

# **Harsimus Cove Station Redevelopment Plan**

## **Department of Housing & Economic Development Division of City Planning**

Adopted 1983  
Amended 1986  
Amended 1992  
Amended July 21, 1999 – Ord. 99-092  
Amended January 12, 2000  
Amended September 28, 2000 – Ord. 00-123  
Amended January 2004  
Amended November 2004  
Amended February 2011  
Amended May 9, 2012  
Amended December 17, 2014 – Ord. 14-165  
Corrected by Division of City Planning 1/28/15  
Amended May 13, 2015 – Ord. 15-053  
Amended July 19, 2017 – Ord. 17-082  
Amended May 8, 2019 – Ord. 19-038  
Amended April 13, 2022 – Ord. 22-024  
Amended October 13, 2022 – Ord. 22-084 (Signage Threshold Updates)

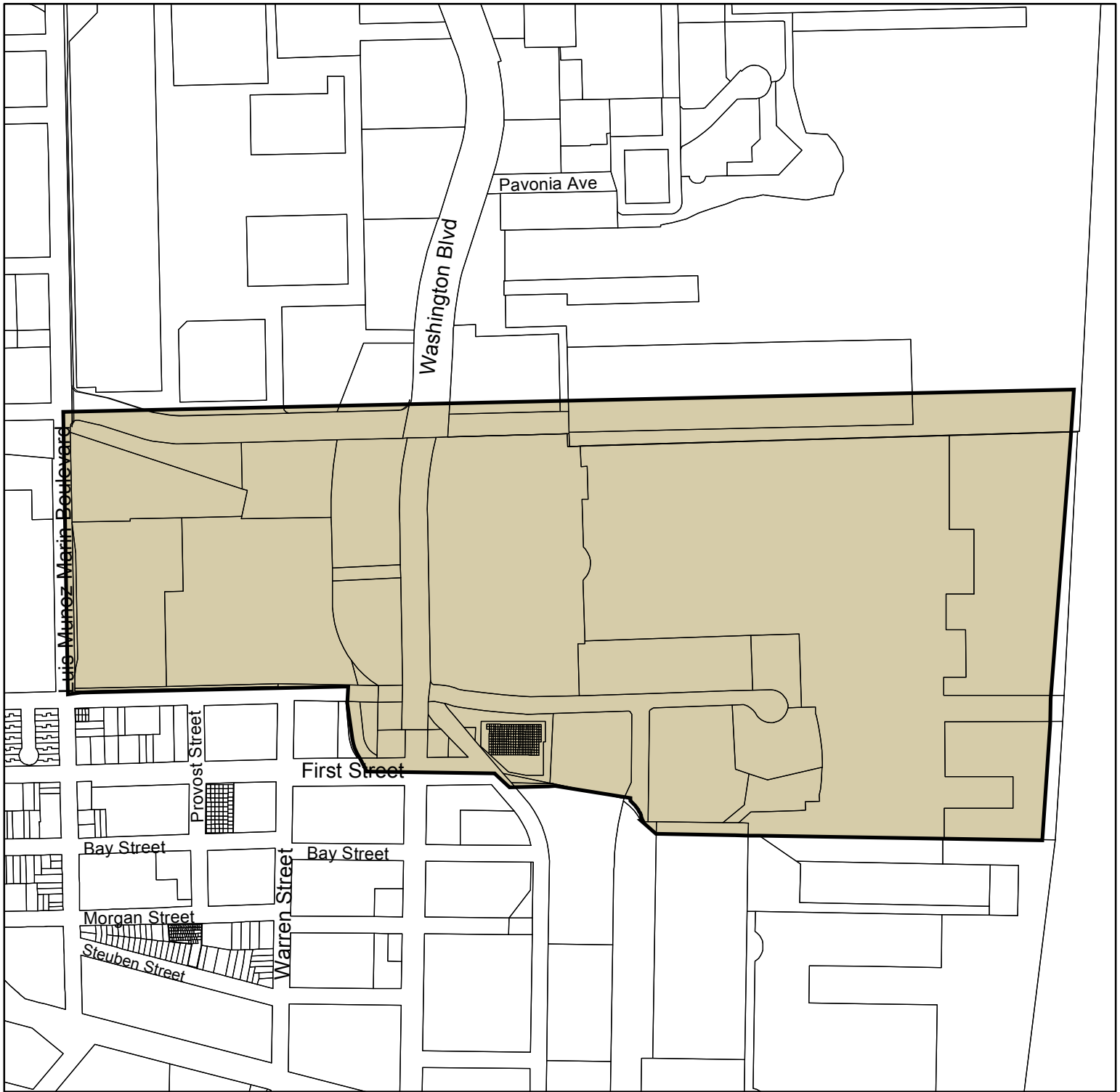
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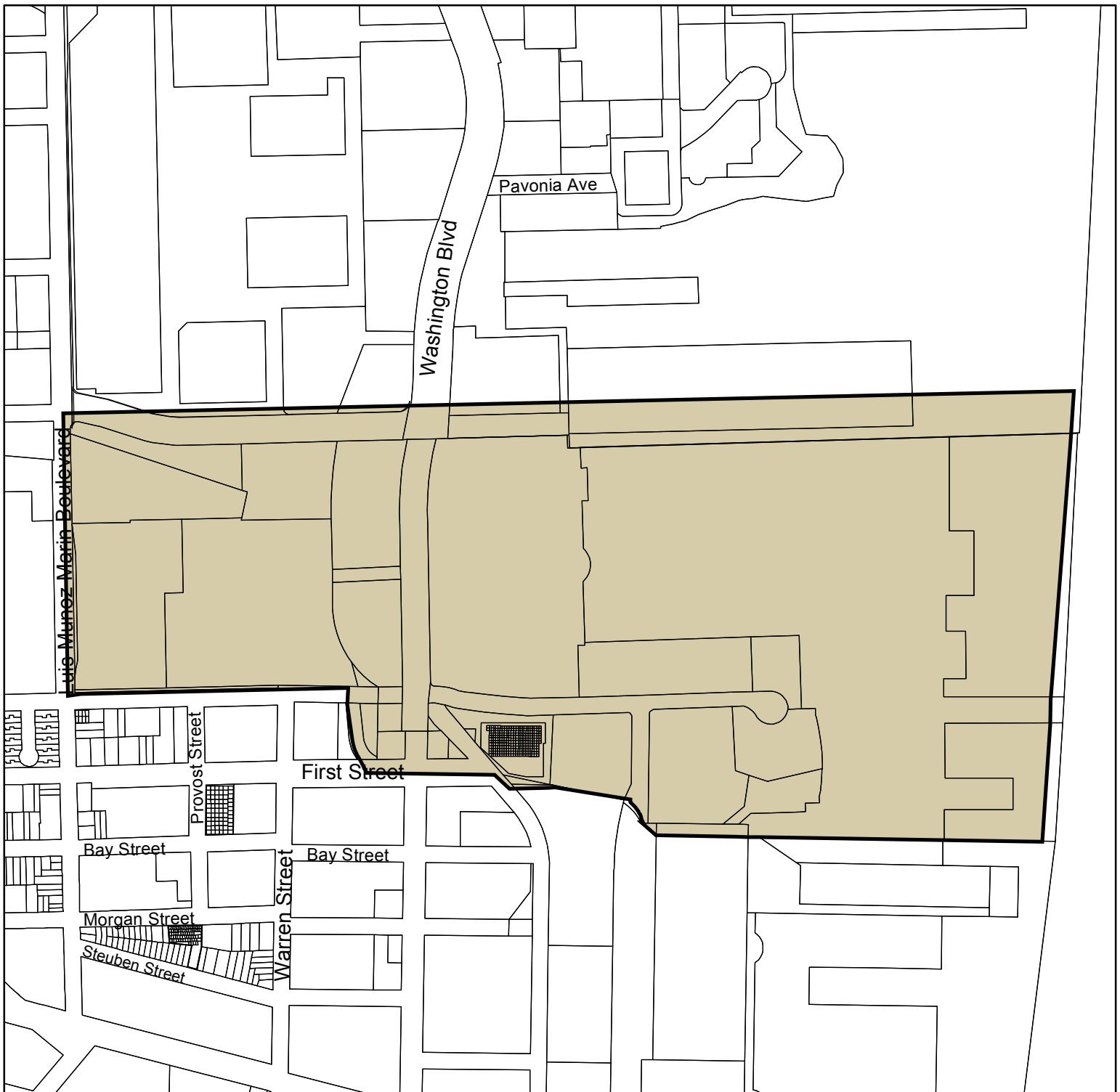
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## HARSIMUS COVE STATION REDEVELOPMENT PLAN AREA BOUNDARY MAP

MARCH 29, 2012





# HARSIMUS COVE STATION REDEVELOPMENT PLAN AREA ACQUISITION MAP

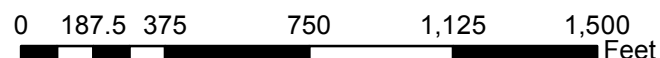
MARCH 29, 2012



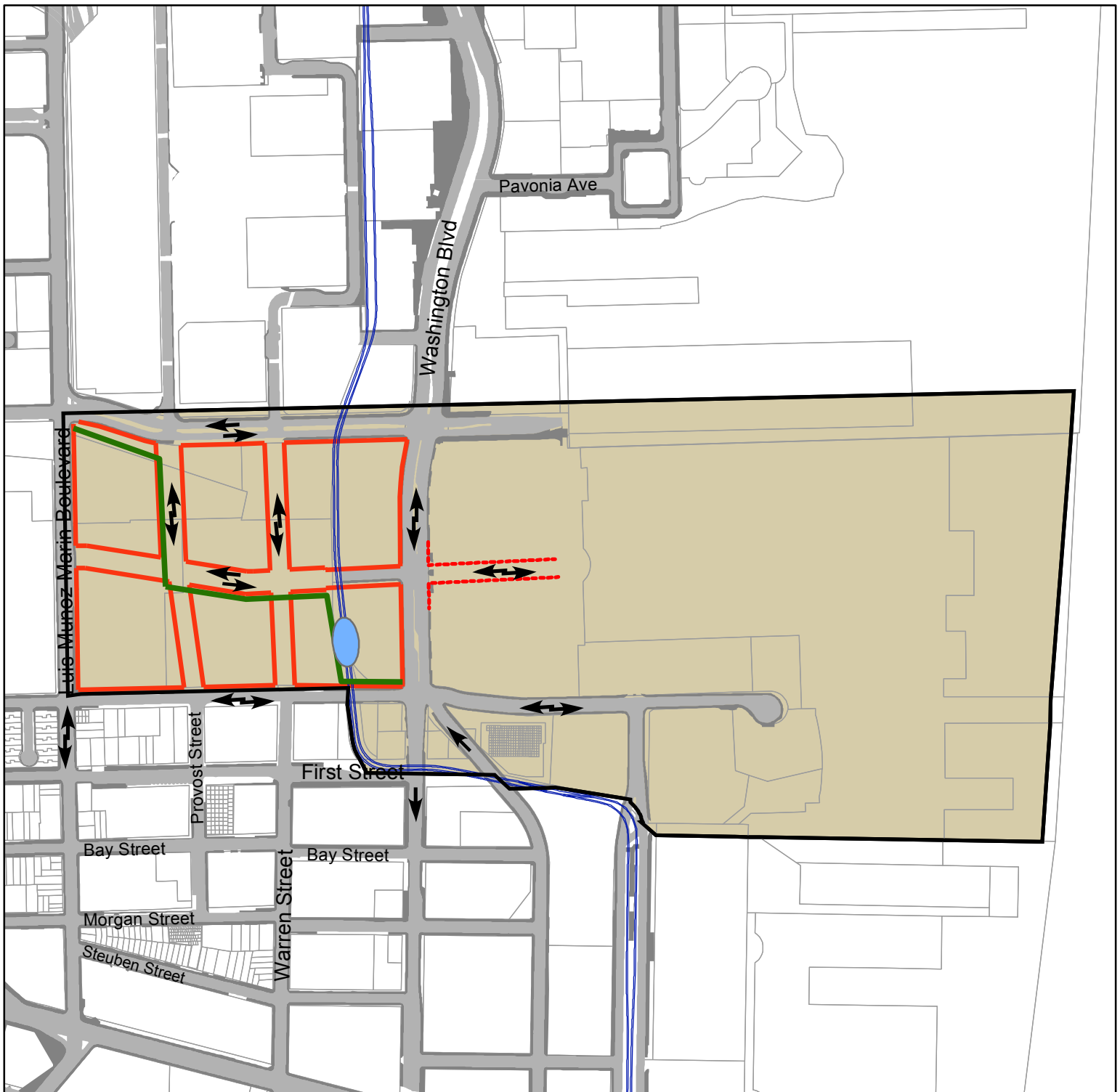
## Legend

TO BE ACQUIRED

1 inch = 500 feet







# HARSIMUS COVE STATION REDEVELOPMENT PLAN AREA CIRCULATION MAP

MARCH 29, 2012

## Legend

- PROPOSED STREETS
- - - FUTURE STREET EXTENSION
- PROPOSED BIKE ROUTE
- LIGHT RAIL TRANSIT

1 inch = 500 feet



# Section I

## 4. COMPREHENSIVE REQUIREMENTS & POLICY STATEMENTS

### A. POLICY STATEMENTS

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

1. Redevelop the Harsimus Cove Station Redevelopment Project Area in a manner that will exemplify the principles of New Urbanism and implement traditional neighborhood development techniques for this unique inner-city location.
2. Encourage development that is compatible with the character of adjacent historic resources while providing for a mixture of uses and an intensity of development that will allow for a self-sufficient and vibrant new community serving as a model for healthy urban growth.
3. Provide a variety of market value housing types and commercial establishments through new construction of low rise, mid-rise and high rise structures.
4. Provide for an intensity of development suitable to serve the implementation of infrastructure improvements necessary to support the dense development grid pattern and spatial form necessary to this downtown area.
5. Encourage innovative mixed-use and multiple-use blocks of development.
6. Require the interconnection of uses, blocks, and streets to create integrated neighborhoods.
7. Provide a layout of streets and open spaces that encourage bicycle & pedestrian interconnections to the light rail stations, civic buildings, and commercial uses all within a 3-5 minute walk from residential dwellings.
8. Establish a street and path network which accommodates an integrated multi-modal transportation system with the intent of providing safe pedestrian connections as outlined above.
9. Establish an integrated healthy, vibrant, livable neighborhood, incorporating the traditional city block development and rejecting the modern, homogeneous, sprawled zoning alternatives.
10. Provide a clearly articulated and rationally designed open space system which consists of both integrated and peripheral active and passive parks.
11. Provide for a more efficient use of land and public services by directing development into a pattern that resembles traditional blocks of mixed and multiple-use buildings.
12. Facilitate the construction of roads, infrastructure, open space and other public improvements which benefit more than one development site or property owner, and benefit the residents of Jersey City and this new neighborhood as a whole.
13. Alleviate undue traffic congestion by installing the street grid.
14. Discourage and prohibit street design patterns that tend to contribute to traffic congestion through the dependence on private automobiles with minimal vehicular route choices.
15. Discourage and prohibit generic development patterns that bear no relation to the development pattern of the adjacent Powerhouse Arts and Harsimus Cove Neighborhoods.
16. Foster the creation of new neighborhoods that are oriented to the pedestrian, and that promote citizen security and social interaction.

## B. TYPES OF PROPOSED REDEVELOPMENT ACTIONS

It is proposed to substantially improve and upgrade the East & West Districts of the Harsimus Cove Station Redevelopment Project Area Study Area through a combination of redevelopment actions. These will include but not be limited to:

1. Replacement of one story stand-alone retail structures with multi-use, multi-story structures situated on new city blocks with ground floor retail and new planned public thoroughfares, public parks, and plaza spaces.
2. Implementation of the new blocks in a phased fashion. Implementing new R-O-W and Park land while maintaining some of the existing free standing buildings in the interim, until full implementation. As new buildings are constructed, the existing users may shift into the new building base retail.
3. Assembly into developable parcels the vacant and underutilized land, underutilized parking lots and macadam into buildable city blocks surrounded by streets.
4. Provision for a full range of public infrastructure necessary to service and support the Redevelopment Area; and
5. Construction and rehabilitation of residential units, a variety of commercial uses and complementary public facilities, including but not limited to bikeway, park land, plazas space and public streets that connect into the existing City street grid.

## C. BUILDING DESIGN REQUIREMENTS

1. Buildings shall be designed so as to be **attractive from all vantage points** and shall be oriented toward the street so as to provide a continuous, active and interesting streetscape.
2. All ground floor uses shall provide direct access from the public sidewalk and the street adjoining the use in order to promote an active pedestrian streetscape. 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.
3. Permitted materials include standard modular or standard Norman size brick, stone, metal panels, glass and such other materials as acceptable to the Planning Board. EIFS (Exterior Insulating Finishing Systems, artificial stone and stucco, CMU size/type block, jumbo brick, vinyl and/or aluminum siding, and artificial brick veneer such as permastone or brickface, and plastic type artificial siding materials shall be prohibited as building cladding.
4. The **screening of rooftop mechanical equipment, cellular phone antennas, satellite dishes, and television and radio antennas** is required. All shall be screened from view from all directions and elevations to minimize the negative aesthetic impact upon the view from neighboring buildings and from street level. Said screening shall be consistent with the architecture of the building and building material. In all cases, creative placement of said equipment is required in order to eliminate the need for screening.
5. All new row-houses, townhouses, and residential uses wrapping garage or retail shall have a raised stoop to individual entrances to first floor residential units. The stoop shall be consistent with those in the downtown districts, in terms of scale and appearance.

6. The **front yards of all new townhouses and row-houses** shall provide non-chainlink decorative metal fencing along the property line a minimum of two (2) feet and a maximum of four (4) feet in height.
7. Retail uses of 30,000 Sq. Ft. and larger shall be masked by a wrapper of smaller retail spaces on all blocks except 6 and 1 where they are too narrow to achieve a full wrap of retail. Any frontage that is not wrapped, shall contain a minimum of 75% clear glazing to maintain an active retail street frontage where a retail store is present.
8. **All parking is structured or on Street** and the structured parking is wrapped with a principal use to separate and shield it from view. This is achievable everywhere except on Blocks 1 along the Light Rail, on the north side of Block 1 and the interior block line shared between 2 and 7a. However, the north side of Block 1 shall be wrapped with retail on the ground floor. These façade designs shall integrate their appearance with that of the building residential and retail portions of the building, incorporating a decorative false facade, complementing and harmonizing with the rest of the building. Any garage openings shall mimic the window size and placement and look of the balance of the building and shall contain decorative fenestration and decorative grates, not just louvers, to soften their appearance. They shall also be designed to eliminate headlight glare and any view of internal light fixtures by covering the openings with opaque or spandrels glass rising a minimum of forty-two (42) inches from the floor line. Alternatively, contemporary garage screening may be permitted if found acceptable by the planning board at site plan review.
9. All building facades shall be consistent irrespective of any utility or parking access of the interior.
10. If **security gates** are used on any part of the building or commercial window, they shall be interior and of the open grate style.
11. **Residential Buildings fronting Luis Munoz Marin Boulevard** shall not turn their backs or sides to it. They shall provide a front door face to the boulevard with functioning entries and stoops, such that the buildings' appearance along Marin Boulevard is that of multiple building fronts and if retail, retail frontage with clear view-thru windows into the activity of the store.
12. **Building Frontages:** Buildings are required to place their front walls along the Frontage Lines indicated in the Regulating Plan along at least 80% of their frontage. The remaining 20% allows for architectural articulations such as recessed walls.
13. **Building Attachments:** Arcades, Awnings, Bay Windows, Roof Overhangs, Stoops and Porches, and Architectural Elements, may encroach into public property in front of the Lot Line, provided they are conforming to the maximum attachment dimensions listed below, and those are found acceptable by the Planning Board, receiving Site Plan approval as required by this Redevelopment Plan. Of the above, all may also encroach a maximum of 2 ½ feet into public rights of way, except that awnings may extend 4 feet. Notwithstanding the above, no building attachments may encroach into the 6th Street Embankment Park/Plaza.
14. **Attachment Dimensions:** **Awnings** shall be 5 to 10 feet deep but shall not place supports upon the sidewalk. **Bay Windows** shall be a maximum depth of 4'. **Balconies** shall have a maximum projection of 2 feet from the facade. Porches shall be 7' to 12' deep.
15. **First-Floor Ground Heights:** A building's first floor shall be located between 0' and 7' above the sidewalk. Retail first floors shall be located at sidewalk height. Residential first floor units shall be located a minimum of 2' above the sidewalk, with window sills a minimum of 5' above the sidewalk.
16. **Building Entries:** Every principal use within a building, except for indoor accessory swimming pool amenities, shall have a primary point of pedestrian ingress and egress to the street. All buildings shall place their primary entrance at one street Frontage, although additional secondary entrances shall be permitted. Every apartment and office within a building shall be provided with

a path to and from the sidewalk that does not pass through a parking garage and that shall serve as the primary, prominent entrance. Every retail and commercial (including entertainment) establishment within a building shall place its primary entrance at the sidewalk. Vestibules may be permitted within the sidewalk or open space plaza with a maximum depth of 6 feet for the vestibule and the free and clear pedestrian pathway is a minimum of 10 feet. This is true of hotel restaurants and gift shops as well. No vestibules are permitted within the 6th street Embankment Park/Plaza.

17. **Prominent Entries:** Main building entries shall be easily identifiable as such from the sidewalk, and may not occur simply as voids between buildings. Any encroachments into city rights-of-way or future city rights-of-way shall seek franchise ordinances from the Municipal Council of Jersey City.
18. **Facade Articulation, General:** Buildings shall have a clear base, middle, and top by providing string courses and/or horizontally differentiating surface treatment.
19. **Facade Articulation, Specific:** In order to create unified street-walls, the facade articulations required above are further specified to include an exceptionally distinct line articulated between 16 feet and 25 feet above sidewalk grade. Smaller articulation shall be incorporated into the building design above 25 feet. Articulation may include traditional types of design articulation or modern and contemporary accents and materials including but not limited to glass or metal eyebrows, window shades, etc.
20. **Buildings at corners:** Corners shall transition gracefully between articulations required at different heights.
21. **Facade Ratio:** The percentage of void area (windows and other openings) in a building facade shall be between 20% and 60%, except at street-level retail Frontages, where it shall not be lower than 75%.
22. **Facade Composition:** "Scattered-window" facades are prohibited. Each facade shall present a unified, rational composition.
23. **Facade Materials:** To avoid business, facades shall consist of no more than three materials, textures or colors (windows and framing not counted). Any changes in primary wall material shall occur across a horizontal line, with the heavier-appearing material below the lighter (for example, wood over bricks, or bricks over stone).
24. Permitted materials include standard modular or standard norman size brick, stone, metal panels, glass and such other materials as acceptable to the Planning Board. EIFS (Exterior Insulating Finishing Systems, artificial stone and stucco, CMU size/type block, jumbo brick, vinyl and/or aluminum siding, and artificial brick veneer such as permastone or brickface, and plastic type artificial siding materials shall be prohibited as building cladding.
25. **Facade Color:** The color of building walls shall be within the white-to-russet quadrant of the color wheel, including cream, beige, tan, gray, yellow, ochre, red, and brown.
26. **Blank Walls:** Are prohibited. All first floor walls shall have at least one window, fenestration or louvers per structural bay, in a pattern that suggests habitation. **Parking Entrances:** Mid-block parking structures shall be entered not through gaps between buildings, but through vehicular openings in the Frontage-line wall of the liner building. Parking structures shall provide direct pedestrian access to sidewalks so that residents may exit the parking lot without entering a building.

27. **Expansion Joints** - Facades shall be designed so that any expansion joints are rationalized by the logic of the composition, and thus made less obvious. Expansion joint gaps shall be colored to match the surrounding wall.
28. **EIFS**: are prohibited.
29. **Dish Antennas**: Dish antennas are prohibited where visible from any public area or R-O-W.
30. **Variety**: No architectural firm shall complete the schematic design of more than one (adjacent) block. However, a single firm may complete the schematic design provided the team is of a different regional office of the same firm. A single firm may prepare construction drawings consolidating the schematic designs of a number of independent firms.
31. **Simple Facades**: The major articulation of facades should be confined to the corners of the urban block, the area around entries, and at designated vista terminations.
32. **Aligned Openings**: The tops of windows and doors should be aligned to avoid confusing perspective views.
33. **Soffit Emphasis**: In most buildings, the underside of the overhang is more visible than the roof. The soffit should therefore receive a greater amount of attention and budget than it is typically afforded.

**D. PARKING AND LOADING REQUIREMENTS** Parking shall be reviewed by the Planning Board at the time of Site Plan application.

**1. Maximum Parking Requirements**

**West District** - The total number of self park and valet off-street parking spaces within the West Neighborhood District shall not exceed

3,700 spaces

**East District**

**Maximum Parking Requirements**

- a. Residential uses
    - a. 0.5 space for each dwelling unit with 0 or 1 bedroom
    - b. 1 space for each dwelling unit with 2 bedrooms
    - c. 1.5 spaces for each dwelling unit with 3 or more bedrooms
  - b. Hotels
    - a. 1.0 space per guest room for the first 100 rooms.
    - b. 0.5 space per guest room for the next 100 rooms.
    - c. 0.33 space per room for all over 200
  - c. Retail, Restaurants, Health Clubs, Nightclubs
 

1.0 space per 1,000 square feet excluding first 5,000 square feet
  - d. Theaters- 1.0 space per 6 seats
  - e. Schools - 2.0 spaces per classroom
  - f. Houses of Worship
 

1.0 space per seat as per Jersey City Zoning Ordinance.
  - g. Marinas - 0.5 spaces per berth
  - h. Office, public & semi-public uses
 

0.9 space per 1,000 square feet gross floor area
2. Valet parking is permitted provided a striping and parking plan is approved by the Planning Board to reflect the valet alternative layout, drop off/pick-up location, etc.
  3. All parking shall be provided in structures and wrapped by the principal uses that it serves. All parking structures shall be topped with green roofs containing

landscaping, recreation areas, and/or solar power provisions to screen the parking structure from above. Any solar power provisions provided pursuant to this section shall be screened to conceal view from the public rights-of-way at street grade.

4. No parking deck shall be higher than the height of the shortest building masking it. The top roof level of the parking garage shall be a green roof containing a mix of amenities, lawn, planting, plaza and gardens or contain solar power generating photovoltaic panels. No parking is permitted on the roof level of a parking garage.
5. Maximum commercial driveway width is 25 feet.

6. **Minimum Dedicated Loading Spaces**

| <b>Use</b>  | <b>Minimum Loading Space(s)</b>   |
|---|---|
| Retail: 25,000 to 100,000 Sq. ft. GFA                       | One (1) Loading space   |
| Retail: 100,000 to 200,000 Sq. ft. GFA                      | Two (2) Loading spaces  |
| Retail: Each additional 200,000 Sq. ft. GFA or part thereof | One (1) Additional Loading space  |
| Residential:  | One (1) for Trash Compactor & dumpster collection<br>One (1) for Moving Truck               |
| Office:   | One (1) for Trash Compactor & dumpster collection<br>One (1) for deliveries & tenant moving |

7. The developer shall demonstrate and the Planning Board shall be satisfied that sufficient loading areas shall be provided to accommodate the needs of the particular uses proposed, including trash and recycling pick-up and storage, commercial services such as package or food delivery services, and retail stocking and residential tenant moving.
8. These service areas shall be separate from one another so that a tenant move is not competing for a loading space with a retail loading.
9. All loading activities shall be conducted within the building and accessed through the garage, not the front yard.
10. All trash receptacle and recycling areas shall be located within principal buildings or parking structures.

**E. CIRCULATION PLAN REQUIREMENTS**

1. All new streets, sidewalks, rights-of-way, roadways, driveways, and access easements constructed within the redevelopment area shall conform to the CIRCULATION MAP and the STREET PLAN – VEHICULAR CIRCULATION MAP – 6 for the West-Neighborhood District. No building or structure shall be located within the area of designated street thoroughfares of this plan, with the exception of vestibules in accordance with Building Entries provisions of Build Design Requirements. Any encroachments into city rights-of-way or future city rights-of-way shall seek franchise ordinances from the Municipal Council of Jersey City.
2. Signalization shall be installed by the re-developer, as determined necessary by the Planning Board and City Engineer.
3. To insure an interconnected and comprehensive street plan, all streets adjacent to each block, on all sides, shall be constructed in conjunction with the development of any project or building within that 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 the roads around other portions of the block do not in any way inhibit access, circulation, and provision of required utilities, for either the project under consideration or the access of the overall development area and other projects within.

4. No Certificate of Occupancy of any type shall be issued for any development or construction until such streets have been completed.
5. Interim streets, sidewalks, rights-of-way, roadways, driveways, and access easements may be proposed throughout various phases of the overall redevelopment plan. Said interim designs may deviate from the CIRCULATION MAP and the STREET PLAN – VEHICULAR CIRCULATION MAP – 6 for the West-Neighborhood District. Said designs shall be approved at the discretion of the Planning Board.

**F. 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 directions may be provided but no advertising will be permitted. Such kiosks may not exceed eight (8) square feet of sign area.
6. Freestanding signs are prohibited. Signs shall not move or have any moving parts as elements.
7. Signage Letters shall be a maximum of eighteen (18) inches in height.
8. Internally lit plastic panel signs and box signs are prohibited. Signage lighting is permitted.
9. Ground floor Uses fronting on more than one street shall be permitted to have signage on each frontage calculated pursuant to the requirements listed for that use.
10. ~~All signs are subject to site plan review.~~
11. All bays of retail frontage shall have glazing. They shall maintain open clear view windows or window displays.
12. No window sign are permitted except that scrims or tenant logo may be placed on the on the lower 1/3 of the storefront bay s glazing.
13. Non-illuminated Awnings are permitted and may contain the tenant logo on 1/3 of the surface.
14. Phone numbers e-mail addresses, WEB site address and other product or service information is prohibited.
15. The following additional signage restrictions shall apply to specific uses:
  - a. Residential - Governmental Uses - Schools:  
One identification sign not to exceed 50 square feet for a building of 100 DU or greater. Sign letters shall be a maximum height of 18 inches
  - b. Office & Hotel:



Total exterior sign area shall not exceed the equivalent of twenty (20%) percent of the first story portion of the wall to which it is attached. One (1) use shall be permitted no more than one (1) sign. Buildings with multiple uses shall have no more than one (1) sign per use provided the aggregate area of all signs does not exceed the maximum area permitted.

c. Hotel Only:

A hotel only may install a maximum of two additional signs affixed to the upper floor identifying the hotel name and logo. They shall be externally illuminated and shall not exceed 150 Sq. Ft. each.

d. Retail Sales, Restaurant, Health Club, Night Club, Theaters

- I. Each such use fronting on a public street may be allowed one exterior sign not to exceed 10% of area of the store front (ground floor) to which it is attached. Major tenants, occupying at least 60,000 square feet of gross leasable area, shall be permitted one additional identification sign as sized above.

e. Theaters Only

- I. One identification sign not to exceed 50 square feet for building at the entrance as well as a marquee not to exceed 80 sq. ft. of sign surface and placed at least 14 feet above the sidewalk.
- II. Wall mounted display enclosures advertising coming shows and current shows, not to exceed 4' x 6' per sign face.

f. Parking Facilities

One exterior sign may be allowed above the entrance driveway indicating the parking facility by the international parking symbol. Said sign not to exceed 10 Sq. Ft. One interior sign may be allowed indicating rates not to exceed 12 sq. ft. at each entrance.

g. Marina:

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

**G. GENERAL PROVISIONS**

- a. Interim uses may be established after approval by the Planning Board for a period to be determined by the Planning Board.
- b. Prior to commencement of: (a) any new construction, (b) reconstruction, (c) rehabilitation (d) any change to the interior floor plan of any structure where there is a use change, (e) any change in the use of any structure or parcel, or (f) 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 Building Permit shall be issued for any work associated with (a) through (f) above without prior site plan review and approval of such work by the Planning Board.
- c. Prior to commencement of construction, architectural drawings and site plans with detailed specifications for the construction and/or rehabilitation of improvements to the area shall be submitted by the developer to the Planning Board of the City of Jersey City for review and approval so that compliance of such plans with the redevelopment requirements and objectives can be determined. Site plan review shall be conducted by the Planning Board pursuant to NJSA 40:55D-1 et. seq. Applications may be submitted

for the entire project or in any number of phases. Final Site Plan approval for any phase shall entitle an applicant to building permits.

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

- d. Where the construction or extension of any utility improvements or R-O-W improvements or the construction of open space improvements are required in conjunction with that building, block, or phase group; performance guarantees for these improvements shall be posted prior to the issuance of any building permits for that building, block, or phase group.
- e. Deviations
  - i. The Planning Board may grant deviations from such strict application of the regulations contained within this Redevelopment Plan, except as identified in paragraph I. below, so as to relieve difficulties or hardship where, by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions, physical features uniquely affecting a specific piece of property, or by reason of an extraordinary and exceptional situation uniquely affecting a specific piece of property or the structures lawfully existing thereon, the strict application of any regulation included within this Redevelopment Plan would result in peculiar and exceptional practical difficulties to, or exceptional and undue hardship upon, the developer of such property. The Planning Board may also grant a deviation from the regulations contained within this Redevelopment Plan where in an application related to a specific piece of property where the purposes of this Redevelopment Plan would be advanced by such deviation from the strict application of the requirements of this Plan; and the benefits of granting the deviation would outweigh any detriments. No deviations may be granted under the terms of this section unless such deviations can be granted without resulting in substantial detriment to the public good and will not substantially impair the intent and purpose of the Redevelopment Plan. An application requesting a deviation from the requirements of this Redevelopment Plan shall provide public notice of such application in accordance with the public notice requirements set forth in N.J.S.A. 40:55D-12.a. & b.
  - ii. Additionally, no deviations shall be granted within the West-Neighborhood District which have any one of the following effects:
    - 1. Exceeding the maximum development permitted within the Intensity of Development Table of this Redevelopment Plan.
    - 2. Varying the minimum or maximum number of stories or their location and other requirements as outlined in the BUILDING REGULATING PLAN - MAP 4 and the FRONTAGE PLAN MAP – 3.;
    - 3. Increasing or decreasing story height from that which is specifically permitted herein;
    - 4. Varying in any way from the Use Standards Section of this Plan;
    - 5. Varying the grid-like pattern of the Street Plan – VEHICULAR CIRCULATION MAP 6, beyond normal adjustments encountered during survey synchronization;
    - 6. Non-completion of minimum open space, parks, or other type of phased improvements required to be implemented;

## H. UTILITY AND INFRASTRUCTURE REQUIREMENTS

- 1) 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.
- 2) **Utility Placement** – All utility distribution lines and utility service connections from such lines to the project area's individual uses shall be located underground or internal to the buildings or interior to the block. Utility appliances, regulators and metering devices shall be located underground. Remote readers are required for all utilities, in lieu of external location of the actual metering devices. Developers are required to arrange for connections to public and private utilities.
- 3) If it becomes evident to the Planning Board and the Municipal Engineer during the implementation of this development that a long term utility and infrastructure plan is needed and desired, a Utility Plan which shall include the on-tract and off-tract infrastructure improvements needed to serve the development shall be provided by the designated developer.
- 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 City of Jersey City Division of Engineering and the Municipal Utilities Authority; and the municipal wastewater piping and systems for the removal of effluent and storm water are certified by the City of Jersey City Planning Board, Division of Engineering and the Municipal Utilities Authority as being of sufficient capacity and good condition to accommodate uses that will occupy said parcel. Such approval may be contingent upon requisite improvements to the drainage system in the street, as determined by the Planning Board, Division of Engineering and the Municipal Utilities Authority.
- 5) Upon demolition of any existing structures, the site shall be graded, planted and sodded, unless new construction is to commence on the site within 30 days.
- 6) **Streetscape Materials:** Vehicular car- paths shall be constructed of asphalt. The main portion of sidewalks shall be constructed in tinted concrete. The outer 4' - 5' of sidewalks shall be constructed of bricks, decorative pavers or decorative stone between flush-mounted metal tree grates. Tree grates shall be maintained regularly to avoid trunk restriction. Curbs shall be vertical without horizontal lips (no gutter pans).
- 7) **Street Planting:** The street-tree pattern shall be regularly spaced at the distance specified in the Thoroughfare Standards. All landscaping areas are to be curbed.
- 8) **Street Lighting:** Street lights shall be located at the outer edge of all sidewalks, and shall correspond to the Regulating Plan as follows:
  1. **Retail & Optional Undesignated Frontages:** One lighting standard (no more than 20' tall) for every 70 linear feet of sidewalk average.
  2. **Residential-Only Frontages:** One lighting standard (no more than 25' tall) for every 90 linear feet of sidewalk average. These requirements may be adjusted relative to one another in response to the photometric specifications of the chosen light standards. All street lighting shall be of decorative design and comply with the approved fixture type. The developer is responsible for all additional costs of this lighting.

- 9) Transformers, dumpsters, junction boxes, lift stations, electrical meters, condensers, signal boxes, other such machinery, and the mechanical controls for same shall be below ground or interior to the block and masked from frontages by building elements in a manner consistent with the design of the building, incorporating false windows and dispersed venting to maintain the window rhythm and building pattern design. (A wall of venting for mechanical rooms is not permitted.) ~~Any Louvers must~~ **may** be screened with decorative grates. When a mid-block utility access alley can be incorporated into the project or block, above referenced utilities shall be access via this service corridor to minimize and direct street frontage of utility service areas.
- 10) **Street Signage:** Parking and directional signage shall be consolidated and affixed onto lamp posts wherever possible.

## I. OPEN SPACE REQUIREMENTS

1. All improved open space, which includes plazas and walkways, both elevated and at grade, shall incorporate elements such as shrubbery, attractive paving materials, street furniture, lighting, fountains and other architectural and artistic amenities so as to produce and provide a pleasant environment at all levels and to complement the building and the redevelopment area. All improved open space shall be designed to invite and attract the public. Open space, greenways, promenades, plazas, and walkways may have permanent and movable features or furniture. Pedestrian Promenades are strongly encouraged to have movable furniture.
2. All screen planting shall be coniferous and only species with proven resistance to the urban environment in this area will be acceptable. Screen planting shall be minimum of three (3) feet in height. Material shall be planted balled and burlaped and be of specimen quality as established by the American Association of Nurserymen.  
At initial planting said materials shall provide a screen from the top of the planting to within six (6") inches of grade. Other plant materials shall be dense and of specimen quality as determined above. All deciduous trees shall be a minimum of three (3") inches in caliper. All plants, trees and shrubs shall be installed in accordance with a planting and maintenance schedule which shall be indicated on required site plans and approved by the Jersey City Planning Board.
3. **This paragraph is applicable to the East – Waterfront District Only:** All new construction must provide a minimum equal to six percent (6%) of gross floor area as improved open space as provided above. Any rehabilitation structure must provide a minimum of one percent (1%) of the gross floor area so rehabilitated as improved open space as provided above. Any additional floor area constructed as an adjunct to rehabilitation activities must provide improved open space equal to three percent (3%) of the total additional floor area. Landscaped portions of parking areas may not be computed in satisfying the above landscape requirements.
4. Development occurring on piers constructed over the Hudson River shall be exempt from the minimum requirements listed in subsection 3 above.
5. A waterfront walkway, consistent with State requirements, if any, shall be provided. Such walkway must be freely accessible to the public.
6. Piers, or pier areas, parks and waterfront walkways freely accessible to the public shall be computed at 1.5 times their actual acreage.

7. Trees shall be planted along curblines at no more than forty (40') feet centers, in a regularly spaced pattern and spaced alternately on either side of the streets or roadways. Trees may also be planted in groupings with no minimum spacing distance required.
8. The park on the east side of Block 3, as shown in OPEN SPACE MAP 3, shall be designed as a park and walkway with a minimum of 59 feet ranging up to 80 feet and primarily of a landscaped and pervious design with passive activity. The park on the east side of Block 3 shall be maintained in perpetuity by the redeveloper and any successors as well as dedicated to the City for nominal consideration.
9. The pedestrian promenade on Block 4a and Block 4b, as shown in OPEN SPACE MAP 3, shall be designated as a pedestrian promenade with a minimum width of 44 feet and primarily Retail, Restaurant, Cafe, Bar, and other active uses along both sides as per FRONTAGE PLAN MAP 4. The construction and improvement of pedestrian promenades and walkways shall be coordinated with the responsible Jersey City officials and departments and tied to the adjacent developments on Block 4a and Block 4b. The pedestrian promenade on Block 4a and Block 4b shall be maintained in perpetuity by the redeveloper and any successors as well as dedicated to the City for nominal consideration.
10. The pedestrian promenade on block 2, as shown in OPEN SPACE MAP 3, shall be designated as a pedestrian promenade with a minimum width of 25 feet and primarily Retail, Restaurant, Café, Bar, and other active uses along the north side as per the FRONTAGE PLAN MAP 4. The construction and improvement of pedestrian promenades and walkways shall be coordinated with the responsible Jersey City officials and departments and tied to the adjacent development on Block 2. The pedestrian promenade on Block 2 shall be maintained in perpetuity by the redeveloper and any successors as well as dedicated to the City for nominal consideration.
11. Open Space D on OPEN SPACE PLAN MAP 3 shall include active programming and play equipment as approved by the Planning Board. The construction and improvement of Open Space D shall be coordinated with the responsible Jersey City officials and departments and tied to the adjacent development on Block 5. Alternatively, Open Space D may be redeveloped as a phase preceding the redevelopment of Block 5. Open Space D shall be maintained in perpetuity by the redeveloper and any successors as well as dedicated to the City for nominal consideration.
12. Open Space A on Block 3 is regulated by Section II. Paragraph F of this plan. The Redeveloper of Block 3 shall construct the 6th Street Embankment Park/Plaza within Open Space A on Block 3 prior to any certificate of occupancy.
13. Open Space A on Block 7b, as shown in OPEN SPACE MAP 3, shall be designed to match in likeness and accommodation the 6Th Street Embankment Park/Plaza on Block 3 as approved by the Planning Board. The construction and improvement of Open Space A on Block 7b shall be coordinated with the responsible Jersey City officials and departments as well as the Embankment Preservation Coalition. The obligation to construct and improve Open Space A on Block 7b shall be triggered by development that constitutes a change of use on Block 7a, with open space funding and ongoing maintenance in perpetuity to be provided by the designated Redevelopers and any successors of Blocks 2, 3, 4, 5, and 6, and dedicated to the City of Jersey City for nominal consideration upon completion of construction. In the event that a land swap occurs between the current owner of Block 7b, and the current owner of Block 2, then the

construction and improvement of Open Space A on Block 7b will be built in conjunction with the development of Block 3 and prior to any certificate of occupancy, with open space funding and ongoing maintenance in perpetuity to be provided by the designated Redevelopers of Block 3 and any successors as well as dedicated to the City of Jersey City for nominal consideration upon completion of construction.

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

This Plan may be amended from time to time upon compliance with the requirements of law. For any designated redeveloper, a fee of one thousand dollars (\$1,000), plus all costs for copying and transcripts shall be payable to the City of Jersey City for any request to amend this Plan.

## **6. SEVERABILITY**

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

## **7. PHASING FOR THE WEST – NEIGHBORHOOD DISTRICT**

The Blocks may be developed in any order, however, the implementation of public improvements cannot be deferred until the end of the developments implementation. At a minimum, all public park improvements shall be constructed with the development of the block they are located within. The Planning Board may also require the development of some interim open space with the development of Blocks 1, 2, or 3 should they precede the development of Blocks 4, 5, or 6.

# **Section II: SPECIAL DISTRICT REQUIREMENTS**

## **1. East –Waterfront District**

### **A. USE PROVISIONS**

#### **Principal Permitted Uses**

1. Multi-family residential structures
2. Office buildings
3. Hotels
4. Retail sales of goods and services
5. Restaurants
6. Health Clubs
7. Nightclubs
8. Theaters
9. Houses of Worship
10. Schools
11. Day Care Facilities
11. Marinas, parks and playgrounds
12. Combinations of uses permitted above
13. Public utility facilities alone or in combination with uses permitted above are exempt from Section B. 1. herein.

## Accessory Uses

### 1. Parking garages

## B. SPECIFIC REGULATIONS

### 1. Maximum Height

Height shall be regulated by yard requirements. A minimum yard equal to the square root of the height of the structure multiplied by the appropriate yard factor shall be maintained for the number or percent of sides as indicated below. The following are the factors to be used in calculating yard requirements.

| Height in Feet | Yard Factors | Sides | Percent |
|----------------|--------------|-------|---------|
| 0-45           | 3            | 2     | 50%     |
| 46-100         | 4            | 3     | 75%     |
| 101 or more    | 5            | 3     | 75%     |

### 2. Intensity of Development

#### Floor Area Ratio (F.A.R.)

Floor Area Ratio (F.A.R.), defined as the gross floor area to parcel acreage shall not exceed 8:1. Parking decks and areas used for heating and utility rooms shall be excluded from gross floor area. The maximum number of units per acre shall not exceed 300 dwelling units per acre.

### 3. Transfer of Density

Residential density, at the rate of 300 DU/AC may be transferred from Block 11603; Lot 7 (Historical Block 15; Lot 30) to other residential or mixed use projects located within the boundaries of the East-Waterfront district only. The Floor Area Ratio (FAR) for the project receiving the density shall include the square footage of the portion of lot area from the sending lot in its FAR calculation. (Density shall specifically not be transferred to or from the West – Neighborhood District.) All Site Plan development applications must include: a calculation of all total lot area sent, dwelling units previously approved, previously constructed and currently being requested in order to properly monitor the total overall density being utilized from Block 11603; Lot 7 (Historical Block 15; Lot 30).

### 4. Off-Street Parking

- Off-street parking and loading areas shall be coordinated with public street system serving the project area in order to avoid conflicts with through traffic of obstruction to pedestrian walks and vehicular thoroughfares.

- A minimum of ten percent (10%) of any surface parking facility shall be landscaped area and shall include one (1) shade tree for every twenty (20) parking spaces. Large concentrations of surface parking should be avoided. Poured in place concrete curbing shall be used in surface parking areas to prevent vehicles from encroaching upon planted area. Granite block or anchored railroad ties may also be used, subject to Planning Board approval.
- All parking and loading areas abutting residential zone shall be landscaped about their periphery with berms, shrubs, trees and/or ground cover.
- All required parking and loading areas shall be provided off-street. All such parking and loading areas shall be graded, paved with a durable dust free surface adequately drained, well landscaped, and all access points shall be defined and limited in accordance with the Zoning Ordinance of the City of Jersey City.
- All required parking spaces shall be a minimum of nine (9) feet wide by eighteen (18) feet deep as measured from the curb stop. All aisles shall be a minimum of twenty-two (22) feet wide. Twenty (20%) percent of the parking requirement may be compact parking stalls. Said compact stalls shall be a minimum of eight (8) feet wide and fifteen (15) feet deep as measured from the curb stop.

## 2. **West - Neighborhood District** – Redevelopment requirements are depicted via the Maps and the text and table herein.

### A. **USE PROVISIONS**

#### **Permitted Uses:**

**Residential:** Premises available for long term human habitation by means of ownership and rental but excluding short term letting of less than a month's duration. Include in residential use may be bed & breakfast with 10 or fewer guest rooms, home offices and home artesian studios.

**Lodging:** Premises available for short term human habitation, including daily or weekly letting. Food service may be provided at all times. Bed & Breakfasts' may be considered as a residential use. Examples: hotels, hostels, inns, etc.

**Office:** Premises available for the transaction of general business, but excluding retail sales and manufacturing activity. Examples: law offices, medical offices, banking offices, telecommunication centers.

**Retail:** Premises available for commercial sale of merchandise and prepared foods but excluding manufacturing and banking activity. Example: markets, stores, storefronts, outlets, convenience centers, entertainment, restaurants, café's bars, etc.

**Civic:** Premises available for not-for-profit organizations dedicated to: religion, arts and culture, education, government, social services, transit, and the like. Example: house of worship, meeting hall, school, post office, day care center, bus stop, etc.

#### **Prohibited Uses:**

- Drive-thru commercial where patrons remain in automobile
- Gas and service stations
- Vending machines, except within buildings
- Billboards
- Commercial kennels and animal husbandry facilities
- Prisons
- Terminals of large scale transportation
- Depot for large scale storage or distribution of goods
- Scrap yards



- Automotive sales, repair or long term storage
- Mineral extracting or mining
- Cell phone towers
- Landfills and dumps
- Adverse Impacts in General: uses with negative consequences for uses on adjacent lots, usually as a result of noise, vibration, odor or pollution. Consequences confined to the lot boundary are not considered to create adverse impact. Specific performance standards may be set by the City.
- Surface parking lots along street frontages.
- Commuter or commercial parking lots
- Parking structures as a principal use
- Upland dry dock
- Kennels and Pet Day care, Daily or overnight, however, pet grooming and day care drop off services are permitted.
- Terminals of large scale transportation by rail, truck and water, including storage and containerization facilities, but not to mean public mass transit facilities.

**Ground Floor Use Requirements:**

- As indicated in the Regulating Plan: All uses are permitted (but not required) throughout the development, with the following exceptions:
- *Retail Frontage Required:* Those frontage lines designated on the Regulating Plan that are required to provide a storefront at sidewalk level for Retail use as described herein. These are located to provide the retail continuity that is necessary for merchant success.
- *Retail Frontage Optional:* Those frontage lines designated on the Regulating Plan that are allowed to provide a storefront at sidewalk level for Retail use as described herein. These are located in areas of the development where Retail use is not considered detrimental.

**B. BLOCK DESIGNATION PLAN - MAP 1**

**C. GROSS BLOCK AREA PLAN - MAP 2**

**D. OPEN SPACE PLAN - Map 3**

**OPEN SPACE AND LANDSCAPE DESIGN REQUIREMENTS**

- Prior to the commencement of construction within the plan area, an overall design plan shall be presented to and approved by the Jersey City Planning Board. This plan shall be prepared by an experienced Licensed landscape architect and public space planner with a proven track record of successful urban street and park designs. The plan shall respect and incorporate the design parameters and R-O-W landscaping provided within this plan but provide more detail to ensure all roadway segments incorporate consistent design patterns and materials. Also Included within these standards shall be standards for the greenway, plaza, and park improvements.
- Open space area shall be developed as directed by this plan and are subject to site plan approval by the Planning Board.
- Trees shall be planted as specified in the “Thoroughfare Standards” as included to this Plan. All tree pits shall be covered with metal grates, decorative fencing, tree

guards, and/or decorative pavers. Open tree pits or planting strips in any street right of way are prohibited unless they are part of a planned sustainable infrastructure design scheme and they are approved by the Planning Board.

- All open space shall be open to the public and offered to the City of Jersey City but maintained by the developer

#### **E. FRONTAGE PLAN - MAP 4**

#### **F. BUILDING REGULATING PLAN - MAP 5**

| <b>Min. Floor to Floor Height</b>         | <b>Feet</b>     |
|---|-----------------|
| Ground Floor Office, Commercial or retail | 16              |
| Ground Floor Residential                  | 12              |
| Upper Floor Residential                   | 9 feet 9 inches |
| Upper Floor Office, commercial or retail  | 12              |

#### **DEVELOPMENT STANDARDS FOR BLOCK 3**

1. 6<sup>th</sup> Street Embankment Park/Plaza
  - a. A public park/plaza serving as the eastern entrance to the 6th Street Embankment shall be provided for and accommodated on Block 3, at the corner of Luis Munoz Marin Boulevard and Thomas Gangemi Drive, as described and diagrammed in Map 3.
  - b. The 6th Street Embankment Park/Plaza shall be programmed with active uses that are consistent with the development of the 6th Street Embankment Redevelopment Plan (if approved prior to Site Plan submission on Block 3).
  - c. The 6th Street Embankment Park/Plaza shall be maintained as open space in perpetuity by the redeveloper and dedicated to the City for nominal consideration.
  - d. The design of 6th Street Embankment Park/Plaza shall be coordinated with adjacent owners, especially Block 11602 Lot 1, and the Embankment Preservation Coalition to insure public access to the 6th Street Embankment from Thomas Gangemi Drive.
  - e. Design and construction of foundations for a future bridge across Luis Munoz Marin Boulevard shall be provided and accommodated within the 6th Street Embankment Plaza as described and diagrammed in Map 8. The design of the 6th Street Embankment Park/Plaza area shall provide for a landing area and ramp to and from the elevated embankment trail and an at-grade crossing access to 6th Street.
  - f. Art windows or vitrines shall be provided within the building adjacent to the 6th Street Embankment Park/Plaza as per Map 8, with access from within the building for maintenance.
  - g. Art display windows or vitrines shall be within the building footprint and may not extend or protrude beyond the building façade (i.e. bay windows) whether the intent is for these windows to be viewed from the exterior and/or interior of the building.
  - h. Murals shall not be an acceptable form of art to be displayed within the

6th Street Embankment Plaza.

- i. Tree plantings within the 6th Street Embankment Park/Plaza shall be consistent with the “Ecological Corridors: Plan for The Treatment of the Harsimus Branch and Connected Open Space” – drafted by the Embankment Preservation Coalition (if existing at time of Site Plan submission on Block 3) and with the spacing called for in the 6th Street Embankment Redevelopment Plan (if Approved prior to Site Plan submission on Block 3), clustered together in groves to provide a consistent landscaped connection to the 6th Street Embankment.
  - j. Lighting consistent with the 6th Street Embankment Redevelopment Plan (if approved prior to Site Plan submission on Block 3) shall be incorporated into the design of the 6th Street Embankment Park/Plaza.
  - k. Paving materials within the 6<sup>th</sup> Street Embankment Park/Plaza open space areas must be porous, utilizing sustainable materials.
  - l. Metal tree grates are prohibited within the 6<sup>th</sup> Street Embankment Park/ Plaza.
  - m. The Embankment Preservation Coalition shall review and comment on all landscape designs within the 6th Street Embankment Park/ Plaza.
  - n. The design of the 6th Street Embankment Park/Plaza shall be consistent with the “Ecological Corridors: Plan for The Treatment of the Harsimus Branch and Connected Open Space” - drafted by the Embankment Preservation Coalition (if existing at time of Site Plan submission on Block 3). Plantings, stormwater management, and other landscaped features shall be consistent with this Ecological Corridors Plan (if existing at time of Site Plan submission on Block 3). Plantings used for screening should be adaptive species consistent with the ecological corridor plan and not necessarily coniferous as called for elsewhere in this Redevelopment Plan (if existing prior to Site Plan submission on Block 3).
  - o. The 6th Street Embankment Plaza on Block 3 shall be completed prior to any certificate of occupancy for a building or use on Block 3.
2. The type and mix of materials used on non-primary façades shall be consistent with the type and mix of materials used on the primary façade to maintain quality materials on all four sides of the building.
  3. Lighting within public and semi-public areas shall integrate lighting that minimizes non-directional lighting and light pollution.
  4. Public open space shall be designed and located in accordance with Map 3. Landscape design shall be consistent with the standards provided in the Jersey City Forestry Standards and consistent with the “Ecological Corridors: Plan for The Treatment of the Harsimus Branch and Connected Open Space” – drafted by the Embankment Preservation Coalition (if existing at time of Site Plan submission on Block 3). The Jersey City Planning Department and Jersey City Forester shall review and comment on all landscape designs.

## INTENSITY OF DEVELOPMENT (Table 1)

1. Maximum Permitted Floor Area Ratio and Density
  - a) Floor Area Ratio (FAR) is defined as the sum of all floor area compared to the total area of the Harsimus Cove Station West District; and shall not exceed 8:1 as a total for the Harsimus Cove Station West District. Parking decks and areas used for heating and utility rooms shall be excluded from floor area for the purposes of calculating Floor Area Ratio.
  - b) The maximum number of dwelling units per acre shall not exceed 300 dwelling units per gross acre.

## INTENSITY SUMMARY (Table 1)

Harsimus Cove Station West

| Block #          | Gross Area<br>(Sq. Ft.) | Gross Area<br>(Acres) | Net Area<br>(Sq. Ft.) | Net Area<br>(Acres) | Maximum<br>DU | Maximum<br>Floor Area |
|------------------|-------------------------|-----------------------|-----------------------|---------------------|---------------|-----------------------|
| 1                | 118,315                 | 2.72                  | 69,683                | 1.60                | 816           | 946,520               |
| 2                | 103,014                 | 2.36                  | 67,446                | 1.55                | 910           | 1,055,792             |
| 3                | 148,950                 | 3.42                  | 93,713                | 2.15                | 948           | 1,055,792             |
| 4a               | 74,340                  | 1.71                  | 41,533                | 0.95                | 517           | 599,352               |
| 4b               | 96,776                  | 2.22                  | 72,188                | 1.66                | 746           | 865,032               |
| 5                | 168,756                 | 3.87                  | 70,030                | 1.61                | 961           | 1,115,008             |
| 6                | 77,628                  | 1.78                  | 37,709                | 0.87                | 535           | 621,024               |
| 7a               | 28,292                  | 0.65                  | 23,726                | 0.54                | 280           | 326,000               |
| 7b               | 12,469                  | 0.29                  | 8,817                 | 0.20                | 0             | 0                     |
| Total<br>Maximum | 828,540                 | 19.02                 | 484,845               | 11.13               | 5,713         | 6,628,232             |

### TABLE FOOTNOTE:

- i. Total Maximum Floor area is inclusive of all residential and commercial floor area.
- ii. The total maximum number of dwelling units or the total maximum floor area shall never be exceeded except as permitted by the 25% shift described below in footnote iii.
- iii. The maximum number of dwelling units (for residential development) and the maximum amount of floor area (for non-residential development) on any Block may be increased or decreased by up to 25% provided that a like number of dwelling units or floor area are added or deducted from another Development Block or Blocks within the Harsimus Cove Station West-Neighborhood District.
- iv. All development applications must include a calculation of all dwelling units and floor area previously approved, previously constructed and currently being requested in order to properly monitor the total overall density and floor area within the District.
- v. The 6th Street Embankment Park/Plaza within Open Space A on Block 3, as referenced in these requirements, shall be completed prior to the granting of any certificates of occupancy for Block 3.

## ALTERNATE PLAN – BLOCKS 2-7A & 3-7B (see table footnotes)

### INTENSITY SUMMARY (Table 2)

Harsimus Cove Station West

| Block #                  | Gross Area<br>(Sq. Ft.) | Gross Area<br>(Acres) | Net Area<br>(Sq. Ft.) | Net Area<br>(Acres) | Maximum<br>DU | Maximum<br>Floor Area |
|--------------------------|-------------------------|-----------------------|-----------------------|---------------------|---------------|-----------------------|
| 1                        | 118,315                 | 2.72                  | 69,683                | 1.60                | 816           | 946,520               |
| 2                        | 90,545                  | 2.08                  | 55,930                | 1.28                | 910           | 1,055,792             |
| 3                        | 148,950                 | 3.42                  | 93,713                | 2.15                | 948           | 1,055,792             |
| 4a                       | 74,340                  | 1.71                  | 41,533                | 0.95                | 517           | 599,352               |
| 4b                       | 97,776                  | 2.22                  | 72,188                | 1.66                | 746           | 865,032               |
| 5                        | 168,756                 | 3.87                  | 70,030                | 1.61                | 961           | 1,115,008             |
| 6                        | 77,628                  | 1.78                  | 37,709                | 0.87                | 535           | 621,024               |
| 7a                       | 40,761                  | 0.94                  | 35,242                | 0.81                | 280           | 326,000               |
| 7b                       | 12,469                  | 0.29                  | 8,817                 | 0.20                | 0             | 0                     |
| <b>Total<br/>Maximum</b> | <b>828,540</b>          | <b>19.02</b>          | <b>484,845</b>        | <b>11.13</b>        | <b>5,713</b>  | <b>6,628,232</b>      |

**TABLE FOOTNOTE:**

- i. The Footnotes of Table 1 shall apply.
- ii. The ALTERNATE PLAN - BLOCKS 2-7A & 3-7B ("Alternate Plan") is shown on Map 9.
- iii. Purpose: The Alternate Plan is intended to result in the delivery of a park spanning Block 3 and 7B with a uniform landscape architecture that accounts for the 6<sup>th</sup> Street Embankment R-O-W and bridge as well as the creation / Extension of Provost Street connecting north-south from Second Street to Sixth Street.
- iv. The provisions of the Alternative Plan shown on Map 9 and in Table 2 above shall only apply if the following requirements are satisfied as approved by the Planning Board:
  - a. A land swap and boundary adjustment between Block 2 and 7a, as shown is required as part of a subdivision application.
  - b. A site plan amendment is required of any development on Block 3 or Block 2, whichever is to be developed first, to include the completion of block 7b as a park and the construction of the full width of Provost Street from Sixth Street going south for a length to be approved by the Planning Board. The Open Space A requirements for Block 3 as regulated by Section II. Paragraph F of this plan shall apply to block 7b.
  - c. The park on 7b and Provost Street improvements, as referenced in these requirements shall be completed prior to any certificate of occupancy.

## **DEVELOPMENT ACCOMMODATIONS FOR BLOCKS 7A & 7B:**

1. Existing Development on Lot 2; Block 11603 shall be grandfathered.
2. 8:1 FAR and 300 DU/AC for development on Parcel 7a shall be based upon the full 40,761 square foot area of lot 2; Block 11603 yielding a maximum of 326,000 Sf Floor area and a maximum 280 dwelling units.
3. Parcel 7a shall remain in the High Rise District and have no setback, yard or coverage requirements
4. Parcel 7a shall have no open space requirements
5. Parcel 7b and the proposed Provost Street ROW between Parcels 7A & 7B shall be open space, approximately 44% of lot 2; Block 11603.
6. Parking for parcel 7a only may utilize parking facilities in the Newport Redevelopment Area that are within 500 feet of parcel 7a to meet zoning requirements.
7. The adjacent parcel development, located on parcel 2 along Provost Street for 140 feet south of parcel 7a, shall be restricted to a maximum of 5 stories as indicated on the BUILDING REGULATING PLAN - MAP 5.

### **G. STREET PLAN - VEHICULAR CIRCULATION – Map 6**

### **H. TRANSIT PLAN - Map 7**

### **I. MAP 8: BLOCK 3 & 7B ENLARGED PLAN**

### **J. MAP 9: ALTERNATE PLAN – BLOCKS 2-7A & 3-7B**

### **K. MAP 10: R-O-W SECTIONS AA AND BB**

### **L. MAP 11: R-O-W SECTION JJ AND CC-2**

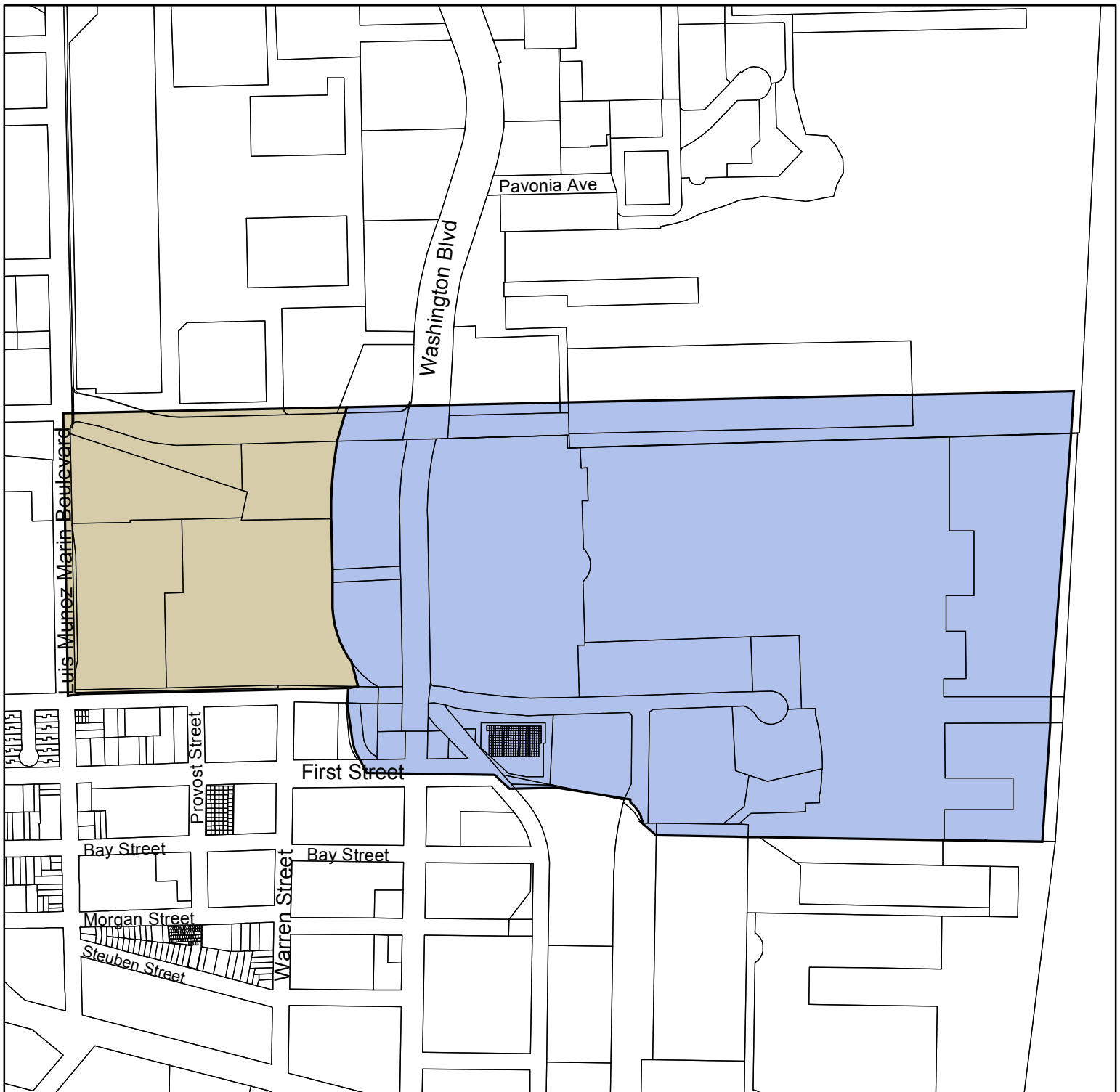
### **M. MAP 12: R-O-W SECTIONS FF AND II**

### **N. MAP 13: R-O-W SECTIONS HH AND GG**

### **O. MAP 14: R-O-W SECTIONS DD AND EE**

### **P. MAP 15: R-O-W SECTIONS KK AND LL**

### **Q. MAP 16: R-O-W SECTIONS MM**



# HARSIMUS COVE STATION REDEVELOPMENT PLAN AREA DISTRICT MAP

MARCH 29, 2012

## Legend

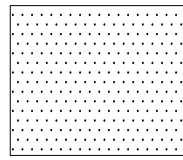
- East-Waterfront District
- West-Neighborhood District





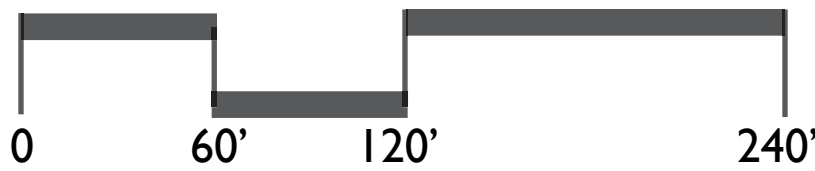
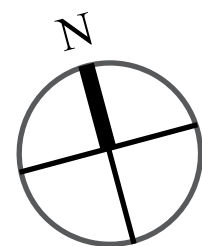


LEGEND:



PARK / PUBLIC PLAZA / SIDEWALK

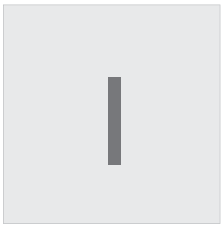
| BLOCK NET AREAS |                 |             |
|-----------------|-----------------|-------------|
| BLOCK ID        | NET SQUARE FEET | NET ACREAGE |
| 1               | 69,683          | 1.60        |
| 2               | 67,446          | 1.55        |
| 3               | 93,713          | 2.15        |
| 4a              | 41,533          | 0.95        |
| 4b              | 72,188          | 1.66        |
| 5               | 70,030          | 1.61        |
| 6               | 37,709          | 0.87        |
| 7a              | 23,726          | 0.54        |
| 7b              | 8,817           | 0.20        |
| TOTALS          | 484,845         | 11.13       |



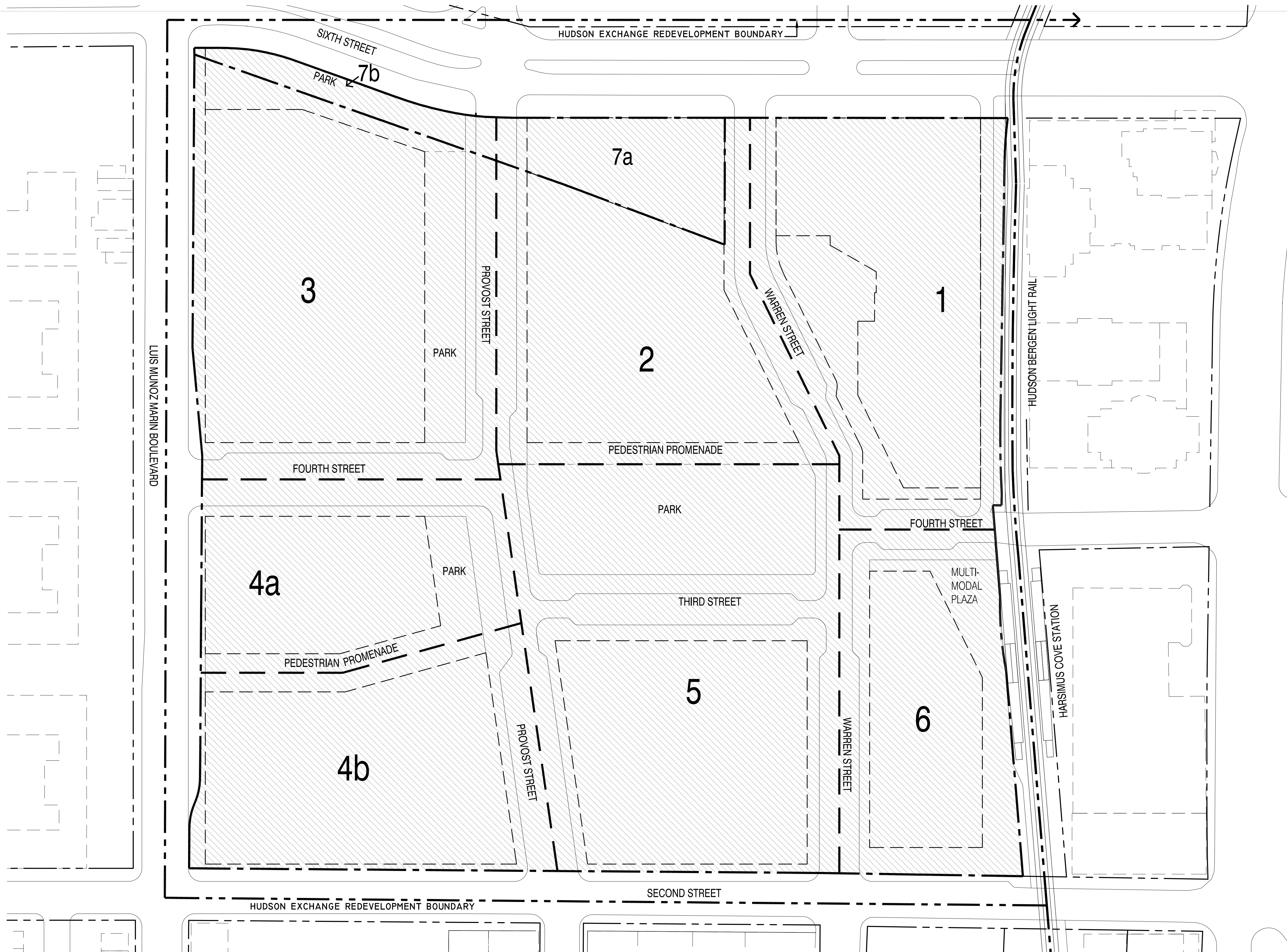
HARSIMUS COVE STATION REDEVELOPMENT PLAN  
WEST NEIGHBORHOOD DISTRICT  
JERSEY CITY, NJ

BLOCK DESIGNATION PLAN

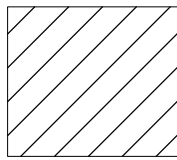
Date: March 28, 2022







LEGEND:



GROSS BLOCK AREA

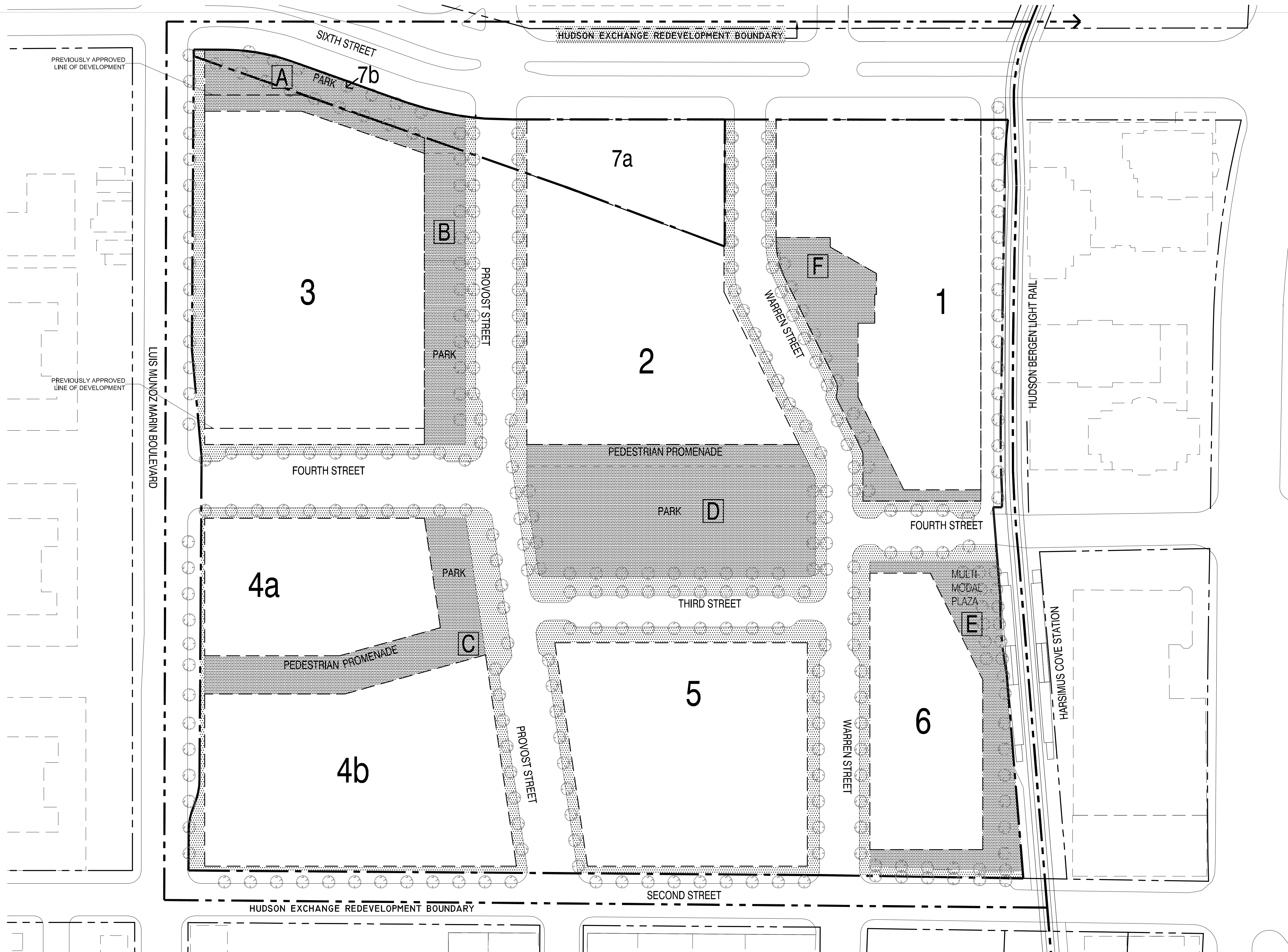
| GROSS BLOCK AREAS |                   |               |
|-------------------|-------------------|---------------|
| BLOCK ID          | GROSS SQUARE FEET | GROSS ACREAGE |
| 1                 | 118,315           | 2.72          |
| 2                 | 103,014           | 2.36          |
| 3                 | 148,950           | 3.42          |
| 4a                | 74,340            | 1.71          |
| 4b                | 96,776            | 2.22          |
| 5                 | 168,756           | 3.87          |
| 6                 | 77,628            | 1.78          |
| 7a                | 28,292            | 0.65          |
| 7b                | 12,469            | 0.29          |
| TOTALS            | 828,540           | 19.02         |

HARSIMUS COVE STATION REDEVELOPMENT PLAN  
WEST NEIGHBORHOOD DISTRICT  
JERSEY CITY, NJ

GROSS BLOCK AREAS PLAN

Date: March 28, 2022





LEGEND:

REQUIRED OPEN SPACE, PARKS, PLAZAS  
TOTAL AREA: 138,516 SF

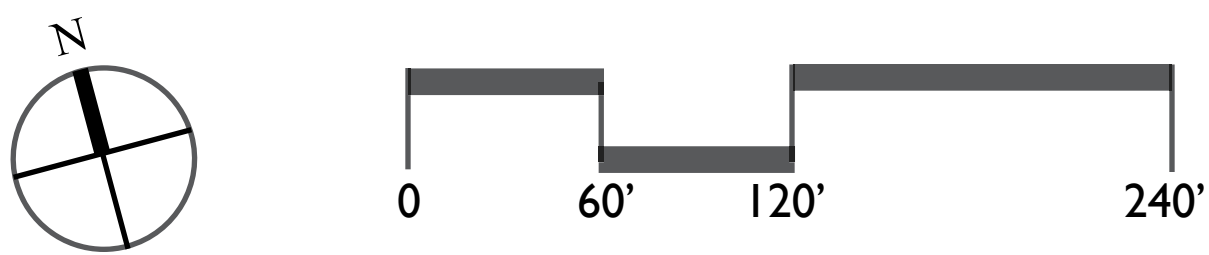
SIDEWALKS  
TOTAL SIDEWALK & STREET AREA: 203,601 SF

| OPEN SPACE AREAS |                   |               |
|------------------|-------------------|---------------|
| GREENSPACE ID    | GROSS SQUARE FEET | GROSS ACREAGE |
| A                | 17,021            | 0.39          |
| B                | 15,763            | 0.36          |
| C                | 20,058            | 0.46          |
| D                | 49,570            | 1.14          |
| E                | 19,251            | 0.44          |
| F                | 16,853            | 0.39          |
| TOTALS           | 138,516           | 3.18          |

THIS PLAN IS ILLUSTRATIVE.

CROSSWALKS AT ALL INTERSECTIONS AROUND THE CENTRAL PARK SHALL BE OF UNIQUE DESIGN AND DISTINCTIVE DECORATIVE MATERIAL TO EXAGGERATE THE CONTINUAL PEDESTRIAN CONNECTION AT THESE LOCATIONS.

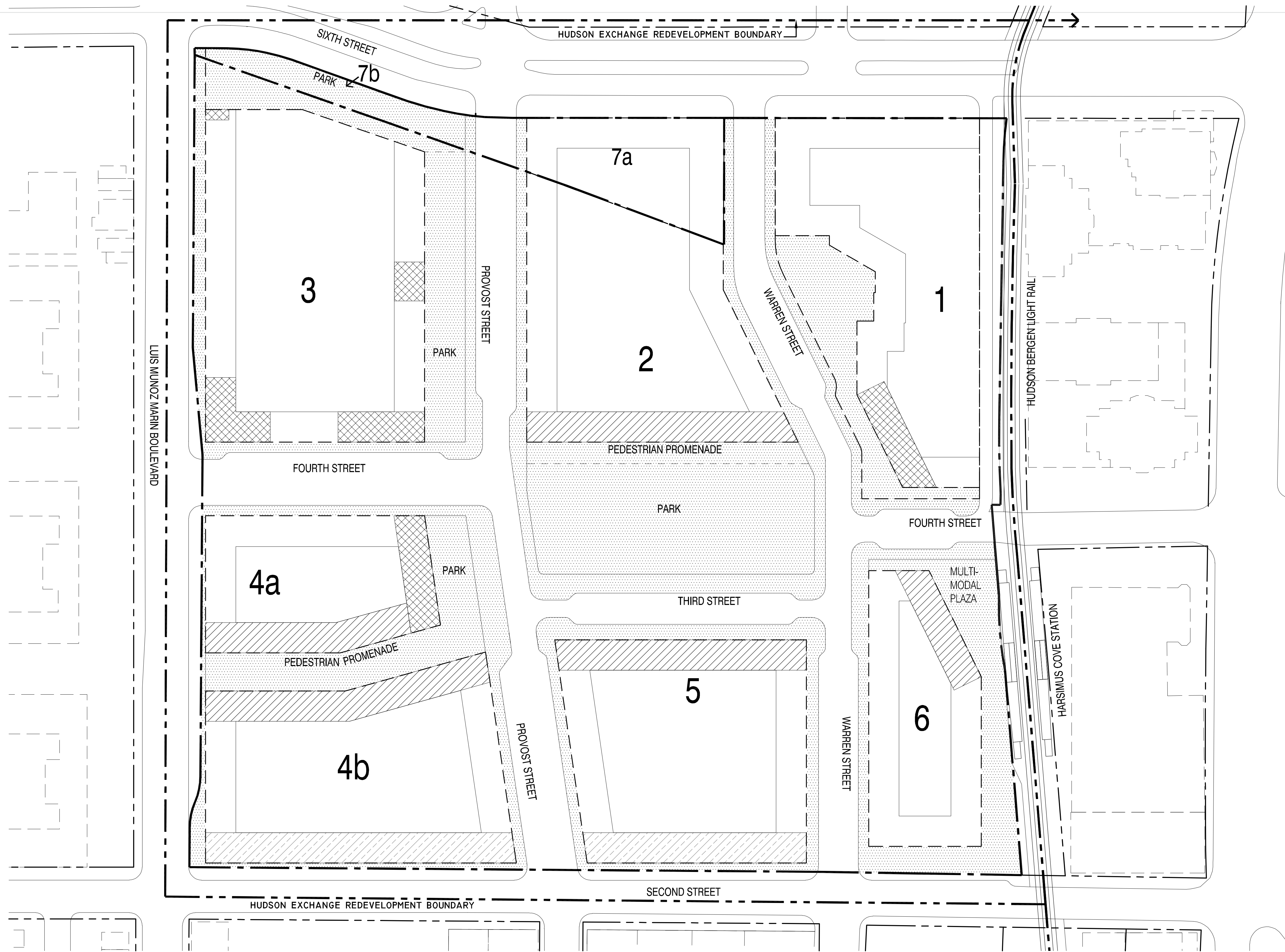
HARSIMUS COVE STATION REDEVELOPMENT PLAN  
WEST NEIGHBORHOOD DISTRICT  
JERSEY CITY, NJ



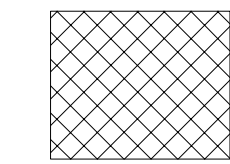
OPEN SPACE PLAN

Date: March 28, 2022

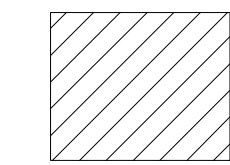




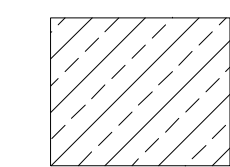
LEGEND:



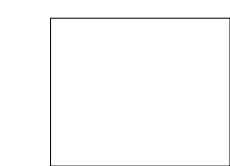
**RETAIL FRONTAGE REQUIRED**  
GROUND FLOOR AREAS THAT ARE REQUIRED TO PROVIDE RETAIL AND STOREFRONT ENTRANCES AT SIDEWALK LEVEL .



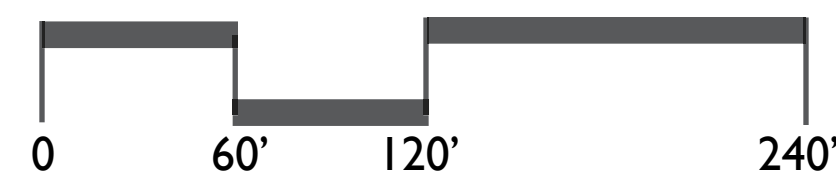
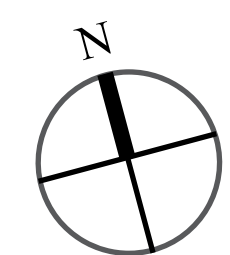
**60% RETAIL FRONTAGE REQUIRED**  
MINIMUM OF 60% OF GROUND FLOOR EDGE IS REQUIRED TO PROVIDE RETAIL AND STOREFRONT ENTRANCES FACING STREET AT SIDEWALK LEVEL .



**30% RETAIL FRONTAGE REQUIRED**  
MINIMUM OF 30% OF GROUND FLOOR EDGE IS REQUIRED TO PROVIDE RETAIL AND STOREFRONT ENTRANCES FACING STREET AT SIDEWALK LEVEL .



**RETAIL FRONTAGE OPTIONAL**

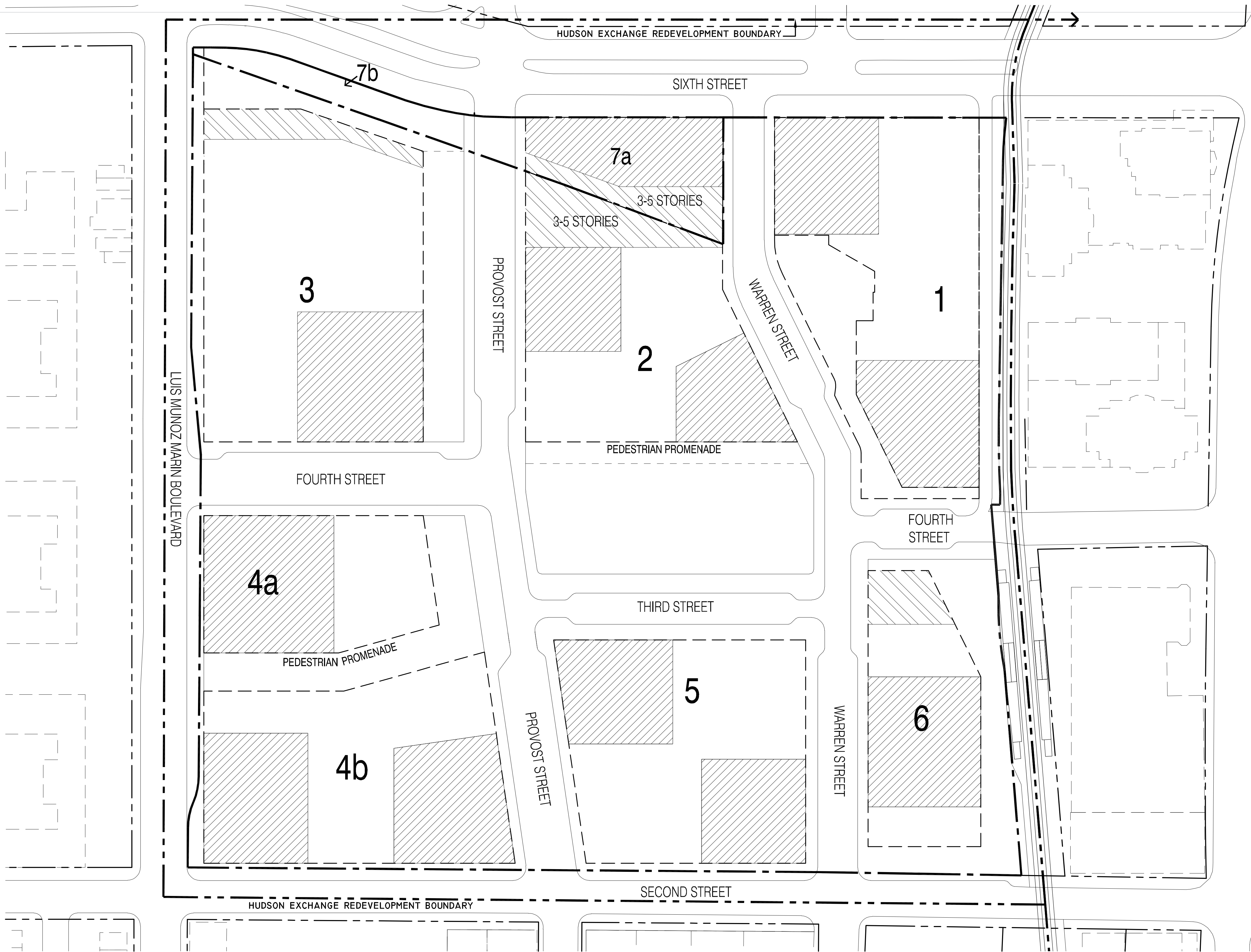


**HARSIMUS COVE STATION REDEVELOPMENT PLAN**  
**WEST NEIGHBORHOOD DISTRICT**  
JERSEY CITY, NJ

**FRONTAGE PLAN**

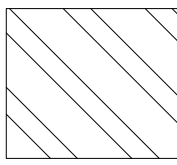
Date: March 28, 2022





FOR RESIDENTIAL DEVELOPMENT:

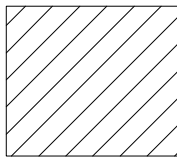
LEGEND:



L - LOWRISE BUILDINGS 1-3 STORIES  
UNLESS OTHERWISE NOTED  
AREAS WITHIN THE LOW RISE PORTION OF A BLOCK  
THAT DO NOT CONTAIN A BUILDING MAY BE USED  
FOR ADDITIONAL PLAZA OR OPEN SPACE



B - BASE 3-12 STORIES  
MID BLOCK PARKING + RETAIL  
AREAS AT BLOCK CENTERS MAY BE USED FOR PARKING  
STRUCTURES. SEE NOTE BELOW



H - HIGH RISE BUILDINGS 13-60 STORIES  
(TOWERS OVER BASE)

\* NOTE

FOR RESIDENTIAL DEVELOPMENT:

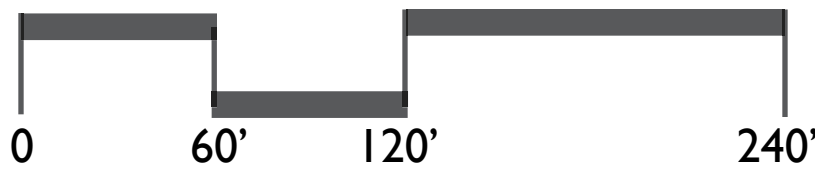
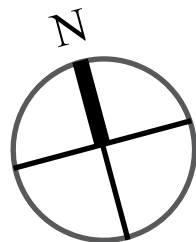
THE MAXIMUM LENGTH OF ANY HIGH RISE TOWER  
FACADE SHALL NOT EXCEED 150 FEET. IN ADDITION,  
THE MAXIMUM DISTANCE BETWEEN ANY TWO HIGH  
RISE TOWERS FACING EACH OTHER ON THE SAME  
BLOCK SHALL BE 60 FEET.  
THE RESIDENTIAL TOWER STRUCTURE(S) MAY BE  
LOCATED ANYWHERE WITHIN THE HIGH RISE TOWER  
PORTION OF THE BLOCK, PROVIDED THAT THERE IS NO  
INCREASE TO THE NUMBER OF TOWERS SHOWN PER  
BLOCK.  
AREAS WITHIN THE HIGH RISE PORTION OF A BLOCK  
THAT ARE NOT USED FOR A TOWER SHALL CONFORM  
TO THE BASE HEIGHT REQUIREMENTS.

FOR COMMERCIAL DEVELOPMENT:

WHERE COMMERCIAL USES ARE ANTICIPATED AND  
APPROVED TO BE LOCATED IN THE TOWER  
STRUCTURES, THE FLOOR PLATE OF THE TOWER  
STRUCTURE MAY BE EXPANDED TOWARD THE INNER  
PART OF THE BLOCK OVER THE BASE IN ORDER TO  
PROVIDE AN APPROPRIATE FLOOR PLATE TO  
ACCOMMODATE THE PROPOSED COMMERCIAL USE.  
PROVIDED THAT THE FOOTPRINT OF THE COMMERCIAL  
TOWER SHALL NOT EXCEED 60% OF THE NET AREA OF  
THE SUBJECT DEVELOPMENT BLOCK.  
AREAS WITHIN THE HIGH RISE PORTION OF A BLOCK  
THAT ARE NOT USED FOR A TOWER SHALL CONFORM  
TO THE BASE HEIGHT REQUIREMENTS.

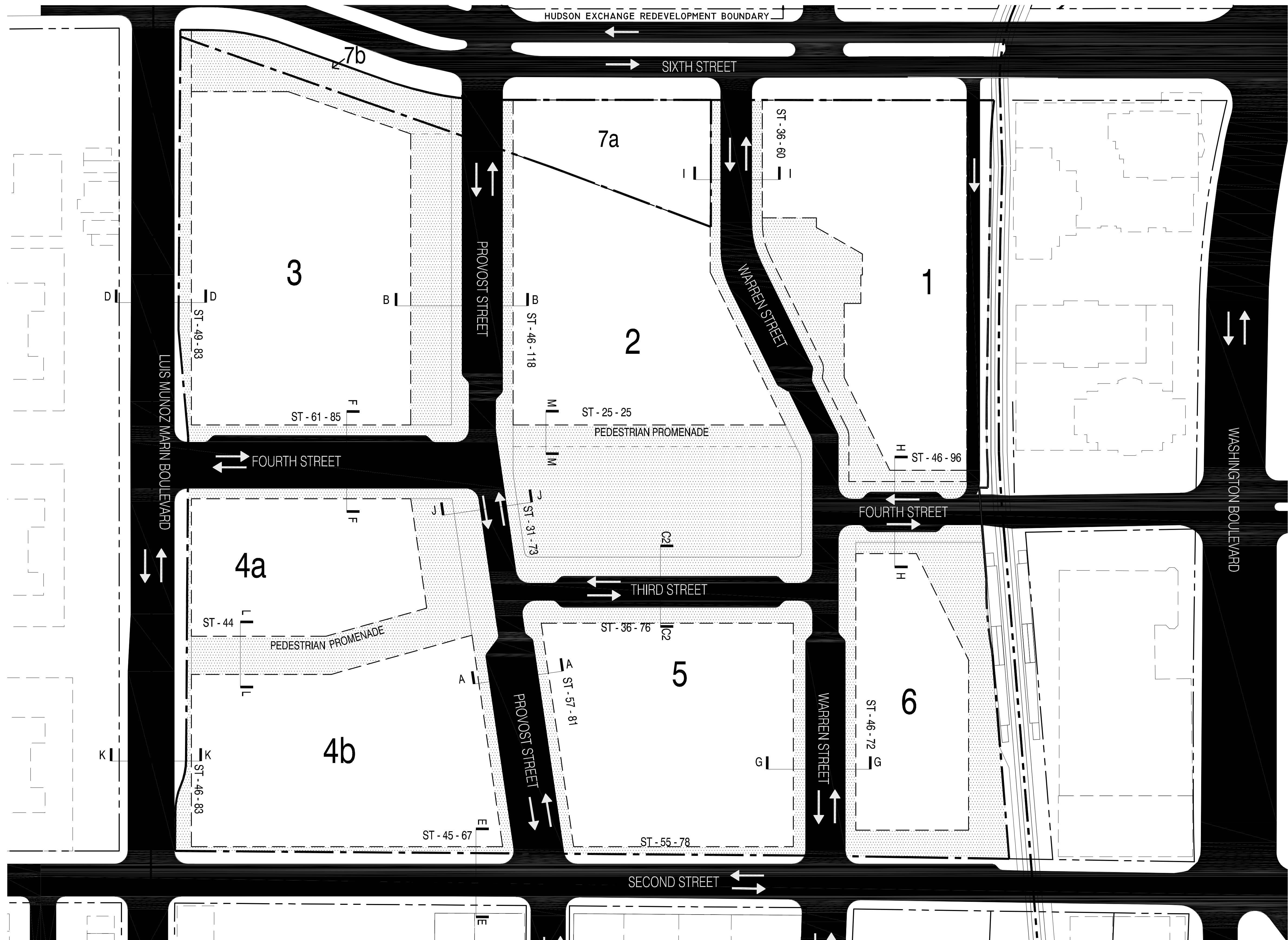
BUILDING REGULATING PLAN

HARSIMUS COVE STATION REDEVELOPMENT PLAN  
WEST NEIGHBORHOOD DISTRICT  
JERSEY CITY, NJ



Date: March 28, 2022

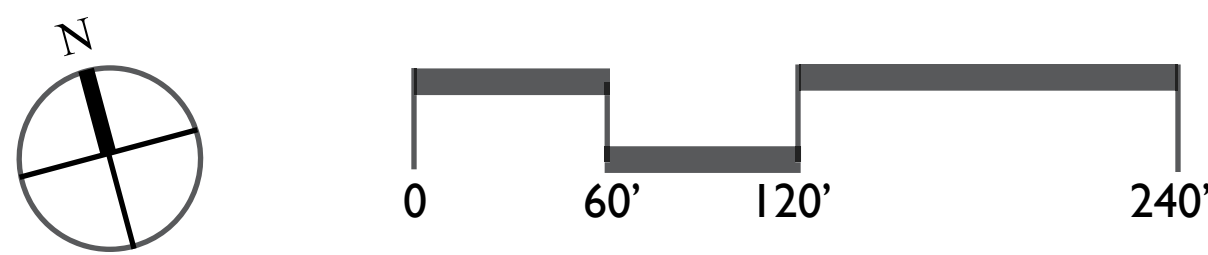




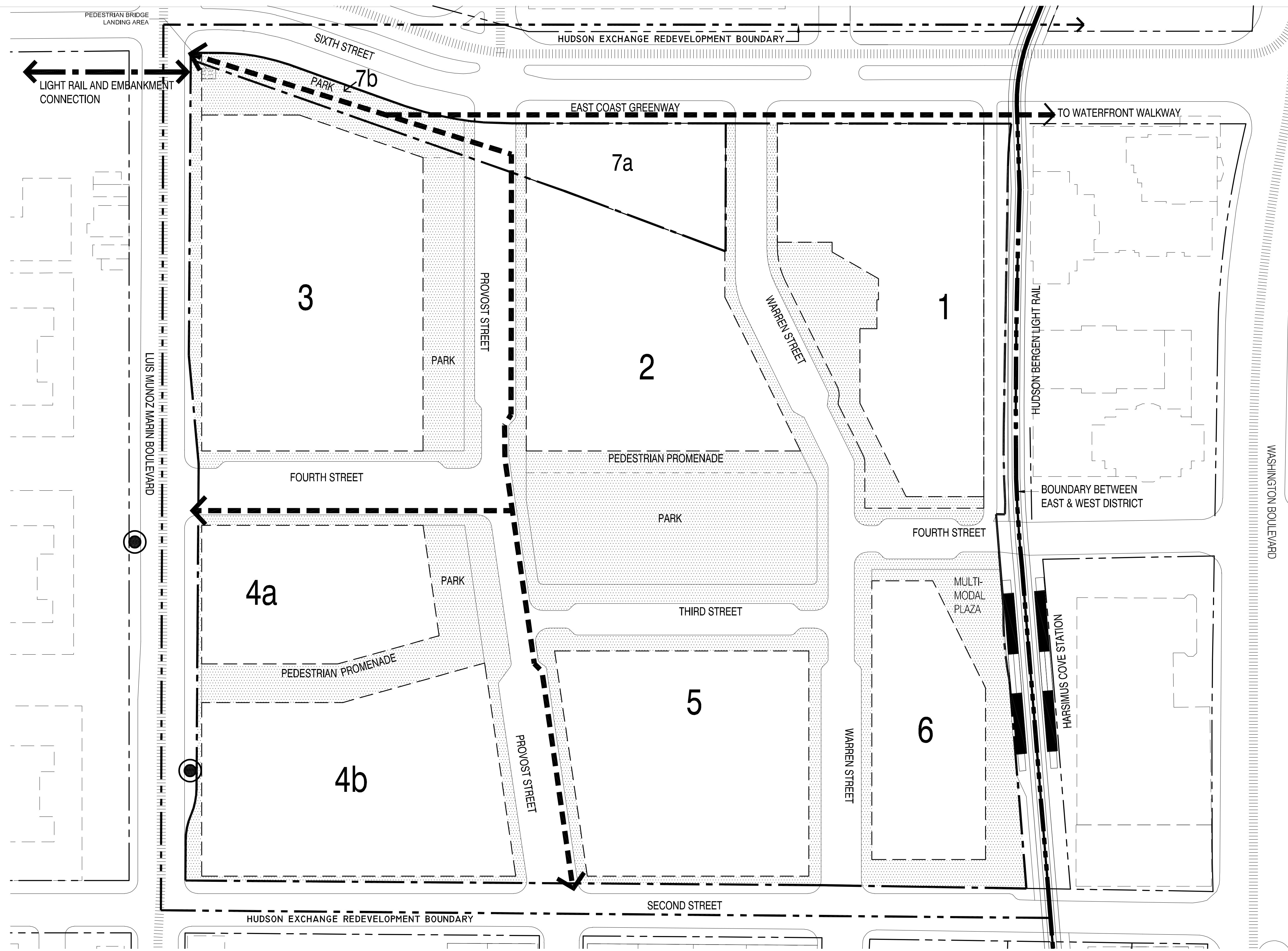
THE STREET GRID SYSTEM HAS BEEN DESIGNED WITH TWO-WAY STREETS THAT HAVE PARKING ON BOTH SIDES, AS WELL AS PEDESTRIAN-ONLY PROMENADES. THE PLAN CALLS FOR A POROUS STREET NETWORK CONSISTING OF NEIGHBORHOOD-SCALED STREETS THAT RECONNECT TO EXISTING CITY STREETS, CONSISTENT WITH SMART GROWTH AND SOUND URBAN DESIGN PRINCIPLES.

STREET PLAN - VEHICULAR CIRCULATION

HARSIMUS COVE STATION REDEVELOPMENT PLAN  
WEST NEIGHBORHOOD DISTRICT  
JERSEY CITY, NJ

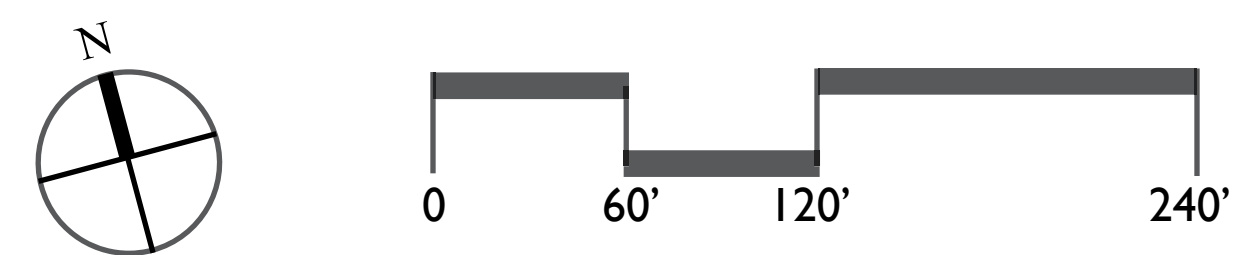






- LEGEND:**
- PARK / PUBLIC PLAZA / SIDEWALKS
  - EXISTING LIGHT RAIL
  - PROPOSED BICYCLE ROUTE
  - LIGHT RAIL STATION
  - EXISTING BUS ROUTE
  - BUS STOP

NOTE: FINAL LOCATION OF ANTICIPATED BUS STOPS TO BE COORDINATED WITH TRANSIT AND LOCAL GOVERNMENTAL AUTHORITIES. BUS STOP LOCATION TO BE LOCATED FULLY WITHIN STREET RIGHT-OF-WAY.

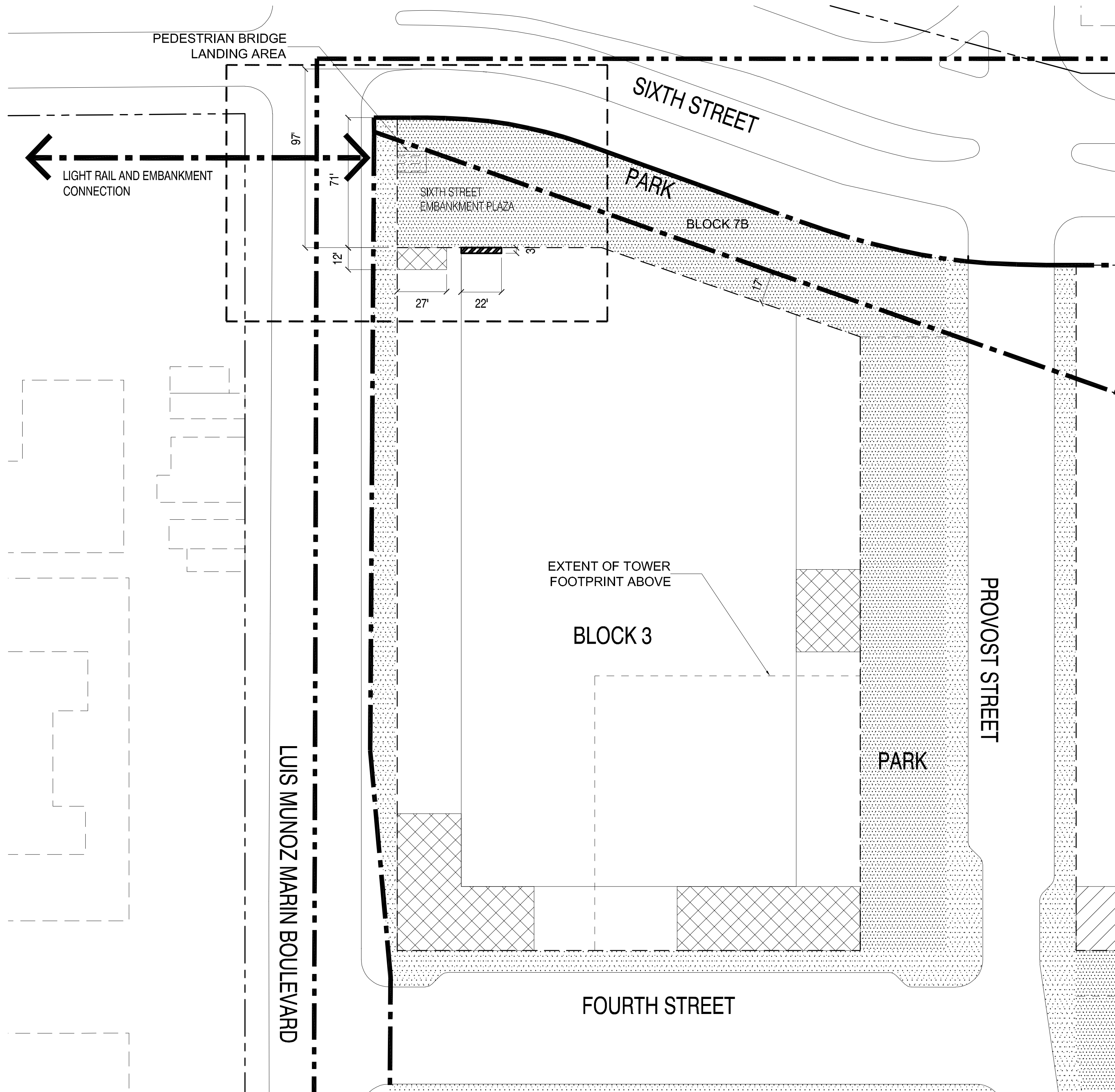


**HARSIMUS COVE STATION REDEVELOPMENT PLAN**  
**WEST NEIGHBORHOOD DISTRICT**  
 JERSEY CITY, NJ

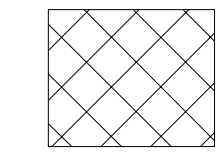
**TRANSIT PLAN**

Date: March 28, 2022

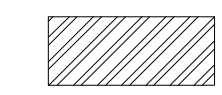




LEGEND:



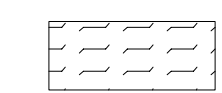
RETAIL FRONTAGE REQUIRED  
GROUND FLOOR AREAS THAT ARE REQUIRED TO  
PROVIDE RETAIL AND STOREFRONT ENTRANCES AT  
SIDEWALK LEVEL.



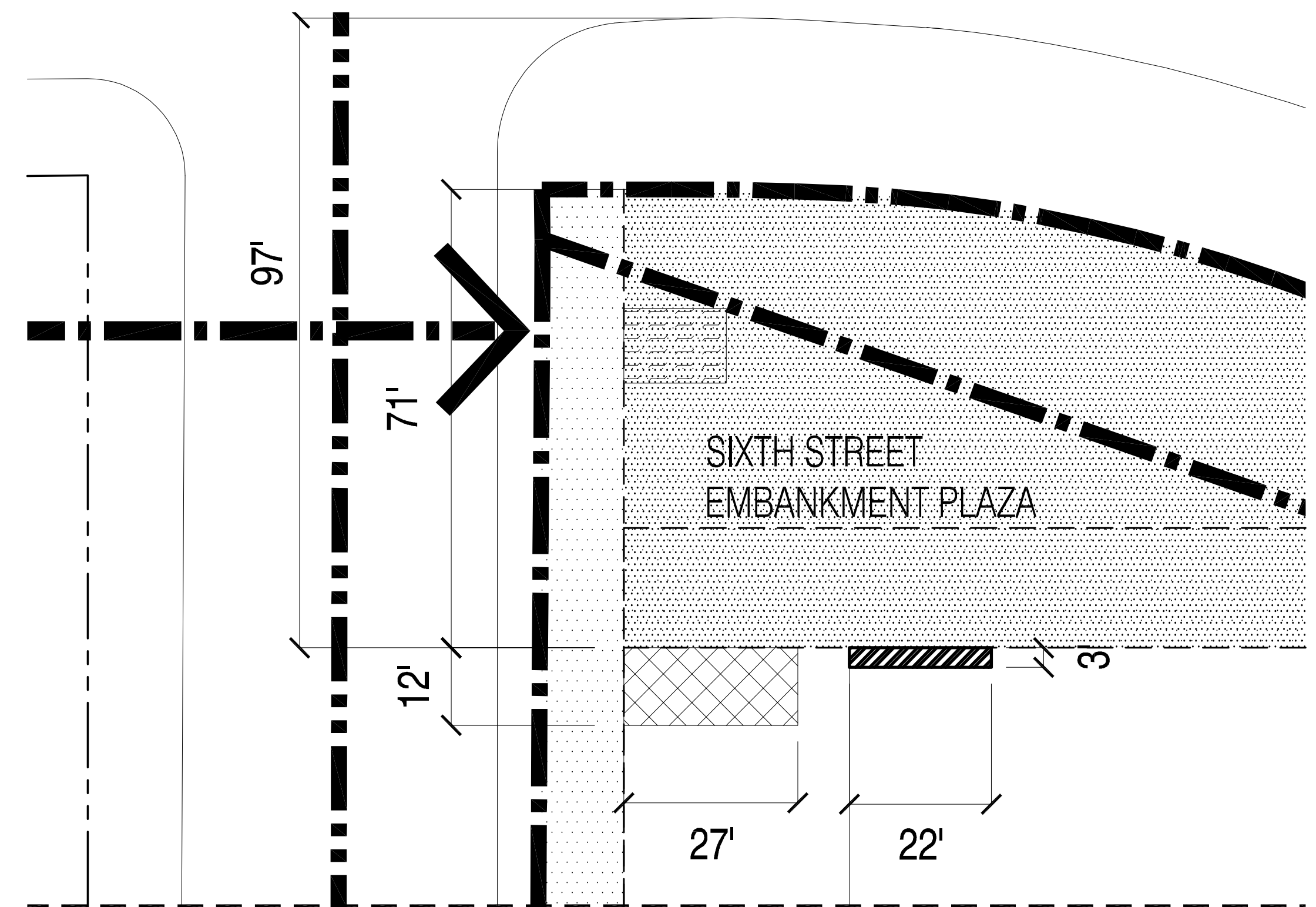
DISPLAY VITRINE REQUIRED



RETAIL FRONTAGE OPTIONAL

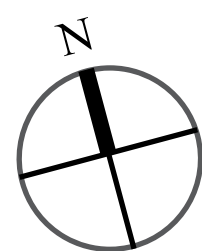


FUTURE PEDESTRIAN BRIDGE  
FOUNDATION



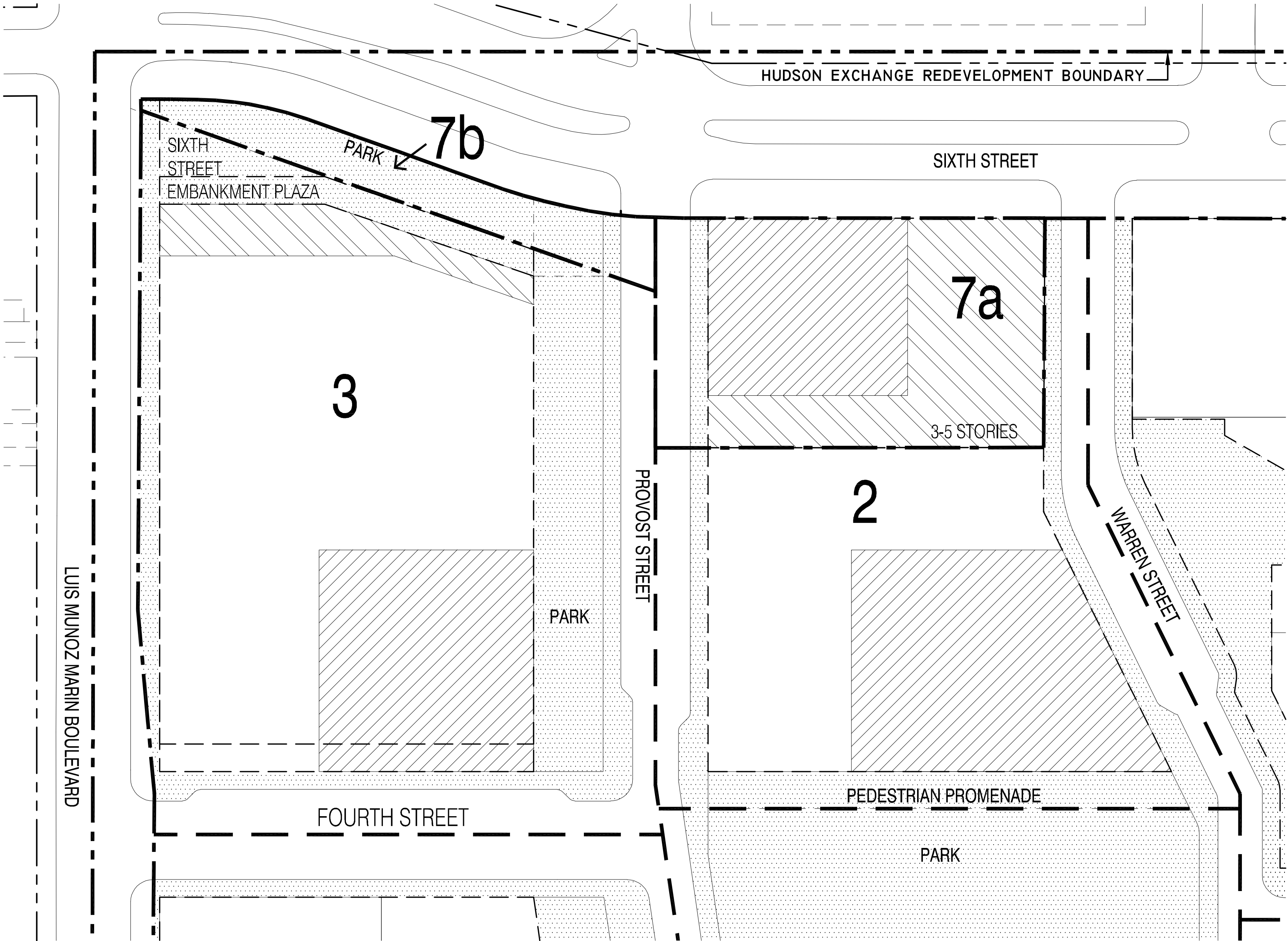
BLOCK 3 & 7B ENLARGED PLAN

HARSIMUS COVE STATION REDEVELOPMENT PLAN  
WEST NEIGHBORHOOD DISTRICT  
JERSEY CITY, NJ



Date: March 28, 2022





PURPOSE:

THE ALTERNATE PLAN IS INTENDED TO RESULT IN THE DELIVERY OF A PARK SPANNING BLOCK 3 AND 7B WITH A UNIFORM LANDSCAPE ARCHITECTURE THAT ACCOUNTS FOR THE 6TH STREET EMBANKMENT R-O-W AND BRIDGE AS WELL AS THE CREATION / EXTENSION OF PROVOST STREET CONNECTING NORTH-SOUTH FROM SECOND STREET TO SIXTH STREET. THE PROVISIONS OF THE ALTERNATE PLAN SHOWN ON THE MAP ABOVE AND IN TABLE 2 SHALL ONLY APPLY IF THE FOLLOWING REQUIREMENTS ARE SATISFIED AS APPROVED BY THE PLANNING BOARD:

- A. A LAND SWAP AND BOUNDARY ADJUSTMENT BETWEEN BLOCK 2 AND 7A, AS SHOWN, IS REQUIRED AS PART OF A SUBDIVISION APPLICATION.
- B. A SITE PLAN AMENDMENT IS REQUIRED OF ANY DEVELOPMENT ON BLOCK 3 OR BLOCK 2, WHICHEVER IS TO BE DEVELOPED FIRST, TO INCLUDE THE COMPLETION OF BLOCK 7B AS A PARK AND THE CONSTRUCTION OF THE FULL WIDTH OF PROVOST STREET FROM SIXTH STREET GOING SOUTH FOR A LENGTH TO BE APPROVED BY THE PLANNING BOARD. THE OPEN SPACE A REQUIREMENTS FOR BLOCK 3 AS REGULATED BY SECTION II, PARAGRAPH F OF THIS PLAN SHALL APPLY TO BLOCK 7B.
- C. THE PARK ON 7B AND PROVOST STREET IMPROVEMENTS, AS REFERENCED IN THESE REQUIREMENTS, SHALL BE COMPLETED PRIOR TO ANY CERTIFICATE OF OCCUPANCY.

| ALTERNATE NET BLOCK AREAS - 2, 3, 7a, & 7b |                 |             |
|--|-----------------|-------------|
| BLOCK ID                                   | NET SQUARE FEET | NET ACREAGE |
| 2  | 55,930          | 1.28        |
| 3  | 93,713          | 2.15        |
| 7a   | 35,242          | 0.81        |
| 7b   | 8,817           | 0.20        |
| TOTALS                                     | 193,702         | 4.45        |

| ALTERNATE BLOCK GROSS AREAS - 2, 3, 7a, & 7b |                   |               |
|--|-------------------|---------------|
| BLOCK ID                                     | GROSS SQUARE FEET | GROSS ACREAGE |
| 2  | 90,545            | 2.08          |
| 3  | 148,950           | 3.42          |
| 7a   | 40,761            | 0.94          |
| 7b   | 12,469            | 0.29          |
| TOTALS                                       | 292,725           | 6.72          |

| UNIT COUNT & MAX. FLOOR AREA - 2, 3, 7a, & 7b |            |                      |
|---|------------|----------------------|
| BLOCK ID                                      | UNIT COUNT | MAX. FLOOR AREA (SF) |
| 2   | 910        | 1,055,792            |
| 3   | 948        | 1,055,792            |
| 7a  | 280        | 326,000              |
| 7b  | 0          | 0                    |
| TOTALS  | 2,138      | 2,437,584            |

FOR RESIDENTIAL DEVELOPMENT:

LEGEND:

L - LOWRISE BUILDINGS 1-3 STORIES  
UNLESS OTHERWISE NOTED  
AREAS WITHIN THE LOW RISE PORTION OF A BLOCK THAT DO NOT CONTAIN A BUILDING MAY BE USED FOR ADDITIONAL PLAZA OR OPEN SPACE

B - BASE 3-12 STORIES  
MID BLOCK PARKING + RETAIL  
AREAS AT BLOCK CENTERS MAY BE USED FOR PARKING STRUCTURES. SEE NOTE BELOW

H - HIGH RISE BUILDINGS 13-60 STORIES  
(TOWERS OVER BASE)

PARK / PUBLIC PLAZA / SIDEWALK

\* NOTE

FOR RESIDENTIAL DEVELOPMENT:

THE MAXIMUM LENGTH OF ANY HIGH RISE TOWER FACADE SHALL NOT EXCEED 150 FEET. IN ADDITION, THE MAXIMUM DISTANCE BETWEEN ANY TWO HIGH RISE TOWERS FACING EACH OTHER ON THE SAME BLOCK SHALL BE 60 FEET.

THE RESIDENTIAL TOWER STRUCTURE(S) MAY BE LOCATED ANYWHERE WITHIN THE HIGH RISE TOWER PORTION OF THE BLOCK, PROVIDED THAT THERE IS NO INCREASE TO THE NUMBER OF TOWERS SHOWN PER BLOCK.

AREAS WITHIN THE HIGH RISE PORTION OF A BLOCK THAT ARE NOT USED FOR A TOWER SHALL CONFORM TO THE BASE HEIGHT REQUIREMENTS.

FOR COMMERCIAL DEVELOPMENT:

WHERE COMMERCIAL USES ARE ANTICIPATED AND APPROVED TO BE LOCATED IN THE TOWER STRUCTURES, THE FLOOR PLATE OF THE TOWER STRUCTURE MAY BE EXPANDED TOWARD THE INNER PART OF THE BLOCK OVER THE BASE IN ORDER TO PROVIDE AN APPROPRIATE FLOOR PLATE TO ACCOMMODATE THE PROPOSED COMMERCIAL USE. PROVIDED THAT THE FOOTPRINT OF THE COMMERCIAL TOWER SHALL NOT EXCEED 60% OF THE NET AREA OF THE SUBJECT DEVELOPMENT BLOCK.

AREAS WITHIN THE HIGH RISE PORTION OF A BLOCK THAT ARE NOT USED FOR A TOWER SHALL CONFORM TO THE BASE HEIGHT REQUIREMENTS.

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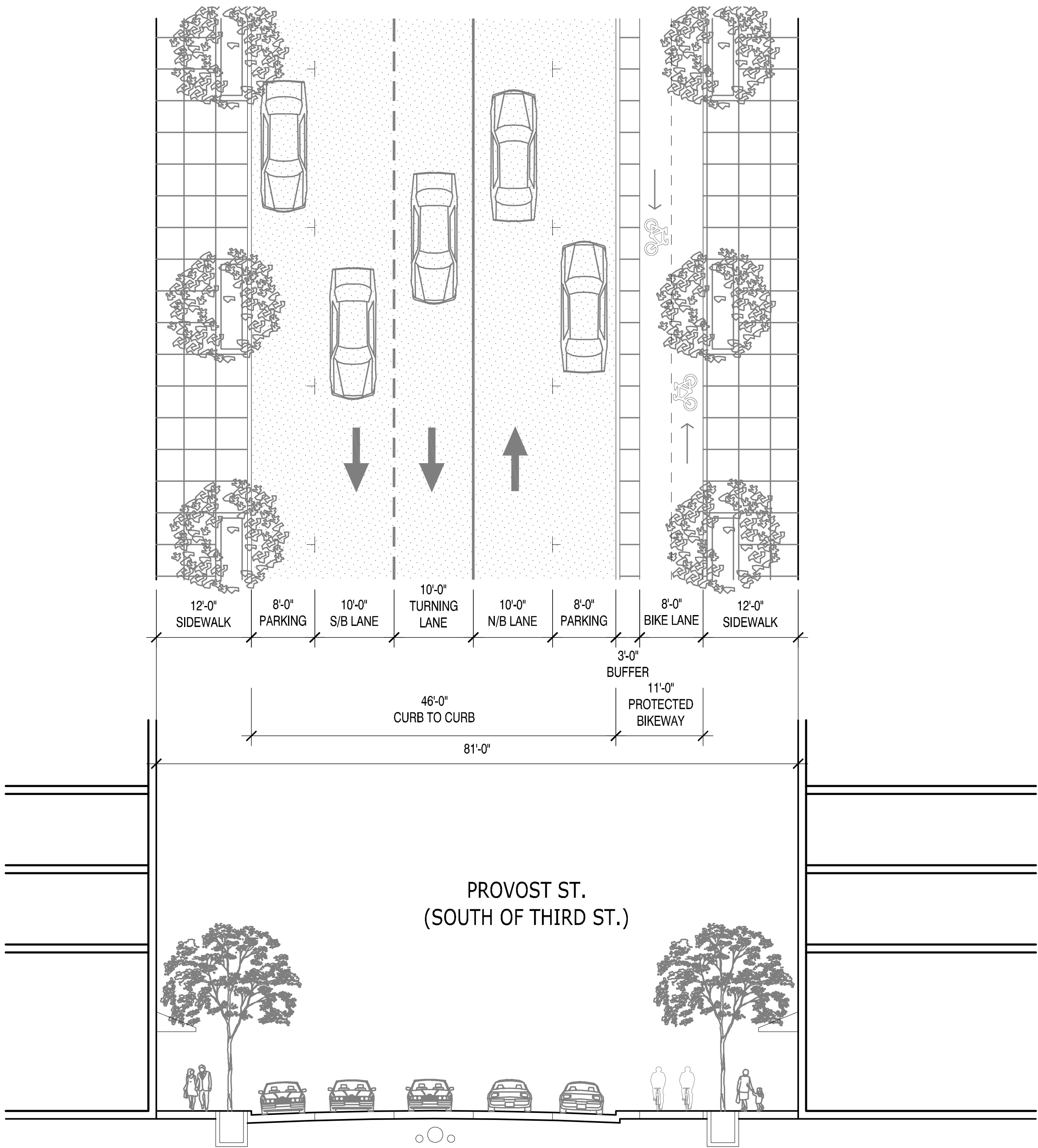
HARSIMUS COVE STATION REDEVELOPMENT PLAN  
WEST NEIGHBORHOOD DISTRICT  
JERSEY CITY, NJ

ALTERNATE PLAN - BLOCKS 2-7A & 3-7B

Date: March 28, 2022

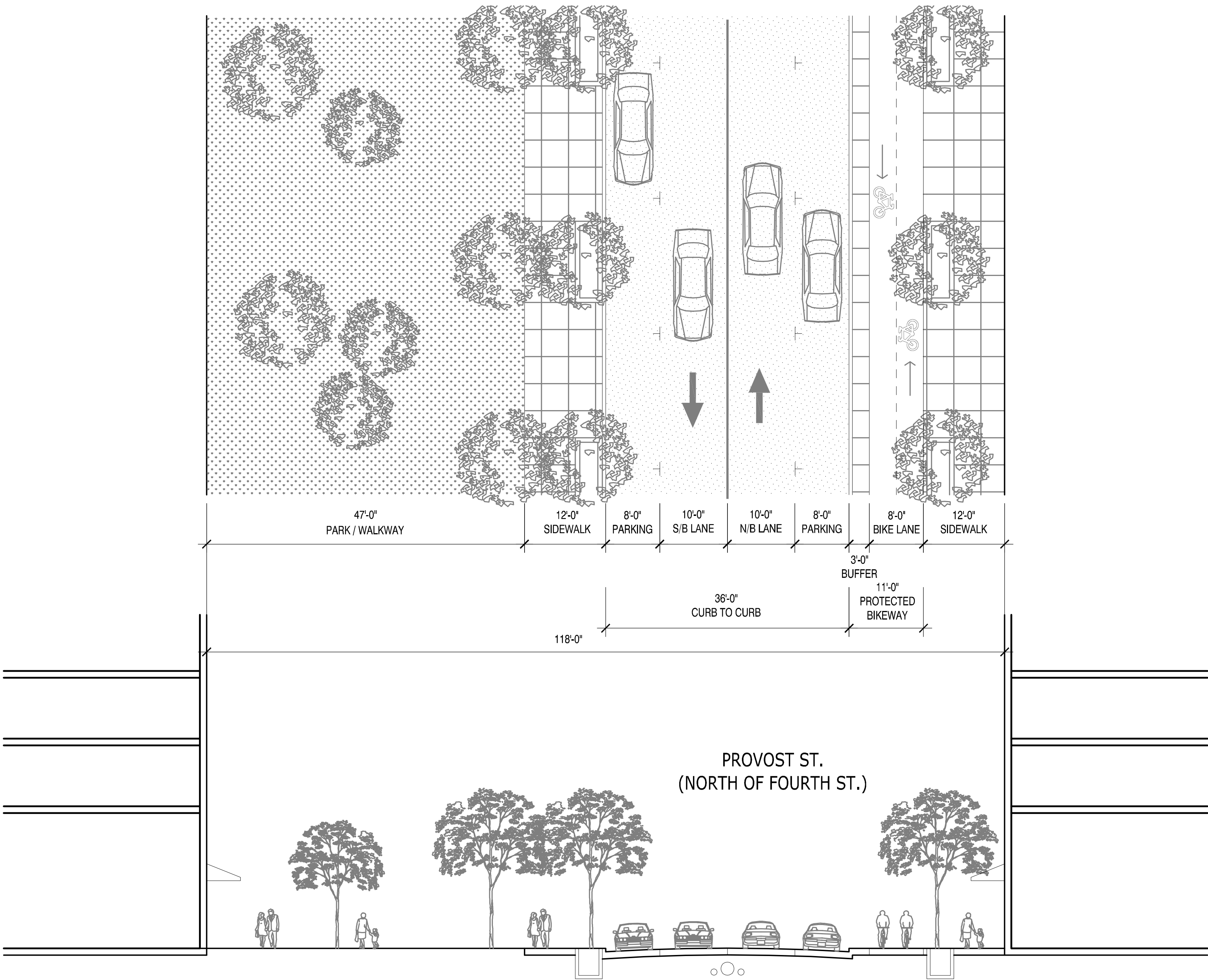
9





|                    |
|--------------------|
| ROADWAY TYPE       |
| LOCATION           |
| DESIGNATION        |
| TRAFFIC LANES      |
| PARKING LANES      |
| R.O.W. WIDTH       |
| CURB TO CURB WIDTH |
| CURB RADIUS        |
| BIKE LANE          |

|                       |
|-----------------------|
| STREET                |
| SECTION AA            |
| ST - 57-81            |
| TWO WAY / THREE LANES |
| BOTH SIDES            |
| 81'                   |
| 57'                   |
| 15'                   |
| ONE SIDE / TWO-WAY    |



|                    |
|--------------------|
| ROADWAY TYPE       |
| LOCATION           |
| DESIGNATION        |
| TRAFFIC LANES      |
| PARKING LANES      |
| R.O.W. WIDTH       |
| CURB TO CURB WIDTH |
| CURB RADIUS        |
| BIKE LANE          |

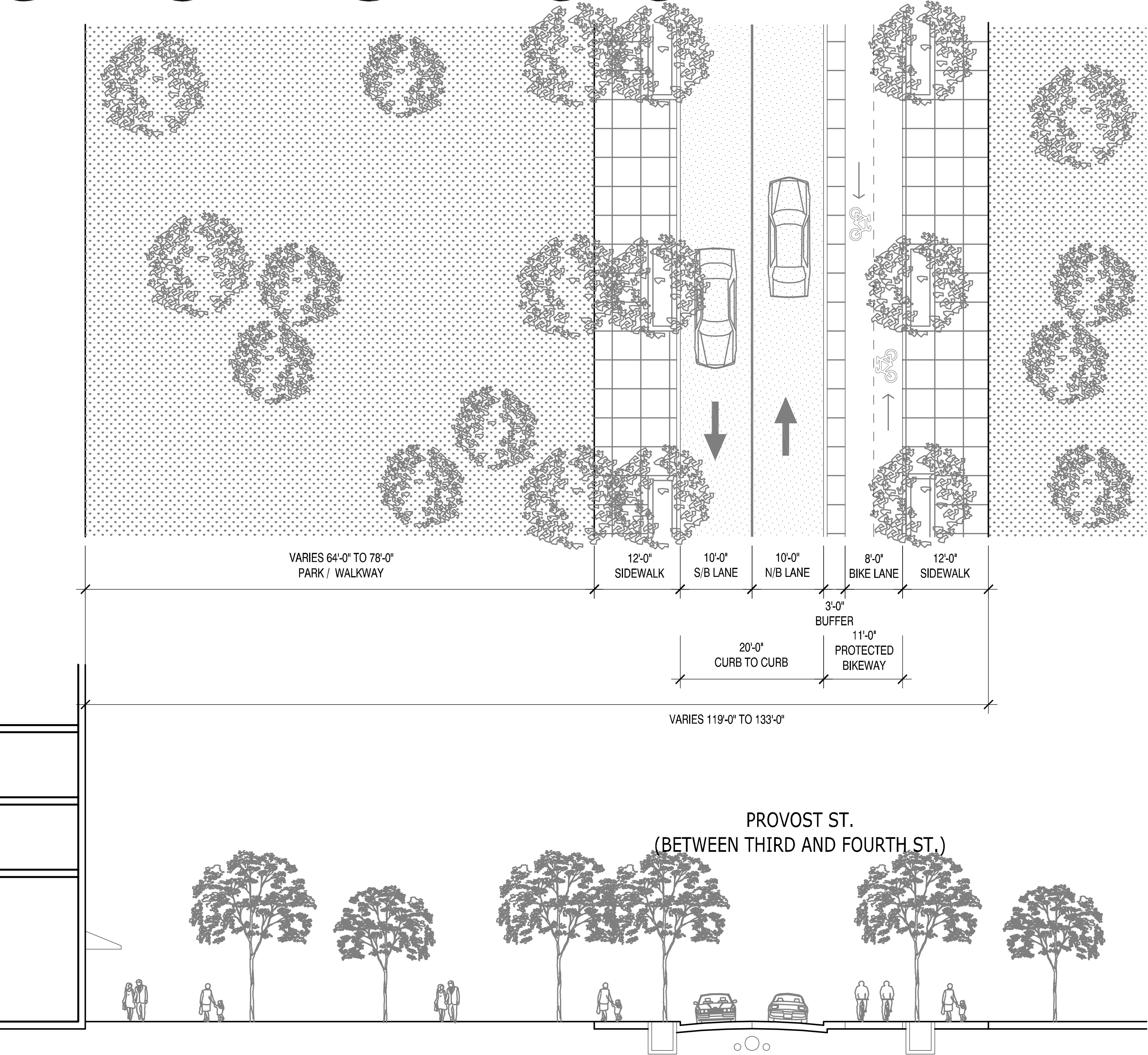
|                     |
|---------------------|
| STREET              |
| SECTION BB          |
| ST - 47-118         |
| TWO WAY / TWO LANES |
| BOTH SIDES          |
| 118'                |
| 47'                 |
| 15'                 |
| ONE SIDE / TWO-WAY  |

NOTE: THESE DIAGRAMS ARE CONCEPTUAL ONLY. ALL BIKE LANES WILL COMPLY WITH THE JERSEY CITY MASTER PLAN BEST PRACTICES AND GUIDELINES. CYCLETRACK WILL BE AT SAME LEVEL AS SIDEWALK IN ACCORDANCE WITH JERSEY CITY BICYCLE MASTER PLAN BEST PRACTICES.

R-O-W SECTIONS

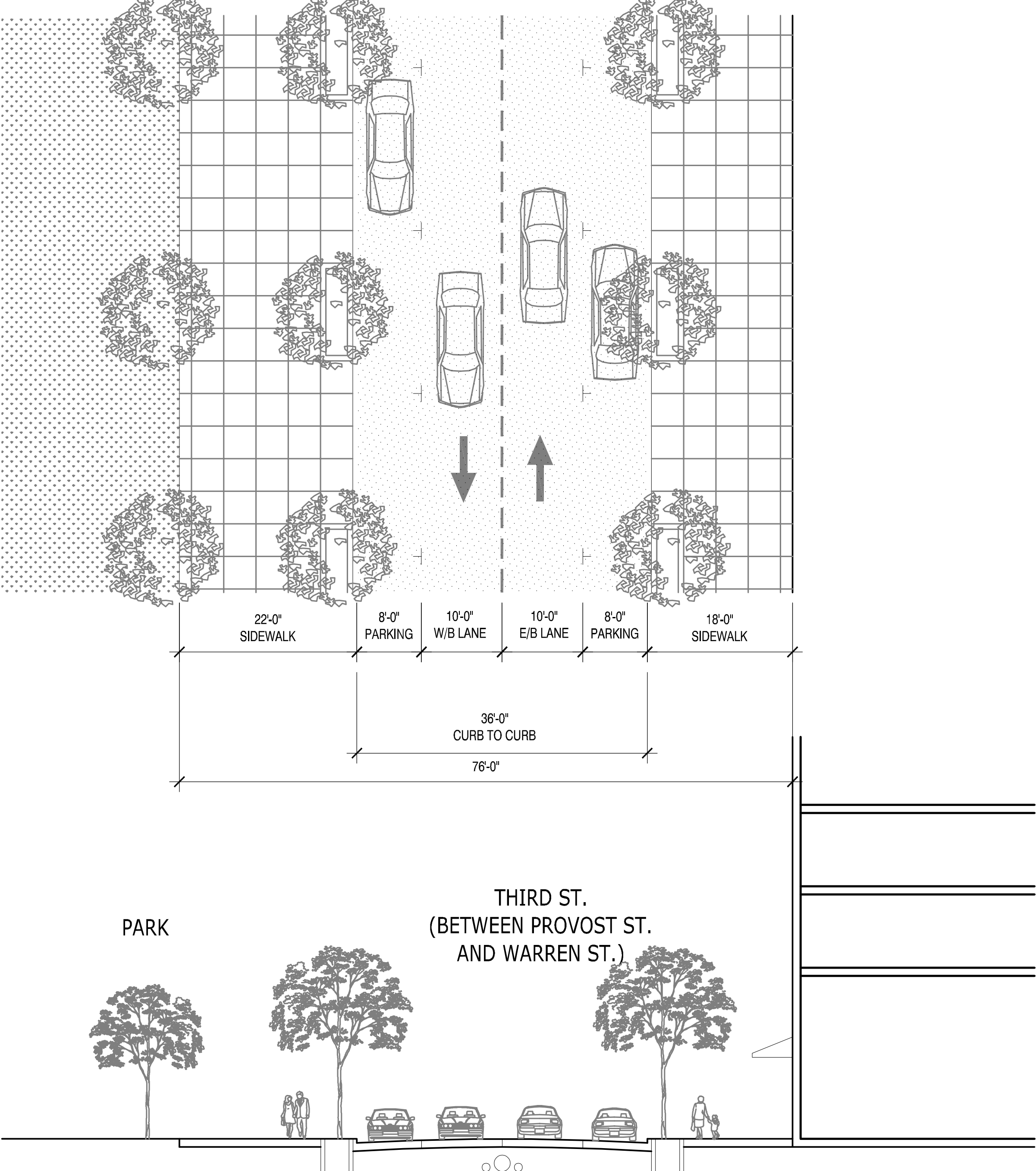
HARSIMUS COVE STATION REDEVELOPMENT PLAN  
WEST NEIGHBORHOOD DISTRICT  
JERSEY CITY, NJ





|                    |
|--------------------|
| ROADWAY TYPE       |
| LOCATION           |
| DESIGNATION        |
| TRAFFIC LANES      |
| PARKING LANES      |
| R.O.W. WIDTH       |
| CURB TO CURB WIDTH |
| CURB RADIUS        |
| BIKE LANES         |

|                     |
|---------------------|
| STREET              |
| SECTION JJ          |
| ST - 31 - 73        |
| ONE WAY / TWO LANES |
| BOTH SIDES          |
| 73'                 |
| 31'                 |
| 15'                 |
| ONE SIDE / TWO-WAY  |



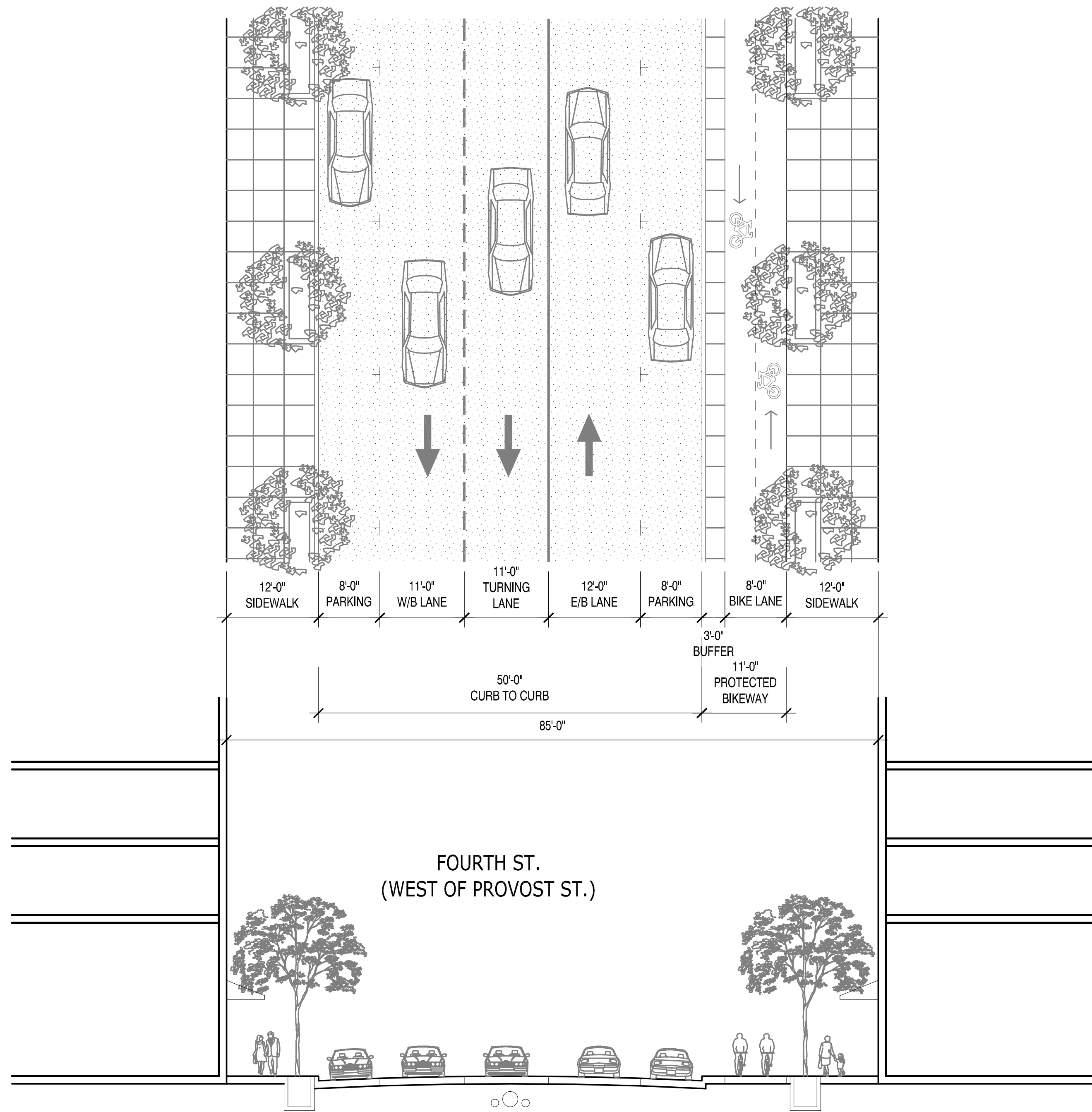
|                    |
|--------------------|
| ROADWAY TYPE       |
| LOCATION           |
| DESIGNATION        |
| TRAFFIC LANES      |
| PARKING LANES      |
| R.O.W. WIDTH       |
| CURB TO CURB WIDTH |
| CURB RADIUS        |
| BIKE LANES         |

|                     |
|---------------------|
| STREET              |
| SECTION C2-C2       |
| ST - 36 - 76        |
| TWO WAY / TWO LANES |
| BOTH SIDES          |
| 76'                 |
| 36'                 |
| 15'                 |
| NONE                |

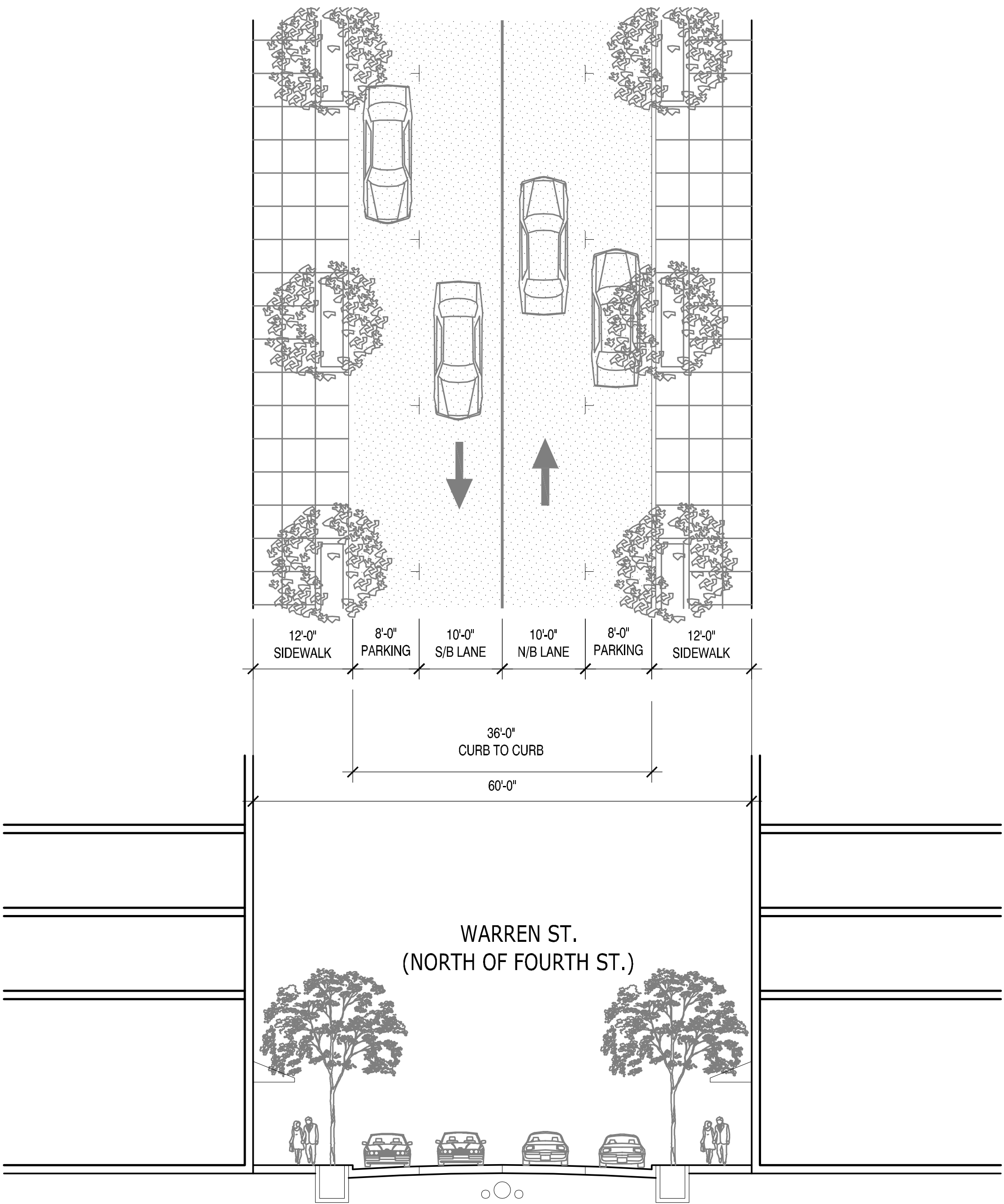
NOTE: THESE DIAGRAMS ARE CONCEPTUAL ONLY. ALL BIKE LANES WILL COMPLY WITH THE JERSEY CITY MASTER PLAN BEST PRACTICES AND GUIDELINES. CYCLETRACK WILL BE AT SAME LEVEL AS SIDEWALK IN ACCORDANCE WITH JERSEY CITY BICYCLE MASTER PLAN BEST PRACTICES.

R-O-W SECTIONS

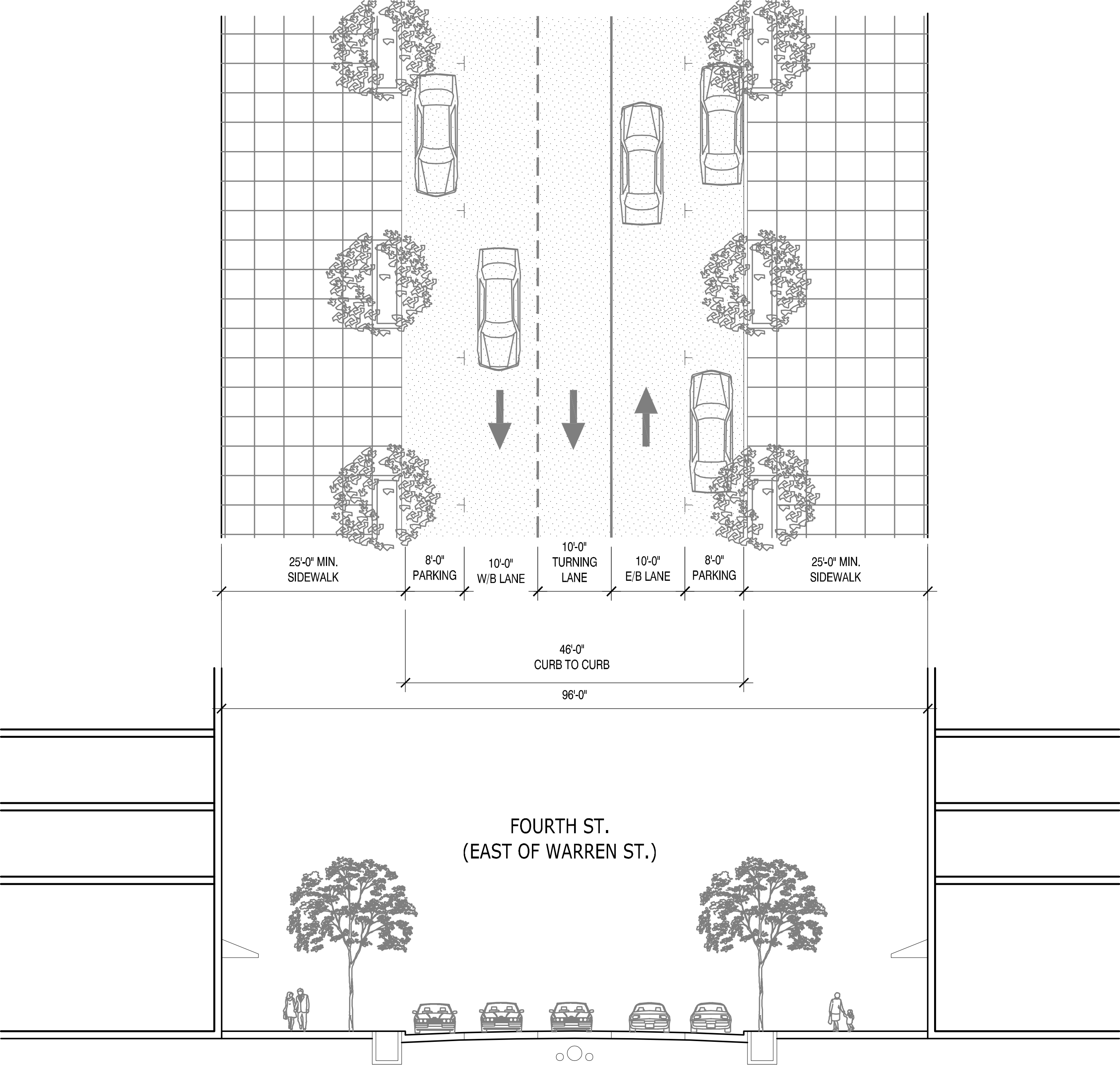




|                    |                       |
|--------------------|-----------------------|
| ROADWAY TYPE       | STREET                |
| LOCATION           | SECTION FF            |
| DESIGNATION        | ST - 61 - 85          |
| TRAFFIC LANES      | TWO WAY / THREE LANES |
| PARKING LANES      | BOTH SIDES            |
| R.O.W. WIDTH       | 85'                   |
| CURB TO CURB WIDTH | 61'                   |
| CURB RADIUS        | 15'                   |
| BIKE LANES         | ONE SIDE / TWO-WAY    |

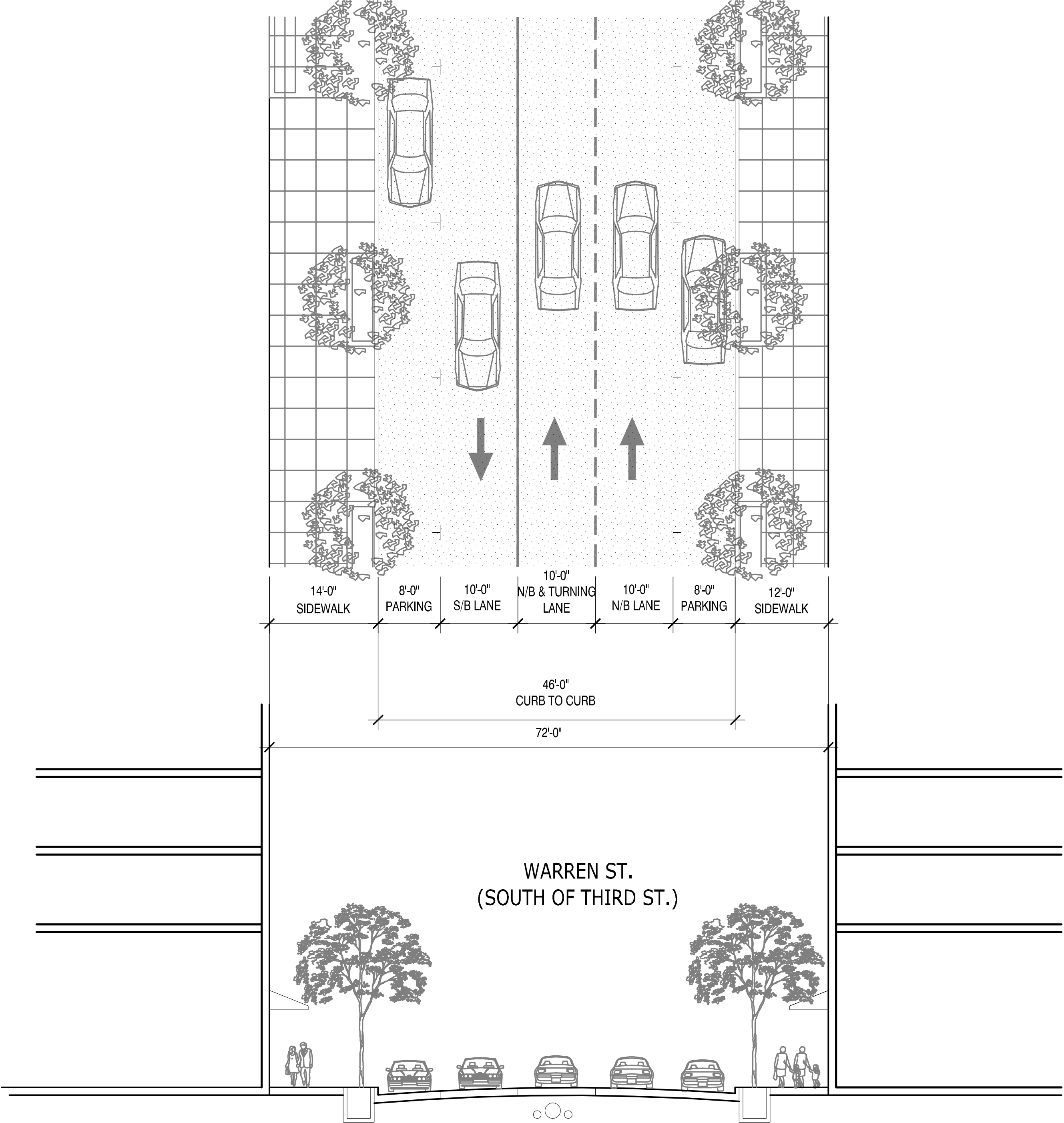


|                    |                     |
|--------------------|---------------------|
| ROADWAY TYPE       | STREET              |
| LOCATION           | SECTION II          |
| DESIGNATION        | ST - 36 - 60        |
| TRAFFIC LANES      | TWO WAY / TWO LANES |
| PARKING LANES      | BOTH SIDES          |
| R.O.W. WIDTH       | 60'                 |
| CURB TO CURB WIDTH | 36'                 |
| CURB RADIUS        | 15'                 |
| BIKE LANES         | NONE                |



|                    |
|--------------------|
| ROADWAY TYPE       |
| LOCATION           |
| DESIGNATION        |
| TRAFFIC LANES      |
| PARKING LANES      |
| R.O.W. WIDTH       |
| CURB TO CURB WIDTH |
| CURB RADIUS        |
| BIKE LANE          |

|                       |
|-----------------------|
| STREET                |
| SECTION HH            |
| ST - 46 - 96          |
| TWO WAY / THREE LANES |
| BOTH SIDES            |
| 96'                   |
| 46'                   |
| 15'                   |
| NONE                  |

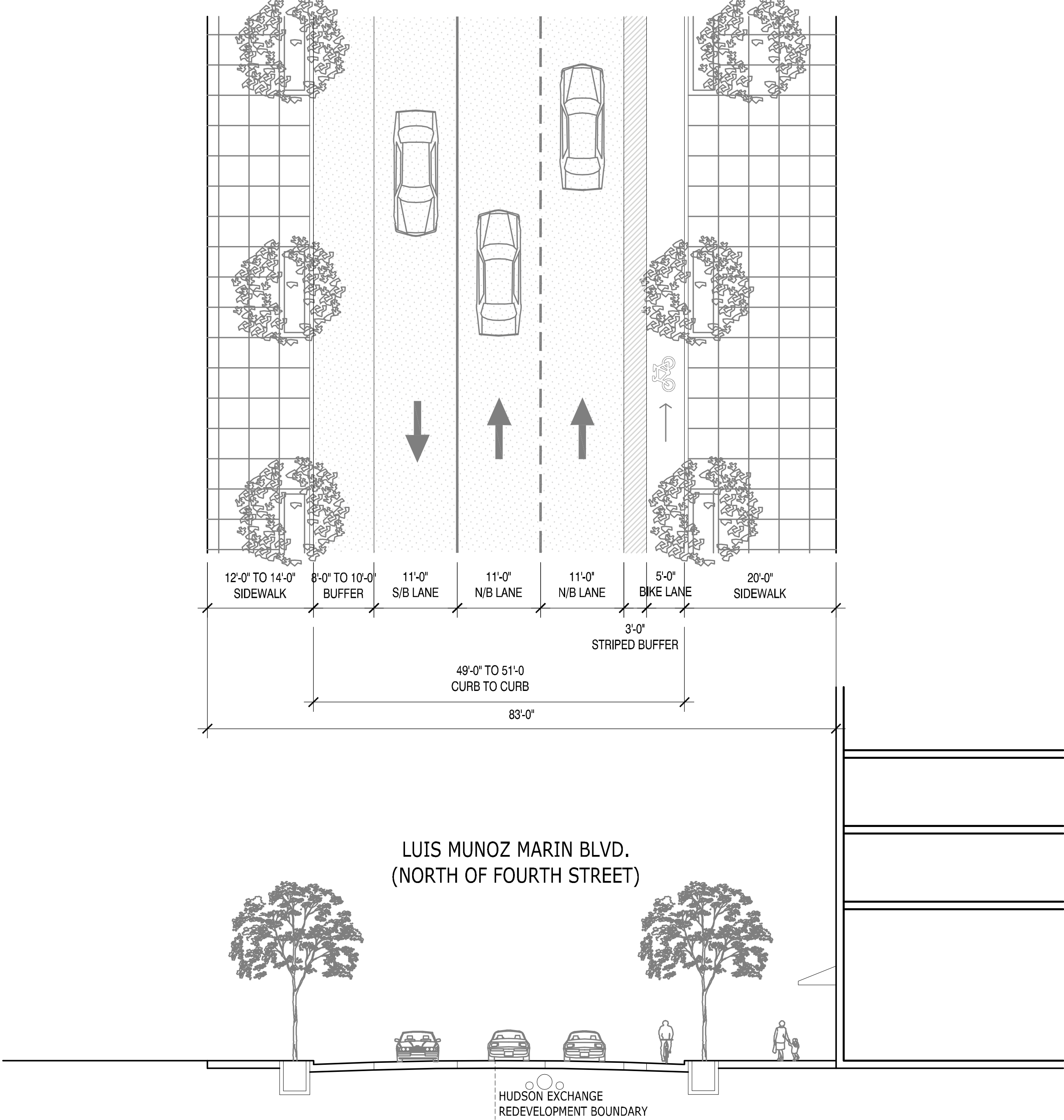


|                    |
|--------------------|
| ROADWAY TYPE       |
| LOCATION           |
| DESIGNATION        |
| TRAFFIC LANES      |
| PARKING LANES      |
| R.O.W. WIDTH       |
| CURB TO CURB WIDTH |
| CURB RADIUS        |
| BIKE LANE          |

|                       |
|-----------------------|
| STREET                |
| SECTION GG            |
| ST - 46 - 72          |
| TWO WAY / THREE LANES |
| BOTH SIDES            |
| 72'                   |
| 46'                   |
| 15'                   |
| NONE                  |

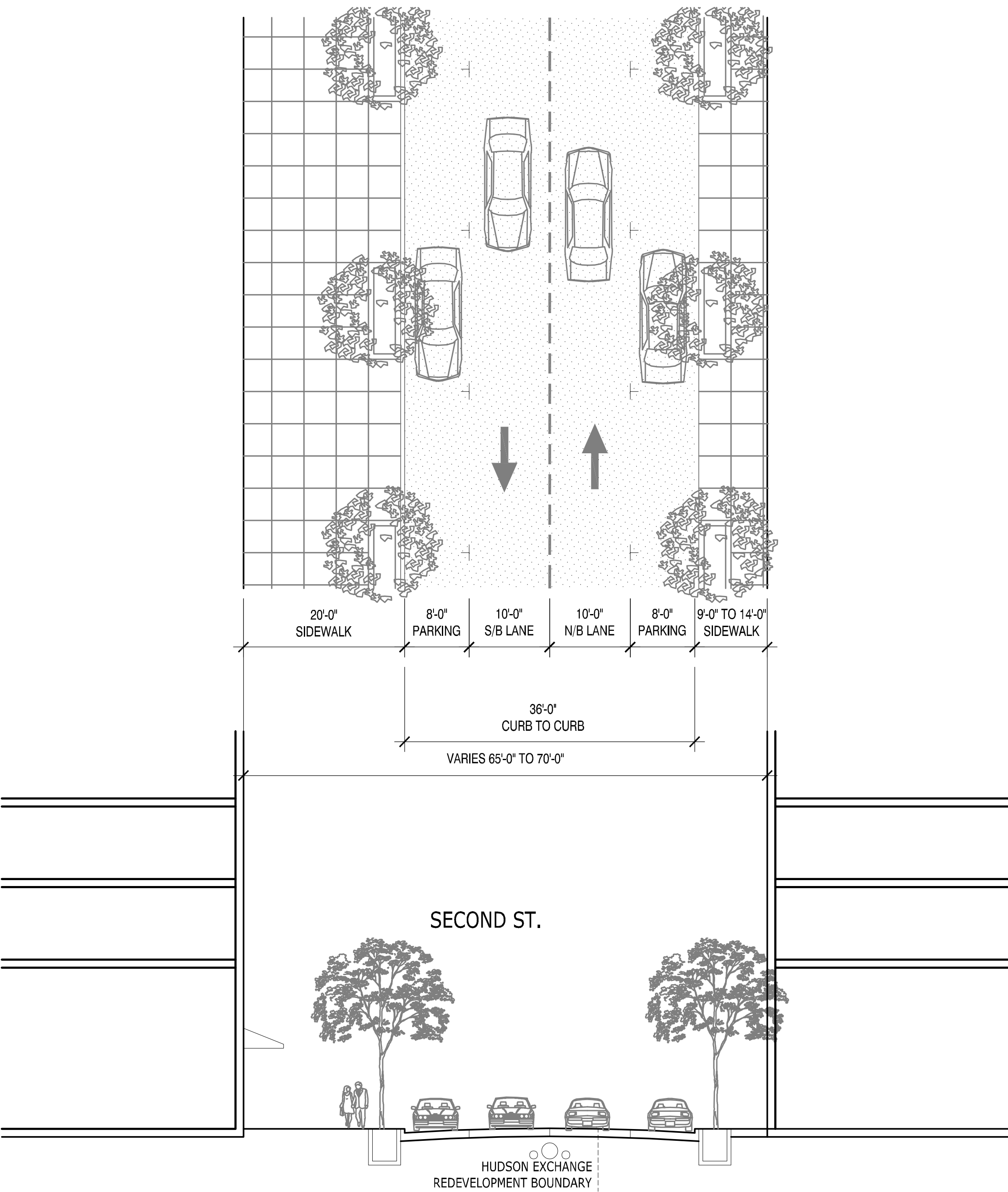
R-O-W SECTIONS





|                    |
|--------------------|
| ROADWAY TYPE       |
| LOCATION           |
| DESIGNATION        |
| TRAFFIC LANES      |
| PARKING LANES      |
| R.O.W. WIDTH       |
| CURB TO CURB WIDTH |
| CURB RADIUS        |
| BIKE LANES         |

|                       |
|-----------------------|
| STREET                |
| SECTION DD            |
| ST - 49 - 83          |
| TWO WAY / THREE LANES |
| NONE                  |
| 83'                   |
| 49' TO 51'            |
| 15'                   |
| ONE NORTHBOUND        |

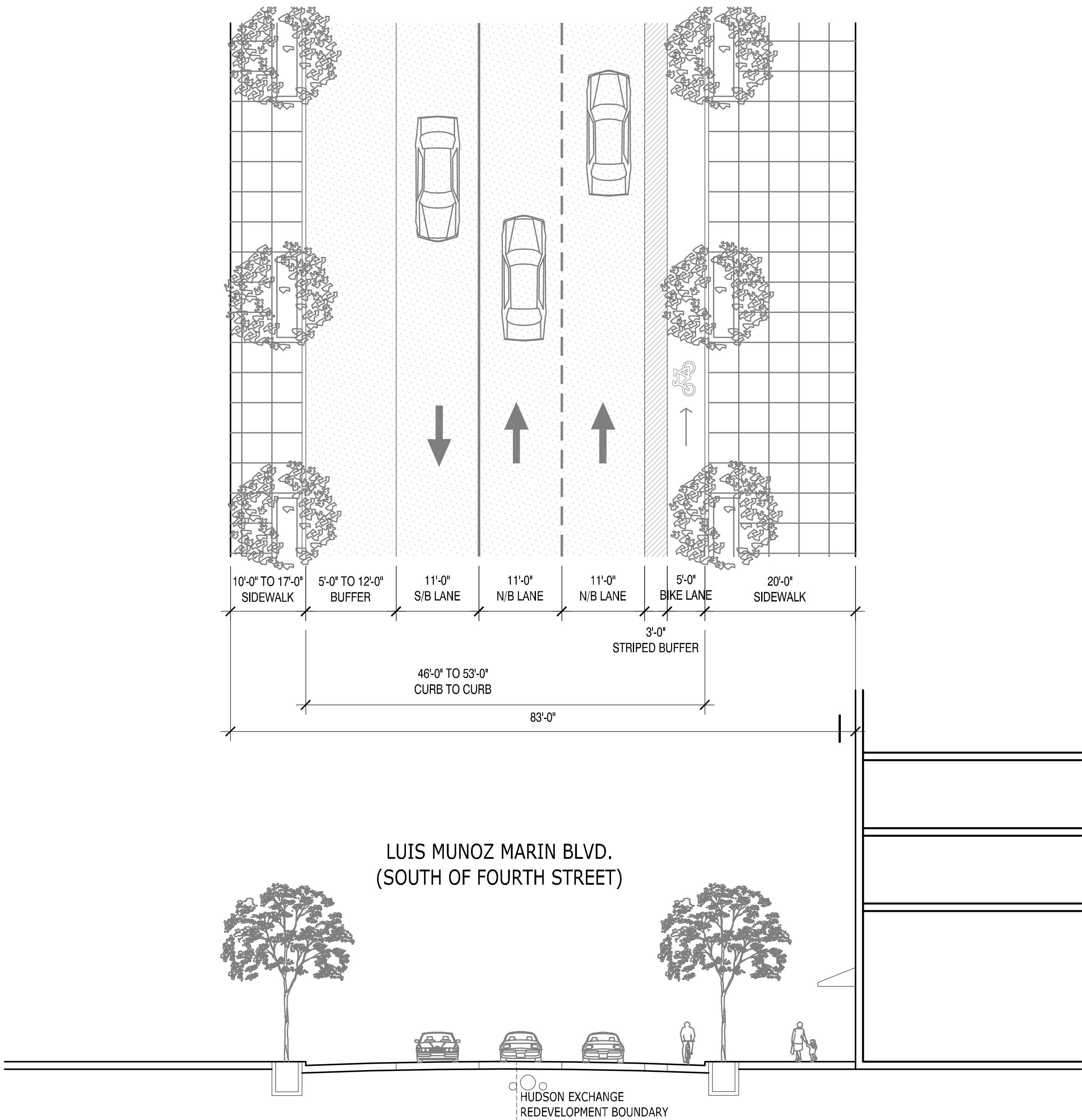


|                    |
|--------------------|
| ROADWAY TYPE       |
| LOCATION           |
| DESIGNATION        |
| TRAFFIC LANES      |
| PARKING LANES      |
| R.O.W. WIDTH       |
| CURB TO CURB WIDTH |
| CURB RADIUS        |
| BIKE LANES         |

|                    |
|--------------------|
| STREET             |
| SECTION EE         |
| ST - 36 - 65       |
| ONE LANES EACH WAY |
| BOTH SIDES         |
| 65' TO 70'         |
| 36'                |
| 15'                |
| NONE               |

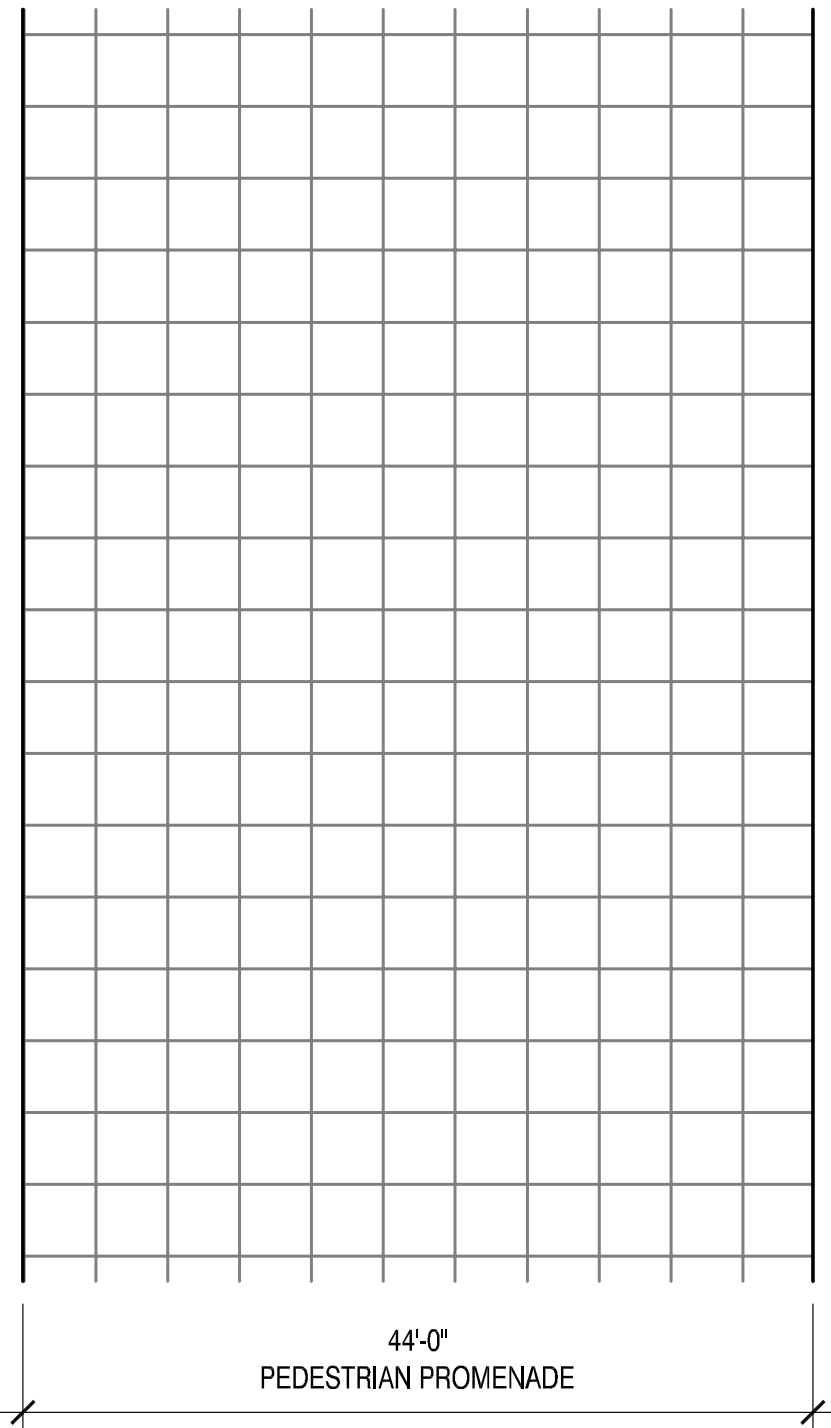
NOTE: THESE DIAGRAMS ARE CONCEPTUAL ONLY. ALL BIKE LANES WILL COMPLY WITH THE JERSEY CITY MASTER PLAN BEST PRACTICES AND GUIDELINES. CYCLETRACK WILL BE AT SAME LEVEL AS SIDEWALK IN ACCORDANCE WITH JERSEY CITY BICYCLE MASTER PLAN BEST PRACTICES.

HARSIMUS COVE STATION REDEVELOPMENT PLAN  
WEST NEIGHBORHOOD DISTRICT  
JERSEY CITY, NJ



|                    |
|--------------------|
| ROADWAY TYPE       |
| LOCATION           |
| DESIGNATION        |
| TRAFFIC LANES      |
| PARKING LANES      |
| R.O.W. WIDTH       |
| CURB TO CURB WIDTH |
| CURB RADIUS        |
| BIKE LANES         |

|                       |
|-----------------------|
| STREET                |
| SECTION KK            |
| ST - 46 - 83          |
| TWO WAY / THREE LANES |
| NONE                  |
| 83'                   |
| 46' TO 53'            |
| 15'                   |
| ONE NORTHBOUND        |

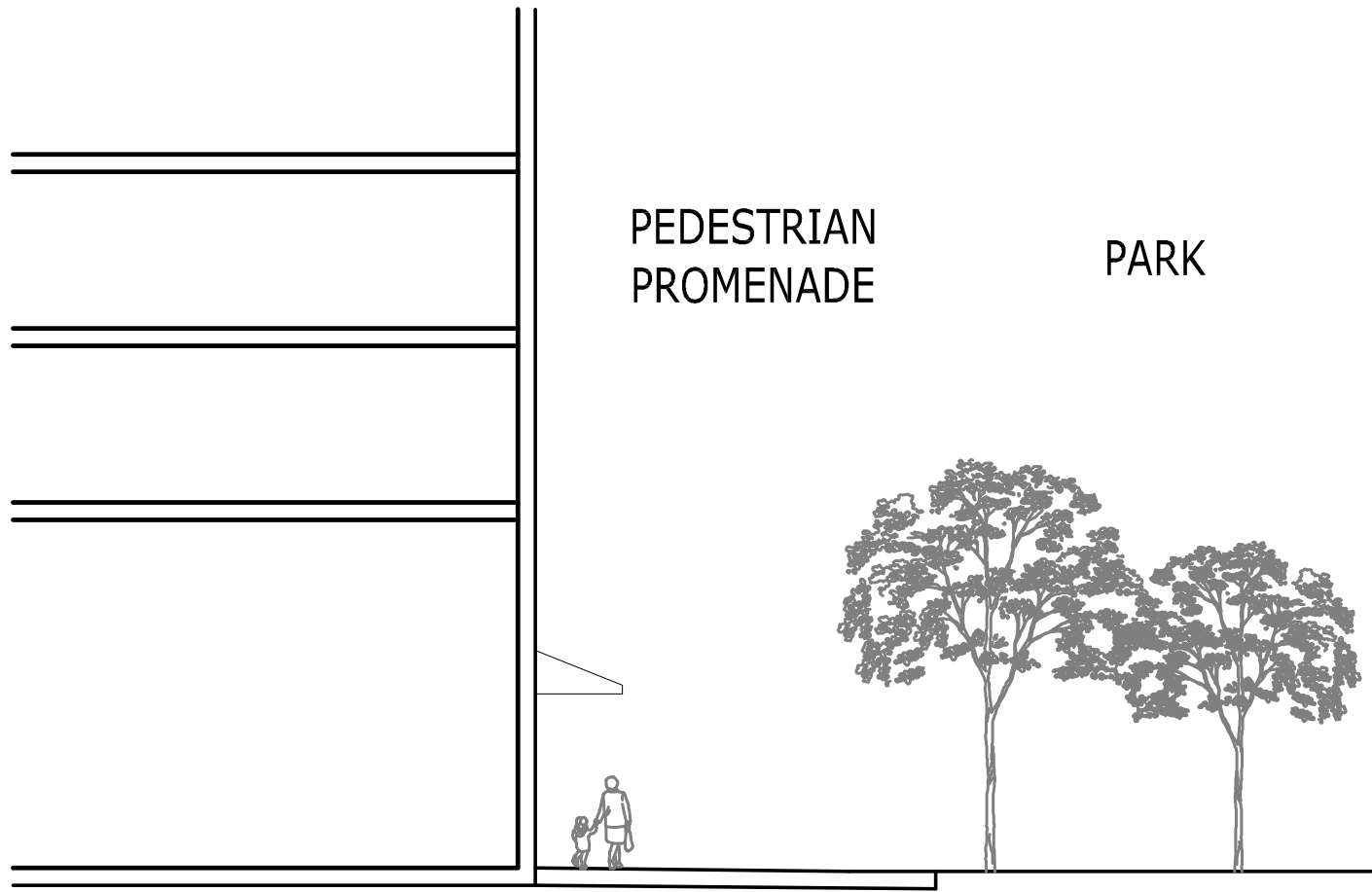
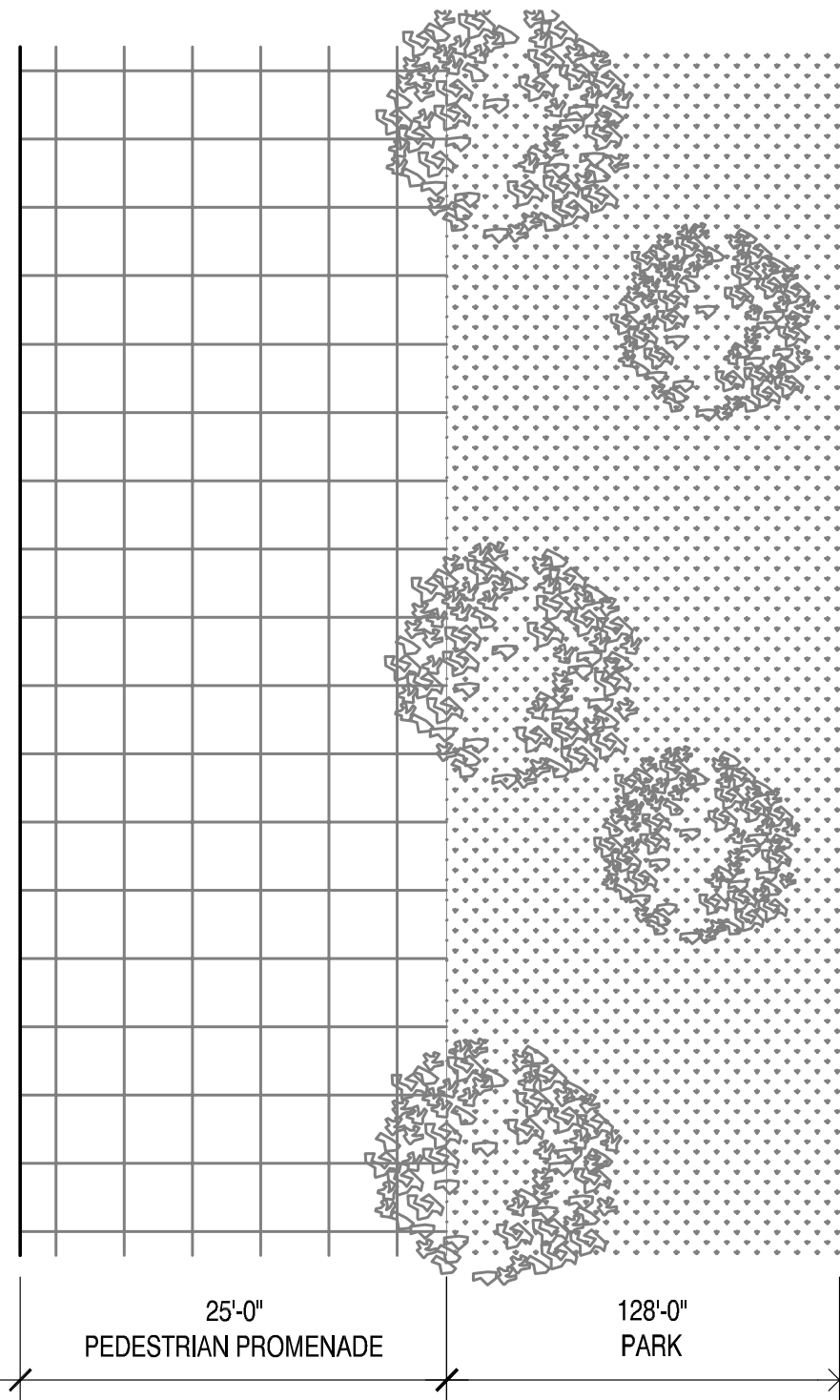


|                    |
|--------------------|
| ROADWAY TYPE       |
| LOCATION           |
| DESIGNATION        |
| TRAFFIC LANES      |
| PARKING LANES      |
| R.O.W. WIDTH       |
| CURB TO CURB WIDTH |
| CURB RADIUS        |
| BIKE LANES         |

|              |
|--------------|
| PROMENADE    |
| SECTION LL   |
| ST - 20 - 44 |
| NONE         |
| NONE         |
| 44'          |
| 44'          |
| 15'          |
| NONE         |

NOTE: THESE DIAGRAMS ARE CONCEPTUAL ONLY. ALL BIKE LANES WILL COMPLY WITH THE JERSEY CITY MASTER PLAN BEST PRACTICES AND GUIDELINES. CYCLETRACK WILL BE AT SAME LEVEL AS SIDEWALK IN ACCORDANCE WITH JERSEY CITY BICYCLE MASTER PLAN BEST PRACTICES. DESIGN STANDARDS FOR PEDESTRIAN PROMENADE ARE PROVIDED IN THE OPEN SPACE REQUIREMENTS SECTION OF THIS REDEVELOPMENT PLAN.





|                    |
|--------------------|
| ROADWAY TYPE       |
| LOCATION           |
| DESIGNATION        |
| TRAFFIC LANES      |
| PARKING LANES      |
| R.O.W. WIDTH       |
| CURB TO CURB WIDTH |
| CURB RADIUS        |
| BIKE LANES         |

|              |
|--------------|
| PROMENADE    |
| SECTION MM   |
| ST - 25 - 25 |
| NONE         |
| NONE         |
| 25'          |
| 25'          |
| 15'          |
| NONE         |

NOTE: DESIGN STANDARDS FOR PEDESTRIAN PROMENADE ARE PROVIDED IN THE OPEN SPACE REQUIREMENTS SECTION OF THIS REDEVELOPMENT PLAN.