

JOURNAL SQUARE CORE REDEVELOPMENT PLAN

Draft Proposal February 3, 2010

**CITY OF JERSEY CITY
DIVISION OF CITY PLANNING**

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I. INTRODUCTION

The Journal Square Core Redevelopment Area (hereinafter the Redevelopment Area or the Area) was determined to be “an area in need of rehabilitation”, pursuant to the New Jersey Local Housing and Redevelopment Law (N.J.S.A. 40A:12A-1 et seq.) by resolution of the Jersey City Municipal Council, 08-879 on November 25, 2008, following a recommendation by the Jersey City Planning Board.

The purpose of the Journal Square Core Redevelopment Plan is to foster the redevelopment of Journal Square and the City’s Central Business District. The redevelopment plan is one component in a larger effort to further improve the Journal Square district and return it to a flourishing central business and shopping destination. Since the mid 1950’s, various plans in and around Journal Square were adopted by the Municipal Council to address the adjacent air-rights development over the PATH rail cut and various development parcels in the vicinity of the Journal Square Transportation Center. Then in 2007, a Vision Plan was prepared by A. Nelessen Associates, Inc. (ANA) and Dean Marchetto Architects, PC (DMA) in coordination the Jersey City Redevelopment Agency (JCRA) and the City of Jersey City. The process included multiple charrettes and public meetings, producing a comprehensive vision for the greater Journal Square area. This redevelopment plan shall address the future development of the Journal Square Transportation Center block bounded by Summit Avenue, Sip Avenue, Kennedy Boulevard, and Pavonia Avenue. This plan will be incorporated into a future Greater Journal Square Plan covering a broader area approximating the walking distance to the station.

The master plan lists several specific objectives and recommended actions which guide the standards and requirements for this redevelopment plan. More specifically, the award winning Jersey City Master Plan Circulation Element, *Jersey City Mobility 2050*, recommends that the City:

Develop and implement smart growth strategies that locate new residential development within walking distance of bus stops and passenger rail stations, with the highest density zones located within walking distance of passenger rail stations; that mixes residential land use with commercial land use;

Create meaningful public spaces that facilitate integration of the built environment with arterials and major transit routes;

Requirements to provide bicycle amenities for building users, such as interior bicycle storage facilities for residential buildings that are accessible without stairs or tight corners, and bike racks and employee showers for commercial buildings;

Parking space requirement maximums that reduce the number of permitted parking spaces in development near fixed rail transit stations in proportion to distance and inversely proportional to the intensity of development.

It would now appear to be appropriate for the City to take a more pro-active approach to redevelopment in this Area, so as to bring the Area into greater compliance with the recommendations of the Master Plan. The Master Plan calls for “station areas” around Jersey

City's mass transit facilities to be up-zoned to include higher density residential, neighborhood retail, restaurants and other uses compatible with a mixed use transit oriented station area. In addition, parking requirements are to be reduced “to capitalize on the availability of high quality mass transit” and to increase building coverage, floor-area-ratios, and a residential density, which can be supported near transit facilities.

II. BOUNDARY DESCRIPTION

Property within the Boundary of this redevelopment plan area includes the following Blocks in their entirety:

Blocks:	1866
	1866.1
	581
	582

A map of the boundary, entitled, BOUNDARY MAP, dated January 30, 2010 is attached. If there is any discrepancy between the properties listed above and the map, the map shall govern.

III. REDEVELOPMENT PLAN OBJECTIVES

Renewal activities for the Journal Square Core will be undertaken in conformity with, and will be designed to meet, the following objectives of the Redevelopment Plan:

- Make sustainability a theme of future development and redevelopment that guides land use and transportation decisions.
- Establish a coherent and positive identity for Journal Square that restores the image of Journal Square.
- Integrate open space into the Area by incorporating a system of parks, plazas, and natural amenities.
- Enhance the economic vitality of the Rehabilitation Area and the City by expanding the level of residential and commercial activity in Journal Square, thereby increasing the potential for economic activity and job creation.
- Promote a pattern of mixed and multiple-use development within the Square. New buildings within the Area should appropriately combine residential, commercial, and entertainment uses and encourage a balance of jobs-to-housing.
- Make walking easy, safe, desirable, and convenient.
- Preserve and protect the historical resources and buildings within the Journal Square Core

area for future generations.

- Encourage local quality retail within the greater Journal Square Area.
- Reduce automobile dependency by encouraging high density development in close proximity to mass transit with low automobile parking ratios and with bicycle parking requirements.
- Expand opportunities for walking to jobs, transit, shopping, recreation, civic and religious functions.
- Infill surface parking lots with development that creates a streetwall. Site buildings along the sidewalk edge and place parking in mixed-use structures to unify the appearance of neighborhood streets.
- Allow for more efficient use of land and expand the city's tax base by encouraging high quality mixed-use development.
- Design urban amenities such as transit, housing variety, park space, and entertainment that will attract new employers and a range of new residents to the area while sustaining existing neighborhoods.
- Maximize the investment of private developers while minimizing the cost to the public sector.
- Add a system of crosswalks and traffic lights that create safe zones for pedestrians to cross streets at appropriate locations.
- Encourage buildings to meet or exceed the US Green Building Council's LEED (Leadership in Energy and Environmental Design) Certification.
- The elimination of vacated, deteriorated and obsolete structures.
- The improvement of the functional and physical layout of the project area for contemplated new development and the removal of impediments to land disposition.
- The overall improvement of traffic circulation through the development of new and improved vehicular and pedestrian circulation systems which provide for separation of vehicular and pedestrian traffic and the maximum use of public transportation
- Coordination of redevelopment activities, reinforcing already existing adjacent renewal

programs and in accordance with the Master Plan for the City overall.

- Encourage the conservation and preservation of selective structures, especially those with historical or architectural significance; and provide opportunity for adaptive reuse which will produce an economic life comparable to newly developed structures.
- Encourage the consolidation of development lots so as to permit comprehensive, economically sound redevelopment projects that maximizes use of the adjacent mass transit.
- Provide for redevelopment with minimum relocation of residents and business concerns.
- Provide for site improvements for the beautification of the project area and surrounding areas.
- To promote balanced development in accordance with the Fair Housing Act, (NJSA 52:27D-311), and the Housing Element and Fair Share Plan of the City of Jersey City Master Plan.
- To preserve, promote, and accentuate, view corridors created by public streets to accentuate views.
- Develop a network of public open space throughout the redevelopment area which shall be designed to improve pedestrian circulation, act as a catalyst for retail and commercial development, and help to preserve important vistas.
- Creation of major new employment and housing opportunities for the residents of Jersey City.
- Creation of a well planned project area which will provide opportunities for permanent employment, residential, college, recreational, commercial, and retail facilities within an area which is currently underdeveloped, contains substandard and obsolete structures, and has physical impediments.
- Encourage and provide for a variety of land uses which will generate and encourage community activity.
- Coordinate redevelopment activities to provide a uniform and consistent attack on blight within the physical structure of the City.
- 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 of mass transit, encourage reduced parking and shared use parking solutions, and creating a livable community with convenient access to commercial facilities.

- Maintain and improve pedestrian access to the Journal Square PATH Station from the surrounding communities.
- To maximize the use of rooftop open space for recreation and/or green roofs.

IV. TYPES OF PROPOSED REDEVELOPMENT ACTIONS

A combination of redevelopment actions is proposed to substantially improve and up-grade the Journal Square Core area. These will include, but not be limited to:

- A. Retention and rehabilitation of sound compatible structures, if any.
- B. Encourage private markets to assemble into redevelopment parcels the vacant and underutilized land now in scattered and varied ownership.
- C. Construct new structures and complimentary facilities.
- D. Provide for public infrastructure necessary to service and support the new development.

The above actions shall be achieved without the means of condemnation.

V. GENERAL PROVISIONS

- A. The regulations and controls in this section may be implemented where applicable by appropriate covenant, or other provisions, or agreement for land disposition and conveyance executed thereto.
- B. No building shall be constructed over public streets in the project area with the exception of freestanding structures ancillary to public plazas and/or pedestrian walkways, which shall be subject to review by the Planning Board.
- D. Prior to commencement of construction, site plans for the construction and/or rehabilitation of improvements to the project shall be submitted by the developer to the Planning Board of the City of Jersey City for review and approval, so that compliance of such plans with the redevelopment objectives can be determined.

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.

As part of any site plan approval, the 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 in a form approved by either the Corporation Counsel or the Planning Board attorney. The amount of any such performance guarantees shall be determined by the City Engineer and shall be sufficient to assure completion of site improvements within one (1) year of final site plan approval.

- E. No use or reuse shall be permitted, which, when conducted under proper safeguards, will produce corrosive, toxic or noxious fume, glare, electromagnetic disturbances, radiation,

smoke, cinders, odors, dust or waste, undue noise or vibration (60 decibels), or other objectionable features so as to be detrimental to the public health, safety or general welfare.

- F. All residential redevelopment proposals and construction plans shall meet or exceed applicable F.H.A. and/or H.F.A. minimum room size requirements prior to approval by the Planning Board.
- G. The provisions of this plan specifying the redevelopment of the project area and the requirements and restrictions with respect thereto shall be in effect for a period of forty (40) years from the date of approval of this plan by the City Council of the City of Jersey City, provided however that any development or redevelopment projects that are commenced and/or completed within said forty (40) year period shall be deemed to comply with all applicable laws, so long as they comply with the provisions of this Redevelopment Plan. At the end of this forty (40) year period, the zoning regulations contained herein shall be incorporated into the zoning ordinance of the City of Jersey City in accordance with the appropriate State statutes.
- H. Any subdivision of lots and parcels of land within the Redevelopment Area shall be in accordance with the requirements of this plan and the Land Development Ordinance (LDO) of Jersey City.
- I. Upon demolition of existing structures, the site shall be graded and planted or sodded, with a durable dust free surface in the interim period prior to construction of new buildings.
- J. Deviation Requests
The Planning Board may grant deviations from the regulations contained within this Redevelopment Plan, where, by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions, pre-existing structures or physical features uniquely affecting a specific piece of property, the strict application of any area, yard, bulk or design objective or regulation adopted pursuant to this Redevelopment Plan, would result in peculiar and exceptional practical difficulties to, or exceptional and undue hardship upon, the developer of such property. The Planning Board may also grant such relief in an application relating to a specific piece of property where the purposes of this Redevelopment Plan would be advanced by a deviation from the strict requirements of this Plan and the benefits of the deviation would outweigh any detriments. No relief may be granted under the terms of this section unless such deviation or relief can be granted without substantial detriment to the public good and will not substantially impair the intent and purpose of the Redevelopment Plan.

VI. DESIGN REQUIREMENTS

This redevelopment plan authorizes the Planning Board to identify, review and approve all site improvements including the façade design of all buildings in the redevelopment plan area.

A. Building and Structure Design

- 1. Materials such as EIFS and concrete block are prohibited.

2. All structures within the project area shall be situated with proper consideration of their relationship to other buildings, both existing and proposed, in terms of light, air and usable open space, access to public rights of way and off-street parking, height and bulk.
3. Groups of related buildings shall be designed to present a harmonious appearance in terms of architectural style and exterior materials and shall be encouraged to incorporate historic elements found throughout the surrounding area.
4. Buildings shall be designed so as to have an attractive, finished appearance when viewed from all vantage points within and outside of the project area. Each façade shall be treated as being of equal importance in terms of material selection and architectural design.
5. Buildings shall provide distinct base with a cornice line. The base shall serve to finish the building with decorative features and materials to provide detail and interest to the pedestrian level of the building.
6. Blank walls fronting on a right-of-way or visible from the street level are prohibited.
7. All buildings shall have a base, which shall be designed according to the following:
 - a. The base façade shall be 18 to 75 feet in height.
 - b. The base façade shall be constructed of durable material of high quality, including but not limited to stone, brick, textured concrete, metal paneling etc. Glass shall constitute a minimum of 70 % of the first twenty-five (25) feet of the base and a minimum of 40 % of any stories above the first floor within the base façade area. A decorative screening/façade may substitute for glass to wrap parking facilities subject to approval by the Planning Board.
 - c. A visual cue or indicator such as a cornice, belt coursing, a significant change in the glass to solid ratio, or any other indicator consistent with the design, proportions, and materials, of the base shall be provided, at a minimum of 18 feet and a maximum of 75 feet from grade on the base.
 - d. All measurements specifying heights shall be taken from the average finished grade level for the perimeter of the building.
 - e. All buildings greater than 12 stories shall provide a double height retail ground floor measuring a minimum of 25 feet floor to ceiling, and may include a mezzanine level.
 - f. All new buildings must incorporated retail and/or other permitted uses along all public rights-of-way, with a minimum depth of twenty-five (25) feet. No more than fifteen (15) percent and no more than twenty (20) consecutive linear feet may be dedicated to other uses such as meter rooms, blank walls, emergency exits, etc.
8. The maximum building length or width of a tower element is one hundred and fifty (150) linear feet except where permitted elsewhere in this plan.
9. Access by the elderly, physically handicapped and/or disabled shall meet barrier free design regulations as specified in the New Jersey and Federal ADA Standards Uniform Construction Code.

10. Chain link fencing, barbed wire and razor wire are all expressly prohibited. Chain linked fencing may be temporarily utilized during construction only.
11. All utility distribution lines, including multi-media telecommunication lines, and utility service connections from such lines to the project area's individual use shall be located underground.
12. Urban design and streetscape elements shall be complementary throughout the Redevelopment Area. All projects shall continue the established design, color, materials and street furniture of the Journal Square Streetscape improvements.
13. Bergen Avenue, Kennedy Boulevard, Sip Avenue and Summit Avenue shall be maintained as important view corridors by the use of stepbacks, architectural design elements, and building massing.
14. All structures within the project area shall be designed, and maintained so as to improve the visual impact of the Jersey City skyline as viewed from within and beyond the City's borders.
15. Stepbacks - All primarily non-residential buildings exceeding 150 feet in height shall be required to have one stepback or a combination of stepbacks to meet one of the following options:
 - a. Stepbacks on 4 or more sides with a minimum total of 30 feet per side,
 - b. Stepbacks on two (2) sides with a minimum total of 40 feet per side, non-rectangular buildings are encouraged and may use the average of two (2) or more adjacent sides when calculating stepback requirements,
 - c. Stepbacks occurring within the top ten percent (10%) of any building exceeding 150 feet shall not count toward meeting the requirements listed above,
 - d. Buildings under 150 feet in height are not required to use stepbacks, but must include architectural articulation at or within 10 feet of all street facing cornices.
16. Roof treatment, Mechanical Screening and Electrical Equipment
 - a. All mechanical equipment located on any roof of a building shall be screened from view from all vantage points with a material complementary with the façade of the structure. The screening shall not resemble a utility or rooftop elevator or stair tower. It shall instead resemble an upper level extension of the building and be designed to contribute to the building top design as is required in this plan.
 - b. A roof-scape plan must be developed and submitted for approval. Roof-scapes should include mechanical equipment, trellises to obscure view, colored roof patterns and landscaping. Parking deck roofs shall be designed to maximize recreational amenity space and all remaining rooftop area shall be green.
 - c. All electrical communications equipment shall be located in such a way that it does not negatively impact the appearance of the building nor create objectionable views as seen from surrounding structures.
 - d. Transformers and primary and back-up generators shall be located interior to the building or vaulted underground within the pavement area of an adjacent street. Location within the sidewalk or outside between the sidewalk and the building or

- anywhere outside at grade is not permitted.
- e. The burial of all new or reconstructed signal boxes is required.
- f. The screening of all new or reconstructed telecom equipment is required.

17. Streetscape

- a. All buildings shall be designed to front on a public street to encourage and create a street wall and a pedestrian environment at a human scale.
- b. Main entrances into buildings shall be located on all public streets. Secondary entrances shall also be provided from parking areas and/or as necessary according to the design of the structure.
- c. Entrances shall be designed to be attractive and functional. Indicators such as awning, changes in sidewalk paving material or other indicator consistent with the design, proportions, material and character of the surrounding area shall be provided.

18. Parking Design Standards - All parking structures and surface parking (as an interim use) shall meet the following requirements:

- a. Any parking garage level equal to street level shall not contain any parking or mechanical floor area adjacent to the sidewalk/street frontage. Atrium, lobby, and/or retail space shall occupy these areas with a minimum depth of 25 feet, to assure the viability of the uses proposed.
- b. The parking structure shall be designed to eliminate headlight glare by the provision of opaque screening for head lights and placement of interior garage lighting to be directed into the structure and mounted on the interior side of columns. Light fixture detail and location shall be included within the garage floor plan at the time of site plan application.
- c. The facade of the parking levels in the building shall be of a compatible material to that used throughout the development and shall be designed to provide visual interest.
- d. The exterior material and design shall be the same or similar, to the greatest extent possible, as the exterior walls of the principal building. Where there is no principal building, the exterior materials and design shall be as attractive as a principal building.
- e. All openings must be screened with glass or decorative façade materials. Any openings shall be in a vertical proportion.
- f. Exterior lighting of the screening materials on a parking structure façade is required in order to provide additional visual interest in terms of light and shadow and to further mask the interior lighting of the parking structure and headlight glare.
- g. Open horizontal bands along the façade of any parking structure are prohibited.
- h. All pedestrian building and garage access points shall be provided at street level and designed to encourage street activity. Overhead or elevated pedestrian or vehicular connections are prohibited.

B. Improved Open Space

- 1. Where possible, new structures surrounding or enclosing open space should be designed and sited to allow penetration of sunlight onto open space areas during peak user time (11:00 am to 2:00 PM).

2. Open space shall provide visual and functional elements such as bicycle parking, benches, seating walls, drinking fountains, refuse containers and planters, and public fountains. Open space amenities shall include decorative material such as: stone pavers, brick pavers, asphalt pavers, stamped and tinted concrete, and decorative lighting and detailing.
3. Adequate lighting shall be provided to encourage active usage and a sense of security in the open space.
4. Open space shall be distributed so as to provide for maximum usability.
5. Through creative design, open space features shall address the need for human comfort and enjoyment and provide both active and passive leisure uses for secure and pleasant outdoor and indoor settings to meet public and private use requirements. Open space and plazas shall be designed at a human scale to invite and attract the public.
6. Open space shall be oriented to focus on areas to maximize views.
7. As a general guide, one (1) linear foot of seating for each linear foot of plaza perimeter shall be provided. Seating space may include planters, benches, fountains, etc.

C. Landscaping and Lighting Guidelines

1. Landscaping shall be required for any part of any parcel not used for buildings, off-street parking, or loading space. The developer's plan shall include proposals for landscaping indicating the location, size and quantity of the various species to be used.
2. Greenspace (trees, shrubs, flowers, etc.) shall be used as buffers and to accent entrances, arcades and sidewalks.
3. All plant material used must be able to withstand an urban environment. All screen planting shall be a minimum of 4 feet high and shall be planted, balled and burlapped as established by the American Association of Nurserymen. A planting schedule shall be provided by the developer and approved by the Planning Board. Ground cover shall be used in place of mulch.
4. Any landscaping which is not resistant to the environment or dies within 2 years of planting shall be replaced by the developer.
5. Underground watering facilities shall be encouraged for all landscaped areas. Hose bibs shall be provided immediately adjacent to planting areas abutting a building.
6. Trees and shrubs shall be planted along curblines of streets in a regular pattern or spaced alternately on either side of streets, to further enhance the aesthetic quality of the redevelopment area. All deciduous trees shall be a minimum of four (4) inches in caliper.
7. Lighting within the site shall sufficiently illuminate all areas, including those areas where

buildings are setback or offset to prevent dark corners.

8. All lighting sources must be adequately shielded to avoid any off-site glare. The area of illumination shall have a fairly uniform pattern of at least one-half (0.5) foot candles.
9. All landscaping shall be surrounded by a 6 inch minimum curb or seating wall. Landscaping shall be elevated to match the height of the curb or seating wall.

D. Signage

All Signs are subject to site plan review.

1. Office

The total exterior sign area shall not exceed the equivalent of five (5) percent of the first story portion of the wall to which it is attached. In no case shall a sign on any structure exceed 50 square feet. Buildings with multiple uses shall have not more than one (1) sign per use.

2. Residential

One (1) sign may be allowed, not to exceed 20 square feet. It shall be non-illuminated and identify the building name and address

3. Parking Garages and Lots

One (1) sign shall be provided per entrance to garages or lots indicating the parking facility by the international parking symbol and direction arrow. The sign area shall not exceed twenty (20) square feet. If applicable, one (1) sign per entrance may be allowed indicating parking rates, not to exceed eight (8) square feet.

4. Retail, Restaurants, Bars and Nightclubs

Each such use fronting on a public street may be permitted one (1) exterior sign per street frontage, not to exceed 5 percent of the storefront (ground floor) to which it is attached.

5. Temporary Construction Signs

One sign shall be permitted for each project or development indicating the name of the project or development, general contractor, subcontractor, financing institution and public agency officials (where applicable). The sign area shall not exceed 20 square feet and shall be attached (where there is an existing structure) or freestanding (where there is new construction).

6. Billboard Standards

Billboards are permitted only on building rooftops greater than 60 feet above grade. Billboards are also permitted on a building facade only at the discretion of the Planning Board and only for the purpose of screening a blank wall or parking structures.

All billboard frame placement must be located as part of the original elevation design of the building. New billboard frames shall not be permitted on previously constructed buildings, to assure that all billboards have a rationalized composition and relates to the overall design of the building.

All billboards are required to be coplanar, (placed in the same plane) with the building facade.

All billboards must be a minimum of twenty-five feet from grade.

Billboards may not exceed 15 feet in height and are required to be the same width as the facade it is built coplanar to.

7. Additional Sign Standards

- a. Window signs are prohibited above the ground floor level and shall not exceed 20 percent of the window surface to which the display appears.
- b. Freestanding signs, except for those indicating direction, transportation, circulation and parking are prohibited.
- c. Internally illuminated signs shall be allowed and shall be subject to review and approval by the Planning Board.

E. Environmental Design Standards

- A. All plumbing fixtures must demonstrate a 30% improvement over US Environment Protection Agency (EPA) 1992 Energy Policy Act standards.
- B. All new construction must demonstrate 20% improvement in energy efficiency of the building envelope and mechanical systems over American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) 90.1 2007 or the most recently adopted energy standards by the New Jersey Department of Environmental Protection.
- C. All paints and carpets must be a “low volatile organic compound (VOC)” generally defined as having less than 60 g/L. Vinyl products are not permitted.
- D. All new installed appliances and light bulbs must be Energy Star rated.

VII. TRAFFIC CIRCULATION REQUIREMENTS

- A. Parking and service access should be separated from the main traffic oriented streets. A head-in/head-out design is required for all loading and parking facilities. These access areas shall be clearly designated and designed so as to avoid the backing in and out of vehicles onto the street right-of-way.
- B. Shared use of accessory parking facilities shall be encouraged.
- C. The use of public transportation by employees, residents and visitors of the Redevelopment Area shall be strongly encouraged.
- D. All traffic impact studies shall incorporate, as part of the study, all projects approved or proposed in the immediate area. A listing of the projects may be obtained from the

Division of City Planning.

- E. The pedestrian circulation system shall be integrated with the roadway circulation network and shall encourage safe and improved pedestrian circulation through the following:
- Design features, materials and activities at the street level shall create an attractive and interesting pedestrian environment;
 - Insure the safety of pedestrians by providing adequate sidewalk space and clearly defined pedestrian crossings; a mandatory minimum of 20 foot sidewalk shall be provided along all Rights-of-Way, including Sip Avenue, Kennedy Blvd, Pavonia Avenue, Summit Avenue, and Magnolia Street.
 - Direct new development to minimize pedestrian and traffic conflicts.
 - Provide for a pleasant pedestrian friendly environment.
 - Overhead walkways (skywalks) connecting buildings and or parking above streets or Rights of ways are prohibited.
 - The current public pedestrian access easement that traverses the Block 1866, Lot 36 and provides access between Sip Avenue and Concourse East shall be maintained at grade level. Its location may be shifted to the eastern edge of Zone 1, parallel to the Hudson County College walkway. The existing College pedestrian walkway along the western side of Lot 27C on Block 1866 shall be maintained and widened a minimum of 5 Feet.
 - Improvement shall be provided to Concourse East with the redevelopment of Zone 1 to insure a seamless connection between the projects and usable shared sidewalk.
- G. Sidewalk shall be complementary with the implemented streetscape design of the Journal Square Special Improvement District.

VIII. IMPACT FEE

There shall be an impact fee of \$2.00 per square foot built to offset the costs of infrastructure improvements made to support the added density to the district.

IX. INTERIM USES

Interim uses may be established, subject to agreements between the developers and the Planning Board, that such use will not have an adverse effect upon existing or contemplated development during the interim use period, which may include surface parking provided there is no Journal Square ingress or egress. Interim uses must be approved by the Planning Board which may establish an interim use period of between one (1) year and three (3) years in duration, subject to the Planning Board's discretion. Additional renewals of an interim use may be granted by the Planning Board, subject to the same interim period limitations specified above.

X. SPECIFIC LAND USE PROVISIONS

The Journal Square Core Redevelopment Area shall consist of four zones delineated by the map

titled “Zone Map” dated January 30, 2010.

Permitted Principal Uses in all Zones:

1. Mid and High-rise Residential: no residential units permitted on the ground floor
2. Retail Sales of Goods and Services/Financial Services
3. Office: Permitted everywhere except ground floor
4. Art galleries
5. Live/Work units and home occupations: except on the ground floor
6. Restaurants, category one and two
7. Hotels/Bed and Breakfast.
8. Theaters
9. Child/Adult Day Care Centers: except on the ground floor
10. Night Clubs/Bars
11. Schools
12. Community Centers
13. Government uses
14. Billboards: Only permitted along Journal Square and Sip Avenue
15. Any combination of the above

Accessory Uses

1. All uses ancillary to and customarily associated with schools and their service
2. Structured parking and loading
3. Fences and seating walls
4. Landscape features
5. Improved Open Space
6. Signs
7. Rooftop Recreation

Prohibited Uses:

Surface parking

Drive-through facilities pertaining to restaurants, banks, pharmacies, and other drive through uses

Gas stations, service stations, auto repair, auto body shops, and other automobile related uses

A. ZONE 1

This Redevelopment Plan establishes the current zoning approval, as approved by the Planning Board in their resolution memorialized on March 10, 2009, for the P06-139.2 approved on October 7, 2008, as the land use regulations and standards for this district. Nothing contained herein is intended to negate, modify nor amend that approval. However, the referenced approval shall be the maximum development allowed within this district.

Minor alterations in site plan and façade characteristics may be permitted by the Planning Board provided such alterations are consistent with the redevelopment regulations and

parking standards of this Plan. Any changes not consistent with this Plan are cognizable under a deviation application, and will be judged on their merits.

B. ZONE 2

For Block 1866, Lot 27C, the existing building height, floor area, established setbacks and the exterior building envelope as of the adoption of this Plan shall constitute the development standards of this lot. Any change to the above standards shall constitute a deviation from this plan.

Minor alterations in site plan and façade characteristics may be permitted by the Planning Board provided such alterations are consistent with the above standards for this zone. Any changes not consistent with this Plan are cognizable under a deviation application, and will be judged on their merits.

C. ZONE 3

Zone 3 constitutes the Journal Square Transportation Center buildings and plaza owned by the Port Authority of NY&NJ. The existing building height, floor area, established setbacks and the exterior building envelope as of the adoption of this Plan shall constitute the development standards of this lot. Any change to the above standards shall constitute a deviation from this plan.

Minor alterations in site plan and façade characteristics may be permitted by the Planning Board provided such alterations are consistent with the above standards for this zone. Any changes not consistent with this Plan are cognizable under a deviation application, and will be judged on their merits.

D. ZONE 4

Minimum lot size requirements:

All existing lots of record are conforming in size and dimension with this Plan. Any creation of new lots shall meet the following standards:

Minimum lot area: 10,000 square feet
Minimum lot width: 100 feet

Maximum Density Standards:

The permitted Floor Area Ratio (FAR) for any new development shall be regulated according to the following chart:

Lot Size		
Minimum	Maximum	FAR
0	5,999	4
6,000	19,999	8
20,000	29,999	16
30,000	59,999	20
60,000	>60,000	25

The Floor Area Ratios in the chart above are inclusive of all built structures at or above grade including, but not limited to parking decks, lobbies, hallways, building core, common areas, etc.

Building Height Standards:

The minimum height for any new building shall be sixty-five (65) feet.

For buildings above fifteen (15) stories, a tower base shall be required. The minimum permitted height for this tower base shall be at least thirty (30) feet from grade.

The maximum permitted height for this tower base shall be no more than seventy-five (75) feet from grade.

Building towers are not restricted in height

Building Setbacks Standards

The minimum required setback for the any structure along Kennedy Boulevard, Journal Square, Pavonia Avenue, Sip Avenue, Summit Avenue and Magnolia Street shall be sufficient to provide the required twenty (20) foot sidewalk width. This shall constitute as a build-to line. No structure shall be built between this build-to line and the curb.

The minimum required setback for any structure along Concourse East shall be sufficient to provide a 15 foot wide sidewalk area.

Building Façade Stepback Standards:

Building above fifteen (15) stories shall be required to have a tower and a base. A building tower must stepback from its base according to the following requirements:

The minimum stepback of a tower shall be an average of fifteen (15) feet from any façade of the building base, with no stepback being less than five (5) feet except for a maximum of 25% of the perimeter of any tower façade which may be built on the build-to line.

If two (2) or more towers are constructed above a single building base; the towers must vary in height. The minimum distance between tower elements shall be at least fifty-five (55) feet, corner to corner, and sixty-five (65) feet building face to building face. The intent of this criteria is to allow for flexibility in the location of the towers on the base of the structure and encourage the location of the towers to take advantage of scenic views, provide for

greater light and air, and better organize the open space at the top of the base of the structure.

Parking Standards:

- A. Below grade parking is permitted to cover 100% of the lot and shall not be counted against permitted FAR. At grade parking facilities must be wrapped by retail uses with a minimum of twenty-five (25) feet of depth so as not to be visible from a public right of way. Where double height retail is required, the second level of any parking structure must also be screened. See design standards in the general requirements section.

- B. Parking provisions by use are as follows:
 - a. For lots of less than 60 feet in width: no parking is permitted.
 - b. Residential uses shall provide up to a maximum of 0.5 off-street parking space per dwelling unit.
 - c. Office and other commercial uses shall provide up to a maximum of 0.5 space per 1000 square feet of gross floor area. This parking ratio can be averaged for the entire redevelopment area.
 - d. Retail, restaurants, bars, nightclubs and health clubs shall provide up to a maximum of 0.5 space per 1000 square feet of gross floor area.
 - e. Theaters shall provide up to a maximum of 1 space per 20 seats.
 - f. Hotels shall provide up to a maximum of 1 space per every 3 rooms.
 - g. Public/semi-public uses shall provide a maximum 0.5 space per 1000 square feet of gross floor area.
 - h. Colleges and Universities shall provide a maximum of 1 space per faculty and administrative member per 8 hour shift.

- C. All required parking spaces shall be 8.5 feet wide by 18 feet deep. Compact parking spaces (8x15), may be provided, up to fifty (50) percent of approved parking spaces.

- D. Aisle widths shall conform to the following standards:
 - 90 degree parking 22' wide two-way aisle
 - 60 degree parking 18' wide one-way aisle
 - 45 degree parking 15' wide one-way aisle
 - 30 degree parking 12' wide one-way aisle
 - All one-way aisles shall be clearly designated.

- E. Off-street parking and loading areas shall be coordinated with the public street system serving the project area in order to avoid conflicts with through traffic or obstruction of pedestrian walks and thoroughfares. Developers shall demonstrate that sufficient loading will be provided to meet the needs of the proposed use.

- F. Surface parking lots (as an interim use) and all loading areas, shall provide a screen planting of dense evergreens not less than three (3) feet high along any street line and along all property lines except those instances where a building intervenes or where the proposed planting may interfere with sight triangles. Within the parking area, a minimum of three percent (3%) of the parking area shall be landscaped and maintained

with shrubs no higher than three (3) feet and trees with branches no lower than six (6) so that the landscaping is dispersed throughout the parking area.

- G. Parking may be provided on-site or within five hundred (500) feet of the property line of the development to which it will serve.
- H. The number and design of off-street loading spaces shall be demonstrated by an applicant according to an anticipated need. All loading activities should be encouraged to be restricted to early morning and/or late evening hours. The design and number of off-street loading shall be subject to review and approval of the Planning Board.
- I. All developments which propose valet parking shall submit a parking management plan. Such plan shall include but not be limited to: number of vehicles to be parked, number of rows of cars to be stacked, all parking stall and aisle widths and any other information deemed necessary to effectively evaluate the management plan. All parking management plans shall be subject to review and approval of the Division of Traffic Engineering, the Division of City Planning and the Planning Board. Valet parking schemes shall not be permitted to increase the total number of parked cars above the maximum number of permitted spaces.
- J. All entry ways to off-street parking and loading structures shall incorporate decorative materials coordinated with the primary base façade on all surfaces twenty-five (25) feet deep into the structure to create an attractive view from the sidewalk and adjacent pedestrian areas.
- K. For all structures, bike parking is required. A bike storage room, located in a convenient and accessible location to the front entry of the building with room for 1 bike space per bedroom is required.

XI. OTHER PROVISIONS NECESSARY TO MEET REQUIREMENTS OF STATE AND OTHER LOCAL LAWS

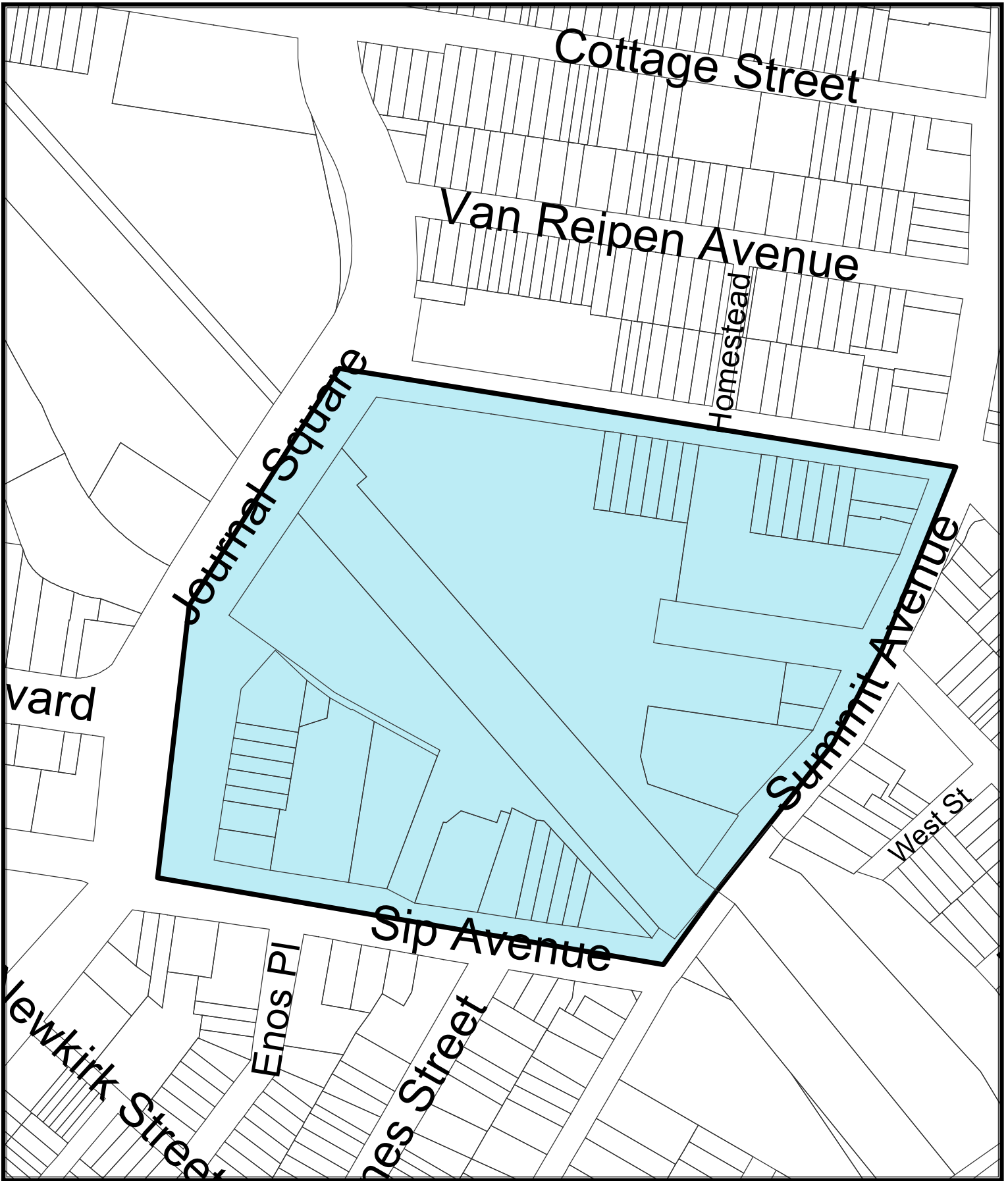
- A. The Redevelopment Agencies Law NASA 40:55C-1 et. seq., specifically 40:55C-32 requires that a Redevelopment Plan shall:
 - 1. Conform to the general plan for the municipality as a whole; and
 - 2. Shall be sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvement, conservation or rehabilitation as may be proposed to be carried out in the area of the project, zoning and planning changes, if any, land uses, maximum densities, building requirements, and the plans relationship to definite local objectives respecting appropriate land uses, improved traffic, public transportation, public utilities, recreational and community facilities, and other public improvements.

B. In accordance with the State requirements, the following statements are made:

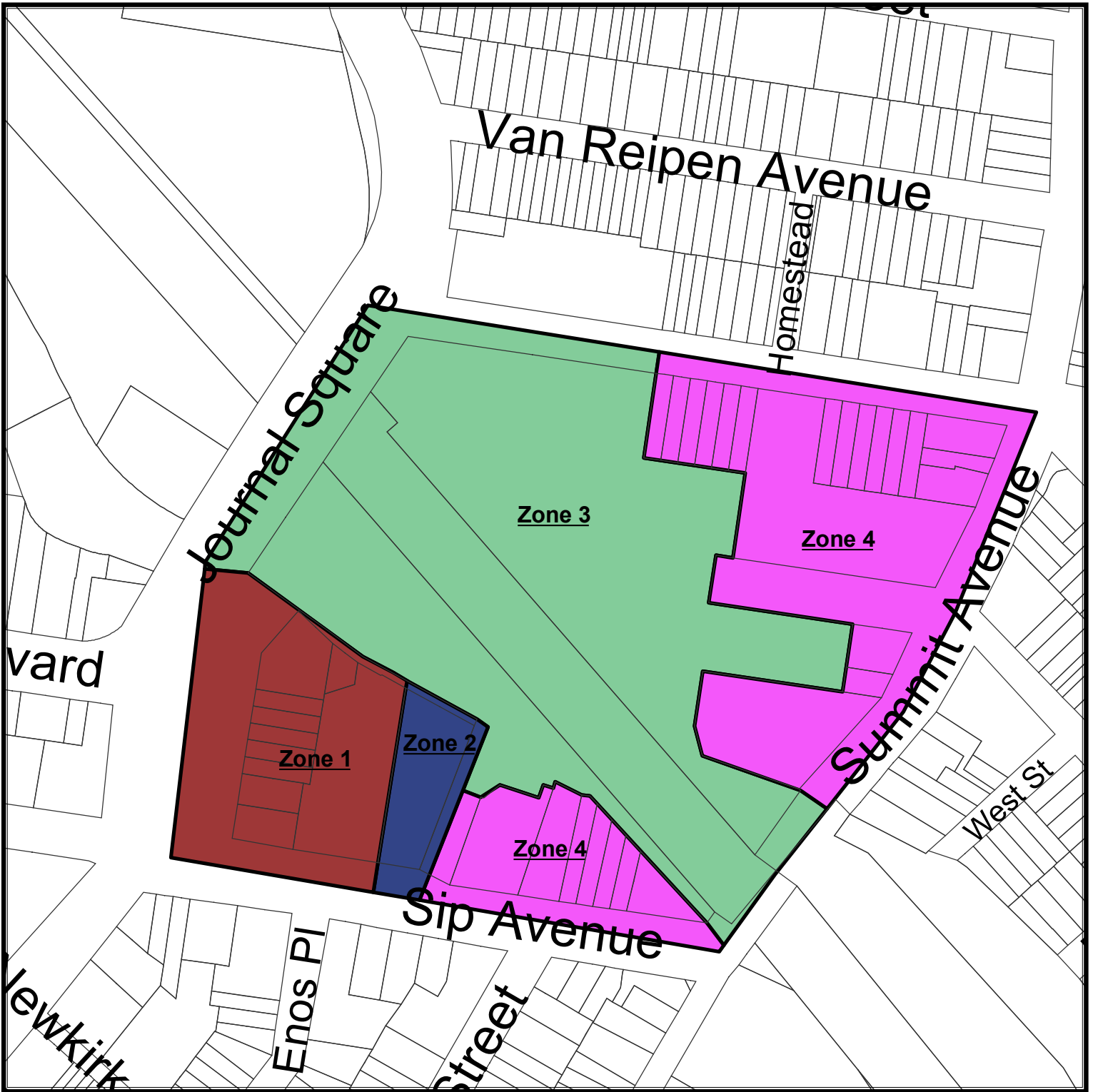
1. The proposals of this Plan conform with the general plan for the municipality:
2. This plan provides an outline for the development of the Journal Square Area and sufficiently complete to indicate redevelopment improvements as proposed, planning changes, land uses, maximum densities, building requirements and its relationship to definite local objectives respecting appropriate land uses, improved traffic, public transportation, public utilities, community facilities and other public improvements.
3. The City of Jersey City, through the services of the Jersey City Redevelopment Agency relocation staff, will provide displaced businesses and persons with relocation assistance necessitated by State law. This office will be staffed by qualified personnel who will actively assist displaced businesses or persons in finding adequate accommodations. All businesses will be interviewed to determine their relocation requirements. The various elements of this Redevelopment Plan set forth above are in compliance with the requirements of State and local law and there are no additional requirements with respect to a Redevelopment Plan which have not been complied with.

XII. PROCEDURE FOR CHANGES IN APPROVED PLAN

This Redevelopment Plan may be amended from time to time upon compliance with the requirements of law. A fee of \$10,000.00 plus all costs for copying and transcripts shall be payable to the City of Jersey City for any request to amend this plan. If there is a designated developer, as provided for under NASA 40:55C-1 et. seq. said developer shall pay these costs. If there is no developer, the appropriate agency shall be responsible for any and all such costs.



**JOURNAL SQUARE CORE REDEVELOPMENT PLAN AREA
BOUNDARY MAP**



**JOURNAL SQUARE CORE REDEVELOPMENT PLAN AREA
ZONE MAP**

Legend

- Zone 1
- Zone 2
- Zone 3
- Zone 4