LIBERTY HARBOR NORTH

JERSEY CITY, NEW JERSEY
REDEVELOPMENT PLAN

DUANY PLATER-ZYBERK AND COMPANY

ARCHITECTS AND TOWN PLANNERS

UPDATED BY

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PRESENTED TO AND APPROVED BY
THE JERSEY CITY PLANNING BOARD
FEBRUARY 23, 2001

ADOPTED BY CITY COUNCIL
MAY 16, 2001

REVISED BY CITY COUNCIL	ORDINANCE NO.
JANUARY 9, 2002	ORD 01-133
MARCH 23, 2005	ORD 05-029
APRIL 12, 2006	ORD 06-039
FEBRUARY 28, 2007	ORD 07-019
JUNE 27, 2007	ORD 07-110
JANUARY 12, 2011	ORD 10-174
JULY 20, 2011	ORD 11-074
SEPTEMBER 12, 2012	ORD 12-112

REVISED BY CITY COUNCIL	ORDINANCE
SEPTEMBER 19, 2012	ORD 12-126
FEBRUARY 13, 2013	ORD 13-009
MARCH 28, 2013	ORD 13-036
OCTOBER 09, 2013	ORD 13-102
JUNE 25, 2014	ORD 14-065
May 13, 2015	ORD 15-053

NOTE: Formula business objectives added to page V.10

ACKNOWLEDGEMENTS

Jersey City Mayor and Municipal Council 2001
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L. Harvey Smith, At Large
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2009 Plan and Tidewater Basin District Revisions
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Anton Nelessen
Andrew Svekla
Elizabeth Naskret

Liberty Harbor North Redevelopment Plan Revisions
HLW International LLP:
Edward Shim

Special Thanks to:
Peter Mocco, Jeffrey Zak and the other major landowners in the Town Center District, for their contributions.

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A new transit-oriented city neighborhood.

The Liberty Harbor North Redevelopment Plan Area was first created in March of 1973. It was part of a larger redevelopment plan known then as the Liberty Harbor Redevelopment Plan. The Liberty Harbor Redevelopment Plan area, as first adopted in 1983, covered over 3,000 acres of Jersey City. It was an ambitious plan that was based on a Federal Program, *New Towns in Town* that no longer exists.

A great deal has happened in Jersey City since the adoption of the Liberty Harbor Redevelopment Plan and the subsequent amendment that created the Liberty Harbor North Redevelopment Plan within a portion of its original boundaries. The rebirth of the waterfront, the historic Van Vorst Park area and the continued development in the historic Paulus Hook neighborhood has generated nearby residential development, renovations and adaptive re-use on an unprecedented scale.

The New Liberty Harbor North Redevelopment Plan, as proposed within, anticipates the continuation of this development trend and provides regulations that will assure quality development which exemplifies the principles of the "New Urbanism" and "Traditional Neighborhood Development" techniques. The objective is to compliment and enhance the historic renewal and rehabilitation efforts in the neighborhoods to the north and east of the project area. The proposed new plan standards recognize that the project area will be a new neighborhood embracing the significant mass transit advantages, waterfront views and civic pride that the project area offers.

When completed, the neighborhood of Liberty Harbor North will perhaps be the most thorough exemplification to date of the principles of the New Urbanism. Due to its high-density housing, its multiple transit connections, its pedestrian-oriented mixed-use streetscape, and its inner-city location, this development is likely to serve as a textbook model for healthy urban growth in the future.

The eighty-acre former industrial site is located on the north bank of the Tidewater Basin, just across from Liberty State Park, which will provide a permanent greenscape to the south. Just half a mile west of the Hudson River, the site provides dramatic views of Lower Manhattan to the east and the Statue of Liberty to the south. A new light rail provides two stops on the site, which is also only a five minute walk from the Grove Street PATH Train Station, providing service to both Lower Manhattan and Midtown. New York Waterways currently serves the site, offering a large-scale ferry service as well. The site is bordered by two historic neighborhoods worthy of emulation – the Paulus Hook neighborhood to the east, and the Van Vorst Park neighborhood to the north.

Even when provided in extremely high densities, much new housing has pulled back from the street and surrounded itself with parking, often behind a private gate. While new streetscapes have included sidewalks and expensive street furniture, the high-speed trajectory of the roads and the lack of accessible destinations have resulted in a largely non-pedestrian environment.

Both the re-developers and the City have the same objective for this project, which is to create a self-sufficient and vital neighborhood that makes the most of its waterfront location and its excellent transit service. With that goal in mind, the plan is modeled after the most successful urban neighborhoods – not just Jersey City's historic districts, but also places like Greenwich Village and the Upper West Side of Manhattan.

The plan is an open network of small city blocks, with the majority of the streets oriented southwards towards the waterfront. These streets are relatively intimate in scale, with the central street aimed directly at the Statue of Liberty. Running east-west, three larger-scale thoroughfares cross the site. To the north is Morris Boulevard, which contains the new light-rail tracks in its median in the traditional manner, and frames views of New York's lower Manhattan. To the south is Canal Street along which there are provisions for a variety of waterfront experiences; a linear park on the waterfront edge, a large plaza node for neighborhood gathering, and an entertainment destination surrounded by a waterfront walkway. Between the two is Park Avenue, which connects a small marina at the east through the central square to Jersey Avenue at the west. The organization resembles most clearly that of the Upper West Side, in which a few wide avenues lined with tall buildings are connected by many narrow streets lined with townhouses.

The spatial characteristics of the street grid, the project height, bulk, and functional nodes, generally referred to as the grain of the site is fairly consistent, with a few exceptions such as the retail locations that are placed at both rail stations. The western location serves primarily the needs of the neighborhood and the adjacent medical center. The eastern location is developed into a shopping/dining/entertainment destination, taking advantage of two anchors — the rail stop to the north, and a large restaurant and ferry berth to the south and a proposed hotel site facing the marina. Small plazas and greens are distributed evenly throughout the site, but focused in specific locations. Large-scale active recreation is available in the Liberty State Park just across the canal.

Buildings, which are all designed to hide their parking from the street, have been distributed according to five basic categories: S, M, L, XL. Small buildings (S), at the townhouse scale, line the majority of the north-south streets. Medium buildings (M), roughly twice that size, line the Boulevard and the Avenue. Large buildings (L), roughly twice again that size — 16 stories – line Marin Boulevard and other select locations. A series of extra-large (XL) buildings, varying in height, front Canal Street with its views, much in the same way that similar buildings face New York's Central Park West.

These four types are modulated by an intermediate type: Small/Medium (SM) buildings at 6 stories. There is a building type XS, which is limited to two prominent retail locations on the site. These buildings, such as the marketplace at the Marina, are to be retail and entertainment buildings: they are only allowed two stories or three stories as set forth in the regulating plan. In addition, there is a final building type XXL, which is classified as 45 stories

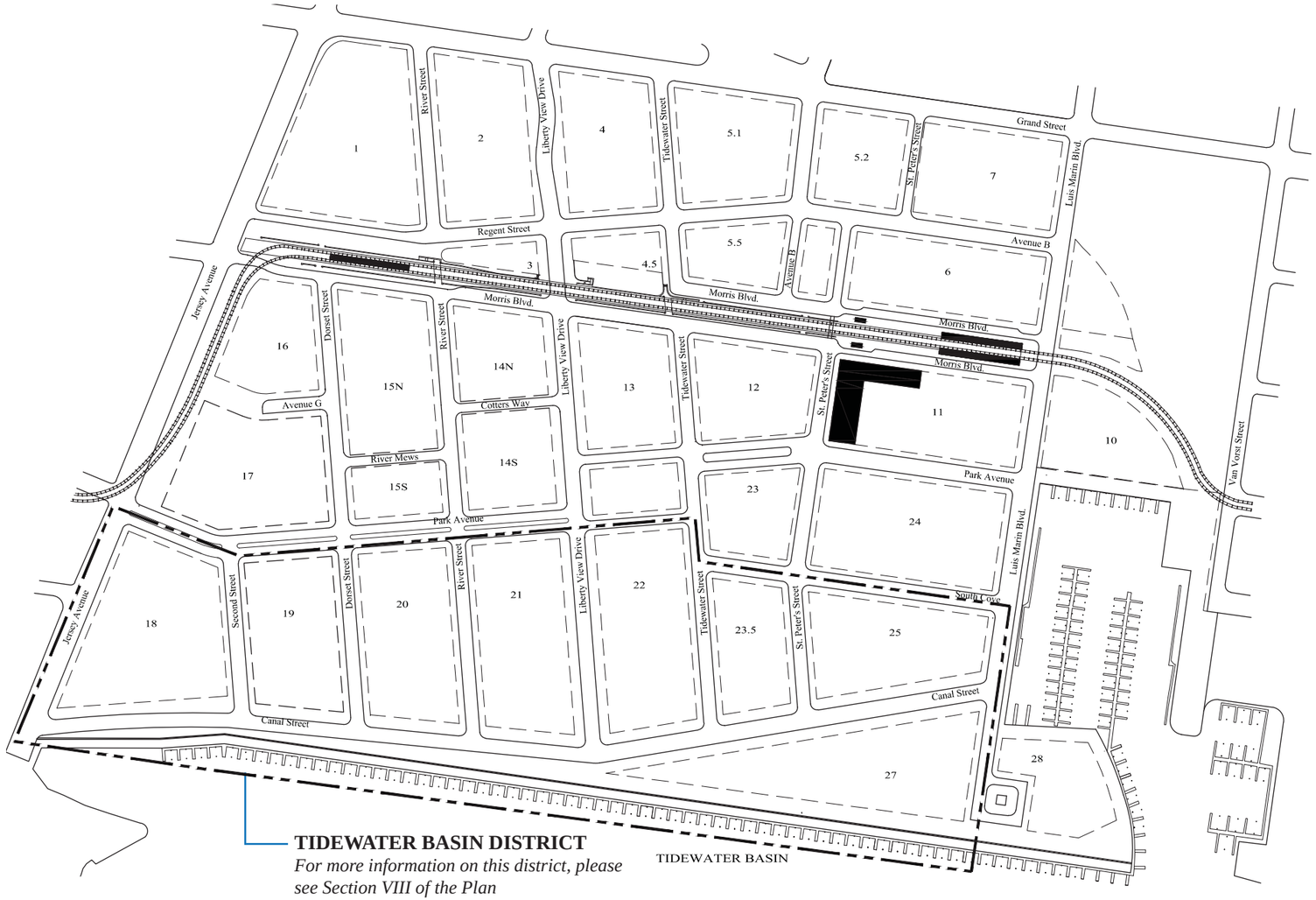
The combination of the four different classes of buildings across the site is expected to produce approximately 8,000 - 10,000 residential units while also providing significant Office, Hotel and Retail space. As currently allocated, the plan provides for over 600,000 sq. ft. of shops, approximately 500,000 sq. ft. of Hotel, and multiple opportunities for office space. (Due to the mixed-use nature of the re-development, these numbers could shift somewhat.)

This plan embodies the objective of creating a place of true character within the realities of modern development practice. To begin this process, the firms of Victoria Casasco, Walter Chatham, Alexander Gorlin, Elizabeth Guyton, John Massengale, and Robert Orr produced designs based loosely upon the urban requirements of the plan. The Liebman Melting Partnership assisted in the development of the building types and began the work of coordinating the many participating architects. These designs are appended to this plan as Section IX Architectural Proposals.

This plan was initially produced in March 1999 during a week-long design charrette that brought a team of twenty-five

planners, architects, landscape architects, engineers, artists, and computer specialists to Jersey City. Since then it has been repeatedly refined. In 2009, the Tidewater Basin District was created to regulate the development of the Area's waterfront. Specific regulations pertaining to this District are contained in Section VIII of the Plan: Tidewater Basin District.

The plan is truly a product of the joint vision of the developer and planning staff of Jersey City. All of its concepts, goals, and requirements are made a part of, and incorporated herein as, the Liberty Harbor North Redevelopment Plan.

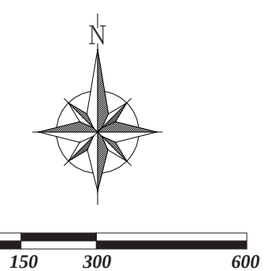


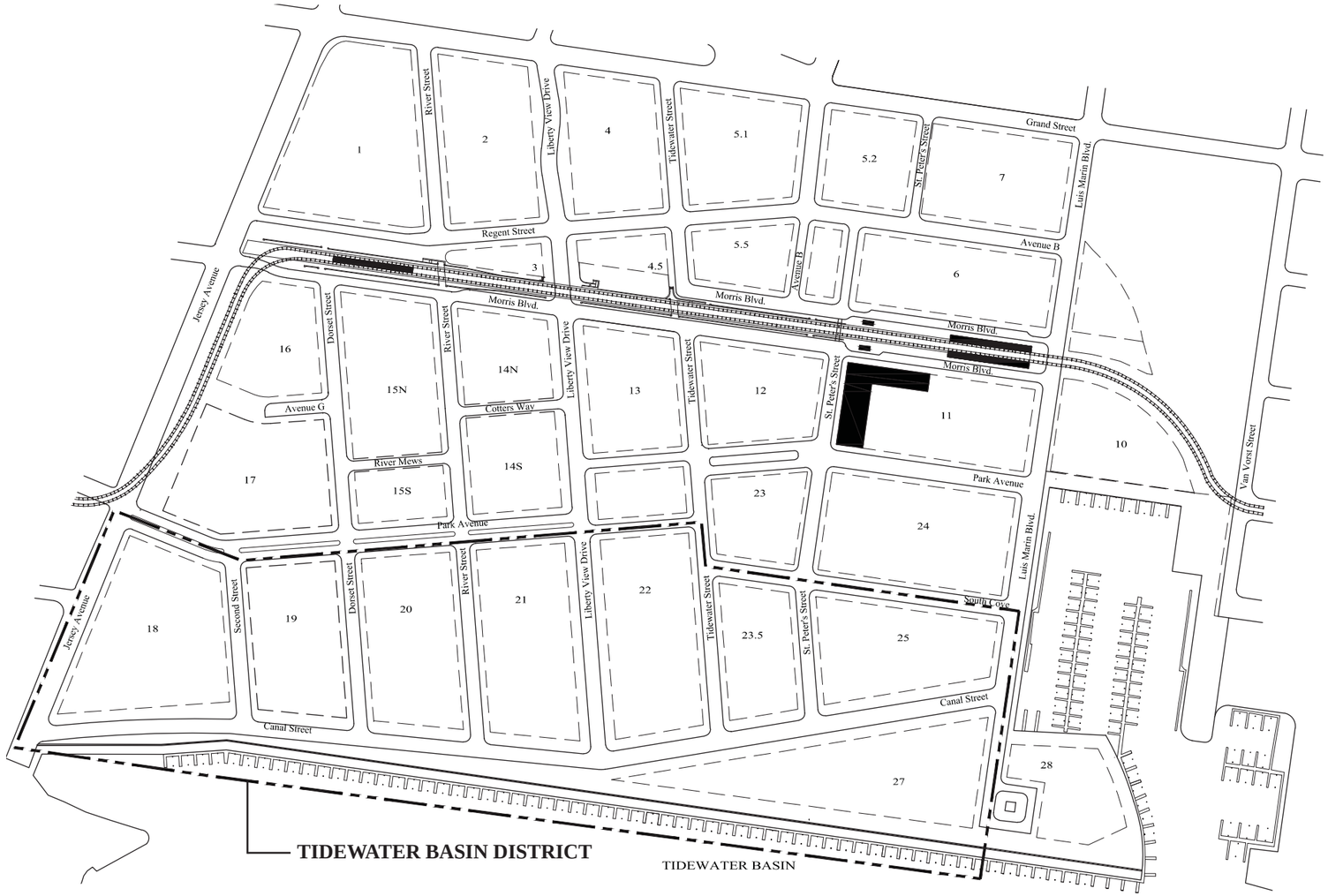
TIDEWATER BASIN DISTRICT
For more information on this district, please see Section VIII of the Plan

Tidewater Basin District

This map identifies the Tidewater Basin District within the larger Liberty Harbor North Redevelopment Area. The Tidewater Basin District was created by amendment to the Redevelopment Plan in 2009 and includes the following blocks: 18, 19, 20, 21, 22, 23.5, 25, and 27.

A new chapter, Section VIII Tidewater Basin District, has been added to the Redevelopment Plan. All regulations contained in the Plan apply to the Tidewater Basin District except when superseded by specific regulations contained in Section VIII Tidewater Basin District.

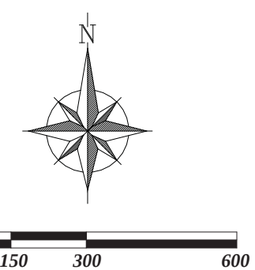




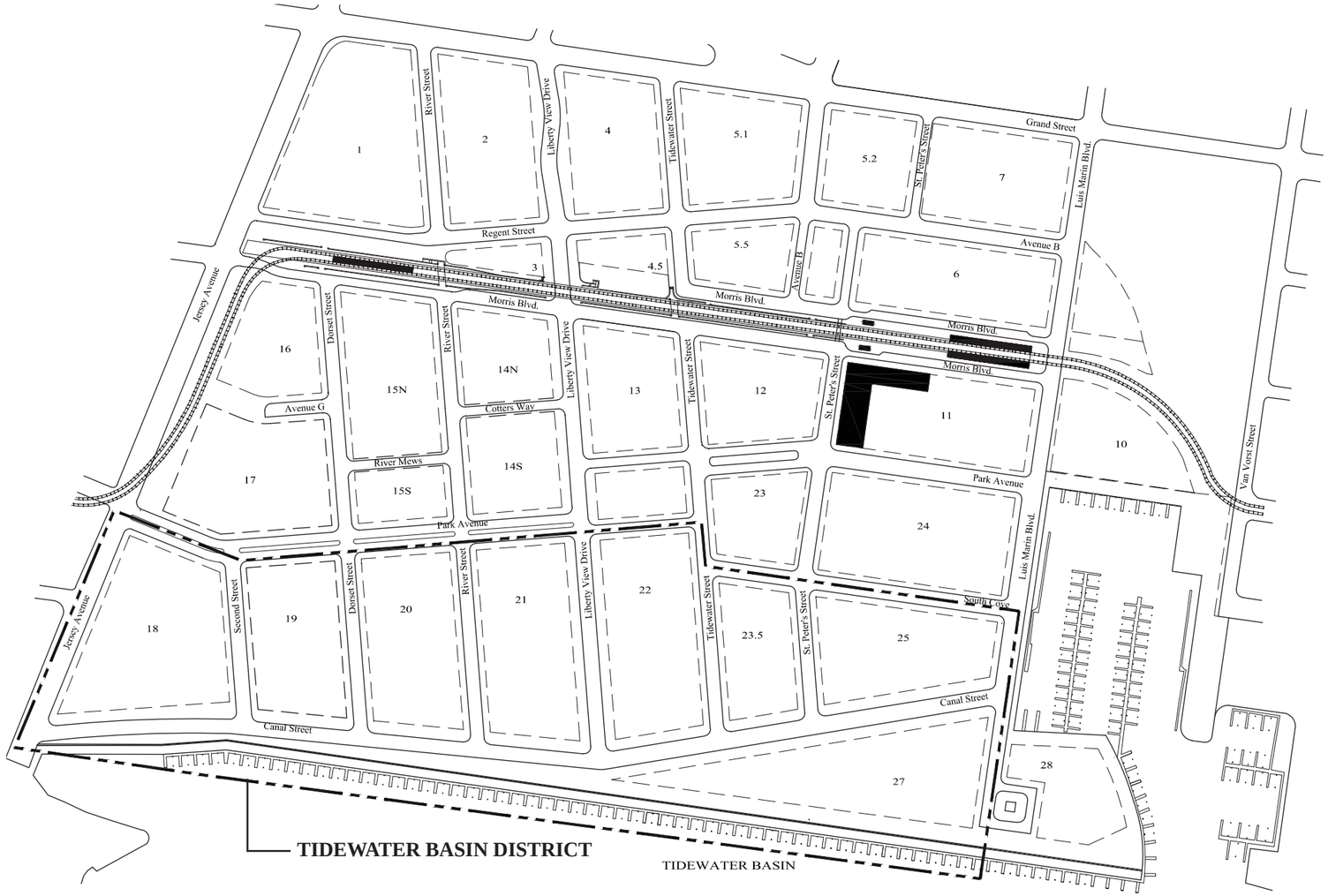
Right-of-Way Lines

The plan has been modified somewhat since the charrette in response to new survey information and the request of the City. The largest park along Canal Street has been enlarged to the west in order to meet Liberty View Drive, the main north-south axis in the center of the plan. Liberty View Drive has its vista focused on the Statue of Liberty, while Morris Boulevard frames a view of lower Manhattan.

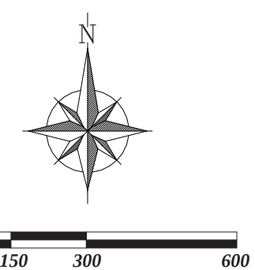
* NOTE: Street names are for Redevelopment Plan reference only. Actual street names, after construction, shall be chosen from, and guided by the circa 1874 grid plan of this area.



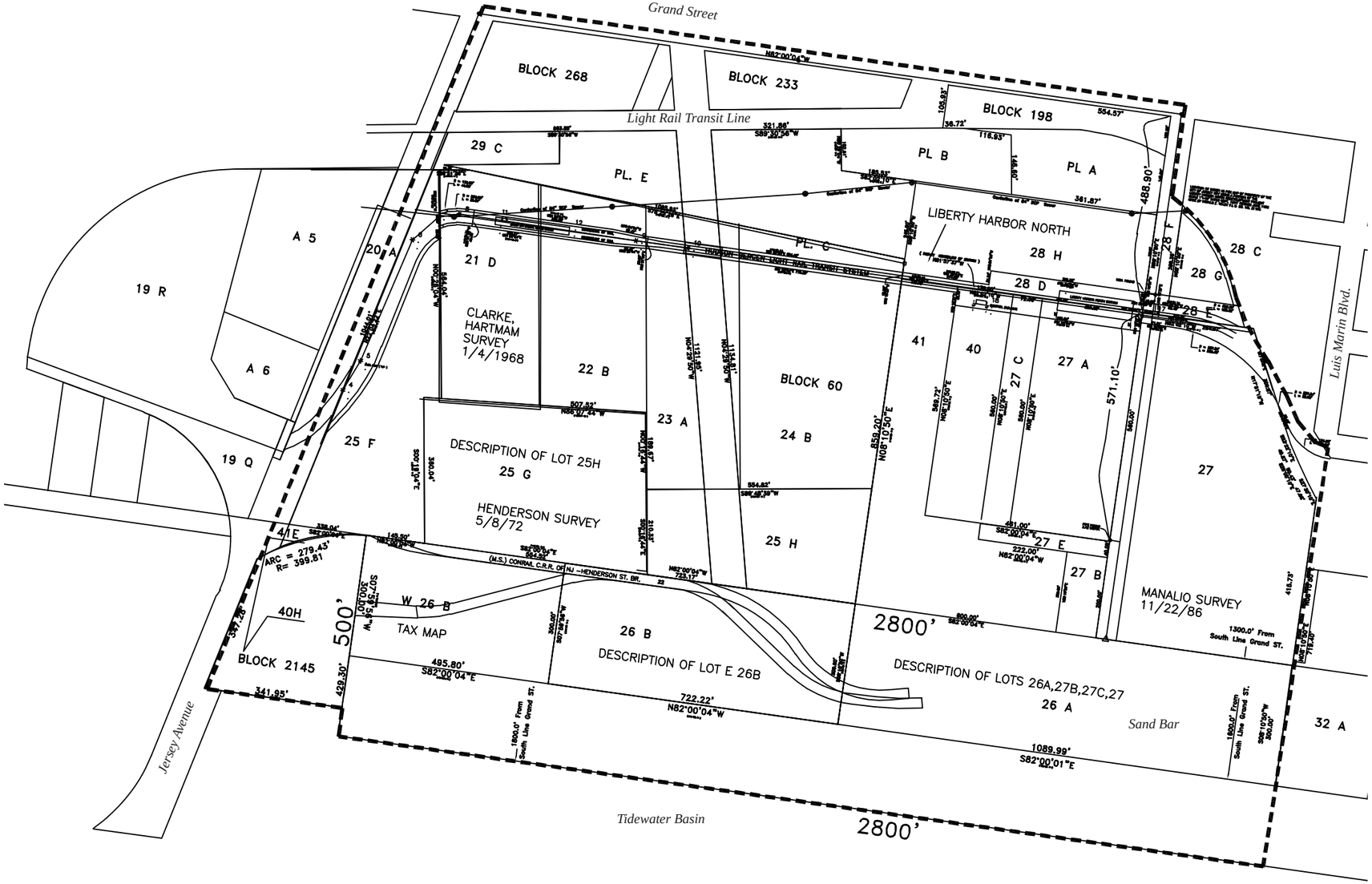
BLOCK IDENTIFICATION PLAN



The block numbers shown here do not form a consecutive sequence, as some blocks have been eliminated and added during the process of development of this plan.



EXISTING BOUNDARY SURVEY

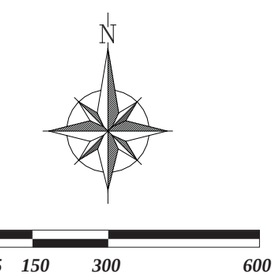


The site is primarily landfill, and was originally used for relatively clean industry such as ship-to-rail transfers along the Tidewater Basin.

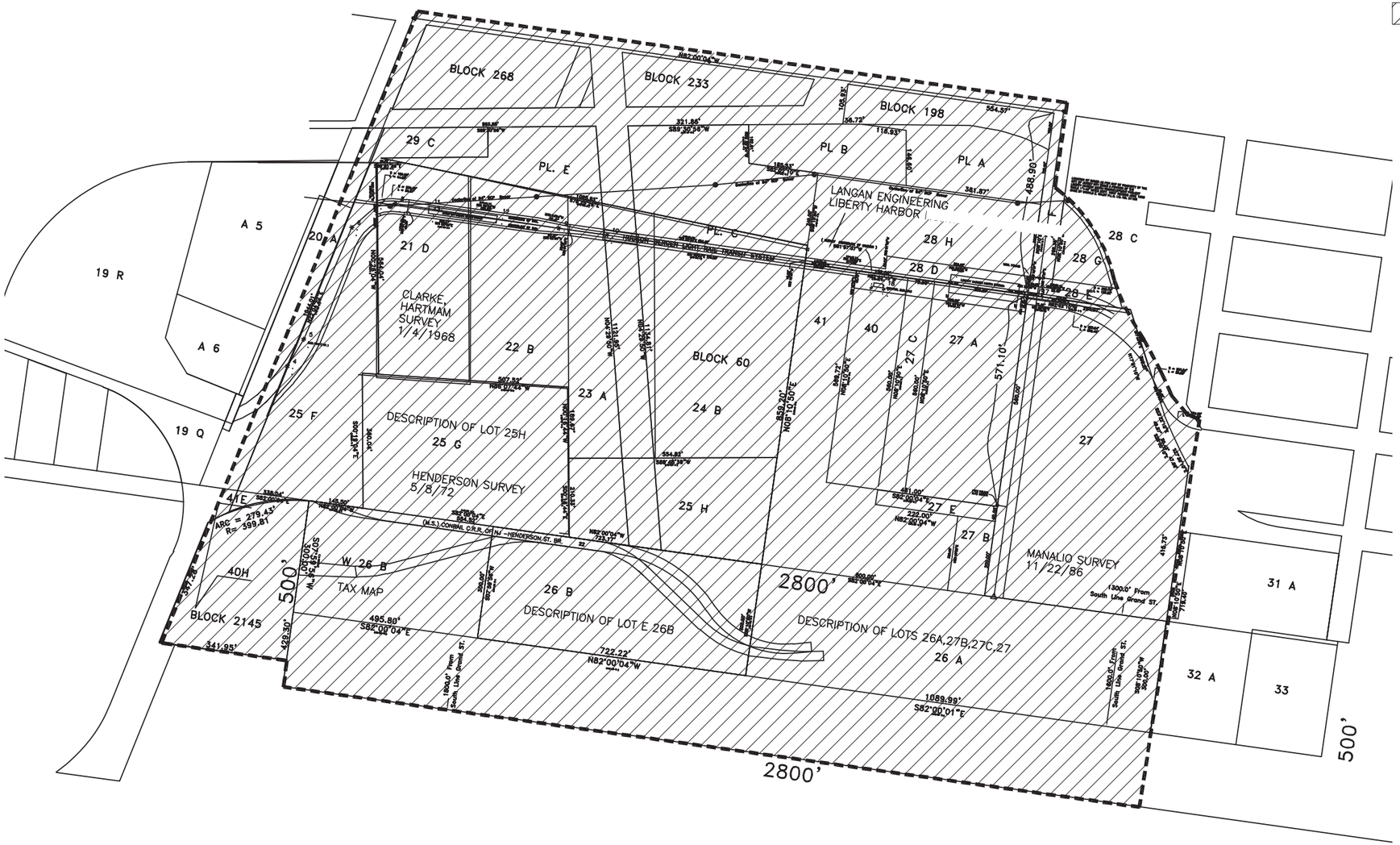
BOUNDARY DESCRIPTION

Block:	198	Lots:	All
Block:	233	Lots:	All
Block:	268	Lots:	All
Block:	60	Lots:	29C, 29 (part of east of Jersey Ave.), 22B, 21D, 20A, 25F, 25H, 26, 27, 27A, 27B, 27C, 27D, 28H, 28F, 28G, 28C, 28E, 28D, 26A, E26B, W26B, PLA, PLB, PLC, PLD, PLE, 23A, 24B, 25G, 40, 41.
Block:	2145	Lots:	40H, 41E (part east of Jersey Ave.)

Beginning at the point of intersection of the centerlines of Jersey Avenue and Grand Street thence going in a southerly direction to the point of intersection of the southern property line of Lot 40H Block 2145, thence eastward along the southern property line of Lot 40H Block 2145, thence southward along the Tide Water Basin, thence eastward along the bottom of the Tide Water Basin, thence northward along the extension southward of the eastern property line of Lot 26A Block 60, thence northward along the eastern boundary line of Lot 26A and Lot 27 of Block 60, thence north westward from the intersection with the north eastern side of Lot 27 of Block 60, thence curving around in the north westerly direction along the north eastern property line of Lot 28C Block 60, thence at the intersection with the centerline of Luis Munoz Marin Blvd. and in a northward direction along the centerline of Luis Munoz Marin Blvd, thence at the intersection with the centerline of Grand Street and going in a westward direction to the point of beginning.



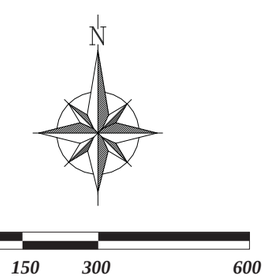
ACQUISITION MAP



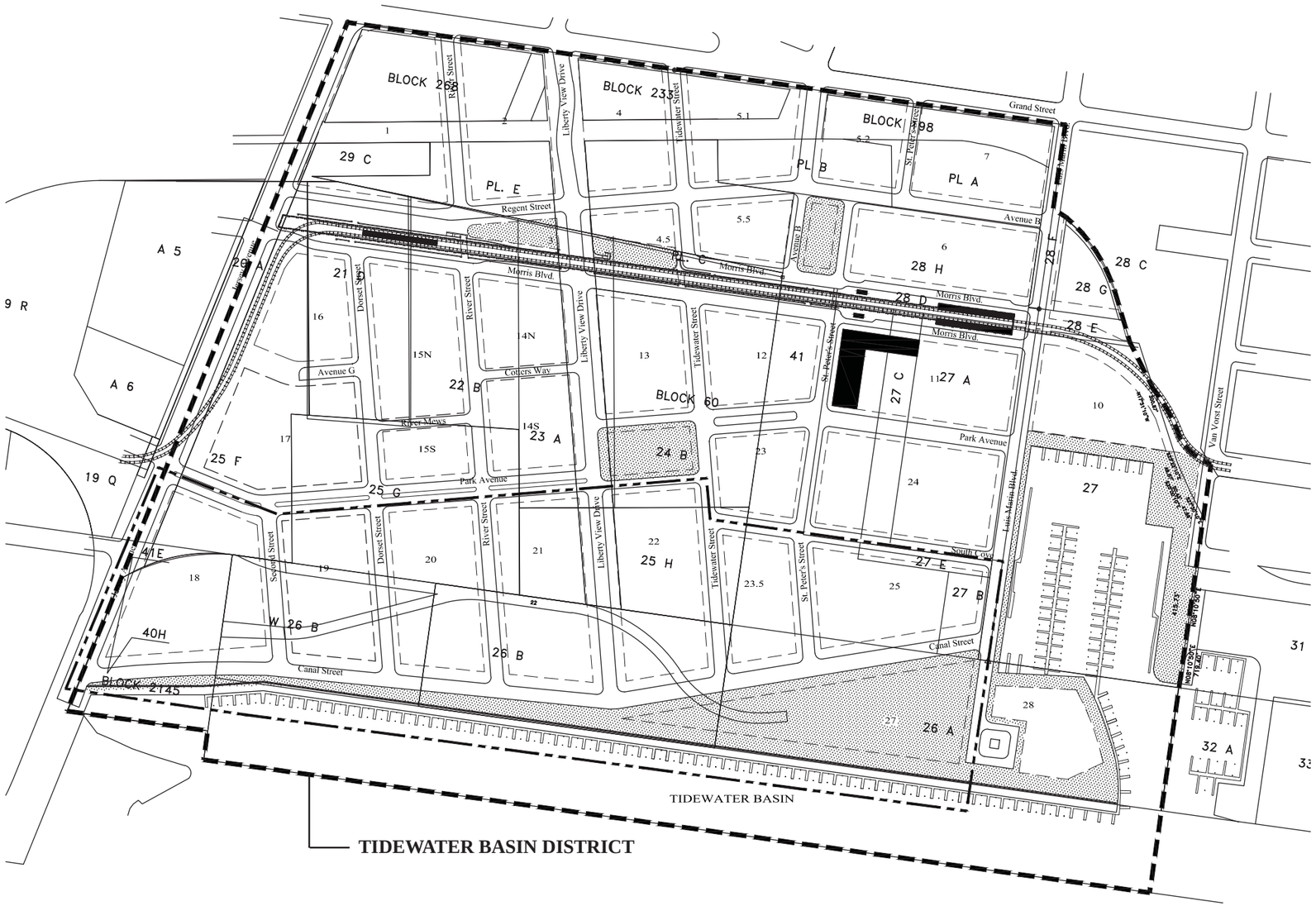
To be acquired.

The shaded area represents the individual parcels that together constitute the study area. All property within the study area is to be acquired.

* NOTE: There may be further potential subdivisions of property lot lines that are not current in this drawing.

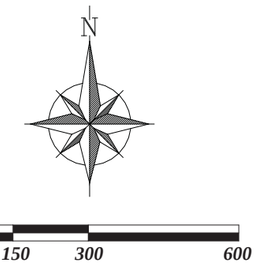


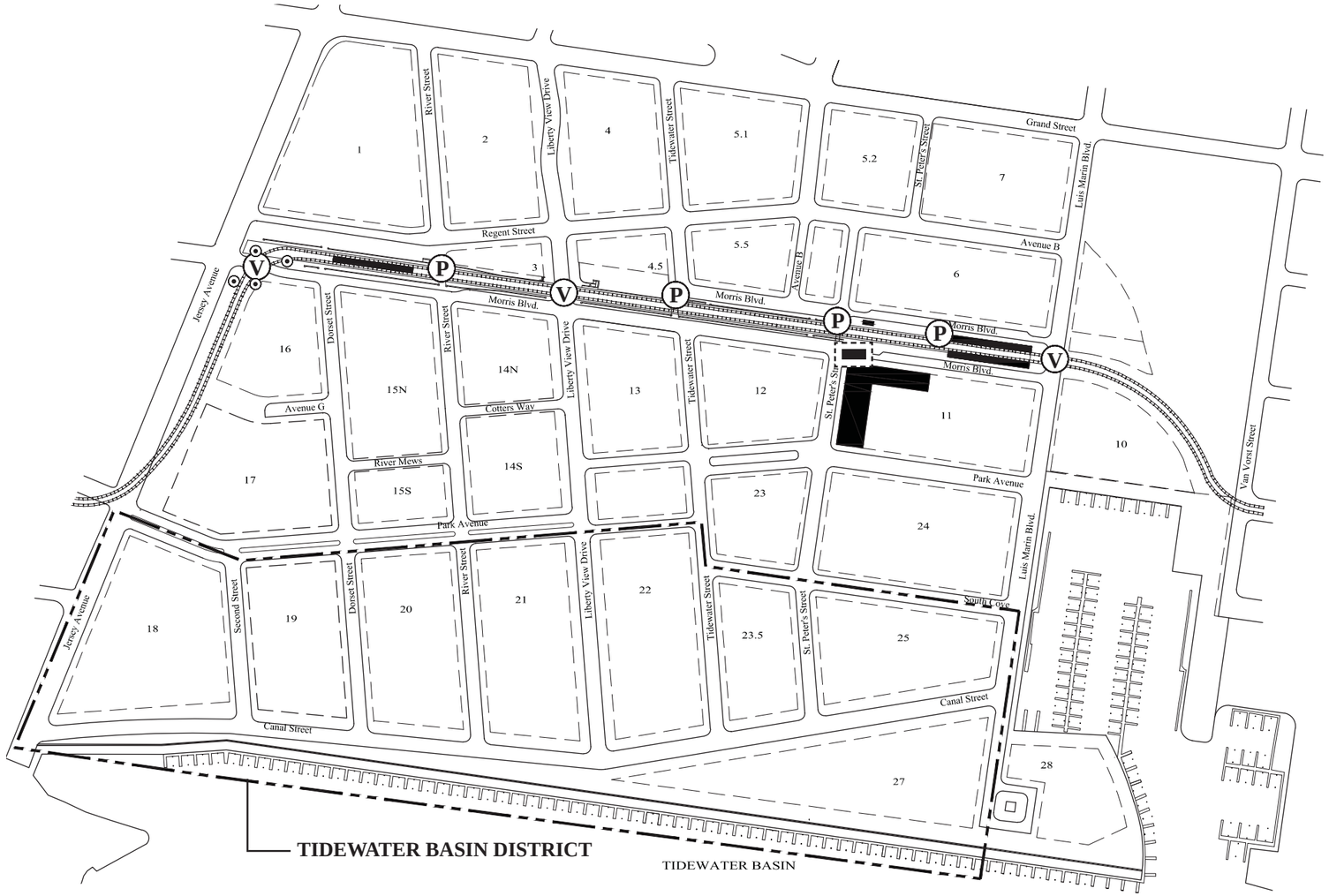
SUPERIMPOSED MAP



The drawings superimposes the Boundary Survey and the Current Plan. The two blocks just south of the light rail and just west of the Marina can be seen to have been configured in order to correspond with existing property divisions.

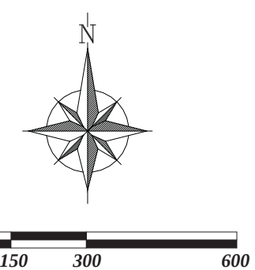
* NOTE: There may be further potential subdivisions of property lot lines that are not current in this drawing.





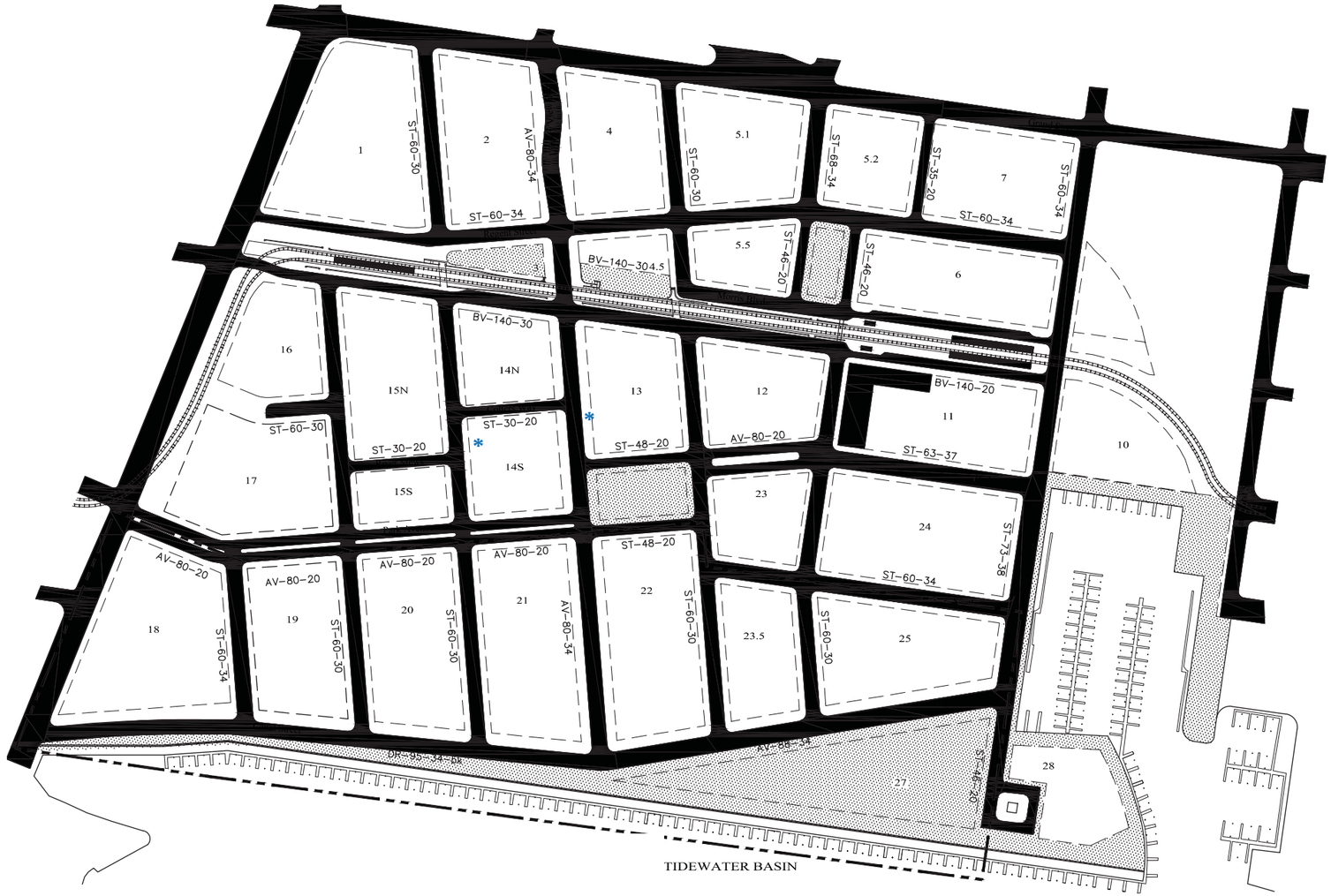
- Approximate Station Location
- (P) Pedestrian Crossing of Tracks
- (V) Vehicular & Pedestrian Crossing
- Proposed Additional Pedestrian Access/Steps to Platform
- Relocate Cantenary Poles if Necessary
- Relocate or rehouse mechanical equipment in decorative enclosure to be approved by the Jersey City Planning Board during the design and construction approval for Morris Boulevard.

The vehicular and pedestrian crossing points shown here are the result of consultations among the re-developer, the City, and New Jersey Transit. While they are far from ideal –more frequent crossings would make the project more walkable – they represent an acceptable minimum standard. An unsightly mechanical shed has been located within the desired roadway trajectory, visible just below the central pedestrian crossing. This structure, if it cannot be moved, shall be rehoused in an enclosure appropriate to its prominent location.



APPENDIX

STREET NETWORK

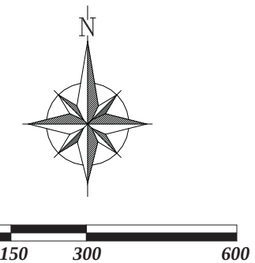


As in the best cities and towns, the plan calls for a porous street network of many small thoroughfares. Automobile traffic is distributed evenly across the site, so that no street requires more than one lane of traffic in each direction. Traffic is kept moving slowly, so that the sidewalks feel safe for walking. The presence of a true network provides multiple paths to every destination, so that pedestrians can have a varied routine, and drivers can avoid backups by taking alternate routes. Blocks are small – averaging 220' by 500', further easing pedestrian circulation.

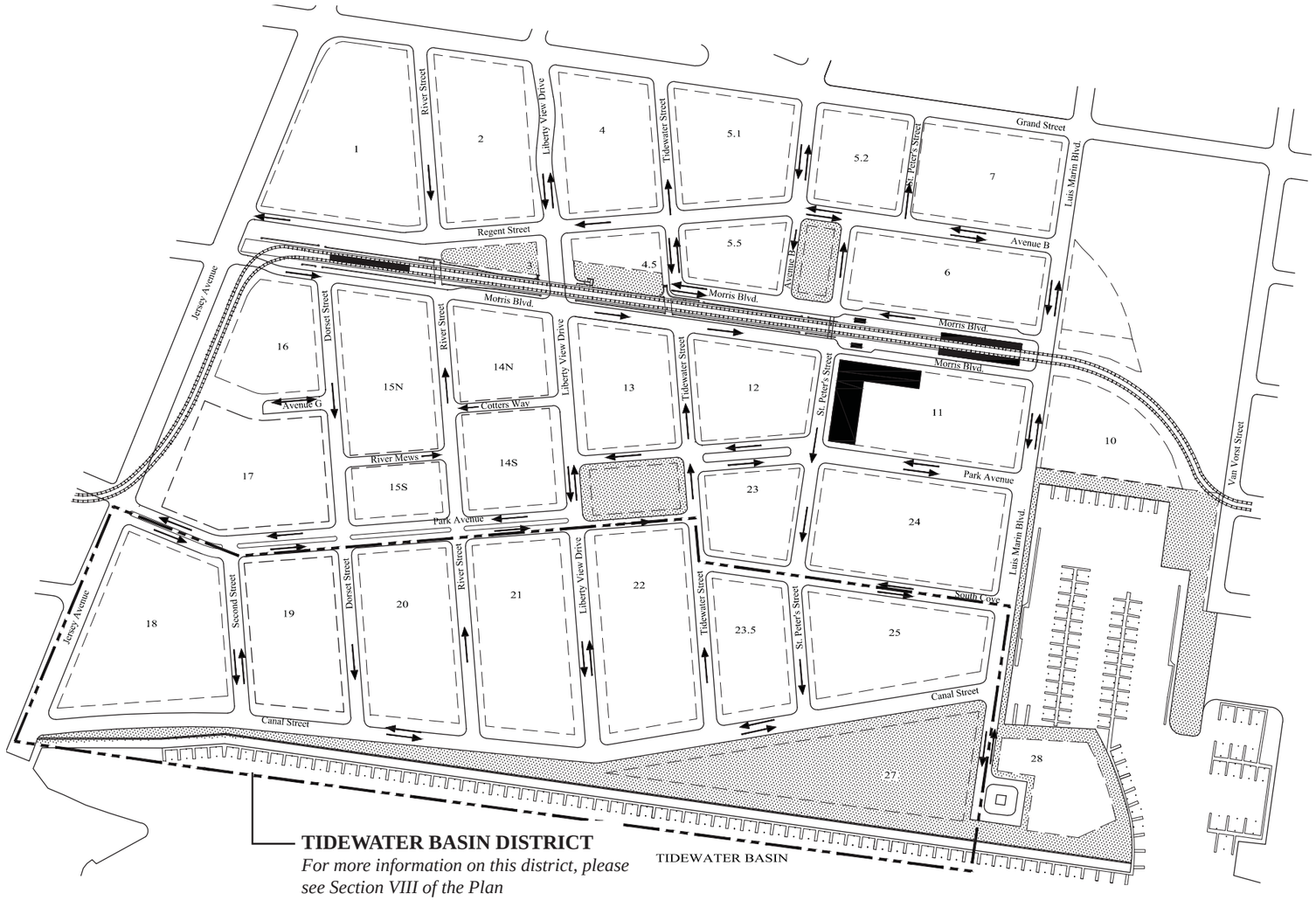
The labels refer to the design of each street, provided in the Thoroughfare Standards ahead. The names indicate the right-of-way width and pavement width, such that a ST-60-30 is a street with a 30' pavement in a 60' R.O.W. This one-way thoroughfare type matches similar rowhouse streets in Jersey City's historic neighborhoods. All of the remaining streets are two way, with the exception of ST-46-20 and ST-30-20. ST-46-20 is a street that circles public squares while ST-30-20 refers to the private streets that divide Blocks 14 and 15 into northern and southern portions.

Improvements to extensions of Grove Street between blocks 5.1 & 5.2 shall include decorative surface treatment and / or raised plaza elements. Details shall be presented for approval at the time of SITE PLAN APPLICATION, or before.The curb layouts regarding the extension of Morris Square shall occur in conjunction with the extension of Regent Street. Details of improvements to Morris Square shall be presented for approval at the time of SITE PLAN APPLICATION, or before, with block 5.2

* *Private Streets*



VEHICULAR CIRCULATION

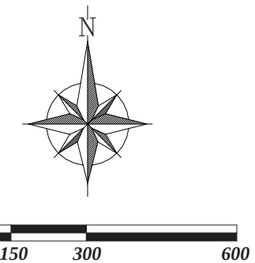


TIDEWATER BASIN DISTRICT

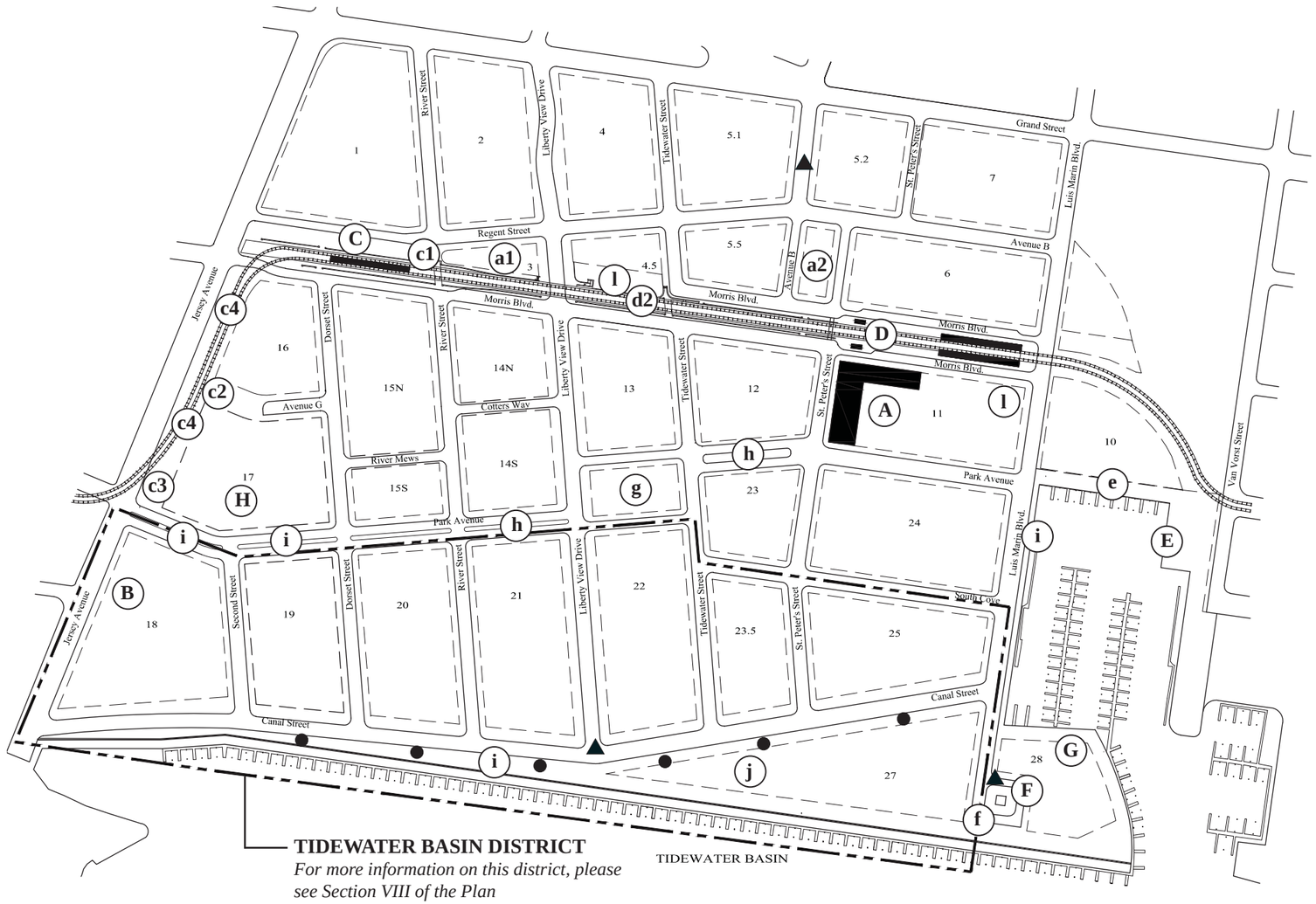
For more information on this district, please see Section VIII of the Plan

Similar to much of Manhattan's grid, streets that pass the ends of blocks carry two-way traffic, while the more frequent cross-streets are largely one-way. One-way streets are typically provided in pairs, so that lengthy loops are avoided. All streets shall be improved to the satisfaction of the Municipal Engineer and developed to municipal standards and shall be maintained without gates and open to public vehicles and pedestrians.

* The vehicular traffic directions identified here reflect directions at total build-out. Traffic direction may change during various phases of completion, pursuant to Planning Board approval.



RECREATIONAL & COMMUNITY FACILITIES SPACES



TIDEWATER BASIN DISTRICT
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✶ The land area located within the light-rail easement and the pedestrian plaza portion of Block 4.5 has no development potential.

✶✶ The Marina walk is provided to ease pedestrian traffic into the development from the adjacent Paulus Hook neighborhood and shall provide an area for cafe seating and other amenities.

▲ Location of decorative paver treatments is to be from Canal Drive south to the walkway and other locations as shown.

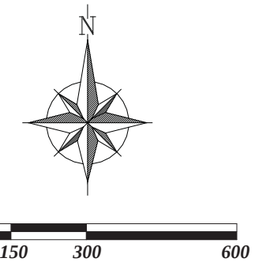
● Potential locations for waterfront retail kiosks.

This drawing shows the many civic buildings, recreational space, community facility space and open space that are distributed throughout the plan, and how all of the civic buildings and facilities are complimented by at least one corresponding civic space. The civic buildings are as follows:

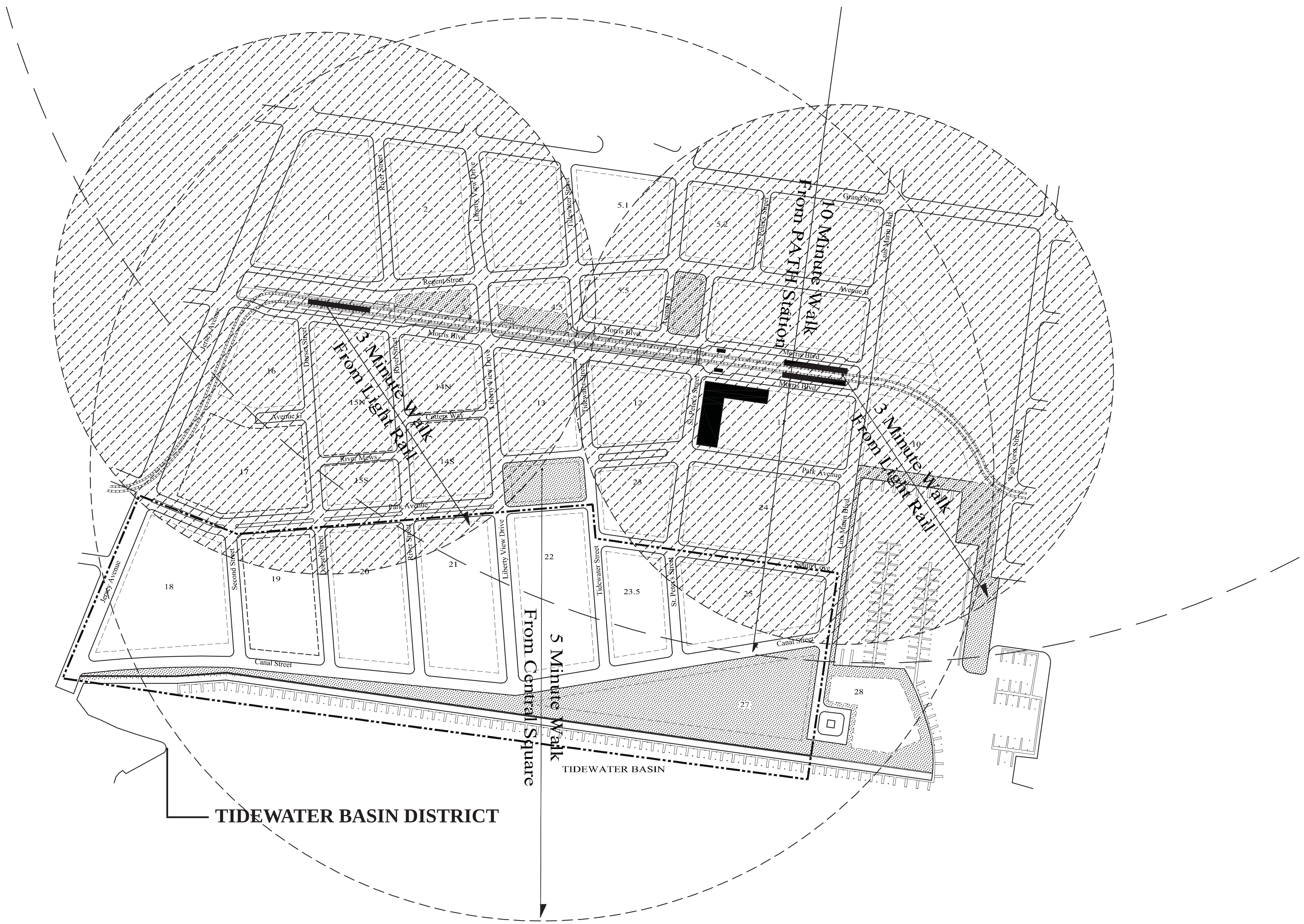
A. Boys and Girls Club
B. Potential Location for Elementary School
C. *Jersey Medical Center* Light-Rail Station
D. *Marin Boulevard* Light-Rail Station
E. Marina Pavilion - Approved as a requirement of Fulton's Landing Waterfront Development Permit
F. Monument in Market Plaza
G. Potential Marina Restroom/Shower Facility, exact location to be determined
H. Civic Community Amenity, such as, but not limited to, YMCA, community recreational facility, meeting hall, civic facility, etc. and any combination of same.

The civic spaces are as follows:

a1. Regent Street Neighborhood Green
a2. Morris Square Neighborhood Green
b. N/A
c1. Light-Rail Station Plaza ✶
c2. Avenue G Park
c3. Jersey Ave Triangle Park
c4. Pedestrian Walkway 12' Wide
d2. Light-Rail Boulevard Median ✶
e. Marina Walk ✶✶
f. Market Plaza
g. Central Square
h. Park Avenue Median
i. Waterfront Linear Park
j. Canal Street Park and Plaza
k. Pedestrian Plaza ✶
l. Cafe Area



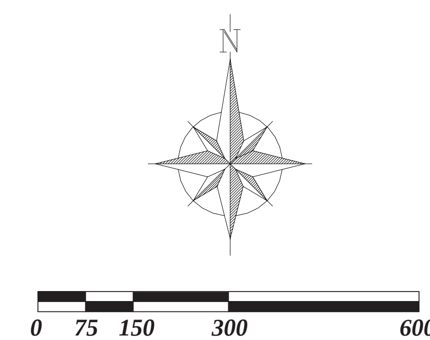
PEDESTRIAN SHEDS



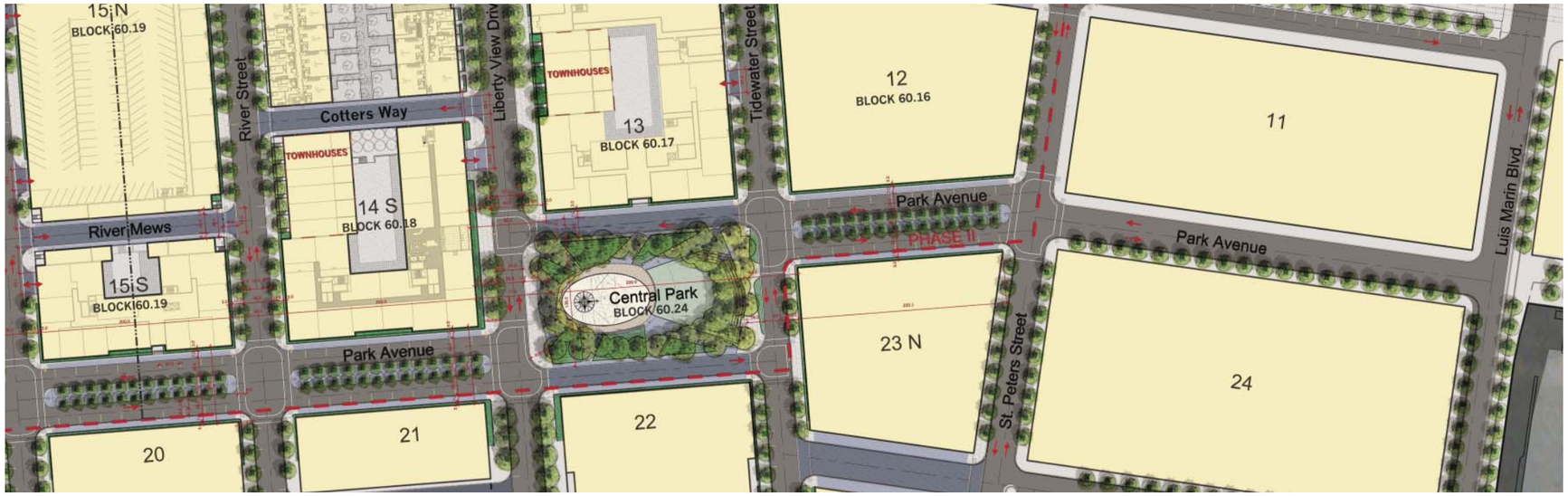
This walking distance diagram indicates the following site characteristics:

- The entire site is within a five-minute walk of its central square.
- The majority of the site is within a three-minute walk of one of the two light-rail stations.
- Almost all of the site is within a ten-minute walk of the Grove Street PATH Station.

The extreme walkability of the plan and its easy access to transit suggest that roadway and parking lots can be sized for vehicular demands for below the suburban average.

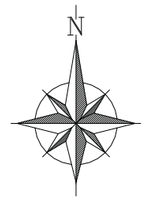


PARK AVENUE LANDSCAPE PLAN

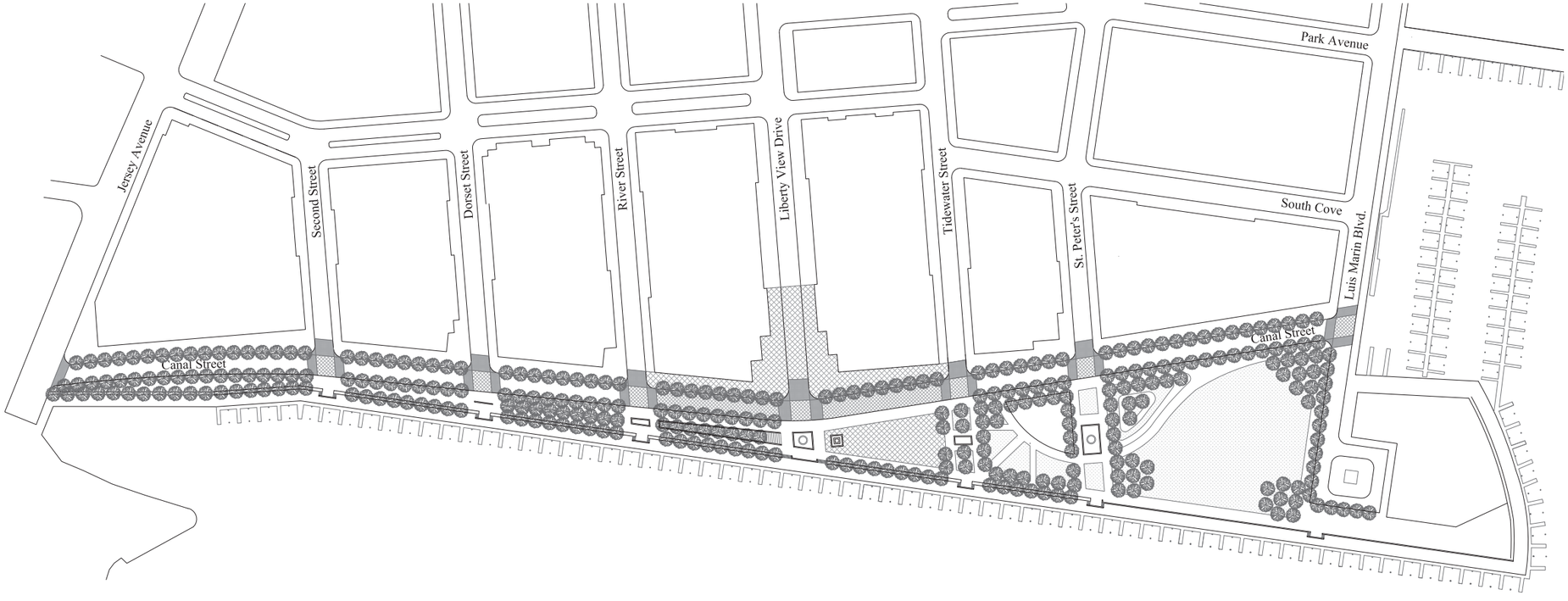


Park Avenue connects the small Marina Square at the east through the Central Square to Jersey Avenue along the western border of the site. It is designed as a series of distinct spaces, beginning without a median (ideal for retail), then establishing a median as it angles south, then opening up into the turbine-shaped square (which provides terminated vistas in two directions), then returning to a median that terminates at Jersey Avenue.

The Park Avenue streetscape treatment varies along its alignment as it intersects with local or other major streets in Area. The formation of the central square by the offset alignment of Park Avenue creates a dynamic interplay between the streetscapes of Liberty View Drive, Tidewater Street, and the landscape treatment of the Central Park. The three Park Avenue medians pictured here are 20 feet wide and contain a double row of trees creating a unique east-west extension of the Central Park.



CANAL STREET LANDSCAPE PLAN

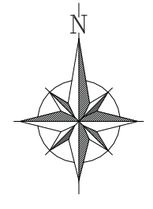


In terms of the public landscape, the highlight of the project is the continuous linear waterfront park that runs the length of the Tidewater Basin. It takes advantage of this situation by providing a continuous two-level, 30'-wide recreational corridor along the water's edge that is divided between an upper promenade and a lower wharf. For much of this portion of Canal Street, the perceptual width of the waterfront promenade is much greater than 30', as it includes a low-speed street and the opposing sidewalk.

East of Liberty View Drive, as Canal Street veers away from the Tidewater Basin, the waterfront promenade expands into the Area's principal green space – the Tidewater Basin Park. The triangular Tidewater Basin Park is broken into three distinct sections designed to provide a variety of experiences along the waterfront. The Tidewater Basin Park includes a versatile formal plaza, open lawn, and playground space. The waterfront park is complemented by public art installations, special paving, and textured intersection at each cross street along Canal Street. More information on the Tidewater Basin Park can be found in Section VIII Tidewater Basin District.

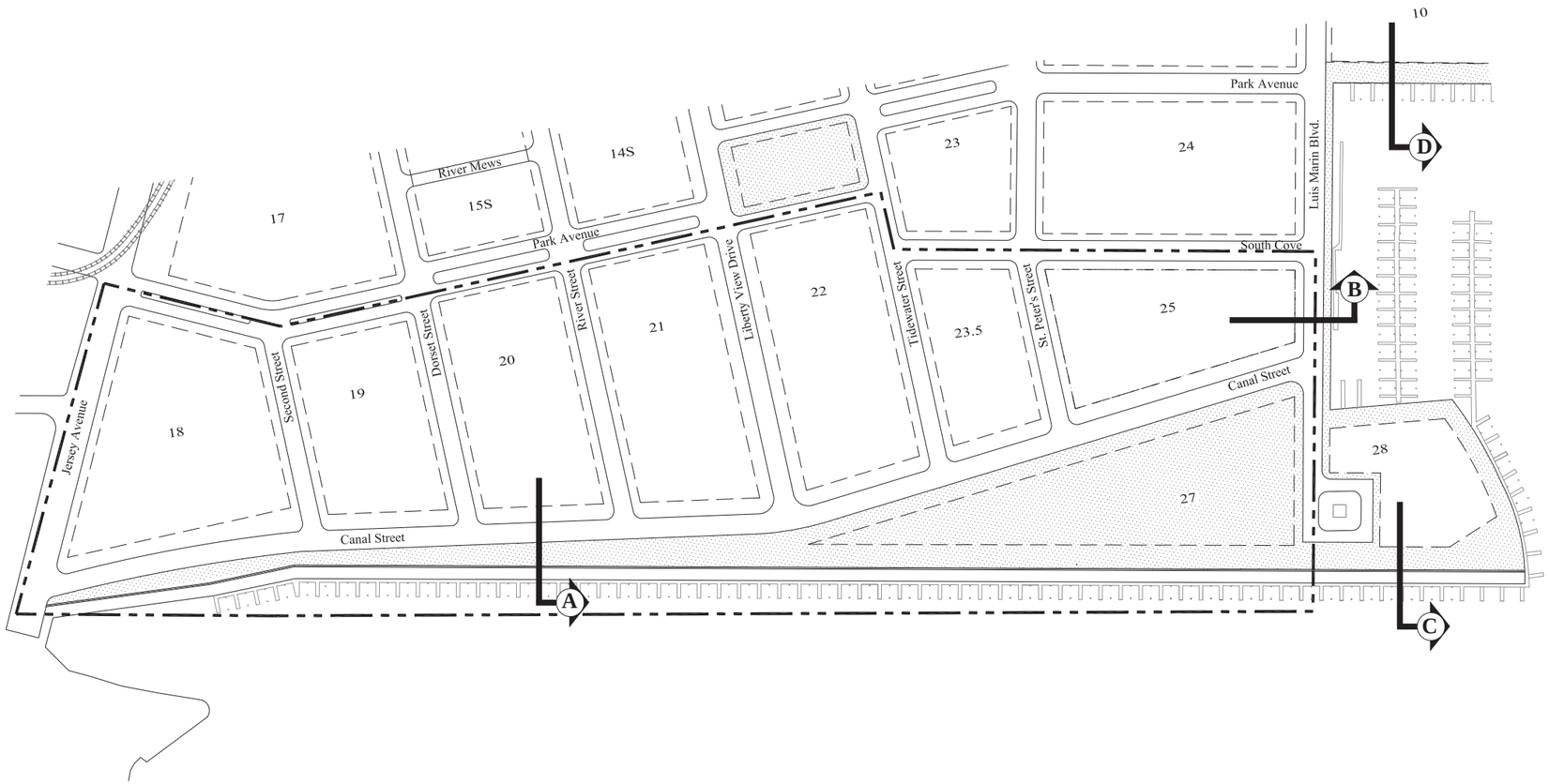
* The drawing on this page is a conceptual rendering of the Canal Street Landscape Plan and Tidewater Basin Park. The design of these areas is subject to change.

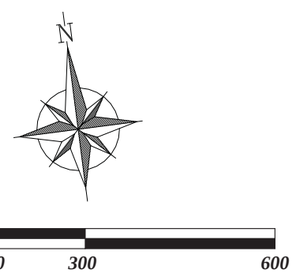
**Also see Specific Waterfront Walkway requirements in the General Regulations section.



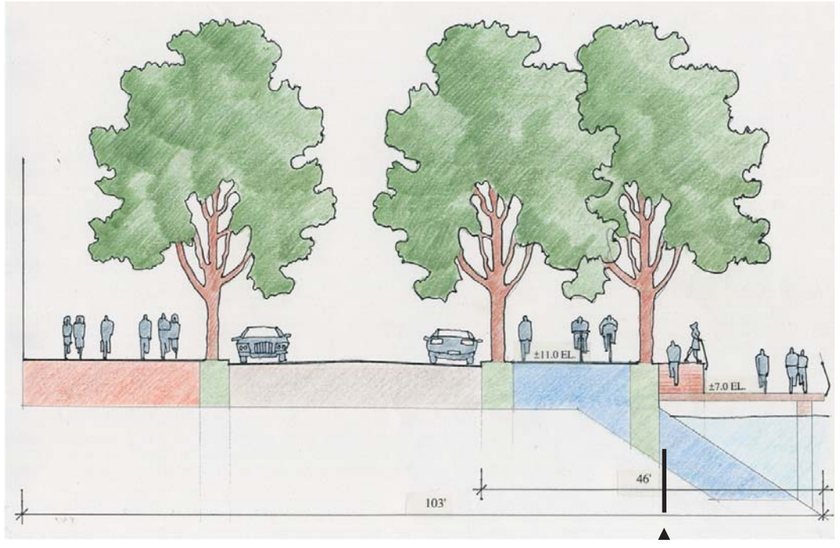
CANAL STREET SECTIONS

Some possible treatments for the linear park along the water's edge and the marina are shown in section form on the next page. These four sections are referenced on the map shown here.

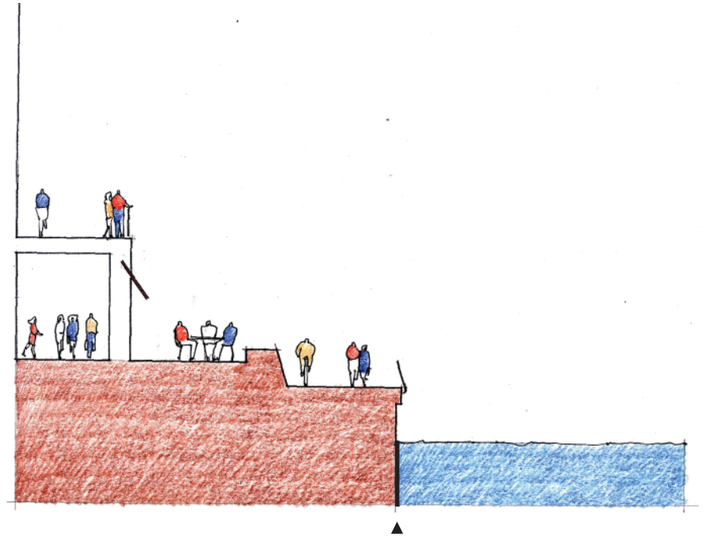




CANAL STREET SECTIONS



A) *Typical Waterfront Drive Section*



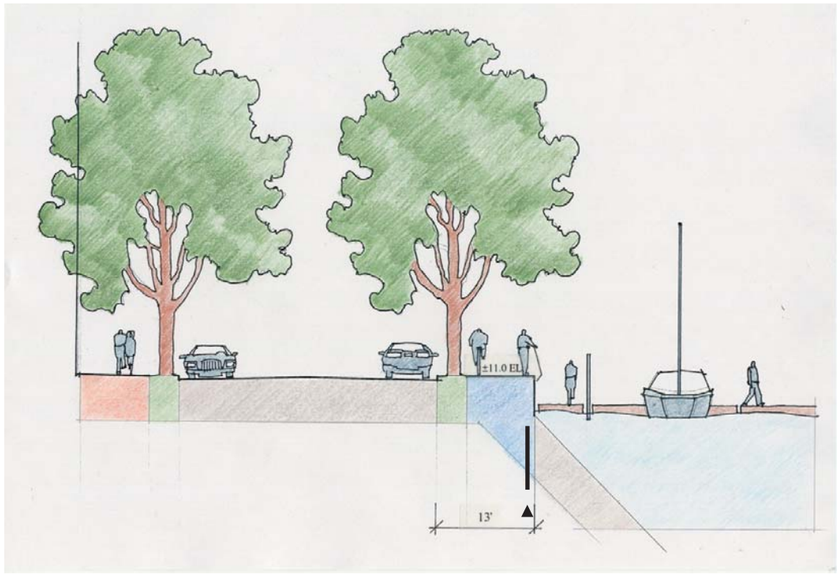
C) *Waterfront Walk Section at the Point*

The first drawing (A) shows the typical condition along Canal Street, where the southern sidewalk is widened to include a bicycle path, and a second walking area is provided on a wharf closer to the water's edge. A triple canopy of shade trees unify the bikepath with the Canal Street. The second drawing (B) shows the narrowest part of Luis Marin Boulevard as it meets the western edge of the marina, with a bicycle and pedestrian walkway overlooking private boat mooring on floating docks.

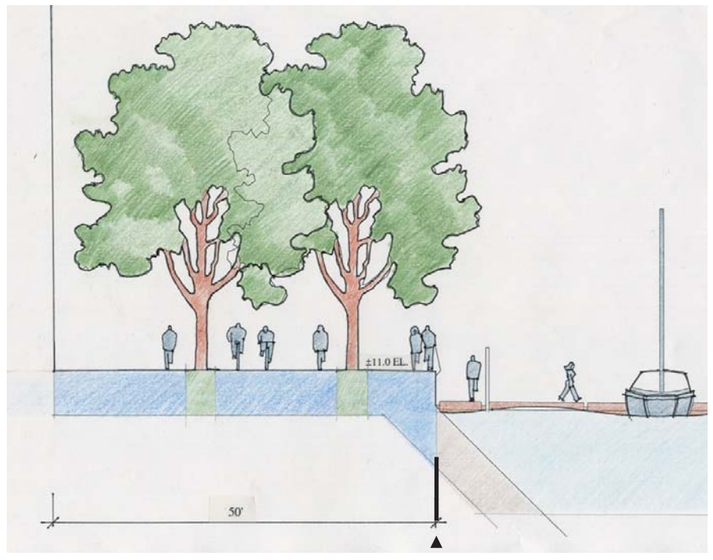
The third drawing (C) shows a typical section surrounding the building on Block 28. The building is shown with an arcade and an overhead terrace that looks down on sidewalk dining, which in turn overlooks a lower walkway. The fourth and final drawing (D) illustrates the condition at the north end of the marina, where a double row of trees organizes the walkway into three corridors for pedestrian and bicyclists.

* These illustrations represent conceptual design elements and landscape treatments for Canal Street. These designs are flexible and subject to change.

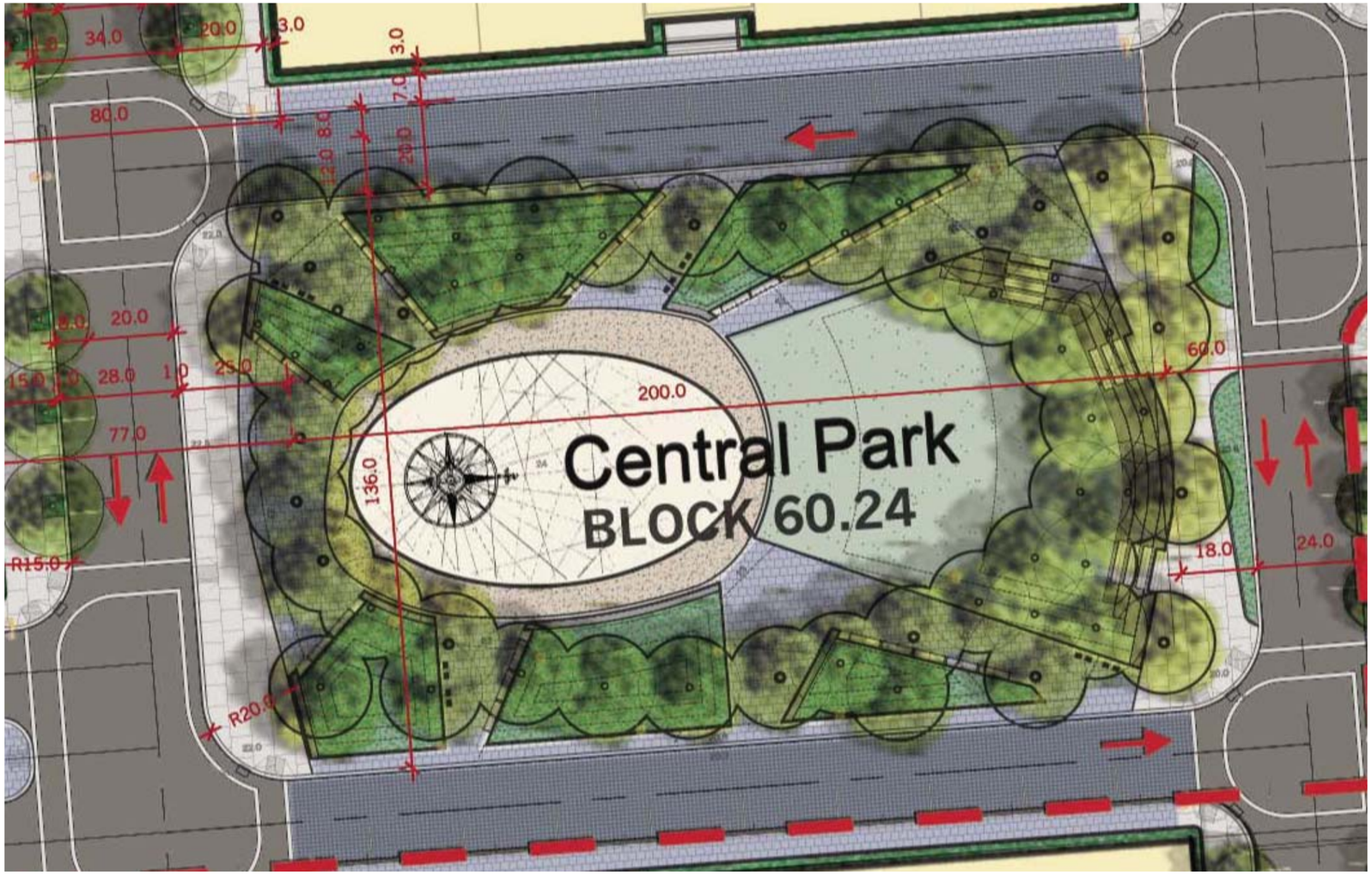
▲ Bulkhead location



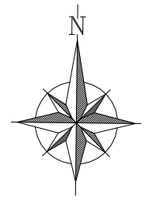
B) *Luis Marin Boulevard Section at the Marina*



D) *Head of the Marina*



The offset alignment of Park Avenue between Liberty View Drive and Tidewater Street creates a dynamic, centrally located public open space around which pedestrians and cars rotate and focus. Despite its active surroundings, the Central Park is a green oasis at the heart of Liberty Harbor North. The combination lawn and plaza suggests a village green and a community meeting place suitable for informal activities.



GENERAL REGULATIONS

For the purpose of full communication, redundancies exist. If there are any conflicts between these General Regulations and information contained elsewhere in this plan, these General Regulations will take precedence.

I. POLICY STATEMENTS OF THE REDEVELOPMENT PLAN

By adoption of this redevelopment plan the Jersey City Planning Board and the Municipal Council of the City of Jersey City seek to promulgate the following Policy Statements outlining what is sought to be achieved through the adoption and implementation of this plan:

A. To redevelop the Liberty Harbor North Redevelopment Project Area in a manner that will exemplify the principles of New Urbanism and implement traditional neighborhood development techniques that recognize this unique inner-city location.

B. To encourage development that is compatible with the character of adjacent historic districts while providing for a mixture of uses and an intensity of development that will allow for a self-sufficient and vibrant new community serving as a model for healthy urban growth.

C. To provide a variety of market value housing types and commercial establishments through new construction of low rise, mid-rise and high rise structures.

D. To provide for an intensity of development suitable to support the implementation of infrastructure improvements necessary to support the dense development grid pattern and spatial form necessary to maintain consistency with the present pattern of surrounding downtown neighborhoods.

E. To encourage innovative mixed-use and multiple-use blocks of development so that housing demand for varying age groups, families, and income levels may be met by requiring and allowing greater variety in type, design, and layout of dwelling units, and by the conservation and more efficient use of open space and accessory parking ancillary to these dwelling units and uses.

F. To require the interconnection of uses, blocks, and streets to create integrated neighborhoods and a greater sense of community through the use of design techniques that provide for a modified grid street pattern.

G. To provide a layout of streets and open spaces that encourage pedestrian interconnections to the two light rail stations, civic buildings, and commercial uses all within a 3-5 minute walk from residential dwellings.

Establish a street and path network which accomodates an integrated multi-modal transportation system with the intent of providing safe pedestrian connections as outlined above.

H. To establish an integrated healthy, vibrant, livable neighborhood, incorporating the traditional city block development and rejecting the modern clustered and sprawled development and zoning alternatives.

I. To provide a clearly articulated and rationally designed open space system which consists of both integrated and peripheral active and passive parks and which furthers the goals of Statements F and G.

J. To extend greater opportunities for housing, commercial, and recreation facilities to all residents of the City.

K. To provide for a more efficient use of land and public services by directing development in a pattern that resembles traditional blocks of mixed and multiple-use development with varied housing types.

L. To implement neo-traditional development in a manner sensitive to the preservation and enhancement of property within existing adjacent historic neighborhoods.

M. To facilitate the construction of roads, infrastructure, open space and other public improvements which benefit more than one development site or property owner, and benefit the residents of Jersey City and this new neighborhood as a whole, and assure the provision of these public improvements at an appropriate time given the progression of development within the redevelopment plan area and the proportion of the plan area that is built out in accordance with this redevelopment plan.

N. To alleviate undue traffic congestion by reducing the excessive sprawl of development and the segregation of land uses, which result in the inefficient use of land, encourages the use of private vehicles, and is counter to the protection of the public health, safety, and welfare.

O. To discourage and prohibit street design patterns that tend to contribute to traffic congestion through the dependence on private automobiles.

P. To discourage and prohibit generic modern development patterns that bear no relation to the historic development pattern of the adjacent Paulus Hook and Van Vorst Neighborhoods.

Q. To implement the creation of places which are oriented to the pedestrian, promote citizen security, and social interaction.

R. To implement developments where the physical, visual, and spatial characteristics are established and reinforced through the consistent use of thoroughfare, urban, and architectural design elements. Such elements shall relate the design characteristics of an individual structure or development to other existing or planned structures or developments in a harmonious manner, resulting in a coherent overall development pattern and streetscape.

II. TYPES OF PROPOSED REDEVELOPMENT ACTIONS

It is proposed to substantially improve and upgrade the Liberty Harbor North Study Area through a combination of redevelopment actions. These will include but not be limited to:

A. Clearance of dilapidated structures;

B. Rehabilitation of sound compatible uses;

C. Assembly into developable parcels the vacant and underutilized land now in scattered and varied ownership;

D. Provision for a full range of public infrastructure necessary to service and support the Redevelopment Area; and

E. Construction and rehabilitation of residential units, a variety of commercial uses and complementary public facilities.

III. BUILDING DESIGN Requirements

A. Buildings shall be designed so as to be attractive from all vantage points and shall be oriented toward the street so as to provide a continuous and interesting streetscape.

B. Buildings shall be designed such that their facades create a continuous street frontage.

C. Windows shall contain both lintels and sills. Windowsills should be emphasized more than window headers. (The bottom of a window can use the emphasis of a shadow line, while the top already has one.) The tops of windows and doors shall be designed to avoid confusing perspective views. No windowsill of any window to a residential unit shall be less than five (5) feet above the elevation of the nearest sidewalk or pedestrian pathway except that in retail-optional areas, first floor unit spaces are encouraged to incorporate the live-work unit type in the building base along street frontages so as to accommodate the retail option.

D. The first floor bases of all non-residential buildings shall be 70% glass adjacent to their street frontage.

E. Balconies not facing onto courtyards shall be very shallow or recessed to prevent their use as storage spaces.

F. The screening of rooftop mechanical equipment is required. All rooftop mechanical equipment shall be screened from view from all directions and elevations to minimize the negative aesthetic impact upon the view from neighboring buildings and from street level. Said screening shall be consistent with the architecture of the building and building material.

G. All parts and components of cellular phone antennas, satellite dishes, and television and radio antennas shall be completely screened from view from all directions and elevations on existing or planned structures, or shall be disguised within the architecture of a structure. Said screening shall be consistent with the surrounding architecture. In all cases, creative placement of said equipment is required in order to eliminate the need for screening.

H. All trash receptacle areas shall be located within buildings or parking structures.

I. All new rowhouses, townhouses, and similar style structures shall have a raised stoop to the front building entrance. The stoop shall be consistent with those in the neighboring Historic District, in terms of scale and appearance.

J. The front yards of all new townhouses and rowhouses shall provide wrought-iron type fencing along the property line a minimum of two (2) feet and a maximum of four (4) feet in height.

K. The building type layouts contained in this plan provide an illustration of several development programs that can conform to the redevelopment standards of this plan. Variations on these themes may be proposed and approved at the site plan application level provided they too conform to the plan standards and objectives.

L. One of the many goals of this RDP is to insure variety in housing type and selection. Many of the S-Type buildings in the plan as illustrated ahead, are thin 30'-deep units shielding parking garages at mid-block. However, not all block centers shall be occupied exclusively by parking garages; some shall be at least partially occupied by open area to be used as rear yards by the S-Type buildings. In this case, the S-Type buildings, receiving light from both front and rear, may be as much as 50' deep. Seven blocks in the plan are identified as requiring a minimum percentage of S-Type frontage developed in this manner. The table below lists the minimum percentage of each block's street frontage (in linear feet) that shall be developed into S-Type units with rear yards rather than mid-block parking.

Block #	% Rear-Yard-Unit frontage
1	90
2	40
4	40
5	100
14	30
15	30

M. Only in the specific locations identified as B-Street Frontages within this plan and those referenced in Section General Regulations, VI.C., where a portion of a parking garage may be visible, their facade treatments shall integrate their appearance with that of the building as a whole incorporating a decorative false facade, closed along the frontage, to match the rest of the building. The exposed façade shall be designed to eliminate headlight glare by the provision in openings of opaque or spandrels rising a minimum of forty-two inches from the floor line. Any garage openings shall mimic the window size and placement of the balance of the building and shall contain decorative fenestration and decorative grates, not just louvers, to soften their appearance.

N. If security gates are used on any part of the a building or commercial window display, they shall be interior and of the open grate style.

O. Buildings fronting Grand Street may not turn their backs or sides to it; they must face the avenue with functioning entries and stoops such that the appearance from Grand Street is that of building fronts.

IV. REHABILITATION Requirements

If a building is to be rehabilitated, the following fundamental concepts shall be followed:

A. Rehabilitation work shall not destroy the distin guishing qualities or character of the property and/ or its environment. Rehabilitation shall not re move or alter any historic material or architectural features.

B. Deteriorated architectural features shall be repaired and restored rather than replaced. In the event that replacement becomes necessary, the new material shall match the material being replaced in composition, design, color, texture and other visual qualities. Repair or replacement of missing architectural features shall be based upon accurate duplications of original features, substantiated by physical or pictorial evidence rather than on conjectural designs.

C. Distinctive stylistic features or examples of skilled craftsmanship which characterize older structures and often predate the mass production of building materials, shall be treated with sensitivity and preserved.

D. All structures shall be recognized as products of their time period. Alterations to create modern appearances shall not be permitted.

E. Contemporary design for new construction in old neighborhoods and additions to existing buildings or landscaping shall not be discouraged if such design is compatible with the size, scale, color, material and character of the neighborhood, building or its environment.

F. Wherever possible, new additions or alterations to buildings shall be constructed in such a manner that if removed at a future date, the essential form and integrity of the original structure will be unimpaired.

G. In the rehabilitation of structures that are adapted to new uses, antiquated non-functional features that inhibit and diminish the ability of the structure to accommodate the new use and function may be removed.

V. OPEN SPACE AND LANDSCAPE DESIGN REQUIREMENTS

A. Landscaping, Open space, R-O-W materials, furnishings design, and overall plan area Themes shall be identified as follows:

Prior to the commencement of construction within the plan area, an overall design plan shall be presented to and approved by the Jersey City Planning Board. This plan shall be prepared by an experienced landscape architect and public space planner with a proven track record of successful public waterfront designs. The plan shall respect and incorporate the design parameters and R-O-W landscaping provided within this plan but provide more detail to insure all roadway segments incorporate consistent design patterns and materials. Also Included within these standards shall be standards for the Hudson Bergen Light Rail R-O-W design improvements, waterfront walkway improvements, and park improvements.

Any applicant within the redevelopment plan area may propose a design plan, as referenced above, for any portion of the redevelopment area, to the planning Board. This includes the waterfront walkway. Any proposed design standard shall incorporate high quality decorative design materials, especially for the waterfront walkway, including at a minimum, width of pavers, decorative lighting, 4" Caliper trees, decorative seating and specific colors and materials acceptable to the Planning Board. If the Board and the City are satisfied with the design plan, they may bring forward the plan or an amended version of the plan to the City Council for adoption and inclusion, by reference, to the redevelopment plan.

B. Open space area shall be developed as directed by this plan and are subject to site plan approval by the Planning Board. A unified streetscape plan shall be required. The streetscape plan shall be submitted to the Jersey City Planning Board for its review and approval in conjunction with the project site plan application and implemented contemporaneously with the construction of the redevelopment project. The streetscape plan shall include all street frontages, existing and proposed. The plan shall identify, but not be limited to: decorative paving materials, curbing materials, colors, tree pit treatments, trash receptacles, benches, bicycle racks, lighting, planters and planting pots.

C. Trees shall be planted as specified in the "Thoroughfare Standards" as included to this Plan. All tree pits shall be covered with metal grates, decorative fencing, tree guards, and/or decorative pavers. Open tree pits or planting strips in any street right of way are prohibited.

D. Areas designed as improved open space shall be in addition to all parking, loading and front-yard setback requirements.

E. All open space, including yards, shall be landscaped with plants, trees, shrubbery and other appropriate plant material unless said open space is specifically designated for other activities which require paving or other treatment. All screen planting shall be coniferous, and only species with proven resistance to the urban environment in this area will be acceptable.

F. Sidewalks on Grand Street and Jersey Avenue bounding the project shall be rebuilt to a design and standard matching the new streets within the project, similar to that of the ST-60-34 within the Thoroughfare Standards.

G. A small roundabout shall be placed in the center of the intersection of Seventh Street and Avenue E.

VI. PARKING AND LOADING REQUIREMENTS

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

Use	Min. Parking	Max. Parking
Residential	0.5 per unit	1.0 per unit
Hotel/Lodging		0.5 per unit
Office		0.8/1,000 sq. ft.
Retail		1.0/1,000 sq. ft.
Restaurant, Bar, Nightclub.		1.0/1,000 sq. ft.
Civic/School/ other		1.0/1,000 sq. ft.
Marinas		0.25 per slip

Shared Parking: In order to promote more efficient use of parking facilities, a dedicated parking space may be counted towards the parking requirement for two or more different uses, provided that: 1) the applicant demonstrates to the Planning Board's

satisfaction that demand for these shared parking spaces by each use, based on time of day, will not substantially overlap; and 2) no more than 75 percent of the parking spaces counted towards any use are shared spaces. In the absence of extenuating circumstances, office and residential uses shall be deemed non-overlapping uses.

B. Required parking may be located off-street and/or on-street. The construction of new streets and the creation of parking therein shall apply toward the parking requirement for that development.

- Off-street parking shall be provided within a linear distance of 1000 ft. of the building that it serves.
- On-street parking shall be located on the same side of the street as the specific project and immediately adjacent to its frontage. Such parking may not be marked as dedicated to a particular use or building.
- Parking is required for the use of the residential occupants and commercial tenants. Any unused parking may be made available to residents and businesses (including schools and hospitals) of the downtown JC neighborhood.

C. Parking decks and surface parking lots shall be masked from the street by habitable building, either commercial or residential. The only exceptions to this are: the second and third floors on the southern side of Block 6, where the parking deck may be permitted to extend to the building frontage line and on partial interior lot frontage of Block 17 adjacent to the Light Rail on Jersey Avenue 124 Feet wide above first floor. In all instances of these exceptions, the garage shall be screened as outlined within the facade requirements of the Urban and Architectural Requirements section of this plan.

Garage space taking advantage of the exception referenced in the previous paragraph shall be completely enclosed adjacent to the frontage and incorporate an external facade identical to that of the balance of the building. No mid-block parking deck shall be higher than the height of the shortest building masking it, except that an additional level of rooftop parking is permissible where it can be demonstrated through sightline analyses that said parking is not visible to pedestrians in nearby Rights-of-Way. All parking is covered and enclosed.

D. Other parking under buildings may be placed directly against the street frontage where it is a minimum of three (3) feet below grade and hidden by a foundation wall articulated to appear as a half basement, with small vertically-proportioned glazed openings.
wall articulated to appear as a half basement, with Small vertically proportioned glazed openings

E. All such parking and loading areas shall be graded, paved with a durable dust-free surface, adequately drained, well landscaped, and all access points shall be defined and limited in accordance with the Zoning Ordinance of the City of Jersey City.

F. All curbing shall be poured-in-place concrete or other suitable material such as Belgian block or granite curbing as approved by the Planning Board. Asphalt curbing and/or anchored railroad ties (6" x 8") are not permitted. Curbs must run straight down to the asphalt roadway edge; gutter-pan type curbing is not permitted.

G. Parking decks shall have pedestrian entrances that give direct access onto a sidewalk.

H. Private garages shall be accessed from the rear yard and shall be provided at the rear of or within any structure.

I. Service and parking access for Block 11 shall be provided from Park Avenue and Seventh Street. All loading areas shall be provided totally interior either Service and parking access for Block 11 shall be provided from Park Avenue and Seventh Street. All loading areas shall be provided totally interior either below or above grade and accessed through a 24' wide two-way access ramp leading to the service area from Canal Street. If parking is provided within this building, access ramps shall share the loading ramp openings to produce the least number of breaks in the façade. Access shall be from Canal Street only and no parking or loading function shall be on ground level.

VII. CIRCULATION PLAN REQUIREMENTS

A. The street configurations and locations were designed to meet the projected traffic, pedestrian volume and circulation needs of the plan area and greater downtown sector. In addition, the streets have been specifically designed to: provide a sense of enclosure, enhance neighborhood character, visually terminate in specific locations and provide physical and visual access to public places both in and beyond the study area, such as maintaining view corridors to the Statue of Liberty and terminated vistas on key civic buildings and parks.

All new streets, sidewalks, R-O-W, roadways, driveways, and access easements constructed within the redevelopment area shall conform to the Street Network Map and Thoroughfare Standards as identified herein.

No building or structure shall be located within the area of designated street thoroughfares of this plan.

B. Each street type has been dimensioned and specified for: Type, Movement Direction, Traffic Lanes, Parking Lanes, Right-Of Way Width , Pavement Width, Curb Radius, Vehicular Design Speed, Pedestrian Crossing Time, Sidewalk Width, Planter Area Width, Planter Boulevard Treatment, Planting Interval, Tree Species, and any other specific consideration that may apply within the Thoroughfare Standards.

C. All Streets, Avenues, Boulevards, and other thoroughfares are required in order to implement the stated objectives of this plan and satisfy the needs identified in item A above.

D. Sidewalk areas, including all light rail pedestrian crossings, shall be properly paved, landscaped and lighted consistent with the requirements of this plan and the approved design plans, and sound planning and design principles.

E. Signalization shall be installed by the re-developer, as determined necessary by the Planning Board.

F. In maintaining the interconnected and comprehensive an extreme case waive this requirement and instead only require a portion of the street/streets required to develop the block if it finds that the ownership of block. The Planning Board may at its discretion in and the delay in the construction of the roads around only require a portion of the street/streets required to develop the block if it finds that the ownership of the roadway area differs from the site plan applicant and the delay in the construction of the roads around other portions of the block do not in any way inhibit access, circulation, and provision of required utilities, for either the project under consideration or the access of the overall development area and other projects within.

G. No Certificate of Occupancy of any type shall be issued for any development or construction until such streets identified in Paragraph F have been completed and the Planning Board has given final site plan approval and required performance guarantees for the completion of such streets.

H. Traffic signage shall be consolidated and affixed onto lampposts and traffic signal posts so as to reduce to the minimum the number of poles and obstructions in the streetscape and pedestrian environment.

VIII. Signage Requirements

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

A. Under no circumstances shall fluorescent or glowing paint be permitted for any signage within the area.

B. All signage shall be subject to site plan review and approval by the Planning Board.

C. Billboards are expressly prohibited throughout the Redevelopment Area.

D. Rooftop, flashing moving or intermittently illuminated signs or advertising devices are prohibited, as are signs that may be mistaken for traffic control devices.

E. 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.

F. Freestanding signs are prohibited. Except that way-finding identification as per City standard shall be permitted.

G. No sign shall be attached above the first story of any structure.

H. All signage shall be painted and externally lit.

I. Signs shall not move or have any moving parts as elements.

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

1. Office, Hotel, Civic/Public/school: Total exterior signage shall not exceed fifty (50) square feet. One (1) use shall be permitted no more than one (1) sign. Buildings with multiple uses shall have not more than one (1) sign per use and the aggregate area of all signs shall not exceed the maximum area permitted.

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

3. Retail, Restaurant, Dining, Entertainment,

and all other uses not specifically identified:

Each establishment is allowed one sign and one blade sign per street frontage. (Establishments on corners are thus allowed two sets of signs.) Signage shall not exceed 30 inches in vertical dimension. Blade signage shall not exceed 18 inches in vertical dimension. Signage shall be painted and externally lit. Such signs may not move or have any moving parts as elements.

4. Marina:
One sign, not to exceed twenty- (20) sq. ft.

K. The Planning Board at its discretion may waive some of the above regulations if a proposed sign or light is presented as a site-specific piece of civic art.

IX. GENERAL PROVISIONS

A. Interim uses may be established, subject to agreement between the developers and the Planning Board and the Jersey City Redevelopment Agency Board of Commissioners that such use will not have an adverse effect upon existing or contemplated development during the interim use period. This shall include any signage necessary for project identification during construction, sales and/or rent-up. Interim uses will only be allowed after approval by the Planning Board and will only be granted for a period not to exceed three (3) years from date of Planning Board Approval. The Planning Board may grant up to two (2) additional one-(1) year extensions.

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

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

No Certificate of Occupancy (CO) of any type shall be issued for any construction until the Planning Board has given final site plan approval for the building, building group, block, or phase in which such construction is lo cat ed. As part of the final site plan approval, the Jersey City Planning Board may require a developer to furnish performance guarantees pursuant to NJSA 40:55D-53. Such performance guarantees shall be in favor of the City of Jersey City and in a form approved by either the Corporation Counsel of the City of Jersey City or the Planning Board attorney of the City of Jersey City. The amount of any such performance guarantees shall be determined by the City Engineer and shall be sufficient to assure completion of improvements within one (1) year of final site plan approval.

Where the construction or extension of any utility improvements or R-O-W improvements or the construction of open space improvements are required in con junction with that building, block, or phase group; performance guarantees for these improvements shall be posted prior to the issuance of any building permits for that building, block, or phase group.

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

E. No covenant, lease, conveyance or other instrument shall be affected or executed by the Jersey City Redevelopment Agency or by a re-developer or any of his successors or assignees, whereby land within the project area is restricted by the Jersey City Redevelopment Agency or there developer upon the basis of race, creed, color, or national origin in the sale, lease, use or occupancy thereof. Appropriate covenants, running with the land forever, will prohibit such restrictions and shall be included in the disposition instruments.

F. Restriction of Occupancy or Use - There shall be no restrictions of occupancy or use of any part of the project area on the basis of race, creed, color or national origin.

G. The Jersey City Planning Board shall specifically reserve the right to review and approve the Redevelopers' plans and specifications with respect to their conformance to the Redevelopment Plan. Such a review shall be on the basis of a site plan and construction plans submit ted to the Planning Board. No additional construction or alteration to existing or proposed construction shall take place until a site plan reflecting such additional or revised construction has been submitted to, and approved by the Planning Board. This pertains to revisions or additions prior to, during and after completion of the improvements.

H. The Planning Board may grant deviations from such strict application of the regulations contained within this Redevelopment Plan, except those standards and regulations specified in paragraph J below, so as to relieve difficulties or hard ship where, by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions, physical features uniquely affecting a specific piece of property, or by reason of an extraordinary and exceptional situation uniquely affecting a specific piece of property or the structures lawfully existing thereon, the strict application of any regulation included within this Redevelopment Plan would result in peculiar and exceptional practical difficulties to, or exceptional and undue hardship upon, the developer of such property. The Planning Board may also grant a deviation from the regulations contained within this Redevelopment Plan where in an application related to a specific piece of property where the purposes of this Redevelopment Plan would be advanced by such deviation from the strict application of the requirements of this Plan; and the benefits of granting the deviation would outweigh any detriments. No deviations may be granted under the terms of this section unless such deviations can be granted without resulting in substantial detriment to the public good and will not substantially impair the intent and purpose of the Redevelopment Plan. An application requesting a deviation from the requirements of this Redevelopment Plan shall provide public notice of such application in accordance with the public notice requirements set forth in N.J.S.A. 40:55D-12.a. & b.

I. No deviations shall be granted which have any one of the following effects:

1. Exceeding the maximum development Capacity of either square footage or dwelling units, as required according to the Regulations and Standards and the Capacity Calculation sections of this Re development Plan.
2. Varying the minimum or maximum number of stories or their location and other requirements as outlined in the Regulating Plan: Height, and Regulation Plan: Frontage, sections of this Plan;
3. Increasing or decreasing story height from that which is specifically permitted in the Urban and Architectural Regulations;
4. Varying in any way from the Use Standards Section of this Plan;
5. Varying the grid-like pattern of the Street Network Plan, as generally described in the text of the Street Network section of the Re development Plan in relation to street type, R-O-width, and pavement width beyond normal adjustments encountered during survey synchronization;
6. Non-completion of minimum open space, parks, or other type of phased improvements required to be implemented;

Provided however that if the Planning Board shall find that in the context of a particular development application, a property owner would be denied the beneficial use and enjoyment of their property because of the application of a particular requirement of the redevelopment plan, it shall be authorized to grant a deviation from that portion of the plan.

X. UTILITY AND INFRASTRUCTURE REQUIREMENTS

A. All applicants shall satisfy the Municipal engineer and the Planning Board that provisions for the necessary utilities is accomplished in a way that advances the health safety and welfare of the general public.

B. Utility Placement – All utility distribution lines and utility service connections from such lines to the project area's individual uses shall be located underground, including utility and signal mechanized boxes. Utility appliances, regulators and metering devices shall be located underground. Remote readers are required for all utilities, in lieu of external location of the actual

metering devices. Developers are required to arrange for connections to public and private utilities.

C. If it becomes evident to the Planning Board and the Municipal Engineer during the implementation of this development that a long term utility and infrastructure plan is needed and desired, a Utility Plan which shall include the on-tract and off-tract infrastructure improvements needed to serve the development shall be provided by the designated developer.

D. 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 Fifty (50) years from the date of approval of this plan by the City Council of the City of Jersey City. The Planning Board may, as always, review the plan from time to time.

E. No development or redevelopment of any parcel in the Plan Area that will result in an increase in wastewater from that parcel shall be permitted unless and until the planned project wastewater piping and systems for the removal of effluent and storm water are approved by the City of Jersey City Division of Engineering and the Municipal Utilities Authority; and the municipal wastewater piping and systems for the removal of effluent and storm water are certified by the City of Jersey City Planning Board, Division of Engineering and the Municipal Utilities Authority as being of sufficient capacity and good condition to accommodate uses that will occupy said parcel. Such approval may be contingent upon requisite improvements to the drainage system in the street, as determined by the Planning Board, Division of Engineering and the Municipal Utilities Authority.

F. Upon demolition of any existing structures, the site shall be graded, planted and sodded, unless new construction is to commence on the site within 30 days.

G. All buildings within the Redevelopment Area shall display the street address of the building such that it is clearly visible from the adjoining street right of way.

H. In order to facilitate the overall re development of the Study Area, surrounding area and the City of Jersey City in general, all advertising, signage and other promotion of the development and redevelopment of the Study Area shall contain references to the proposed project's location in the City of Jersey City so as to promote the positive aspects of the project, Study Area and the City of Jersey City.

I. All pre-existing uses inconsistent with this plan are considered non-conforming under this plan.

XI. WATERFRONT WALKWAY REQUIREMENTS

A. Design

It is the intent of this plan to provide for a variety of waterfront experiences by requiring the inclusion and contemporaneous construction of :

1. A linear park along the water's edge adjacent to Canal Street;
2. A large park at the water's edge providing active recreation and interaction with the building on Block 27;
3. A waterfront entertainment focal point on the peninsula of Block 28; and
4. an active Boulevard bordering the Marina to arrive at these waterfront locations.

The plan shall implement the full 30-foot width minimum standards around the perimeter of the water's edge. If DEP action (or the action of any other regulatory body with ju-risdiction over construction at the water's edge) requires a deviation from the design depicted in the cross section of the plan, under no circumstances shall the width of the Canal Street right-of-way, or public amenities such as sidewalks, bike lanes, landscape areas or parks adjacent to Canal Street and the Waterfront Walkway, as depicted in the cross section of the plan, decrease. Instead, any additional land required for the approval and construction of the Waterfront Walkway shall reduce the length of the developable portion of blocks 18, 19, 20, 21, 27 and 28. The sizes of these blocks and building types within these blocks shall be reduced proportionately and this plan shall then again be reviewed and approved by the Planning Board and the City Council.

Only in the walkway areas adjacent to Luis Munoz Marin Boulevard where there are pre-existing conditions of insuf-ficient land width shall the walk way width be permitted to drop below 30 feet. Pre-existing deficiencies such as these are ac count ed for in the current NJDEP walkway standards.

Detail of the walkway segments shall be elaborated upon in the required design standard Plan. Materials above the minimum NJDEP scored concrete standard surface treatment shall be required, including, as a minimum a similar design to the Liberty State Park design, south of the railway terminal with decorative pavers for the walking width, decorative lighting, and 4" caliper trees at the walkway edge.

B. Implementation

The spit/peninsula of land that is part of Lot 27, located at the southern end of Van Vorst Street shall be developed and improved as public waterfront walkway access in conjunction with the implementation of the Liberty Harbor North waterfront walkway or contemporaneously to the construction of development on Blocks 27, 28, or 10, or contemporaneously to the first development by the concurrent owner within the Liberty Harbor North Redevelopment plan area, whichever is first.

XII. PERMITTED USES

The Use Standards section of this plan identifies uses allowed and prohibited. It also details the required and permitted distribution of uses as identified within Regulating Plan: Frontages.

XIII. OTHERPROVISIONSNECESSARYTO MEET STATEAND LOCAL RE QUIRE MENTS

A. 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 that have not been complied with.

B. This Redevelopment Plan contains all pro visions necessary to fulfill statutory requirements of the City of Jersey City.

C. The Redevelopment Plan proposes to attain identifiable local objectives as to appropriate land use, density of population, improved public utilities, traffic circulation, recreational and community improvements and other public renovations.

D. The following text referencing provision for the temporary relocation and permanent re-housing of persons residing within the Liberty Harbor North Study Area Redevelopment Project is presented to com ply with statutory requirements of the State of New Jersey. The City of Jersey City, through the Services of the Jersey City Re development Agency, will provide displaced families and individuals with the opportunity of being relocated into de cent, safe and sanitary housing in compliance with applicable federal and state law.

E. The Standards outlined within this plan are de signed to effectuate the recently adopted master plan of the City of Jersey City and they are consistent with the goals and objectives outlined in the Hudson County Strategic Plan and the New Jersey State Development and Re development Plan.

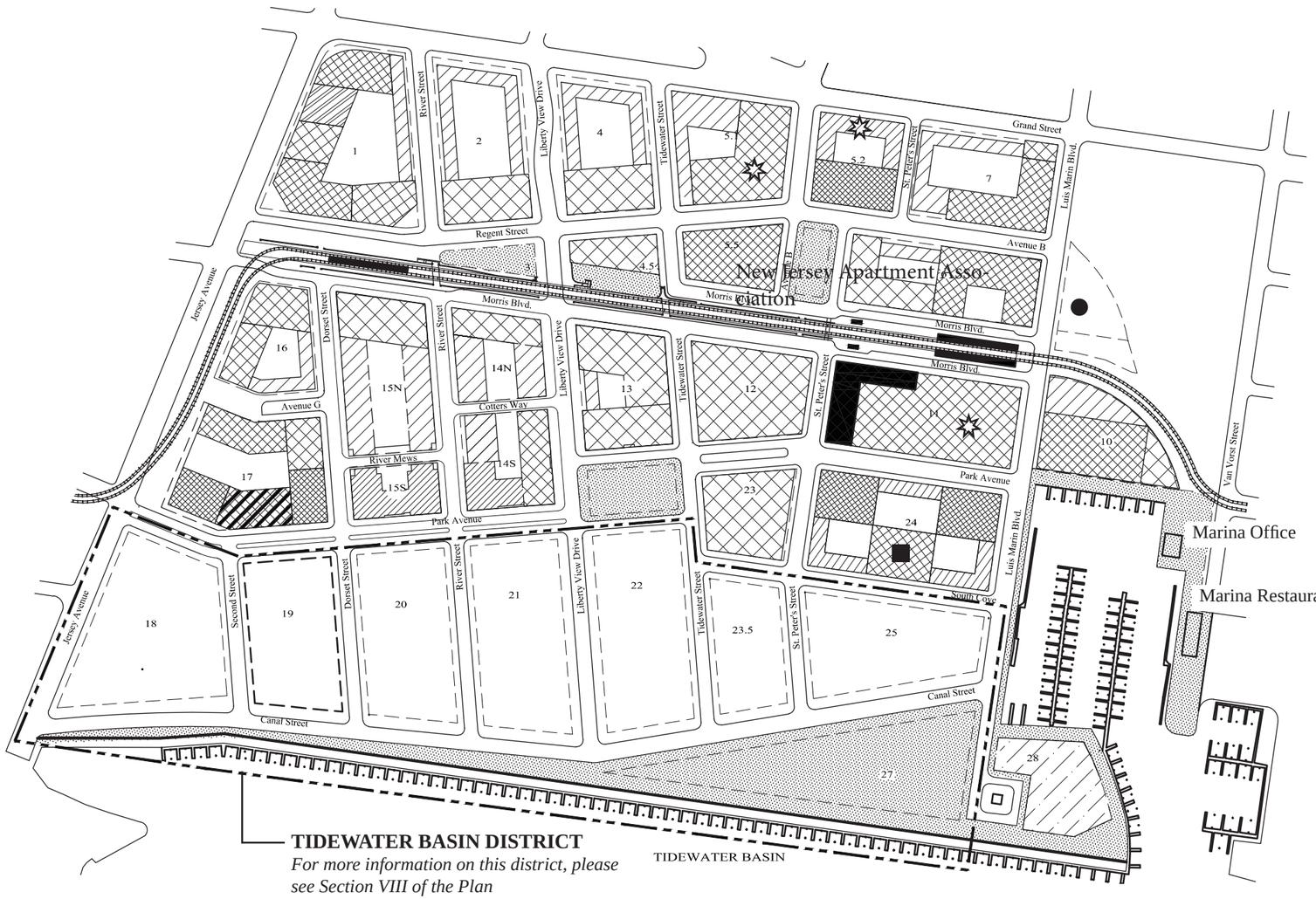
XIV. PROCEDURE FOR AMENDING THE AP PROVED PLAN

A. This Plan may be amended from time to time upon compliance with the requirements of law. For any designated redeveloper, a fee of five thousand dollars ($5,000), plus all costs for copying and transcripts shall be payable to the City of Jersey City for any request to amend this Plan. In addition, a fee for staff time, at their accepted hourly rate shall be applied for all time spent on plan revisions.

XV. VALIDITY OF ORDINANCE

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

REGULATING PLAN: HEIGHTS & BUILD TO LINES



New Jersey Apartment Association

TIDEWATER BASIN DISTRICT
For more information on this district, please see Section VIII of the Plan

XS-Class Buildings: 2 Stories, Max. height limit 40 '
Restaurant, Retail and Entertainment uses only on Block 28.

S-Class Buildings: 4 Stories plus Attic

SM-Class Buildings: 6 Stories plus Attic

M-Class Buildings: 8 Stories plus Attic

L-Class Buildings: 16 Stories plus Towers/Penthouse

XL-Class Building: 32 Stories plus Cupola

XXL-Class Building: 45 Stories plus Cupola

Civic Class Buildings: 2 Stories of max. 20' each, plus roof articulations above if desired. (no above-grade parking)

Civic Class Base within S, SM & L-Class Building: (As many as 3 stories shall be civic) OR as alternative, *S, SM & L-Class Building only.*

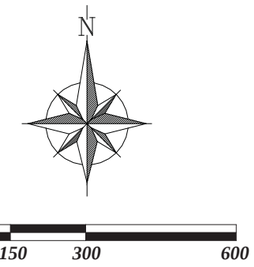
Mid-Block Parking: open space at block centers may be used for parking lots of a max. height determined by the Urban and Architectural Regulations. A minimum of 20% of this midblock area will be dedicated to open space, primarily in the form of townhouse rear yards, as discussed in III.L of the General Regulations.

● Zoning for this area to match corresponding area in the Tidewater Basin Redevelopment Plan, Grand and Main district, and R.O.W.'s.

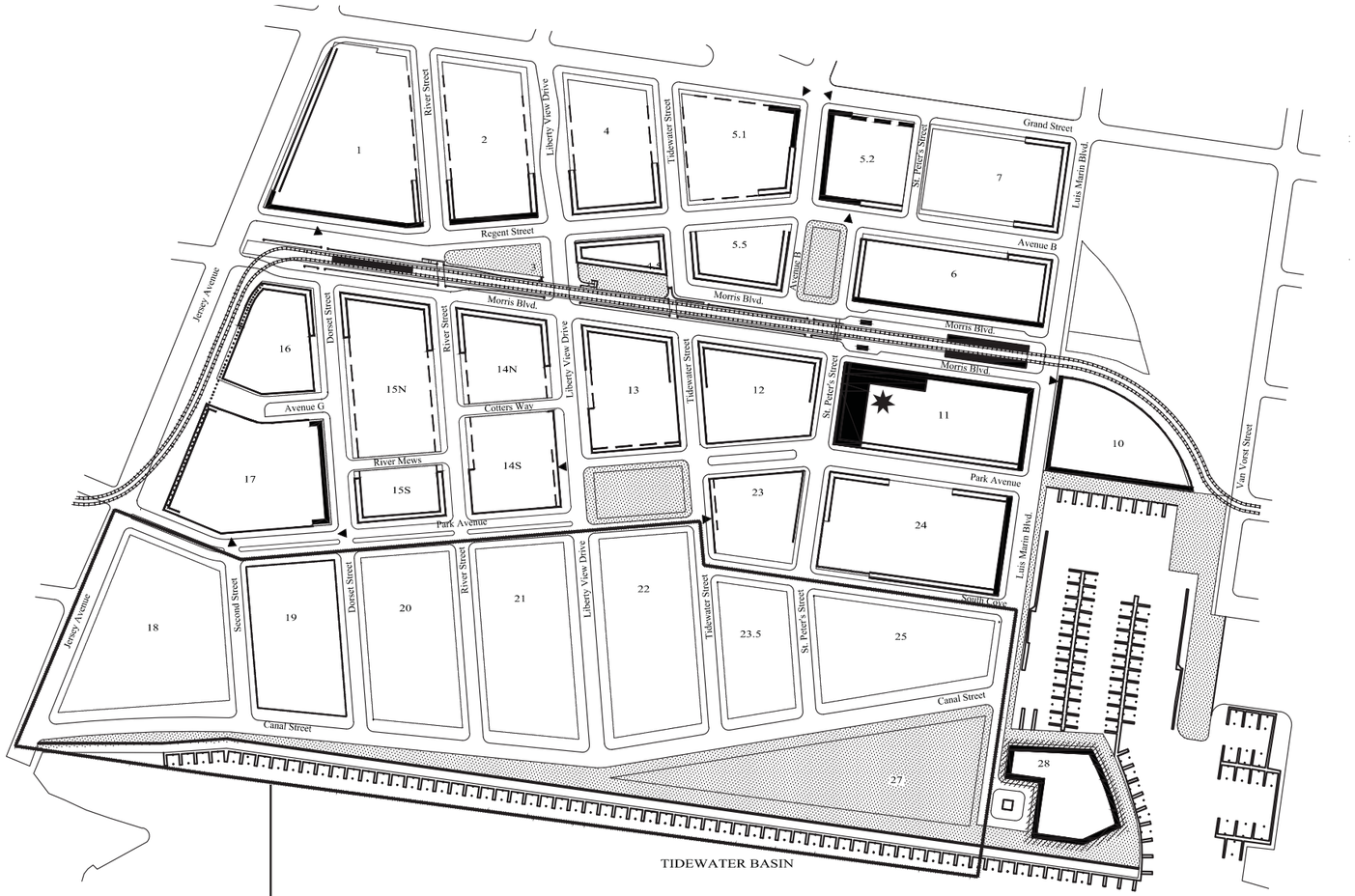
■ Required Hotel

✡ Up to 12-stories maximum to be permitted on a project designed to be LEED Certified by the U.S. Green Building Council. +F3 (see footnote)

The expansion of Morris Square towards Regent Street shall be completed in conjunction with the Block 5.2 project.



REGULATING PLAN: FRONTAGES



TIDEWATER BASIN DISTRICT
For more information on this district, please see Section VIII of the Plan

Property Line: those lines designating private property boundaries. (These lines are often obscured by Frontages Lines)

FrontageLine: where buildings must place their facades, as described in the Regulating Plan.

B FrontageLine: those Frontage Lines designated on the Regulating Plan (on Seventh Street and Avenue E) where structured parking lots are permitted to be visible to the sidewalk. In all other locations, lots must be screened behind habitable buildings.

Retail Frontage Required: those Frontage Lines designated on the Regulating Plan that are required to provide a shopfront making the ground level available for retail use as described in the Use Sandards. Buildings on Marin Boulevard south of Morris Boulevard must face Marin Boulevard with a minimum of 50% restaurant/entertainment-oriented retail frontage, or other destination-type retail compatible with enteratinment use.

Retail Frontage Optional: those Frontage Lines designated on the Regulating Plan that are allowed to provide a shopfront making the ground level available for retail use as described in the Use Sandards (of the two lines the outer one is the actual Frontage Line).

Residential-Only Frontage Line: those Frontage Lines designated on the Regulating Plan that may provide no Lodging, Office, Retail, or Civic Use as described in the Use Standards.

Arcade Frontage: a one-story arcade required over full width of sidewalk.

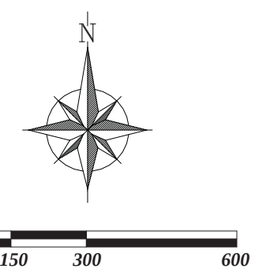
Terminated Vista: a location at the axial termination of a thoroughfare. A building located at a terminated vista must receive the axis with an appropriately scaled articulation of the facade and/or roofline.

* NOTE: In addition to residential frontages identified on the this map, buildings fronting on Canal Drive and the Central Square shall be residential only for blocks 19, 20, and 21.

An alternative 2-story civic use shall be permited on the western half of the Morris Boulevard frontage on Block 11.

Residential Entry Stoop Frontage Line: those Frontage Lines designated on the Regulating Plan that require individual residential private entry stoops appropriately scaled and articulated along the facade.

Pedestrian Walkway 12' Wide: In addition to sidewalk adjacent to light rail.



These written **URBAN AND ARCHITECTURAL REGULATIONS** are to be used in conjunction with the graphic **REGULATING PLANS**.

MANDATORY

• **Additional Regulations:** These Regulations supplement the General Regulations also contained in this plan, which should be read in conjunction with these pages.

• **Streetscape Materials:** Vehicular cartpaths shall be constructed of asphalt. The main portion of sidewalks shall be constructed in concrete with mica added to sparkle at night. The outer 4' - 5' of sidewalks shall be constructed of bricks (or similar pavers) between flush-mounted metal tree grates. (Tree grates shall be maintained regularly to avoid trunk restriction.) Curbs shall be vertical without horizontal lips (no gutter pans).

• **Street Planting:** The street-tree pattern shall be regularly spaced at the distance specified in the Thoroughfare Standards.

• **Street Lighting:** Street lights shall be located at the outer edge of all sidewalks, and shall correspond to the Regulating Plan as follows:
Required Retail Frontages: One lighting standard (no more than 15' tall) for every 30 linear feet of sidewalk average.
Optional Retail Frontages: One lighting standard (no more than 15' tall) for every 50 linear feet of sidewalk average.
Undesignated Frontages: One lighting standard (no more than 20' tall) for every 70 linear feet of sidewalk average.
Residential-Only Frontages: One lighting standard (no more than 25' tall) for every 90 linear feet of sidewalk average.
These requirements may be adjusted relative to one another in response to the photometric specifications of the chosen light standards. Street lights shall be placed by beginning at corners (without blocking crosswalks) and then working inward to the block middle. Street lights shall produce a spectrum in the daylight-incandescent range. (Blueish and very yellowish lamps are not allowed.) All street lighting shall be of decorative design design and comply with the approved fixture type. The developer is responsible for all additional costs of this lighting.

• **Utilities:** Transformers, dumpsters, junction boxes, lift stations, electrical meters, condensers, signal boxes, other such machinery, and the mechanical controls for same shall be below ground or interior to the block and masked from frontages by building elements in a manner consistent with the design of the building, incorporating false windows and dispersed venting to maintain the window rhythm and building pattern design. (A wall of venting for mechanical rooms is not acceptable.) Any louvers must be screened with decorative grates. When a mid-block location is incorporated into the project or phase, above referenced utilities shall be located mid-block if technologically possible.

• **Street Signage:** Public signage shall be consolidated and affixed onto lamp posts wherever possible.

• **Obstructions:** Mailboxes, bicycle racks, and other pedestrian impediments shall be located at the outer edge of the sidewalk. Exceptions: Sidewalk dining may encroach the majority of the sidewalk providing that a 5' clear aisle is maintained. Benches shall be placed against building walls as people dislike sitting with motion behind them.

• **Building Depth:** Buildings of class SM, M, and L may not reach beyond the depths indicated in the Regulating Plan, but they may choose to pull back at midblock to create rear courtyards.

• **Building Frontages:** Buildings are required to place their front walls along the Frontage Lines indicated in the Regulating Plan along at least 80% of their frontage. The remaining 20% allows for architectural articulations such as recessed walls.

• **Building Attachments:** Arcades, Awnings, Bay Windows, Balconies, Roof Overhangs, Stoops and Porches, may encroach into private property in front of the Frontage Line, provided they are conforming to the maximum attachment dimensions listed below, and those are found acceptable by the Planning Board, receiving site Plan approval as required by this plan. Of the above, all may also encroach into public rights of way in front of the Frontage Line.

• **Attachment Dimensions:** Arcades shall cover all but the outer 2' of the enfronting sidewalk. Awnings shall be 5 to 10 feet deep and may place supports upon the public sidewalk. Bay Windows shall be a maximum depth of 4'. Balconies shall be a maximum depth of 2'. Roof Overhangs under 20' in height shall not encroach a vehicular cartpath. Porches shall be 7' to 12' deep.

• **Building Height:** Maximum building height shall specified in number of stories as shown in the Regulating Plan. Minimum Building height shall be three quarters of the maximum.

• **Story Height:** Each story shall not be less than 9' from floor to ceiling (or 10' from floor to floor) nor more than 15' from floor to floor, with the exception of the ground-level retail story, which may reach 20' from floor to floor (and may include a mezzanine within). On Block 24, the height of the first floor and the second floor of the hotel may each be increased to a maximum of 25 feet floor to floor to accommodate banquet space and some mezzanine areas for their service and a grand lobby space. On Block 11, ground floor level may reach up to 30 feet (and may include a mezzanine within). *Buildings that wish to exceed the story heights indicated herein may only do so by reducing the number of stories.* For example, an M-Class building may not exceed 20' + (7 x 15') = 125' in height (plus attic), even if it contains less than 8 stories. For further clarification: Maximum Height is guided by both Maximum Height in distance *and* Maximum Number of stories simultaneously. Therefore, if a floor to floor height of 10 feet were provided, the resulting number of stories could not be increased to fill the bulk of what a floor to floor height of 15 would have achieved.

• **Story Height Variety:** The first above-ground story of a building shall be a minimum of 1' taller than the upper stories.

• **Tower Stories:** L-Class Buildings facing the Tidewater Basin are permitted to include one or two towers each. These towers shall have a footprint no larger than 6400 s.f. for a maximum of four stories. Above that height, they may continue to rise within a roof or stepbacks at a maximum average slope between 6:12 and 24:12. No tower shall contain more than 60,000 s.f. total occupied space.

• **Cupola Stories:** XL & XXL- Class buildings are allowed to rise above their required height within a roof or stepbacks at a maximum average slope of between 6:12 and 12:12.

• **Attic Story:** S, SM, and M-Class buildings may contain a single attic story located above the cornice or behind the parapet, within the sloped roof, which receives its light exclusively through dormer windows and/or skylights. As an alternative, this story may have (windowed) walls perpendicular to the ground if it is set back a minimum of 10' from the Frontage Line, creating a roof deck.

• **Penthouse Story:** L-Class buildings may contain a penthouse story located above the roof. Penthouse shall be setback from the main building frontage line a minimum which assures clearance of any visual sight lines from the midpoint of the sidewalk across the street at eye-level, except along Avenue G at Block 17, where the penthouse may exist as a minimal architectural expression. Penthouse is not required to be duplex.

• **XS-Class Building Height:** The XS-Class is reserved for commercial buildings of quasi-civic use (market halls, etc.) that are intended to have a civic presence. These buildings are limited to two stories in height but have no story-height limits.

• **First-Floor Ground Heights:** A building's first floor shall be located between 0' and 7' above the sidewalk. Retail first floors shall be located at sidewalk height. Residential first floors shall be located a minimum of 2' above the sidewalk, with window sills a minimum of 5' above the sidewalk.

• **Building Entries:** Every use within a building, except for indoor accessory swimming pool amenities, shall have a primary point of pedestrian ingress and egress to the street. All buildings shall place their primary entrance at one street Frontage, although additional secondary entrances shall be permitted. Every apartment and office within a building shall be provided with a path to and from the sidewalk that does not pass through a parking garage that shall serve as the primary, prominent entrance. Every retail and commercial (including entertainment) establishment within a building shall place its primary entrance at the sidewalk. This is true of hotel restaurants and gift shops as well.

• **Prominent Entries:** Main building entries shall be easily identifiable as such from the sidewalk, and may not occur simply as voids between buildings.

• **Facade Articulation, General:** Buildings shall have a clear base, middle, and top by providing string courses and/or horizontally differentiating surface treatment, as further required below. (For example, a building could have a stucco base and a string course between a brick middle and top.) Transition locations:

XS: exempt.
S: once between the basement ceiling and the first floor ceiling, once again within the top story (attic not counted).
SM: once between the first floor window sill and the second floor ceiling, once again at or above the window sill of the second-to-last story.
M: once between the second floor ceiling and the third floor sill, once again within the top 2 stories.
L: once between the second floor ceiling and the third floor sill, once again within the top 2 stories (towers not included). Any towers shall contain an additional articulation within the top 2 stories.
XL & XXL: once at the eighth floor, once again 2 to 4 stories from the top.

• **Facade Articulation, Specific:** In order to create certain unified streetscapes, the facade articulations required above are further specified to include a cornice, balcony, slight stepback, or heavy string course at precisely the following heights. These articulations shall substitute for, or be in addition to, those discussed above.
Marin Boulevard: 80' above sidewalk grade.
Canal Drive: 160' above sidewalk grade.
Park Avenue: 60' above sidewalk grade.
Morris Boulevard: 70' above sidewalk grade.

Buildings at corners shall transition gracefully between articulations required at different heights.

• **Facade Ratio:** The percentage of void area (windows and other openings) in a building facade shall be between 20% and 60%, except at street-level retail Frontages, where it shall not be lower than 75%.

• **Facade Composition:** "Scattered-window" facades shall not be allowed at Frontages. Each facade shall present a unified, rational composition.

• **Facade Materials:** To avoid busyness, facades shall consist of no more than three materials, textures or colors (windows and framing not counted). Any changes in primary wall material shall occur across a horizontal line, with the heavier-appearing material below the lighter (for example, wood over bricks, or bricks over stone).

• **Facade Color:** The color of building walls shall be within the white-to-russet quadrant of the color wheel, including cream, beige, tan, gray, yellow, ochre, red, and brown.

• **Blank Walls:** Walls at Frontages may not be blank at the street level; first floor walls at Frontages shall have at least one window per structural bay, in a pattern that suggests habitation. Exposed basement walls at Frontages shall have at least one small window per structural bay as appropriate to an occupied foundation.

• **Parking Frontage:** Where parking structures directly enfront the sidewalk, they shall be articulated to resemble habitable buildings, with vertically proportioned openings at every level (smaller at grade, larger above).

• **Parking Entrances:** Mid-block parking structures shall be entered not through gaps between buildings, but through vehicular openings in the Frontage-line wall of the liner building (not applicable on B-Street Frontages). Mid-block parking structures shall provide direct pedestrian access to sidewalks so that residents may exit the parking lot without entering a building. Such vertical circulation, if located within the liner building, shall be fenestrated to

approximate a residential stairwell, and shall be lit in the daylight-incandescent range.

• **Simple Skyline:** Hyperactive parapets and roofs are not allowed. Any breaks in these elements (height changes, for example) shall be limited to corners, vista terminations, and required stepbacks.

• **Courtyard Dimensions:** All courtyards shall maintain a minimum width:height ratio of 1:3 in at least one dimension, in order to avoid lightwell conditions.
• **True Muntins:** Windows with muntins shall be true divided lights, or shall include exterior snap-in muntins that cast a shadow on the exterior glass.

• **Expansion Joints** - Facades shall be designed so that any expansion joints are rationalized by the logic of the composition, and thus made less obvious. Expansion joint gaps shall be colored to match the surrounding wall.

• **EIFS:** are prohibited.

• **Dish Antennas:** Dish antennas are prohibited where visible from any public area or R-O-W.

RECOMMENDED

• **Variety:** No architectural firm shall complete the schematic design of more than one (adjacent) block. However, a single firm may prepare construction drawings consolidating the schematic designs of a number of independent firms.

• **Shopfronts:** Successful shopfronts glint, with high-gloss paint. Adjacent stores should have their fronts designed individually rather than according to a repeated template.

• **Simple Facades:** The major articulation of facades should be confined to the corners of the urban block, the area around entries, and at designated vista terminations.

• **Aligned Openings:** The tops of windows and doors should be aligned to avoid confusing perspectival views.

• **Sill Emphasis:** Window sills should be emphasized more than window headers. The bottom of the window can use the emphasis of the shadow line, while the top already has one.

• **Soffit Emphasis:** In most buildings, the underside of the overhang is more visible than the roof. The soffit should therefore receive a greater amount of attention and budget than it is typically afforded.

• **Mullions:** Mullions and muntins provide privacy by diffusing problematic views. They should be used on residential windows facing onto sidewalks and courts, but they should be avoided on retail windows, which require transparency.

• **Courtyard Landscaping:** The landscaping of courtyards should be simple. Brick paving, large trees, and benches are often enough.
• **Awnings:** Retail establishments should use awnings at their Frontages. Awnings shall be 5' - 10' deep, retractable, and rectangular with no side panels or lettering.

USES ALLOWED

Residential: Premises available for long-term human habitation by means of ownership and rental, but excluding short-term letting of less than a month's duration. Included under Residential use may be Bed and Breakfasts with 8 or fewer guest rooms, home offices and home artisan studios no larger than 1500 s.f..
Examples: houses, rowhouses, apartments, condominiums, Artisan Live/Work space etc.

Lodging: Premises available for short-term human habitation, including daily and weekly letting. Food service may be provided at all times. Bed and Breakfasts with 8 or fewer guest rooms may be considered as a Residential use.
Examples: hotels, hostels, inns, etc.

Office: Premises available for the transaction of general business, but excluding retail sales and manufacturing activity. Home offices no larger than 1500 s.f. may be considered a Residential use.
Examples: law offices, medical offices, banking back offices, telecommunicating centers, etc.

Retail: Premises available for the commercial sale of merchandise and prepared foods, but excluding manufacturing activity.
Examples: markets, stores, shopfronts, outlets, convenience centers, entertainment, restaurants, cafes, bars, night clubs, etc.

Civic: Premises available for not-for-profit organizations dedicated to: religion, arts and culture, education, government, social service, transit, and the like. Civic uses are conditional by approval of the Planning Board.
Examples: church, temple, mosque, meeting hall, school, post office, day care center, bus stop, etc.

Ferry Stop and Light Rail: However, parking is not a necessary or accessory support for the permitted transit use. (Parking for these uses may only be permitted on an interim basis, with Planning Board approval.)

Marina: Premises containing any dock, pier, bulkhead, mooring or similar structure under similar or related ownership, and providing permanent or semi-permanent dockage to five or more vessels. They may also include ancillary facilities, such as, but not limited to: dry storage area; public launching facilities; berth spaces; repair, maintenance and sales facilities; public restrooms; fuel sales and pumping facilities.

Entertainment Cultural: Premises containing cultural, arts, or entertainment uses that provide activities and interactive facilities for residents and visitors. Examples: performance spaces, museums, galleries, arts-related retail shops.

Dog & Cat day care and overnight boarding may be permitted provided all of the following use characteristics are all included, and also provided the characteristics remain in place and functioning properly.

1. Kennel space shall be located below the garage level of a building and not below any residential unit. Associated uses other than kennel space, such as, retail sales and services, office, and veterinary space may be located under residential space;
2. There shall be initial and periodic testing of sound levels. The results shall be shared with the Planning and Zoning Division and the proprietor shall construct all improvements needed to provide for the sound attenuation of the animals throughout the building. Construction specifications, mechanical specifications, and material details must all be provided on the site plans and floor plans in a manner that demonstrates conformance with the use characteristics provided herein.
3. There shall be initial and annual testing of ventilation levels & air changes. The results shall be shared with the Directors of City Planning, Zoning, the Construction Code Official, and; the proprietor shall construct all improvements needed to eliminate the animal odors from traveling throughout the building. Construction specifications, mechanical specifications and material details must all be provide on the site plans and floor plans in a manner that demonstrates conformance with the use characteristics provided herein.
4. There shall be high performance hair filters in all drains to insure there is no added burden on the building plumbing and waste system. They shall meet all plumbing, drainage and health codes.
5. All interior spaces where pets may be present shall be designed with non-permeable durable washable surface equipped with spray down and drain facilities.
6. There shall be on-site outdoor space fitted with non-permeable durable washable surface equipped with spray down and drain facilities. Animal brought to this outdoor space must remain silent or utilize indoor services only. The facility on Block 15901 Lot 10, Unit 2A of Phase 1 is exempt from the outdoor space requirement provided it does not expand beyond the current floor area.
7. Each facility shall be limited to a maximum number of one (1) pet per 30 sq. ft. of floor area configured in a minimum area of 350 square feet of free unencumbered indoor play space; (floor area dedicated to crate space is not included).
8. Leash walking by facility employees on public and private rights-of-way and parks shall be prohibited;
9. Surveillance and safety mechanisms are required when there is no overnight attendant in the facility;
10. Doors to pet areas shall be fitted with double safely gauges at all entrances and exits;
11. The blocking of windows to obscure the view indoors thru the facility is prohibited. Where some blockage may be necessary for sound buffering, vitrines filled with attractive window displays are required and such vitrines must be maintained to include regular display changes to avoid fading and dirt build-up. Unfinished walls and beams shall not be visible.
12. If the Zoning Officer or the City Health Officer finds that these standards are not met, the operation may be ordered to cease until the problems are corrected.
13. The zoning officer and Health officer shall inspect the premises once a year.

USES PROHIBITED

- Drive-through commercial where patrons remain in automobiles, except service stations, book and video drops, and banking facilities.
- Gas and service stations.
- Vending machines, except within buildings.
- Billboards.
- Prisons except as accessories to police stations.
- Terminals for large scale transportation.
- Depots for large scale storage or distribution of goods.
- Scrap Yards for the processing, storage and disposal of waste materials.
- Automotive sales, repair, or long-term storage.
- Mineral Extraction or mining.
- Cell phone towers.
- Labor pool buildings, halfway houses, and food pantries.
- Landfills and Dumps.
- Adverse Impacts in General: uses with negative consequences of a use on adjacent lots, usually as a result of noise, vibration, odor, pollution, or socioeconomic disruption. Consequences confined to the lot boundary are not considered to create adverse impact. Specific performance standards may be set by the City.
- Surface parking lots along street frontages.
- Commuter and commercial parking lots or structures.
- Upland Dry Dock V . 1 1

USE DISTRIBUTION

As indicated in the Regulating Plan: all uses are allowed (but none required) throughout the development, with the following exceptions:

Retail Frontage Required: those Frontage Lines designated on the Regulating Plan that are required to provide a shopfront at sidewalk level for Retail use as described herein. These are located to provide the retail continuity that is necessary for merchant success.

Retail Frontage Optional: those Frontage Lines designated on the Regulating Plan that are allowed to provide a shopfront at sidewalk level for Retail use as described herein. These are located in the areas of the development where Retail use is not considered detrimental. Other areas intended for a quieter atmosphere remain unmarked.

100% Residential Frontage Required: those Frontage Lines designated on the Regulating Plan that may provide no Lodging, Office, Retail, Manufacture, or Civic use, as described herein. These are located in areas where strictly residential atmosphere is desired.

FORMULA BUSINESS OBJECTIVES:

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 35,000 15,000 square feet may exceed 30% of gross leasable commercial area, but shall be the only formula business within such structure or lot.

(amended May 13, 2015 - Ord: 15-053)

INSTRUCTIONS FOR THE PUBLIC LANDSCAPE

Soil Handling and Top Soil

Soil excavated from construction areas shall be removed from the site.

Place on all areas to be landscaped topsoil that is friable, fertile natural loam, free of subsoil, stones, roots, noxious plants and extraneous matter to a depth of 3 feet from finished grade as a subsoil cap and new planting root growth zone. Under each tree location, extend topsoil trench to 5-foot depth.

Provide continuous 3-foot-deep trenches of high quality topsoil for planting of street trees along street boulevards to widths as specified between municipal curb and sidewalk in lieu of individual tree pits. Under each tree location, extend topsoil trench to 5-foot depth.

Soil Compaction

The deep soil structure of planting areas within parks and street allowances shall be protected by barriers during construction from compaction by heavy equipment and stockpiling of materials.

Tree grates shall be placed around each street tree supported from below at its perimeter by a concrete footing to reduce compaction and facilitate pedestrian movement directly at the base of each tree.

An expanded slate soil admixture can be added to the sub-base for modular paving over planting trenches between street trees along boulevards to compensate for compaction and promote root growth.

Hydrology

All boulevard street tree plantings shall have surface watering/fertilizing access pipes and subsurface drainage outlets.

The Waterfront Drive (DR-95-34-bk) and Large Street (ST-60-34) that front on the Morris Canal Basin and define a waterfront of regional significance shall have an in-ground irrigation system for street trees.

All sodded areas and planting beds in parks shall have irrigation systems.

Site grading and permeable surfaces shall promote maximum return of clean rainwater within parkland, with flat areas graded to 2% maximum. Contaminated surface drainage shall be carried away from landscaped areas.

Plant Stock

Listed plant species shall be thoroughly searched by a plant broker before consideration of alternate species.

Street trees shall have a branch height of 6 feet minimum at planting. Trees within the Tidewater Basin Park shall have a branch height of 10 feet minimum at planting.

All trees shall be of 3.5 inches caliper minimum.

Scarlet Oak shall be dug and planted only during the Spring planting season.

Lawns shall be carefully graded, leveled and sodded with a drought-resistant and low-maintenance grass mixture.

Planting and Plant Care

Strategically phase street tree planting to ensure procurement of large quantities of uniform and consistently sized specimens of specifically selected species.

Plant trees only during appropriate Spring and Fall planting seasons to the highest arboricultural industry standards.

Fertilization shall be yearly with a balanced, full spectrum inorganic commercial fertilizer applied at a rate adjusted to remedy deficiencies identified by soil testing reports.

All trees shall be monitored and treated annually by the developer for potential disease or decline in physical condition.

PLANT LIST FOR THOROUGHFARES

DR-95-34-bk	**Canal Drive**
Tree Species:	Bloodgood London Plane Tree
Alternate Species:	Baumann Horsechestnut
BV-140-30	**Morris Boulevard**
Tree Species:	Trackside: Lacebark Elm
Alternate Species:	Trackside: Glenleven Littleleaf Linden
Tree Species:	Curbside: Scholartree
Alternate Species:	Curbside: Shademaster Honeylocust
BV-80-20	**Park Avenue**
Tree Species:	Green Ash
Alternate Species:	Japanese Zelkova
AV-80-34	**Liberty View Avenue**
Tree Species:	Princeton American Elm
Alternate Species:	Green Ash
AV-80-20	**Park Avenue**
Tree Species:	Green Ash
Alternate Species:	Turkish Hazel
ST-88-34	**Large Street I**
Tree Species:	Bloodgood London Plane Tree
Alternate Species:	Baumann Horsechestnut
ST-60-34	**Large Street II**
Tree Species:	Morris Channel frontage: Bloodgood London Plane Tree
Alternate Species:	Morris Channel frontage: Baumann Horsechestnut
Tree Species:	Elsewhere: Scholartree
Alternate Species:	Elsewhere: Maidenhair Tree
ST-60-30	**Street**
Tree Species:	Scarlet Oak
Alternate Species:	Pin Oak
ST-46-20	**Half Street**
Tree Species:	Maidenhair Tree at East Urban Marina Sugar Maple at Boys Club
Alternate Species:	Brawford Callery Pear at East Urban Marina Autumn Blaze Red Maple at Boys Club

PUBLIC TRACTS

Central Square	
Tree Species:	Dawn Redwood; American Yellowwood; Saucer Magnolia
Alternate Species:	Colorado Spruce: Chinese Flowering Dogwood; Serviceberry
Central Waterfront Park	
Tree Species:	Bloodgood London Plane Tree
Alternate Species:	Baumann Horsechestnut
West Waterfront Park	
Tree Species:	Bloodgood London Plane Tree
Alternate Species:	Baumann Horsechestnut
West Train Station	
Tree Species:	Turkish Hazel
Alternate Species:	Maidenhair Tree
Boys Club Yard	
Tree Species:	Sugar Maple
Alternate Species:	'Autumn Blaze' Red Maple
East Urban Marina	
Tree Species:	Maidenhair Tree
Alternate Species:	Bradford Callery Pear
Marina Belvedere	
Tree Species:	Princeton American Elm
Alternate Species:	Green Ash

THOROUGHFARE STANDARDS

THOROUGHFARE TYPE

DR: Drive

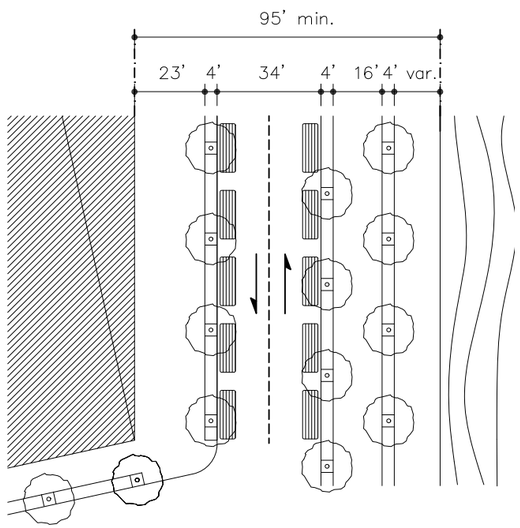
BV: Boulevard

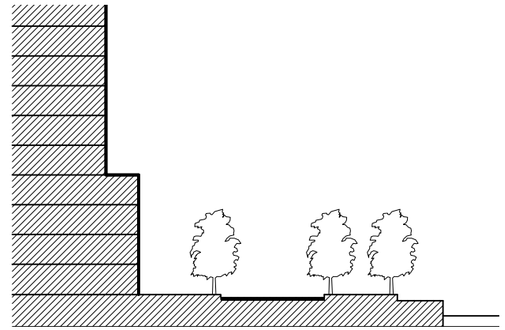
AV: Avenue

ST: Street

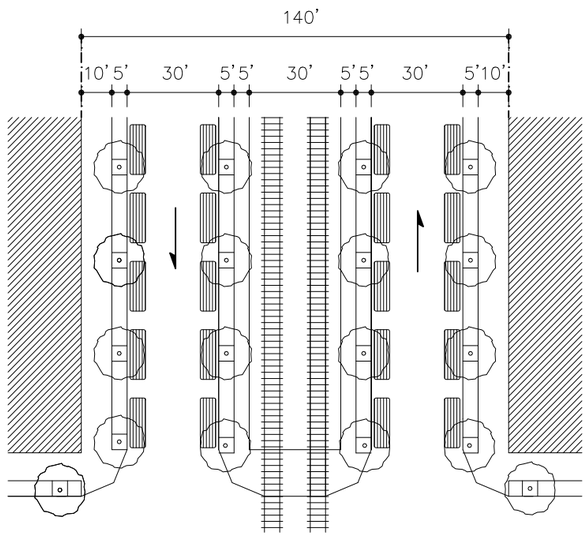
AV-80-34

- Pavement Width
- Right of Way Width
- Thoroughfare Type

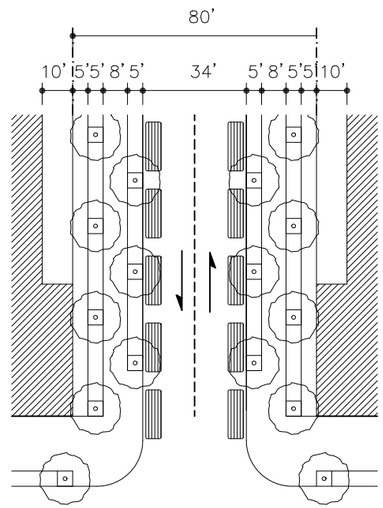


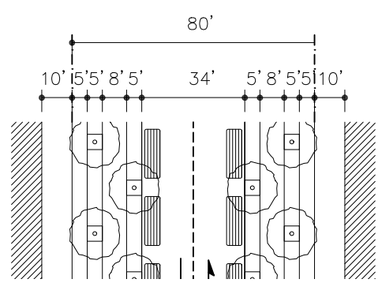


DR-95-34



BV-140-30





AV-80-34

	DR-95-34	BV-140-30	AV-80-34
Type	Canal Drive	Morris Boulevard	Liberty View Avenue
Movement	Free Movement	Free Movement	Free Movement
Traffic Lanes	Two Ways	Two One-way Lanes	Two Ways
Parking Lanes	Both Sides	Both Sides, Each Direction	Both Sides
R.O.W. Width	95 feet minimum	140 feet, but varies	80 feet
Pavement Width	34 feet	30 feet/30 feet	34 feet
Curb Radius	15 feet	15 feet	15 feet
Vehicular Design Speed	25 MPH	25 MPH	25 MPH
Pedestrian Crossing Time	9.7 seconds	8.6 seconds + 8.6 seconds	9.7 seconds
Sidewalk Width	27 feet/24 feet	15 feet/10 feet	23 feet
Planter Width	4 feet	5 feet	5 feet
Planter Type	Square tree grate in paving stone	Square tree grate in paving stone	Square tree grate in paving stone
Planting	Staggered at 24' o.c. Avg.	Aligned at 20' o.c. Avg.	Staggered pair at 28' o.c. Avg.
Tree Species	Bloodgood London Plane Tree	Trackside: Lacebark Curbside: Scholartree	Princeton American Elm
Other		Includes 50 foot median with a railbed framed by planters and sidewalks. Grade Level of rail track top is 1 foot below street grade.	Interior tree row drops off where frontage line meets property line (no setback).

THOROUGHFARE STANDARDS

THOROUGHFARE TYPE

DR: Drive

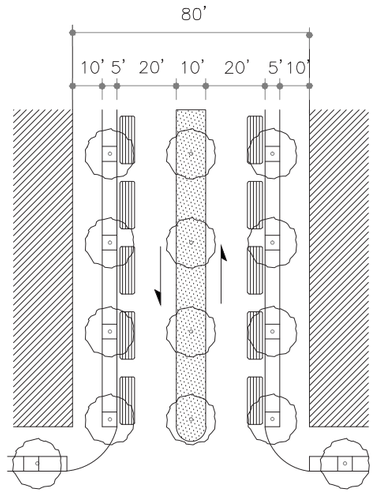
BV: Boulevard

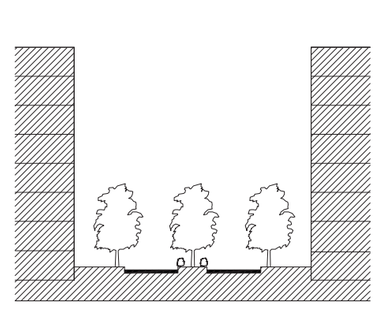
AV: Avenue

ST: Street

AV-80-34

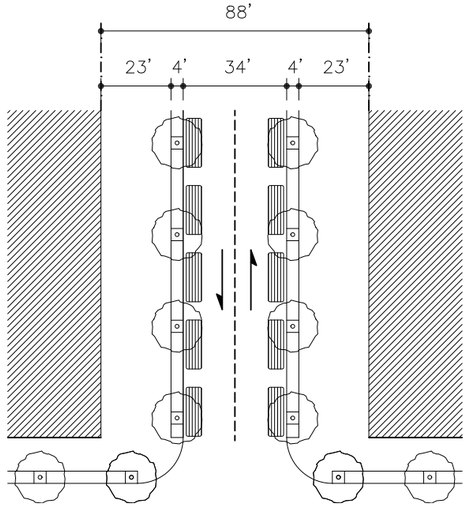
- Pavement Width
- Right of Way Width
- Thoroughfare Type

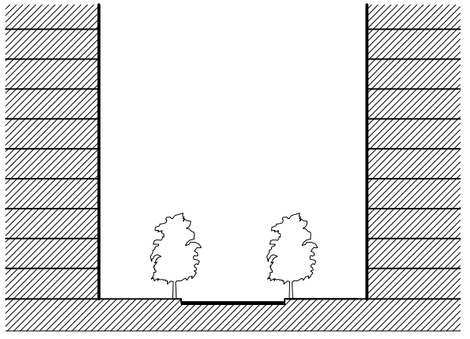




AV-80-20

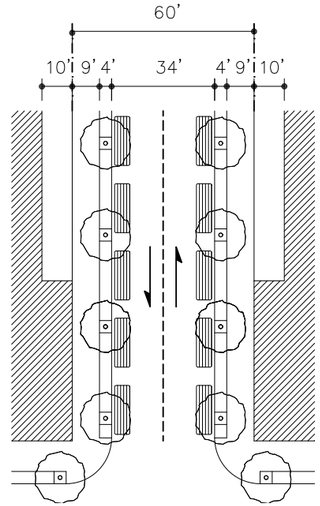
Type	Park Avenue
Movement	Free Movement
Traffic Lanes	Two One-way Lanes
Parking Lanes	Outer Side, Each Direction
R.O.W. Width	80 feet
Pavement Width	20 feet/20 feet
Curb Radius	15 feet
Vehicular Design Speed	25 MPH
Pedestrian Crossing Time	5.7 seconds + 5.7 seconds
Sidewalk Width	15 feet
Planter Width	5 feet
Planter Boulevard Treatment	Square tree grate in paving stone
Planting Interval	Repeated at 28' o.c. Avg.
Tree Species	Tulip Tree
Other	Hedges in Median

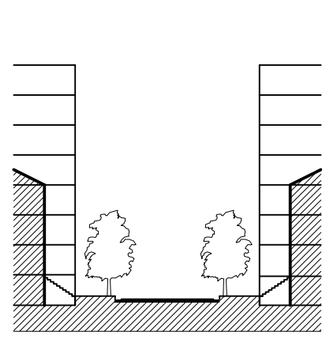




ST-88-34

Large Street I	
Free Movement	
Two Ways	
Both Sides	
88 feet	
34 feet	
15 feet	
25 MPH	
9.7 seconds	
27 feet	
4 feet	
Square tree grate in paving stone	
Repeated at 24 ' o.c. Avg.	
Bloodgood London Plane Tree	





ST-60-34

Large Street II	
Free Movement	
Two Ways	
Both Sides	
60 feet	
34 feet	
15 feet	
25 MPH	
9.7 seconds	
13 feet	
4 feet	
Square tree grate in paving stone	
20’ o.c.Avg., 24' o.c. Avg. at Canal	
Scholartree; at Canal frontage: Bloodgood London Plane	

THOROUGHFARE STANDARDS

THOROUGHFARE TYPE

DR: Drive

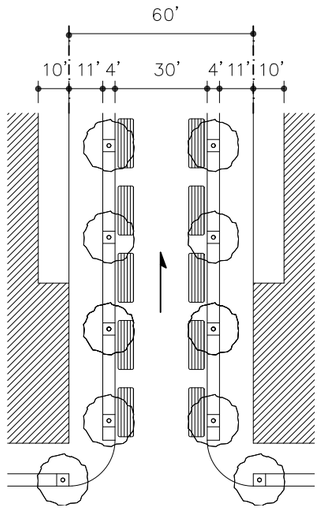
BV: Boulevard

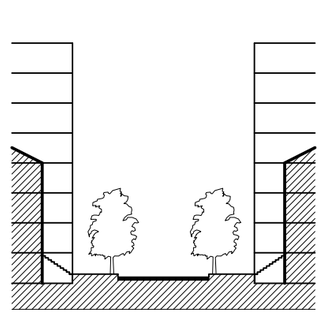
AV: Avenue

ST: Street

AV-80-34

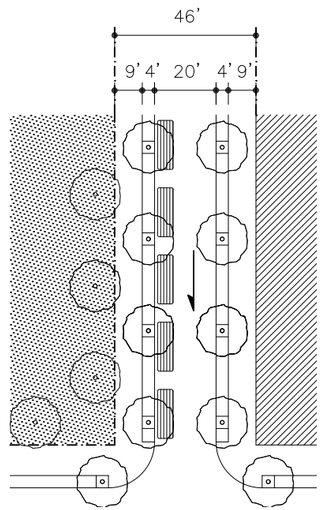
- Pavement Width
- Right of Way Width
- Thoroughfare Type

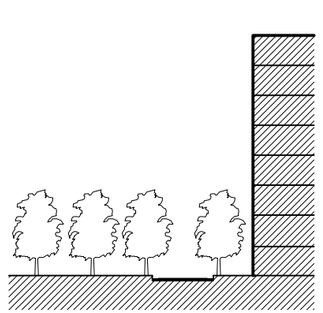




ST-60-30

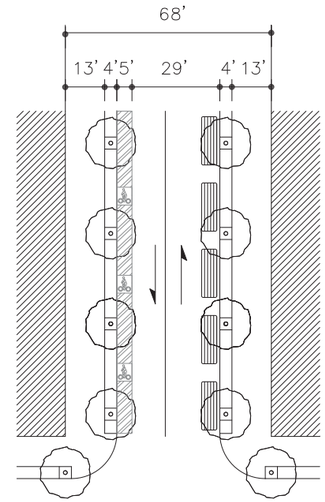
Type	Street
Movement	Free Movement
Traffic Lanes	One Way
Parking Lanes	Both Sides
R.O.W. Width	60 feet
Pavement Width	30 feet
Curb Radius	15 feet
Vehicular Design Speed	25 MPH
Pedestrian Crossing Time	8.6 seconds
Sidewalk Width	15 feet
Planter Width	4 feet
Planter Boulevard Treatment	Square tree grate in paving stone
Planting Interval	Repeated at 24' o.c. Avg.
Tree Species	Scarlet Oak
Other	

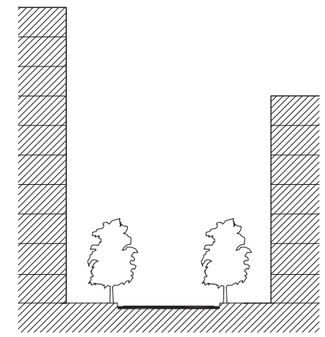




ST-46-20

Half Street	
Free Movement	
One Way	
One Side	
46 feet	
20 feet	
15 feet	
25 MPH	
5.7 seconds	
13 feet	
4 feet	
Square tree grate in paving stone	
24 ' o.c. Avg.	
Maidenhair Tree at East Urban Marina	
Sugar Maple at Boys Club Yard	





ST-68-34

Grove Street	
Free Movement	
Two Ways	
One Side	
68 feet	
34 feet	
15 feet	
25 MPH	
9.7 seconds	
17 feet	
4 feet	
Square tree grate in paving stone	
Required at 24' o.c. Avg.	
TBD	
Two Way 5’ bike lane on one side	

Improvements to Grove Street shall include decorative surface treatment and / or raised plaza elements. Details shall be presented for approval at the time of SITE PLAN APPLICATION, or before.

THOROUGHFARE TYPE

DR: Drive

BV: Boulevard

AV: Avenue

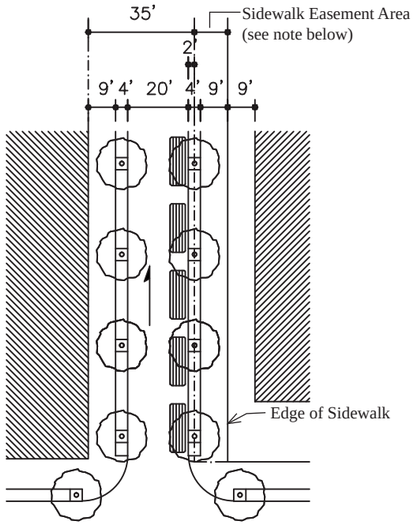
ST: Street

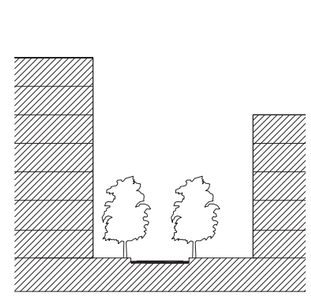
AV-80-34

Pavement Width

Right of Way Width

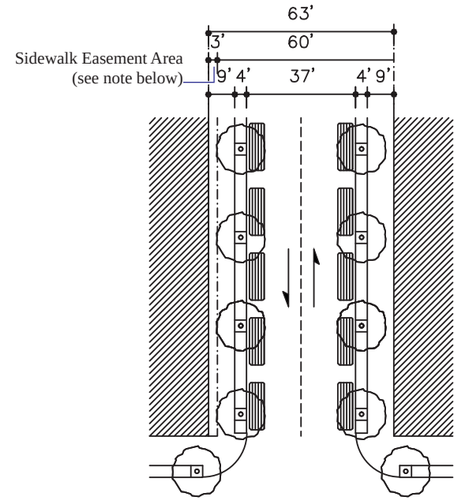
Thoroughfare Type

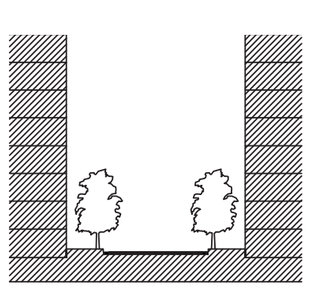




ST-35-20

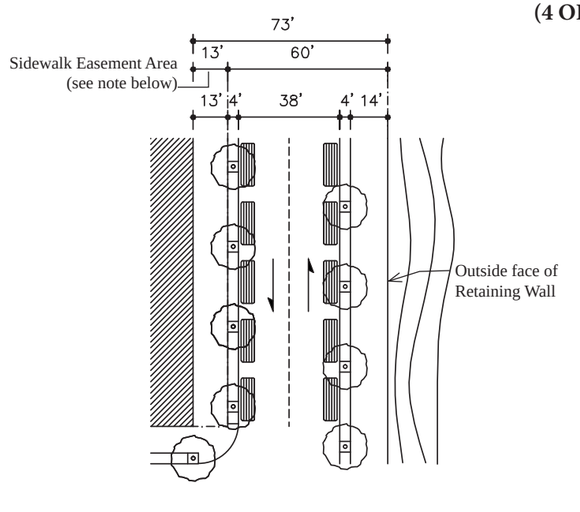
Type	St. Peter's Street
Movement	Free Movement
Traffic Lanes	One Way
Parking Lanes	One Side
R.O.W. Width	35 feet
Pavement Width	20 feet
Curb Radius	15 feet
Vehicular Design Speed	25 MPH
Pedestrian Crossing Time	5.7 seconds
Sidewalk Width	13 feet
Planter Width	4 feet
Planter Boulevard Treatment	Square tree grate in paving stone
Planting Interval	24 ' o.c. Avg.
Tree Species	TBD
Other	Sidewalk easement required from Block 60.05 lot 5 in addition to the 35 ft R.O.W. in order to achieve 13 feet sidewalk width on the east side.

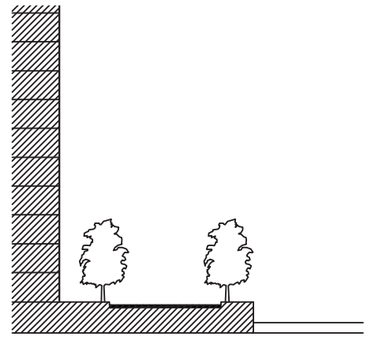




ST-63-37

Park Avenue	
Free Movement	
Two Way	
Both Sides	
63 feet	
37 feet	
15 feet	
25 MPH	
5.7 seconds	
13 feet	
4 feet	
Square tree grate in paving stone	
24 ' o.c. Avg.	
TBD	
3 ft Sidewalk easement required from Block 24 in addition to the 60 ft R.O.W. in order to achieve 37 feet pavement width on Park Avenue. The 13 feet sidewalk width includes the the planter width and 3 ft sidewalk easement.	





ST-73-38

Marin Boulevard	
Free Movement	
Two Way	
Both Sides	
73 feet	
38 feet	
15 feet	
25 MPH	
5.7 seconds	
17 feet	
4 feet	
Square tree grate in paving stone	
24 ' o.c. Avg.	
TBD	
13 ft Sidewalk easement required from Block 24 in addition to the 60 ft R.O.W. in order to achieve 17 feet sidewalk width on the west side of Marin Blvd. The 17 feet sidewalk width includes the the planter width.	

THOROUGHFARE TYPE

DR: Drive

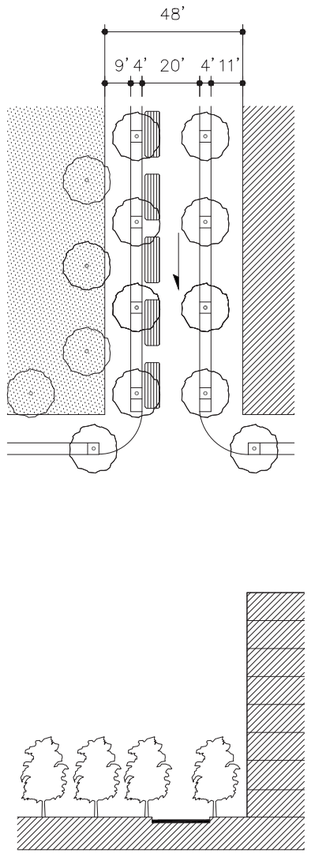
BV: Boulevard

AV: Avenue

ST: Street

AV-80-34

- Pavement Width
- Right of Way Width
- Thoroughfare Type

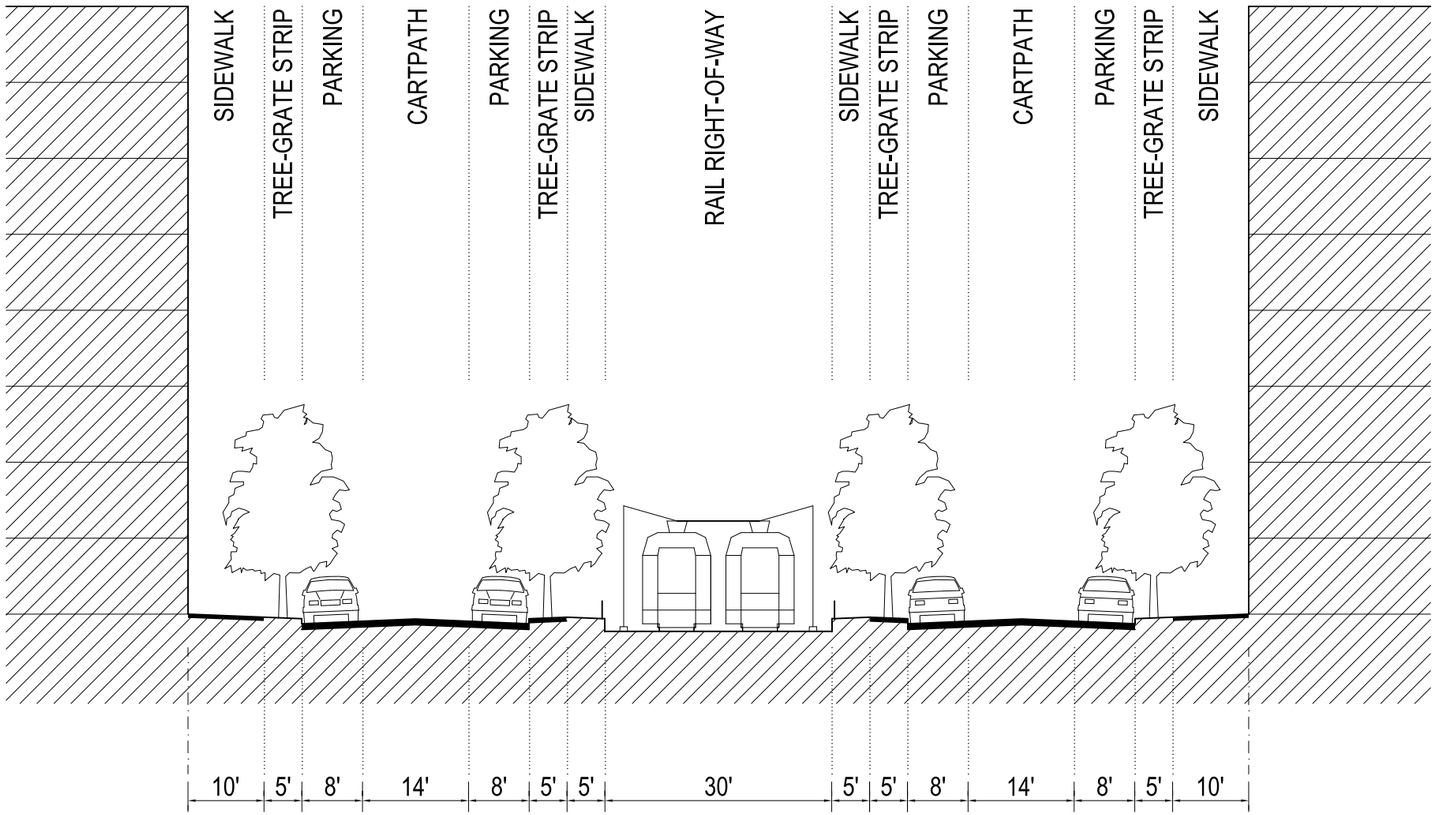


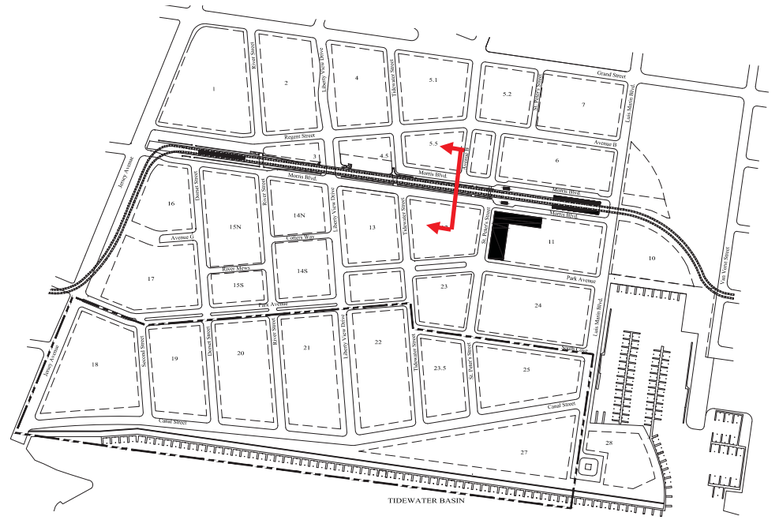
ST-48-20

Type	Half Street
Movement	Free Movement
Traffic Lanes	One Way
Parking Lanes	One Side
R.O.W. Width	48 feet
Pavement Width	20 feet
Curb Radius	15 feet
Vehicular Design Speed	25 MPH
Pedestrian Crossing Time	5.7 seconds
Sidewalk Width	15 feet
Planter Width	4 feet
Planter Boulevard Treatment	Square tree grate in paving stone
Planting Interval	24 ' o.c. Avg.
Tree Species	Maidenhair Tree at East Urban Marina
Other	Sugar Maple at Boys Club Yard

MORRIS BOULEVARD SECTION: I

MORRIS BOULEVARD TYPICAL SECTION

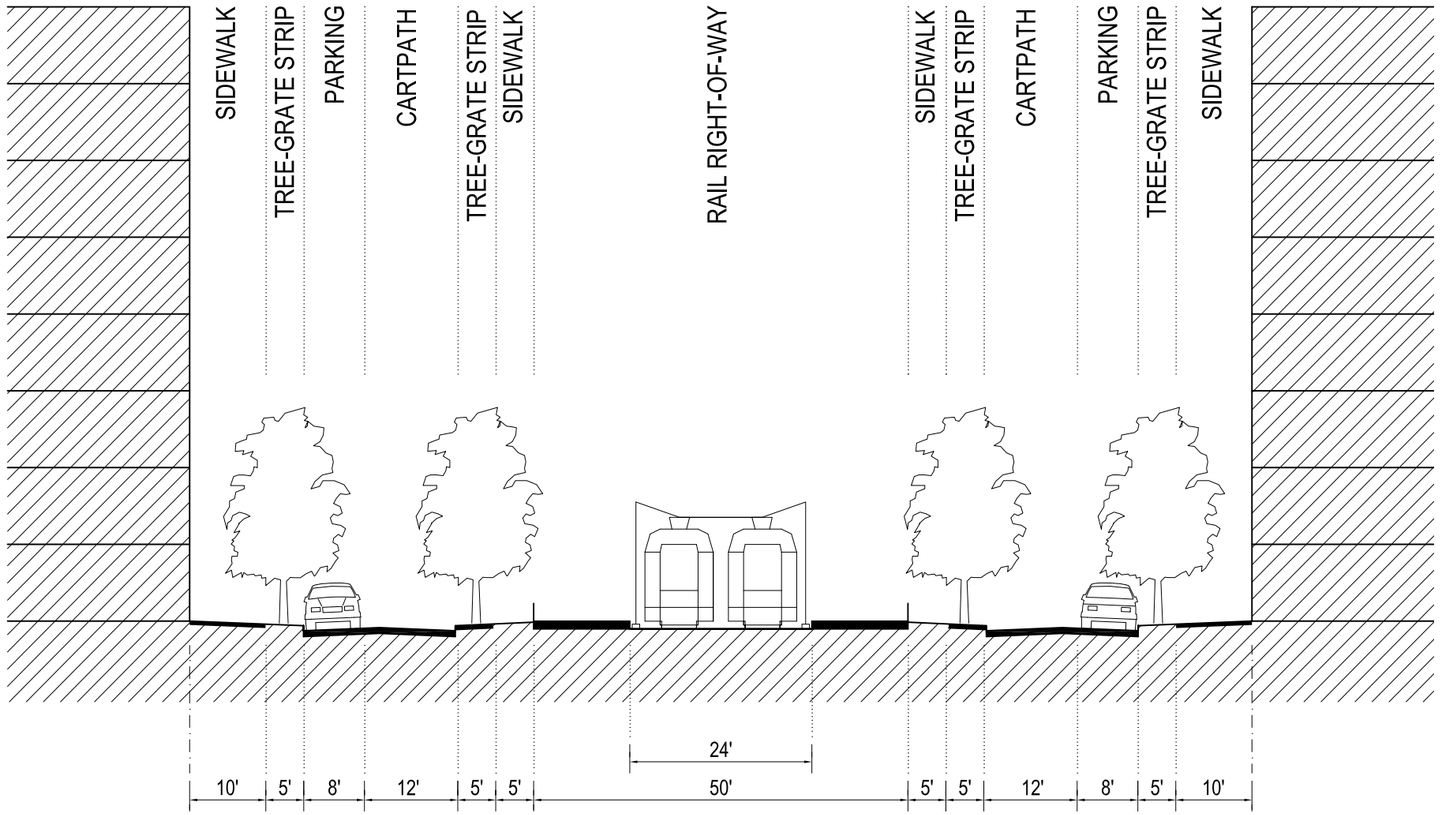


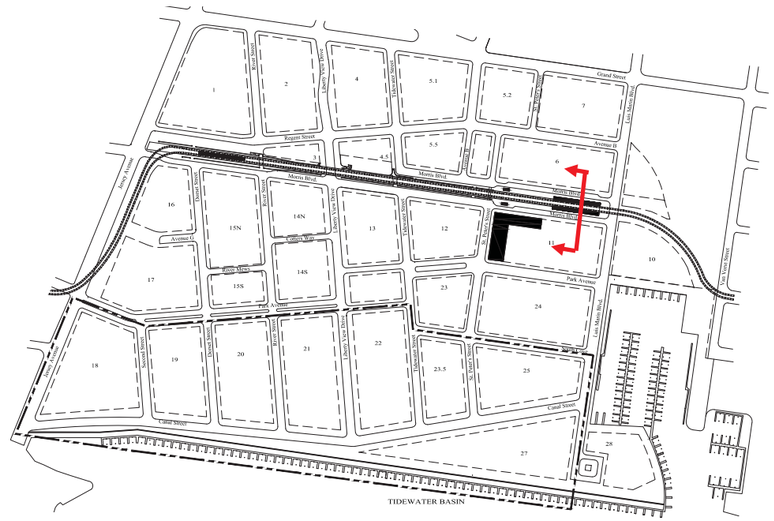


0 5 10 20 40

MORRIS BOULEVARD SECTION: II

MARIN BOULEVARD STATION (1 OF 2)

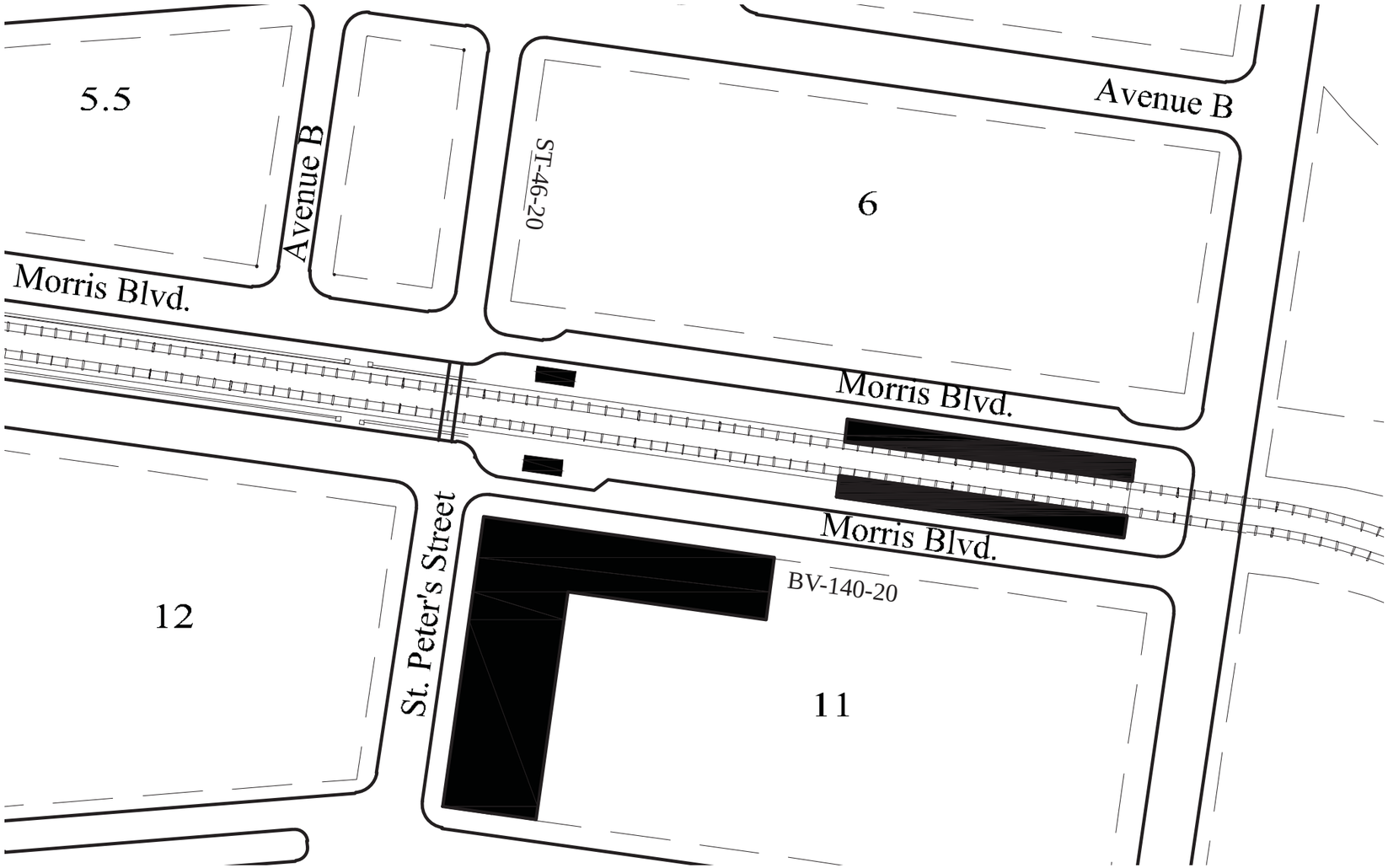




0 5 10 20 40

MORRIS BOULEVARD SECTION: II

MARIN BOULEVARD STATION (2 OF 2)

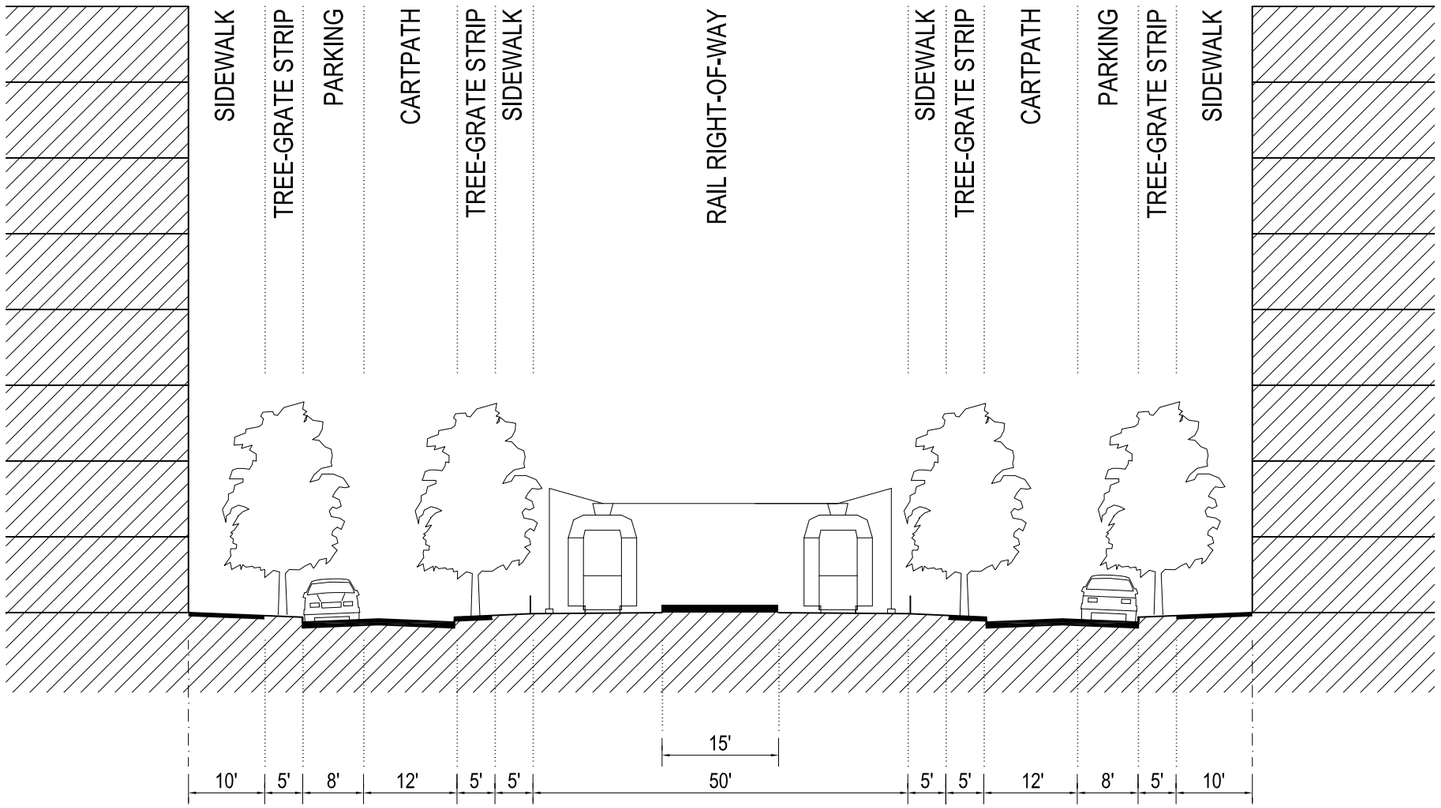


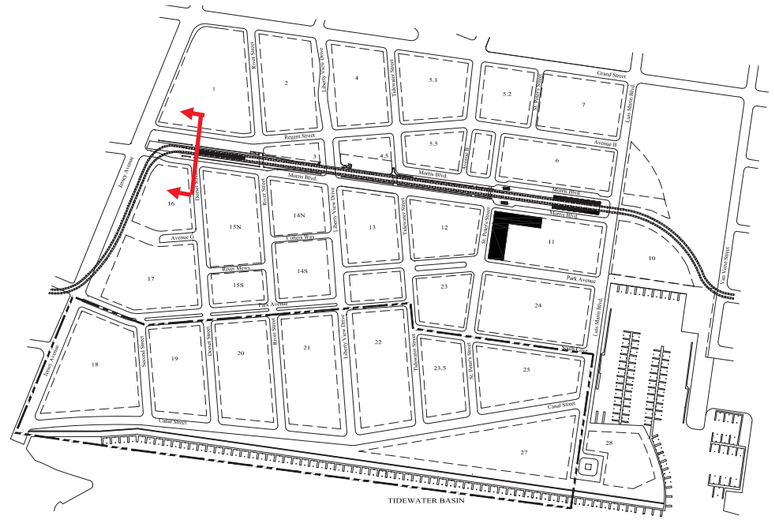
Lines in roadway do not necessarily indicate striping (to be determined), but indicate likely cartpath configurations.

Parking lanes near the station are suitable for taxi and limousine pick-up and drop-off.

MORRIS BOULEVARD SECTION: III

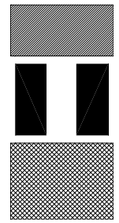
JERSEY MEDICAL CENTER STATION

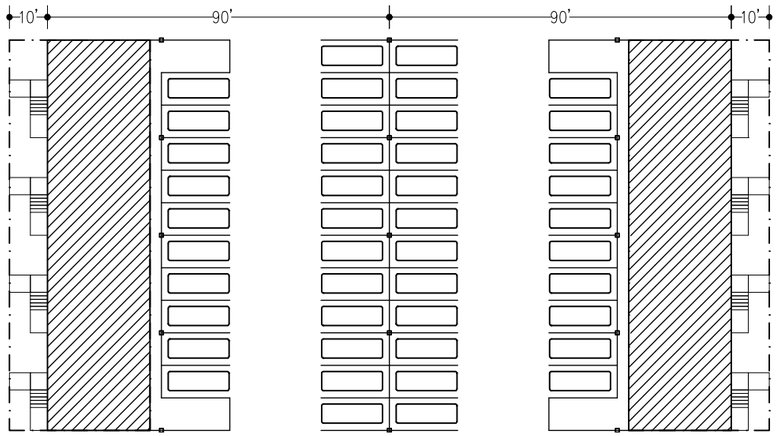




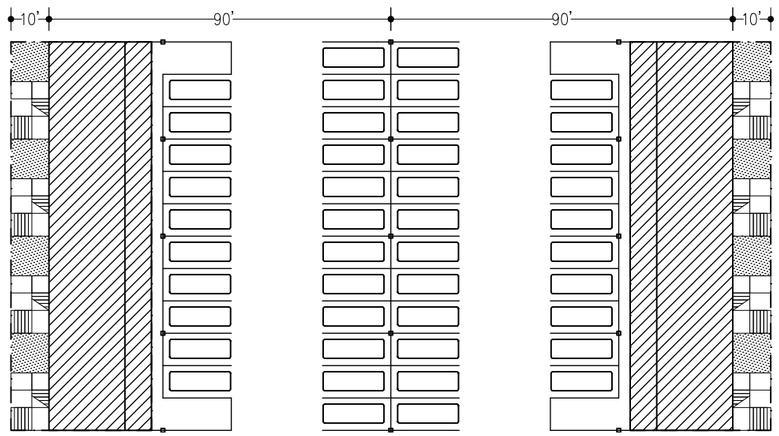
0 5 10 20 40

S-Class (1 OF 4)
Liner building *with parking structure*

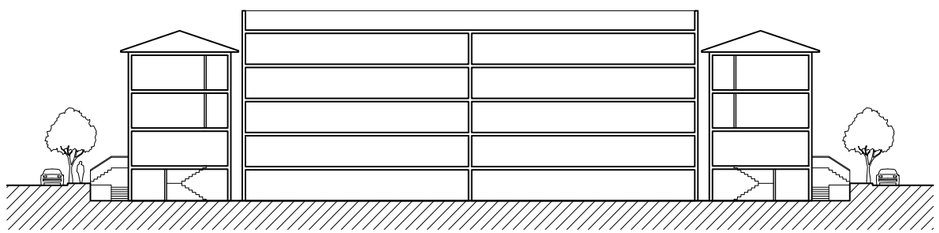




Lower Story



Upper Stories



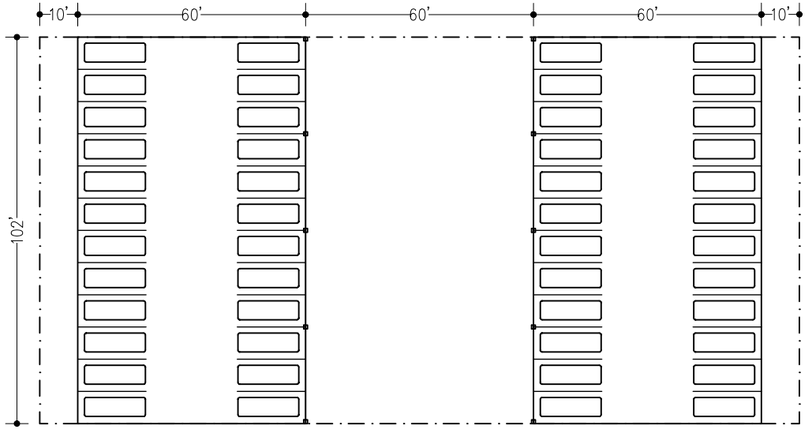
Section

The S-Class Liner Building is located at the middle of blocks facing the area's narrower north-south streets. The Liner Building and the M-Class Slab Building work together symbiotically to create city blocks, which contain yet mask the necessary amount of parking. (The Liner Building may be used to mask parking lots serving additional buildings as well.) The Liner Building's dominant characteristic is that it is low (typically 4 stories high) and shallow (typically 30' deep) so as to require light from one side only. These buildings tend to vary in two respects: their internal configuration and their relationship to the parking lot behind. Internal Configuration: These buildings contain only residential (or home-office) uses, but these residential units may take the form of stacked flats, stacked duplexes, triplexes atop flats, or other combinations. Units at the ground and first-floor levels are accessed directly from the front sidewalk via gardens and stoops (within a 10' setback), while upstairs flats may be organized along a rear corridor. Relationship to Parking: these units may or may not rely on the parking lot behind to meet their parking needs. If they do, access may be provided from the parking lot into the units or their rear hallway. Even if they do not do so, the stairs and elevators of the parking garage should be located within the body of the liner building, so that they may directly access the street front. As shown, it is structurally simpler to create a break between the two structures, but this break can be bridged as necessary for circulation.

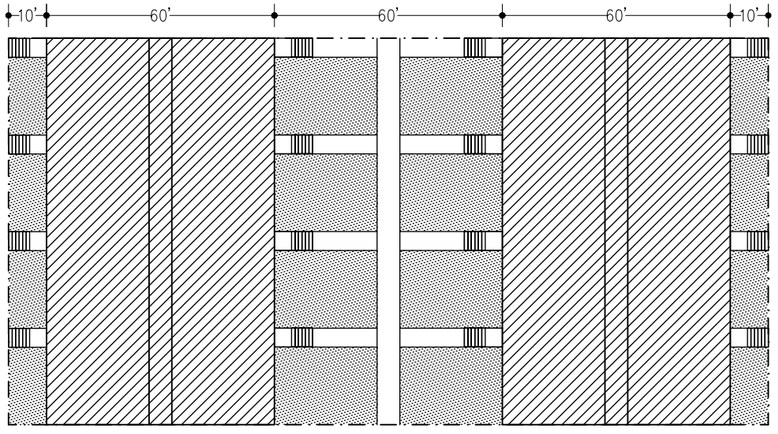
In many cases, the parking lots will not fill the entire mid-block area. A minimum of 20% of the S-Class units, rather than lining a parking structure, shall possess a rear yard. In this case the units may be as much as 60' deep, since they receive light from both front and rear. This option is also discussed in the second paragraph on the next page.

S-Class (2 OF 4)

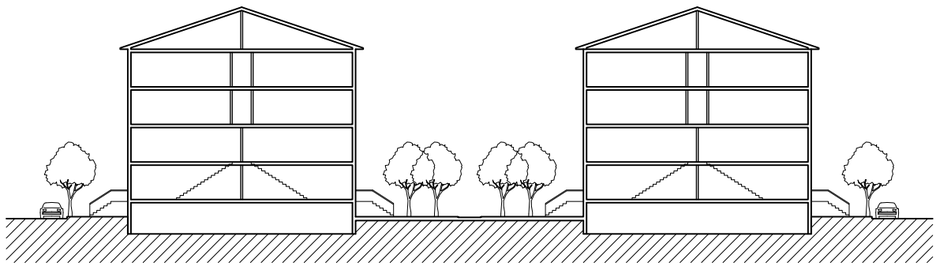
Optional Mews Corridor Apartments I *with no mid-block parking*



Lower Story



Upper Stories



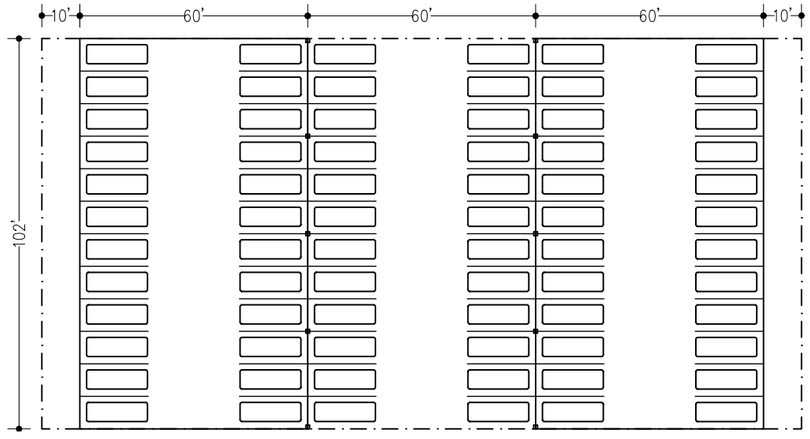
Section

These rowhouse-scale mid-block buildings are presented as a possible alternative to the Liner Building. They consist of two stories of flats on double-loaded corridors, atop duplex units. Buildings are located above their own parking, and two buildings face each other across a grade-level mid-block pedestrian mews. The upstairs flats are accessed via an elevator core off of a first floor lobby; while the duplexes are accessed directly via stoops, half on the street and half on the mews. The elevator also serves the parking level, which has stairs up to the street and to the courtyard.

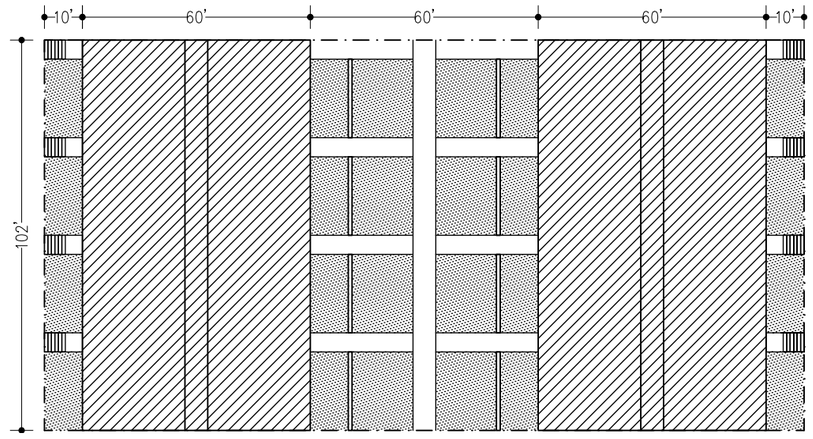
Another option, not shown but likely to be used, replaces the central mews with rear yards belonging to larger rowhouses that may run the full depth of the 60' building block shown. Fences between the yards would replace the mid-block paths shown in the above drawing.

S-Class (3 OF 4)

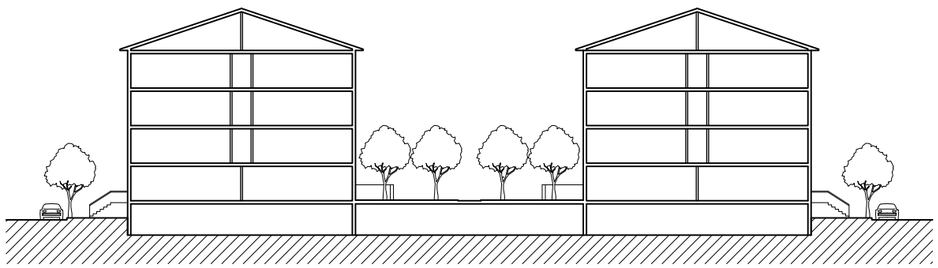
Optional Mews Corridor Apartments II *with through-block parking*



Lower Story



Upper Stories

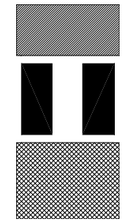


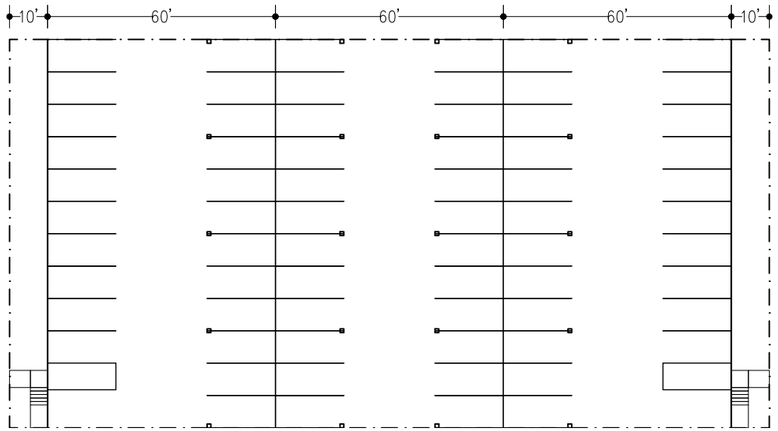
Section

This higher-density version of the previous scheme, another possible alternative, elevates the mid-block mews over additional parking, such that the entire block becomes a very efficient parking lot. This configuration allows for more units within the building, so that all of the apartments can be flats. Or, the previous configuration of units could be used (Mews Corridor Apartments I), with the excess parking serving a nearby building. Again, apartments on the first floor would be accessed directly from the exterior, not from a hallway. In this scheme, the green-facing units have walled front gardens for privacy.

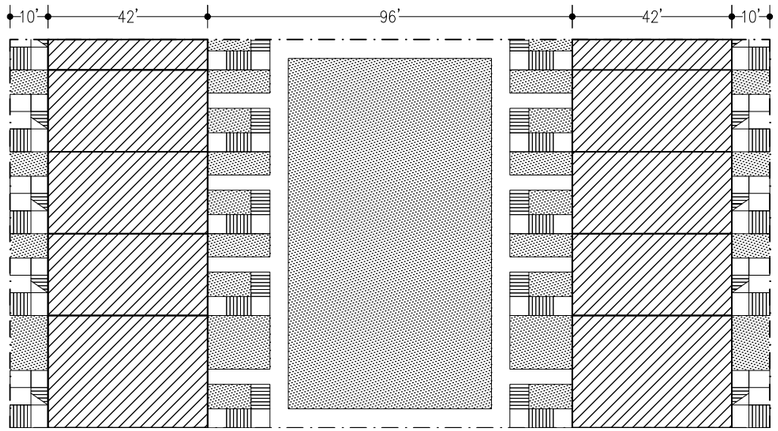
S-Class (4 OF 4)

Optional Courtyard Rowhouse *duplex over duplex with parking below ground level*

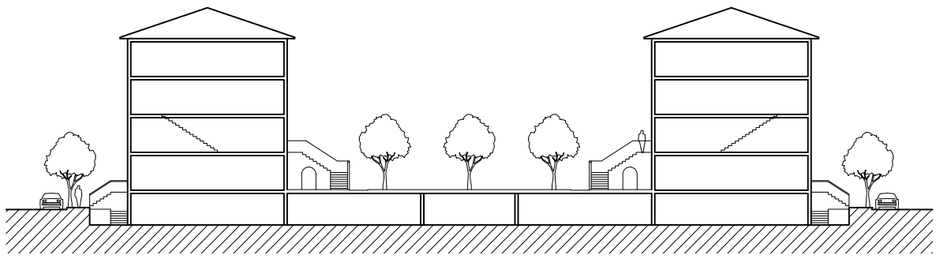




Lower Story



Upper Stories



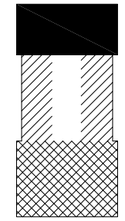
Section

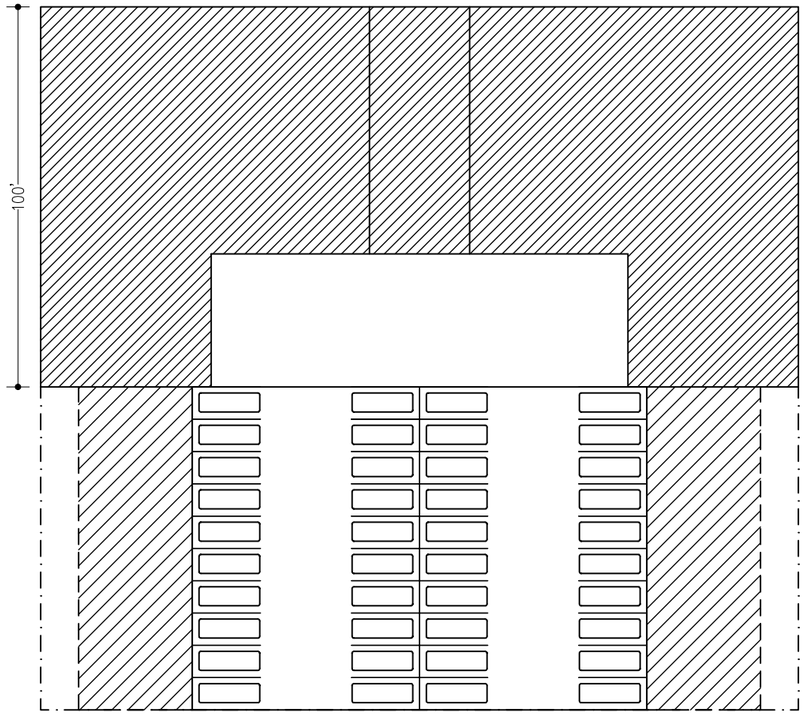
The Courtyard Rowhouse is another possible alternative mid-block scheme that provides more parking than it needs. In a configuration that is also suggested elsewhere, the front building consists of a duplex over a duplex. This is a challenging system, because one must climb two flights of stairs to reach the upper duplex. The solution is to have the first flight consist of an exterior stoop, with the second flight located inside the front door. This scheme has an additional twist: the upstairs duplex places its stoop on an internal courtyard which covers a through-block parking lot. In this way each duplex has its own address, and the covered parking lot can help serve larger buildings nearby.

These S-type building layouts and those that precede it do not represent the full range of possible configurations. In addition to the many solutions that have not yet been considered, it is worth studying how these different types may be effectively combined.

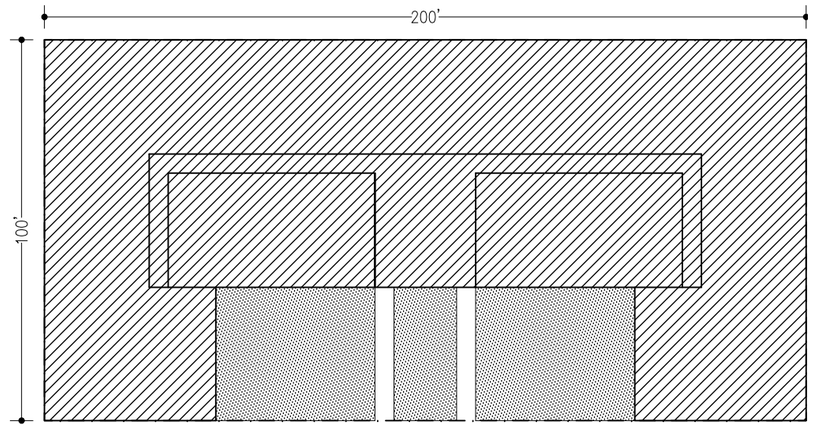
M-Class

Slab *with hallways & separate parking structure*

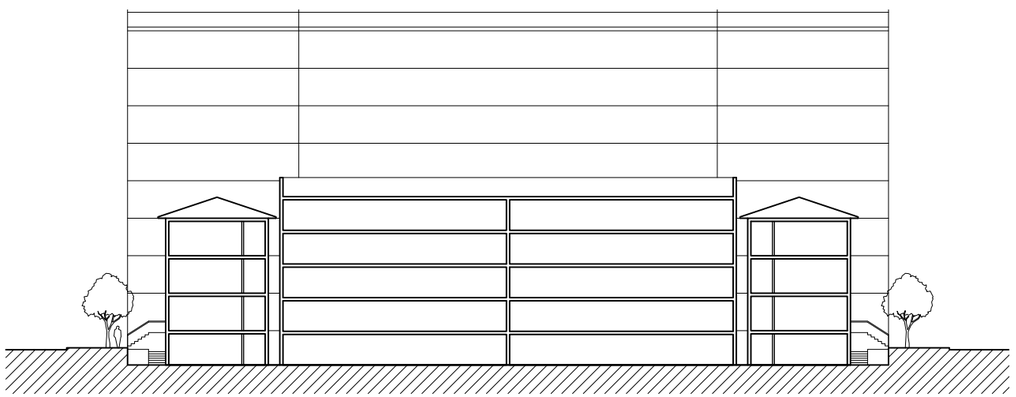




Lower Story



Upper Stories

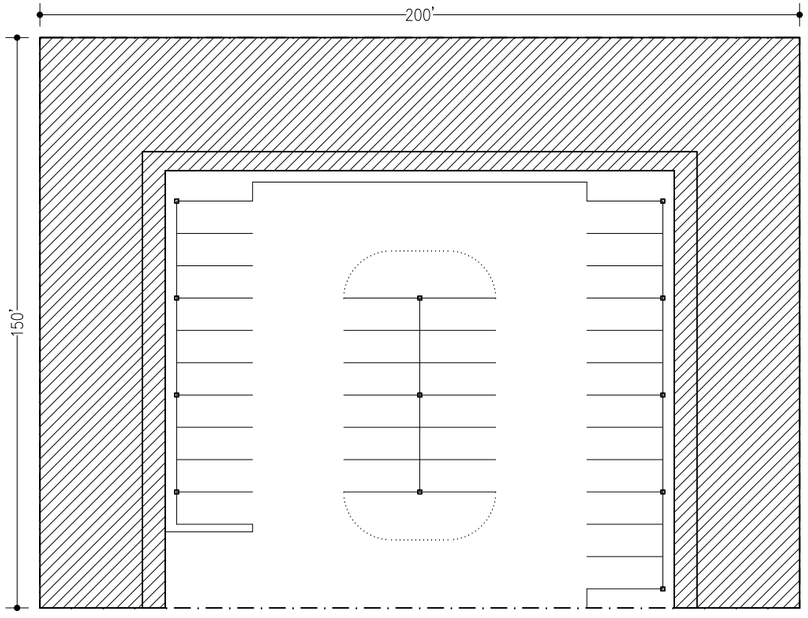


Section

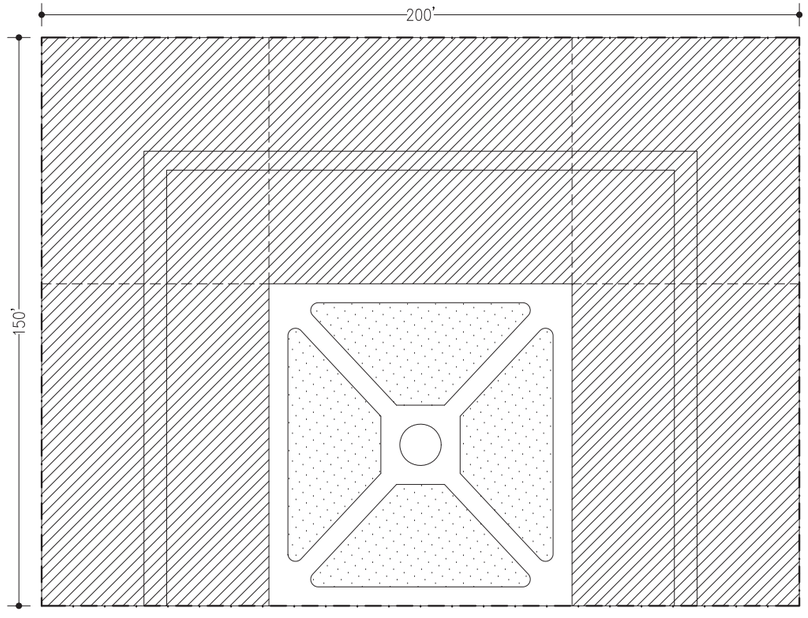
The M-Class Slab Building is located primarily the ends of blocks facing the area's wider east-west streets. As discussed, the Slab Building and the S-Class Liner Building work together symbiotically to create city blocks that contain yet mask the necessary amount of parking. Typically 8 stories tall (with a 6-story SM-Class variation), the Slab Building may contain its own underground parking, but it relies on a hidden mid-block lot to meet its parking needs. The transition from parking to interior occurs in two ways: along the sidewalk (accessed by street-fronting parking-lot stairs) and across a garden that separates the rear of the building from the parking-lot. This garden is the result of the building's U shape, derived from the fact that the (typically 64'-deep) structure is allowed to wrap the corner to a depth of 100'. Its internal configuration consists of flats along a double-loaded corridor, but it may also contain rowhouses and/or shops at street level. All or some of the building may also contain office uses, unless indicated otherwise in the Regulating Plan. While shown here as a single building, this structure could just as easily be two separate buildings, each with its own elevator core.

L-Class

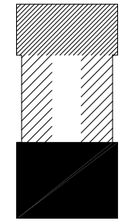
Tower *with hallway system and embedded parking structure*



Lower Story

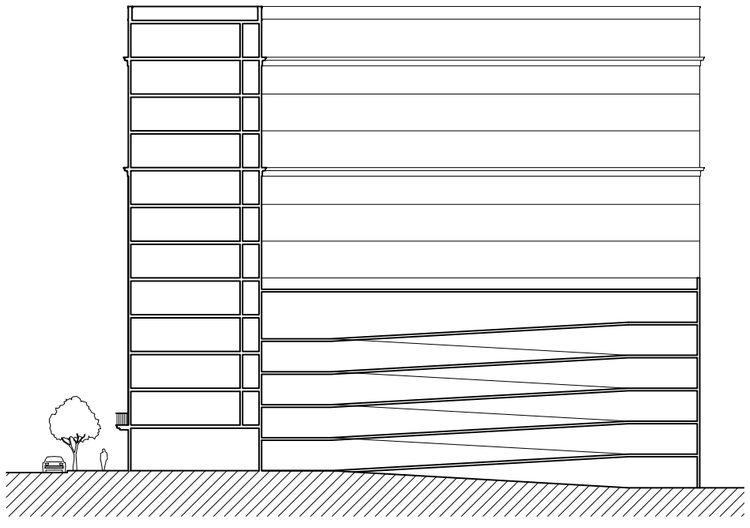


Upper Stories

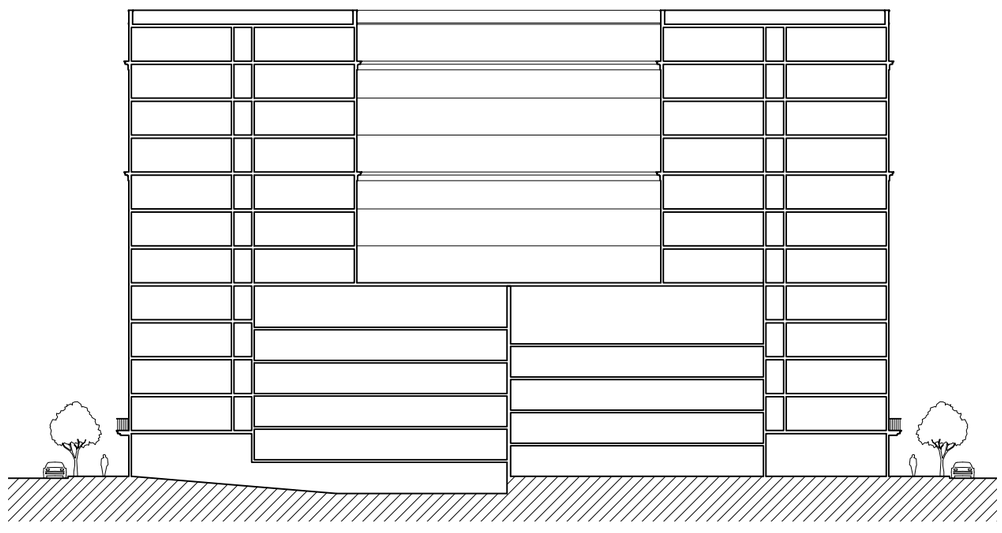


The L-Class Tower contains its own parking garage, which it wraps, but it may also satisfy its parking needs in other nearby structures. At its upper stories, it typically consists of flats along a double-loaded corridor. At its lower stories, the interior layer of flats is replaced by the outer edge of the mid-block parking lot, which may also access the internal corridor. The building is typically 16 stories high, with small towers allowed at the corners as further limited by the Regulating Plan and the Urban and Architectural Regulations. The building can have a single elevator core or one at each corner. A shorter variation of this building could be used in areas designated for M-class buildings. Where indicated in the Regulating Plan, these buildings may contain retail or office uses at their base and office use above.

A variation of this building 8 stories tall could be used in the areas of the plan zoned for M-class buildings.



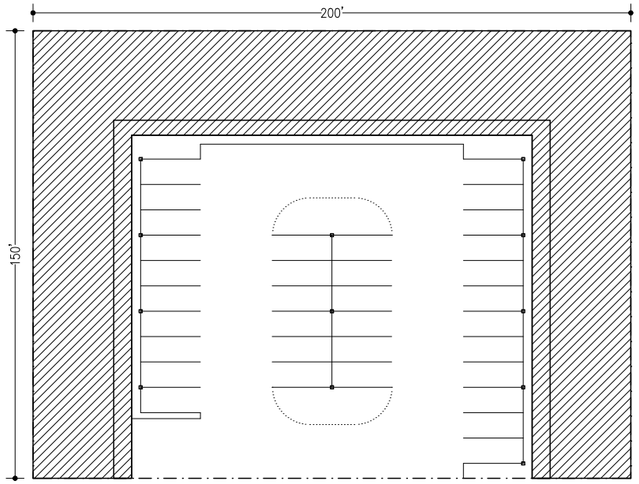
Section A



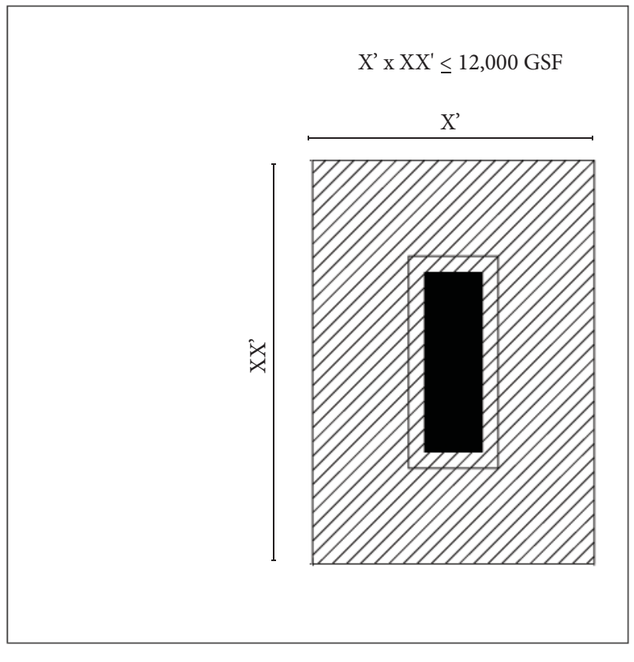
Section B

XL-Class & XXL-Class

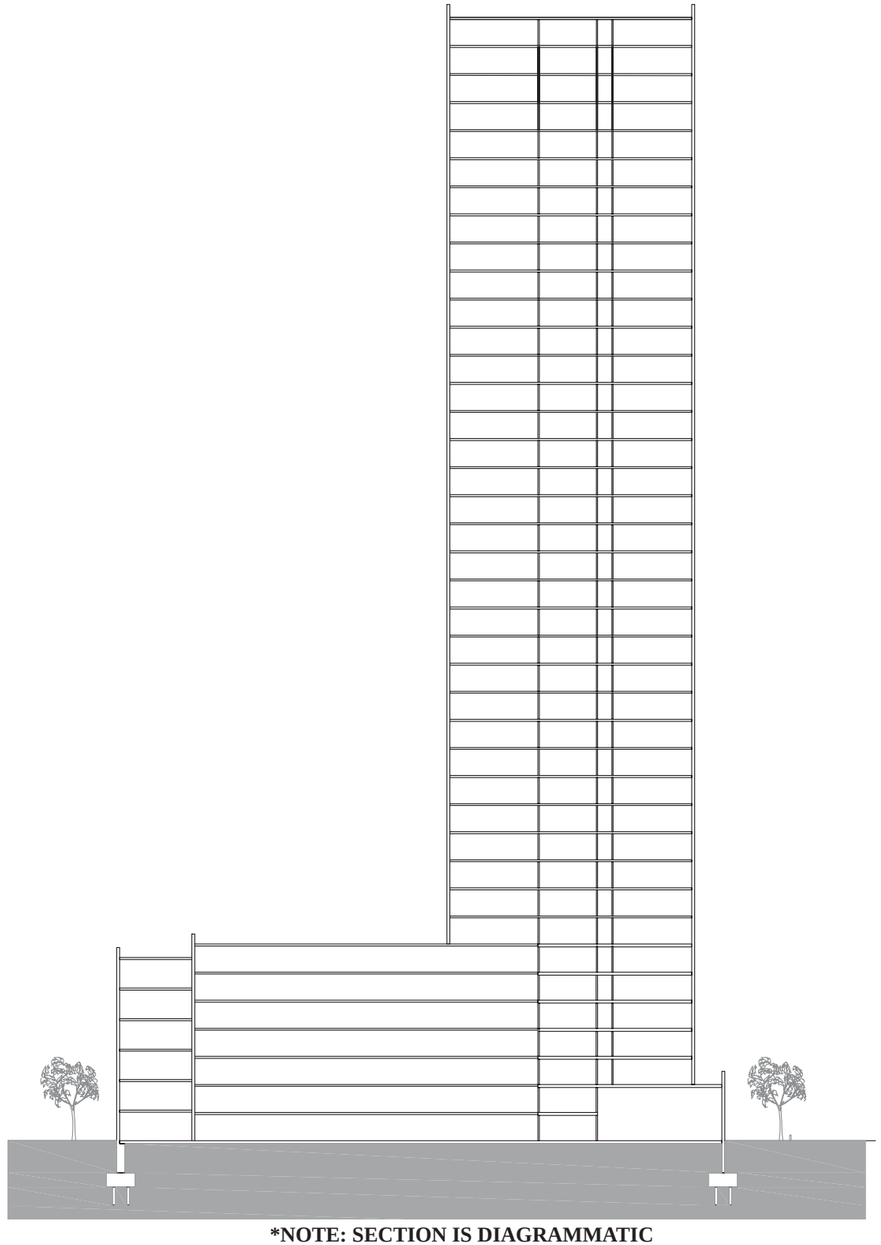
Point Tower *with hallway system and embedded parking structure*



Lower Story

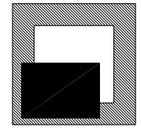


Upper Stories



***NOTE: SECTION IS DIAGRAMMATIC**

Section B



Block 5.2

The XXL-Class Tower on Block 5.2 shall be permitted to rise to a maximum of 45 stories for a project designed to achieve a LEEDs certification from the U.S. Green Building Council. The Building shall contain a podium that is SM-Class with a mid-block parking structure. Individual residential units on the first floor at Grand Street shall be accessed directly from the exterior with stoops. The building shall incorporate architectural fenestration and elements that respect the characteristic of the surrounding historic district. The XXL Tower on Block 5.2 shall be situated as depicted on the ***Height Regulating Plan Map***. The tower footprint shall have dimensions that total a gross tower floor plate area of no greater than or equal to 12,000 gsf . The building shall be designed as a signature building with a distinctive design theme. The tower shall be a terminated vista for southbound vehicular and pedestrian travelers on Grove Street.

GENERAL

All XL & XXL-Class Towers shall be permitted to rise to the number of stories as depicted in the Heights Regulating Plan Map. The Building shall contain a podium with a mid-block parking structure.

The tower footprint shall have dimensions that total a gross tower floor plate area of no greater than or equal to 12,000 gsf . The building shall be designed as a signature building with a distinctive design theme. The tower shall be a terminated vista for vehicular and pedestrian travelers from all approaches. The design shall take this characteristic into consideration during design and, all building sides shall be distinctive with no side of lesser design value than the other. The building shall contain a detectible base, middle and crown. Detailed rooftop features are required to insure the building becomes an iconic marquee building within the downtown neighborhood.

CAPACITY SUMMARY

CAPACITY SUMMARY

Block #	Maximum Allowable: HOUSING in SF Linear	HOUSING in SF Other	HOUSING in SF Total	HOUSING in Units Linear	HOUSING in Units Other	HOUSING in Units Total	OTHER USES Retail	School	Hotel	Office**	Garage	TOTAL BUILDING AREA*	
1	35,000	775,000	810,000	32	773	805	30,000	0	0	58,000	175,000	898,000	**
2	122,345	153,800	276,145	72	110	182	20,000	0	0	20,000	70,000	305,000	**
3	0	0	0	0	0	0	0	0	0	0	0	0	
4	103,250	163,800	267,050	61	117	178	20,000	0	0	30,000	70,000	285,000	**
4.5	0	119,547	119,547	0	85	85	15,000	0	0	15,000	35,000	120,000	**
5.1	144,000	392,000	536,000	85	280	365	15,000	0	40,000	23,625	90,000	704,625	**
5.2	0	770,000	770,000	0	550	550	15,000	0	0	0	200,000	985,000	
5.5	0	229,917	229,917	0	300	300	30,000	0	0	30,000	70,000	300,000	**
6	187,000	252,000	439,000	110	180	290	45,000	0	0	40,000	185,000	445,000	**
7	100,000	367,000	467,000	88	262	350	20,000	0	0	20,000	150,000	467,000	
10	0	0	0	0	0	0	45,000	0	0	520,000	150,000	625,000	
11	0	900,000	900,000	0	585	585	30,000	40,000	0	30,000	250,000	1,175,000	
12	0	412,002	412,002	0	294	294	25,000	0	0	30,000	120,000	490,000	**
13	24,000	374,094	398,094	14	267	281	20,000	0	0	50,000	110,000	445,000	**
14N	30,898	162,215	193,113	18	116	134	8,500	0	0	0	54,000	226,000	**
14S	33,772	177,305	211,077	20	127	147	9,500	0	0	0	59,000	247,000	
15N	105,550	180,647	286,197	62	129	191	14,000	0	0	0	100,000	308,000	**
15S	0	101,000	101,000	0	72	72	5,000	0	0	0	0	101,000	
16	60,000	240,000	300,000	65	241	306	15,000	0	0	25,000	50,000	320,000	**
17	180,000	875,000	1,055,000	149	851	1,000	70,000	40,000	0	0	220,000	1,165,000	**
23	178,345	601,674	780,019	105	430	535	15,000	0	0	60,000	220,000	1,070,000	**
24	0	992,500	992,500	0	900	900	15,000	0	202,500	0	250,000	1,210,000	***
28	0	0	0	0	0	0	85,000	0	0	0	0	85,000	
Total	**1,304,160**	**8,239,501**	**9,369,301**	**881**	**6,669**	**7,550**	**567,000**	**80,000**	**242,500**	**951,625**	**2,628,000**	**11,976,625**	

Note: ATTENTION: These notes are an essential component of the requirements of this table.

1. Maximums are per uses, and will thus add up to a figure above the total block area in mixed use blocks. For example, a housing block with optional retail frontage will only be able to achieve maximum retail area by reducing the maximum amount of housing area. In all cases, the total combined area will not be allowed to exceed the total building area in the right hand column. Maximum square footage for each use, as well as total building area, is further limited by constraints dictated by maximum height, floor area ratio and other bulk criteria; such that the maximums indicated in the above chart may not be practically available.
2. By the same logic, the totals at the bottom of this table are not simultaneously achievable. Achieving a maximum in any column would require a reduction of the maxi- mum in another column.
3. The number of units is determined based upon an average unit size of 1,700 sf for line units, 1,400 sf for other units; except on Block 24. Due to the unique requirement that Block 24 must contain a Hotel, the maximum unit count shall be determined exclusively by the Capacity Summary Chart above.
4. If the amount of residential area is reduced in order to serve other uses as allowed, the maximum number of housing units shall be reduced correspondingly, calculated at 1,700 sf per liner unit, 1,400 sf per other unit.
5. *Parking garages are not counted as a part of building area when they are contained within the building.
6. ***The required hotel on block 24 shall contain a minimum of 150 rooms; and shall also contain a full service restaurant, bar and lounge area, retail services (including concierge & room service), meeting rooms & banquet rooms, fitness center and salon services.
7. For the blocks located in the Tidewater District, refer to the Section VIII. Tidewater District Plan

INTENSITY SUMMARY

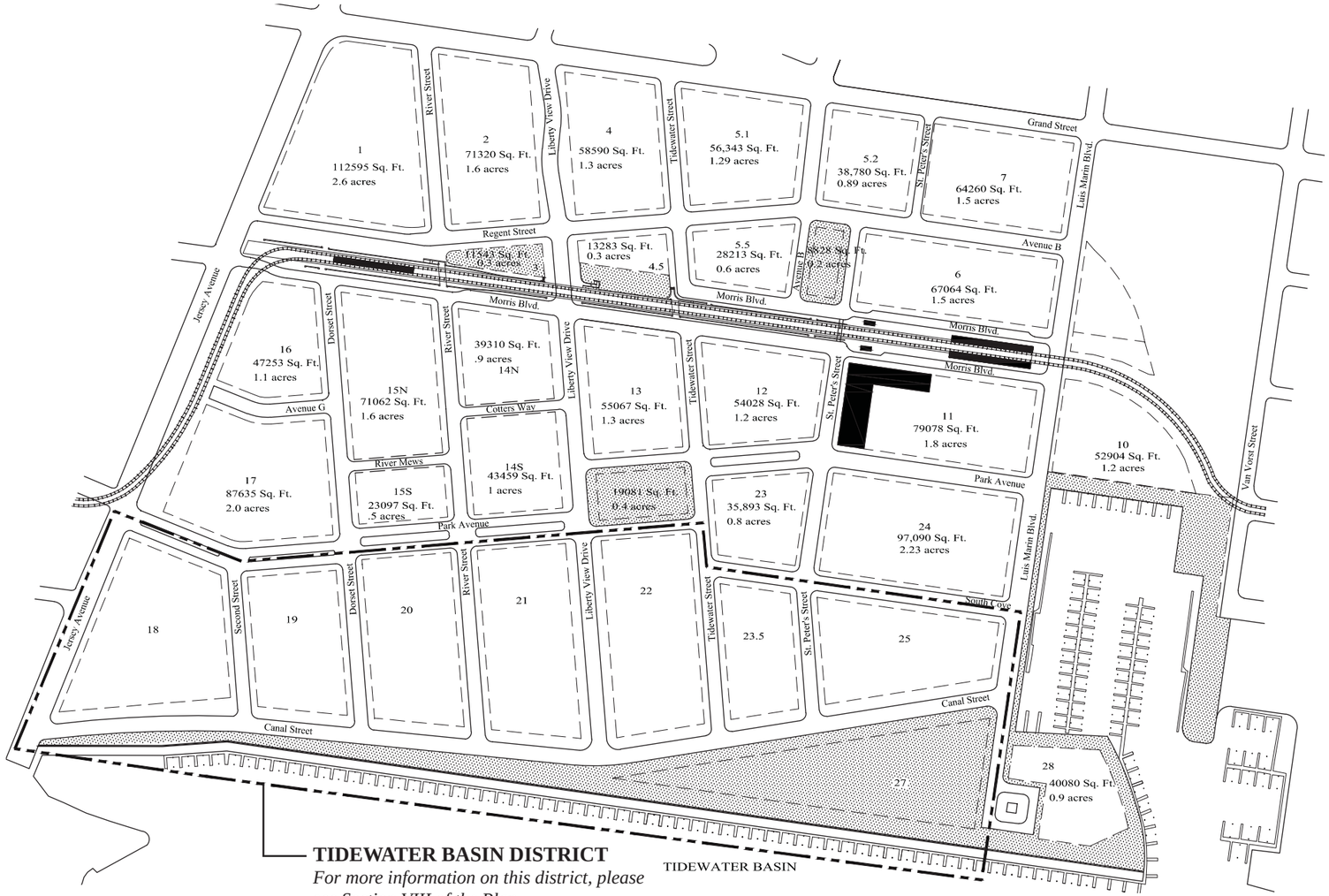
DENSITY SUMMARY

Block Number	Size in Square Feet		Size in Acres		Ratio	Max Housing		Max. S.F.	Units/Acre		FAR	
	Gross	Net	Gross	Net	Gross/Net	#Units	Total S.F.	ALL USES	Gross	Net	Gross	Net
1	183,092	112,595	4.20	2.58	1.63	805	810,000	898,000	190	312	4.90	7.98
2	113,775	71,320	2.61	1.64	1.60	182	276,145	305,000	70	111	2.68	4.28
3	30,375	11,543	0.70	0.26	2.63	0	0	0	0	0	0.00	0.00
4	97,216	58,590	2.23	1.35	1.66	178	267,050	285,000	80	132	2.93	4.86
4.5	46,978	13,283	1.08	0.30	3.54	85	119,547	120,000	79	280	2.55	9.03
5.1	94,148	56,343	2.16	1.29	1.67	365	536,000	704,625	169	282	7.48	12.51
5.2	66,446	38,780	1.53	0.89	1.71	550	770,000	985,000	361	618	14.82	25.40
5.5	56,492	28,213	1.30	0.65	2.00	300	300,000	300,000	231	463	5.31	10.63
6	154,176	67,064	3.54	1.54	2.30	290	439,000	445,000	82	188	2.89	6.64
7	96,406	64,260	2.21	1.48	1.50	350	467,000	467,000	158	237	4.84	7.27
10	133,256	52,904	3.06	1.21	2.52	0	0	625,000	0	0	4.69	11.81
11	140,690	77,834	3.23	1.79	1.81	585	900,000	1,175,000	181	327	8.35	15.10
12	102,917	54,028	2.36	1.24	1.90	294	412,002	490,000	125	237	4.76	9.07
13	120,381	55,067	2.76	1.26	2.19	281	398,094	445,000	102	223	3.70	8.08
14N	75,958	39,310	1.74	0.90	1.93	134	193,113	226,000	77	149	2.98	5.75
14S	72,865	43,459	1.67	1.00	1.68	147	211,077	247,000	88	147	3.39	5.68
15N	115,540	71,062	2.65	1.63	1.63	191	286,197	308,000	72	117	2.67	4.33
15S	44,269	23,097	1.02	0.53	1.92	72	101,000	101,000	71	136	2.28	4.37
16	101,288	47,253	2.33	1.08	2.14	306	300,000	320,000	132	282	3.16	6.77
17	114,544	82,704	2.63	1.90	1.38	1000	1,055,000	1,165,000	380	527	10.17	14.09
23	65,817	35,893	1.51	0.82	1.83	535	780,019	1,070,000	354	649	16.26	29.81
24	154,383	97,090	3.54	2.23	1.59	900	992,500	1,210,000	254	404	7.84	12.46
28	86,227	40,080	1.98	0.92	2.15	0	0	85,000	0	0	0.99	2.12
Total	2,267,239	1,241,772	52.05	28.51	1.83	7,550	9,613,744	11,976,625	145	265	5.28	9.64

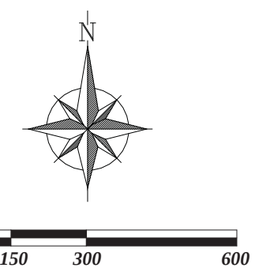
COMPOSITION OF SITE AREA

AREAS	Sq. Feet	Acres	Percentage
Open Space	186,792	4.29	5.25%
Street ROW	1,010,034	23.19	28.38%
Transit ROW	113,720	2.61	3.19%
Walkway (30')	115,184	2.64	3.24%
Private Water	201,188	4.62	5.65%
Civic Buildings	181,806	4.17	5.11%
All Other Buildings	1,750,780	40.19	49.19%
TOTAL	3,559,504	81.71	100.00%

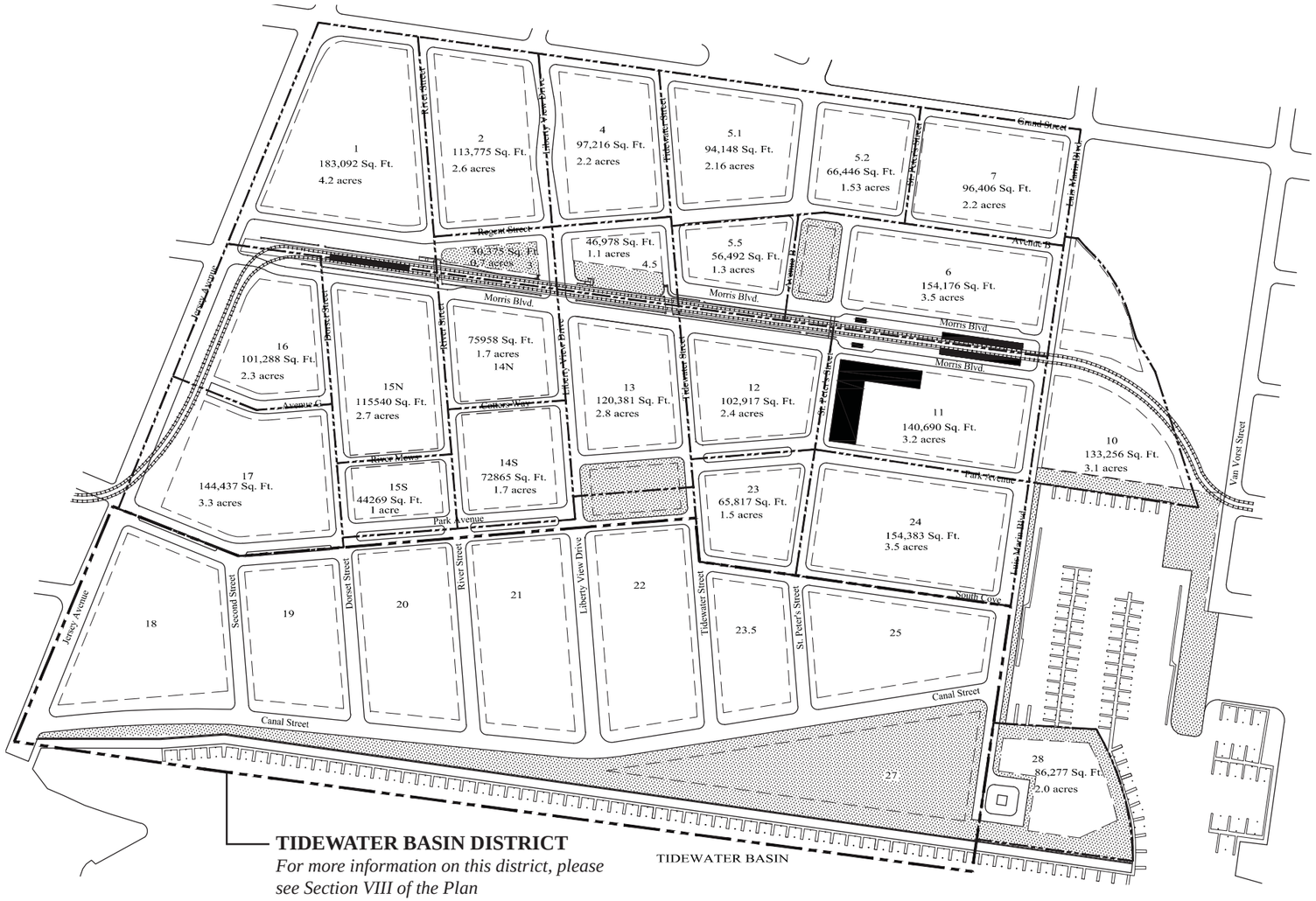
NET BLOCK AREA



TIDEWATER BASIN DISTRICT
For more information on this district, please see Section VIII of the Plan



GROSS BLOCK AREA



TIDEWATER BASIN DISTRICT
For more information on this district, please see Section VIII of the Plan

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Tidewater Basin District

An enhanced vision for Liberty Harbor North's waterfront.

Phase 1 of the Liberty Harbor North Redevelopment Plan has achieved the goal of creating a self sufficient and vital new neighborhood that capitalizes on its unique location and maximizes new investments in transit. However, upon completion of Phase I, it has become apparent that the Plan Area is too large to be considered a single neighborhood. Instead, further study and examination of the site have suggested that the Redevelopment Area should accommodate several new neighborhoods, each with its own distinct characteristics. For instance, modifications to building heights and bulk along Marin Boulevard have helped create a distinct Marin Boulevard Neighborhood along the eastern portion of the site. The Central Park neighborhood is a residential enclave focused on the Area's central square. Morris Boulevard, the Area's light rail corridor, acts as an important retail center.

The Tidewater Basin District is another distinct neighborhood that has emerged within the Liberty Harbor North Redevelopment Area. Occupying a special location at the water's edge in New York Harbor, the Tidewater Basin District is comprised of seven blocks and a waterfront park along the southern edge of the Redevelopment Area. The District commands permanent and unobstructed long distance views over New York Harbor, the Statue of Liberty, and the Lower New York Bay out to the Verrazano Bridge. Because of this spectacular relationship to the water and other nearby landmarks such as Liberty State Park and Lower Manhattan, the Tidewater Basin District requires a unique treatment that acknowledges the iconic elements that surround the site.

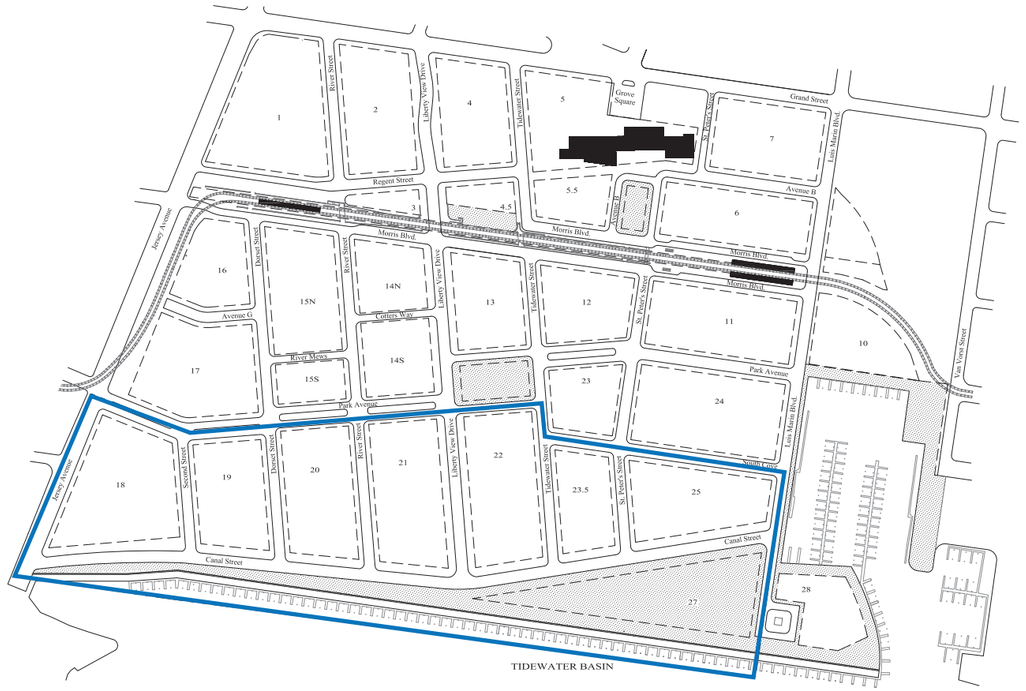
This Plan includes a dramatic increase in the amount of public open space along the Tidewater Basin and creates architectural guidelines for a series of buildings that will line the waterfront. By removing an XL-Class building envisioned as an office tower from Block 27, the new Plan creates 3.1 acres of publicly accessible park space and public boating opportunities. This represents an increase of roughly 1.8 acres over the initial design of the waterfront. The massive public waterfront, with its grand public streets, public parking, waterfront walkway and three acre park, will attract residents and visitors for a variety of activities. The cultural center and focal point of the Liberty Harbor waterfront will be a public plaza located at the foot of Liberty View Drive and Canal Street. This plaza will serve as a gathering place and provide a central location for festivals, exhibits, outdoor markets, and regional cultural events. The Tidewater Park will offer a variety of passive and active recreational opportunities while the Tidewater Basin will be animated by boating activity and a potential ferry to New York.

The initial Plan as conceived by Duany Plater-Zyberk and Company remains intact as do the regulations contained in previous sections of the document. The Tidewater District preserves the original street grid and offers water vistas south from every new public street while enhancing the Liberty Harbor neighborhoods to the north. Access to the waterfront and the open space amenities found there are improved through the reorganization of buildings along Canal Street.

This section redefines XL-Class buildings and places them along the southern portions of Blocks 18, 19, 20, 21, 22, 23.5, and 25. Special emphasis has been placed on these buildings because of their unique location and tremendous visibility. Once complete, they will be the crown jewel of Jersey City's revitalized waterfront skyline. The massing of these waterfront buildings has been designed as unified composition of height, mass, shape, and bulk that will be Jersey City's icon in New York Harbor. Individual buildings or groups of buildings will have the opportunity to be designed as signature buildings following the design guidelines set out in the Tidewater District Section.

The Plan also ensures that special attention is paid to prioritizing the pedestrian experience along Canal Street the Waterfront Walkway and all public streets and accessways in the Tidewater Basin District. The Plan emphasizes high quality façade materials and pedestrian amenities on the street to enhance the waterfront experience.

The organization of this section mirrors the layout of the overall document with specific elements presented as they apply to the Tidewater Basin District. For example, among other items, this section includes Plans regulating heights and frontages for buildings within the District, a landscape plan for the Tidewater Basin Park, and an illustrative rendering of the waterfront. Where they differ, the standards presented here will supersede regulations contained in other sections of the Redevelopment Plan as they pertain to the Tidewater Basin District.



Tidewater Basin District Location

The Tidewater Basin District is comprised of eight waterfront blocks in the Liberty Harbor North Redevelopment Area.

TIDEWATER BASIN DISTRICT ILLUSTRATION

Taken from the southwest, this view highlights the Tidewater Basin District of the Liberty Harbor North Redevelopment Area and its unique relationship to the Tidewater Basin, Jersey City's waterfront, and Lower Manhattan. At the left, the light rail can be seen entering Morris Boulevard.

This rendering shows the general massing of the site and illustrates many of the architectural features prescribed by the Plan to make the buildings within the Tidewater Basin District distinctive. Two of the most important features are the 6th story base created by stepbacks and the use of architectural elements that bring horizontal unity to the building composition.

Given its southern exposure, this edge of downtown Jersey City would be in sunlight for the entire day. The buildings along Canal Street front onto an expansive waterfront park and offer dramatic views of the Tidewater Basin, the Statue of Liberty, and Liberty State Park. The tallest buildings are located at the intersection of Liberty View Drive and Canal Street. As Canal Street angles away from the waterfront, it opens eastward vistas of Jersey City's gold coast and the rebuilt World Trade Center.

Like in the best older cities, the amenity of the canal is made entirely public. The Tidewater Basin Park grows out of the waterfront walkway and creates a large dynamic triangular park space between Liberty View Drive and the Marina.

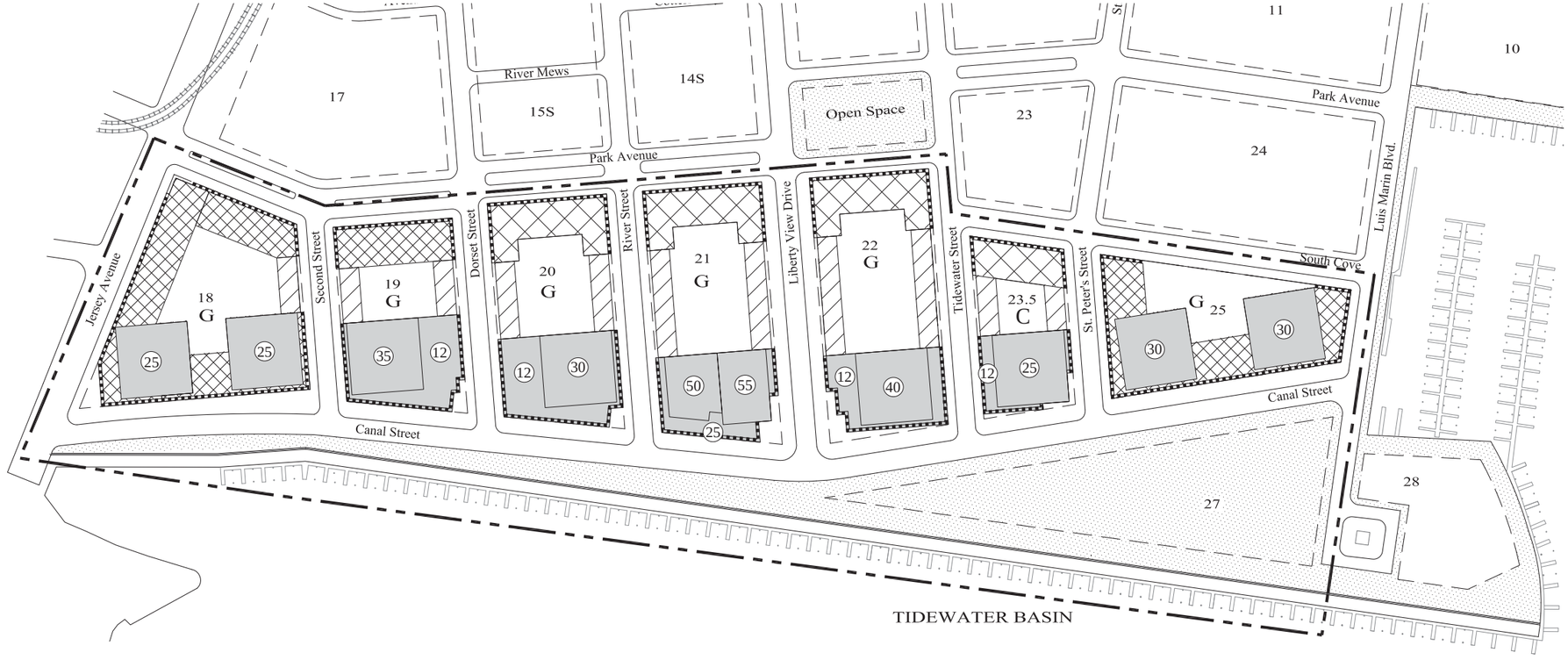
TIDEWATER BASIN DISTRICT LANDSCAPE

The Tidewater Basin Park expresses the waterfront character of the Liberty Harbor site, providing views across the tidewater basin to the New York Harbor and the Statue of Liberty. It is located at the foot of Liberty View Drive, where the alignment of Canal Street diverges away from the water's edge and extends to the Marina at Luis Marin Boulevard. For residents and visitors, the park experience begins as you cross Canal Street. Special paving details and textured intersections signal access points to the Park at Liberty View Drive, Tidewater Street, St. Peter's Street, and Marin Boulevard. A series of public art installations will serve as the focal point of each street that terminates into Canal Street. Pathways through the park will be distinctively landscaped and connect these access points directly to the Tidewater Basin. The waterfront treatment will be a continuous edge of terraced pedestrian access, with a promenade, wharf, and boat slips.

This updated design for Tidewater Basin Park provides residents and visitors with a series of transected spaces. The most formal space, the main plaza, is located between Liberty View Drive and Tidewater Street and includes special paving, a sculptural element, and the opportunity for a water feature. This plaza is lined with trees along the water's edge, Tidewater Street and along the building edge of Block 22 all lined with trees. This plaza space relates to the entertainment cultural use that is envisioned for Block 22 and has the potential to be utilized for large gatherings and events. The south edge of the plaza opens down into stairs that lead to the wharf and boat mooring facility, creating a functional relationship to the waterway.

East of the plaza, the park transitions from more formal to less formal spaces. The easternmost section of Tidewater Basin , between St. Peter's Street and Marin Boulevard, is envisioned as an open passive recreation space. This area will be a mixture of open lawn, bermed hills, and shaded groves of trees. Along the water's edge of the great lawn there will be a grand staircase to provide access to the wharf. The area between Tidewater Street and St. Peter's Street connects the great lawn to the main plaza. This section of the park will be programmed to include a play area and picnic space. The three sections of the park work together to create a variety of experiences along the Redevelopment Area's waterfront.

TIDEWATER BASIN DISTRICT REGULATING PLAN: HEIGHTS & BUILD TO LINES



S-Class Buildings: 5 Stories

M-Class Buildings: 8 Stories

L-Class Buildings: 12 Stories, except for the western portion of Block 18 along Jersey Avenue which may be 16 stories tall.

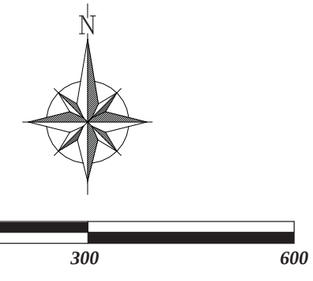
XL-Class Buildings: Greater than 16 Stories

Stepbacks: Stepback required at the 7th floor on all M, L, and XL-Class buildings as described in the Architectural Regulations. The XL-Class building on Block 21 is an exception. The first stepback on this building is required at the 13th floor.

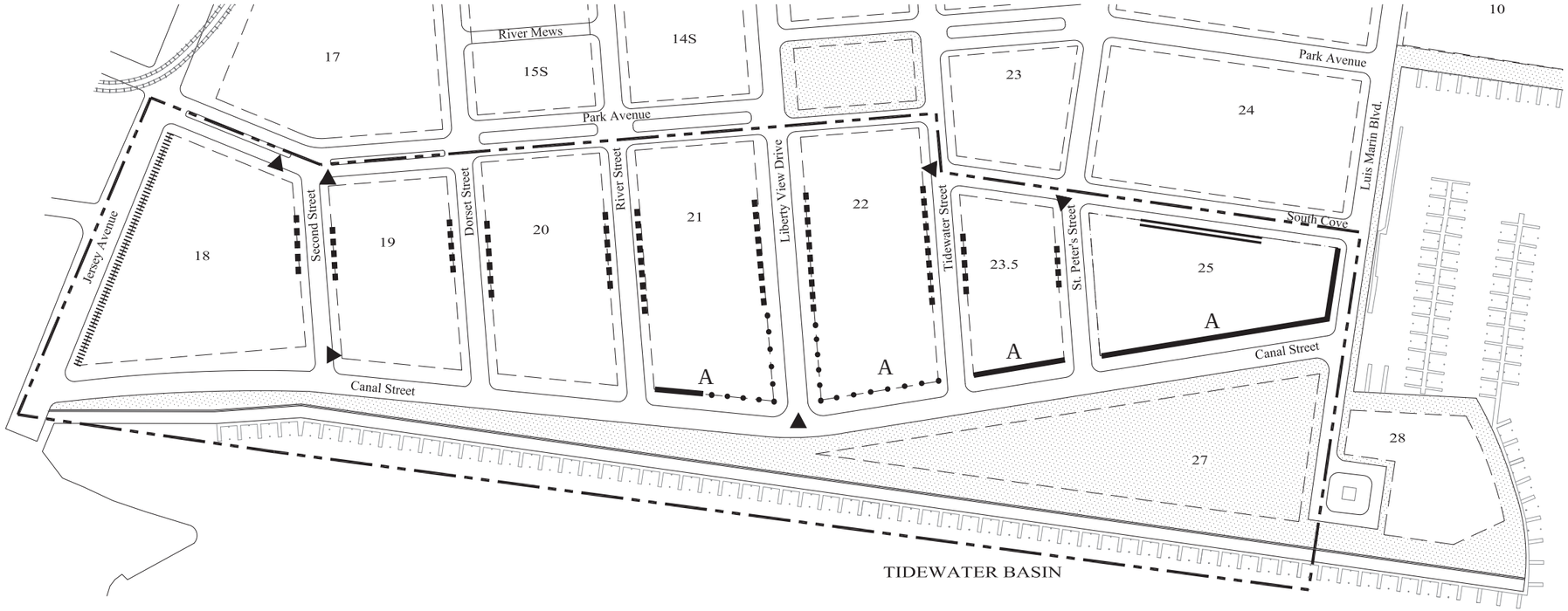
(#) Maximum number of stories for XL-Class Buildings

G *Embedded Garage:* Maximum of 70 feet tall plus parapet and roof garden structure

C *Courtyard:* Center of block serves as ground level courtyard space



TIDEWATER BASIN DISTRICT REGULATING PLAN: FRONTAGES



Property Line: those lines designating private property boundaries.

B FrontageLine: those Frontage Lines designated on the Regulating Plan (on Avenue E) where structured parking lots are permitted to be visible to the sidewalk. In all other locations, lots must be screened behind habitable buildings.

Retail Frontage Required: those Frontage Lines designated on the Regulating Plan that are required to provide a shopfront making the ground level available for retail use as described in the Use Sandards. The eastern portion of Block 25 on Marin Boulevard must face Marin Boulevard with a minimum of 50% restaurant/entertainment-oriented retail frontage, or other destination-type retail compatible with enteratinment use.

Residential-Only FrontageLine: those Frontage Lines designated on the Regulating Plan that may provide no Lodging, Office, Retail, or Civic Use as described in the Use Standards.

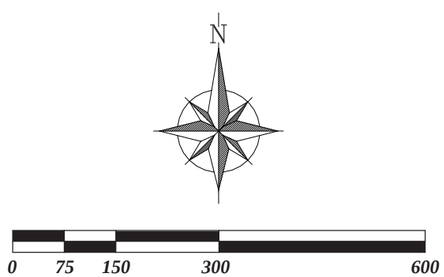
School Frontage Optional: those Frontage Lines designated on the Regulating Plan that may provide a location for an elementary school at the base of the building. If school is built at this location, an appropriate portion of the roof must be reserved for outdoor activity space associated with the school.

Entertainment Cultural Required: those Frontage Lines designated on the Regulating Plan that are required to provide entertainment cultureal uses as described in the Use Standards.

▲ *Terminated Vista:* a location at the axial termination of a thoroughfare. A building located at a terminated vista must receive the axis with an appropriately scaled articulation of the facade and/or roofline.

A *Arcade Frontage:* Optional locations for arcades along Canal Street

* NOTE: Build to Lines are indicated in the Tidewater Basin District Regulating Plan Heights and Build to Lines on VIII.4.



TIDEWATER BASIN DISTRICT ARCHITECTURAL REGULATIONS

These written **ARCHITECTURAL REGULATIONS** are to be used in conjunction with the graphic **REGULATING PLANS** contained in this section.

MANDATORY

• **Building Height:** Maximum building height shall be specified in number of stories as shown in the Heights Regulating Plan. Minimum Building height shall be three quarters of the maximum. The maximum height does not include the mechanical penthouses, parapets or architectural embellishments for the "crown" of the building or antennas provided that they are in integral feature of the building design. While there must be a complementary façade cover hiding mechanical penthouses, the entire tops of buildings must be architecturally designed and treated as a vital portion of the building composition. All mechanical penthouses, parapets and architectural embellishments must be approved by the Planning Board.

• **Story Height Variety:** The first floor of any building must be at least two times higher than the average floor height of the building. The top floor or floors of XL-Class buildings must be outwardly articulated to appear twice the height of an average floor as viewed from the exterior.

• **Tower Stories:** Above the 12th floor, buildings facing the Tidewater Basin District on Blocks 19, 20, 22, and 23.5 must have a single tower that measures at least 120 feet in width along Canal Street. The depth of these towers may vary but is not to exceed 120 feet. The building facing the Tidewater Basin on Block 21 may exceed 120 feet in width but must be articulated as two separate tower elements.

Above the 12th floor, buildings facing the Tidewater Basin District on Blocks 18 and 25 must have dual towers that measure at least 120 feet in width along Canal Street. The depth of these towers may vary but is not to exceed 120 feet.

• **Penthouse Story:** L-Class and XL-Class buildings may contain a penthouse story located above the roof. Penthouses shall be setback from the main building frontage line a minimum which assures clearance of any visual site lines from the midpoint of the sidewalk across the street at eye-level.

• **Facade Articulation, General:** Buildings shall have a clear base, middle, and top by using a combination of string courses, horizontally differentiating surface treatment, stepbacks, and loggias as further required below.

• **Stepbacks:** A six story base is required on M, L, and XL-Class buildings. At the 7th floor, these buildings must step back a minimum of five feet. All M, L, and XL-Class buildings must step back again a minimum of five feet at the 13th floor. The exception to this stepback rule is the XL-Class building on the southern portion of Block 21. This building has a 12 story base and is not required to be stepped back until the 13th floor. All stepbacks must be accompanied by a cornice line that protrudes 2-4 feet from the edge of the building.

• **Horizontal Architectural Emphasis:** All XL-Class buildings in the Tidewater Basin District must incorporate horizontal architectural elements at the heights and dimensions designated below to create a unified building composition along Canal Street. Horizontal elements may include, but are not limited to, material changes, recesses in the building, and loggias. A loggia is a gallery that can be opened to the air on one or more sides. Loggias are intended to create communal spaces in taller buildings by providing common areas for residents of these vertical neighborhoods.

Loggias can be surrounded by columns or created by a setback within the façade and contain an interior and exterior space with views in all directions. These spaces can serve both residential and office tenants and be utilized as community spaces, outdoor terraces, conference rooms, dining facilities, reception areas, recreation areas, rentable spaces such as offices, workrooms and apartments, or mechanical operations space. It is also recommended that elevator transfers occur at these levels where possible.

- The first horizontal architectural emphasis is required to begin at a height of 130 ft above the average street grade of Canal Street and end at a height of 160 ft above the average street grade of Canal Street.
- A second horizontal architectural emphasis is required to begin at a height of 260 feet above the average street grade of Canal Street and end at a height of 300 ft above the average street grade of Canal Street.

• **Individual Building Modules:** An Identifiable Building Module (IBM) is the division of a façade into distinct modules or sections. Although modules on a single facade share a common design vocabulary of elements, shapes and sizes, each module should be distinguishable from its neighbors. IBMs.can be distinguished by changes in material, color, window and door treatment, articulation of the building wall, masonry pattern design, cornice treatments or appropriate combinations of these items.

- IBMs must be incorporated into the six story base of any M, L, or XL-Class building greater than 80 feet. IBMs on these buildings may range from 20 to 80 feet on these buildings.

• **Facade Ratio:** The percentage of void area (windows and other openings) in a building façade shall be a minimum of 40%, except at street-level retail frontages, where it must not be lower than 75%.

• **Operable Windows:** Some portion of all windows shall be operable to ensure natural ventilation and air circulation. Clerestory, transom, side light, and skylights windows are permitted and may be non-operable.

• **Lighting:** All entryways shall be appropriately lit at all times. Lighting fixtures attached to the building must be of a finish, style, and character appropriate to the architecture and details of the building. Interior lights, except for security lights, must be turned off after employees and maintenance/service personnel have left. Key lighting of important architectural features is highly recommended. All lighting must be dark sky compliant. The control of light pollution to surrounding areas shall be in accordance with the lighting of Jersey City Zoning Code, Jersey City Ordinances, or this Plan.

• **Security Gates:** No roll down security gates are allowed on the exterior of any building except over garage entries. Open grill roll down gates are allowed on the interior of the building but must not obscure any window displays. It is highly recommended that commercial establishments employ alternative security measures instead of security gates such as glass and motion sensors.

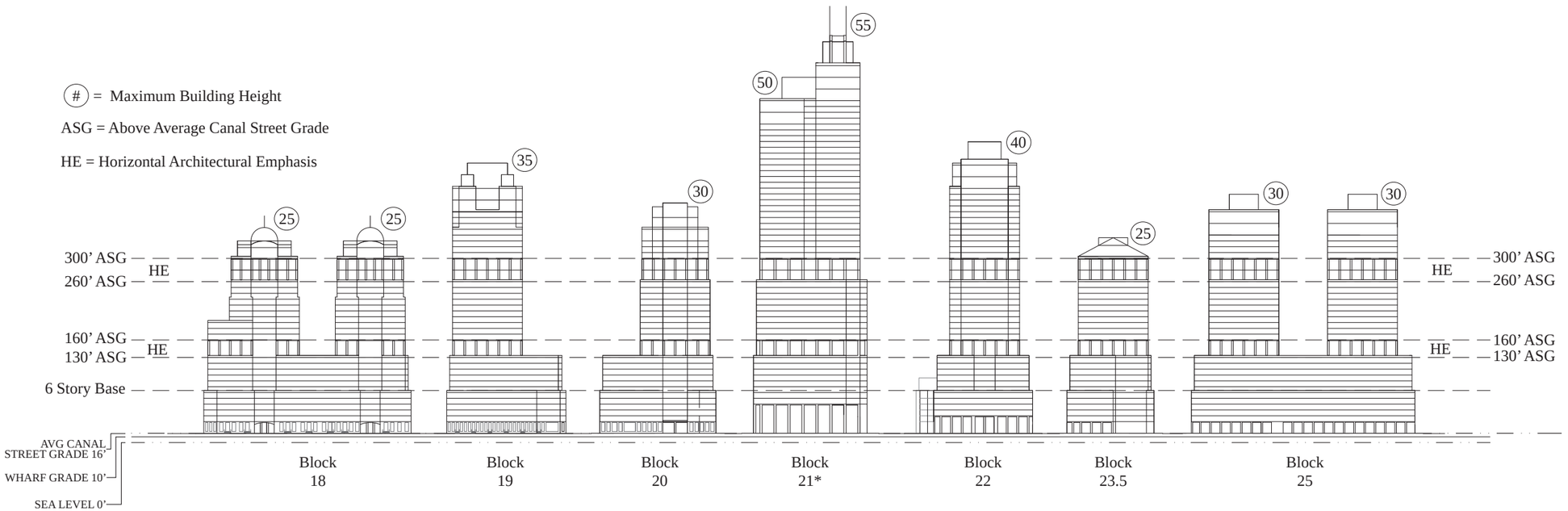
• **Utility Rooms:** Utility rooms shall be designed and located so as not to detract from the pedestrian experience at the ground level. All first floor utility rooms and vents must be concealed or screened from the street using architectural elements and/or landscaping.

• **Garage Entrances:** No garage entrances shall be placed on Canal Street or across from any Residential-Only Frontage Line as designated on the Tidewater Basin District Regulating Plan: Frontages.

• **Roof Gardens:** The top of each embedded parking structure shall be constructed and designed to provide usable outdoor space that can be accessed from adjoining buildings.

RECOMMENDED

• **Green Buildings:** All buildings should be LEED Certified as defined by the US Green Building Council or another nationally recognized green building certification system.



Conceptual Elevation

View of Canal Street from the south

The plan for the Tidewater Basin District grew out of a desire to maximize open space and public access to the waterfront while creating buildings that capitalize on the outstanding amenities and views afforded by the unique waterfront setting. The conceptual elevation on this page represents one potential outcome for the buildings along Canal Street and is being used for illustrative purposes.

The Plan calls for nine towers situated along Canal Street. These towers range in height from 25 to 55 stories. At 55 stories, the tallest building is centrally located on Block 21 where Liberty View Drive terminates into the Tidewater Basin Park. This location was chosen because it is on a visual axis with Grove Street. This building is purposefully tall so as to be seen over the lower rise buildings in the foreground. From the north, this building will work in concert with the other towers along Canal Street to visually indicate the waterfront.

The primary difference between this plan and the previous plan for the waterfront area arises from the treatment of Block 27. Previously the site of the largest building in the Redevelopment Area, this Plan removes a 32 story building from this block and re-envisions the block as a large vibrant public park. In addition to reinforcing the water's edge, this series of towers is designed to promote a high-rise composition along the Tidewater Basin. These towers will have permanent and uninterrupted views over miles of the New York Harbor.

With the exception of Blocks 18 and 25 where dual towers are required, single towers are located on all blocks. Dual towers are required on Blocks 18 and 25 because these outer blocks have nearly twice the frontage along Canal Street as the inner blocks. The high vis-

* Block 21 to be designed as a signature building

ibility of these towers creates the opportunity for them to help establish an identity for Liberty Harbor North and the City of Jersey City. These towers must capitalize on this opportunity by being thoughtfully designed and articulated on all sides. Additionally, the tops of the towers must receive special attention and shall be designed to complement the composition of the building.

Despite the rough symmetry of the blocks, each tower within the composition has an appropriately distinct shape and form. Along Canal Street, the width of each tower must be 120 feet although the depth of these towers may vary. The exception to this tower dimension rule is the 55 story on Block 21. The tower portion of this building may exceed 120 feet in width but must be articulated as two separate tower elements that mimic the turn in Canal Street at Liberty View Drive.

The height of the towers within the Tidewater Basin District must vary as indicated on the Heights Regulating Plan to create a more organic configuration. Each of the towers is required to have a distinctive architectural feature or features that define the top of the building. It is recommended that all towers have a distinct architecturally designed top, but the Plan allows for the tops of the dual towers on Blocks 18 and 25 to be treated similarly. The treatments are visualized in the rendering on page VIII.2.

Although these towers represent the tallest buildings in the Redevelopment Area, a smaller scale, more pedestrian friendly building edge is maintained along Canal Street by setting the tallest portions of these buildings back from the street. The Plan creates a continuous six story building base by requiring each building to be stepped back a minimum of five feet at the 7th floor. Block 21, where the first stepback is required at the 13th floor, is the exception to this rule. In addition to Block 21, all buildings step back again at the 13th floor. It is above the 12th floor, after two stepbacks, that the tower portion of each building begins. On many of these blocks, however, some portion of the tower may continue to the ground level.

A variety of façade articulation is employed to create a unified streetscape along Canal Street. In addition to the stepbacks described above, the Plan requires a series of horizontal architectural elements at specified heights to create breaks in the vertical scale of buildings while incorporating unifying horizontal features into each of the buildings. More information on facade articulation can be found in the Tidewater Basin District Architectural Regulations.

Specific build-to-lines have been drawn for each block in the Tidewater Basin District. These build-to-lines are indicated by the building edge at the lowest level on the Heights Regulating Plan. There are specific cutaways at the base of several of the buildings as shown on the Heights Plan. The largest cutaways are located along Liberty View Drive at the base of Blocks 21 and 22 where entertainment cultural facilities are to be located. These cutaways work together to create a large paved plaza that is envisioned as an important community gathering location and major point of access into the Tidewater Basin Park. The cutaways on the other blocks are strategically placed to create small plazas and create expanded view corridors along north-south streets.

TIDEWATER BASIN DISTRICT BUILDINGS

XL Class

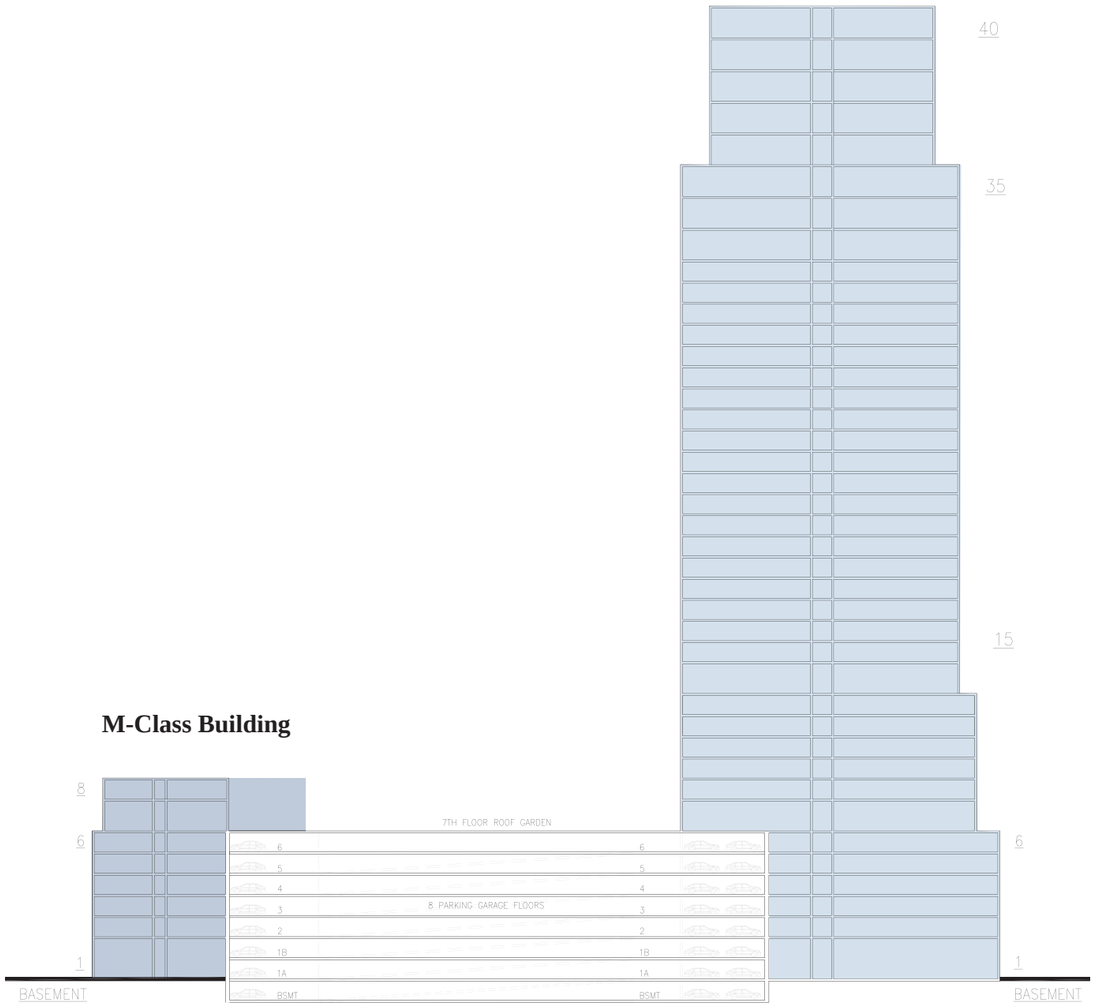
Tower *with stepbacks and embedded parking structure*

S-Class Building

East - West Section of Block 22

XL-Class Building

M-Class Building



North - South Section of Block 22

A variety of building types work together to create efficient city blocks within the Tidewater Basin District. These diagrams of Block 22 have been included to illustrate how a typical block in the Tidewater Basin District may be constructed.

Within the Tidewater Basin District, XL-Class buildings are located on the ends of blocks facing the Tidewater Basin. XL-CLass buildings range in height from 25 to 55 stories, however they must contain a series of stepbacks as described in the Urban and Architectural Regulations. On this block, a 40 Story XL-Class building is combined with Small and Medium Class buildings, and embedded parking. Embedded parking structures in the Tidewater Basin District are composed of six stories of above ground parking and one level of basement parking. Roof gardens or terraces are required on the roofs of all embedded parking structures in the Tidewater Basin District.

TIDEWATER BASIN DISTRICT CAPCITY SUMMARY

DENSITY SUMMARY

Block Number	Size in Square Feet		Size in Acres		Ratio	Max Housing		Max. S.F.	Units/Acre		FAR	
	Gross	Net	Gross	Net	Gross/Net	#Units	Total S.F.	ALL USES	Gross	Net	Gross	Net
18	157,685	95,922	3.62	2.20	1.64	1,241	1,134,614	1,468,622	343	564	9.31	15.31
19	101,957	61,876	2.34	1.42	1.65	852	780,632	944,640	364	600	9.27	15.27
20	119,941	75,146	2.75	1.73	1.60	788	721,424	920,576	286	457	7.68	12.25
21	137,384	84,250	3.15	1.93	1.63	1320	1,197,626	1,512,620	419	682	11.01	17.95
22	154,783	87,150	3.55	2.00	1.78	858	779,034	1,106,306	241	429	7.15	12.69
23.5	77,613	43,804	1.78	1.01	1.77	512	468,391	531,157	287	509	6.84	12.13
25	120,018	72,619	2.76	1.67	1.65	1111	1,001,183	1,288,536	403	666	10.74	17.74
Total	869,381	520,767	19.96	11.95	1.67	6,682	6,082,904	7,772,457	335	559	8.94	14.93

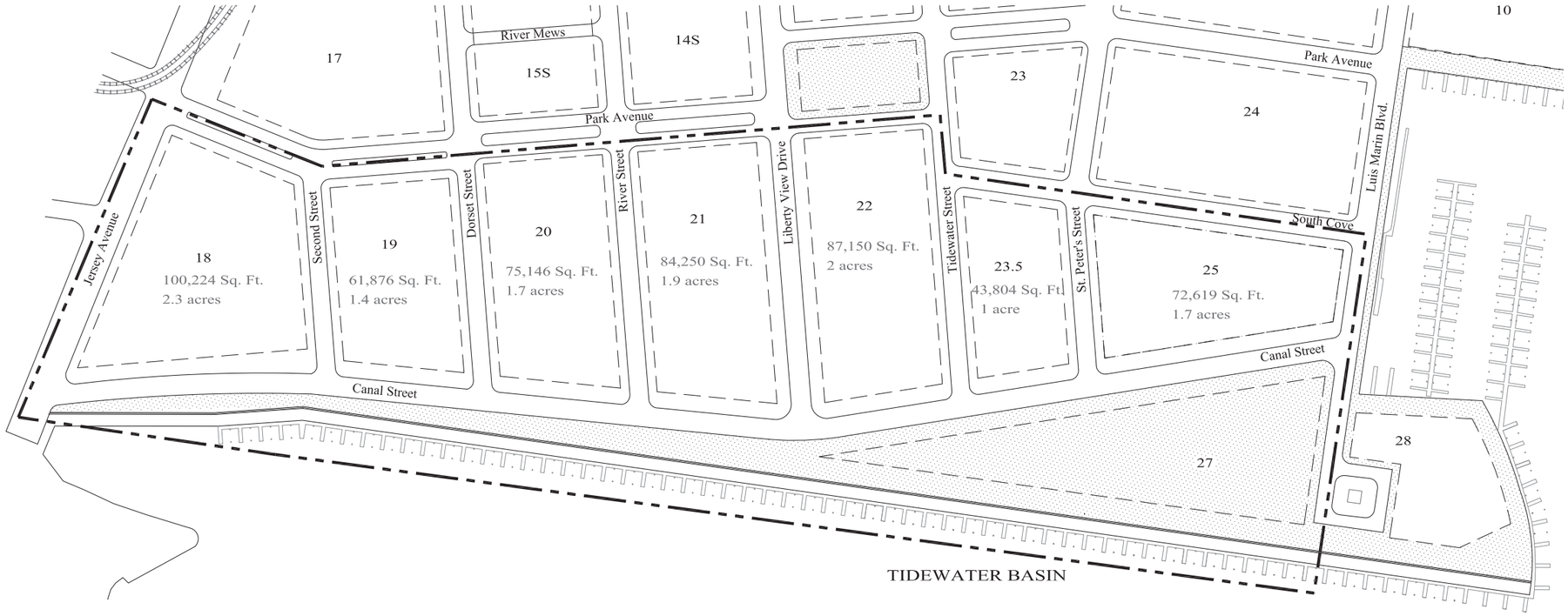
Notes: ATTENTION: These notes are an essential component of the requirements of this table.

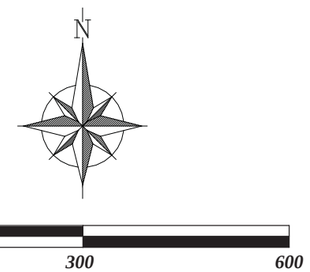
1. Housing in SF and Units represents maximums for residential development in the Tidewater Basin District. For example, on Block 18, the square footage of Other Housing is not to exceed 1,119,917 sf or 1,226 units. Maximum square footage, as well as total building area, is further limited by constraints dictated by maximum height, floor area ratio and other bulk criteria; such that the maximums indicated in the above chart may not be practically achievable.
2. The number of units is determined based upon an average unit size of 900 sf for all units. The maximum square footage for Other Housing includes space set aside for features such as lobbies.
3. Retail and Entertainment Cultural uses are derived from the Tidewater Basin District Frontage Regulating Plan. Other uses, as permitted by the Use Standards, are allowed at any location. However, adding additional uses to these blocks requires a reduction in the maximum amount of housing. In all cases, the total combine area will not be allowed to exceed the total building area in the right-hand column. For example, if 50,000 sf of Block 18 were to be dedicated to office use, the maximum square footage of Other Housing would decrease by 50,000 sf.

TIDEWATER BASIN DISTRICT INTENSITY SUMMARY

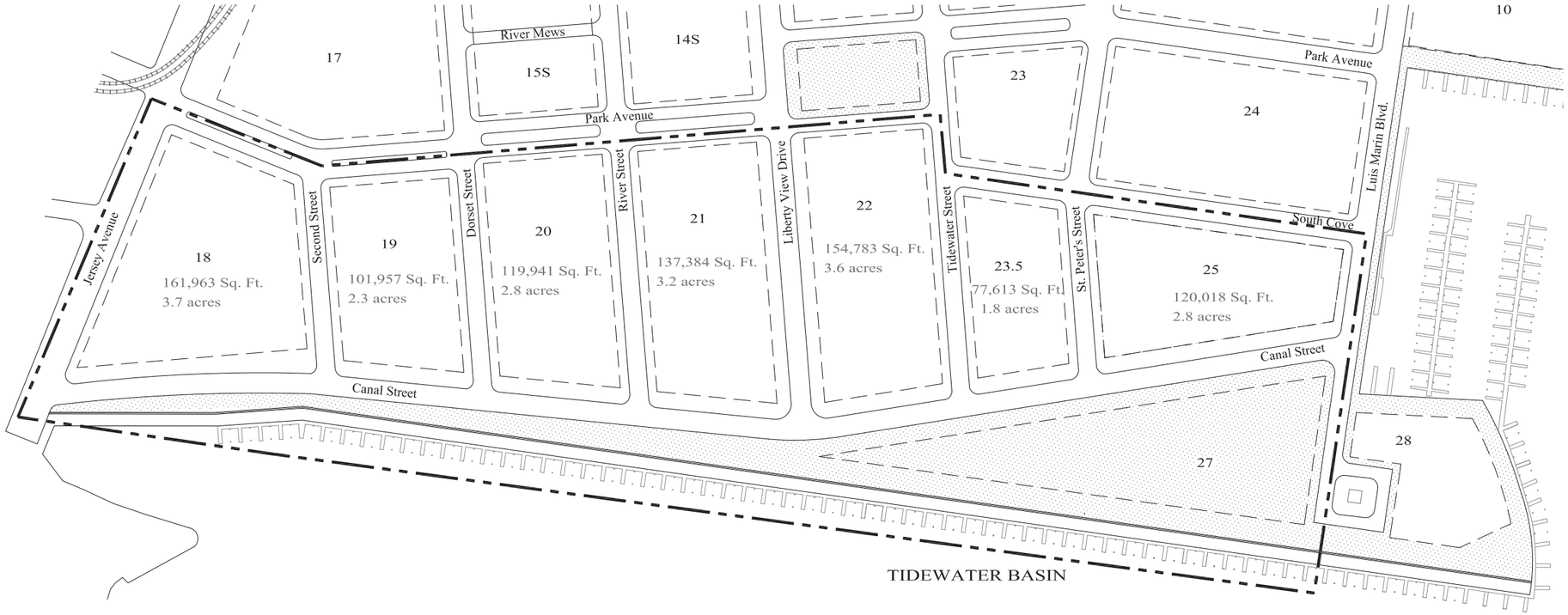
Block Number	Size in Square Feet		Size in Acres		Ratio	Max Housing		Max. S.F.	Units/Acre		FAR	
	Gross	Net	Gross	Net	Gross/Net	#Units	Total S.F.	ALL USES	Gross	Net	Gross	Net
18	161,963	100,224	3.72	2.30	1.62	1,241	1,134,614	1,468,622	334	539	9.07	14.65
19	101,957	61,876	2.34	1.42	1.65	852	780,632	944,640	364	600	9.27	15.27
20	119,941	75,146	2.75	1.73	1.60	788	721,424	920,576	286	457	7.68	12.25
21	137,384	84,250	3.15	1.93	1.63	1320	1,197,626	1,512,620	419	682	11.01	17.95
22	154,783	87,150	3.55	2.00	1.78	858	779,034	1,106,306	241	429	7.15	12.69
23.5	77,613	43,804	1.78	1.01	1.77	512	468,391	531,157	287	509	6.84	12.13
25	120,018	72,619	2.76	1.67	1.65	1111	1,001,183	1,288,536	403	666	10.74	17.74
Total	873,659	525,069	20.06	12.05	1.66	6,682	6,082,904	7,772,457	333	554	8.90	14.80

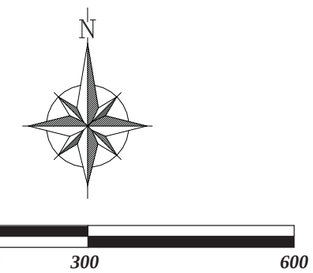
TIDEWATER BASIN DISTRICT NET BLOCK AREA





TIDEWATER BASIN DISTRICT GROSS BLOCK AREA





Building Character

Brick and Glass Structures with modern metal and sustainable details.

TIDEWATER BASIN DISTRICT DESIGN VOCABULARY

Plaza and Open Space Character
Linear Park with waterfront walkway and open areas for relaxation and play.

OPEN LAWN SPACE

WATERFRONT WALKWAY

PLAZA SPACE

VARIETY OF SEATING

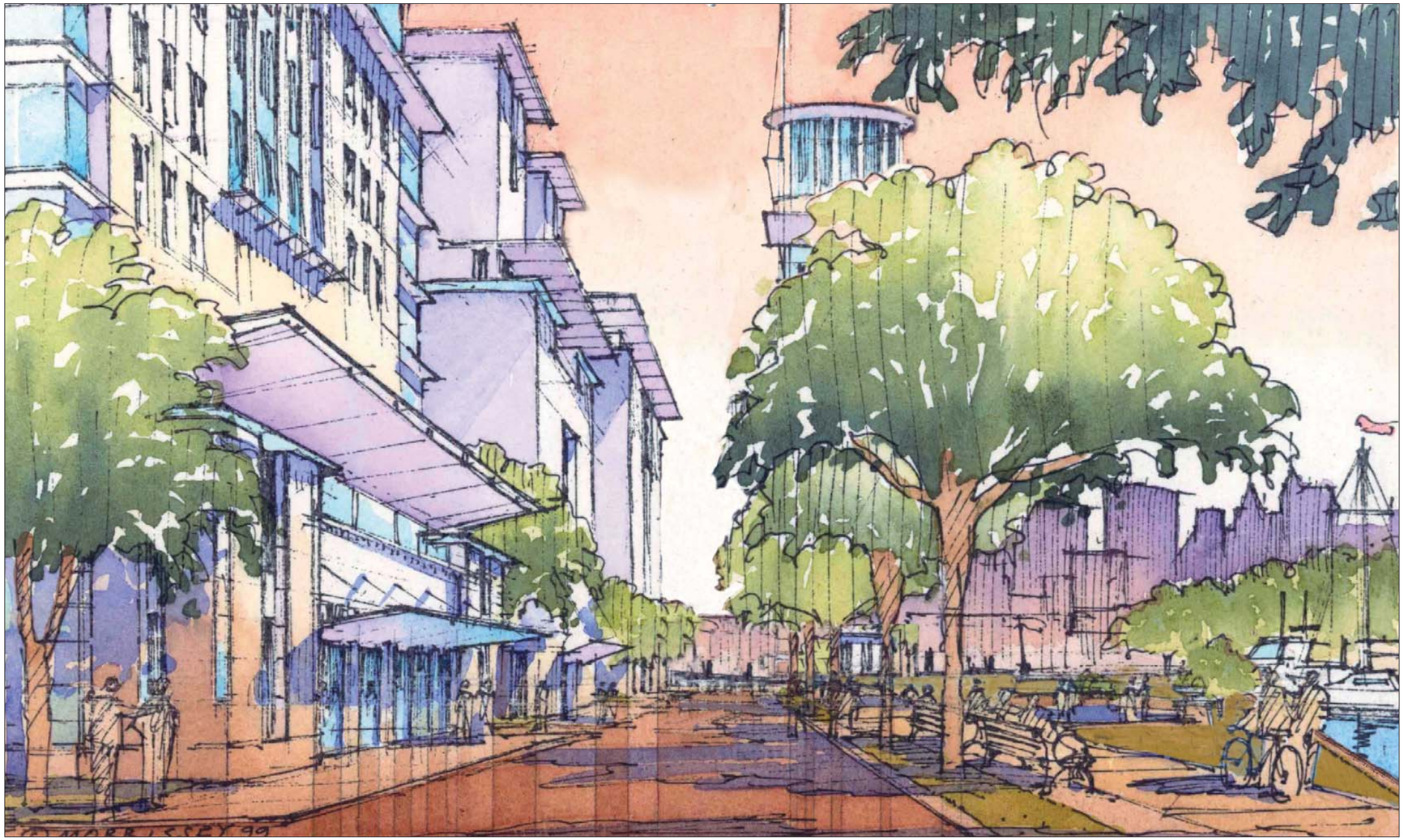
APPENDIX

AERIAL VIEW

Taken from the southwest, this view shows the general massing of the site, with its firm edge against the Tide water Basin. Inspired by Central Park West, 16-story slabs with towers front a public street and waterfront linear park. Given its southern exposure, this edge of downtown Jersey City would be in sunlight for the entire day. Like in the best older cities, the amenity of the canal is made entirely public. Towards the eastern edge of the canal is a 32-story office building. In the foreground is a small tower at the corner of the site which is on axis with the Empire State building as one approaches the site on the New Jersey Turnpike, as shown. The light rail can be seen entering Morris Boulevard at left.

For illustrative purposes only and not a specific representation of the plan area, yard, and bulk.

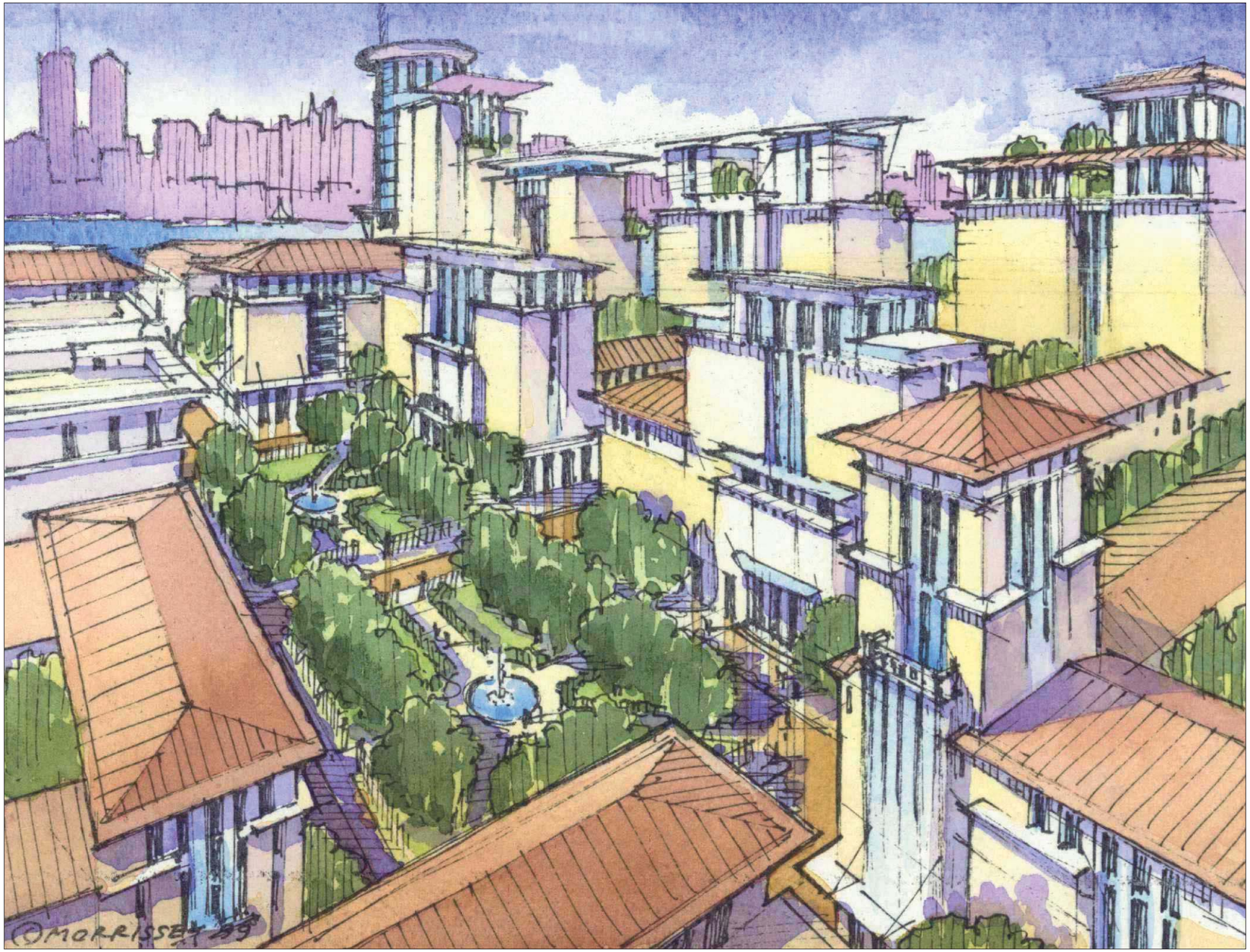
APPENDIX



Looking east along Canal Drive, one sees the bases of the 16-story “Large” - class buildings, where awnings and other architectural detail shall relate to the pedestrian scale. As requested by the New Jersey Department of Environmental Protection, the linear park along the canal includes landscaped areas as well as a continuous foot- and bicycle-path. The marina across the canal is visible at right.

For illustrative purposes only and not a specific representation of the plan area, yard, and bulk.

APPENDIX

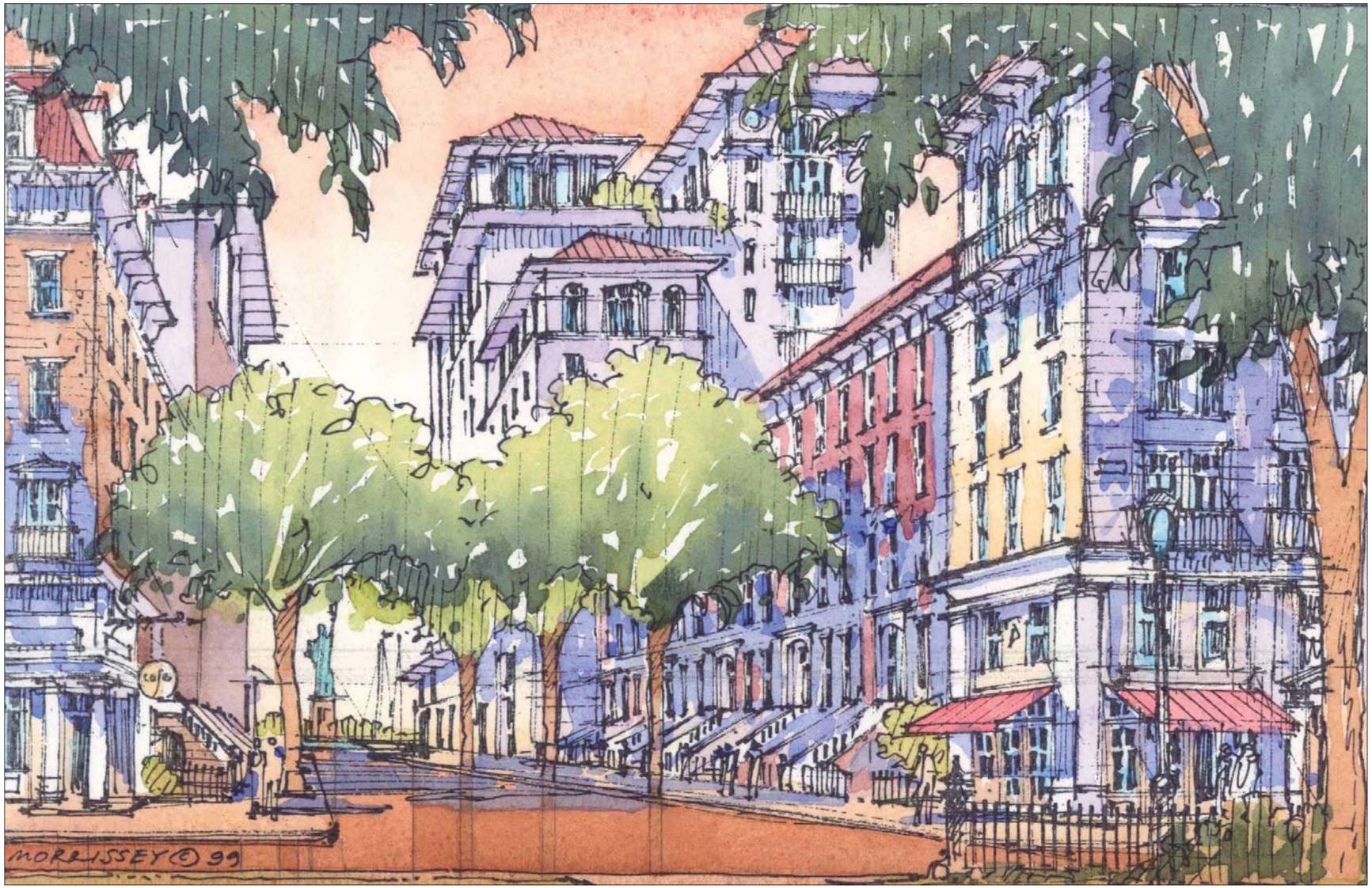


Inspired by nearby Hamilton Square and also by New York's Grammercy Park, the neighborhood's central square is located within a five-minute walk of all residences. This view is taken from the northwest.

For illustrative purposes only and not a specific representation of the plan area, yard, and bulk.

APPENDIX

LIBERTY VIEW AVENUE



The street network is organized so that views down Liberty View Avenue – the primary north-south route through the center of the site – terminate directly on the Statue of Liberty. This picture is taken from the Central Square looking south. Medium-size buildings surround the square and large buildings front the canal, while the street is flanked by small townhouse-scale buildings.

For illustrative purposes only and not a specific representation of the plan area, yard, and bulk.

APPENDIX

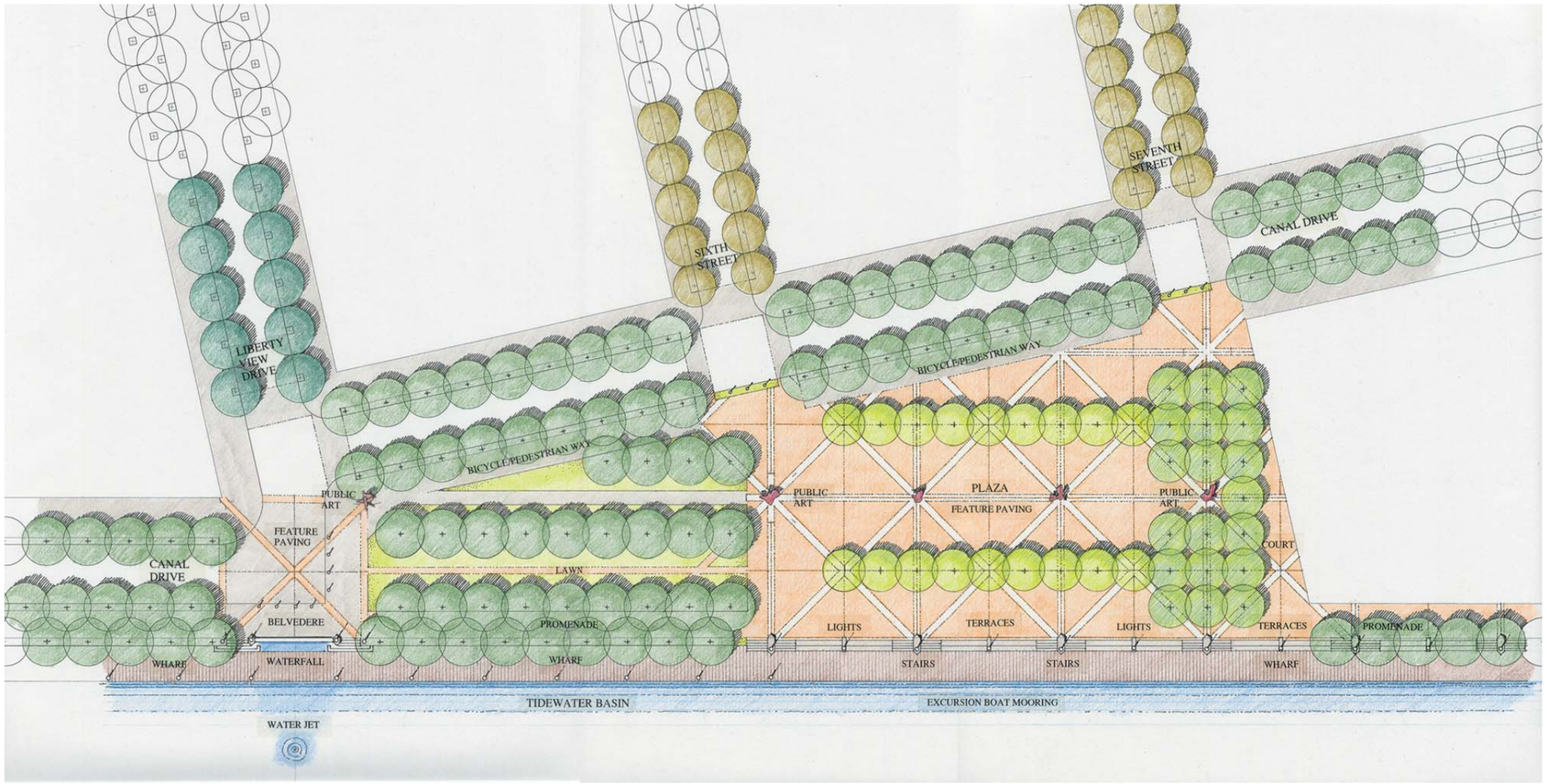
Walking south on Luis Marin Boulevard from the light-rail stop to the tower and restaurants, one passes the hotel facing the marina. The hotel must be designed with retail facing the street in order to provide a continuous shopping axis between the two destinations. It would also benefit from an upstairs deck overlooking the marina, although this is not required. In the distance are the arcaded bases of the buildings surrounding the waterfront plaza, and the single tall Beacon office building.

For illustrative purposes only and not a specific representation of the plan area, yard, and bulk.

APPENDIX

APPENDIX

TIDEWATER BASIN PARK



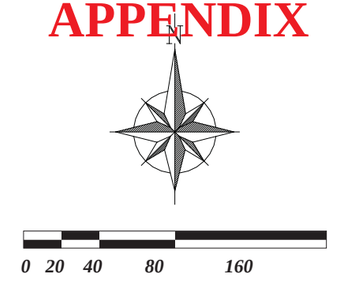
The Tidewater Basin Park expresses the waterfront character of the Liberty Harbor site, providing views across the tidewater basin to the Statue of Liberty. It is located at the terminus of Liberty View Avenue, where the alignment of Canal Drive diverges away from the water's edge and extends to the Marina at Luis Marin Boulevard. In the Park, the treatment of the Tidewater Basin Waterfront changes to a wharf and broad plaza accessed by banks of steps and terraces to accommodate large excursion and tour boats. It includes special paving, a belvedere, a waterfall and water jet that create a sequential series of elements leading to the water's edge.

When it meets the western edge of the park, the Canal Drive sidewalk continues along the water's edge in the form of a promenade, a waterside walk with views to the tidewater basin. A lawn path through a grove of trees continues this relationship to the water. A series of public art locations begins at the intersection of Canal Drive and Liberty View Drive, continuing through the grove of trees and opening out into the plaza. The south edge of the plaza opens down into stairs, leading to a wharf and boat mooring facility, creating a more functional relationship to the waterway. Long, evenly spaced rows of large canopy shade trees visually hold this edge, enhance offshore views, and provide shade and amenity value. A grove of tulip trees at the east end of the park, leading into two rows of Ginkgo, add shade and visual interest to the hard-surfaced plaza.

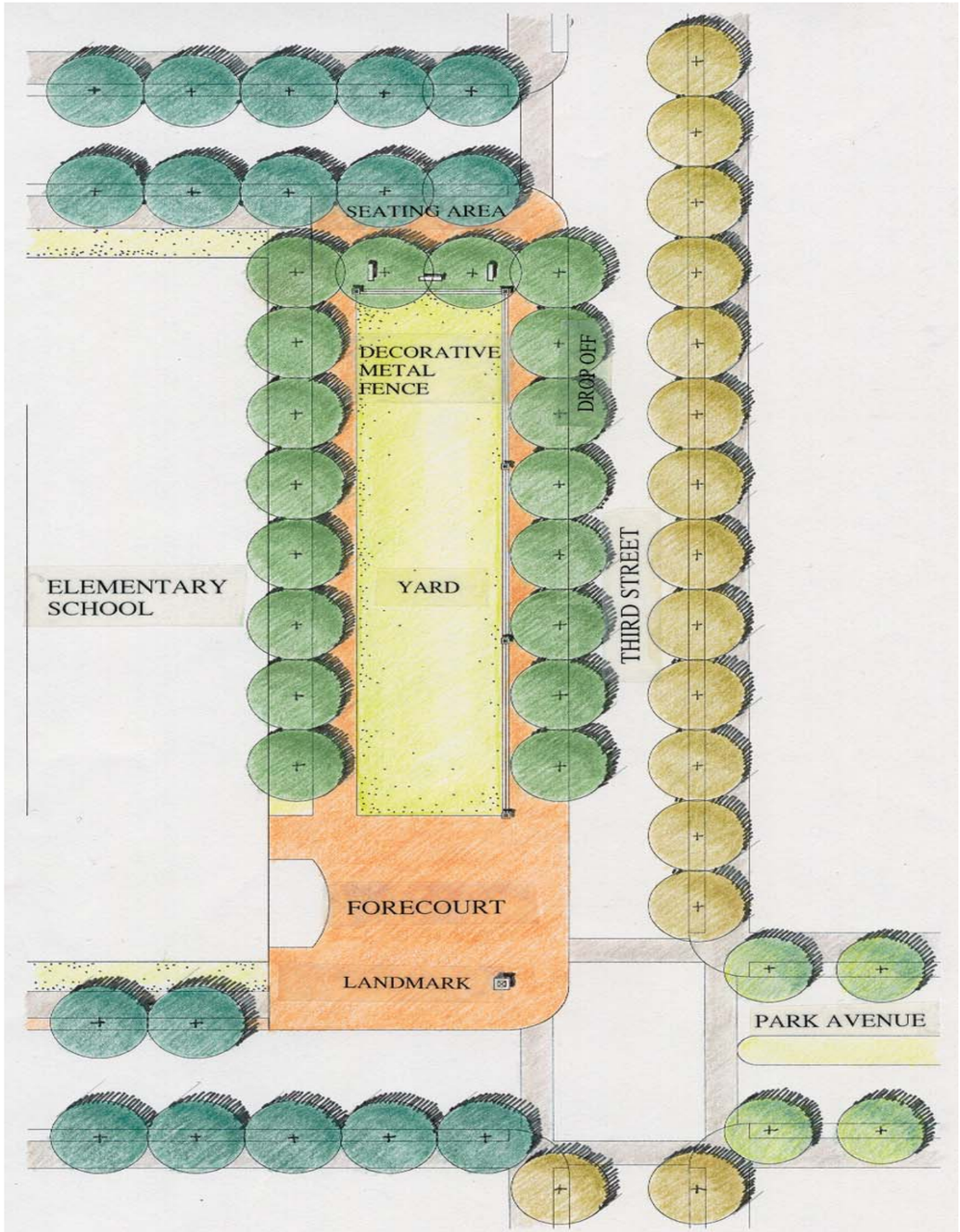
This preliminary design will be refined to require more active programming and a decrease in passive Plaza / Picnic Grove Program Space in conjuction with the Overall Design Plan.

* Waterfall / Water feature is to remain.

APPENDIX



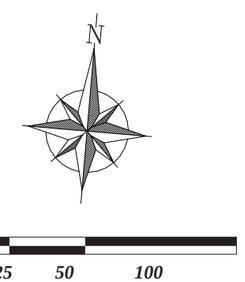
ELEMENTARY SCHOOL YARD



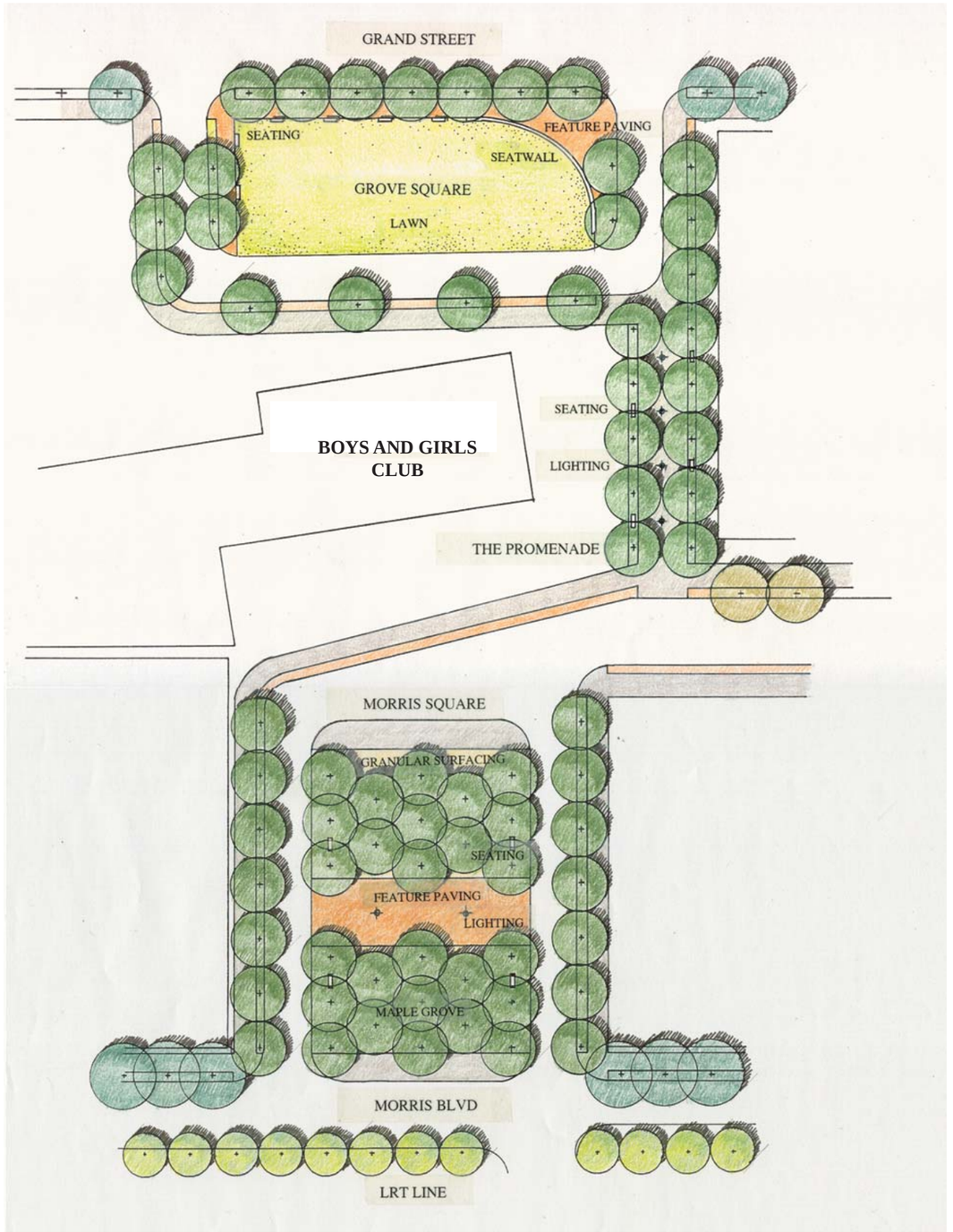
The Elementary School fronts the community across a broad Forecourt and grassy Yard available for diverse school and neighborhood uses. A decorative metal fence provides a measure of enclosure for recreational use, protecting it from adjacent streets. A feature tree species around the boundary of the Yard enhances this sense of enclosure. A seating area to the north opens the space up to the surrounding community.

Note: This is an optional configuration available if the school is incorporated into the block.

APPENDIX



GROVE AND MORRIS SQUARES



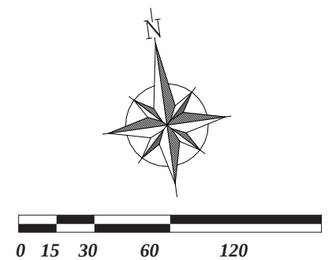
Grove Square and Morris Square celebrate the Boys and Girls Club with an open green along Grand Street and along Morris Boulevard. Grove Square is a multipurpose passive landscaped area enfronting the building, with seating at its perimeter on a wall. This seatwall curves to direct pedestrian circulation around Grove Square from the Promenade, easing the walk to the Grove Street Path Station. The square is configured to provide a convenient drop-off for the Boys Club.

To the south of the Boys ans Girls Club is Morris Square, to be a multi-purpose lawn, which was drawn showing a bosque of Sugar Maple trees growing out of a granular surface, benches under a canopy of trees, and a central paved area lit with pedestrian-scale standards. However, it has since been determined that this southern square will be designed more along the order of the northern square, with an open lawn at its center.

Further, the pedestrian link between the two squares has subsequently been replaced by a one-way street. This street shall shift slightly east, causing Grove Square to be lengthened.

This drawing is not current and is for illustration purposes only.

APPENDIX



APPENDIX

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Floor Plan

Elevation

APPENDIX

Like many city schools, the elementary school is located in the lower stories of a taller residential apartment building. This building's elevation and skyline were designed to appropriately receive the visual axis of Park Avenue, which terminated on the school's main entrance. *However the enlargement of the Central Square has resulted in that axis now terminating on the buildings southeast corner, so a revised design is warranted.* The school sits behind a formal yard and is organized around a central green that provides light to its main hallway and gymnasium. Classrooms face south and east, and the Gymnasium is wrapped to the north and west by apartments and the main residential lobby. The building can sit atop a basement parking lot.
In this drawing, the school is shown as occupying a two-story base, but a one- or three-story school base is also possible.