof façade. The roof of this glass atrium may be flat.
 - The building incorporates a rounded front on Hudson Street for the full height of the building at a radius within a 10 percent range of the radius depicted on Figure 2.
 - The atrium shall be required to run along the street wall line of Grand Street but may setback from the street wall line on Hudson Street provided that at least 20% of the building facade on Hudson Street will meet the street wall line. The maximum height of the atrium shall not exceed 125 feet at its highest point.
 - No parking stalls shall be located below the second floor mezzanine level.
 - At approximately 150 feet from ground level, the building will stepback 30 feet on Greene Street and Hudson Street and 35 feet on Grand Street so that the width of the building (excluding architectural mast) shall be narrowed to a width of 150 feet in the north south dimension increasing the view corridor along Grand and York Streets. At approximately 500 feet from ground level, the building shall further narrow to a maximum width of 135 feet in the north south dimension.
 - Façade material may be of stainless steel and glass, or subject to review and approval of the Jersey City Planning Board, another

finished architectural metal and glass may also be utilized. On west facing façade surfaces, glass with visible light reflectance greater than 40% shall be limited to 60% of the surface area.

4. Area, Yard and Bulk Requirements

a. Floor Area Ratio

The average Floor Area Ratio (FAR) throughout this district shall not exceed twelve (12) excluding parking and mechanical areas. This calculation shall be based on the area (excluding vacated/rededicated rights-of-way) contained within the Mixed Use District. If any block in this district does not use the entire FAR permitted by the plan, the FAR not used may be transferred to another block or blocks within this district provided that the following conditions are met:

- 1) No building constructed on Tax Block 14505 shall have an FAR in excess of 15 and no building on Tax Block 14507 shall have an FAR in excess of 12.
- 2) No building constructed on Tax Block 14506 shall have an FAR in excess of 12.
- 3) No building constructed on Tax Block 14504 shall have an FAR in excess of 10.
- 4) No building constructed on Tax Block 14502 Lot 12 shall have an FAR in excess of 15 and no building constructed on Tax Block 14502 Lot 13 shall have an FAR in excess of 9. Vacated Morris Street may not be used to calculate FAR and density.
- 5) No building constructed on Tax Block 14303 lot 2 shall have an FAR in excess of 9 in the event of construction of a new building. In the event that the existing building is to be renovated, the F.A.R. shall not be in excess of 10.5.
- 6) If the underground parking garage is developed on Colgate Master Plan sites 3 and 4, the maximum number of parking spaces permitted in such garage may equal the maximum FAR permitted for these sites, whether or not the maximum FAR is developed on these sites or transferred offsite, or reserved for transfer offsite, as provided for in Article XI, paragraph 4.a. hereof. In the event of such transfers of parking spaces and/or FAR, Site Plan approval of the Planning Board shall be required. A formal declaration shall be filed in the deed registry of the Hudson County Register's Office within 30 days of Planning Board approval, setting forth the sending and, if known, the receiving site, and the amount of FAR and/or parking spaces transferred or reserved for transfer, which declaration shall be verified by the Director of the Division of City Planning prior to filing.

b. Density

Density shall be calculated on a per block basis and shall be limited to 550 dwelling units per acre.

c. Coverage

Maximum lot coverage shall not exceed ninety five (95%) percent for both buildings and parking facilities (inclusive of on-grade parking). No part of the remaining site shall be left unimproved. Where two adjoining sites are developed by the same developer and connected by an open air plaza and an underground parking garage, one hundred percent (100%) lot coverage will be permitted.

d. Minimum Lot Size

Minimum lot size shall be 30,000 square feet.

e. Setbacks

- 1) All buildings shall setback a distance which will allow for the provision of a sidewalk with a minimum width of fifteen (15) feet along the west side of Hudson Street as measured from the new curb to the outermost edge of the base of the building.
- 2) All buildings in the Mixed-Use District shall setback a minimum distance of twenty (20) feet from the property line on the east side of Greene Street.
- 3) Notwithstanding the above setback requirements, development on Block 14506 may provide an architectural feature, such as a canopy, along the facade of the base building structure in order to better relate the structure to the pedestrian scale and environment and/or identify major pedestrian and commercial entrances. Said architectural feature may be provided on all street facades. The architectural feature shall not extend more than two (2) feet into the required setback areas on Grand Street, Sussex Street and Greene Street; but shall not extend beyond the required setback along Hudson Street. The height of the architectural feature shall not be less than eleven (11) feet, nor more than twentyfour (24) feet, as measured from the finished sidewalk elevation.

g. Stepbacks

1. All buildings in the Mixed Use District, except any residential building on Block 14504 and any building on Block 14502 Lot 13 that incorporates a base element and a tower element and satisfies all the conditions set forth in Article XI, Section A, paragraph 3.c hereof, shall stepback from the outermost edge of the base of the building on at least three (3) sides at or below the height of one hundred and forty-five feet a minimum of fifteen (15) feet. This requirement may alternatively be fulfilled by the provision of an additional setback at ground level. Stepbacks on Hudson and Greene Streets shall constitute two (2) of the three (3) required stepbacks. Any residential building on Block 14504 shall stepback from the outermost edge of the base of the building on at least two sides at the lower of 100 feet or the height of the building garage, a minimum of fifteen (15) feet. Stepbacks on Hudson Street and Greene Street shall be required.
2. Any building located on the Hudson River Walkway shall stepback from the outer most edge of the base at or below the height of forty (40) feet a

minimum of fifteen (15) feet on that façade which fronts on the Hudson River Walkway.

Notwithstanding the foregoing, if the buildings on Block 14052 Lots 12 and 13 are connected by an open air plaza and an underground parking garage, the stepback requirements will be as follows:

The building on Block 14502 Lot 13 shall be required [(a)] to have the following stepbacks from the outermost edge of the base element at a height of 145 feet or such other height as approved by the Planning Board (a) a minimum stepback of 75 feet along Hudson Street; (b) a minimum stepback of 20 feet along vacated Morris Street; (c) a minimum stepback of 10 feet along Sussex Street; and (d) a minimum stepback of 10 feet from the Hudson River Walkway.

The Building on Block 14502 Lot 12 shall be required to have (a) a stepback on Hudson Street of 10 feet or more at or below a height of 115 feet; and (b) shall be recessed at or below 50 feet to create a protected covered walkway along Hudson Street and along Essex Street to the base of any tower element; and (c) at or below 145 feet the tower element shall have a stepback or visual cue along the Waterfront Walkway and Essex Street sides of the building.

5. Building Design Guidelines

a. Base Facade Treatment

- 1) All building facades up to a height of between thirty-five (35) and forty-five (45) feet shall consist of masonry, stone, or textured concrete materials. Glass shall constitute a minimum of seventy-five (75%) percent of the ground floor facade surface area on the facade(s) which are primarily pedestrian oriented. The perimeter of the ground floor of buildings fronting on Grand Street, Hudson Street and Greene Street shall contain retail uses with traditionally designed storefronts or alternatively this same area shall contain retail uses in a 100% glass enclosed atrium having either a flat or curved roof, and fronting on these streets. Greene Street base facades shall employ color schemes and other elements harmonious in scale and material to those found in the Paulus Hook Historic District.
- 2) At the height of between thirty-five (35) and forty-five (45) feet all building facades shall provide a horizontal visual cue, through the use of a cornice, belt coursing, change in materials or ratio of glass to solid areas, or any other visual indicator consistent with the design proportions and materials of the base. Said indicator shall be at a consistent height throughout the Mixed-Use District.

b. Guidelines For Buildings Over 250 Feet

- 1) That portion of any building, except a building on Tax Block 14502 lot 12, rising above Two Hundred and Fifty (250) feet shall be considered a "tower

element" and shall be limited to forty-five (45%) percent coverage of the building lot. Minimum distance between tower elements on the same or separate lots shall be seventy (70) feet.

- 2) That portion of any building located on Tax Block 14502 Lot 12 rising above One Hundred and Forty- Five (145) feet shall be considered a tower element and shall be limited to forty-five (45%) percent coverage of the building lot. There shall be a maximum of one (1) such tower on Tax Block 14502 Lot 12 .

c. Roof Treatment of Tower Element

- 1) All buildings with a "tower element" shall provide a significant building top, the design of which shall be encouraged to employ lighting.

d. Parking

- 1) Where a parking or mechanical use occupies the ground floor level of the building, and the structure's primary use is not parking, parking or mechanical uses shall not be allowed to occupy ground floor perimeter areas adjoining any facade of the building that fronts on Grand, Greene or Hudson Streets or the waterfront walkway. Uses compatible with pedestrian activity such as retail, restaurant, building lobbies and commercial spaces shall be encouraged in those locations. Ingress and egress to parking facilities shall not be permitted on these streets. On Block 14303, Lot 2, ingress and egress for parking shall be permitted from Grand Street provided that the existing building is to be utilized and rehabilitated. On Block 14506, egress from parking may be permitted onto Grand Street.
- 2) Use of the ground floor perimeter areas adjoining streets other than Grand and Hudson Streets and the waterfront walkway shall be permitted subject to the provision of one of the following:
 - a) An intervening use (i.e. commercial, retail, lobby, etc.)
 - b) A solid facade articulated in a manner providing visual interest. Ingress and egress to parking garages shall be permitted and shall be exempt from the provisions listed in this Section (2) above.
- 3) Above the ground floor on all buildings, parking and mechanical uses shall be permitted to occupy the entire floor provided that the following conditions are met.
 - a) Glass or any other comparable material shall be used in openings resembling the windows provided above and/or below parking levels and if necessary shall be mechanically ventilated.
 - b) Where Section (a) above is impractical, structures may employ natural ventilation provided that openings are screened to give the illusion of indoor uses beyond.
 - c) At a minimum, all forms of screening shall prevent headlight glare.
 - d) Above the thirty-five (35) to forty-five (45) foot level the parking

structure portion of the building shall have a similar appearance to the buildings facade above the base facade.

e) The material used on the facade of the parking levels of a building shall be the same as, or compatible with, that used on the rest of the building.

4) All surface parking and parking structures (where parking is the only use) shall meet the following requirements:

a) The building or lot is setback from the property line a minimum of five (5) feet except as necessary to provide ingress and egress.

b) The setback area shall be landscaped to provide buffer and visual screening. NOTE: This buffer shall not count as an improved open space credit.

c) The building shall be designed to eliminate headlight glare by the provision of opaque screening the full height of the opening or spandrels rising a minimum of forty-two (42) inches from the floor line.

d) The facade of the parking structure shall be of a compatible material to that used throughout the redevelopment area.

5) Parking requirements can be found in the Parking/Loading Section of this Plan.

6. Open Space Improvements

Improvements to the parkland and waterfront walkway on Block 14502 Lots 10 and 11 are encouraged to be made in conjunction with any development of lots 8, 9, 12, and 13. Any site plan approvals on Blocks 8, 9, 12, and 13 may require such improvements, subject to State of New Jersey approval and funding for the project.

B. Esplanade District

The following blocks and lots shall comprise the Esplanade District.

Block	Lot
14502	14 & 16

This district is intended to provide for a range of compatible uses in buildings immediately adjoining a major public open space along the water's edge. Building heights are restricted to preserve views from the west and to reinforce the street wall character of Hudson Street. Building mass is encouraged to stepback from the waterfront. Retail activities are encouraged along the waterfront. The eastern boundary of this district shall be defined as the newly constructed or rehabilitated bulkhead and/or wharf proposed as part of the redevelopment of the area.

1. Principal Permitted Uses

- a. Office
- b. Residential

- c. Retail sales
- d. Retail services, except that retail brokerage is prohibited on the ground floor
- e. Museums
- f. Hotels and/or Conference Centers
- g. Restaurants, Banquet Facilities, Bars and Night Clubs
- h. Health Clubs, Recreation Facilities
- i. Theaters/Museums
- j. Day Care Facilities
- k. Public/Quasi Public
- l. Parks/Open Space
- m. Mass Transit Facilities, Roadways, Water Transit Facilities
- n. Appropriate mixed use of any of the above

2. Accessory Uses

- a. Parking Facilities
- b. Fences, Walls and Railings
- c. Signs

3. Maximum Height

Maximum height shall not exceed 145 feet at the Cornice line. Said height shall include parking and mechanical levels. Antennas, rooftop equipment and mechanical penthouse shall be exempt from height calculation. Rooftop equipment and mechanical penthouses shall not be visible from the sidewalk on Hudson Street directly opposite the building.

4. Area, Yard and Bulk Requirements

a. Floor Area Ratio

The average Floor Area Ratio (FAR) throughout this district shall not exceed seven (7) excluding parking and mechanical levels. This calculation shall be based on the upland area only (excluding vacated/dedicated rights-of-way) contained within the Esplanade District. If any block in this district does not use the entire FAR permitted by the Plan, the FAR not used may be transferred to another block or blocks within this district provided that no block has an FAR greater than seven and one-half (7.5).

b. Density

The average density throughout this district shall not exceed 300 dwelling units per acre. If any block in this district does not use the entire density permitted by the Plan, the density not used may be transferred to another block or blocks within this district provided that no block has a density greater than 325 units per acre.

c. Coverage

Maximum lot coverage shall not exceed ninety (90%) percent for both buildings and parking facilities (inclusive of on-grade parking) subject to compliance with sidewalk and/or waterfront walkway width requirements. No part of the remaining

site shall be left unimproved.

d. Minimum Lot Size

Minimum lot size shall be 30,000 square feet.

e. Setbacks

1) All buildings shall setback a distance which will allow for the provision of a sidewalk with a minimum width of fifteen (15) feet along the east side of Hudson Street as measured from the new curb to the outermost edge of the base of the building.

2) If required by the State of New Jersey all buildings shall provide the necessary setbacks from the property lines on the easternmost edge of the district to allow for the provision of the required Hudson River Walkway.

f. Stepbacks

All building shall provide a stepback a minimum of fifteen (15) feet from the outermost edge of the base of the building along the western edge of the Hudson River Walkway at or below a height of forty (40) feet.

5. Building Design Guidelines

a. Base Facade Treatment

1) All building facades up to a height of between thirty-five (35) and forty-five (45) feet shall consist principally of masonry stone or textured concrete materials. Glass shall constitute between thirty (30%) percent and seventy-five (75%) percent of the ground- floor facade surface area on the facades that are primarily pedestrian oriented.

2) At the height of between thirty-five (35) and forty-five (45) feet all building facades shall provide a horizontal visual cue, through the use of a cornice, belt coursing, change in materials or ratio of glass to solid areas, or any other visual indicators consistent with the design proportions and materials of the base. Said indicator shall be at a consistent height throughout the use district.

3) As a part of developing the Hudson River Walkway the developer(s) shall be encouraged to repair the existing bulkhead in compliance with State provisions. The extent to which the bulkhead is reconstructed and wharfing added will influence the placement of buildings along the eastern edge of the Esplanade District.

6. Parking

a. Where a parking or mechanical use occupies the ground floor of the a building, and the structure's primary use is not parking, parking or mechanical uses shall not be allowed to occupy ground floor perimeter areas adjoining any facade of the building

that fronts on Grand and Hudson Streets or the waterfront walkway. Uses compatible with pedestrian activity such as retail, restaurant, building lobbies and commercial shall be encouraged in those locations. Ingress and egress to parking facilities shall not be permitted on these streets.

- b. Uses on the ground floor perimeter areas adjoining streets other than Grand and Hudson Streets and the waterfront walkway shall be permitted subject to the following:
 - 1) An intervening use (i.e. commercial, retail, lobby, etc.)
 - 2) A solid facade articulated in a manner providing visual interest. Ingress and egress to parking garages shall be permitted and shall be exempt from the provisions listed in this Section b. above.

- c. Above the ground floor on all buildings, parking and mechanical uses shall be permitted to occupy the entire floor provided that the following conditions are met:
 - 1) Glass or any other comparable material shall be used in openings resembling the windows provided above and/or below parking levels and if necessary shall be mechanically ventilated.
 - 2) Where (1) above is impractical, structures may employ natural ventilation provided that openings are screened to give the illusion of indoor uses beyond.
 - 3) At a minimum, all forms of screening shall prevent headlight glare.
 - 4) Above the thirty-five (35) to forty-five (45) feet level the parking structure portion of the building shall have a similar appearance to the building facade along the base facade.
 - 5) The material used on the facade of the parking levels of a building shall be the same as or comparable to that used on the rest of the building.

- d. All surface parking and parking structures (where parking is the only use) shall meet the following:
 - 1) The building or lot is setback from the property line a minimum of five (5) feet except as necessary to provide ingress and egress to the parking garage.
 - 2) The setback area shall be landscaped to provide buffer and visual screening. NOTE: This buffer shall not count as an improved open space credit.
 - 3) The building shall be designed to eliminate headlight glare by the provision of opaque screening the full height of the opening or spandrels rising a minimum of forty-two inches from the floor line.
 - 4) The facade of the building shall be of a compatible material to that used throughout the redevelopment area.

- e. Parking requirements can be found in the Parking/Loading Section of the Plan.

C. Waterfront Recreation District

The following blocks and lots shall comprise the Waterfront Recreation District.

Block	Lots
14502	8, 9, 10, 11
14503	1, 2, 3, 5, and 6

This district is intended to provide for the development of water-related activities and other uses that create and enhance an active waterfront environment. The western boundary of this district shall be defined as the existing or rehabilitated bulkhead and/or wharf.

- 1. Principal Permitted Uses
 - a. Marinas and marine service. No upland storage or maintenance shall be permitted.
 - b. Water Transit Facilities
 - c. Parks/Open Space, Recreation Facilities
 - d. Retail sales
 - e. Retail services
 - f. Health Clubs
 - g. Day Care Facilities
 - h. Restaurants, Bars and Nightclubs
 - i. Public/Quasi Public Uses
 - j. Theaters/Museums
 - k. Appropriate mixed use of any of the above
- 2. Accessory Uses
 - a. Offices
 - b. Helicopter Landing Facilities
 - c. Railings, Fences and Walls
 - d. Signs
- 3. Maximum Height
 - a. Maximum height on Block 14503 shall be ten (10) feet.
- 4. Area, Yard and Bulk Requirements
 - a. Floor Area Ratio
 - 1) Shall be regulated by the height and coverage allowed.
 - b. Coverage
 - 1) Lot coverage by new or existing piers shall be limited to fifteen (15%) percent of those portions of Tax Block 14502 Lots 8, 9, and 10 extending from the new or rehabilitated bulkhead and/or wharf on the west and the

modified pierhead line on the east. Structures on piers shall be limited to fifty (50%) percent coverage with the uncovered area to be accessible by the public a minimum of 12 hours per day in conjunction with the use of the structure. The uncovered pier area may count as totally accessible open space or limited access open space depending on the hours of operation. (See Section V.B.1a. and 1b.)

- 2) Lot coverage by enclosed structures located west of the new or rehabilitated bulkhead and/or wharf on Tax Block 14502 Lots 10 and 11 and Block 14503 shall be limited to ten percent (10%) of the above land area of that tax block, and shall be only for park related uses.
- 3) No enclosed structures shall be allowed on the Dudley Street portion of the Waterfront Recreation District.
- 4) Design Guidelines
 - a) Development of all walkways shall meet at a minimum the requirements in the Hudson River Waterfront Walkway Plan and Design Guidelines (NJDEP 1984, and all subsequent amendments) and shall be open to the public 24 hours per day.
- 5) Parking - Parking needs shall be met through the shared usage of parking facilities in other districts.

D. Greene Street Residential District

The following blocks and lots shall constitute the Greene Street Residential District.

Block	Lot
14403	10
14402	11 & 12
14304	4

This district is intended to provide for the development of compatible residential uses in or immediately adjacent to a historic district. Recognizing the importance of compatible building design, special standards have been developed to ensure that new buildings are harmonious with the design of existing structures, while providing transitional elements linking this district to the mixed-use district to the east.

1. Principal Permitted and Required Uses
 - a. Residential
 - b. Parks/Open Space
 - c. Any development on Block 14403 Lot 10 shall provide (20%) twenty-percent low and moderate-income affordable housing dwelling units as determined by HUD Section 8 Income Guidelines.

2. Accessory Uses

- a. Off-Street Parking and Loading Facilities
- b. Health Clubs/Recreational Facilities serving residential units.
- c. Fences, Walls and Railings
- d. Signs

3. Conditional Uses

- a. Professional Offices
- b. Retail sales, Retail services, Restaurants, Bars, Banquet Facilities, Nightclubs, Health Clubs, Day Care Facilities, Public/Quasi- Public, Museums, limited to the ground floor.
- c. Retail brokerage above the ground floor

4. Maximum Height

- a. Maximum height shall be seventy (70) feet, including parking, mechanical areas. Within fifty (50) feet of existing Historic District buildings along the lot's front property line, buildings shall have a maximum height of forty (40) feet. Mechanical penthouses and rooftop equipment may exceed these height limits subject to the provision of adequate screening.

5. Area, Yard and Bulk Requirements

- a. Minimum lot size shall be 2,500 square feet.
- b. All lots less than 5,000 square feet shall comply with Paulus Hook Historic District zoning.
- c. All lots 5,000 square feet or more shall conform to the following:
 - 1) Floor Area Ratio

The Floor Area Ratio shall not exceed two (2) (excluding vacated/dedicated streets.)
 - 2) Density

Density shall be limited to ninety (90) dwelling units per acre.
 - 3) Coverage

Maximum lot coverage shall not exceed eighty (80%) percent for both building and parking facilities (inclusive of on-grade parking). No part of the remaining lot shall be left unimproved.
 - 4) Setbacks
 - a) Front yard shall be a minimum of ten (10) feet, or shall line up with contiguous existing properties.

- b) Rear yard shall be a minimum of fifteen (15) feet, subject to waiver for corner lots.
- 5) Stepbacks

At or below the height of forty (40) feet all buildings shall provide a twenty (20) foot setback from the front property line.
- 6) Design Guidelines

The Design Standards and Guidelines articulated in the Historic Preservation Ordinance of Jersey City shall apply.
- 7) Parking

The maximum parking standards as articulated in the Historic Preservation Ordinance of Jersey City shall apply.
- d. All lots over 25,000 square feet shall comply with all Area, Yard and Bulk requirements set forth for lots over 5,000 square feet, except:
 - 1) Floor Area Ratio

The FAR shall not exceed two and one-half (2.5) excluding vacated and dedicated area.
 - 2) Density

Density shall be limited to ninety-five (95) dwellings units per acre.
- f. Block 14402, Lots 11 and 12 when developed as one (1) project shall comply with all Area, Yard and Bulk requirements as set forth in Section c. above except that:
 - 1) Floor Area Ratio

The FAR shall not exceed 2.75
 - 2) Height

The maximum height for buildings within fifty (50) feet of historic district lines shall not exceed fifty (50) two (2) inches, excluding a penthouse level. The penthouse may not exceed seven (7) feet in height and must be setback a minimum of eight (8) feet from the edge of the floor below along the Sussex Street frontage and four (4) feet along Greene Street frontages.
 - 3) Density

The maximum density shall be seventy-six (76) dwelling units per acre.

E. Canal Basin District

The following blocks and lots shall comprise the Canal Basin District.

Block	Lots
14503	1, 2, 3, 5, and 6
14404	1

This district is intended to provide opportunities for residential development in proximity to major recreational open space areas.

1. Principal Permitted Uses

- a. Residential
- b. Restaurants
- c. Retail sales (ground floor only)
- d. Retail services, excluding retail brokerage (ground floor only)
- e. Restaurants, Bars, Banquet Facilities, Nightclubs (ground floor only)
- f. Health Clubs (ground floor only)
- g. Day Care Facilities (ground floor only)
- h. Public/Quasi- Public (ground floor only)
- i. Museums (ground floor only)
- j. Parks/Open Space
- k. Offices (ground floor only)
- l. Museums

2. Accessory Uses

- a. Off-Street Parking and Loading Facilities
- b. Health Clubs, Recreation Facilities
- c. Day Care Facilities
- d. Fences, Walls and Railings
- e. Signs

3. Maximum Height

On Block 14404, maximum height shall be ninety (90) feet including parking and mechanical levels. Rooftop equipment and antennas shall be exempt but shall be screened in such a manner so as to not be visible from the sidewalk on the north side of Essex Street directly opposite the building. On Block 14503, Lots 1, 2, 3, 5 and 6, maximum height shall be seventy-six (76) feet. Elevator and mechanical penthouses shall be exempt from height calculations provided that the total roof top equipment and mechanical penthouse area coverage meet all of the following:

- Does not exceed 10% of the roof area, measured from the building perimeter on all floors
- Does not exceed an additional fourteen (14) feet in height, and
- Such equipment and mechanical penthouses are screened from view with materials

harmonious with those used in the building facade and are screened in such a way that the screening appears to be a part of the building and serves to cap the building.

4. Area, Yard and Bulk Requirements

a. Floor Area Ratio

Block - 14503, Lots - 1, 2, 3, 5, 6

The Floor Area Ratio shall not exceed five and one half (5.5) (excluding vacated/dedicated streets.)

Block – 14404, Lot - 1

The Floor Area Ratio shall not exceed three (3) (excluding vacated/dedicated streets.)

b. Density

Block - 14503, Lots - 1, 2, 3, 5, 6

Density shall not exceed two hundred (200) dwelling units per acre.

Block – 14404, Lot - 1

Density shall not exceed one hundred and ten (110) dwelling units per acre.

c. Coverage

Coverage shall not exceed seventy-five (75%) percent for both buildings and parking facilities (inclusive of on-grade parking). No part of the remaining site shall be left unimproved.

d. Setbacks

Front yard setbacks along Hudson Street shall be 45 feet from the existing R.O.W. in order to maintain an identical view corridor and street-wall extension with the prevailing Hudson Street setback, of the balance of the Colgate Redevelopment Plan area sites.

If required by the State of New Jersey all building shall provide the necessary setback from the property lines on the southwest edge of the district to allow for the provision of the required Hudson River Walkway.

e. Stepbacks

No stepbacks shall be required.

5. Design Guidelines

a. Facade Treatment

- 1) All building facades up to a height of between thirty-five (35) and forty-five (45) feet shall consist principally of masonry, stone or textured concrete materials.

- 2) At the height of between thirty-five (35) and forty-five (45) feet all building facades on Essex Street shall provide a horizontal visual cue, through the use of a cornice, belt coursing, change in materials or ratio of glass to solid areas, or any other visual indicators consistent with the design proportions and materials to those found in the Paulus Hook Historic District. Said indicator shall be consistent throughout the Canal Basin District.

b. Parking

- 1) Where a parking or mechanical use occupies the lower levels of a building, and the structure's primary use is not parking, parking or mechanical uses shall be allowed in the GROUND FLOOR perimeter areas adjoining any facade(s) of the building subject to the provisions of the following:
 - a) An intervening use (i.e. commercial, retail, lobby, etc.)
 - b) A solid facade articulated in a manner providing visual interest. Ingress and egress to parking garages shall be permitted and shall be exempt from the provisions listed above.
- 2) Above the ground floor on all buildings, parking and mechanical uses shall be permitted to occupy the entire floor provided that the following conditions are met:
 - a) Glass or any other comparable material shall be used in openings resembling the windows provided above and/or below parking levels and if necessary shall be mechanically ventilated.
 - b) Where (a) above is impractical, structures may employ natural ventilation provided that openings are screened to give the illusion of indoor uses beyond.
 - c) At a minimum all forms of screening shall prevent headlight glare.
 - d) The parking structure portion of the building shall have a similar appearance to the building facade above the base facade.
 - e) The material used on the facade of the parking levels of a building shall be the same as or comparable to that used on the rest of the building.
- 3) All surface parking and parking structures (where parking is the only use) shall meet the following requirements:
 - a) The building or lot is setback from the property line a minimum of five (5) feet except as necessary to provide ingress and egress to the parking garage.
 - b) The setback area shall be landscaped to provide buffer and visual screening.
 - c) The building shall be designed to eliminate headlight glare by the provision of opaque screening the full height of the opening or spandrels rising a minimum of forty-two (42) inches from the floor line.
 - d) The facade of the building shall be of a compatible material to that used throughout the redevelopment area.

- 4) Parking requirements can be found in the Parking/Loading Section of the plan.
 - a) Parking requirements for development on Block - 14503, Lots - 1, 2, 3, 5, 6 may be located on Block 14504, provided it is linked by deed.
 - b) At least one parking space shall be included within the residential leasehold for each of the dwelling units proposed for Blocks 14503 and 14504.

6. Open Space Improvements

Improvements to the parkland on Block 14503, Lot 5, are encouraged to be made in conjunction with any development of the Block 14503 development site. Any subsequent site plan approvals on Block 14503 may require such improvements.

XII. SIGNAGE

A. Building signage shall be subject to the following general restrictions:

1. All signs shall be flush mounted and project no more than fifteen (15) inches.
2. No sign shall be flashing or animated.
3. Roof signs are prohibited.
4. Billboards and signboards are prohibited.
5. Window signs shall not exceed twenty (20) percent of the window surface on which the display appears, and shall be prohibited above the second floor.
6. All signs are subject to site plan review.
7. Kiosks listing tenants and giving directions may be provided but no advertising will be permitted. Such kiosks may not exceed eight (8) square feet of sign area.
8. During construction one (1) sign for each project or development indicating the name of the project or development, general contractor, subcontractor, financing institution and public agency officials (where applicable). The sign area shall not exceed two hundred (200) square feet and shall be attached (where there is an existing structure) or freestanding (where there is new construction).

B. The following additional signage restrictions shall apply to specific uses:

1. Office, Hotel

No sign on any structure shall exceed fifty (50) square feet. Total exterior sign area shall not exceed the equivalent of five (5%) percent of the first story portion of the wall to which it is attached. One (1) use shall be permitted no more than one (1) sign for each street frontage. Buildings with multiple uses shall have not more than one (1) sign per use provided the

aggregate area of all signs does not exceed the maximum area permitted for each street frontage.

In addition, one (1) free-standing monument sign shall be permitted around the base of the building, giving address, building name, owner and/or major tenants, which shall not exceed fifty (50) square feet.

2. Residential

One (1) sign per building may be allowed, not to exceed twenty (20) square feet.

3. Parking Garages and Lots

One (1) freestanding or attached sign per parking entrance may be allowed indicating the parking facility by the international parking symbol and a directional arrow. Said sign not to exceed eight (8) square feet. In addition, one (1) freestanding or attached sign per parking entrance may be allowed indicating parking rates, not to exceed eight (8) square feet. Said signs shall be located within ten (10) feet of the entrance.

If necessitated by the circulation pattern, one (1) free-standing sign per street not to exceed four (4) square feet indicating direction/location of a parking facility may be allowed subject to review by City divisions and the Planning Board.

4. Retail Sales, Restaurants and Health Clubs, Theaters and Nightclubs and all other Principal Permitted and Conditional Uses not listed here.

Each such use fronting on a public street may be allowed one (1) exterior sign not to exceed five (5%) percent of area of the storefront (ground floor) to which it is attached. Theaters and Nightclubs may have a marquee not to exceed forty (40) square feet.

- C. Final installation and operation of the Colgate Clock within the Mixed-Use, Esplanade or Waterfront Districts shall be encouraged and shall not be subject to the size requirements and height specifications listed in this Plan, however, Planning Board approval for the installation of the Colgate Clock shall be required.

XII. OTHER PROVISIONS NECESSARY TO MEET STATE AND LOCAL REQUIREMENTS

- A. The "Redevelopment Agencies Law" NJSA 40:55C-1. et. seq., specifically, 40:55C-32 requires that a redevelopment plan shall:

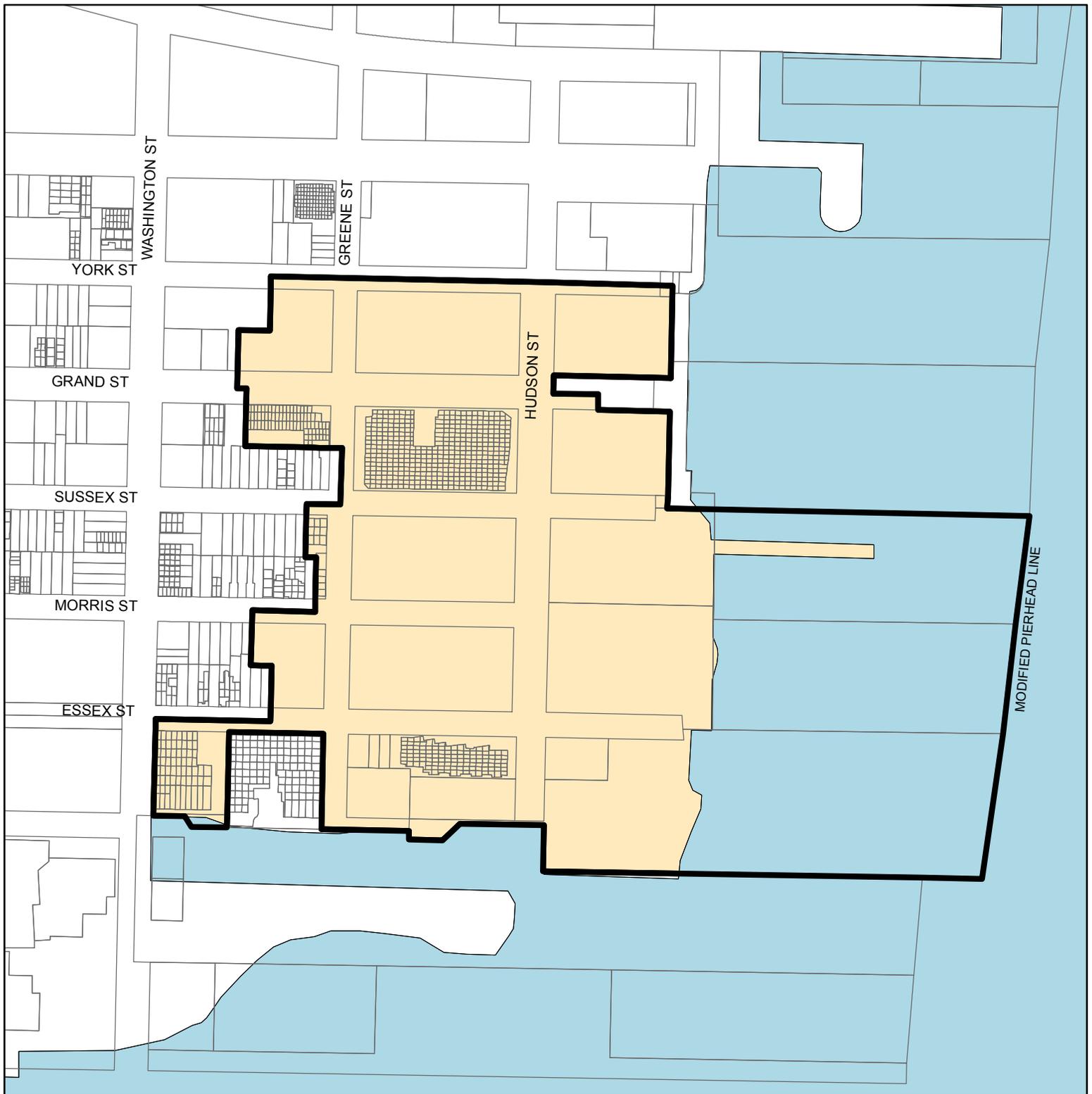
1. "Conform to the general plan for municipality as a whole; and
2. Shall be sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvement, conservation or rehabilitation as may be proposed to be carried out in the area of the project, zoning 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 the State requirements, the following statements are made:

1. The proposals of this Plan conform with the general plan for the municipality:
2. This Plan provides an outline for the development or redevelopment of the Colgate 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.
3. Provisions for the temporary and permanent relocation of persons living in the redevelopment area are not applicable as the area does not contain any residents or residential structures.
4. The City of Jersey City, through the services of the Jersey City Redevelopment Agency Relocation Staff, will provide displaced commercial 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. All businesses being displaced will be interviewed to determine their relocation requirements. The various elements of this Redevelopment Plan set forth above are in compliance with the requirements of State and Local law and there are no additional requirements with respect to a Redevelopment Plan which have not been complied with.

XIII. PROCEDURE FOR CHANGES IN APPROVED PLAN

This Plan may be amended from time to time upon compliance with the requirements of the law. A fee of \$5,000, plus all costs of 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 pay these costs. If there is no developer, the appropriate agency shall be responsible for any and all such costs.



COLGATE REDEVELOPMENT PLAN AREA

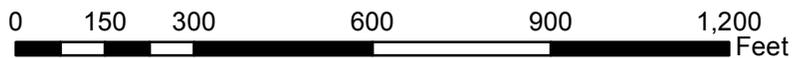
BOUNDARY MAP



Legend

 Colgate Redevelopment Plan Boundary

January 17, 2013





COLGATE REDEVELOPMENT AREA

AQUISITION MAP

- Light rail stops
- ⚡ Light rail
- ▨ Area to be Acquired
- ▩ Area not to be Acquired

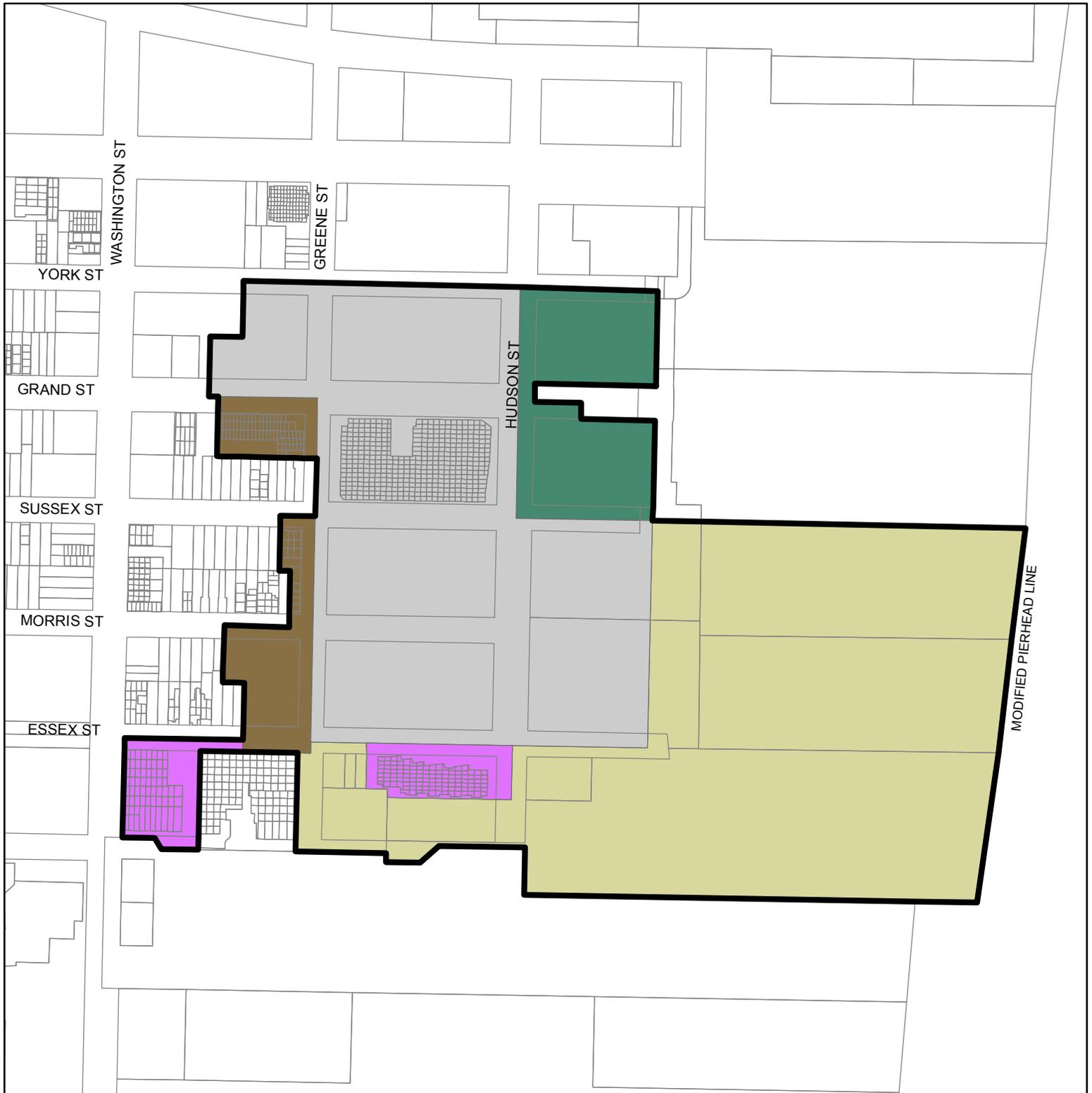


Division Of City Planning

April 2000



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COLGATE REDEVELOPMENT PLAN AREA

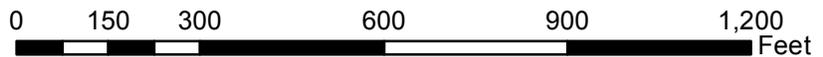
LAND USE MAP

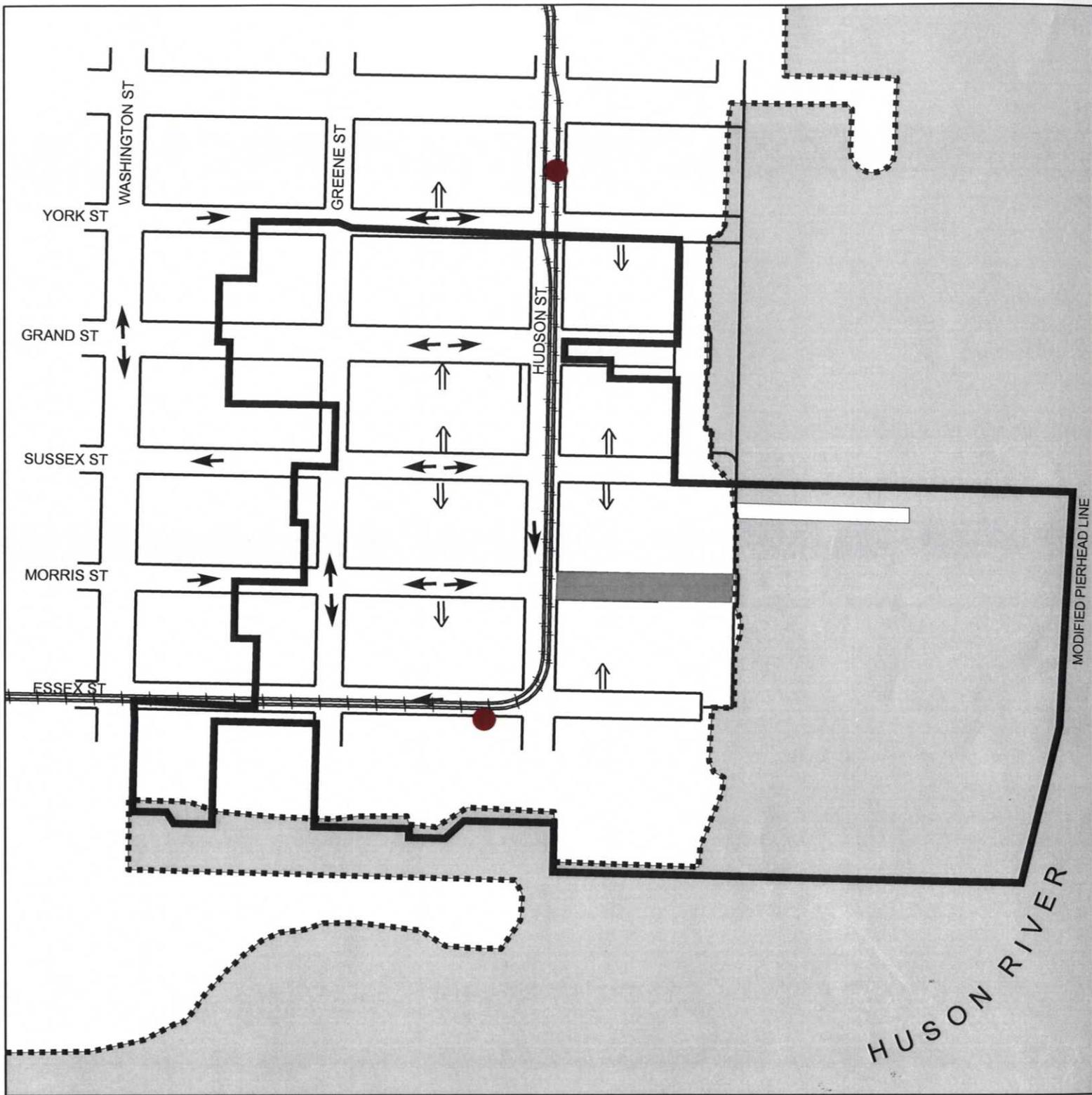
Legend

- Canal Basin
- Esplanade District
- Greene Street Res
- Mixed Use
- Waterfront Recreation



January 17, 2013





COLGATE REDEVELOPMENT PLAN AREA

CIRCULATION MAP

Legend

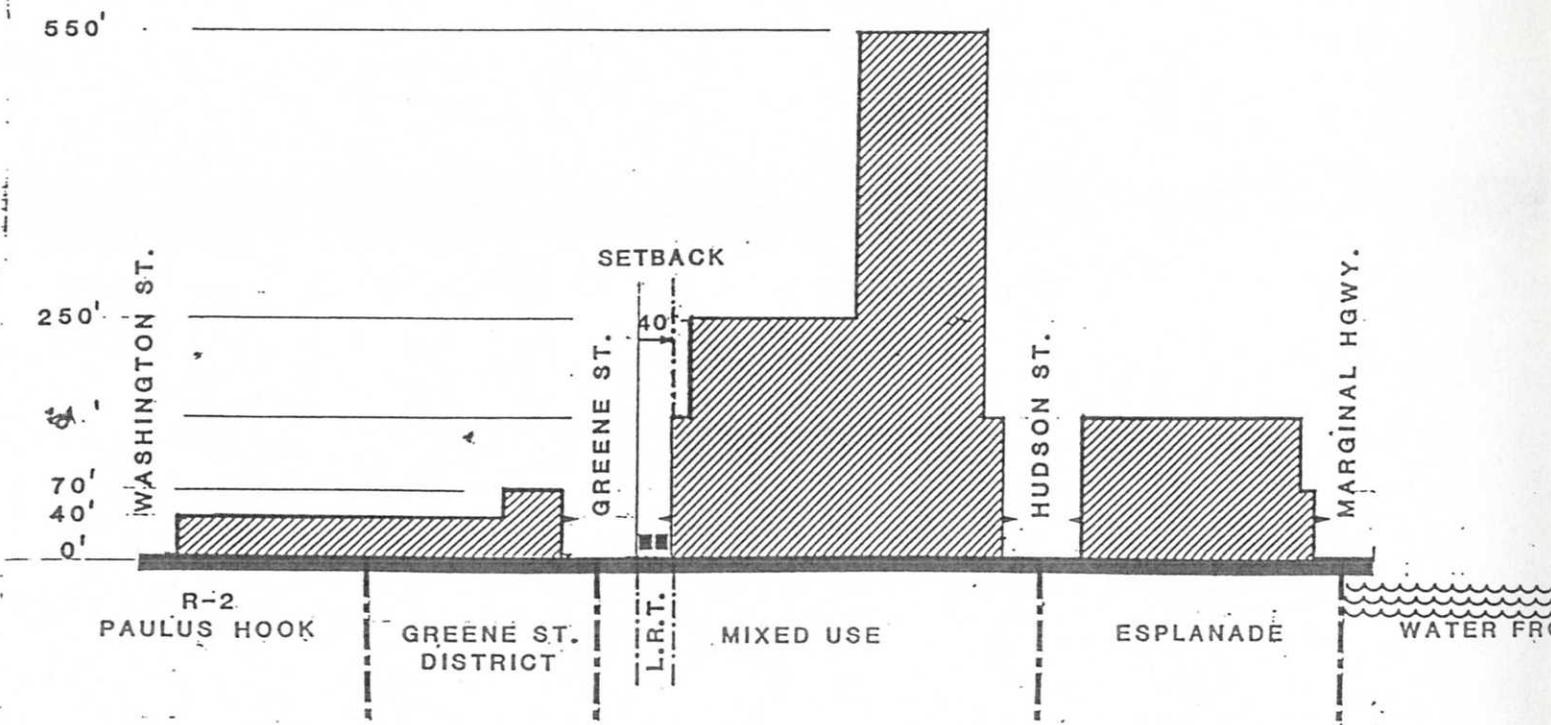
-  Redevelopment Plan Area
-  60' ROW or 70' Pedestrian Atrium
-  Waterfront Walkway
-  Light Rail and Station



Division Of City Planning

February 22, 2006





COLGATE REDEVELOPMENT AREA

TYPICAL CROSS SECTION LOOKING NORTH BETWEEN
GRAND AND SUSSEX STREETS

1. MAXIMUM BUILDING ENVELOPE
2. SET BACKS
3. STEP BACKS
4. VISUAL CUE LINE
5. MAXIMUM HEIGHT

FIGURE 7
JANUARY 1989

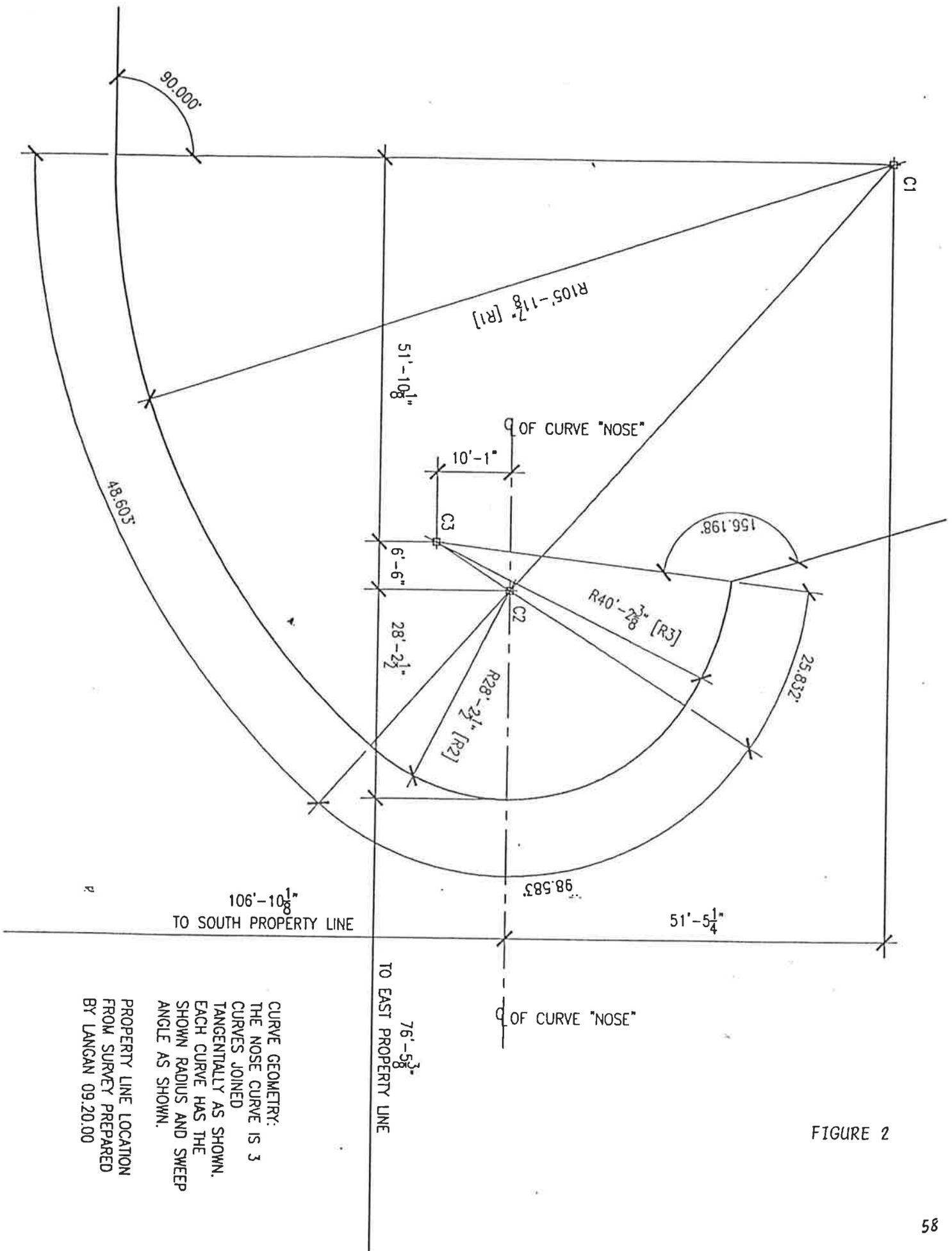


FIGURE 2