

# **Canal Crossing Redevelopment Plan**

**Adopted January 28, 2009 – Ord. 09-006**

Block & Lot Updates 10/10/12

Amended February 13, 2013; Ord. 13-007

Amended April 24, 2019; Ord. 19-026

Amended October 7, 2020; Ord. 20-086

Signage Threshold Updates – Amended October 13, 2022: Ord 22-084

**JERSEY CITY DIVISION OF CITY PLANNING**

## I. INTRODUCTION

*A new transit-oriented neighborhood within the City of Jersey City*

The Canal Crossing Redevelopment Plan Area is approximately one-hundred and eleven (111) acres in area and is located in the southeastern section of the City of Jersey City. It was formed from the southern portion of the Morris Canal Redevelopment Area and a portion of the Claremont Industrial Redevelopment Area. The Canal Crossing Redevelopment Area (“Redevelopment Area”) is now a separate and distinct redevelopment area within the City of Jersey City.

The Hudson-Bergen Light Rail (HBLR) system runs along both the northern and eastern borders of the area. The Westside connector branch of the HBLR forms the northern border of the Redevelopment Area and the Garfield Avenue station is located at the north-west corner of the Area. The Bayonne line forms the eastern border of the Area. A new station is proposed on this line at the eastern terminus of Caven Point Avenue within the Area.

The Morris Canal, a major regional freight transportation route once traversed the Redevelopment Area in a general north & south alignment near the western edge of the Redevelopment Area. In the nineteenth century, it fostered the growth of heavy industrial uses. Later, when the canal fell into disuse, it was abandoned and filled in. Railroad freight lines and heavy trucks replaced the canal in servicing the existing industries. The industrial growth in turn led to the development of nearby housing for the people who worked in the plants and mills. This type of mixed industrial / residential neighborhood, common to the Northeast in the 19<sup>th</sup> century, was successful until the middle of the 20<sup>th</sup> century when heavy industry began to leave urban areas behind. As jobs were lost and land prices fell, neighborhoods deteriorated and the industries that remained were generally those that had the most noxious environmental impact. These uses also encroached on the residential areas, further depressing land values.

The industrial history of the area has left a landscape of obsolete structures and properties, many of which contain contaminated soil and require remediation. Historically, developers have avoided redeveloping brownfields due to the high costs and fear of liability. However, recent legislation has reduced these risks and made brownfields in urban areas more desirable for development.

It is now time to begin the process of re-planning and redeveloping this former industrial area from the 19<sup>th</sup> and early 20<sup>th</sup> century into a new, vibrant mixed-use residential neighborhood for the 21<sup>st</sup> century. Redevelopment of this area will also encourage the upgrading of roadways and utilities in the surrounding area, encourage reinvestment and neighborhood stability and provide for the environmental remediation of properties within the Redevelopment Area.

This Redevelopment Plan (“Plan”) envisions a neighborhood incorporating the principles of sustainable development. The Plan is based on the combined principles of Smart Growth, New Urbanism and Green Building. The intent is to create an open network of streets interconnected within the Area, as well as with the neighborhoods to the west and north. The street system provides for the extension of the existing grid into the Area. The scale and character of the street grid is intended to provide appropriate access to all portions of the Canal Crossing neighborhood. The network of small city blocks will allow for multiple alternate routes of travel and slower vehicular travel speeds. This will result in a more interesting and varied pedestrian environment

and provide for safe convenient pedestrian access to mass transit, commercial facilities and public open space amenities throughout the Area.

Commercial facilities and services will be in close vicinity of the light rail stations. The larger of the commercial clusters is proposed nearer to the proposed Caven Point Avenue light-rail station. This portion of the Redevelopment Area is envisioned as the town center for the Canal Crossing neighborhood.

Several parks are proposed within the Canal Crossing neighborhood to provide locations for community congregation, passive recreation, children's playgrounds and similar activities. A prime open space feature of the Canal Crossing neighborhood will be the creation of "Canal Way", an expansive green way built over the former bed of the Morris Canal. This greenway will be extended over time and interconnected with other green spaces along the former Morris Canal to complete a continuous green way throughout the City of Jersey City. Canal Way will be interconnected with the new Berry Lane Park, seventeen (17) acres, just north of the development on the other side of the Westside Connector light rail line. An important intent of this plan is to provide for a pedestrian connection to Liberty State Park from or near the eastern terminus of Caven Point Avenue. A new school site is also proposed toward the southern end of the Canal Crossing neighborhood, located such that it can serve the needs of the new neighborhood, as well as the existing neighborhood to the west.

It is the intent of this Plan to provide for a diversity of uses, and also a diversity of housing and building types. Housing developed within the Canal Crossing neighborhood will include market rate housing, work-force housing and housing affordable to persons of low and moderate income. Both rental and for-sale housing will be constructed. Various building sizes will also be provided. Much of the Area is envisioned as being low to mid-rise in scale and character, four to eight stories. However, some high-rise structures, of approximately twelve (12) stories, will also be allowed in areas in close proximity to the light rail stations. This variety of building height and scale will provide for greater architectural interest and allow for greater housing diversity in terms of unit types.

The entire Canal Crossing neighborhood is envisioned as a sustainable community incorporating walkable streets; convenient access to mass transit, commercial services, community facilities and open space; reduced reliance on the automobile; a diversity of building sizes, housing types and affordability ranges; all interconnected to each other and the existing street network and fabric of the surrounding neighborhoods and the City of Jersey City in general.

## **II. PLAN BOUNDARIES**

The Canal Crossing Redevelopment Plan Area is approximately one-hundred and eleven (111) acres in area and is located in the southeastern section of the City of Jersey City. It was formed from the southern portion of the Morris Canal Redevelopment Area and a portion of the Claremont Industrial Redevelopment Area. The Canal Crossing Redevelopment Area ("Redevelopment Area") is now a separate and distinct redevelopment area within the City of Jersey City.

The Redevelopment Area boundaries are generally drawn down the centerline of major rail and vehicular rights-of-way. The northern boundary of the Redevelopment Area is the centerline of rail tracks that make up the West Side Branch of the Hudson-Bergen Light Rail Tracks. The eastern boundary is the centerline of Route 78/Turnpike Extension. The southern boundary is the

centerline of Bayview Avenue also known as the Bayview Bridge. The western boundary does not follow the centerline of rights-of-way. Instead, the western boundary follows property lines including some properties of the western side of Commercial Street and Garfield Avenue.

The Plan boundaries are formally set by Map 1: Boundary Map.

The following Tax Blocks and Lots are included in the Redevelopment Area:

Block 23704	Lots 21 & 23
Block 24301	Lots 1, 2, 3 (partial), 4, 5 (partial), 6, 7 (partial) and 10
Block 21404	Lots 1, 2, 3, 3, 4, 5, and 6
Block 22704	Lots 7, 8, and 9
Block 21510	All Lots
Block 21509	All Lots
Block 21502	All Lots
Block 21501	All Lots
Block 19903	Lots 1 through 10
Block 21503	Lots 1 through 4, 15 through 48

### III. REDEVELOPMENT PLAN OBJECTIVES

- A. To redevelop the Redevelopment Area in a manner that will exemplify the principles of New Urbanism and introduce traditional neighborhood-scale development to the existing industrial character and organization of the redevelopment area.
- B. To encourage development with a mixture of uses, high quality building design 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 rate and affordable housing types, both rental and for sale, suitable to meet the need of varying family types and income levels.
- D. To provide for an intensity of development suitable to support the implementation of needed infrastructure improvements.
- E. To provide for the redevelopment of brownfield sites through innovative mixed-use development.
- F. To encourage innovative mixed-use development thereby allowing greater variety in building use, type, and design.
- G. To establish the interconnection of uses, blocks, and streets to create integrated neighborhoods that promote a variety of uses while maintaining appropriately scaled public networks and neighborhood navigability.
- H. To provide a layout of streets and open spaces that encourage pedestrian interconnections to the light rail stations, civic buildings, and commercial uses with the intent to provide safe pedestrian connections within a five (5) minute walk from residential dwellings.
- I. To integrate the Canal Crossing neighborhood into the existing urban fabric and

strengthen connections to existing neighborhoods to the north and west and possibly east.

- J. To encourage the greater use of the light rail system by providing improved access to the light rail station at Garfield Avenue and the construction of new light rail stations as shown in Map 5: Street and Transportation Network Map.
- K. To provide a clearly articulated and rationally designed open space system which consists of active and passive parks dispersed throughout the Area including the interconnection to the Berry Lane Park located north of the Redevelopment Plan and Liberty State Park to the east.
- L. To extend greater opportunities for housing, commercial, and recreation facilities to all residents of the City.
- M. To provide 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.
- N. To construct streets, infrastructure, open space and other public improvements in order to benefit this neighborhood as a whole and the residents of Jersey City in general.
- O. 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.
- P. To create places that are oriented to the pedestrian, promote citizen security, and social interaction.
- Q. To implement developments where the physical, visual, and spatial character is established and reinforced through the cohesive design of thoroughfare, urban and architectural design elements.
- R. To promote the principles of sustainable development through adherence to the standards of the Leadership in Energy and Environmental Design (LEED) Green Building Rating Systems for both individual buildings and neighborhoods developed within the Canal Crossing Redevelopment Area.
- S. To promote the principles of “Smart Growth” and “Transit Village” development. i.e. sustainable economic and social development, including a variety of housing choices, providing pedestrian friendly streets and public rights-of-way, minimize automobile use by maximizing the appeal and access to mass transit, encourage reduced parking and shared use parking solutions, and creating a livable community with convenient access to commercial facilities.
- T. To identify and preserve significant historic features throughout the Plan Area and incorporate appropriate informational signage and public art which celebrate these features and their significance to the neighborhood.

#### **IV. PROPOSED REDEVELOPMENT ACTIONS**

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

- A.** Clearance of dilapidated structures.
- B.** Assembly into developable parcels the vacant and underutilized land now in scattered and varied ownership.
- C.** Construction of new structures and complementary facilities. When appropriate, existing structures should be adaptively reused or retained.
- D.** Construction of a street grid system to service and support the new development as well as the surrounding neighborhoods.
- E.** Construction of a full range of public infrastructure necessary to service and support the new development.
- F.** Construction of a new light rail station near the eastern end of Caven Point Avenue and/or east of the intersection of Pacific Avenue and the existing light rail tracks, as shown on Map 5: Street and Transportation Network Map. It is anticipated that at most two additional light rail stations should be constructed to serve the area. There are numerous factors required to properly site stations and NJ Transit should be the lead in making those decisions.

#### **V. GENERAL ADMINISTRATIVE REQUIREMENTS**

The following provisions shall apply to all property located within the Redevelopment Area.

- A. Prior to the commencement of** - (1) any new construction, (2) reconstruction, (3) rehabilitation (4) any change in the use of any structure or parcel, or (5) any change in the intensity of use of any structure or parcel; a site plan for such shall be submitted by the developer or property owner to the Planning Board for review and site plan approval. No temporary or permanent Building Permit shall be issued for any work associated with a. through e. above, without site plan review and approval of such work by the Planning Board.
- B. Approval requirements of the Planning Board** - Site plan review shall be conducted by the Planning Board, pursuant to NJSA 40:55D-1 et. seq. Site plan review shall consist of a preliminary and final site plan application. Submission of a site plan and site plan application shall conform to the requirements of the Jersey City Land Development Ordinance and this Plan. Applications may be submitted for an entire project or in phases. Final site plan approval for any phase shall entitle an applicant to building permits. Final site plan approval for any phase shall not be granted until performance guarantees for site improvements for that phase have been furnished by the

redeveloper in accordance with NJSA 40:55D-53.

- C. **Subdivision** - Any subdivision of lots and parcels of land within the Redevelopment Area shall be in accordance with this Plan's requirements and the Jersey City Land Subdivision Ordinance.
- D. **Interim Uses** - Interim uses may be permitted, subject to site plan review and approval by the Planning Board. The Planning Board shall only permit uses that it finds will not have an adverse effect upon surrounding existing or contemplated development during the interim use period. Interim uses must be approved by the Planning Board. The Board shall establish an interim use period of up to three (3) years in duration. The Planning Board may grant additional one (1) year renewals of interim uses upon application, review, and approval. Commuter surface parking lots and commuter parking garages are specifically prohibited and shall not be permitted as interim uses.
- E. **Community Empowerment** -- Community inclusion is integral to the success of the Plan and to that end, recommends the following:
  - 1. The Redevelopment Area community, including residents, property owners, business owners, and community leaders have taken an active role in the development of this Plan. In order to maintain this community empowerment in the continuing development process, and as contaminated sites within the area are remediated, the Redevelopment Area community has established the Garfield Randolph Arlington Claremont Carteret Clerk and Ocean (GRACO) Association.
  - 2. The GRACO should have a democratic structure, should conduct regular meetings that are open to the community, and should be comprised of members who are Redevelopment Area residents, property owners, business owners, and community leaders.
  - 3. The GRACO may designate a maximum of four agents who shall register name and current contact information that includes mailing address and telephone number with the Division of City Planning.
  - 4. Prior to implementation of any plan for site investigation and/or remediation, where such activities are conducted by, or under agreements with, the municipality, or an agency of the municipality, the GRACO shall be notified and informed of such plans at least fourteen (14) days prior to commencement of any on-site activity, through their agent or agents, provided said agent or agents has/have registered and maintained current contact information with the Division of City Planning.
  - 5. In addition to the site plan review process that is required by this Plan and the municipal zoning ordinance, the applicant shall submit a site plan and site plan application to the designated agent or agents of GRACO that is/are registered with the Division of City Planning, by certified mail or signed affidavit not less than twenty-one (21) calendar days prior to the Planning Board hearing for which it is scheduled. In addition, proof of submission of the site plan and site plan application to the aforementioned agent or agents of the GRACO shall be submitted to the

Division of City Planning not less than ten (10) calendar days prior to the said hearing.

6. The Division of City Planning and the Environmental Commission shall each designate an agent to serve as liaison to the GRACO. It shall be the responsibility of these agents to insure that the requirements of paragraphs 4 and 5 above are met, and that the GRACO is apprised of events as they occur throughout the investigation, remediation and redevelopment process.
  7. No site investigation, remediation, or development should be delayed due to lack of existence of the GRACO, or due to a failure of an agent or agents of the GRACO to register current contact information with the Division of City Planning.
  8. As new development occurs within the Redevelopment Area and new neighborhood associations form, one representative from each organization shall be added to the designated agent list to receive notice.
    - a. Any number of association groups can be identified to Notice Requirement for Site Investigation and/or Remediation: Notice Requirement for Development Applications: for development materials or amendment
    - b. Current Designated Association(s) contact information:
      - 1) GRACO Neighborhood Association (Garfield Randolph Arlington Claremont Carteret Clerk and Ocean), designated agents:
        - i. Felicia Collis 189 Clerk Street felycollis@yahoo.com
        - ii. Joyce Willis 191 Randolph Ave j.willis222@verizon.net
        - iii. Teresa Patterson 185 Arlington Ave artsista@hotmail.com
        - iv. Christopher Perez 185 Carteret Ave christopher.perez@gmail.com
- F. **Severability Clause** - If any word, phrase, clause, section or provision of this Plan shall be found by a court of competent jurisdiction to be invalid, illegal or unconstitutional, such word, phrase, clause, section or provision shall be deemed severable and the remainder of the ordinance shall remain in full force and effect.
- G. **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 fume, 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.
- H. **Designation and Redevelopment Agreement Requirements** – All projects within Zone A (Mixed Use District) of this Plan require developers to be designated and execution of redeveloper agreements prior to site plan approval. Designated Redevelopers are required to fulfill certain community benefits and performance standards for the successful implementation of the objectives of the Redevelopment Plan. The community benefits and performance standards shall be memorialized in a Redeveloper Agreement (“RDA”) with the Jersey City Redevelopment Agency (“JCRA”). Nothing herein shall be construed to deprive or dispossess the Redevelopment Agency of the discretionary exercise of its redevelopment powers



enumerated in N.J.S.A. 40A:12A-1 et seq., including the designation of a redeveloper under the Act. These requirements may be waived at the discretion of the JCRA.

## **VI. GENERAL REGULATIONS AND REQUIREMENTS FOR ALL LOTS**

### **A. BUILDING DESIGN REQUIREMENTS**

1. All new structures within the Redevelopment Area shall be situated with proper consideration of their relationship to other buildings, both existing and proposed, in terms of materials, light, air and usable open space, access to public rights-of-way and off-street parking, height, setback and bulk.
2. Given the historic and ongoing (in-part) industrial use of the area, industrial characteristics should be incorporated in façade design of new structures. When appropriate, adaptive reuse is encouraged to maintain portions of the existing industrial fabric within the area. Materials evoking historic industrial building characteristics such as brick, stone, cast stone, metal, concrete, and wood shall be used. Buildings shall be designed to be attractive from all vantage points. Primary facades, facades that are significantly taller than adjacent buildings, and portions of the building that are visible as part of the skyline shall be treated with equal importance in material selection and architectural design.
3. In order to promote variety in architectural building style, multiple façade design concepts shall be utilized. Where multiple buildings are designed on an individual development block, different façade design concepts shall be utilized. Different façade design concepts shall also be indicated between blocks. In the case of multiple, full block developments by a single developer, representation of these differences is required. Methods to create varied façade concepts may include variety in materials, fenestration size and rhythm, programmatic representation/location, shading techniques, articulation of upper stories, carved/shaped forms rather than extruded boxes/flat slabs, horizontal façade divisions (defined base, middle, top or more undefined monolith), vertical façade divisions (vary width of articulation between concepts).
4. All primary facades of mixed-use and residential buildings fronting on a street shall have some variation in texture and plane. Pursuant to this requirement and at the discretion of the Planning Board, at least a ten percent (10%) variation in materials and colors is encouraged, and at least twenty percent (20%) of each façade should either project or be recessed a minimum of 18 inches from adjacent façade elements through the use of bays, balconies, reveals, belt coursings, and/or other design elements.
5. Large blank walls without fenestration surrounding large residential or commercial uses such as theatres, parking garages, big box retail, or similar uses must incorporate façade relief, an expressed structural system, sculpted, carved or penetrated wall surfaces, architectural lighting, or other architectural techniques to provide visual interest.

6. Balconies and terraces may extend from the building when facing into interior courts. However, all balconies facing onto streets shall extend no more than 18 inches from the building face. All railings shall be designed to be semi-opaque in order to screen the view onto the balconies.
7. Primary Façade Materials: Primary façade materials shall be predominately brick with other appointment being of stone, artificial stone, split-face block, wood, cementitious concrete systems, metal panel, or curtain wall systems.
8. Prohibited Façade Materials: Use of vinyl, aluminum, or plastic type artificial siding materials and vinyl exterior finishes are prohibited. Use of jumbo brick is prohibited.
9. Use of EIFS (Exterior Insulating Finishing Systems) is permitted only on side yard secondary facades and rooftop appurtenances. EIFS is not permitted on primary facades or as a water table and/or building base finish.
10. Main building entries shall be prominent, easily identifiable and connect directly to the public sidewalk so as to contribute to the overall liveliness of the pedestrian environment. Use of metal or metal clad canopies are encouraged at main building entries.
11. The windows and glazing of a building are a major element of style that gives character to the building. Windows and glazing on ground floor commercial uses, if any, should be broad and expansive providing views into the store and display areas. At least seventy percent (70%) of the storefront façade shall be glass. Corner buildings shall have windows on both street frontages. If security gates are used on any part of the building or window, they shall be installed on the interior side of the window, hidden from view when not in use, and be of the open grate style. Similarly, windows and doors into residential lobby areas should be broad and expansive allowing views to and from the adjoining streets.
12. Windows above the ground floor shall be arranged in a contemporary and organized manner. Windows shall contain both lintels and sills. The tops of windows and doors shall align or be designed to avoid confusing perspective views. Bay windows or other window features may be incorporated into the façade to provide architectural interest and character. Bays may be designed vertically or horizontally and may be angular. Corner buildings shall have windows on both street frontages.
13. Building areas used to house transformers and other mechanical equipment or utilities shall be architecturally masked in a manner consistent with the design of the building. When possible, transformers and primary and/or back-up generators shall be vaulted underground.
14. All mechanical equipment, generators, HVAC equipment and similar equipment shall be visually screened such that they are not visible from adjacent buildings or public areas. Said screening shall be constructed in a manner that is consistent with the architecture of the building, and shall utilize the same or complimentary materials used in the construction of the building, such that the screening appears to be an integral part of the building. Interior locations must be utilized where mechanically

possible. Additionally, this equipment shall be acoustically buffered such that any noise generated by the equipment shall be within the applicable standards as defined by the State of New Jersey for residential locations. A roof plan must be developed and submitted for approval. Roof plans shall include mechanical equipment, trellises/screening to obscure view, roofing/paving materials and landscaping.

15. All façade vents for air conditioning or heating units should be integrated into the window design such that vent grills and windows appear as a single unit. This is best achieved by lining up vent grills with the vertical or horizontal edge of the adjacent window and matching the window's length or width or using a spandrel panel to fill any voids.
16. All new townhouses and similar style structures shall have a raised stoop to the front entrance of the dwelling unit. The stoop shall contain at least four (4) steps.
17. The front yards of all new townhouses 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.
18. The existing townhouses located in Zone B: Townhouse District (Block 21501, Lots 5, 6, 7, 8 and 9) shall be retained. Their rehabilitation shall be consistent with the Secretary of the Interior's Standards and Guidelines for Rehabilitation.
19. All trash receptacle areas shall be located within buildings or parking structures
20. In areas where the building does not extend to the public R-O-W, landscaping and permeable materials are encouraged. In developments over 10 dwelling units, fencing is prohibited. Chain link fencing is prohibited in all yards.

## **B. AFFORDABLE HOUSING REQUIREMENTS**

1. Affordable housing shall be provided in any development including residential uses within the Redevelopment Area. All developments with residential uses shall set aside not less than nine percent (9%) of the total number of residential units in a development as affordable housing also known as income restricted housing.
2. Exemption: developments with ten (10) residential units or less are not required to include affordable housing according to these requirements.
3. All affordable housing created through these requirements shall be consistent with Chapter 188 of the Jersey City Code.
4. All developments with residential uses shall require an Affordable Housing Agreement, as required in Chapter 188 of the Jersey City Municipal Code. The Affordable Housing Agreement shall be executed prior to the any certificate of occupancy.
5. The Affordable Housing Requirements of this Plan shall apply to rental units and all forms of ownership.
6. All affordable units shall be income restricted for a minimum of 30 years.

7. The required affordable housing shall be affordable to households of low-income, moderate-income, and workforce-income as defined herein or promulgated by HUD, the United States Department of Housing and Urban Development. All developments shall have an equal number low-income, moderate-income, and workforce-income units. When there is an odd number of income restricted units; however, the remaining unit shall be affordable to a household of low-income.
8. The required affordable units shall be constructed on-site and integrated with the market rate units. The required affordable units shall be distributed throughout the building on different stories.
9. The required affordable units shall be constructed with the same materials and finishes as market rate units in the building.
10. All phases of multi-phase projects shall include the requisite minimum of nine percent (9%) of units set aside as affordable housing.
11. Low-Income Household means a household in which the combined total annual income for all members of a household that does not exceed 50 percent of the average median income. These income limits shall be adjusted by household size based on multipliers used by HUD to adjust median income by household size. In no event shall the income limits be less than those for the previous year.
12. Moderate Income Household means a household in which the combined total annual income for all members of a household is not less than 50 percent and does not exceed 80 percent of the median income. These income limits shall be adjusted by household size based on multipliers used by HUD to adjust median income by household size. In no event shall the income limits be less than those for the previous year.
13. Workforce Income Household means a household in which the combined total annual income for all members of a household is not less than eighty percent (80%) and does not exceed one-hundred twenty percent (120%) of the median income. These income limits shall be adjusted by household size based on multipliers used by HUD to adjust median income by household size. In no event shall the income limits be less than those for the previous year.

**C. PARKING AND LOADING REQUIREMENTS**

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

Use	Min. Parking	Max. Parking
Residential*	0.3 spaces per bedroom**	0.5 spaces per bedroom**
Office and medical office	0/1,000 sq. ft.	1/1,000 sq. ft.
Retail sales and services / other commercial not	0/1,000 sq. ft.	1/1,000 sq. ft.

otherwise prescribed in the table below		
Restaurant, Bar, Nightclub	0/1,000 sq. ft.	1/1,000 sq. ft.
Grocery Stores	1/1,000 sq. ft.	none
Civic/School	0/1,000 sq. ft.	1/1,000 sq. ft.
Any use proposed according to the Light Industrial Overlay	0.5/1,000 sq. ft.	2/1,000 sq. ft.

\*for any development in Zone B: Townhouse District off-street parking is not required or permitted.

\*\*for the purposes of calculating this requirement, studio apartments shall be counted as one-bedroom units.

2. Required parking shall be located off-street. Parking may be provided in the same building as the use or in another building within the Redevelopment Area. Off-street parking shall be provided within a linear distance of one thousand (1,000) feet of the building that it serves.
3. Parking decks and surface parking lots shall be masked from the street by habitable uses within the building, like commercial or residential. An allowance of up to 30% of each primary façade length may be screened by a false façade. False facades are not to be used at terminated vista locations or where ground floor commercial is desired.
4. No mid-block or wrapped parking structure shall be higher than the height of the shortest building masking it.
5. Multi-level off-street parking shall be enclosed and its roof shall be designed to maximize recreational amenity space and all remaining rooftop areas shall be developed as a green roof.
6. Ground floor surface and off-street parking shall at minimum be partially enclosed with a roof or roofs that are designed to maximize recreational amenity space. The remaining rooftop areas shall be developed as a green roof.
7. Parking that is located below grade 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.
8. All surface parking and loading areas shall be graded, paved with a durable surface, adequately drained, and well landscaped.

9. 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 are not permitted. Curbs must run straight down to the asphalt roadway edge; gutter-pan type curbing is not permitted.
10. Pedestrian entrances/accessways from the public sidewalk into parking structures shall be separated from the vehicular entrance and located such that the pedestrian pathway is not shared with the vehicular access ramp.
11. Vehicular entrances to parking structures shall be designed as architecturally compatible openings in the façade of the building and shall not be merely gaps between buildings. There shall be no more than one (1) two-way egress OR two (2) one-way egresses per parking area/structure. A two-way egress shall be permitted a single curb cut not to exceed 20ft in width, and one-way entries shall be permitted a single curb cut not to exceed 10ft in width. Curb Cuts and driveways shall be designed as to be integrated into the sidewalk environment and shall prioritize the safety and public realm experience of the pedestrian.
12. Loading areas shall be provided within the building as required and accessed through a two-way access drive leading to the service area. If parking is provided within the building, access ramps shall share the loading ramp openings to the degree possible to produce the least number of breaks in the facade. Developers shall demonstrate to the satisfaction of the Planning Board that sufficient off-street loading will be provided to meet the needs of the proposed use. For industrial uses, similar zones and standards in the Jersey City Land Development Ordinance shall be referenced to determine adequacy.

#### **D. SIGNAGE REQUIREMENTS**

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

1. Under no circumstances shall fluorescent or glowing paint be permitted for any signage within the area.
- ~~2. All signage shall be subject to site plan review and approval by the Planning Board.~~
3. Billboards are expressly prohibited throughout the Redevelopment Area.
4. Rooftop, flashing moving or intermittently illuminated signs or advertising devices are prohibited, as are signs that may be mistaken for traffic control devices.
5. Kiosks listing tenants and giving direction may be provided but no advertising will be permitted. Such kiosks may not exceed eight (8) square feet of sign areas.
6. Freestanding signs are prohibited. Except that way-finding identification as per City standard shall be permitted.
7. No sign shall be attached above the first story of any structure.

8. All signage shall be externally lit. Signs may be lit from gooseneck fixtures, backlit halo, and up-lights. Internally lit signs and sign boxes are prohibited.
9. Permitted signage material includes: a.) Painted wood; b.) Painted metals including aluminum and steel; c.) Brushed finished aluminum, stainless steel, brass, or bronze; d.) Carved wood or wood substitute.
10. All signs shall be flush mounted, although blade signs may be attached to and perpendicular to the first floor façade.
11. Window signs (other than lettering as specifically permitted) shall be prohibited. Lettering shall be limited to decorative gold-leaf, flat black or etched / frosted glass style lettering and shall be limited to the name of the business occupying the commercial space / store front and shall cover no more than twenty percent (20%) of the window area.
12. 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.
13. The following additional signage restrictions shall apply to specific uses:
  - a. Residential: One (1) sign per building may be allowed, not to exceed twenty (20) square feet.
  - b. Retail, Restaurant, Office, 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.
  - c. Industrial: Each business is allowed one sign at 10% the area of the first story of the wall to which the sign is attached, or 200sq. ft, whichever is less.
  - d. Accessory Parking: Since commuter and commercial parking is not permitted, the location of parking facilities may only be indicated by use of the international parking symbol. Said signage may not exceed five (5) square feet and must be flush mounted to the building. Informational and directional signage may also be provided, but only flush mounted on interior walls within the structure.
- ~~14. The Planning Board at its discretion may waive some of the above regulations if a proposed sign is presented as a site specific piece of civic art. All signs are subject to minor site plan review when not included as part of a major site plan application.~~
15. Prohibited Signage: The following signs and devices shall not be permitted within the Redevelopment Area: Monument signs and internally or externally illuminated box signs, flashing or animated signs, spinners, pennants, reflective materials that sparkle or twinkle, roof signs, billboards, posters, plastic or paper that appear to be attached to the window, pole signs, free-standing signs, fluorescent and/or glowing paint for any signage or building within the redevelopment area, waterfall style awnings, plastic awnings, product advertising signage of any kind. Product advertising signage is defined here to

include, but not be limited to signage on: parking meters, signage in windows, on light poles, benches or other street furniture within the redevelopment area. Nothing in this paragraph shall be deemed to prohibit signage within New Jersey Transit Light Rail Stations or bus stop shelters; or either lamppost mounted seasonal banners or traditional residential holiday decorations.

#### **E. UTILITY AND INFRASTRUCTURE REQUIREMENTS**

1. The Jersey City Municipal Utilities Authority, in coordination with the Jersey City Redevelopment Agency and the Division of City Planning is developing a long term utility and infrastructure plan for the mixed use district. The street grid, utility, and infrastructure plans shall be submitted to NJDEP as the area is partially located within the flood plain and there are areas where remediation has occurred.
2. 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.
3. Utility Placement – All utility distribution lines and utility service connections from such lines to the project area’s individual uses shall be located underground. Utility appliances, such as transformers, regulators and metering devices (including gas, electric and water meters) shall be located underground or within the building. 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.
4. 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 Jersey City Division of Engineering and Jersey City Municipal Utilities Authority; and the municipal wastewater piping and systems for the removal of effluent and storm water are certified by the Jersey City Division of Engineering and the Jersey City Municipal Utilities Authority as being of sufficient capacity and good condition to accommodate uses that will occupy said parcel.

#### **F. CIRCULATION REQUIREMENTS**

1. It is the intent of the Circulation Plan to provide a street layout for the Redevelopment Area which will provide a sense of enclosure, enhance neighborhood connectivity, provide linkages to surrounding areas, provide convenient access to mass transit, and visual and physical access to public places both in and beyond the Plan Area.
2. To promote the principles of a “Transit Village,” at most two additional light rail stations shall be constructed to serve the area, as shown on Map 5: Street and Transportation Network Map. Be advised, there are numerous factors required to properly site stations and NJ Transit is the lead in making those decisions.
3. Street configurations and locations were designed to extend the existing grid network



into the Redevelopment Area from adjacent neighborhoods. Each street type has been dimensioned and specified for: Type, Movement Directions, Traffic Lanes, Parking Lanes, Right-Of Way Width, Pavement Width, Sidewalk Width, Planter Area Width, Planter Boulevard Treatment, and Planting Interval.

4. The names of the streets within this Redevelopment Plan as indicated on the maps in this Redevelopment Plan are for identification purposes relative to this Plan only, and may be altered or renamed by the appropriate authority upon construction and dedication of the streets.
5. All Streets, Avenues, Boulevards, and other thoroughfares are required in order to implement the stated objectives of this plan. No building or structure shall be located within areas designated as street thoroughfares of this plan.
6. 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.
7. Traffic signalization shall be installed by the redeveloper, as determined necessary by the Planning Board in conjunction with the City's Traffic Engineer.
8. In maintaining the interconnected and comprehensive nature of this plan, all streets adjacent to each block, on all sides, shall be constructed in conjunction with the development of any project or building within the block. The Planning Board may at its discretion, in 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 the roadway area differs from the site plan applicant and the delay in the construction of 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.
9. Street signage (street names, parking restrictions, etc.) shall be consolidated and affixed onto lamp posts wherever possible in order to reduce visual clutter.
10. 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 in order to reduce visual clutter.
11. All new streets, sidewalks, R-O-W's, roadways, driveways, and access easements constructed within the Redevelopment Area shall conform to Map 5: Street and Transportation Network Map. Cartway width, sidewalk width, and overall street sections are to be determined by JC Engineering and City Planning.
12. There are numerous pedestrian walkways and connections anticipated that would add connectivity to the surrounding areas of Jersey City. These connections should be constructed as generally shown on Map 5: Street and Transportation Network Map.

**G. OPEN SPACE AND STREETSCAPE REQUIREMENTS** - Public open space areas, streetscape and landscape improvements shall be developed as directed by this Plan and are subject to site plan approval by the Planning Board.

1. Prior to the commencement of any construction within this Redevelopment Plan Area, an overall open space design plan shall be presented for each project to and approved by the Planning Board. This plan shall be prepared by a licensed landscape architect and/or urban designer. The plan shall respect and incorporate the design parameters and right-of-way landscaping requirements 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 right-of-way design improvements, greenway improvements, and park improvements.
2. 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, decorative street lighting, planters and planting pots. The streetscape plan shall respect and incorporate the design requirements provided with this Plan. The Planning Board shall assure that any such plan or plans are consistent with the design requirements of this Plan and compatible with other previously approved plans with the Redevelopment Area.
3. Trees shall be planted as specified in the Jersey City Forestry Standards.
4. All open space, including yards, decks over parking structures and green rooftops shall be landscaped with trees, shrubbery, ground covers or other appropriate plant material unless said open space is specifically designated for other amenities or purposes which require paving or other treatments. Screen planting shall consist of evergreen plant materials. Additional decorative plants may be incorporated into the design of the screen planting area to provide seasonal variety. Only species with proven resistance to the urban environment in this area will be acceptable.
5. All street lighting shall be of decorative design and comply with the approved standard fixture types. Street lights shall be located at the outer edge of all sidewalks, and shall correspond to the Regulating Plan as follows:
  - a. Public Open Space and Civic Frontage: One lighting standard (no more than fifteen (15) feet tall) for every thirty (30) linear feet of sidewalk average.
  - b. Required Commercial Frontages: One lighting standard (no more than fifteen (15) tall) for every thirty (30) linear feet of sidewalk average.
  - c. Undesignated Frontages: One lighting standard (no more than twenty (20) feet tall) for every seventy (70) linear feet of sidewalk average.
  - d. Required Residential Frontages: One lighting standard (no more than twenty-five (25) feet tall) for every ninety (90) linear feet of sidewalk average.

Where more than one use occurs along any frontage the more stringent requirement shall prevail. 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 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. (Bluish and very yellowish lamps are not allowed.)

6. **Soil Handling and Top Soil:** Soil excavated from construction areas shall be removed from the site. The top soil placed on all areas to be landscaped shall be friable, fertile natural loam, free of subsoil, stones, roots, noxious plants and extraneous matter to a depth of three (3) feet from finished grade as a subsoil cap and new planting root growth zone. Under each tree location, extend topsoil trench to five (5) foot depth. Provide continuous three (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 five (5) foot depth.
7. **Soil Compaction:** The deep soil structure of planting areas within parks and street rights-of-way shall be protected by barriers during construction from compaction by heavy equipment and stockpiling of materials.
8. **Hydrology:** All boulevard street tree plantings shall have surface watering/fertilizing access pipes and subsurface drainage outlets. 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.
9. **Plant Stock:** Listed plant species shall be thoroughly searched by a plant broker before consideration of alternative species. Street trees shall have a minimum branch height of ten (10) feet above finished grade at planting. All trees shall be of three and a one-half (3.5) inches caliper minimum. Lawns shall be carefully graded, leveled and sodded with a drought resistant and low-maintenance grass mixture.
10. **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 owner for potential disease or decline in physical condition.
11. **Required Park and Greenway Design Requirements** – the following standards detail required activities and amenities for the public parks, greenways and open spaces required and identified on Map 6, Building Height and Open Space Regulating Map:
  - a. Park OP shall be designed as a plaza with primarily hardscape. Knee walls around planting beds or other provisions for seating are required. A couple of shade trees should be appropriately placed throughout as well.

- b. Park 1P shall be designed as a performative water detention site addressing run-off from the highway ramp above. The Morris Canal Greenway, which is located along proposed Canal Way in the Plan, shall also be able to continue through this park. If Block 1 is developed as a school the school use may encroach upon block 1P and its design may accommodate school fields as well as buildings.
- c. Park 6P shall be designed as a lush greenspace with paths traversing the site. Seating and other passive open space accommodations shall be incorporated as well. The design shall also include green infrastructure such as a rain garden. The design shall facilitate pedestrian and bicyclist movements through the site related to the Morris Canal Greenway.
- d. Park 12P shall be designed as a plaza with primarily hardscape. The plaza shall be designed to connect the Morris Canal Greenway to/from Berry Lane Park to the median on Canal Way. In addition, a water feature that doubles as a splash pad is envisioned at this location. Permanent art or sculpture is also encouraged. Knee walls around planting beds or other provisions for seating are required.
- e. Park 26P shall be designed as a park with a variety of amenities for both passive and active users. The park shall include a playground, dog park, seating areas, flower and other planting beds and walkways. The design and amenities provided shall be coordinated with the design of 30P. If the park at 30P is built, then the programming may change at this site.
- f. Park 30P shall be designed as a park with a variety of amenities for both passive and active users. The park shall include dog park, seating areas, flower and other planting beds and walkways. The design and amenities provided shall be coordinated with the design of 26P. If the park at 26P is built, then the programming may change at this site.
- g. Park 34P shall be designed in a manner which retains the existing water tower and celebrates the industrial past of the Plan Area or Jersey City. Passive amenities and/or a tot lot is envisioned at this location.
- h. Canal Way Medians aka Morris Canal Greenway: These spaces shall be designed to accommodate recreational use by bicyclists, runners, and pedestrians. A multiuse path of at least 10 feet in addition to walking paths should be designed on all segments. Midblock crossing between medians are required to facilitate throughput of recreational users. The design shall also include green infrastructure such as a rain garden. There should be a mix of plantings and shade trees as well as seating accommodations. Refer to Map 5 for location of medians and greenway.

**H. UTILITY, INFRASTRUCTURE, CIRCULATION AND OPEN SPACE COST ALLOCATION**

- 1. Property owners shall be responsible for the cost of all utilities, curbing, stormwater, sewer, water, roadways, sidewalks, lighting, streetscapes, and open space located within their respective blocks and lots. The Infrastructure and Open Space Improvements to be undertaken within property or rights-of-way owned by the City of Jersey City or to be dedicated to the City of Jersey City shall be paid for pursuant to a cost sharing formula to be established by the Jersey City Redevelopment Agency in cooperation with the Jersey City Municipal Utilities

Authority. Such cost sharing arrangement shall be incorporated into each Redevelopment Agreement and shall survive the completion of each redevelopment project as applicable. In furtherance of such effort the City may adopt and impose a special assessment on all properties within the Redevelopment Area specially benefited by the applicable local improvement as such term is defined at N.J.S.A. 40:56-1. In the event a special assessment is imposed upon a property of properties within the Redevelopment Area, a special assessment agreement shall be executed by the impacted property owner and the City.

2. All properties or in Zone B: Townhouse district and Zone C: Transportation District are exempt for cost allocation responsibilities.

## VII. SPECIFIC LAND USE REGULATIONS

1) ZONE A: MIXED-USE DISTRICT – this district delineated as shown on Map 4: District Map and Frontage Regulating Map.

A. Permitted Principal Uses: The following uses are permitted in the Mixed-Use District. As shown in Map 4, buildings on certain blocks in Zone A are required to have ground floor commercial. As shown in Map 5, certain blocks in Zone A are required to be parks or open space. See the Required Parks and Greenway Design Requirements within the section VI.G. of this Plan.

1. Residential
2. Work/Live Artist Studios
3. Assisted Living Residence
4. Independent Living
5. Senior Housing
6. Community Residences
7. Offices
8. Incubator spaces
9. Co-working spaces
10. Makerspaces
11. Medical Offices
12. Retail sales and retail services
13. Financial institutions
14. Bars
15. Child Care and Daycare centers
16. Adult Daycare center
17. Restaurants and cafés, categories 1 and 2
18. Civic
19. Schools
20. Community Family Centers
21. Recreation and Wellness Centers
22. Fitness Clubs
23. Houses of Worship
24. Bed and Breakfasts

25. Hotels
26. Museums
27. Galleries
28. Theaters
29. Open Space and Parks
30. Commercial agriculture
31. Community gardening
32. Commercial Food Production
33. Distilleries and Microbreweries
34. Film Studios
35. Public Utilities

B. Accessory Uses:

1. Off street parking and loading
2. Signs
3. Home occupation
4. Within parks and open spaces, facilities customarily associated with those uses are permitted to serve the general public or for maintenance purposes, such as bathrooms, storage sheds, convenience stands, pergolas, or playgrounds.

C. Permitted Height: Building heights shall be as indicated on Map 6: Building Height and Open Space Regulating Plan.

1. Additional Height Requirements:

- a. All residential floors above the first floor shall have a minimum floor to ceiling height of nine (9) feet and a maximum of twelve (12) feet. Residential units on the first floor shall have a minimum floor to ceiling height at least one (1) foot higher than the residential floors above. In existing buildings being renovated or converted to residential use, the above required floor to ceiling heights shall not apply; and the existing floor to ceiling heights shall be considered conforming.
- b. Ground floor commercial areas shall have a minimum floor to ceiling height of twelve (12) feet. In addition, ground floor commercial space may include a mezzanine level, which shall not be counted as a story. The maximum ceiling height of the commercial ground floor area shall not exceed twenty (20) feet. In existing buildings being renovated or converted to commercial use on the ground floor, the above required floor to ceiling heights shall not apply; and the existing floor to ceiling heights shall be considered conforming.
- c. The floor of all residential uses provided on the first floor of any building shall be located at least thirty (30) inches above finished grade adjoining the building. In existing buildings being renovated or converted to residential

use, the above required first floor height shall not apply; and the existing first floor height above grade shall be considered conforming.

- d. Uses other than residential uses located above the ground floor shall have a minimum floor to ceiling height of nine (9) feet and a maximum of fifteen (15) feet. In existing buildings being renovated or converted to other than residential use on the upper floors, the above required floor to ceiling heights shall not apply; and the existing floor to ceiling heights shall be considered conforming.

#### D. Maximum Permitted Intensity of Development:

1. The development potential of each development block shall be based on the maximum permitted unit count as indicated in the Unit Count Summary Table contained herein.
2. The area of each development block is indicated on Map 2: Block Identification Map and in the Unit Count Summary Table. For partial block developments, the maximum permitted unit count for a project shall be determined by the lot size of a site in proportion to the gross block area.
3. Development potential is further regulated by the Map 4: District and Frontage Regulating Map and Map 6: Building Height and Open Space Regulating Map, and the bulk and minimum unit mix requirements contained herein. As such, depending on these requirements and the unit mix proposed for the particular development, the maximum permitted unit count contained within the Unit Count Summary Table may, or may not, be achievable.
4. Required Parks and Residential Unit Reallocation - A developer with a site that includes a required park (as shown on Map 6) may distribute the residential units permitted on that block or lot among any properties owned by said developer within the same district of the Plan. The reallocation of units does not result in additional bulk on other bulks. The introduction of more units to a different block shall be contained within permitted heights and bulk. To be clear, the Unit Count Summary Table (below) does not indicate that residential or commercial uses are permitted on those required park blocks.
5. Unit Count Summary Table: After major subdivision or parcelization, there may be discrepancies with the block area shown in the Unit Count Summary Table below and the actual block area. If these discrepancies occur the maximum number of units permitted as regulated in the table below shall prevail. Density shall not change or be recalculated based on any change to block area.

<b>BLOCK ID #</b>	<b>BLOCK SQUARE FOOTAGE</b>	<b>BLOCK ACREAGE</b>	<b>MAXIMUM NUMBER OF UNITS PERMITTED PER BLOCK (INCLUSIVE OF 9% AFFORDABLE UNITS)</b>
0P	18,900	0.43	0
1	111,920	2.57	220
1P	120,715	2.77	0
2	97,835	2.25	275
3	62,400	1.43	165
4	123,010	2.82	341
5	60,570	1.39	231
6	20,930	0.48	44
6P	48,420	1.11	0
7	41,890	0.96	88
8	56,360	1.29	110
9	77,210	1.77	176
10	64,070	1.47	220
11	72,130	1.66	167
12	75,985	1.74	330
12P	32,200	0.74	0
13A	45,520	1.04	176
13B	54,855	1.26	75
14	92,535	2.12	396
15	72,240	1.66	231
16	71,705	1.65	231
17	68,640	1.58	297
18	60,390	1.39	132
19	61,225	1.41	132
20	66,900	1.54	165
21	82,085	1.88	286
22	73,070	1.68	176
23	73,120	1.68	176
24	76,340	1.75	176
25	94,300	2.16	187
26P	56,800	1.30	136
27	139,625	3.21	407
28	117,225	2.69	385
29	91,270	2.10	253
30P	74,580	1.71	220
31	67,160	1.54	231
32	85,490	1.96	187
33	129,660	2.98	220
34	72,870	1.67	132
34P	23,500	0.54	40
35	78,935	1.81	176



**E. Residential Unit Mix Requirements:**

1. Minimum of 70% of all residential units shall be designed with 1 bedroom or more.
2. Minimum of 2% of all residential units shall be designed with 3 bedrooms or more.

**G. Required Lot Size Requirements:**

1. Minimum lot size: All lots are conforming provided the site complies with Map 5: Street and Transportation Network Map.
2. Major subdivisions are required for projects where new rights-of-way are planned as indicated in Map 5: Street and Transportation Network Map.
3. It is anticipated that many blocks indicated on Map 2: Block Identification Map will be developed by a single project, but whole block development is not required.

**H. Required Setbacks and Stepbacks:**

1. Where ground floor residential dwelling unit frontage exists: Primary facades shall be setback a minimum of five (5) feet and a maximum of ten (10) feet. These setback areas shall be used to provide for a landscaped buffer. An overhang or projection for the full length the upper facades are not permitted. Instead, intermittent projections into the five (5) to ten (10) foot setback area such as such as stoops or bays are permitted.
2. Where ground floor lobby, amenity space, commercial space or parking garage frontages exist: Primary facades shall be setback a minimum of zero (0) feet and a maximum of five (5) feet. In the event a public plaza is provided within a developer's property line, this requirement does not apply.
3. Should any portion of a building be greater than 8 stories, the minimum sidewalk width shall be fifteen (15) feet as measured from the curblineline to any primary façade. This requirement shall supersede any maximum primary façade setback which would not allow for the requisite minimum of fifteen (15) feet of sidewalk.
4. Residential building uses shall not be closer than fifty (50) feet to each other or twenty-five (25) feet to a rear property line in order to provide adequate light and air to interior portions of development blocks. The intent of this requirement may result in secondary facades of residential uses to be located no more than eighty (80) feet from the street fronting property line.
5. Required Building Stepbacks: All buildings shall step back a minimum of ten (10) feet from any primary façade along any street frontage starting at the floor of the sixth (6<sup>th</sup>) story.
6. The following development blocks are irregularly shaped and/or narrow: 1, 2, 6, 7, 8, 13A, 13B, 17, and 34.

**2) LIGHT INDUSTRIAL OVERLAY – this overlay delineated as shown on Map 4: District Map and Frontage Regulating Map.**

- A. The purpose of this overlay is to allow for some blocks in the Plan to be combined and developed for light industrial uses that typically require larger lots. The Light Industrial Overlay permits redevelopment that is exempt from standards for developments in Zone A: Mixed Use Zone.
- B. Boundaries - The boundaries of the Light Industrial Overlay are shown on Map 4. The provisions of this overlay shall only apply to those lots or portions of lots within the boundary.

C. Circulation Requirements – This plan requires that redevelopment projects comport with the required street network and circulation requirements; however, in select cases deviations are permissible. On Map 5: Street and Transportation Network Map, a selection of rights-of-way identified on Map 5 are not required to be built should development on those blocks be carried out according to the standards and requirements of the Light Industrial Overlay. The remainder of the street network is required for the safe and efficient design of infrastructure in the Plan Area.

D. Permitted Principal Uses:

1. Incubator spaces
2. Makerspaces
3. Commercial agriculture
4. Commercial food production
5. Distilleries and Breweries
6. Film studios
7. Warehousing
8. Distribution centers

3) ZONE B: TOWNHOUSE DISTRICT– this overlay delineated as shown on Map 4: District Map and Frontage Regulating Map.

A) Permitted principal uses:

1. One and two family residential dwellings.

B) Uses incidental and accessory to the principal use:

1. Home occupations
2. Decks and patios (see 345-60)
3. Fences and walls (see 345-67)
4. Artist studio workspaces

C) Lot and Bulk Requirements:

1. Minimum lot size: one-thousand eight-hundred (1,800) square feet.
2. Minimum lot width: eighteen (18) feet.
3. Minimum lot depth: one hundred (100) feet.
4. Maximum lot coverage: eighty-five percent (85%).
5. The existing building height, side yard and front yard setback at the time of adoption of this ordinance shall constitute the development standards of each building. Any change to the above standards shall constitute a variance from this plan excepting rear and vertical additions as permitted by the paragraphs below.
6. Rear Additions are permitted and shall meet the following requirements:
  - i. Rear yard setback: a minimum of 30 feet shall be maintained.
  - ii. Maximum lot coverage: ninety percent (90%).
7. Vertical Additions are permitted and shall meet the following requirements:
  - i. Height exceptions are permitted as regulated by Chapter 345-60 of the Jersey City Land Development Ordinance.
8. Parking Requirements:
  - i. No off-street parking is required or permitted.

4) **ZONE C: TRANSPORTATION DISTRICT** – this district delineated as shown on the Map 4: District Map and Frontage Regulating Map.

- A) The purpose of this district is to accommodate existing light rail, rail and other transportation uses and infrastructure that exists in the Plan Area. It is appropriate to plan for additional stops along the Hudson-Bergen Light Rail lines.
- B) Permitted principal uses:
  - 1. Light rail rights-of-way
  - 2. Light rail stations
  - 3. Other rail and vehicular rights-of-way
  - 4. Parks and open spaces
  - 5. Public utilities
  - 6. Essential services
  - 7. Maintenance facilities for transportation uses
  - 8. Administrative offices for transportation uses
  - 9. Trails, bikeways, walkways, and bridges
- C) Uses incidental and accessory to the principal use:
  - 1. Any accessory customarily associated with a permitted principal use.
  - 2. Parking.
  - 3. Within parks and open space, facilities commonly associated with those uses are permitted to serve the general public or for maintenance purposes, such as bathrooms, storage sheds, convenience stands, pergolas, or playgrounds.
- D) Maximum permitted height of structures: 60 feet.
- E) Minimum setback/yard requirements:
  - 1. Structures shall be setback a minimum of 15 feet from any property line.
  - 2. Parking and loading areas or areas for onsite circulation shall be setback a minimum of five feet from any property line.

## **X. ACQUISITION PLAN**

The Map 7: Acquisition Map displays the parcels that may be acquired. The only lots Not To Be Acquired within the Redevelopment Area are the following: Block 21501, Lots 5, 6, 7, 8, and 9; and Block 23704, Lot 21. All other lots on all other blocks May Be Acquired pursuant to this Plan.

## **XI. RELOCATION PLAN**

As outlined, the Canal Crossings Redevelopment Plan converts former old industrial sites into new blocks for mixed use residential development. Wherever practical, it is the preference that existing property owners participate in such manner that development of the proposed blocks can occur in accordance with this Plan. To that extent, this Plan encourages the cooperation among the existing property owners in order for any block to realize its full development potential. Under this scenario, the relocation of persons or businesses should be significantly reduced. In terms of relocation, the vast majority of relocations will only affect businesses, since only one residentially occupied property is currently listed for acquisition.

Should relocation of persons or businesses become necessary, the process of relocating the affected persons or businesses will receive the careful attention of local officials and the Jersey City Redevelopment Agency, and shall be conducted in accordance with the requirements of all applicable Federal, State and Local laws.

As required by the New Jersey Department of Community Affairs, this Plan identifies the following approach to relocating existing persons or businesses in the redevelopment area, as necessitated by any property acquisition pursuant to this Redevelopment Plan.

The redeveloper will adhere to all applicable state law requirements in connection with the acquisition and relocation of any persons or business property located within the redevelopment area, including the identification of potential relocation sites and provision of statutorily mandated relocation assistance payments.

After the adoption of this Plan, and before the acquisition of any occupied properties in the redevelopment area, a WRAP (Workable Relocation Assistance Plan) will be developed and approved by the State of New Jersey. The WRAP will be tailored to the project(s) called for by this Plan and will address the particular needs and circumstances of persons or businesses.

## **XII. OTHER PROVISIONS NECESSARY TO MEET STATE AND LOCAL REQUIREMENTS**

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

- A. This Plan herein has delineated a definite relationship to local objectives as to appropriate land uses, density of population, and improved traffic and public transportation, public utilities, recreation and community facilities and other public improvements. This Plan has laid out various strategies needed to be implemented in order to carry out the objectives of this Plan.
- B. This Plan has given proposed land uses and building requirements for the Redevelopment Area.
- C. Adequate provision to the temporary and permanent relocation of persons and businesses is indicated in the Relocation Plan (Section XI), which is a part of this Plan.
- D. Properties to be acquired within the Redevelopment Plan are indicated in the Acquisition Plan (Section X), which is a part of this Plan.
- E. The Redevelopment Area is not contiguous to any other municipality. This Plan is in general compliance with the Master Plan of the County of Hudson. This Plan complies with the goals and objectives of the Master Plan of the County of Hudson by recognizing the need to expand the inventory of affordable housing as well as promote development intensities that will support mass transit. This Redevelopment Plan provides a diversity of housing types which include work-force housing and housing affordable to persons of low and moderate income, thereby meeting the need to expand the affordable housing inventory in the Hudson County Master Plan. This Plan promotes higher density near the Light Rail stations thereby maintaining consistency with the Hudson County Master Plan. The Plan complies with the goals and objectives of the New Jersey Development and Redevelopment Plan in that this Plan and the State's plan both recognize the need to

redevelop urban land to enhance the viability of public transportation and to provide pedestrian-friendly open space. This Plan emphasizes mixed use development consistent with “transit village” and smart growth principles because of its close proximity to the Hudson Bergen Light Rail station. This Plan, like the State’s plan, also encourages and promotes a variety of housing opportunities for all income levels, fosters the cleanup and reuse of contaminated sites as well as attracts new businesses to the Area.

- F. At the point of original adoption, this Plan was not consistent with the 2000 Jersey City Master Plan. Within the Master Plan, the Canal Crossing Area is identified as being an industrial zone within the Morris Canal Redevelopment Area and a portion of the Claremont Industrial Redevelopment Area.

Since the time of the adoption of the 2000 Jersey City Master Plan, the State of New Jersey has developed a series of Smart Growth Policies which include encouraging development and redevelopment in existing urban centers where mass transportation and infrastructure already exist. The construction of Hudson Bergen Light Rail has created a new opportunity for this Redevelopment Area to support higher density mixed-use development. Clearly, the implementation of new Smart Growth Policies by the State of New Jersey and the development of new mass transportation infrastructure, in the form of the Hudson Bergen Light Rail, has created a new social and economic environment wherein mixed use development is a more appropriate approach to this Area than what was proposed in the 2000 Master Plan.

Per spring 2019 amendments, the Canal Crossing Redevelopment Plan is now more aligned to both the 2000 Master Plan and the State’s current Smart Growth Policies through the expansion of permitted uses to include industrial uses within a designated portion of the Redevelopment Area. This expansion - in combination with current permitted residential and commercial uses - helps to establish the Canal Crossing Redevelopment Area as a truly mixed use development that aligns with both current and future land use policies.

A Master Plan Reexamination Report was prepared in the Summer of 2020 to adjust the proposed road grid and circulation plan of the Master plan. The street grid shown on Map 5 of this Plan corresponds with and promotes the Jersey City Master Plan.

For these reasons, it is in the public interest and will serve the general welfare of the citizens of Jersey City for this Plan to be approved and adopted.

- G. This Redevelopment Plan shall supersede all provisions of the Jersey City Land Development Ordinance and Master Plan that are specifically addressed herein. Any zoning related question that is not addressed herein shall refer to the Jersey City Zoning Ordinance for clarification. No variance from the requirements herein shall be cognizable by the Zoning Board of Adjustment. The Planning Board alone shall have the authority to grant deviations or variances from the requirements of this Plan, subject to N.J.S.A. 40:55D-70 (c). Any variance from a provision of this Plan that falls under N.J.S.A. 40:55D-70 (d) will require an amendment to this Redevelopment Plan and shall not be heard by the Board of Adjustment. Upon final adoption of this Plan by the Municipal Council of Jersey City, the Jersey City Zoning Map shall be amended to rezone the Redevelopment Area covered by this Plan as a Redevelopment Area, and all underlying zoning will be voided.

### **XIII. PROCEDURE FOR AMENDING THE APPROVED PLAN**

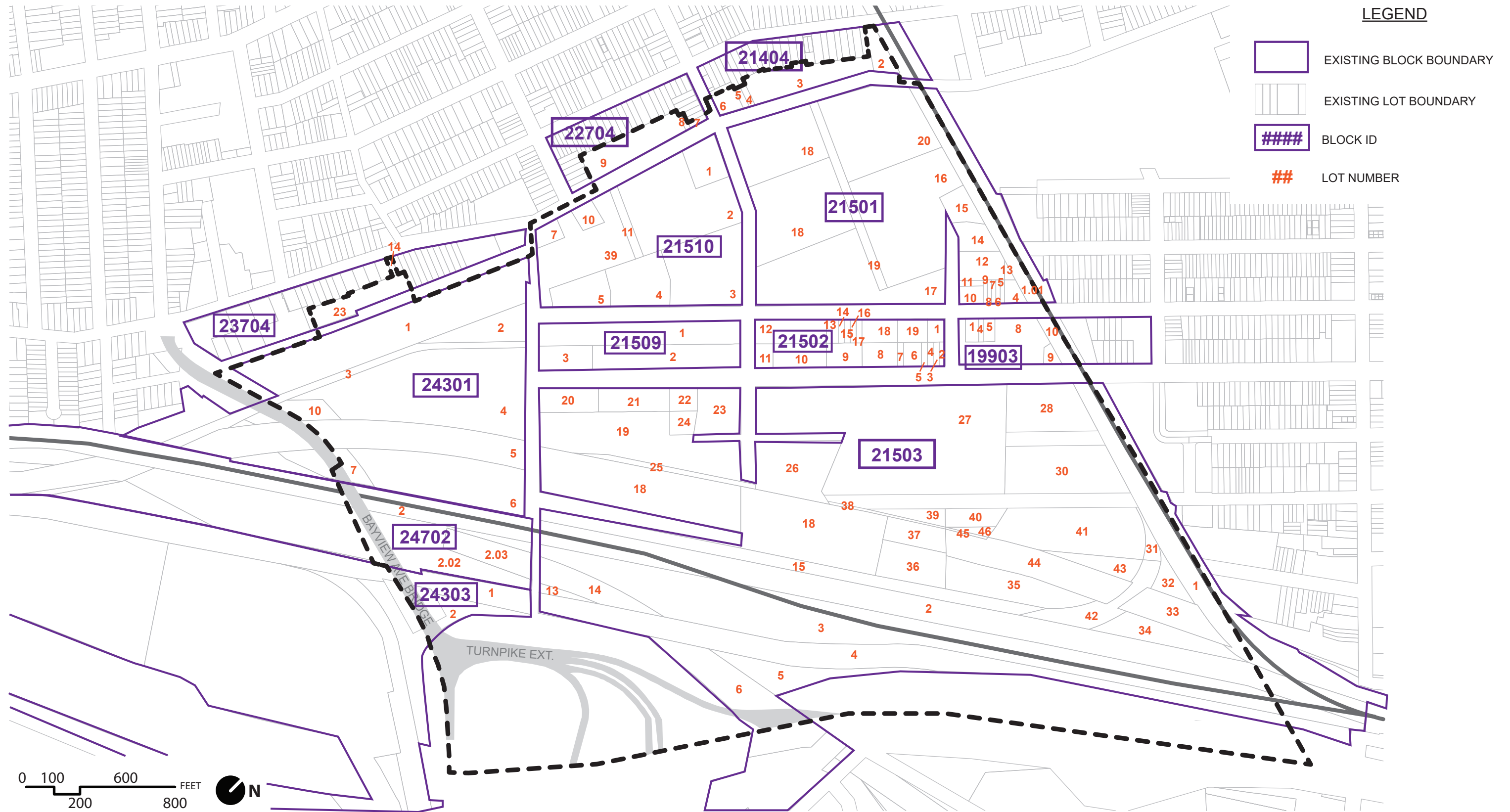
- A. The Plan may be amended from time to time upon compliance with the requirements of law. A fee of seven thousand five hundred dollars \$7,500, plus all costs for copying and transcripts shall be payable to the City of Jersey City for any request to amend this Plan. Any person, designated redeveloper, or other private entity requesting an amendment to this Plan shall pay these costs.
- B. No amendment to this Plan shall be approved without a public hearing by the Planning Board, and a public hearing and adoption by Municipal Council. A copy of any proposed change to the Plan shall be filed with the Office of the City Clerk.
1. In addition, notice of a hearing to amend the Plan shall be sent to the designated agent(s) that is(are) registered with the Division of City Planning (refer to Community Empowerment section) via regular mail at least twenty-one (21) calendar days prior to the date set for the hearing. In addition, an affidavit showing proof of submission of the proposed amendment to the aforementioned agents shall be submitted to the Division of City Planning not less than ten (10) calendar days prior to said hearing.
  2. Notice of the Planning Board meeting shall be published in a local newspaper at least 10 days prior to the meeting.

### **XIV. PHASING**

The Planning Board shall still have the discretion to require a suitable mechanism to insure a balanced development of planned open space, commercial services and infrastructure to service the redevelopment plan area.

Any applicant seeking to develop properties located within the Redevelopment Area shall be required to provide a phasing plan, for review and approval by the Jersey City Planning board, which shall establish parameters under which public improvements within the property owned or controlled by the applicant shall be constructed in conjunction with permitted residential, retail and commercial development. The phasing shall set a schedule for completion of public improvements within the property owned or controlled by the applicant in which the percentage of completion of public improvement is approximately equal to or greater than the percentage of completion of all other development on property owned or controlled by the applicant.

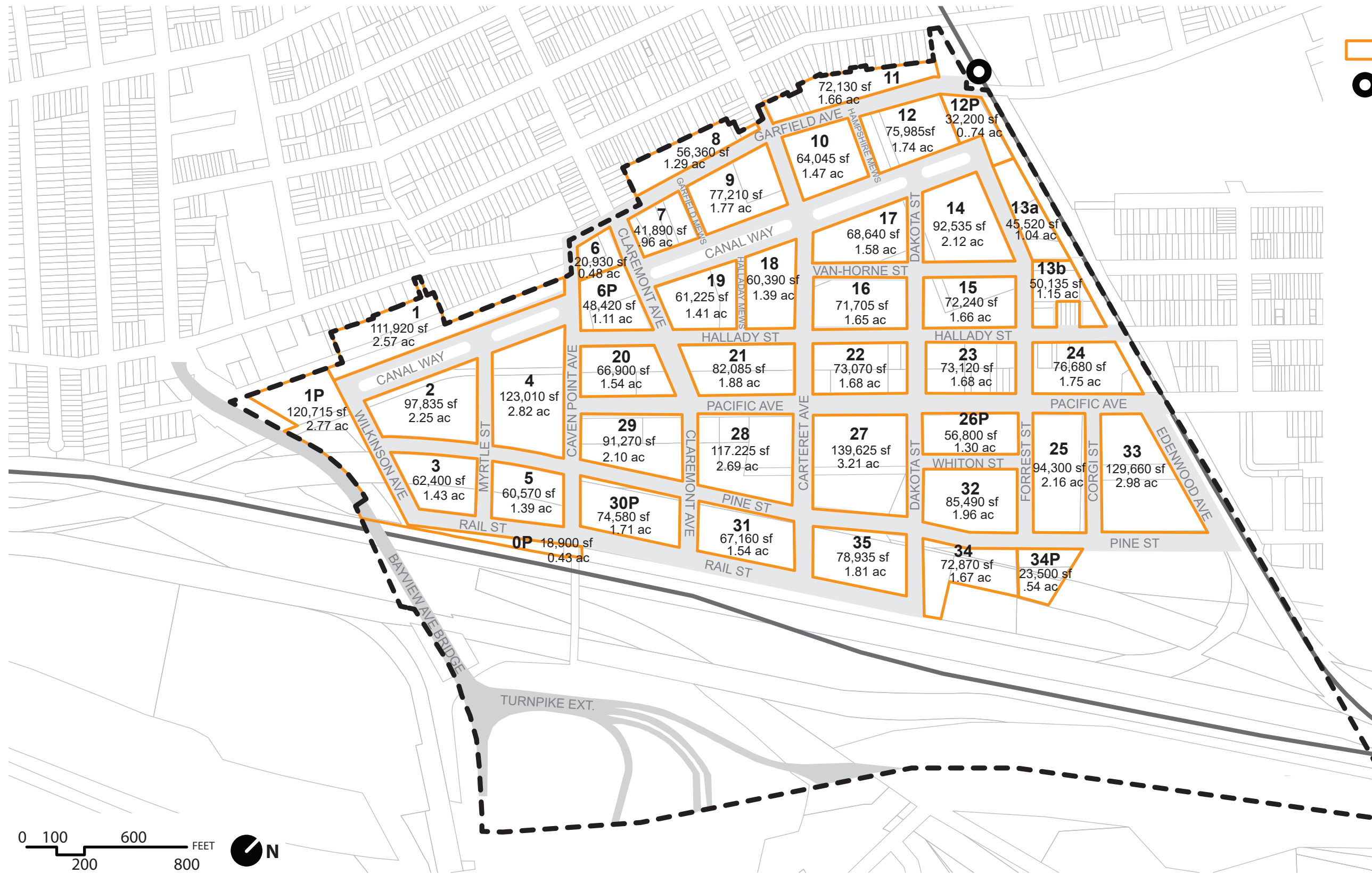
### **APPENDIX I: MAPS (Numbers 1 to 7)**





# BLOCK IDENTIFICATION MAP

## CANAL CROSSING REDEVELOPMENT PLAN

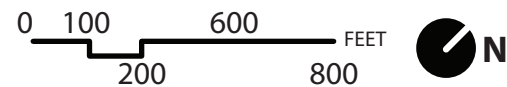


### LEGEND

- REQUIRED BLOCKS, ZONE A
- EXISTING LIGHT RAIL STATION

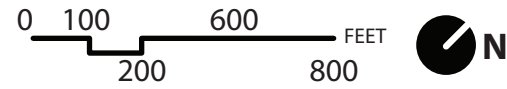
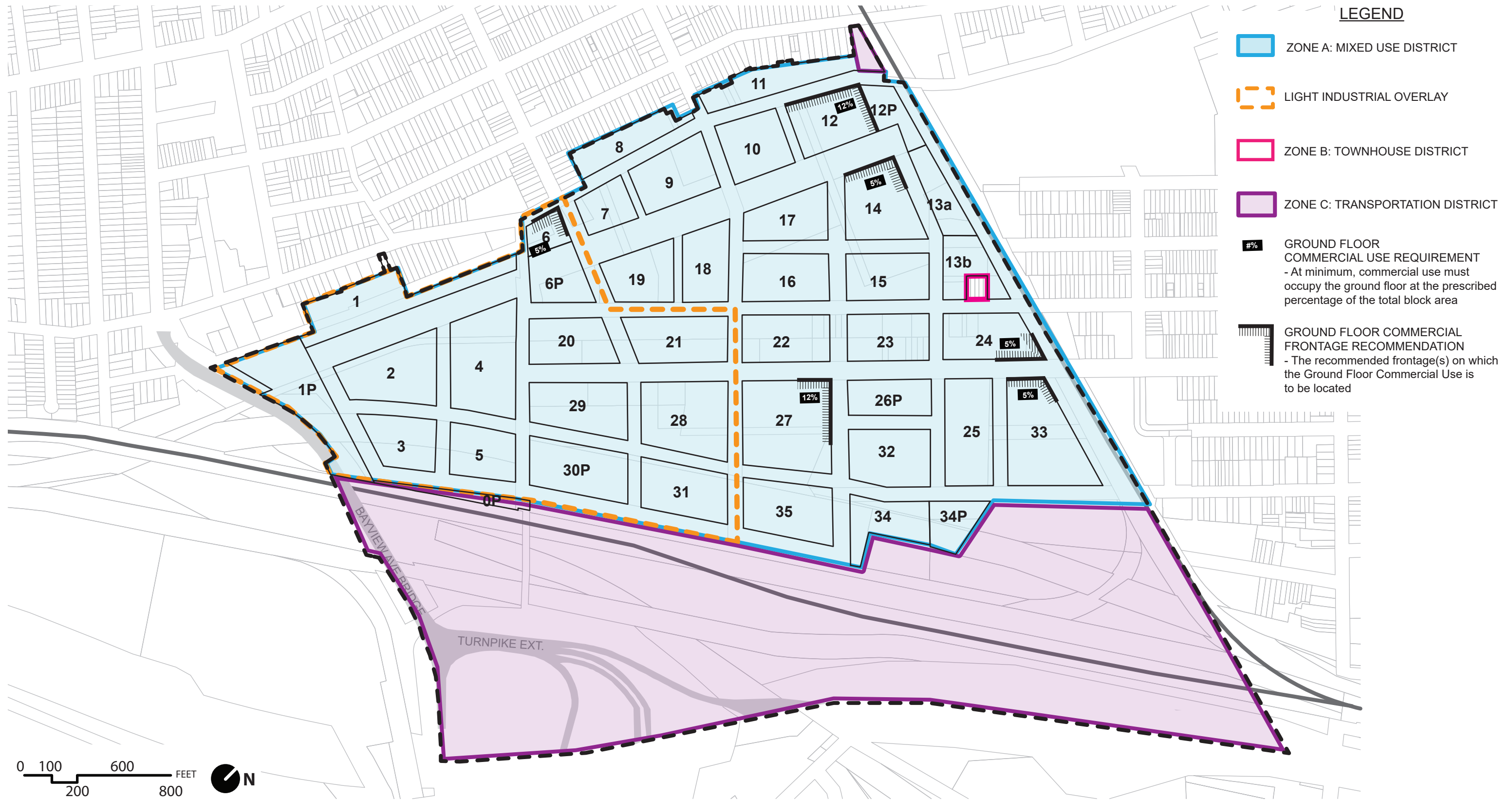
### UNIT SUMMARY TABLE

BLOCK ID #	MAXIMUM NUMBER OF UNITS PERMITTED PER BLOCK (INCLUSIVE OF 9% AFFORDABLE UNITS)
0P	0
1	220
1P	0
2	275
3	165
4	341
5	231
6	44
6P	0
7	88
8	110
9	176
10	220
11	167
12	330
12P	0
13A	176
13B	75
14	396
15	231
16	231
17	297
18	132
19	132
20	165
21	286
22	176
23	176
24	176
25	187
26P	136
27	407
28	385
29	253
30P	220
31	231
32	187
33	220
34	132
34P	40
35	176
<b>TOTAL</b>	<b>7590</b>

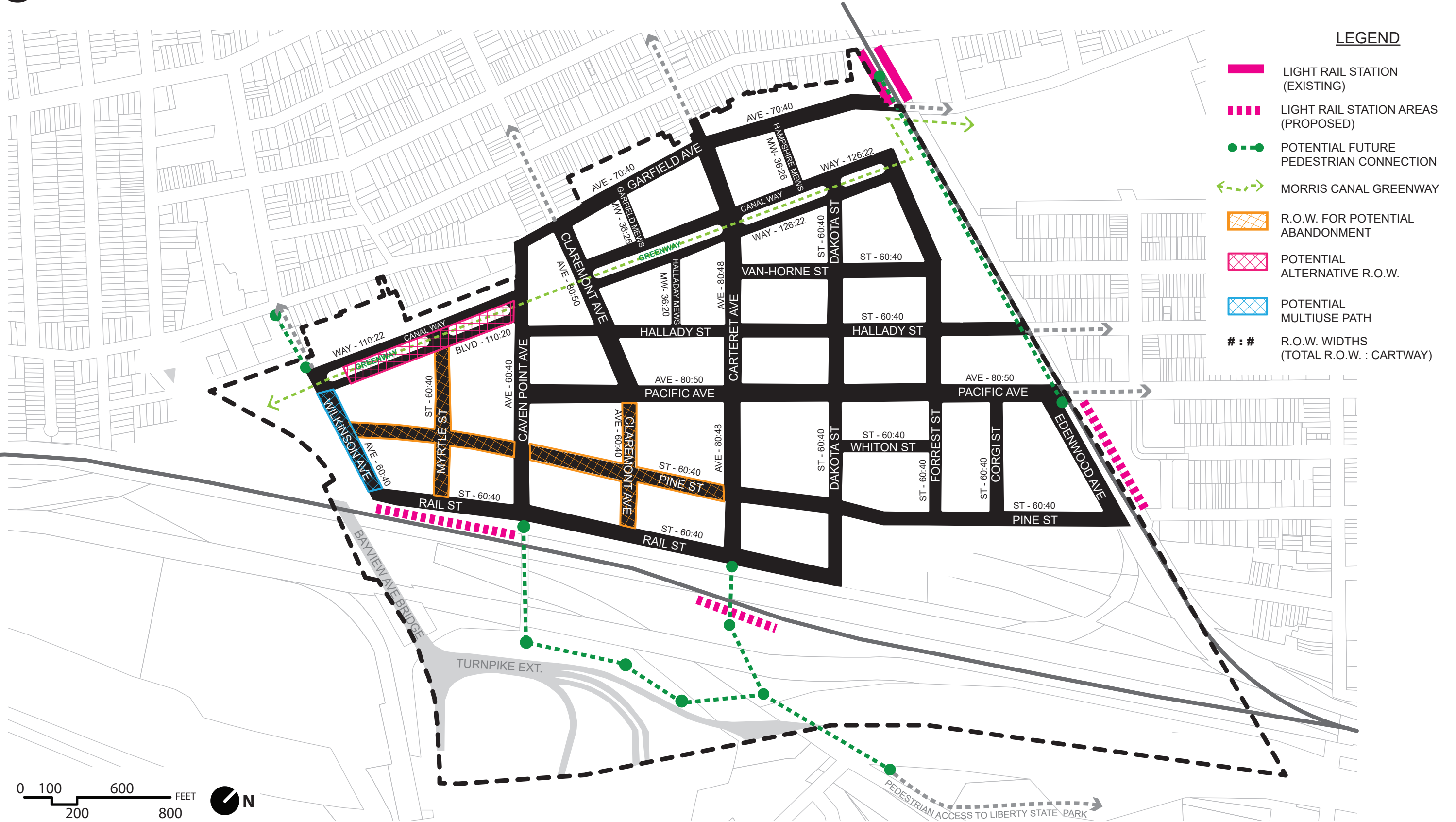






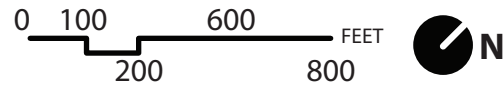






LEGEND

- LIGHT RAIL STATION (EXISTING)
- LIGHT RAIL STATION AREAS (PROPOSED)
- POTENTIAL FUTURE PEDESTRIAN CONNECTION
- MORRIS CANAL GREENWAY
- R.O.W. FOR POTENTIAL ABANDONMENT
- POTENTIAL ALTERNATIVE R.O.W.
- POTENTIAL MULTIUSE PATH
- # : # R.O.W. WIDTHS (TOTAL R.O.W. : CARTWAY)





### LEGEND

The following maximum height restrictions apply only to properties within the ZONE A : Mixed-Use District as defined on the District Map. For maximum height restrictions related to other districts, including height restrictions associated with the Light Industrial Overlay Zone, reference the Canal Crossing Redevelopment Plan language. Areas at block centers may be used for parking structures, except the rear portions of blocks 13a and 13b, which shall be open space primarily in the form of rear yards.

-  UP TO 5 STORIES (50 FT)
-  UP TO 6 STORIES
-  UP TO 8 STORIES
-  UP TO 12 STORIES
-  SEE ZONE B LANGUAGE
-  PARKS + OPEN SPACE  
UP TO 1 STORY  
(See Accessory Uses)
-  SCHOOL USE PERMITTED  
TO ENCROACH ON THIS  
BLOCK AT UP TO 5 STORIES



LEGEND

 PROPERTIES NOT FOR ACQUISITION

\*NOTE: ALL OTHER PROPERTIES ARE LISTED AS TO BE ACQUIRED

