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Newport Path Station
Shadow Analysis and Visual Impact Assessment

110 Town Square Place, Lot 1, Block 7302.02,
Jersey City, Hudson County, NJ 07310

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This Shadow Analysis and Visual Impact Assessment has been prepared in accordance with Section 345-18 and Ordinance 20-112 of the Land Development Ordinance of the City of Jersey City.

This redevelopment project is located at 110 Town Square Place, Block 7302.02, Lot 1, in Jersey City, NJ 07310. The proposed redevelopment site ("Site") is located at the north east corner of Town Square Place and Washington Boulevard.

The following sections address the specific response requirements of the ordinance outlining the Shadow Analysis and Visual Impact Assessment.

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A. Shadow Analysis

1. Project Description

This proposed redevelopment site ("Site") of approximately .96 acres (41,818 SF) is located at 110 Town Square Place, Block 7302.02, Lot 1, in Jersey City, NJ 07310. The proposed redevelopment site ("Site") is located at the north east corner of Town Square Place and Washington Boulevard. The southern edge of the Site along Town Square Place is approximately 243 feet 8 inches wide and tapers off to approximately 199 feet 7 inches wide at the northern end of the Site. The Pavonia Newport Path station occupies the south western portion of the site.

The proposed design consists of ground floor retail, lobbies, and back of house space adjacent to the existing Pavonia Newport Path Station. The Path station building will remain as existing including the access points to it from the east and west. New access pathways to those points will be integrated into the design of this project as shown on the site plan. Two levels of business sit on top of the ground floor creating a 3-story podium. A 37-story residential tower rises on top of the podium. The proposed total gross floor area is 509,950 SF, with 3,450 SF of retail, 45,260 SF of business, and 342,965 SF of residential use with a total

number of 423 units. On top of the podium sits a landscaped amenity terrace of 15,650 SF and a roof deck of 5,450 SF sits at the top of the tower. At the top of the tower on the south elevation is to be a time and date clock. The clock will be 33' tall and 39' wide and integrated into the architecture of the tower.

This project is located in the Office Commercial District within the Newport Redevelopment Plan area.

2. Documentation

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This Shadow Analysis and Visual Impact Assessment has been prepared based on the architectural plans prepared by KPF dated November 18th, 2022.

3. Elevations of Proposed and Surrounding Buildings

The proposed building elevations are provided on Sheets A-200, A-201, and A-202. The immediate surrounding area is well developed consisting of residential, commercial, and retail buildings. Adjacent to the east is the 6 story Franklin School and parking garage. Across Town Square Place to the south is 14 story 111 Town Square Place commercial building. To the west across Washington Boulevard is the 38 story, 510 foot tall Newport Tower. Beyond Newport tower, is Newport Centre a 3 story, 1.2 million SF shopping mall. To the north is a 10 story Courtyard Marriott hotel. Many other high rise commercial and residential towers are within the general vicinity of the site as well as numerous mass transit routes.

4. Shadow Diagrams

The applicant has provided a shadow study as part of the submission documents (Sheet A-060) as required. The Shadow Analysis has been

prepared in accordance with Section 345-18 and Ordinance 20-112 of the Land Development Ordinance of the City of Jersey City.

B. Visual Impact Assessment

1. Elevations

The proposed building is compliant with building elevation and height requirements per the Newport redevelopment plan. The proposed building height is approximately 420 feet tall. The proposed building elevations are provided on Sheets A-200, A-201, and A-202.

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2. Scenic Features

The Site is located in the Office Commercial District of Newport, Jersey City. Town Square Street to the south of the Site offers a view corridor to the Newport Town Square Park. To the west of the site is the 4-lane wide Washington Boulevard which features bike lanes on either side, a landscaped median and is flanked by many high rise commercial and residential buildings. The building form is shaped to reinforce the gentle curve of the boulevard. This has the effect of drawing one's eye down the boulevard and around the curve when viewed from street level. The nearest scenic resource is the Hudson River Waterfront Walkway, which is located approximately 400 feet to the east and beyond Newport Town Square Park. The development would not impact the view corridors of Washington Boulevard and Town Square Place nor would it block any views from the Hudson River Walkway.

3. Visual Impact

The proposed design is inspired by the existing vibrancy of the development in the area, the curve of Washington boulevard, and views across the east river towards New York City. The existing Pavonia Newport Path Station will remain on site and the primary circulation

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access points will be preserved. Dedicated retail space will embrace the corner of Washington boulevard and Townsquare Place, activating the corner. Coupled with the residential and business lobbies along Town Square Place and updated landscape elements at the street level, the project will inject more life and vibrancy to the area adjacent to the path station. Above the two levels of business program which make up the podium, will sit a landscaped terrace for residential tenants that will provide a buffer from the adjacent parking garage and a visual asset for the surrounding tall buildings to look down upon. The tower massing is broken down into two bars enhancing the verticality of the form and nodding to the characters of the site. The western bar is composed of a shingled form rendered in grey glass and metal which depending on the angle of view is either seen as all glass or an elegant grid. The wall system takes care to integrate and obscure the necessary mechanical equipment present on the façade. The eastern bar speaks to the more ephemeral qualities of the views with white metal clad balconies and large insulated glass windows. The building kinks to align units along the angled portion of the tower with a primary view towards the Freedom Tower. Units along the orthogonal portion of the tower are treated to a view of lower Manhattan. An amenity roof deck is located at the 40th floor

A clock will be integrated into the facade at top of the southern side of the west bar. This clock, which is comprised of LED lights inlayed into the vertical supports of the exterior wall system, will display basic information such as the time, date, temperature, etc. The vertical supports are 1 foot apart as shown on A-104 and A-105. Primarily the clock will be seen from Washington Blvd, south of the site, as shown in the A-000 cover rendering. The idea of the clock tower is conceived as a modern interpretation of the clock from the original rail station on the site (now demolished), which is intended as a visual landmark to identify the current Newport path station below at grade. The clock will be designed to use the least amount of light as necessary to be visible at street level from the surrounding neighborhood during the day and at

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night. The common unit of measure for light intensity is the *nit*, which equals one candela per square meter. For comparison, daylight outputs approximately 5,000-7,000 *nit*, and modern billboards output approximately 8,000-11,000 *nit*. Based on preliminary information and the southern orientation of the clock, we anticipate a target output of ~8000 *nit* for the display to be visible but not overpowering during the day time. At night this output would be reduced significantly to ~1,000-2,000 *nit*. Other efforts would be made during the design process to ensure the clock is a good neighbor to the surrounding area such as focusing the pitch of the LEDs towards the intended street level viewer to minimize light pollution and it will not be used for advertisements of any kind. The clock is visible on the A-000 cover rendering and elevations provided on sheet A-200.

The proposed project is in sync with the land use objectives of the Jersey City Master Plan by providing a mixed-use building with a new residential, commercial, and amenity spaces for residents of Jersey City. The residential floors will provide a mix and range of housing opportunities including studio, one-bedroom, and two-bedroom units. Given the extensive development of the area with high rise commercial office and residential buildings, including Newport tower which is approximately 90 feet taller that the proposed project, it is anticipated that the project will fit nicely into the urban fabric and add to the visual characteristics of the area.

The proposed design is consistent with the following Goals and Objectives:

Goals:

• Provide unique, attractive, and high-quality residential areas as part of a transit oriented development that would serve existing and attract new residents with a wide range of housing and life-style choices.

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Objectives:

• Acknowledge distinct characteristics of residential neighborhoods through design standards. The scale of new development should be consistent with the neighborhood.

4. Proposed Mitigations

Site design and project location were considered by the project architect during the development of plans for the project. As mentioned earlier in the report, the southern edge of the site along Town Square Place is approximately 243 feet 8 inches wide and tapers off to approximately 199 feet 7 inches wide at the northern end of the Site. The constraints of the property dictated the design of the project and the final design is intended to eliminate any negative visual impact for the project and the adjacent properties. The starting point of the design process was to establish how best to work with the existing Pavonia Newport Path station. The Pavonia Newport Path station occupies the south eastern portion of the site with the underground station below a large portion of the eastern side of the site. With this in mind the tower would need to be positioned in the western portion of the site. The tower seeks to pick up on the gentle curve of Washington boulevard by kinking the massing in a similar fashion. As mentioned before this has the effect of drawing one's eye down the boulevard and around the curve when viewed from street level. By positioning the lobby entrances and the retail program along town square place adjacent to the path station the design creates a desirable street frontage from a planning and pedestrian perspective

There is no anticipated negative visual impact of the project. The 3 story building podium is setback along Washington Boulevard and in line with the street wall along Town Square Place. Landscape elements soften the edges and link with other landscape elements along the street. There are no visual impacts to Washington Boulevard and Town Square Place.

Overall, the design consists of a base and tower, which incorporate horizontal and vertical visual cues and dynamic change in ratio of glass and solid materials. Moreover, at the pedestrian level, the streetscape has been designed to enhance the existing path station, implement landscape elements, and add attractive and functional entrances. No negative impacts are anticipated as a result of this project.

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