

NJCU WEST CAMPUS REDEVELOPMENT PLAN



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The New Jersey City University West Campus is located in the western portion of Jersey City, commonly known as the West Side. It is situated about one half mile south of Communipaw Avenue and approximately a quarter mile south of the West Side Avenue Light Rail Station. The site of 20.9 acres is bounded by Route 440, West Side Avenue, Carbon Place and the property line of the lot containing the Home Depot. Historically, the site for the West Campus has been industrial in nature, although more recently, portions of the site have been used for surface parking, storage and tennis courts by New Jersey City University.

Generated after two years of Master Planning, the twenty-one acre West Campus Redevelopment Plan, presented within this document, is the first part of the much larger Bayside Redevelopment Vision Plan extending from Communipaw, along the Newark Bay edge, to Society Hill, along Stephens to Bergen Avenue and then along Ege and Clarke Avenues. The NJCU West Campus is intended as an ideal place to live, work, learn and visit. The plan is education-based, green-based and transit-oriented. The West Campus will have great public streets extending the existing street network, green parks, hard plazas and future paths to the new waterfront park and light rail line. With its inviting public edges, human scaled architectural details, and quality academic and cultural venues, the West Campus will be a destination as well as a place to raise a family.

The previous industrial uses of the site have left it partially contaminated, a condition which will require remediation and coordination of the redevelopment plan with abatement activities. The New Jersey Department of Environmental Protection Division of Responsible Party Site Remediation is overseeing the investigation and remediation activities under the Voluntary Cleanup Program. While significant portions of the site are contaminated, only limited areas are contaminated with chromium. These areas include the former Morris Canal along Route 440 and along the western and southern boundaries of the site. These areas are the subject of an agreement for clean-up between the University and Honeywell. Remediation has been incorporated into the planning and design,

thereby mitigating any negative impact to buildings and users of the site.

NJCU currently owns seven existing buildings on the site. The largest is the mill building previously occupied by Baldwin Steel. This is a very large steel structure, clad in steel sheets, and is the dominant feature of the landscape. This building occupies approximately one third of the site. Four other buildings on the site are currently used for storage. A sixth smaller single story building, also owned by NJCU, was previously used by Youth Corps. All the above buildings are slated for demolition along with six tennis courts. The seventh building is a “facilities” building operated by New Jersey City University on the corner of West Side Avenue and Carbon Place. This is the only building on the site that is slated for rehabilitation.

During the winter and spring of 2003, the University, in conjunction with the City of Jersey City and the Jersey City Board of Education, developed a master plan for the west side of Jersey City, which was given the name “Bayside”. A. Nelessen Associates was hired by the three institutional partners to conduct a participative design process involving over one hundred stakeholders. This process resulted in a blueprint for future development in western Jersey City. A conceptual plan emerged for the entire Bayside area including plans for the West Campus. All the schemes for this site recommended mixed-use and multiple uses to include educational facilities, housing, retail, structured parking and open space. These uses align with the Master Plan for New Jersey City University which recommends utilization of this site for future expansion to meet educational needs, as well as joint use of the site with the Jersey City Board of Education. The academic buildings would thus be combined with retail, housing, parks and plazas to create a “university urban village”.

The Jersey City Master Plan, prepared by Wallace, Roberts & Todd along with Heyer, Gruel Associates and Schoor DePalma Inc. designates the Route 440 corridor as one of the “area(s) ... recommended to be reviewed as redevelopment areas.” Another

stated goal in the Master Plan (on page i6) is to “Promote the comprehensive redevelopment of the Route 440 corridor to take advantage of its proximity to the New Jersey Turnpike, Newark Airport, the Hudson Bergen Light Rail Transit System, the Hackensack River, Lincoln Park and the overall highway network.” This proposed redevelopment area clearly is located within and immediately adjacent to the Route 440 Corridor and West Side Avenue. Another of the expressed goals of the Master Plan is to “Redevelop vacant factories along West Side Avenue.”

In July 2003, the University assembled a team to develop a detailed redevelopment plan and redevelopment code for the West Campus as a part of the “Bayside Development Plan”, the result of the collaborative planning effort led by A Nelessen Associates. This team, led by KSS Architects LLP and the Staubach Company, also includes A Nelessen Associates, Planners and Urban Designers, El Taller Colaborativo, PC (ETC), Traffic and Civil Engineering and Landscape Architecture, and Tetra Tech.

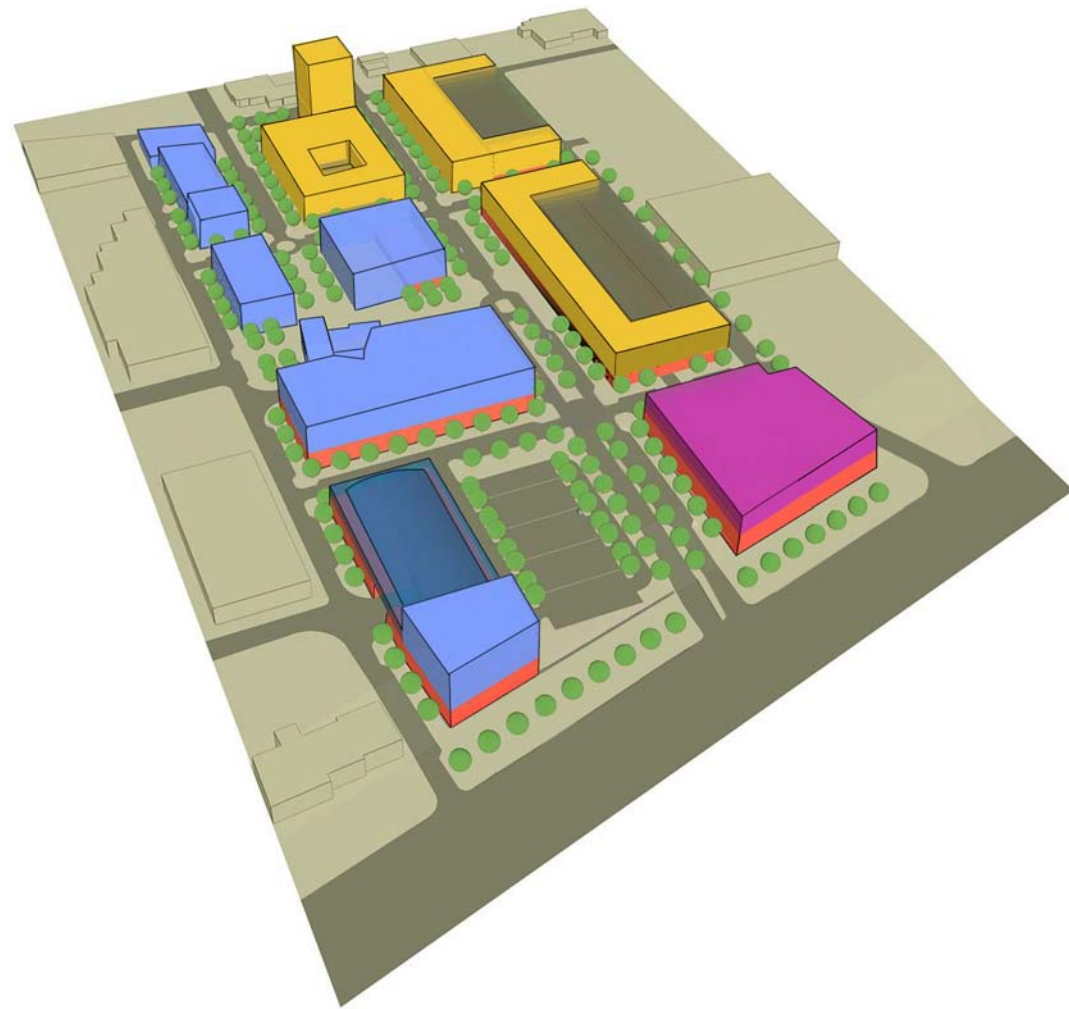
The project team held a design charrette with faculty and administrators in early Fall of 2003, specifically tailored to this site. The result of the charrette was a program for the site which synthesized the uses recommended by NJCU stakeholders with a market study prepared by the Staubach Company. Using the new program, the design team developed a preliminary synthesis plan from the previous plans and presented it to the University. Subsequent to the charrette, NJCU acquired the Baldwin Steel land and started a period of due diligence to determine the developability of the site and the impact of remediation and clean-up. As a consequence of the new land acquisition and a variety of other factors, the site plan has gone through multiple iterations in program, building, street networks and civic space locations since the preliminary synthesis plan.

The resulting West Campus Redevelopment Plan is a mixed-use plan based on a street grid forming developable blocks. The proposed street grid is linked to the existing neighborhood grid and allows and encourages access to and through the site from the

existing neighborhoods. This arrangement has advantages for the distribution of east/west traffic in Jersey City and the opportunity for expanded pedestrian circulation with a long term goal of access to the waterfront.

As part of the plan, Audubon Avenue and Stegman Street will be extended into the site. The plan grid also has two new streets parallel to West Side Avenue that anticipates the completion of the adjacent street grid in the future. Temporarily called Mallory Street East and Mallory Street West, these streets could extend into the Home Depot lot when it is redeveloped in the future. The plan also anticipates the extension of Mallory to Carbon Place, visually terminating in a new plaza containing a theater building.

The varying street types and the differing relationships of the bulk and height of the buildings to the street provide a complex and continuous urban experience. All the buildings have been designed with their building walls scaled to create appropriate street proportions and scale. The program elements include retail, housing, academic buildings, civic spaces and structured parking, and many of the buildings are mixed-use. Through the inclusive design process described above, the Redevelopment Plan for the West Campus has evolved to a form that will serve both the needs of the University and the surrounding community. It will be a catalyst for the overall redevelopment of the West Side and a positive example for smart growth within the region.



The following is a listing of proposed uses and square footages.

Retail

The plan contains retail within seven of the proposed buildings. Over 215,000 square feet of retail space is provided.

Office

There is one building proposed to house 111,300 square feet of leaseable office space.

Education

There are four educational buildings devoted primarily to Education Use, Professional Studies, Academic Facilities, University Office and Performing Arts totaling approximately 575,000 square feet.

Housing

Proposed for the site are three buildings devoted primarily to housing and containing approximately 440,000 square feet or 355 units.

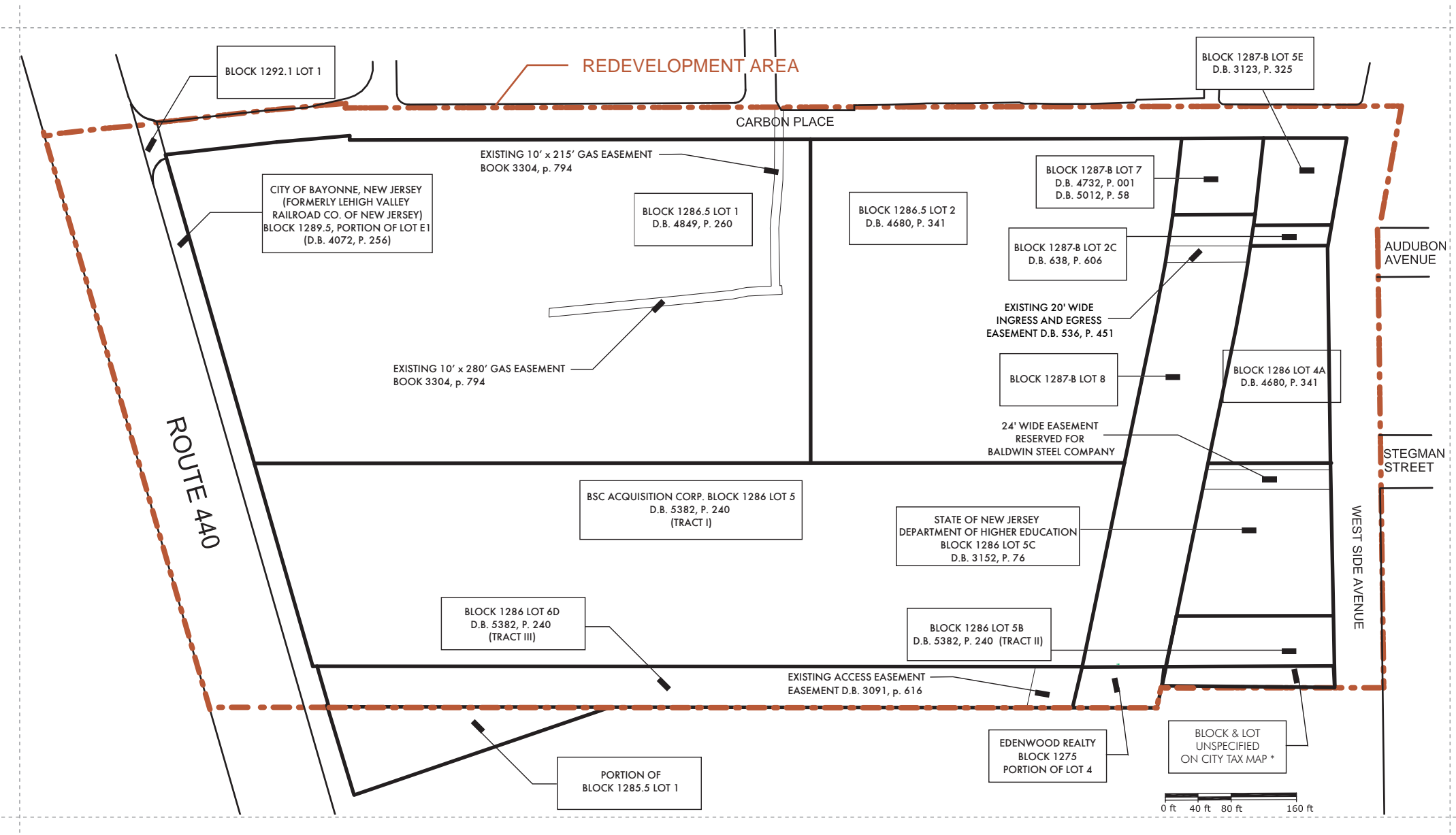
Parking

Three types of parking are proposed for the site: on-street parking, surface lots, and three parking structures. Total amount of parking in on-street parking, surface lots and parking structures is approximately 2,000 spaces.

Note:

Square footages listed above are approximate numbers based upon the capacity plan.

Boundary Map



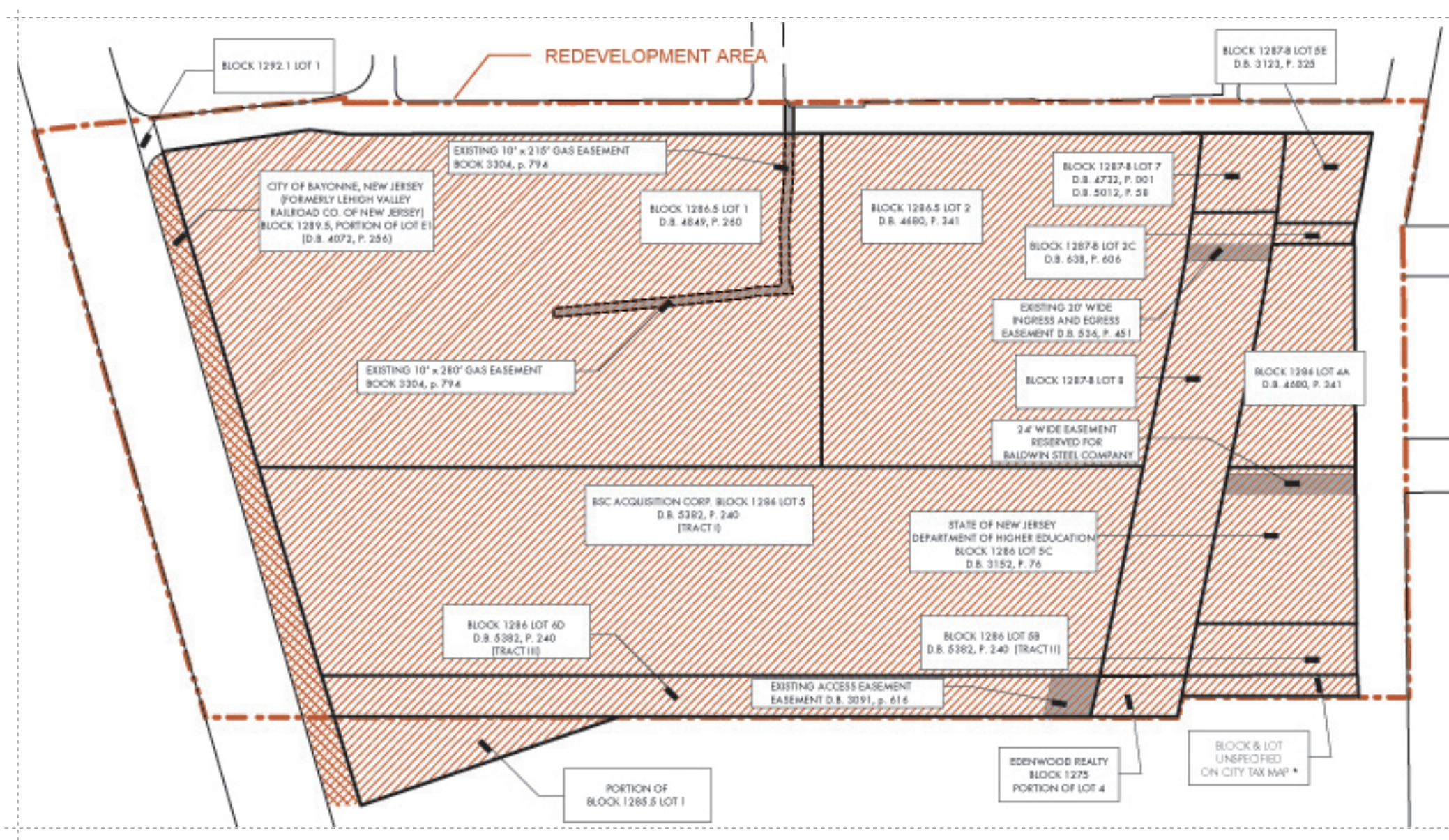
--- BOUNDARY LINE
 ——— EXISTING LOT LINES


The area is currently used for parking and storage by New Jersey City University as well as rights of way of adjoining public streets and also contains the former Baldwin Steel Plant which is no longer in use. Most of the parcels are under the control of New Jersey City University. The area extends east from west side of Route 440 to east side of Westside Avenue and south from north side of Carbon Place to the northern property line of Siemens / Home Depot site.

Block 1286	Block 1286.5	Block 1287-B
Lot 4A	Lot 1	Lot 2C
Lot 5	Lot 2	Lot 5E
Lot 5B		Lot 7
Lot 5C		Lot 8
Lot 6D		
Block 1289.5	Block 1292.1	Block 1275
Portion of Lot E1	Lot 1	Portion of Lot 4
Block 1285.5	*Unspecified Block & Lot	
Portion of Lot 1		

*An unspecified strip of land on the Southern corner, currently vacant and without a block or lot number assigned to it; described as, "contiguous to and adjacent to Block 1286, Lot 5.B to the north, contiguous to and adjacent to Block 1275.1, Lot 1 to the south, contiguous to and adjacent to Block 1275, Lot 4 to the west, and contiguous to and adjacent to the West Side Avenue Right-of-Way to the east as shown on the Tax Map of the City of Jersey City.

Acquisition Map



-  **To be Acquired Land**
-  **Land Owned by Others**
(Subject to easement for plan implementation)
-  **Access Easement**

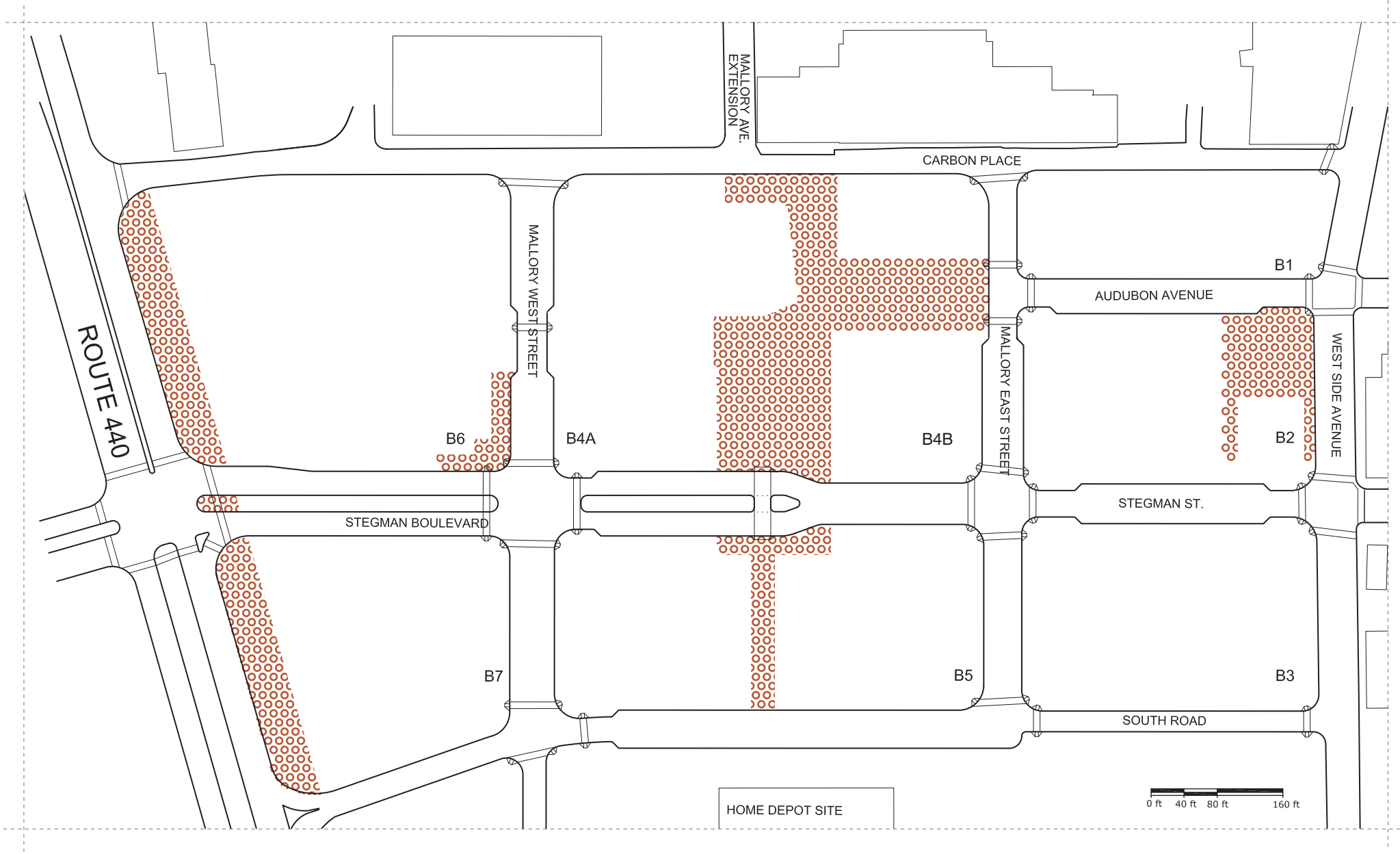
All of the parcels within the striped area designated to be acquired are currently owned either by NJCU, The Educational Facilities Authority and State of New Jersey Department of Education with the exception of Block 1275 Portion of Lot 4 and unspecified block and lot in southeast portion of the plan.

Block 1286 Lot 4A Lot 5 Lot 5B Lot 5C Lot 6D	Block 1286.5 Lot 1 Lot 2	Block 1287-B Lot 2C Lot 5E Lot 7 Lot 8
Block 1289.5 Portion of Lot E1	Block 1292.1 Lot 1	Block 1275 Portion of Lot 4
Block 1285.5 Portion of Lot 1	*Unspecified Block & Lot	

*An unspecified strip of land on the Southern corner, currently vacant and without a block or lot number assigned to it; described as, "contiguous to and adjacent to Block 1286, Lot 5.B to the north, contiguous to and adjacent to Block 1275.1, Lot 1 to the south, contiguous to and adjacent to Block 1275, Lot 4 to the west, and contiguous to and adjacent to the West Side Avenue Right-of-Way to the east as shown on the Tax Map of the City of Jersey City.



Development Plan



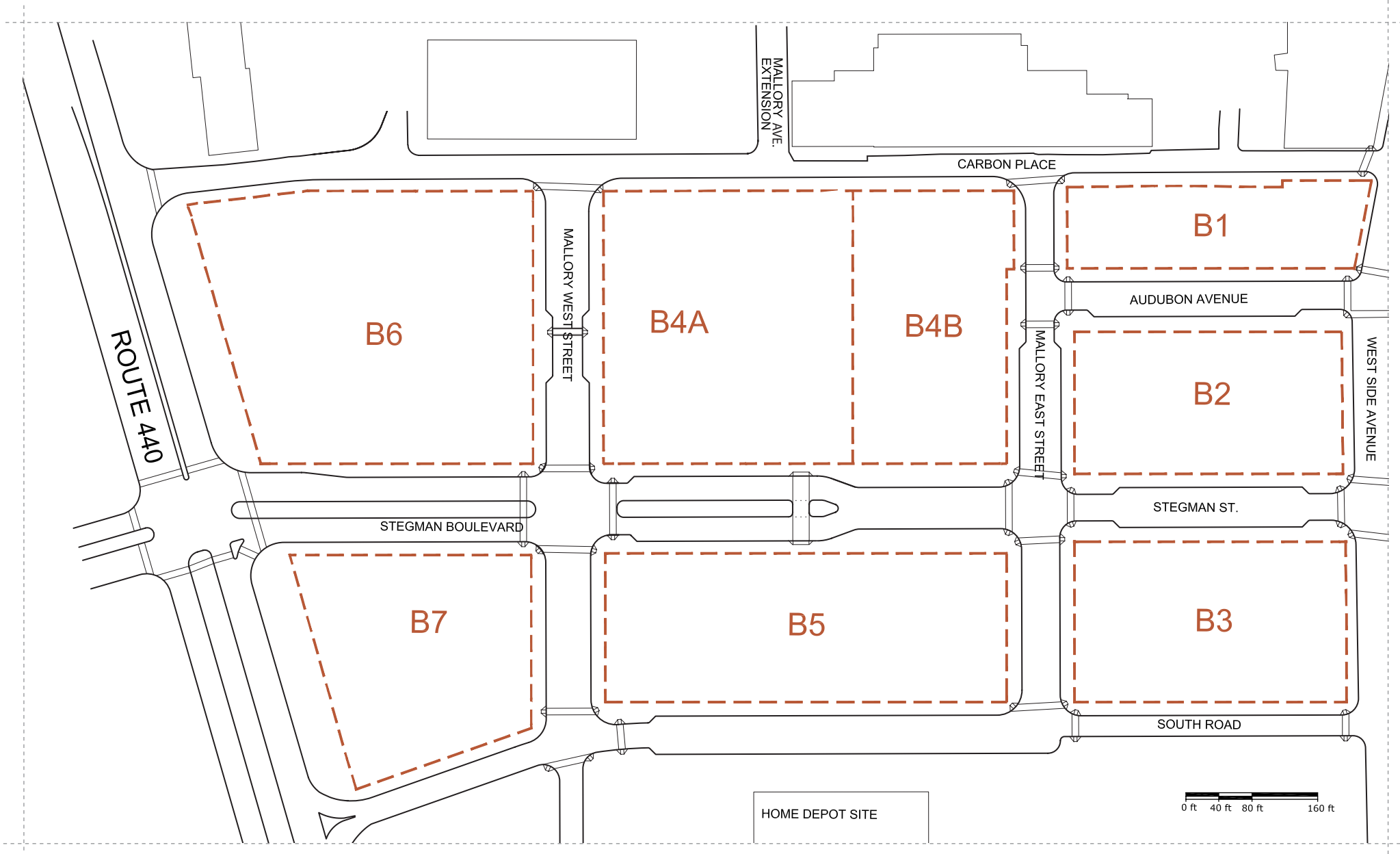
Public Space

This map illustrates the proposed street network and public spaces. The following street names are temporary and were assigned for reference in the Redevelopment Plan: Mallery West Street, Mallery East Street, Stegman Boulevard and South Road. Actual street names will be chosen after construction by the city and University. The Mallery Avenue Extension is shown for reference as a future improvement separate from this Redevelopment Plan.

The portions of this redevelopment plan adjacent to Route 440 are reserved for future DOT improvements.



Block Identification Plan



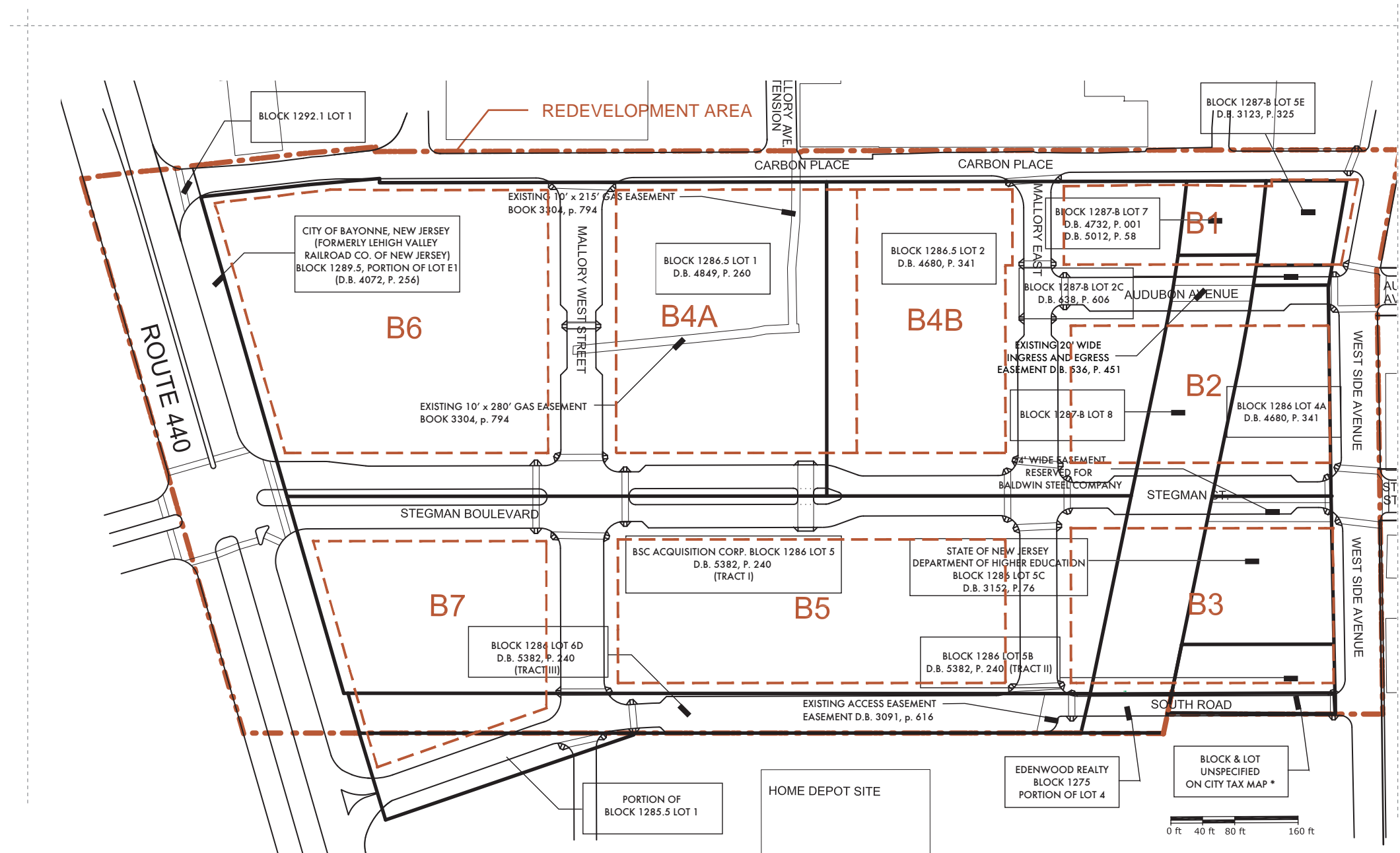
--- Property Line — Curb Line

The redevelopment area has been divided into seven blocks creating a grid of streets. Block numbers are for Redevelopment Plan reference only. The location of the property lines for each proposed block shown above are only approximations and subject to change. Subdivision of the redevelopment area into separate lots and blocks is anticipated.

The portions of this redevelopment plan adjacent to Route 440 are reserved for future DOT improvements. The actual sizes of Blocks B6 and B7 may differ from those listed in this report, pending the final alignment of Route 440.



Superimposed Map



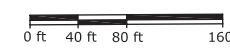
The drawing superimposes the Boundary Map and the Block Identification Plan. The Development Plan suggests the future extension of Mallory Avenue to connect to the West Campus.

Block 1286	Block 1286.5	Block 1287-B
Lot 4A	Lot 1	Lot 2C
Lot 5	Lot 2	Lot 5E
Lot 5B		Lot 7
Lot 5C		Lot 8
Lot 6D		

Block 1289.5	Block 1292.1	Block 1275
Portion of Lot E1	Lot 1	Portion of Lot 4

Block 1285.5	*Unspecified Block & Lot
Portion of Lot 1	

*An unspecified strip of land on the Southern corner, currently vacant and without a block or lot number assigned to it; described as, "contiguous to and adjacent to Block 1286, Lot 5.B to the north, contiguous to and adjacent to Block 1275.1, Lot 1 to the south, contiguous to and adjacent to Block 1275, Lot 4 to the west, and contiguous to and adjacent to the West Side Avenue Right-of-Way to the east as shown on the Tax Map of the City of Jersey City.



Illustrations: Context



The rendered site plan inserted within the aerial photos of the West Side illustrates the proposed redevelopment plan within its existing context. The extension of Audubon Avenue, Stegman Street and, in the future, Malory Avenue, are illustrated.



Illustrations: Rendered Plan

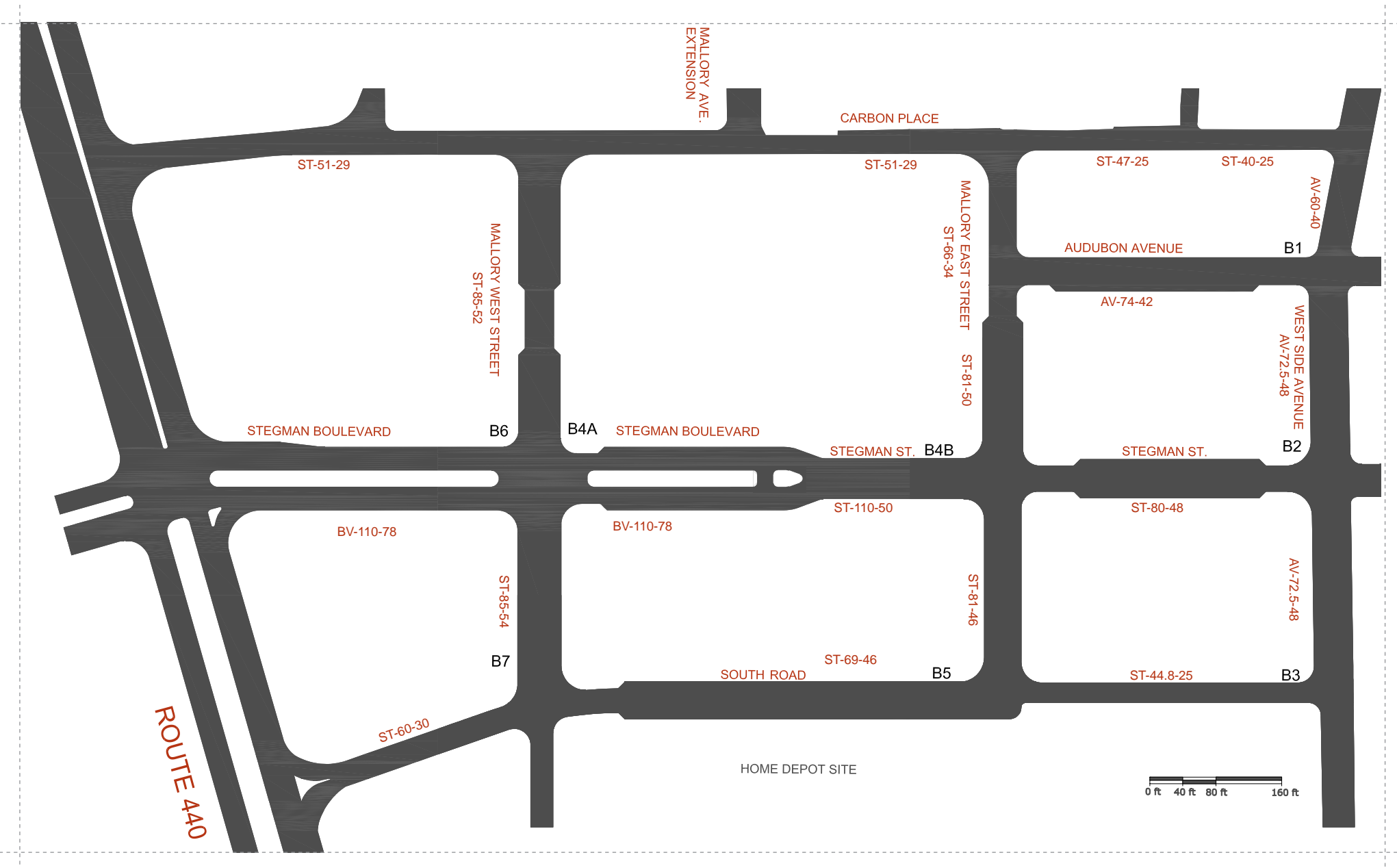
This rendered plan is not a technical drawing. It is an illustration of the long-term intentions for the redevelopment area.



Illustrations:
Main Plaza



Street Network Plan



Streets are the most important public spaces. Streets have functional, aesthetic and perceptual characteristics that must work together to produce places with the highest value. It is from the street that our perception of place is formed. It is the organization of the street network that allows easy, legible and understandable movement of both vehicles and pedestrians throughout the site.

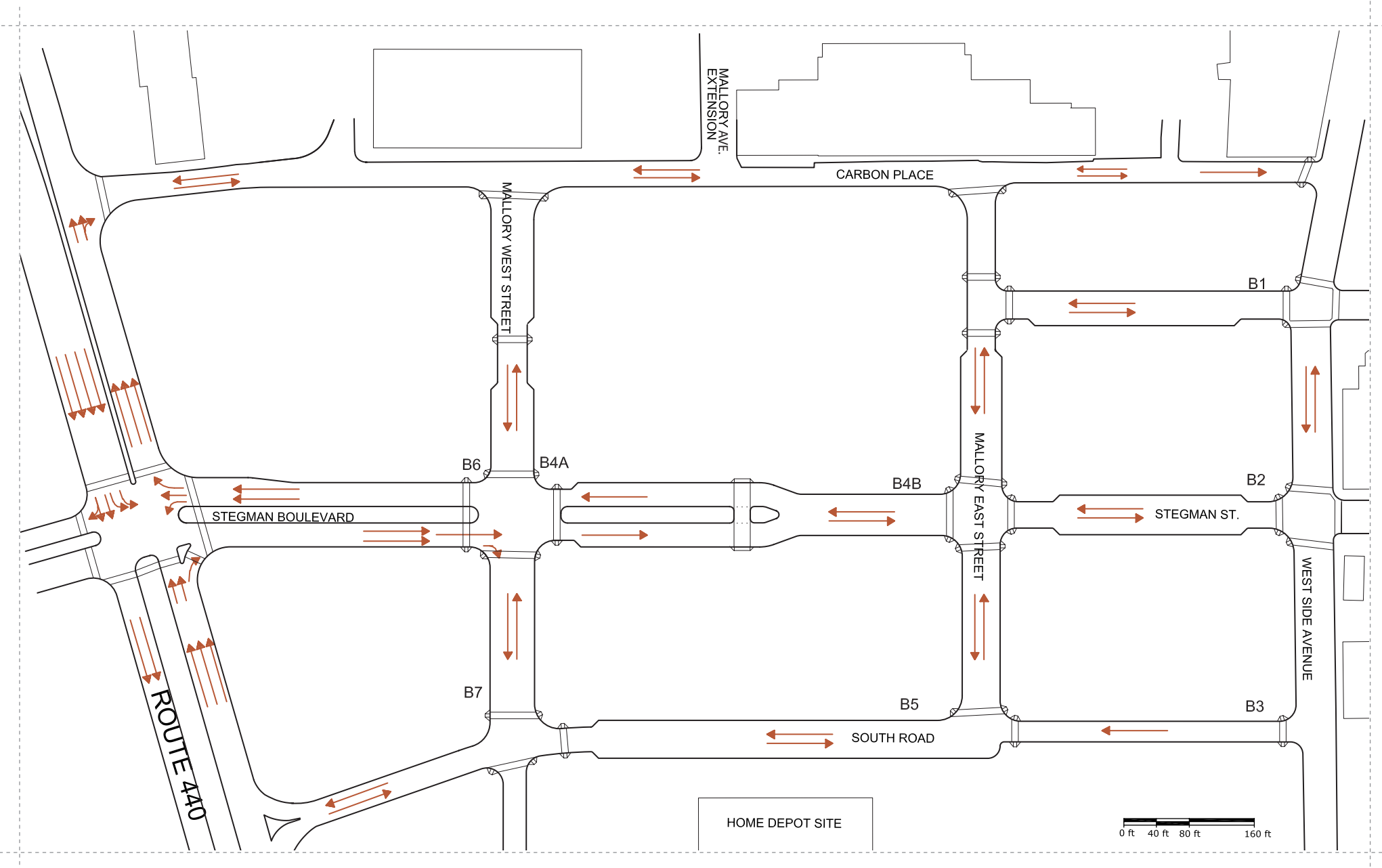
The proposed plan calls for a network of streets distributed across the site. This network provides delineation of buildable blocks. Automobile traffic is distributed evenly across the site. Most streets have only one lane of traffic in each direction except for the entrance boulevard. Traffic is kept moving at a controlled pace, and most streets are buffered with curb edge parking and landscape so that the pedestrian circulation is enhanced. The street network provides multiple paths to every destination, so that pedestrians can have a varied routine, and drivers can avoid backups by taking alternative routes. Blocks are varied and small, enhancing the pedestrian experience.

The street labels refer to specific street designs included in the Thoroughfare Standards (pages e17-e27). The labels indicate the right-of-way width and pavement width. For example, ST-80-38 is a street with an 80 foot right-of-way and a 38 foot pavement width from curb to curb. However, dimensions for total Right-of-Way width (includes sidewalk) and cartway width (vehicular right-of-way) shown on this map, and referenced in the Thoroughfare Standards section of the plan, are approximate and may change in the course of Site Plan development due to site conditions not evident to date. At no time shall any sidewalk width be less than 10 feet.

The street network defines seven blocks of varied sizes. The landscaping layout and street-parking arrangements are indicated in the Thoroughfare Standards (pages e17-e27). The streetscape for key thoroughfares is illustrated graphically in the Streetscape Section of the Redevelopment Plan (pages d1-d5).



Vehicular Circulation Plan ¹



On-Site

Vehicular Circulation throughout the NJCU West Campus is laid out in the form of a grid, with most streets maintaining two-way traffic. Carbon Place, Stegman Boulevard and South Road extend from one end of the village to the other, connecting Route 440 to West Side Avenue. Both Carbon Place and South Road terminate at West Side Avenue with traffic restricted to and from West Side Avenue, respectively. Stegman Boulevard is an extension of the existing street. It runs through the site from Route 440 to Stegman Street. Audubon Avenue is an existing street, which has been extended one block west into the site to provide connections with the main campus of NJCU. Mallery West and Mallery East facilitate traffic navigation on the north-south axis by connecting Carbon Place to South Road. Two-way traffic allows the center block of Stegman Boulevard to be easily closed off for street fairs and other public events. The addition of turning lanes along Route 440 will ease access to the campus while allowing minimal disruption of traffic flow along Route 440.

Stegman Boulevard is the main entry and main spine for vehicular traffic through the NJCU West Campus. In order to ease the campus access for traffic traveling in both directions along Route 440, a new signalized intersection will be constructed at Stegman Boulevard. The new signalized intersection is designed to meet the need of increased traffic flow from the proposed street grid and potential development along Route 440. At this access point, Stegman Boulevard maintains a wide boulevard with a center median dividing four lanes of travel, two in each direction. An exclusive westbound right turn lane will also be added at the intersection of Route 440 for traffic entering into the site. As the boulevard approaches its Mallery West intersection, one lane is provided for through traffic and one lane is provided for right turns onto Mallery West. Parallel parking is provided along Stegman, Audubon, Mallery East and West and South Road. The retail patrons will be able to use this on-street parking in addition to the garages provided.

As heavy pedestrian circulation is anticipated through the redevelopment, traffic calming elements such as bump-outs and medians are used where feasible to provide a safe co-existence between motorists and pedestrians. However, the provision of two-way versus one-way traffic circulation on all streets as well as traffic calming elements such as medians and curb bulb-outs may be subject to change at the time of Site Plan approval based on up-to-date traffic analysis data.

Route 440

Route 440 between Culver Street and Kellogg Street will go undergo alterations with the construction of this project, provided NJDOT approval is obtained. New traffic patterns will be developed to improve traffic flow. The Home Depot site, located to the south of the NJCU project, will be connected to Mallory West. This connection will permit the traffic from the Home Depot site to use the new signalized intersection at Route 440/Stegman Boulevard. At present, the traffic destined for southbound Route 440 must travel north to Virginia Avenue and then use the jughandle to return south. This movement and extra traffic will be eliminated, reducing the traffic in this portion of Route 440. Similarly, southbound traffic on Route 440 must now travel to the jughandle at Kellogg Street and make a U-turn to access the Home Depot site. This traffic will also be eliminated or reduced by using the new double left-turn proposed at the intersection of Route 440 and Stegman Boulevard to access the site. Because of the change in the traffic patterns, the signal timing at the jughandles can be revised to permit additional green time on Route 440, increasing the vehicular throughput.

A curbed median will be constructed between the northbound and southbound travel lanes along Route 440 in the vicinity of the site, provided NJDOT approval is obtained. At the intersection of Stegman Boulevard and Route 440, the median will break to allow for the newly signalized intersection. The new median will continue north of Stegman Boulevard and close off the existing intersection between Route 440 southbound and Carbon Place. The existing traffic signal at Route 440/Carbon Place will be removed. Only right turns out of South Road and Carbon Place onto Route 440 northbound will be permitted. The addition of an acceleration/deceleration lane along northbound Route 440 and two new turning lanes on southbound Route 440 at the Stegman Boulevard intersection will help to minimize the disturbance to traffic flow in these areas.

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

The Circulation Plan along, into and out of Route 440 is subject to change based upon Boulevard plan for Route 440.

Community Facilities

PARKS, PLAZAS, COURTS AND JOINT USE

This plan illustrates the location of the civic spaces and buildings including public parks and plazas. These community facilities are distributed throughout the plan.

Civic spaces in the form of public parks and plazas are provided to complement the location of larger, more predominant university and joint use civic/community buildings. Public plazas are provided in lieu of the more typical university quad.

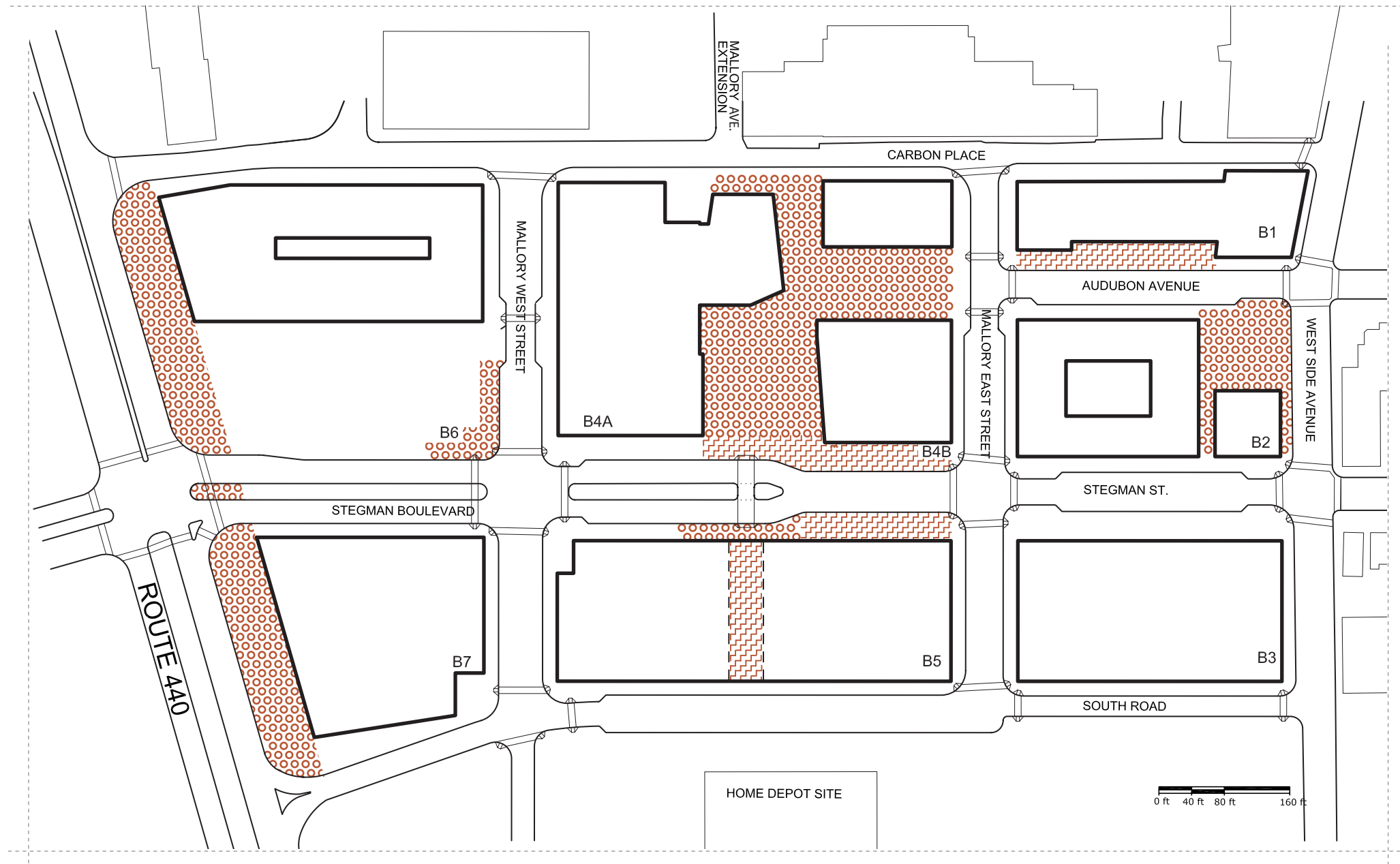
The civic spaces include the following:

- Park on the corner of West Side Avenue and Audubon Avenue
- The civic plaza at the Performing Arts Center
- Forecourts

 LANDSCAPE PLAZAS

 WIDE SIDEWALKS

NOTE: Building frontage lines along Route 440 subject to change. See Regulating Plan: Frontages.



Pedestrian Sheds

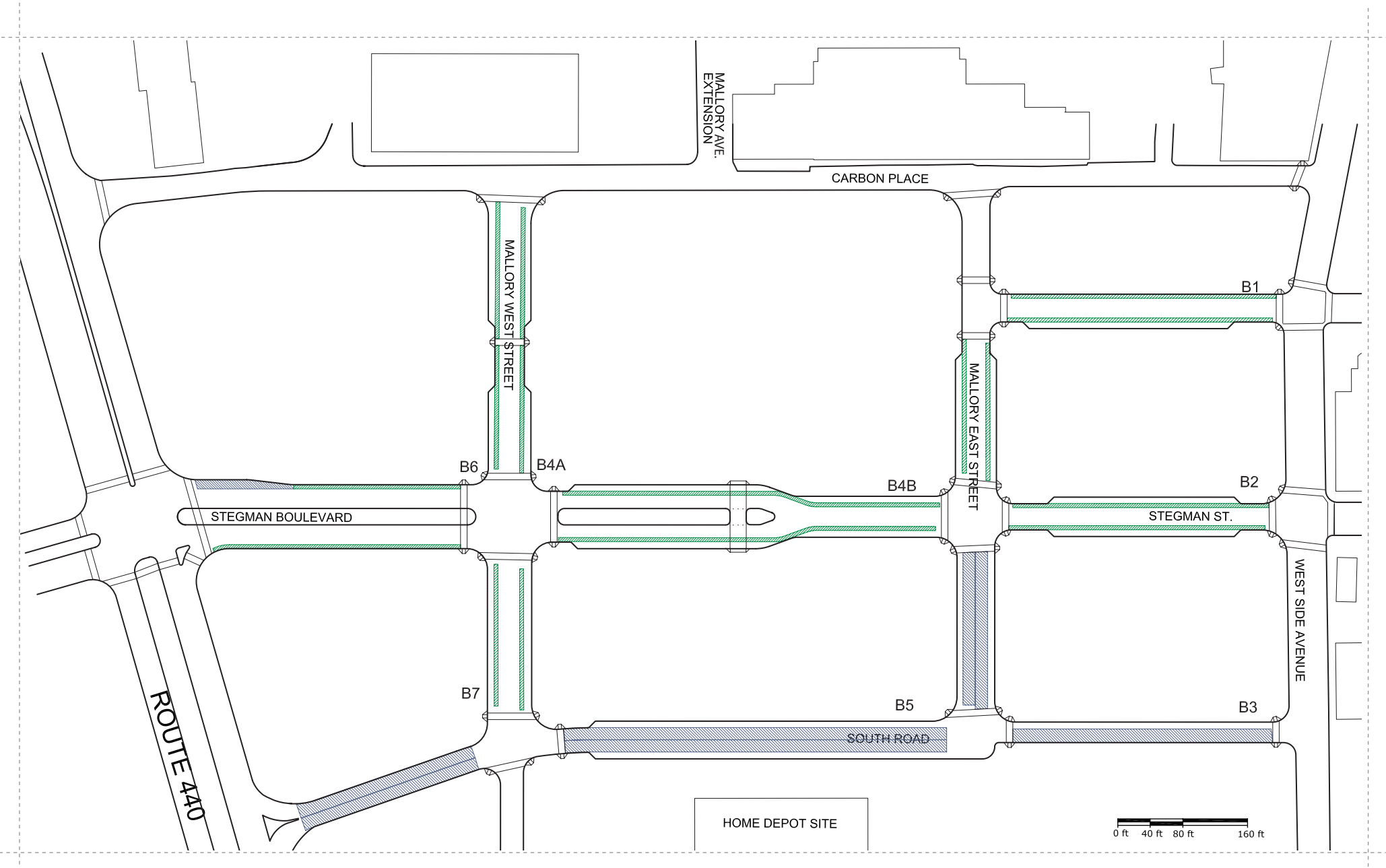




The entire site is within one pedestrian shed. A pedestrian can walk from the center of the site to the perimeter in approximately three minutes. The time to walk from West Side Avenue to the esplanade along Route 440 is approximately five minutes. The width of the site can be walked in approximately three minutes.

The second part of the diagram shows the distance between the West Side Light Rail Station and the West Campus. The closest part of the site can be reached in 6 1/2 minutes from the light rail station. The center of the West Campus can be reached in eleven minutes. While these distances are greater than the five minute distance necessary for a viable pedestrian connection, New Jersey City University currently operates a shuttle bus that will connect the proposed site to the existing campus and to the light rail station, and as the area between the rail station and the West Campus is developed, the walking environment will be more enjoyable and inviting, encouraging greater pedestrian traffic.



Bicycle Circulation Plan



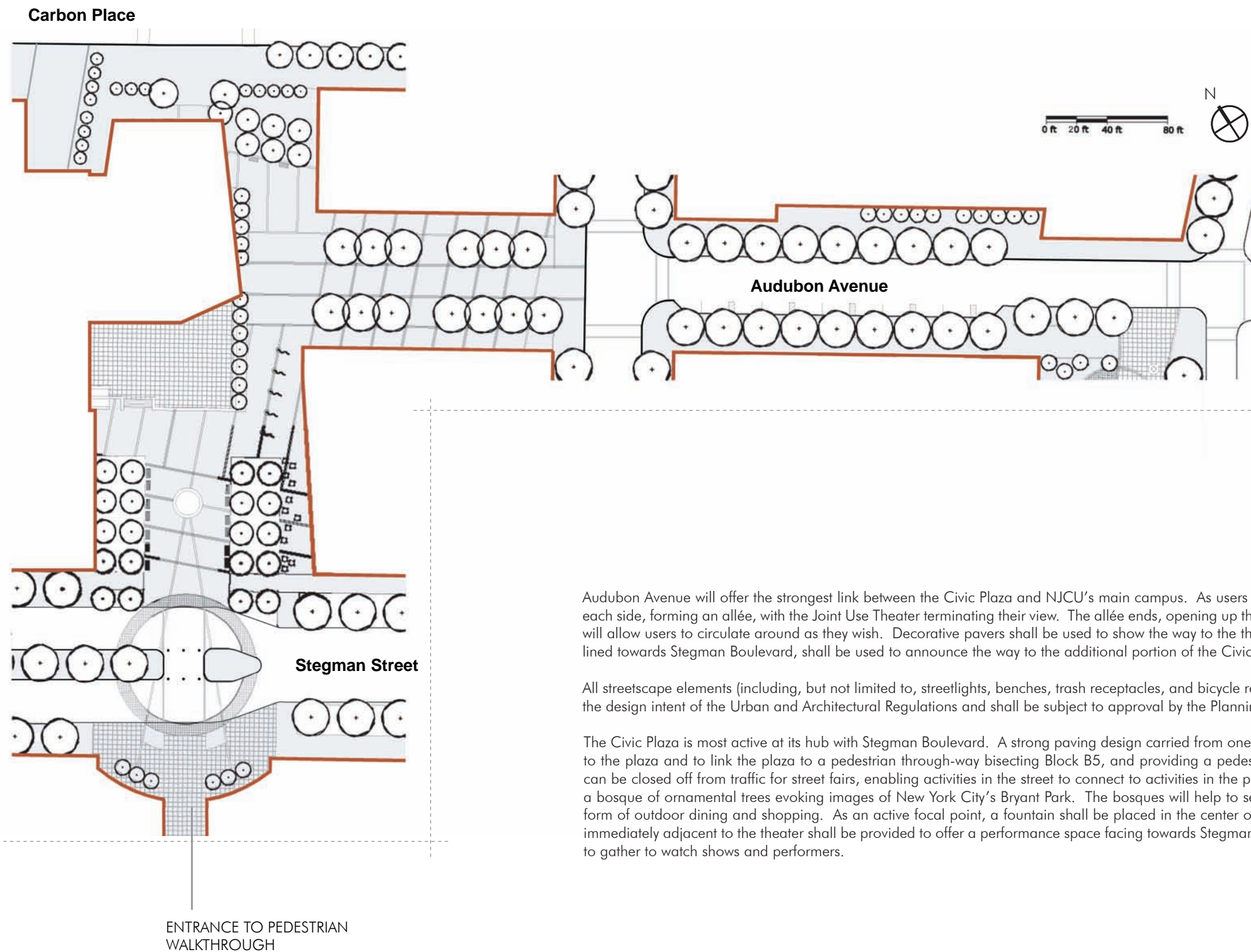
-  Dedicated Bike Lane
-  Share-the Road

This map illustrates the proposed dedicated bike lanes and vehicular lanes widened to accommodate both automobile and bicycle traffic to share the road, overlaid over the proposed street network.

Bicycle circulation along and adjacent to Route 440 is to be determined at a later date in accordance with the Boulevard Plan.



Civic Plaza Streetscape Plan



The Civic Plaza is a public space nestled in between the buildings on Block B4. Two future academic buildings along Audubon Avenue will form a corridor between them, offering a strong visual and physical connection between the Civic Plaza and the NJCU main campus. As the corridor terminates upon the Theater portion of the performing Arts Center, the plaza space opens up, enveloping the Theater as it reaches out to Stegman Boulevard and Carbon Place.

The plaza space will connect to the theater, retail buildings and academic buildings, generating different types of uses at different times. With its strong ties to the main NJCU campus, the plaza space will be used daily as an academic quad by students attending classes both during the day and in the evening. Throughout the week, the plaza will also experience heavy use by shoppers walking between retail buildings. The theater, which sits in the center of the plaza will bring in many people for short intervals of time in both the day and evening hours. The streetscape plan for the Civic Plaza shall include site amenities, such as bistro tables, benches, trash receptacles, bike racks and lighting, to accommodate the needs of all users at all times.

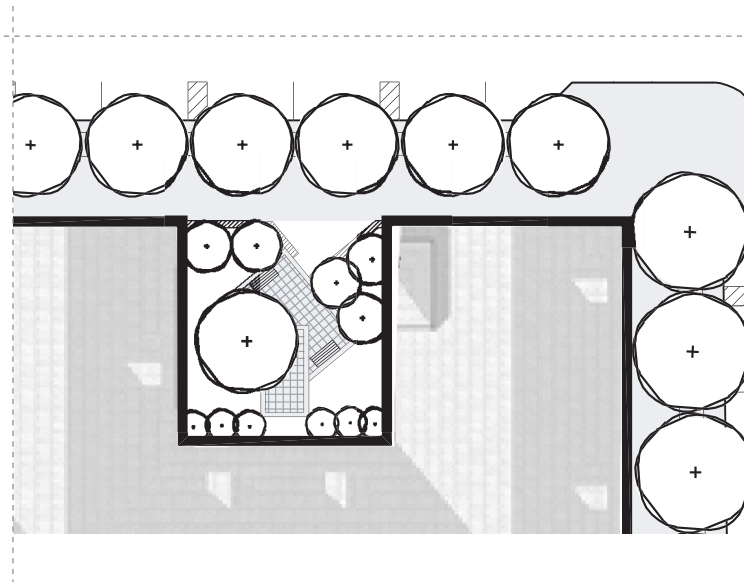
At its access point from Carbon Place and from the proposed extension of Mallory Avenue, the entry into the Civic Plaza visually terminates upon the Joint Use Theater. In this area, the streetscape is designed for more passive use. Shade trees within lawn areas shall be used to offer people a quiet place to sit and read. Decorative pavers shall be used to add color to the plaza and to lay out pathways directing users into the main plaza areas.

Audubon Avenue will offer the strongest link between the Civic Plaza and NJCU's main campus. As users enter the site along Audubon Avenue, their view shall be framed by large shade trees on each side, forming an allée, with the Joint Use Theater terminating their view. The allée ends, opening up the plaza both horizontally and vertically for the user. The open space in front of the theater will allow users to circulate around as they wish. Decorative pavers shall be used to show the way to the theater and promote the exploration of the other sections of the plaza. A row of flagpoles, lined towards Stegman Boulevard, shall be used to announce the way to the additional portion of the Civic Plaza while providing vertical interest to the open plaza.

All streetscape elements (including, but not limited to, streetlights, benches, trash receptacles, and bicycle racks) throughout the Redevelopment area shall be traditional in character in keeping with the design intent of the Urban and Architectural Regulations and shall be subject to approval by the Planning Board.

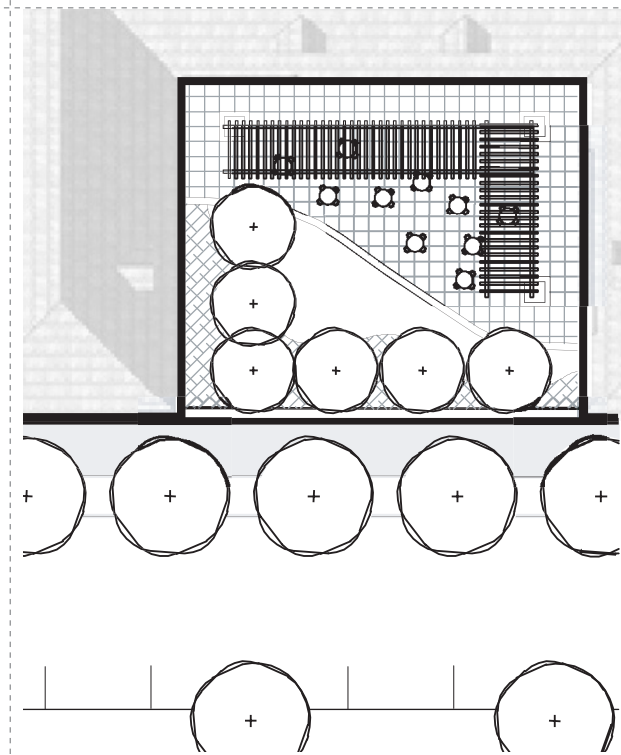
The Civic Plaza is most active at its hub with Stegman Boulevard. A strong paving design carried from one side of Stegman Boulevard to the other, shall be used to link both sides of the boulevard to the plaza and to link the plaza to a pedestrian through-way bisecting Block B5, and providing a pedestrian connection to South Road and the Home Depot site beyond. Stegman Boulevard can be closed off from traffic for street fairs, enabling activities in the street to connect to activities in the plaza. The entry to the plaza from Stegman Boulevard shall be bordered on each side by a bosque of ornamental trees evoking images of New York City's Bryant Park. The bosques will help to separate the main circulation area from the retail spaces which spill onto the plaza in the form of outdoor dining and shopping. As an active focal point, a fountain shall be placed in the center of the plaza which shall also act as a central meeting spot. An outdoor stage in the area immediately adjacent to the theater shall be provided to offer a performance space facing towards Stegman Boulevard. The plaza surrounding the stage shall be kept unobstructed allowing people to gather to watch shows and performers.

Courtyard, Roof Garden and Landscape Plan

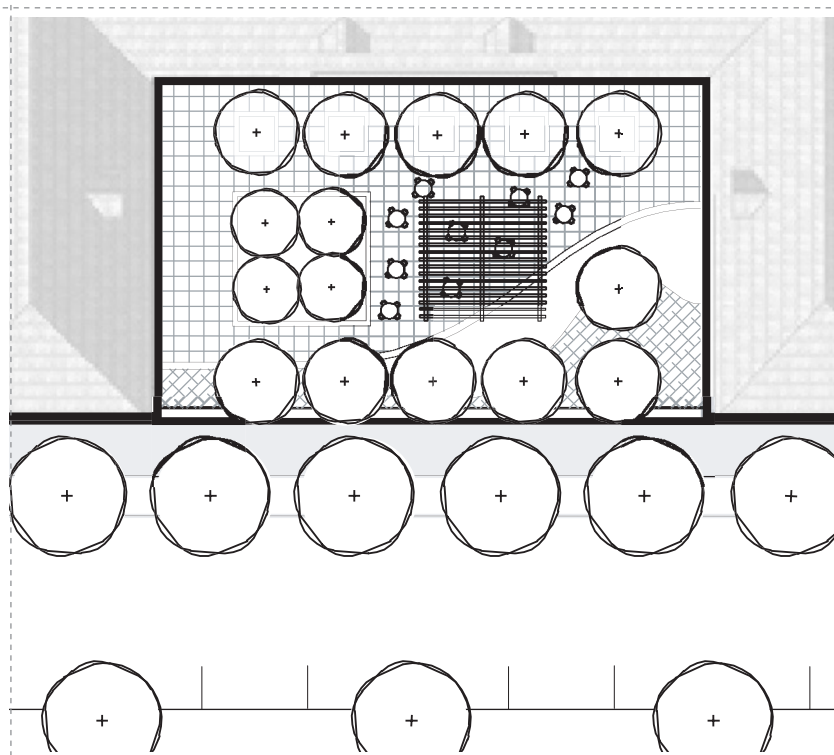


Courtyards

0 ft 10 ft 20 ft 40 ft



Roof Gardens



0 ft 10 ft 20 ft 40 ft

Courtyards

Courtyards shall be designed as smaller welcoming entry places, where deemed appropriate and desired. Hardscape and softscape elements shall be used in various ways to distinguish courtyard spaces from each other. Low walls in varying shapes may enclose each courtyard into semi-private squares offering the residents a feeling of entitlement to the space without making visitors feel unwelcome or the buildings inaccessible. Decorative pavers in contrasting designs shall be used to add playful accents to the walkways to each building entrance.

Plantings such as large deciduous trees shall be used to offer shade to building occupants as well as those looking to study outdoors on a warm day. Ornamental trees shall be used to add seasonal color and interest allowing residents to watch the changing landscape as they cross the entry throughout the seasons. A few benches shall be placed in each courtyard to provide seating for users that are reading or waiting to meet up with friends. These courtyards will help create a link between the residences and retail and academic life of the campus and promote interaction of students with the community.

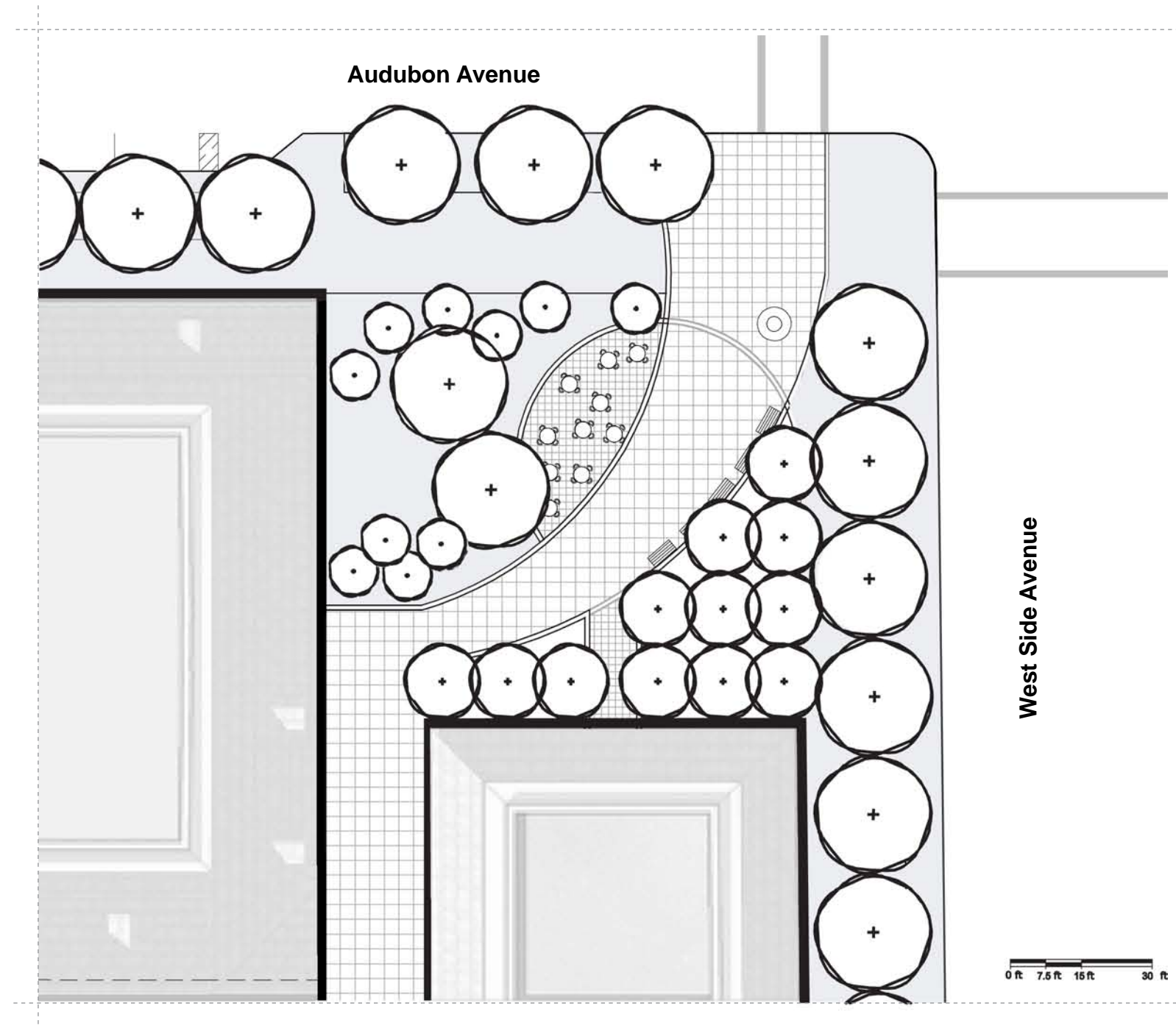
Roof Gardens

The roof gardens at the NJCU West Campus will offer the benefits of green space while concealing unsightly parking uses. The roof gardens shall occur on buildings where feasible and are encouraged on residential buildings, offering a pleasant scenic alternative to the usually unattractive views of urban roofs. "Greening" the roofs will offer residents of the adjacent housing units both a striking view down upon an urban environment landscape and a semi-private landscape areas for recreation. Visually, these green rooftops will offer residents a birds-eye view of geometric designs and ever-changing landscape colors. Although the residents may be a few stories up, they will still be afforded the cooling affects of shade and given the opportunity of seeing the events going on below.

The recreational spaces created upon the rooftops shall be accessed from inside the buildings. The gardens will not be available to users from street level. They are garden spaces used by occupants and designed to promote interaction among neighbors. Roof gardens will offer some key elements away from the crowded streets. Each garden shall contain an open lawn space which may be used for passive recreation like sunbathing. Upon the roof, users will be able to enjoy reading upon the lawn either in the open sun or in the shade of a large tree, or they can read sitting at moveable chairs and tables located on the patio spaces under a pergola or by a shade tree.

The hardscape patio shall offer residents additional space to hold meetings and gatherings. With attractive lighting, these areas could be used in the evenings to hold small social events for the residents. Overall the greening of parking structure roofs will enhance not only the aesthetics to the residents but their social interaction as well.

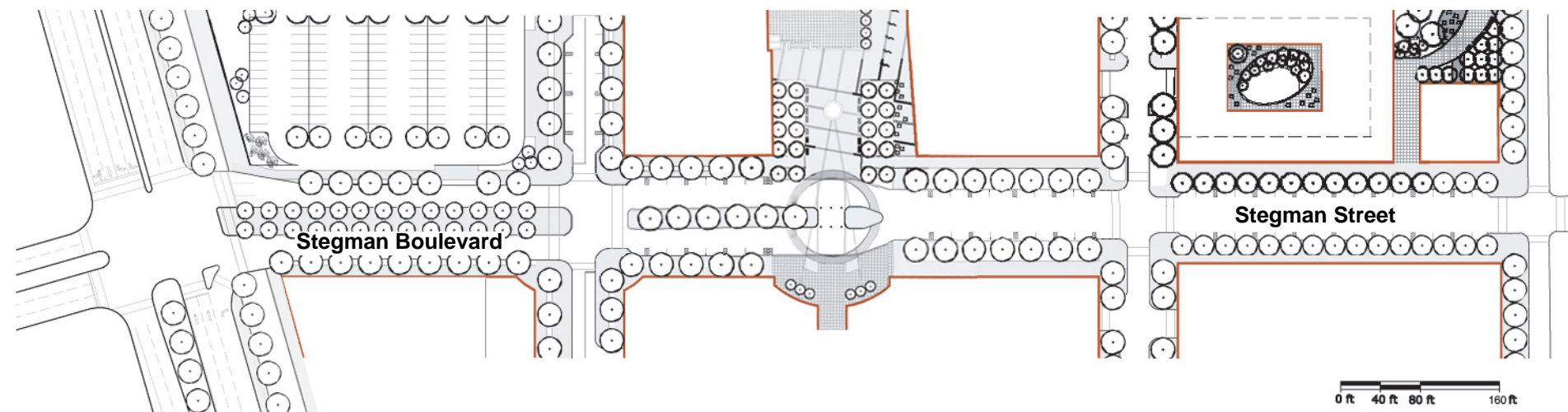
Audubon Avenue Streetscape Plan



Audubon Avenue Plaza will be located on the southwest corner of Audubon Avenue and West Side Avenue. The plaza is an open public space which scales down to a semi-private entryway for the residents of the housing on Block B2. Campus banners shall be located where the plaza meets the street to welcome students coming from other NJCU campuses and from the light rail station. Additionally, an information kiosk shall be placed in the vicinity of this main entry point in full view for passers-by on either the street or in the plaza. The kiosk will offer an attractive way to post campus and community news. Extending out onto the street, decorative pavers shall be used to bring users into this public space as soon as they step onto the walk. The pavers will orient foot traffic through the site, gradually diminishing into a more private path intended for residents of the adjacent housing. Paving materials shall vary in color and texture to identify areas of circulation, entry and gathering. Attractive pedestrian scale lighting shall be installed in the plaza to offer residents of the housing complex a safe walk to their homes.

Three different types of seating shall be installed in the Audubon Avenue Plaza. Benches shall border the walk, offering people a place to sit under the shade of a nearby tree bosque while waiting for residents of the housing complex. Groundcover and perennial plantings under the bosque shall provide lively color and help to define the plaza space. In an area off the main path, moveable tables and chairs will be set out, allowing users to arrange them according to their needs. Finally an open lawn area shall offer a soft place to lounge under a large shade tree or to lay out under the sun.

Stegman Boulevard Streetscape Plan



Stegman Boulevard will be the main thoroughfare through the NJCU West Campus. Its developed intersection with Route 440 will make it the gateway into the campus. The landscape plan along this main street will accentuate the importance of an aesthetically inviting entry while maintaining the functionality and visibility needed by retailers. The NJCU West Campus streetscape plan is designed to promote safe pedestrian circulation while accommodating vehicular circulation and parking requirements. The right balance of hardscape and softscape elements will be used within West Campus to emulate the great urban spaces throughout the country.

Wide walkways shall be used to offer pedestrians ample room to window-shop along the storefronts and feel a comfortable distance away from moving traffic. Traffic calming devices, such as medians and curb bump-outs shall be used to slow traffic, allowing the pedestrian to feel safer when encountering street intersections. Decorative pavers shall be used to provide aesthetic accents along the walks and help to identify and unify the streets within the development. Site furnishings, such as street lights, benches and trash receptacles are additional hardscape elements which shall be used to enhance a safe, clean environment and community.

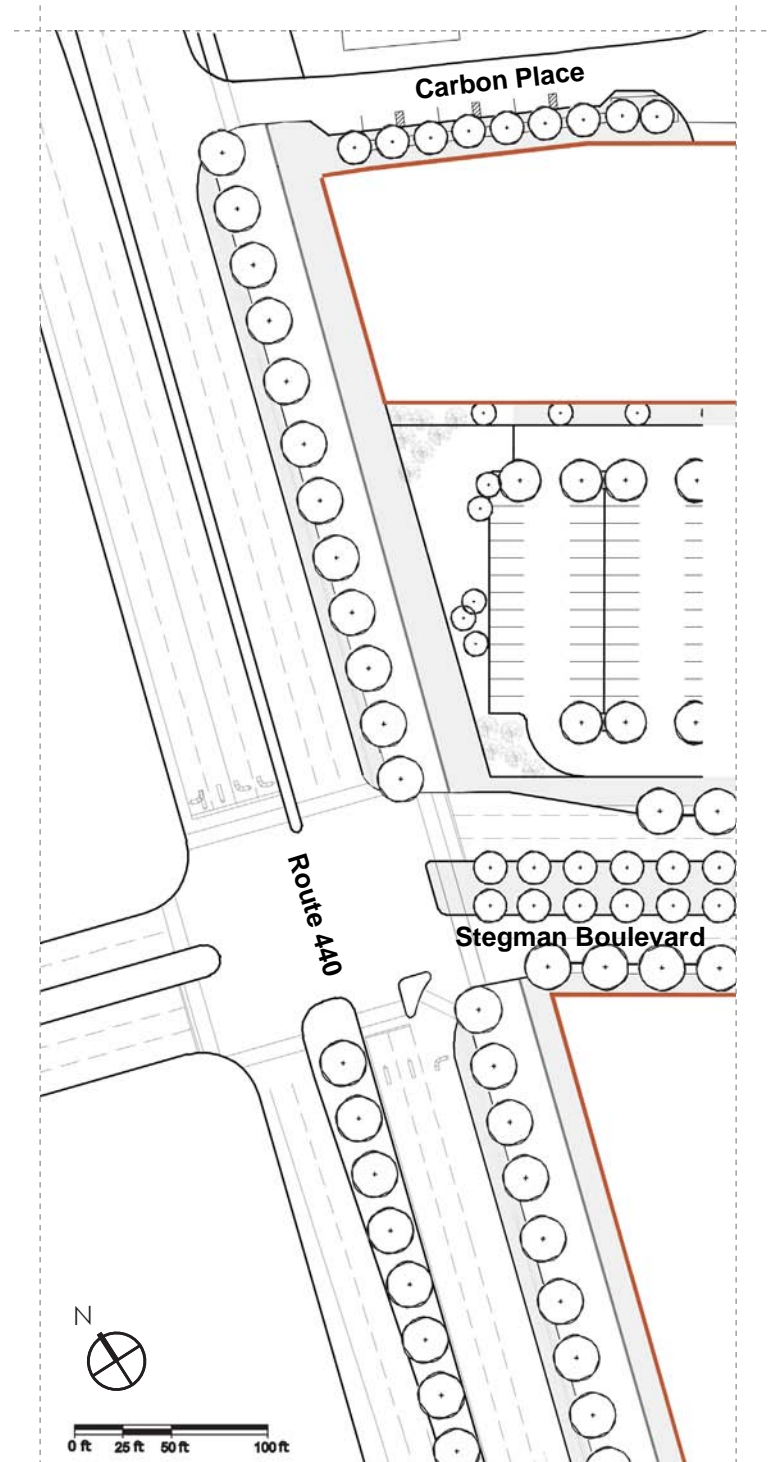
The median at the center of Stegman Boulevard will act as a central hub for the NJCU West Campus. Artwork in the center shall be used to offer pedestrians and motorists a focal point of interest. Decorative street paving shall be used to announce the entry into the Civic Plaza and mark pedestrian crossings, allowing residents to be safely drawn into this public space from the neighboring housing. Colored pavers shall be used to identify pedestrian crossings through the intersection.

Plant selection is a key element which will help to define the character of the retail and residential areas. The commercial end

of Stegman Boulevard will offer wider walkways, medians and plaza spaces for landscape planting. The density of trees along the edges and in the medians will enhance the importance and drama of the open spaces. A double row of ornamental trees shall be used to add seasonal interest to the center islands and large shade trees bordering each side of the boulevard shall be used to frame the street with their arching branches. These beautiful trees will disguise their functional task of softening stone building facades and protecting pedestrians against the natural elements of wind, rain and sun. Trees planted in planting strips rather than individual pits shall be used to allow for groundcover and seasonal plantings, which will help to soften the area and create a better growth environment. Street tree plantings will be branched high and upright to allow the visibility needed by retailers.

At the residential end of Stegman Boulevard, evenly spaced shade trees shall continue to line the street, but a smaller species shall be chosen to remain in scale with the area. Although the streetscape for these two areas of uses along Stegman Boulevard will differ in scale, their overall design will be unified to create a strong identity for both the boulevard and the NJCU West Campus.

Route 440 Streetscape Plan



Note: Streetscape Plan is subject to change to coordinate with Route 440 improvements.

Route 440 is typically bordered on each side by many stores and shopping centers. People living in neighborhoods along 440 seek to access many of these stores by foot. The NJCU West Campus shall accommodate pedestrian traffic demand with a wide sidewalk and crosswalk that integrate landscape elements. Large shade trees planted in a band of lawn bordering Route 440 shall offer shade to the users below. Crosswalks at all street intersections will let pedestrians know where they may cross safely. Stylish street lighting shall be used to let people feel safe when visiting the village at night.

As motorists draw near the redevelopment area from either direction on Route 440, a tree-lined median shall be used to announce their arrival into the NJCU West Campus. Pending NJDOT approval, traffic approaching the redevelopment from the south on Route 440 will be able to merge onto an acceleration/deceleration lane which shall run adjacent to the two main blocks of the NJCU site. Trees lining the sidewalks shall have carefully spaced openings, allowing for storefront visibility.

The landscape along Route 440 will be kept simple. Evenly spaced trees of the same species shall line the median and the sidewalk. These trees shall be set neatly in a lawn planting strip.



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

I. POLICY STATEMENTS OF THE REDEVELOPMENT PLAN

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

- A.** To redevelop the New Jersey City University West Campus area in a manner that will exemplify the principles of New Urbanism and implement a multiple-use university village district using development techniques that recognize this unique urban location.
- B.** To encourage development that complements the character of adjacent residential, commercial and university districts while providing for a mixture of uses and an intensity of development that will allow for a vibrant new “university village” that will combine academic buildings with retail, housing, and parks serving as a model for healthy urban growth.
- C.** To provide a variety of university related market value housing types and commercial establishments through new construction of low rise, mid-rise and high-rise structures.
- D.** To provide for an intensity of development suitable to support the implementation of infrastructure improvements necessary to support the dense development grid pattern

and spatial form required to maintain consistency with the present pattern of surrounding neighborhoods.

- E.** To encourage innovative mixed-use and multiple-use blocks of development so that the goals of the NJCU urban village may be met by requiring and allowing greater variety in type, design, and layout of dwelling building, and by providing a range of parks, plazas and parking ancillary to these new uses.
- F.** To require the interconnection of uses, blocks, and streets to create integrated districts and neighborhoods and a greater sense of community through the use of design techniques that provide for a modified grid street pattern.
- G.** To provide a layout of streets and open spaces that encourage pedestrian interconnections to the light rail station, civic/academic buildings, commercial uses and plazas within the area. To establish a street and path network which accommodates an integrated multi-modal transportation system with the intent of providing safe pedestrian connections throughout.
- H.** To establish an integrated healthy, vibrant, livable district, incorporating the traditional city block development while rejecting the modern clustered and sprawled development and zoning alternatives.
- I.** To provide a clearly articulated and rationally designed open space system consisting of plazas and lawns connected by sidewalks and shaded by street trees that further the goals of Statements F and G.
- J.** To extend greater opportunities for educational, housing, commercial, and civic facilities to all residents of the West Side and Jersey City.

K. To allow for a more efficient use of land and public services by directing development in a manner that reflects the traditional blocks of mixed, multiple-use developments with a variety of building types.

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

M. To facilitate the construction of streets, infrastructure, open space and other public improvements which will benefit not just a single development site or property owner, but which benefit the residents of Jersey City, the West Side community and this new campus neighborhood as a whole, and which will assure public improvements at an appropriate time given the progression of development within the area.

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

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

P. To discourage and prohibit generic modern development patterns that bear no relation to the development pattern of the surrounding existing neighborhood and the NJCU campus or to traditional streetscape.

Q. To provide for the creation of places which promote citizen security, pedestrian activities, and social

interaction.

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

II. TYPES OF PROPOSED REDEVELOPMENT ACTIONS

It is proposed to substantially improve the New Jersey City University West Campus Area through a combination of redevelopment actions. These will include but will not be limited to:

- A.** Clearance of all dilapidated and underutilized structures (already scheduled by the University);
- B.** Rehabilitation of sound compatible uses;
- C.** Assembly into developable parcels of the vacant and underutilized land now in separated lots;
- D.** Provision for a range of civic public infrastructure required for the support and service of the Redevelopment Area; and
- E.** Construction of educational buildings, residential units, a variety of commercial uses, complementary public facilities, and parking structures.

III. BUILDING DESIGN REQUIREMENTS

- A. Buildings shall be designed so as to be aesthetically pleasing from all viewing points and shall be oriented toward the street so as to provide a continuous and varied streetscape.
- B. Building facades shall create a continuous frontage.
- C. The tops of windows and doors shall be designed to avoid confusing perspective views. No residential window sill shall be less than five feet above the elevation of the nearest walkway with the exception of those in a retail-optional area.
- D. All mixed-use or single use retail / commercial buildings shall provide 70% glass on their designated retail / commercial frontages at their first floor bases.
- E. To prevent use as storage space, balconies not facing onto courtyards shall be very shallow.
- F. Rooftop mechanical equipment shall be screened from all viewing directions and elevations in order to minimize the negative aesthetic impact upon the viewer at street level and in surrounding buildings. All such screening shall be consistent with the architectural design and materials intended for the building.
- G. Mechanical structures shall not be designed and located as an after thought and shall be fully integrated within the architectural and structural design of the building.
- H. All parts and components of cellular phone antennas, satellite dishes, television and radio antennas shall be designed to be in complete harmony with the surrounding

architectural context. Screening will be regarded as a last resort.

- I. All trash receptacle areas shall be placed within parking structures or buildings and shall not be visible from any pedestrian walking path.
- J. All parking garages shall seek to integrate their facades with that of accessory and/or surrounding buildings; and when parking is integrated into a mixed-use type, facade treatment shall be designed as a whole to match the rest of the building. All exposed facades shall be designed to eliminate headlight lamp glare by use of opaque spandrel at least 42 inches above the floor line in all openings. All garage openings shall mimic the designed window size and placement of the rest of the building using similar design language with decorative gates and fenestration, not just louvers. If required by code, louvers shall mimic the designed window size and placement of the rest of the building using similar design language and color.

IV. REHABILITATION REQUIREMENTS

- A. Rehabilitation of a structure shall not destroy the distinguishing qualities of the property and its surroundings.
- B. The distinguishing stylistic elements that characterize older structures and which are often the result of skilled craftsmanship shall be preserved and treated with sensitivity.
- C. Contemporary designs for new constructions in old neighborhoods and additions to existing buildings or landscaping shall be encouraged provided that such

designs are compatible with scale, size, color, material and character of the architectural characteristics of the buildings being proposed.

- D. Alterations and additions to buildings shall be constructed in such a way that the structural integrity of the original structure will not be undermined in future rehabilitation or if the alterations and additions are removed.
- E. Antiquated non-functional elements of structures adapted for new uses may be removed if they are found to inhibit or diminish the structures ability to accommodate new uses and functions.

V. OPEN SPACE AND LANDSCAPE DESIGN REQUIREMENTS

- A. All open space areas shall be developed according to this plan and subject to site plan approval by the Planning Board.
- B. Streetscape materials, landscape, open space design, and overall plan area shall be identified as follows:

Prior to the commencement of construction within the plan area, an overall design plan shall be presented to and approved by the Jersey City Planning Board. Said plan shall be prepared by an experienced public space planner and landscape architect. The plan shall incorporate and respect the R-O-W design parameters for landscape provided within this plan (pages d1-d5, e14-e27), while providing more details to insure all roadway segments incorporate consistent design materials and patterns.

All design plans shall include the highest and best quality decorative design materials available. Such plan shall identify at minimum, architectural paver, decorative lighting, tree specifications, decorative site furnishings including all specific color and material selections. These design elements must be acceptable to the Planning Board.

C. A unified streetscape plan shall be required. The streetscape plan shall be submitted to the Jersey City Planning Board for review and approval in conjunction with the project site plan application and shall be implemented with the construction of the redevelopment project. The streetscape plan shall include all street frontages, existing and proposed. The plan shall identify, but not be limited to: decorative paving materials, curbing materials, colors, planting strip treatments, lighting elements, and where applicable, benches, trash receptacles, bicycle racks, planters and planting pots.

D. Trees shall be planted where specified in the Thoroughfare Standards (pages e17-e27) in accordance with the planting standards in the Landscape Regulations (pages e13-e15) as included in this Redevelopment Plan. All planting strips shall be planted with groundcover or covered, where required, with decorative pavers set flush to the surrounding paving. Planting wells under trees shall be protected with decorative fencing, covered flush-mounted tree grates, raised planter boxes, or pavers. No planting well or strip shall be left exposed with the exception of the Boulevard median, which shall incorporate one or more of the above mentioned elements for portions of the median. See streetscape materials list on page e8. See page e13 for additional requirements.

E. All open space areas in plazas and courtyard shall be landscaped with appropriate plant material including shade trees, flowering trees, evergreen and deciduous shrubs and perennials and bulbs, unless said spaces are paved to allow for pedestrian activities. Only plant materials with proven resistance to the urban environment shall be accepted.

F. Wherever applicable, all street sidewalks bounding the site shall be rebuilt to match the new streetscape design as developed for this plan and referenced within the "Thoroughfare Standards" (pages e16-e27).

G. Major plazas and smaller semi-private courtyards shall be integrated into the Urban village to promote outdoor activities and provide a lively environment for social interaction. Spaces shall combine hardscape and landscaped areas to accommodate a variety of outdoor activities, suitable for both individuals and large groups. Views to, within, and beyond these spaces must be addressed during their final planning and design to aesthetically enhance and benefit the plazas as well as the surrounding areas. Sun exposure upon the plazas and courtyards must also be considered to ensure the comfort of the users. Shade structures, from pergolas to trees, shall be used to offer people protection from the sun in areas with high exposure. See Streetscape Plans (pages d1-d5) for requirements.

VI. PARKING AND LOADING REQUIREMENTS

A. Required Parking Provisions

All new construction and reuse/rehabilitation projects shall provide parking as follows:

Use	Minimum Parking	Maximum Parking
Market Residential	0.5 per unit	1.5 per unit
Office		1.0/1,000 ft ²
Retail		1.0/200 ft ²
Restaurant/ Bar/ Nightclub		1.0/4 seats
Civic School		10/classroom + 1/10 seats
Other		1.0/1,000 ft ²
University		1400 Overall

The maximum parking requirement is a limit only. New construction and reuse/rehabilitation projects are not required to provide the number of spaces shown under maximum parking in the table.

If programmatic modifications are made to the plan, any additional parking required in accordance with this chart for plan feasibility shall be provided on-site or off-site per the requirements of the plan.

Shared Parking: In order to promote more efficient use of parking facilities, a dedicated parking space may be counted towards the parking requirement for two or more different uses, provided that: First, the applicant exhibits to the Planning Board's satisfaction that demand for these shared parking spaces by each use, based on time of day, will not significantly overlap; and Second, no more than 75 percent of the parking spaces counted towards any use are shared spaces.

B. Off-street parking shall be provided within a linear distance of 650 feet of the building that it serves.

C. Parking structures shall be masked from street view by integrated design and/or habitable building, either commercial or residential, except for on grade entrance

drives along streets as indicated on the regulating plan. Whenever a parking structure meets the frontage line it must be done so as per the requirements of the Urban and Architectural Requirements section of this plan (see pages e8-e9).

All parking/garage space flush to frontage lines (see page e11) shall incorporate an external façade mimicking that of the balance of the building.

If possible, no mid-block parking structure shall be higher than the height of the shortest building masking it. If a mid-block parking structure is higher than the surrounding building, the external facade shall mimic that of the balance of the building including materials and window layout.

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

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

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

G. Parking Structures shall have pedestrian entrances

with direct access onto a sidewalk.

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

I. Loading access shall be permitted along streets indicated in the Regulating Plan: Frontages. All loading shall be provided from secondary streets along designated loading zones. Access from Stegman Boulevard and Stegman Street is prohibited.

J. Each building shall provide concealed space to house a garbage dumpster and recyclable containers.

K. At a minimum, each building shall have one on-grade dedicated loading access point.

L. The minimum number of bicycle parking spaces to be provided within the Redevelopment Plan area shall equal 15% of all automobile parking spaces provided within the Plan. Bicycle lockers or bicycle storage rooms shall be provided within every residential building providing one bicycle parking space per every three residential units in the building. Where a structured parking facility connects to a residential building, the required bicycle parking spaces shall be provided within the structured parking facility and located with as easy access and egress for residents as feasible.

Public bicycle racks shall be provided at all building entrances, all public plazas, and at least one additional public bike rack shall be provided within each block plan. Bicycle racks shall have a minimum capacity of five bicycles each.

M. All temporary and permanent surface parking lots

shall be screened from the street with a 4' deep minimum evergreen buffer. Permanent surface parking lots shall contain 1 tree per 10 parking spaces interior to the lot. See also Regulating Plan: Frontages.

VII. CIRCULATION PLAN REQUIREMENTS

A. The streets have been designed to calm traffic, provide a sense of enclosure, enhance district character, visually terminate at desired locations and to provide physical and visual access to public places both in and beyond the study area. The street configurations and locations have been designed to meet the projected traffic, pedestrian volume and circulation needs of the plan area and greater downtown sector.

All new streets, sidewalks, R-O-W, roadways, driveways and access easements constructed within the redevelopment area shall conform to the Street Network Map and Thoroughfare Standards as identified herein. However, the Street Network Map and Thoroughfare Standards may be subject to reasonable modification at the time of Site Plan Approval to accommodate up-to-date site conditions.

No building structure shall be located within the area of designated street rights-of-way of this plan.

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

C. All designated Streets, Avenues, Boulevards and other thoroughfares are ultimately required in order to execute the stated objectives of this plan and satisfy the needs identified in item A above. However, phased construction is acceptable as approved by the Planning Board.

D. Walkway areas, including all sidewalks and plazas, shall be properly paved, landscaped and lighted in accordance with the requirements of this plan and the approved design plans, and sound planning and design principles.

E. All traffic control signals shall be installed or modified by the re-developer, as determined necessary by the Planning Board and local and state agencies.

F. In maintaining the interrelated and comprehensive nature of this plan, all streets adjacent to each block, on all sides, shall be constructed concurrently 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 alternatively allow for only a portion of the street/streets required to develop the block if it finds that the ownership of the roadway area differs from the site plan applicant and the delay in the construction of the roads around other portions of the block do not in any way inhibit access, circulation, and provision of required utilities, for either the project under consideration or the access of the overall development area and other projects within.

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

H. Wherever applicable, traffic signage shall be consolidated and affixed onto lamp and traffic signal posts so as to reduce to the minimum the number of

poles and obstructions in the streetscape and pedestrian environment. Design and color shall conform to the overall design theme.

I. Dedicated bike lanes shall be called out with striping or other formal demarcation. Wherever "Share-the Road" is indicated in the Thoroughfare Standards plan, appropriate signage and roadway pavement markings shall apply.

VIII. SIGNAGE REQUIREMENTS

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

B. The following are prohibited:

1. Signs with fluorescent or glowing paint.
2. Billboards.
3. Signs or advertising devices that are rooftop mounted, intermittently illuminated, flashing, or moving.
4. Signs that might be mistaken for traffic control devices.
5. Freestanding signs with the exception of wayfinding identification per Jersey City standards.
6. Signage above the first story of any structure.
7. Internally lit signage.
8. Signs that are intermittently illuminated, flashing or have any moving parts or elements except for movie and/or theater marquee.
9. Advertising on kiosks, excluding bus shelters.

C. No signs or window graphics other than those specifically enumerated herein shall be permitted. The following are permitted subject to the listed regulations/requirements:

1. Information kiosks with tenant listings and directions are permitted with a maximum of 8 sf of signage area.
2. Civic/Public/School, Office, Hotel: Total exterior signage shall not exceed 50 sf. One (1) use shall be permitted no more than one (1) sign. Buildings with multiple uses shall have not more than one (1) sign per use and the total of the area of all signs shall not exceed the allotted and permissible maximum.
3. Residential: One (1) sign per structure/building is allowed and not to exceed twenty (20) sf.
4. Eateries, Retail, Entertainment other than the Performing Arts Center and all other uses not specifically identified: Every establishment is permitted one building (1) sign and one (1) blade sign per street frontage. Corner establishments are therefore allowed two (2) signs. Signage shall not exceed 30 vertical inches. Blade signage shall not exceed 18 vertical inches. Building signage shall be externally lit and painted. Such signs may not move or have any moving parts as elements.
5. Performing Arts Center: The performing arts portion of the building is permitted two (2) building signs and four (4) blade signs. in addition to other permitted building signs for retail or commercial establishments within the building. Building signage shall not exceed 48 vertical inches. Blade signage shall not exceed 18 vertical inches. Building signage shall be externally lit and painted. Such signs may not move or have any moving parts as elements.

6. Permanent banners shall be permitted above the first floor at all buildings. Banners shall be bracket-mounted perpendicular to building face, constructed with non-fading material and shall be limited to twenty four (24) inches in width and one hundred and twenty (120) inches in height. The height from the sidewalk to the bottom of the banner shall be no higher than 30 feet. Banners may be externally lit.

D. Waivers are a reserved right of the Planning Board and may be used in conjunction with the above items if the lighting or proposed sign is presented as a site-specific piece of civic art.

IX. GENERAL PROVISIONS

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

B. Prior to commencement of: (a) any new construction, (b) reconstruction, (c) rehabilitation, (d) any change to the interior floor plan of any structure, (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. Preliminary and/or Final Site Plan approval shall be granted in accordance with NJSAS 40:55D-1 et seq. Site plan review shall consist of a preliminary site plan application and a final site plan application. Submission of a site plan and site plan application shall conform to the requirements of this Plan and the Municipal Zoning Ordinance. Applications may be submitted for individual buildings or groups of buildings, entire blocks or portions of a block, or a project group termed a Phase.

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

Where the construction or extension of any utility improvements or R-O-W improvements or 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.

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

or noxious fumes, glare, electromagnetic disturbance, radiation, smoke, cinders, odors, dust or waste, undue noise or vibration, or other objectionable features so as to be detrimental to the public health, safety or general welfare.

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

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

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

H. The Planning Board may grant deviations from such strict application of the regulations contained

within this Redevelopment Plan, except those standards and regulations specified in paragraph J below, so as to relieve difficulties or hardship where, 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 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 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 NJSAS 40:55D-12.a. & b.

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

1. Exceeding the maximum development capacity of square footage or exceeding the quantity of dwelling units by 3% or more, as required according to the Regulations and Standards and the Capacity

Calculation sections of this Redevelopment Plan;

2. Varying the minimum or maximum height of any building, or their locations and other requirements as outlined in the Regulating Plan: Heights and Regulating Plan: Frontages sections of this Plan;
3. Increasing or decreasing story height from that which is specifically permitted in the Urban and Architectural Regulations;
4. Varying in any way from the Use Standards Section of this Plan;
5. Varying the grid-like pattern of the Street Network Plan, as generally described in the text of the Street Network section of the Redevelopment Plan in relation to street type, R-O-W width, and pavement width beyond normal adjustments encountered during survey synchronization;
6. Decreasing the open space, parks, or other type of phased improvements required to be implemented.

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

X. UTILITY AND INFRASTRUCTURE REQUIREMENTS

- A. All applicants shall satisfy the Municipal Engineer and the

Planning Board that provision for the necessary utilities is accomplished in a way that advances the health safety and welfare of the general public.

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

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

D. The provisions of this plan specifying the redevelopment of the project area and the requirements and restriction with respect thereto shall be in effect for a period of fifty (50) years from the date of approval of this plan by the City Council of the City of Jersey City. The Planning Board may, as always, review the plan from time to time.

E. No development or redevelopment of any parcel in the Plan Area that will result in an increase in wastewater from that parcel shall be permitted unless and until the planned project wastewater piping 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 systems for the removal effluent and storm water are certified by the City of Jersey City

Planning Board, Division of Engineering and the Municipal Utilities Authority as being of sufficient capacity and good condition to accommodate uses that will occupy said parcel. Such approval may be contingent upon requisite improvements to the drainage system in the street, as determined by the Planning Board, Division of Engineering and the Municipal Utilities Authority.

F. Upon demoliiton of any existing structures, the site shall be graded, planted and sodded, unless new construction is to commence on the site within 30 days or an environmental cap has been provided as part of remediation.

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

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

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

XI. PERMITTED USES

The Use Standards section of this plan (page e11) identifies uses allowed and prohibited. It also details the required and permitted distribution of uses as identified within Regulating Plan: Frontages (page e12).

XII. OTHER PROVISIONS NECESSARY TO MEET STATE AND LOCAL REQUIREMENTS

A. The various elements of this Redevelopment Plan set forth above are in compliance with the requirements of State and Local Law and there are no additional requirements with respect to a Redevelopment Plan that have not been complied with.

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

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

D. Text referencing provisions for the temporary relocation and permanent re-housing of persons residing within the NJCU West Campus Development Project presented to comply with statutory requirements of the State of New Jersey are not applicable because no individuals or families will be relocated as a result of this project.

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

XIII. PROCEDURE FOR AMENDING THE APPROVED PLAN

A. This Plan may be amended in the future provided that amendments are made in compliance with the requirements of the law. A fee of one thousand dollars (\$1,000), plus all costs for transcripts and copying shall be payable to the City of Jersey City for any request to amend this Plan.

XIV. VALIDITY OF ORDINANCE

If any section, subsection, paragraph, division, subdivision, clause or provision of this plan shall be deemed by the courts to be invalid, such adjudication shall only apply to the particular section, subsection, paragraph, division, subdivision, clause or provision in question, and the balance of the plan shall be adjudged valid and effective.

XV. DEFINITIONS

1. Billboard or Signboards: Any structure or any portion of a structure on which lettered, figured, or pictorial matter is displayed for advertising purposes, other than the name and occupation of the user of the structure or the type of business conducted on premises or the products primarily sold or manufactured thereon.

2. Home Occupation: Refer to the Jersey City Land Development Ordinance Section 345, Articles I Definitions and Article V Supplementary Zoning Regulations.

3. Yards:

Front Yard- An open and unoccupied space, unless occupied by a use as hereinafter specifically allowed, extending across the full width of the lot and lying between the front street property line and the nearest line of the building.

Side Yard- An open and unoccupied space, unless occupied by a use as hereinafter specifically allowed, on the same lot with the building between the building and the side lot line, extending from the front yard to the rear yard.

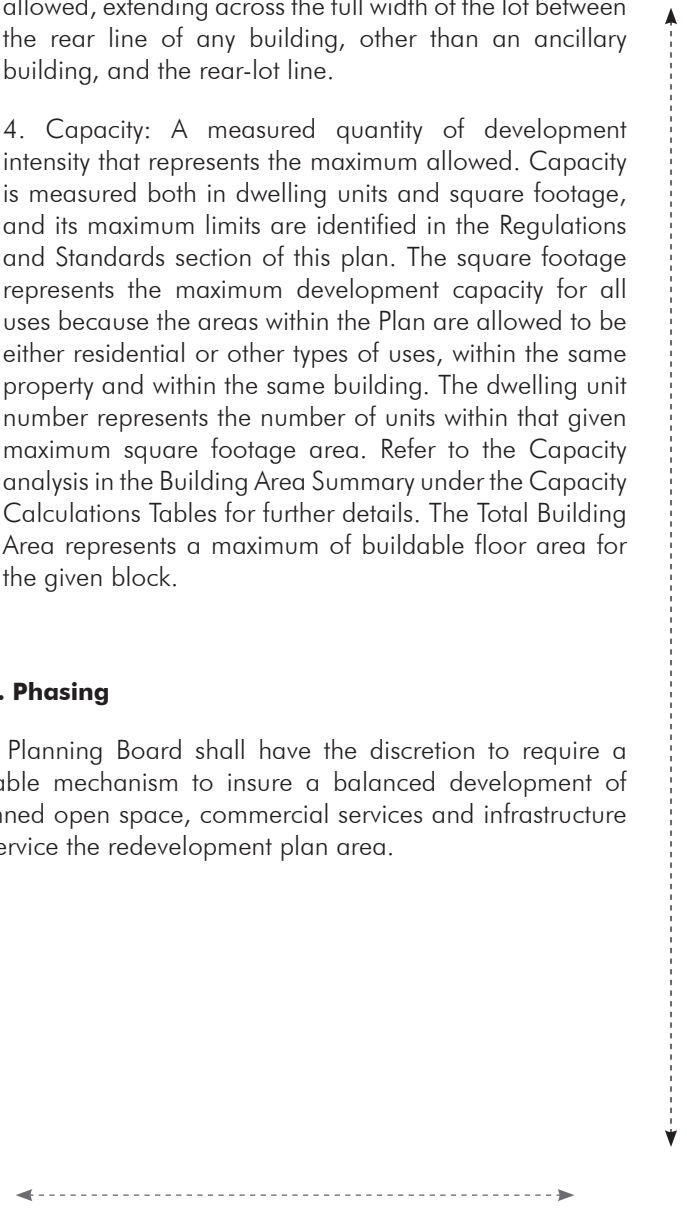
Rear Yard- A space unoccupied except by an ancillary building structure or use as hereinafter specifically

allowed, extending across the full width of the lot between the rear line of any building, other than an ancillary building, and the rear-lot line.

4. Capacity: A measured quantity of development intensity that represents the maximum allowed. Capacity is measured both in dwelling units and square footage, and its maximum limits are identified in the Regulations and Standards section of this plan. The square footage represents the maximum development capacity for all uses because the areas within the Plan are allowed to be either residential or other types of uses, within the same property and within the same building. The dwelling unit number represents the number of units within that given maximum square footage area. Refer to the Capacity analysis in the Building Area Summary under the Capacity Calculations Tables for further details. The Total Building Area represents a maximum of buildable floor area for the given block.

XVI. Phasing

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



MANDATORY

• **Additional Regulations:** These Regulations supplement the General Regulations which also form part of this plan and which should be read in conjunction with these pages.

• **Streetscape Materials:** Vehicular carpaths shall be constructed of asphalt. Sidewalks shall be constructed of concrete with brick edges and dividers. The perimeter between the curb and planter, where applicable, shall be constructed of bricks (or similar approved pavers) adjacent to and between planting strips. Alternative paving materials shall include granite, bluestone, and approved concrete pavers. No more than three paving materials or colors shall be used per block. Decorative flush-mounted tree grates shall be required along all retail frontages and shall comply with Jersey City standards. Planting wells shall be maintained regularly. Curbs shall be vertical without horizontal lips (no gutter pans).

• **Street Planting:** The street-tree pattern shall be regularly spaced in accordance with the following:

Tree wells to be 5'x5' in dimension.

Tree spacing to be 22'-28' on center.

Trees wells shall be separated by a 5' wide decorative paver strip.

• **Street Lighting:** Street lights shall be placed at the outer edge of all sidewalks and shall correspond to the Regulating Plan as follows:

Required Retail Frontages: One lighting standard (no more than 15' tall) for every 25 linear feet of sidewalk average.

Commercial Frontages: One lighting standard (no more than 15' tall) for every 50 linear feet of sidewalk average.

Undesignated Frontages: One lighting standard (no more than 20' tall) for every 70 linear feet of sidewalk average.

Residential-Only Frontages: One lighting standard (no more than 20' tall) for every 50 linear feet of sidewalk average.

Adjustments to these requirements may be made relative to one another in response to the photometric specifications of the chosen light standards. Street lights shall be placed by beginning at corners (without blocking crosswalks) and then working inward towards the middle of the block. Streetlights shall produce a spectrum in the daylight-incandescent range. (Blueish and very yellowish lamps are not permitted.)

All street lighting shall comply with the fixture type approved by the Planning Board as part of the Streetscape Plan and shall be of decorative design. The developer is responsible for all additional costs of this lighting.

• **Utilities:** All machinery and the mechanical controls for same, including but not limited to transformers, junction boxes, lift stations, electrical meters, condensers, and signal boxes, shall be interior to the block and masked from frontages by building elements in a manner consistent with the design of the building, incorporating false windows and dispersed venting to maintain the window rhythm and building pattern design. (A wall of venting for mechanical rooms is not acceptable.) When a mid-block location is incorporated into the project or phase, the above referenced utilities shall be located mid-block if technologically feasible.

• **Dumpsters:** All on-site trash storage shall be interior to the block and masked from frontages by building elements in a manner consistent with the design of the building.

• **Street Signage:** Wherever possible, public signage shall be consolidated and affixed to lampposts.

• **Obstructions:** Trash receptacles, mailboxes, bicycle racks,

and other pedestrian obstructions shall be located at the outer edge of the sidewalk. Exceptions: Vending racks and sidewalk dining may encroach the majority of the sidewalk providing that a 5' clear aisle is maintained.

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

• **Building Attachments:** Arcades, Awnings, Bay Windows, Balconies, Roof Overhangs, may encroach beyond the property lines, provided they conform to the maximum attachment dimensions listed below and comply with all current building code requirements pertaining to encroachments into the public right-of-way, subject to their approval by the Planning Board, receiving Site Plan approval as required by this plan.

• **Attachment Dimensions:** Arcades, if provided, are permitted to cover all but the outer 6' of the sidewalk. Awnings shall be 5 to 10 feet deep and may place supports upon the public sidewalk. Bay Windows shall be a maximum depth of 4'. Projecting/cantilevered balconies shall project no more than 2' from the building line below them. Roof overhangs less than 20' in height shall not encroach a vehicular carpath. Porches and terraces shall be no less than 7' and no greater than 12' deep. If variations exist between the listed attachment dimensions and current building code requirements, the most restrictive requirements shall apply.

Arcades are required in the high bay retail buildings that front on the parking area adjacent to Route 440 in the western portion of the site (including buildings on the western edge of Block B4, and on Blocks B6 and B7). These arcades should be 25' - 28' in height and a minimum of 12'-0" clear on the interior. The arcades shall be located along the southern and eastern sides of the building on the northern part of Block B6, the western and southern sides of the building on the western side of Block B4, and the northern sides of the building on Block B7.

• **Building Height:** Minimum and maximum building heights are specified in Regulating Plan: Heights.

• **Story Height:** Each student residential story shall be no less than 8' from floor to ceiling (or 9' from floor to floor) nor more than 15' from floor to floor. Each non-student residential story shall be no less than 9' from floor to ceiling (or 10' from floor to floor) nor more than 15' from floor to floor. Each non-residential story shall be no less than 9' from floor to ceiling (or 10' from floor to floor) nor more than 15' from floor to floor, with the exception of the ground-level retail story, which may reach 30' from floor to floor (and may include a mezzanine within), and institutional athletic, lecture hall and theater stories which may exceed the 15' floor to floor limit.

• **Story Height Variety:** The first above-ground story of a building shall be a minimum of 1' taller than the upper stories, with the exception that the first above-ground story of a student residential building shall be a minimum of 2' taller than the upper stories.

• **Attic Stories:** Residential buildings of six stories or less may exceed the maximum allowable building height with a single residential attic story located behind the parapet. The attic story shall have windowed walls perpendicular to the ground and be set back a minimum of 10' from the Frontage Line and a minimum of 10' from the vertical plane of the building facade at the highest story, creating a roof deck. The combined area of the attic story and any mechanical penthouse(s) shall not exceed 33% of the roof area.

• **Mechanical Penthouses:** All mechanical equipment shall be located in a decorative enclosure to be approved by the Jersey City Planning Board during the design and construction approval process. Mechanical penthouses can exceed height indicated on Regulating Plan: Heights. However, penthouses cannot occupy more than 25% of roof area and cannot exceed 20 feet in height from the roof surface or median height of sloping roof surfaces. All penthouses shall be screened from all views including views from above with materials compatible to principal building materials.

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

- **Building Entries:** Every use within a building shall have its own primary point of pedestrian entry which shall be located on the street and allow ingress and egress from the street. All buildings shall place this 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 this path shall serve as the primary, prominent entrance. All retail and commercial establishments within a building shall place their primary entrances at the sidewalk.

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

- **Pedestrian Walkthrough:** A clearly defined pedestrian walkthrough is required on Block B5, approximately mid-block, connecting Stegman Boulevard to South Road, and shall be designed to allow for continuous pedestrian passage from Carbon Place to South Road through the academic quadrangle and walkway within B5.

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

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

- **Façade Materials:** To avoid busyness, facades shall consist of no more than three materials, textures or colors (window 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). Brick is required to at least the floor line of the second floor and must be a minimum of 15' high. The only building exempt from this material restriction is the theater, but high quality materials such as dimension stone are still to be used. Vinyl siding shall not be permitted.

- **Façade Materials at Corners:** At building corners, façade materials must be the same on both faces meeting at the corner. These materials must extend at least 20' from the corner on both faces.

- **Façade Color:** Masonry brick shall be 15' high on exterior walls. Brick colors shall be in the red to red-brown range. Other material can be lighter colors, including cream, beige, tan, gray, yellow, ochre, red, and brown.

- **Blank Walls:** Walls at Frontages shall not be blank at the street level; first floor walls at Frontages shall have no less than one window per structural bay and the maximum spacing between window centerlines shall be 20'. These windows must form a pattern that suggests habitation. Exposed basement walls at Frontages shall have at least one small window per structural bay and the maximum spacing between window centerlines shall be 20'. The pattern of these windows shall be appropriate to an occupied foundation.

- **Parking Frontage:** Parking structures directly fronting onto the sidewalk shall be articulated to resemble habitable buildings, with vertically proportioned openings at every level (smaller at grade, larger above).

- **Parking Entrances:** Parking structures shall not be entered through gaps between buildings, but through vehicular openings in the Frontage-line wall of the building fronting the street. Parking structures shall provide direct pedestrian access to sidewalks so that residents may exit the parking lot without entering a building. Such vertical circulation fronting the street shall be fenestrated to approximate a residential stairwell, and shall be lit in the daylight-incandescent range.

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

- **Courtyard Dimensions:** All courtyards shall maintain a minimum width:height ratio of 1:3 in at least one dimension in order to avoid lightwell conditions.

- **True Muntins:** Windows with muntins shall be true divided lights, or shall include exterior snap-in muntins that cast a shadow on the exterior glass.

- **Window Color:** Window mullions and muntins shall be black, white, silver, or dark green in color. Window glass shall be clear. Tinting of window glass shall not be

permitted. Exception: energy efficient coatings that tint glass are permitted as long as the coating that is closest to clear is chosen to meet the energy criteria. Mirror finishes and colored glass are not permitted for window glass.

- **Window Shape:** Arch top windows are permitted in masonry construction, but no half round window tops are permitted.

- **Strip Windows:** Strip windows are prohibited: i.e., no window may have a width:height ratio of greater than 2:1 without a separation from the adjacent window formed by the main building façade material. Exceptions: ground floor retail, attic (top floor) clerestories.

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

- **EIFS:** Prohibited below 20' above grade.

- **Dish Antennas:** Dish antennas are prohibited if visible from any right of way or public area.

RECOMMENDED

- **Variety:** Buildings should be designed with setbacks and balconies to create greater variety in massing.

- **Character:** The design of buildings in the Redevelopment area should emulate the architecture of solidity characteristic of the older industrial buildings in the area without literally reproducing the features of any specific building. Aspects of the industrial buildings that might be reinterpreted are brick load bearing walls with punched windows, expression of the structural frame, steel fabrications, skylights and clerestories. Buildings should be simple and solid near the bottom with greater freedom in articulation in the upper stories.

- **Transitional spaces:** Arcades, pergolas, trellises and courtyards are encouraged as structures that mediate between indoor and outdoor space.

- **Shopfronts:** Successful shopfronts glint with high-gloss paint. The fronts of adjacent stores should be designed individually

rather than according to a repeated template.

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

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

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

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

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

- **Courtyard Landscaping:** The landscaping of courtyards should be simple. Brick paving, lawns, trees, and benches are often enough.

- **Awnings:** Retail establishments should use awnings at their Frontages. If provided, awnings shall be 5'-10' deep, canvas or a comparable material, and rectangular with no side panels or lettering. Curved/waterfall style awnings are prohibited. Vinyl is prohibited.

- **Banners:** To be constructed of fabric, silk polyester or comparable materials. Vinyl is prohibited.

USES ALLOWED

Residential: Premises available for long-term human habitation by means of ownership and rental, but excluding short-term letting of less than a month's duration. Home occupations are allowed. Home occupations are limited to 900 square feet or 40% of unit size, whichever is less.

Examples: Included under Residential use are mid-rise and high-rise housing, single and double loaded apartment buildings and townhouses.

Office: Premises available for the transaction of general business, but excluding retail sales and manufacturing activity.

Examples: Professional offices, architecture firms, law offices, medical offices, banking back offices, telecommunicating centers, etc.

Retail: Premises available for the commercial sale of merchandise and prepared foods, but excluding manufacturing activity.

Examples: markets, stores, shopfronts, embedded outlets, convenience centers, entertainment, restaurants, cafes, bars, etc.

Academic/Educational: Premises used exclusively for educational uses by a university or Board of Education.

Examples include classrooms, lecture halls, labs, offices for university staff.

Parking: Premises used exclusively for parking of automobiles and specifically related to allowed uses on the site.

Civic: Premises dedicated to : religion, arts and culture, education, government, social service, transit, and the like.

Civic uses are conditional by approval of the Planning Board.

Examples: church, temple, mosque, meeting hall, school, post office, fire house, theatre, day care center, bus stop, etc.

USES PROHIBITED

- Drive-through commercial where patrons remain in automobiles.
- Gas and service stations.
- Clothing bin drop off stations.
- Vending machines, except within buildings.
- Billboards.
- Commercial kennels and animal husbandry facilities.
- Prisons except as accessories to police stations.
- Terminals for large scale transportation.
- Depots for large scale storage or distribution of goods.
- Scrap Yards for the processing, storage and disposal of waste materials.
- Automotive sales, repair, or long-term storage.
- Quarries, mineral extraction, or mining.
- Cell phone towers.
- Labor pool buildings, halfway houses, and food pantries.
- Landfills and Dumps.
- Adverse Impacts in General: uses with negative consequences for a use on adjacent lots, usually as a result of odor, vibration, noise, pollution, or socioeconomic disruption. Consequences confined to the lot boundary are not considered to create adverse impact. Specific performance standards may be set by the City.
- Surface parking lots along street frontages with the exception of temporary university parking lots and the designated P2 Frontage.
- Transit commuter and commercial parking lots or structures.

USE DISTRIBUTION

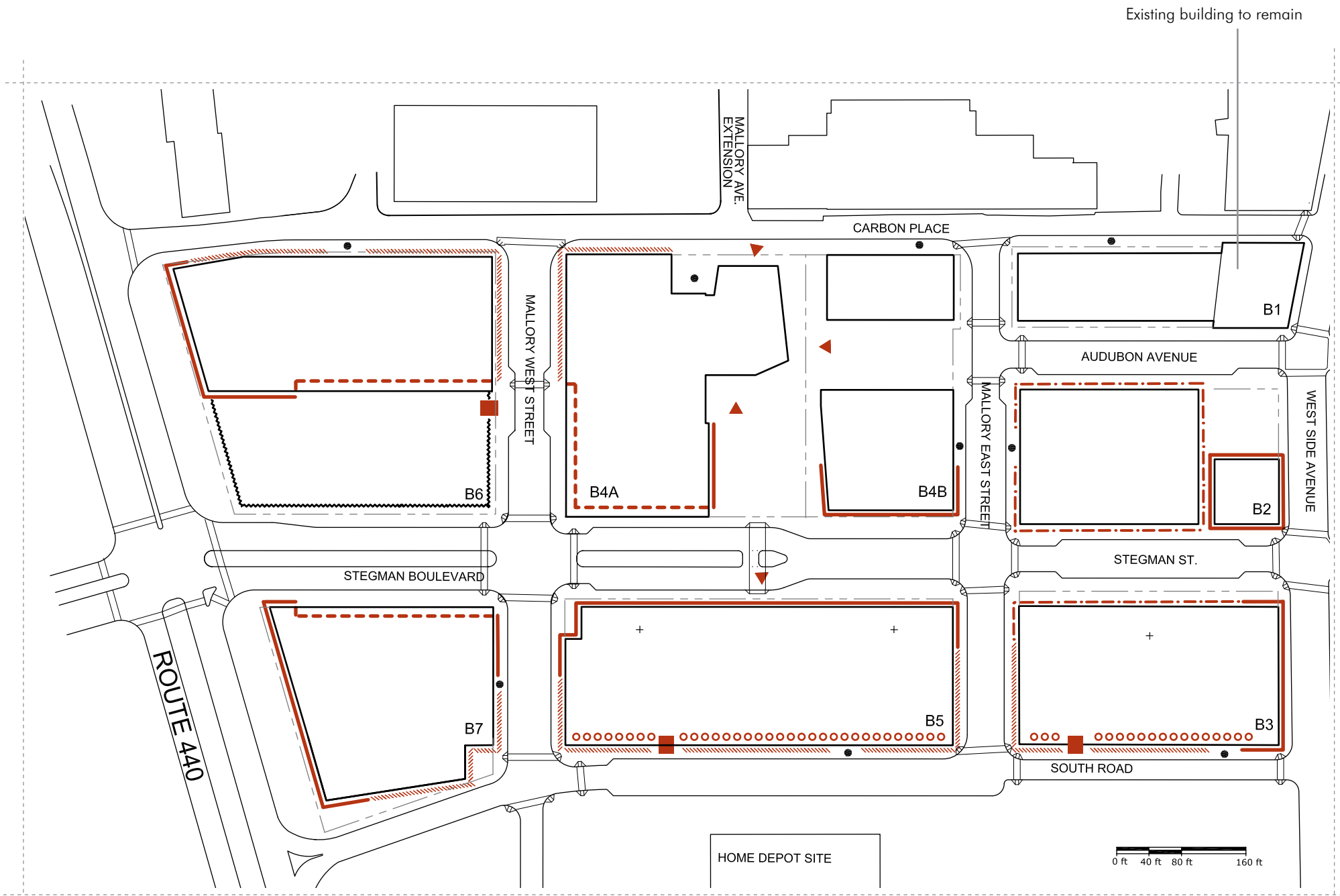
As indicated in the Regulating Plan: all uses are allowed (but none required) throughout the development, with the following exceptions:

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

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



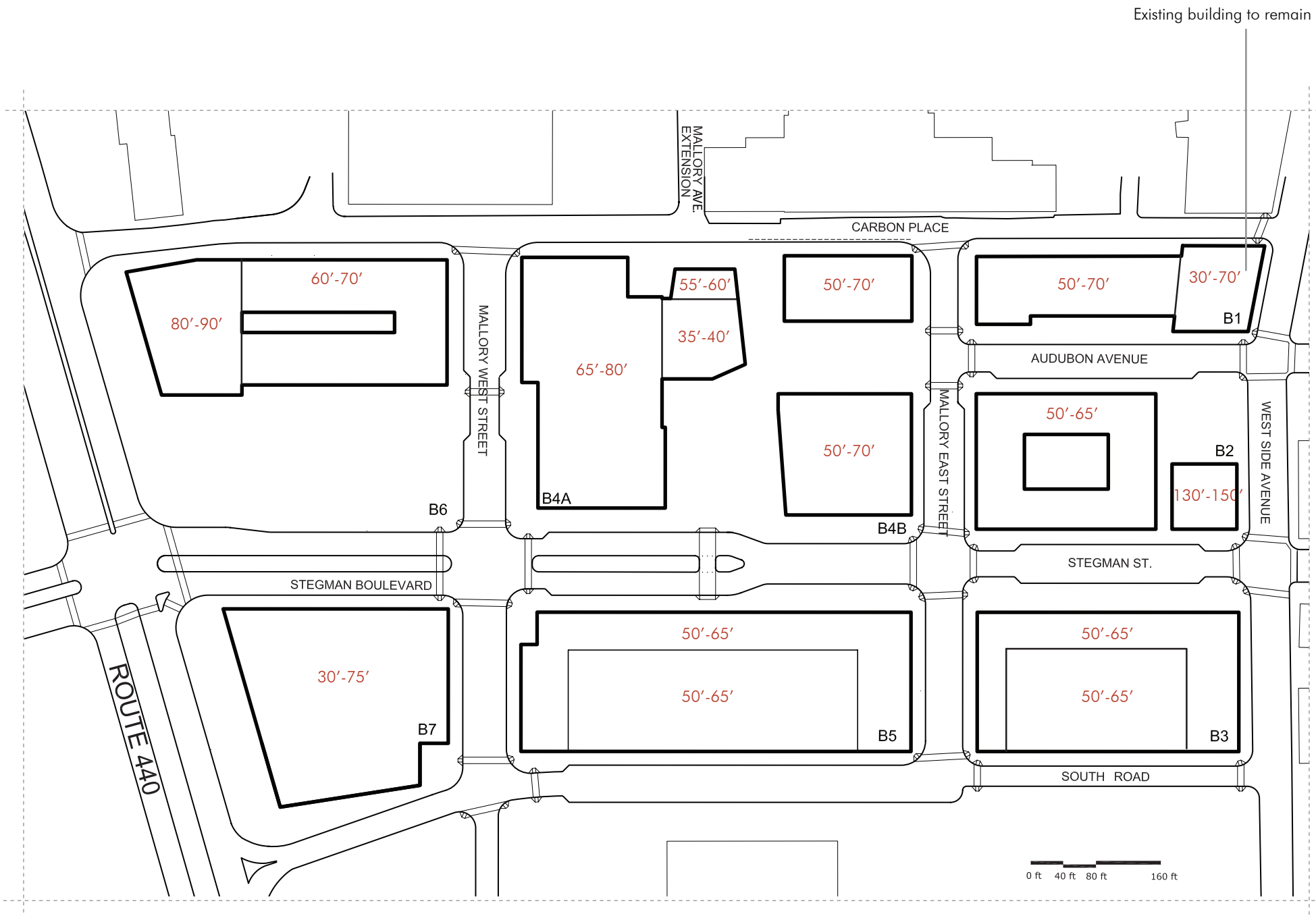
Regulating Plan: Frontages



Notes: - Frontage lines along Route 440 are subject to change in accordance with the Boulevard Plan.

- Frontage Line: where buildings must place their facades, as shown in the Regulating Plan.
- P1 Frontage: Structured parking permitted to be visible to the sidewalk above the first floor level as long as building facade for the parking is designed in the same form as the habitable building.
- ~~~~~ P2 Frontage: Surface parking permitted with a maximum of one story or less of structured parking exposed on Route 440 and western end of Stegman Boulevard; screened with 4' high evergreen buffer and broken by vehicular and pedestrian openings.
- Retail Frontage Required: those Frontage Lines designated on the Regulating Plan that are required to provide a shopfront at the ground floor level, available for retail only use as described in the Use Standards.
- - - Retail Arcades: those frontage lines designated on the regulating plan that are required to provide a retail arcade.
- ▨ Commercial Frontage Line: Those Frontage Lines designated on the Regulating Plan where the permitted uses shall be limited to retail, offices, day care, or gyms.
- · - Residential Only Frontage Line: those Frontage Lines designated on the Regulating Plan that may provide no Lodging, Office, Retail, or Civic Use as described in the Use Standards.
- - - Property Line
- ▲ Terminated Vista: a location at the axial termination of a thoroughfare. A building located at a terminated vista must receive the axis with an appropriately scaled articulation of the facade and/or roofline to create a focal point.
- Approximate Loading Access Point
- + Public Stairs and Elevators
- Approximate Parking Access Point

Regulating Plan: Heights



This map indicates the minimum and maximum allowable building heights in feet.



INSTRUCTIONS FOR THE PUBLIC LANDSCAPE

Soil Handling and Top Soil

A preliminary grading analysis indicates it will be required to bring fill on site to perform the necessary earthwork. No significant removal of soil based on grading will be needed. It may be necessary to remove soil from the site due to environmental considerations. All excavation and elimination of soil from the construction area is to follow all applicable DEP guidelines and shall be removed from the site. All earthwork performed on site is to comply with the New Jersey Standards for Soil Erosion and Sediment Control.

All areas to be landscaped are to receive topsoil that is friable, fertile natural loam, free of subsoil, stones, roots, noxious plants and extraneous matter to a depth of 3 feet from finished grade as a subsoil cap and new planting root growth zone. The depth of the subsoil cap can be modified as required for compliance with DEP requirements.

The zone of discontinuity between existing subsoil and top soil should be broken to provide a transition zone if permitted by environmental remediation agreements. Till the subsoil, add several inches of topsoil then till these together before adding the remaining topsoil.

Provide continuous 3-foot deep trenches of high quality topsoil for planting of street trees along streets to widths as specified between municipal curb and sidewalk in lieu of individual tree pits.

Soil depth on rooftop gardens can vary according to plant type. Minimum soil depth for large trees should be 36 inches deep or 6 inches deeper than the root ball; 30 inches deep for small trees, 24 inches deep for shrubs and 12" deep for lawns or groundcover.

Soil Compaction

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

Granite cobbles or unit pavers set on an aggregate setting bed shall be placed around street trees where it is necessary to facilitate pedestrian movement directly at the base of each tree.

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

Where heavy pedestrian circulation is expected, a concrete slab covered with decorative paving that bridges over the continuous planting trench can provide a suitable pedestrian surface while preventing soil compaction in the tree trench. Another acceptable method to extend the root growth area is to use root pipes or drainage mats to provide root paths. A minimum 4' x 4' unpaved area shall be left around each tree. See Open Space and Landscape Design Requirements (pages e2-e3) for additional requirements.

In areas where pedestrian circulation is not conflicting with continuous tree planting trench, provide vegetative ground cover at base of tree and protect planted trench at periphery with low ornamental fences. See Open Space and Landscape Design Requirements (pages e2-e3) for additional requirements.

Hydrology

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

All sodded areas, planting beds and street tree strips shall have in ground irrigation systems.

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

All plants within rooftop gardens can experience a high evaporation rate due to the drying effects of wind and sun. Irrigation, mulches and moisture-holding soil additives shall be added to help reduce this moisture loss.

Plant Stock

Listed plant species shall be thoroughly searched by a plant broker before consideration of species not listed.

Street trees shall have a branch height of 7 feet minimum at planting.

All street trees shall be of 3.5 inches caliper minimum.

Red Oak shall be dug and planted only during the spring planting season.

Planting and Plant Care

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

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

All trees shall be guaranteed against defects including death and unsatisfactory growth for a period of two years. All defective plants shall be removed immediately and replaced as soon as weather permits.

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

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

SUGGESTED PLANT LIST FOR THOROUGHFARES

ST-79-38 MALLORY STREET EAST	
Tree Species:	'Green Vase' Japanese Zelkova (<i>Zelkova serrata</i> 'Green Vase')
Alternate Species:	Maidenhair Tree (<i>Ginkgo biloba</i>) - Male Species

AV-88-38 AUDUBON AVENUE	
Tree Species:	'Green Mountain' Sugar Maple (<i>Acer saccharum</i> 'Green Mountain')
Alternate Species:	'October Glory' Red Maple (<i>Acer rubrum</i> 'October Glory')
Alternate Species:	'Red Sunset' Red Maple (<i>Acer rubrum</i> 'Red Sunset')

ST-100-42 SOUTH ROAD	
Tree Species:	Willow Oak (<i>Quercus phellos</i>)
Alternate Species:	'October Glory' Red Maple (<i>Acer rubrum</i> 'October Glory')
Alternate Species:	'Red Sunset' Red Maple (<i>Acer rubrum</i> 'Red Sunset')
Tree Species:	South Road Parking: 'Bloodgood' London Planetree (<i>Platanus x. acerifolia</i> 'Bloodgood')
Alternate Species:	Red Oak (<i>Quercus rubra</i>)

ST-80-38 MALLORY STREET WEST	
Tree Species:	Turkish Filbert (<i>Corylus corluna</i>)
Alternate Species:	'Boulevard' American Linden (<i>Tilia americana</i> 'Boulevard')
Alternate Species:	'Greenspire' Littleleaf Linden (<i>Tilia cordata</i> 'Greenspire')

ST-122-38 STEGMAN STREET	
Tree Species:	'Greenspire' Littleleaf Linden (<i>Tilia cordata</i> 'Greenspire')
Alternate Species:	Princeton American Elm (<i>Ulmus americana</i> 'Princeton')
Tree Species:	Island: 'Winter King' Hawthorn (<i>Crataegus viridis</i> 'Winter King')
Alternate Species:	'Okame' Flowering Cherry (<i>Prunus</i> 'Okame')

BV-122-80 STEGMAN BOULEVARD	
Tree Species:	Princeton American Elm (<i>Ulmus americana</i> 'Princeton')
Alternate Species:	'Patmore' Green Ash (<i>Fraxinus pennsylvanica</i> 'Patmore')
Tree Species:	Island: Princeton American Elm (<i>Ulmus americana</i> 'Princeton')
Alternate Species:	'Patmore' Green Ash (<i>Fraxinus pennsylvanica</i> 'Patmore')

BV-120-80 STEGMAN BOULEVARD	
Tree Species:	Princeton American Elm (<i>Ulmus americana</i> 'Princeton')
Alternate Species:	'Patmore' Green Ash (<i>Fraxinus pennsylvanica</i> 'Patmore')

ST-80-38 STEGMAN STREET	
Tree Species:	'Regent' Scholartree (<i>Sophora japonica</i> 'Regent')
Alternate Species:	Skyline Thornless Honeylocust (<i>Gleditsia triacanthos inermis</i> 'Skycole')

ROUTE 440	
Tree Species:	'Bloodgood' London Planetree (<i>Platanus x. acerifolia</i> 'Bloodgood')
Alternate Species:	Red Oak (<i>Quercus rubra</i>)
Plant Species:	Shamrock Inkberry and Coral Beauty Cotoneaster

WEST SIDE AVENUE	
Tree Species:	'October Glory' Red Maple (<i>Acer rubrum</i> 'October Glory')
Alternate Species:	'Greenspire' Littleleaf Linden (<i>Tilia cordata</i> 'Greenspire')

ST-68-30 CARBON PLACE	
Tree Species:	'Columnare' Red Maple (<i>Acer rubrum</i> 'Columnare')
Alternate Species:	Pyramidal European Hornbeam (<i>Carpinus betulus</i> 'Fastigiata')

SUGGESTED PLANT LIST FOR PUBLIC TRACTS

PARKING 1	
Tree Species:	'Green Vase' Japanese Zelkova (<i>Zelkova serrata</i> 'Green Vase')
Alternate Species:	'October Glory' Red Maple (<i>Acer rubrum</i> 'October Glory')
Alternate Species:	'Red Sunset' Red Maple (<i>Acer rubrum</i> 'Red Sunset')

AUDUBON PEDESTRIAN AVENUE	
Tree Species:	'Green Mountain' Sugar Maple (<i>Acer saccharum</i> 'Green Mountain')
Alternate Species:	'October Glory' Red Maple (<i>Acer rubrum</i> 'October Glory')
Alternate Species:	'Red Sunset' Red Maple (<i>Acer rubrum</i> 'Red Sunset')

COURTYARDS AND PLAZAS
SHADE TREE SPECIES:
American Yellowwood (<i>Cladrastis kentuckea</i>)
Katsuratree (<i>Cercidiphyllum japonicum</i>)
'Princeton' American Elm (<i>Ulmus americana</i> 'Princeton')
Scholartree (<i>Sophora japonica</i>)

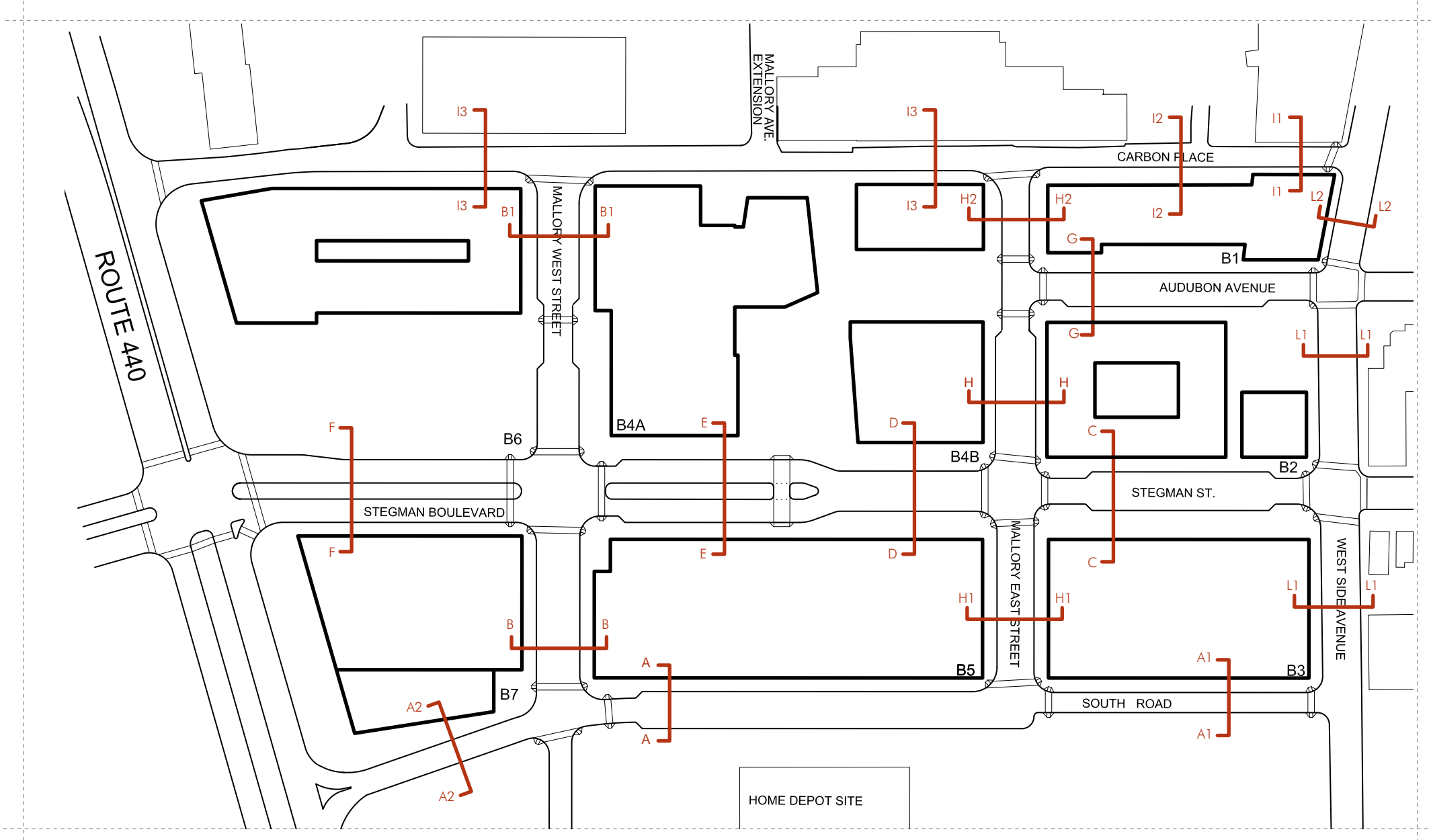
COURTYARDS AND PLAZAS
ORNAMENTAL TREE SPECIES:
Eastern Dawn Redbud (<i>Cercis canadensis</i>)
Japanese Snowbell (<i>Styrax japonicus</i>)
Korean Stewartia (<i>Stewartia koreana</i>)
Kousa Dogwood (<i>Cornus kousa chinensis</i>)
Paperbark Maple (<i>Acer griseum</i>)
'Princeton Snowcloud' Sargent Cherry (<i>Prunus sargentii</i> 'Princeton Snowcloud')
Pyramidal European Hornbeam (<i>Carpinus betulus</i> 'Fastigiata')
Saucer Magnolia (<i>Magnolia x soulangiana</i>)
Star Magnolia (<i>Magnolia stellata</i>)
Serviceberry (<i>Amelanchier canadensis</i>)
'Winter King Hawthorn' (<i>Crataegus viridis</i> 'Winter King')

COURTYARDS AND PLAZAS
EVERGREENS:
Colorado Spruce (<i>Picea pungens</i>)
Serbian Spruce (<i>Picea omorika</i>)

ROOF GARDENS
SHADE TREE SPECIES:
'Patmore' Green Ash (<i>Fraxinus pennsylvanica</i> 'Patmore')
'Prarie Pride' Hackberry (<i>Celtis occidentalis</i> 'Prarie Pride')
Skyline Thornless Honeylocust (<i>Gleditsia triacanthos inermis</i> 'Skycole')

ROOF GARDENS
ORNAMENTAL TREE SPECIES:
Korean Stewartia (<i>Stewartia koreana</i>)
'Ivory Silk' Tree Lilac (<i>Syringa reticulata</i> 'Ivory Silk')
'Okame' Flowering Cherry (<i>Prunus x Okame</i>)
Serviceberry (<i>Amelanchier canadensis</i>)

Thoroughfare Standards: Plan



All elements of the thoroughfare plan contained in the following pages (e17 thru e27) are required to be constructed. However, the dimensions listed for R.O.W Width, Sidewalk Width, as well as the exact planting plan may be subject to reasonable change in the course of the Site Plan development and approval process.



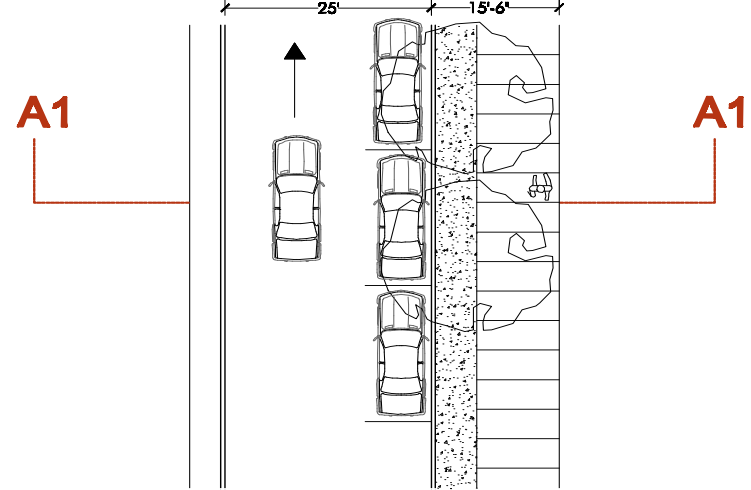
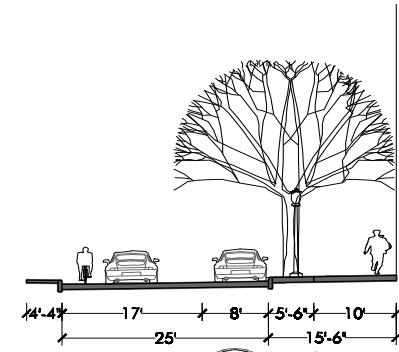
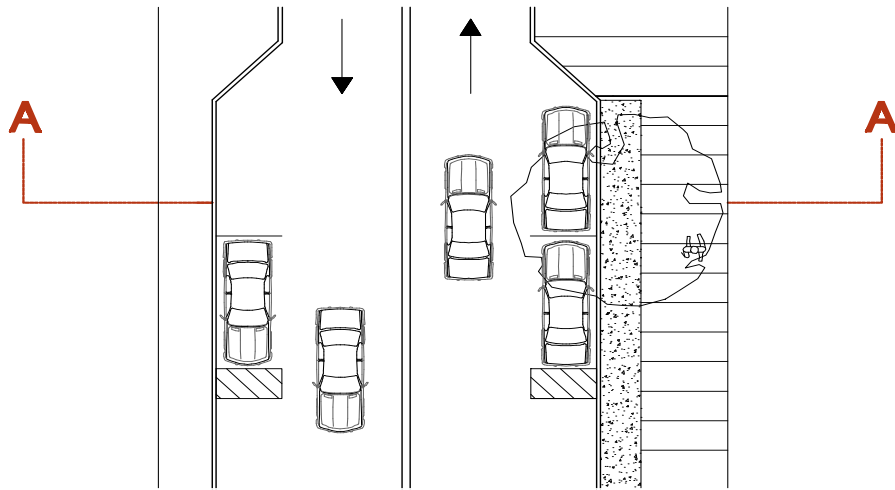
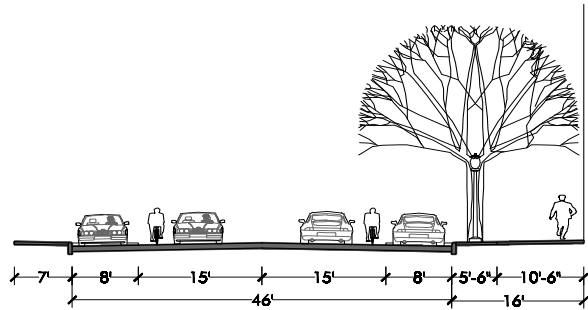
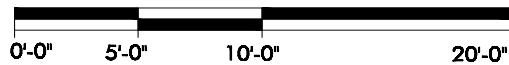
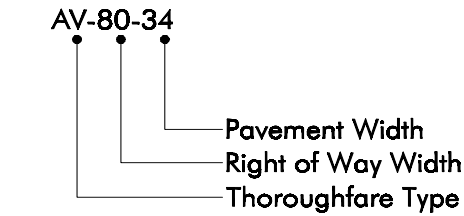
Note: Thoroughfare Standards Plan is subject to change to coordinate with Route 440 improvements.



ST-69-46
Section AA

ST-44.8-25
Section A1A1

THOROUGHFARE TYPE
 DR: Drive
 BV: Boulevard
 AV: Avenue
 ST: Street

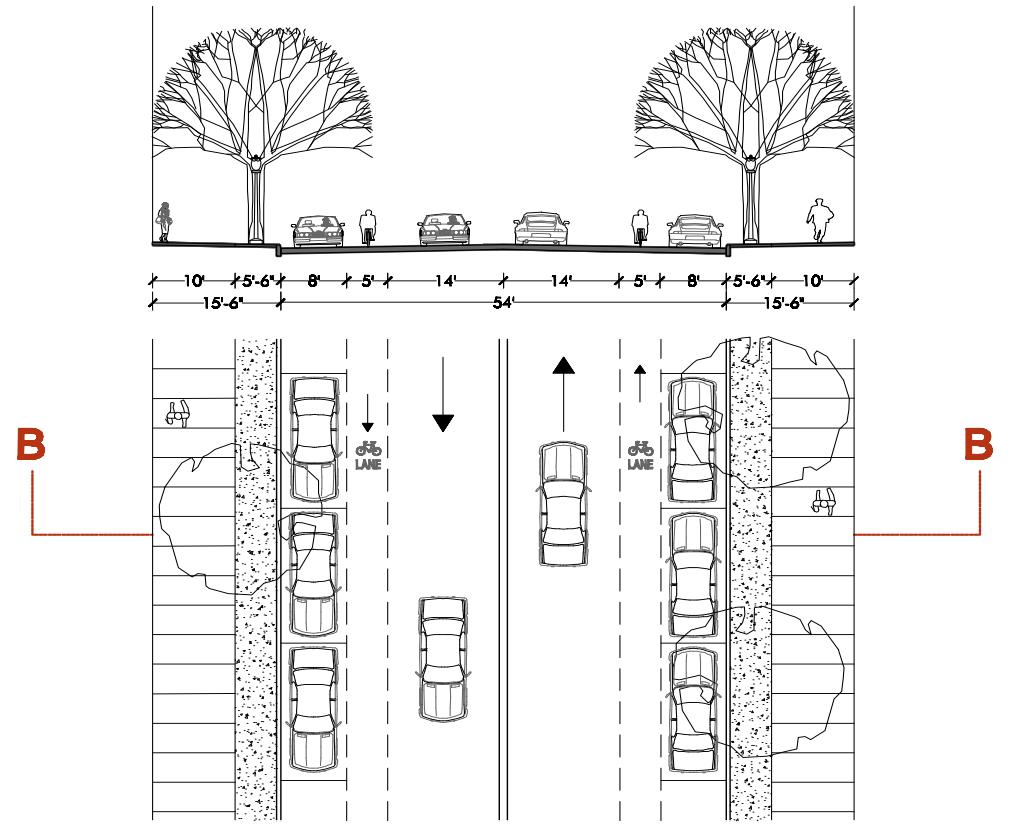
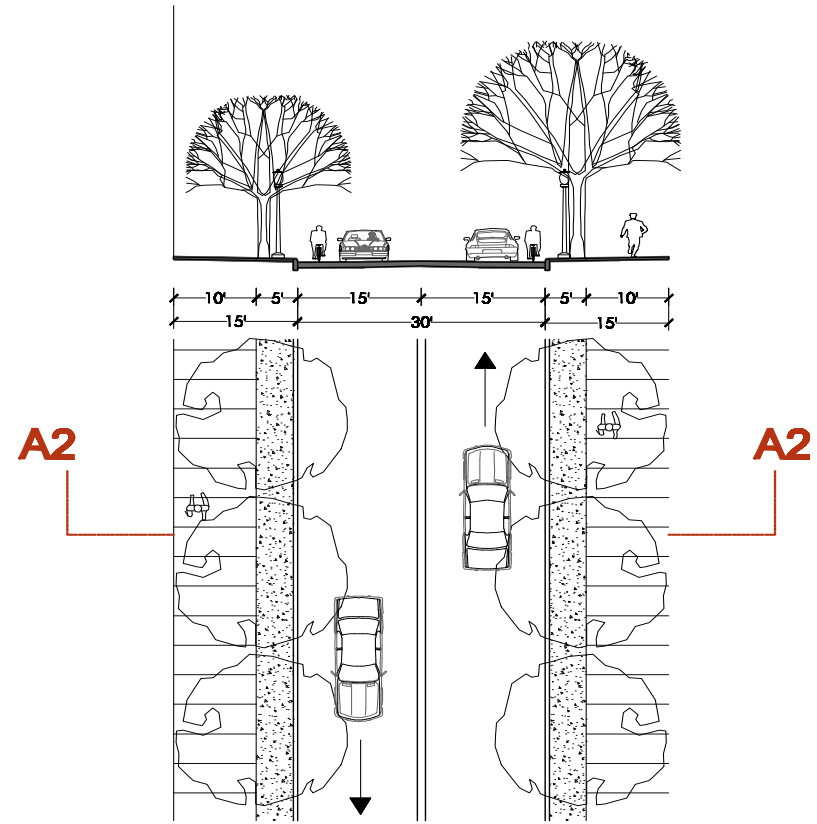
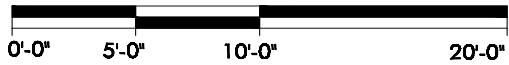
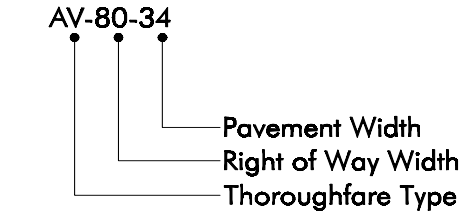


TYPE	ST-69-46	ST- 44.8-25
Name	South Road	South Road
Movement	Free Movement	Free Movement
Traffic Lanes	Two Ways	One Way
Parking Lanes	Parallel Both Sides	Parallel One Side (North)
R.O.W. Width	69 feet	44.8 feet
Curb Radius	12 feet	12 feet
Vehicular Design Speed	25 MPH	25 MPH
Pedestrian Crossing Time	10.5 seconds	10.5 seconds
Sidewalk Width	16 feet - One Side (North)	15.5 feet - One Side (North)
Planter Width	5 feet - One Side (North)	5 feet - One Side (North)
Planter Type	Planting wells separated by paver strips	Planting wells separated by paver strips
Tree Species	Bloodgood London Planetree/Willow Oak	Bloodgood London Planetree/Willow Oak
Other		
Bike Lane	Share the Road (Shared with Travel Lane)	Share the Road (Shared with Travel Lane)

ST-60-30
Section A2A2

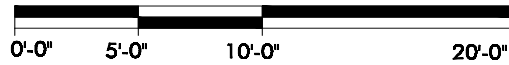
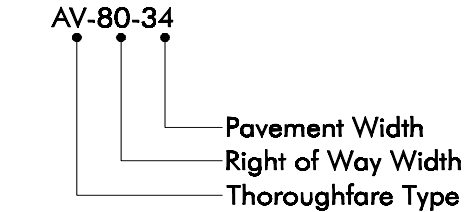
ST-85-54
Section BB

THOROUGHFARE TYPE
 DR: Drive
 BV: Boulevard
 AV: Avenue
 ST: Street

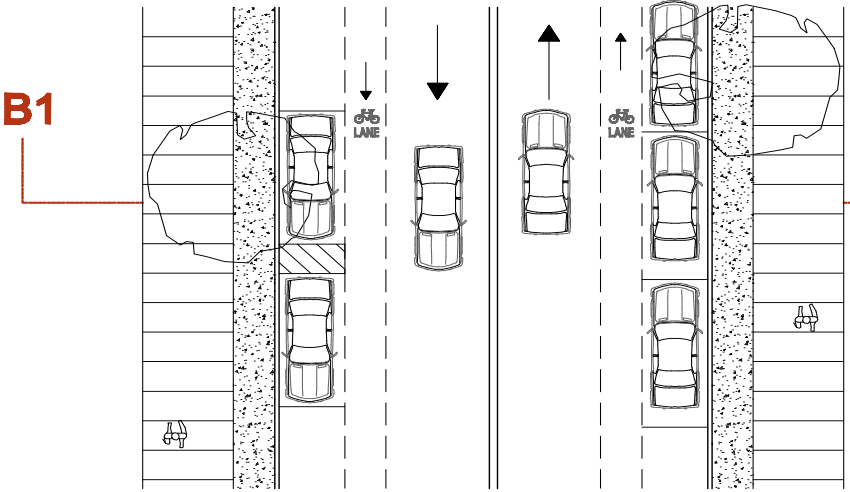
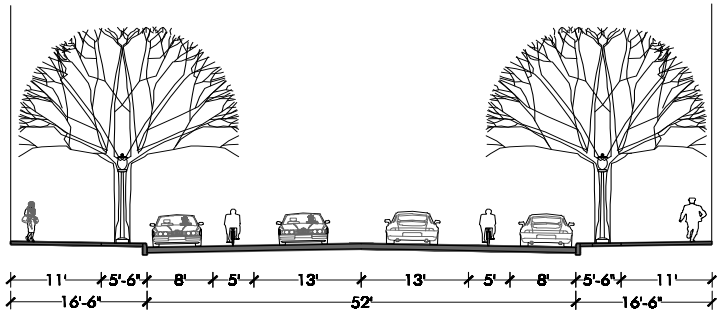


TYPE	ST-60-30	ST-85-54
Name	South Road	Mallory West Street
Movement	Free Movement	Free Movement
Traffic Lanes	Two Ways	Two Ways
Parking Lanes	None	Parallel Both Sides
R.O.W. Width	60 feet	85 feet
Curb Radius	12 feet	15 feet
Vehicular Design Speed	25 MPH	25 MPH
Pedestrian Crossing Time	10.5 seconds	9.5 seconds
Sidewalk Width	15 feet	15.5 feet/15.5 feet
Planter Width	4.5 feet	5 feet/5 feet
Planter Type	Planting wells separated by paver strips	Planting wells separated by paver strips
Tree Species	Bloodgood London Planetree/Willow Oak	Turkish Filbert
Other		
Bike Lane	Share the Road (Shared w/ Travel Lane)	5 feet Dedicated Lane - Both Sides

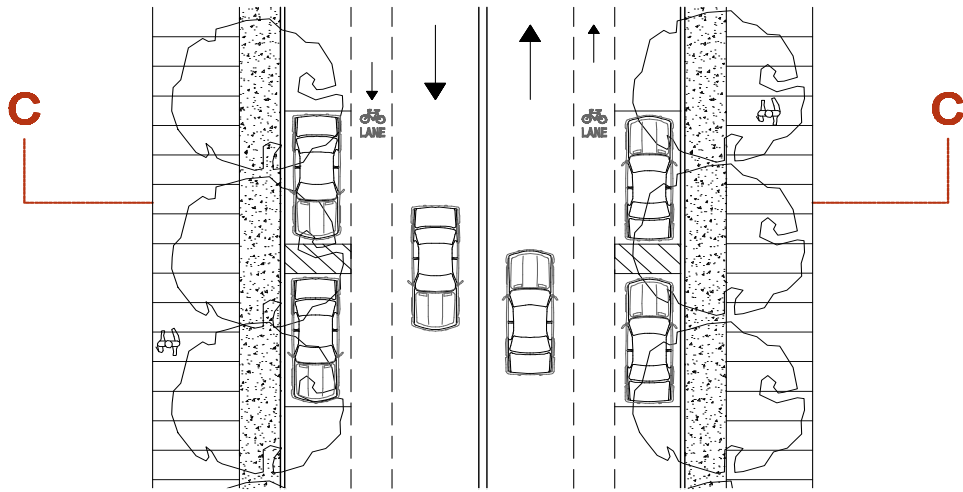
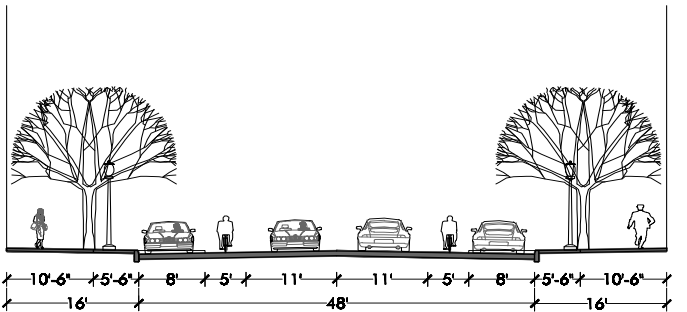
THOROUGHFARE TYPE
 DR: Drive
 BV: Boulevard
 AV: Avenue
 ST: Street



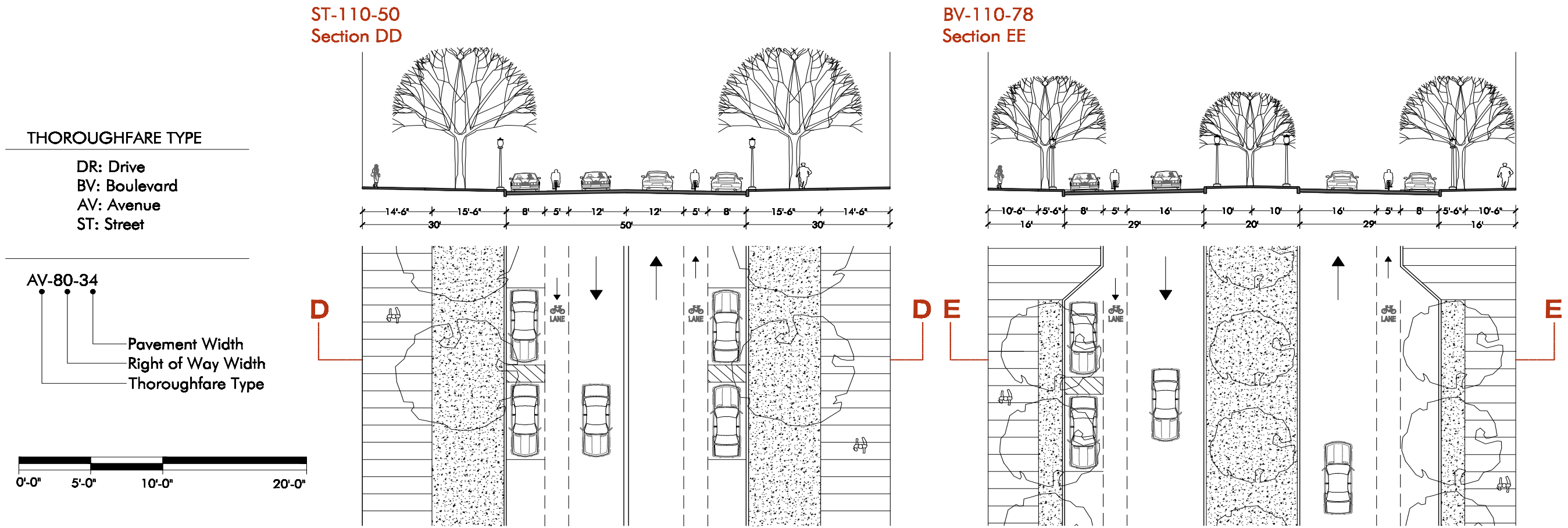
ST-85-52
Section B1B1



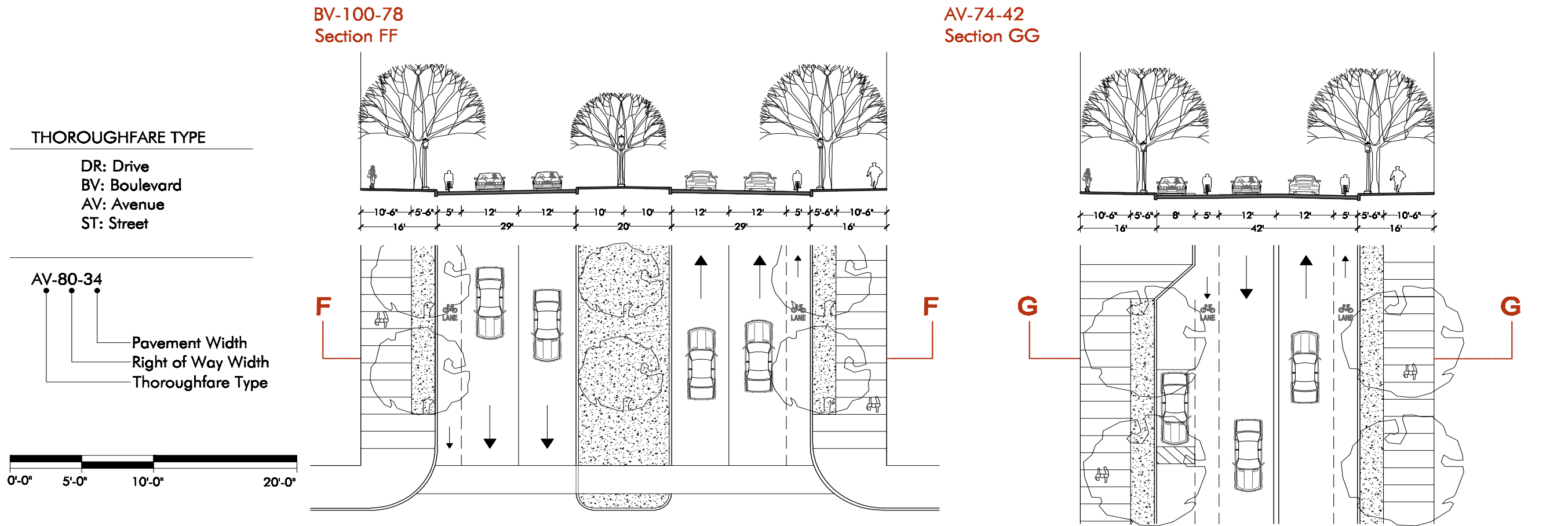
ST-80-48
Section CC



TYPE	ST-85-52	ST-80-48
Name	Mallory West Street	Stegman Street
Movement	Free Movement	Free Movement
Traffic Lanes	Two Ways	Two Ways
Parking Lanes	Parallel Both Sides	Parallel Both Sides
R.O.W. Width	85 feet	80 feet
Curb Radius	15 feet	12 feet
Vehicular Design Speed	25 MPH	25 MPH
Pedestrian Crossing Time	9.5 seconds	9.5 seconds
Sidewalk Width	16.5 feet/16.5 feet	16 feet / 6 feet
Planter Width	5 feet/5 feet	5 feet/5 feet
Planter Type	Planting wells separated by paver strips	Planting wells separated by paver strips
Tree Species	Turkish Filbert	'Regent' Scholartree
Other		
Bike Lane	5 feet Dedicated Lane - Both Sides	5 feet Dedicated Lane - Both Sides

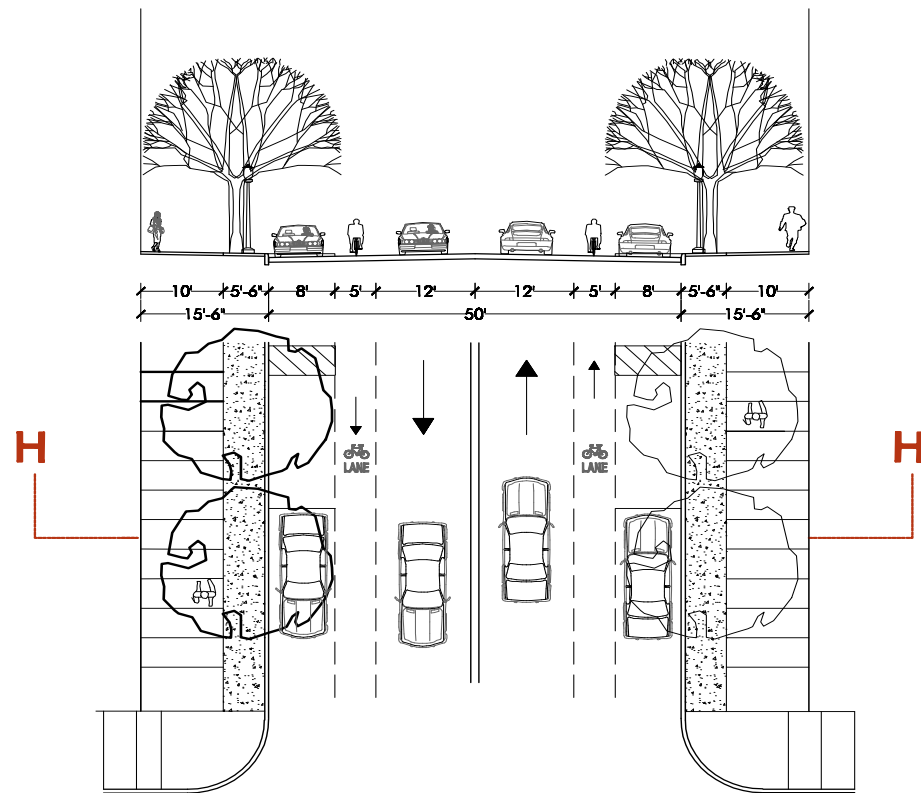


TYPE	ST-110-50	BV-110-78
Name	Stegman Street	Stegman Boulevard
Movement	Free Movement	Free Movement
Traffic Lanes	Two Ways	Two Ways
Parking Lanes	Parallel Both Sides	Parallel One Side (South)
R.O.W. Width	110 feet	110 feet
Curb Radius	12 feet	12 feet
Vehicular Design Speed	25 MPH	25 MPH
Pedestrian Crossing Time	9.5 seconds	10 seconds + 10 seconds
Sidewalk Width	30 feet / 30 feet	16 feet / 16 feet
Planter Width	15 feet / 15 feet	5 feet / 20 feet / 5 feet
Planter Type	Planting wells separated by paver strips	Planting wells in groundcover separated by paver strips
Tree Species	Greenspire Little Leaf Linden	Winter King Hawthorn in the median Princeton American Elm on both sides
Other		
Bike Lane	5 feet Dedicated Lane - Both Sides	5 feet Dedicated Lane - Both Sides

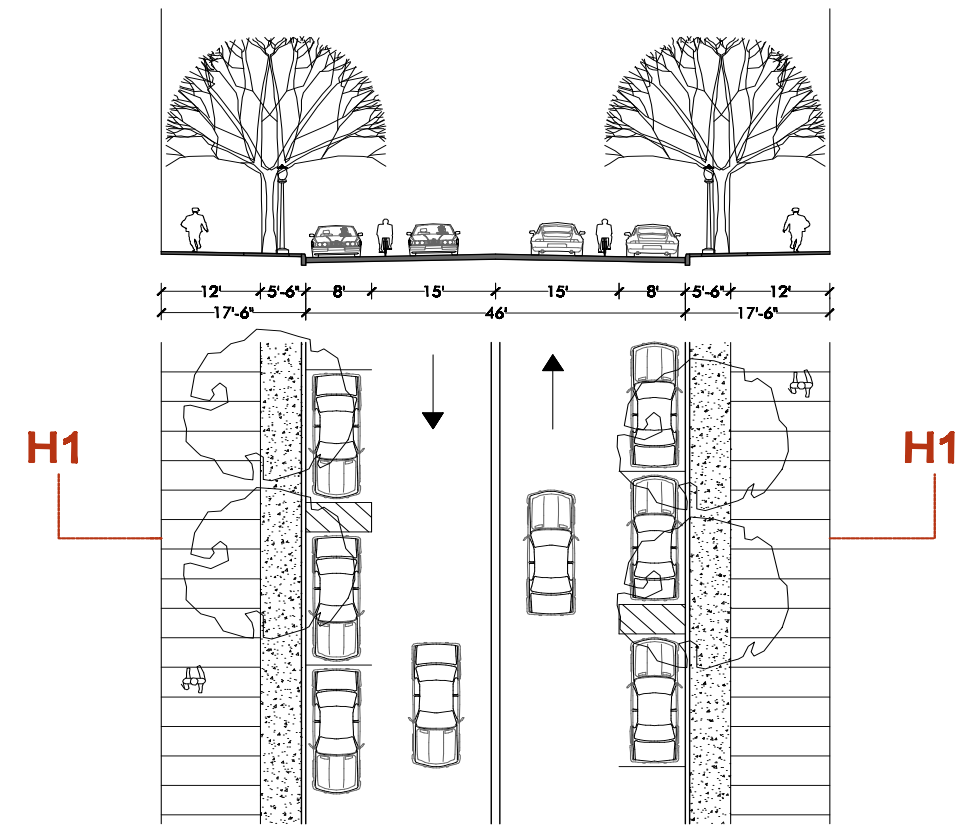


TYPE	BV-100-78	AV-74-42
Name	Stegman Boulevard	Audubon Avenue
Movement	Free Movement	Free Movement
Traffic Lanes	Four One-Way Lanes	Two Ways
Parking Lanes	None	Parallel One Side (South)
R.O.W. Width	100 feet	74 feet
Curb Radius	15 feet	12 feet
Vehicular Design Speed	25 MPH	25 MPH
Pedestrian Crossing Time	10 seconds + 10 seconds	9.5 seconds
Sidewalk Width	16 feet / 16 feet	16 feet / 16 feet
Planter Width	5 feet / 20 feet / 5 feet	5 feet / 5 feet
Planter Type	Planting wells separated by paver strips	Planting wells separated by paver strips
Tree Species	Winter King Hawthorn in the median	Green Mountain Sugar Maple
Other	Princeton American Elm on both sides	
Bike Lane	5 feet Dedicated Lane - Both Sides	5 feet Dedicated Lane - Both Sides

ST-81-50
Section HH



ST-81-46
Section H1H1

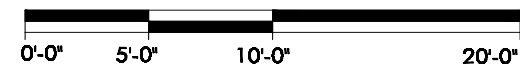


THOROUGHFARE TYPE

- DR: Drive
- BV: Boulevard
- AV: Avenue
- ST: Street

AV-80-34

- Pavement Width
- Right of Way Width
- Thoroughfare Type



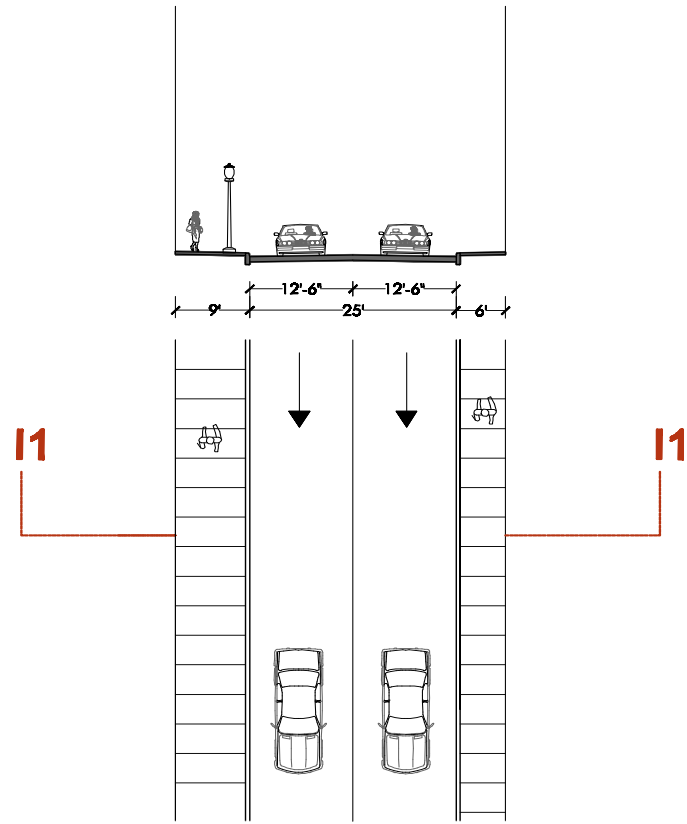
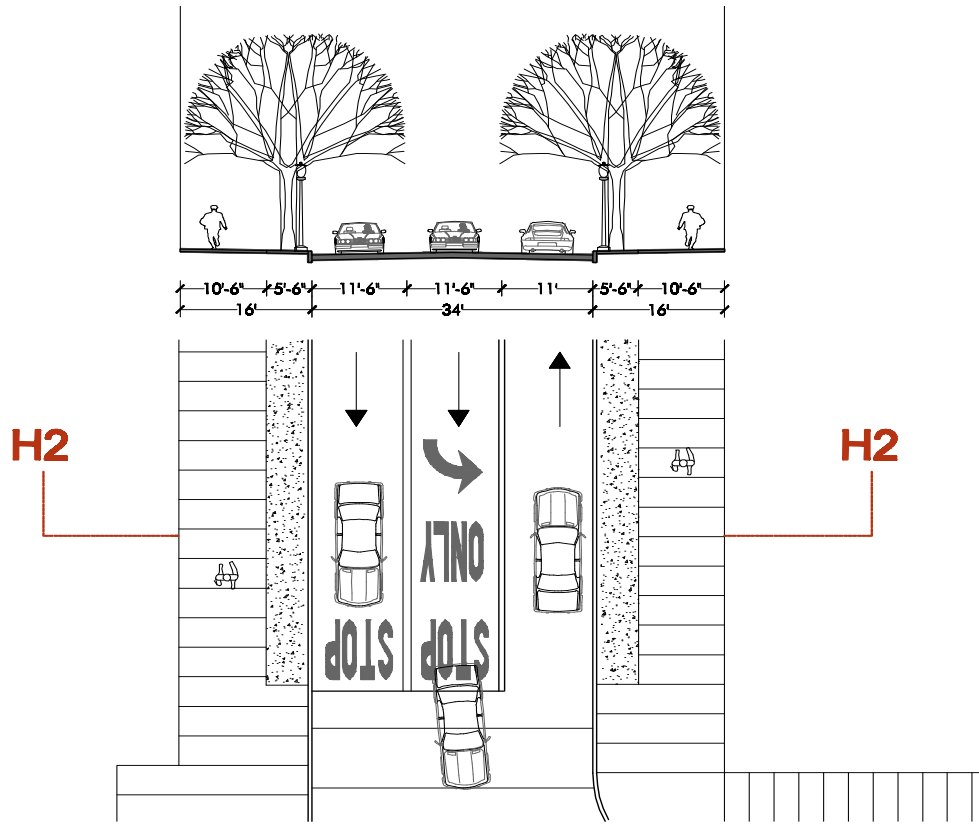
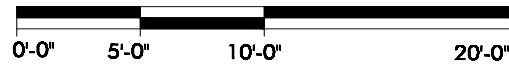
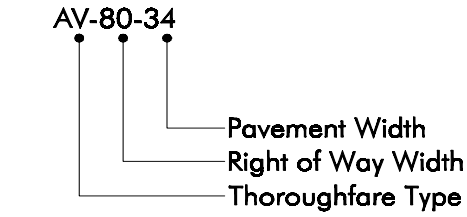
TYPE	ST-81-50	ST-81-46
Name	Mallory East Street	Mallory East Street
Movement	Free Movement	Free Movement
Traffic Lanes	Two Ways	Two Ways
Parking Lanes	Parallel Both Sides	Parallel Both Sides
R.O.W. Width	81 feet	81 feet
Curb Radius	9 feet	9 feet
Vehicular Design Speed	25 MPH	25 MPH
Pedestrian Crossing Time	9.5 seconds	9.5 seconds
Sidewalk Width	15.5 feet / 15.5 feet	17.5 feet / 17.5 feet
Planter Width	5 feet/5 feet	5 feet / 5 feet
Planter Type	Planting wells separated by paver strips	Planting wells separated by paver strips
Tree Species	Green Vase Japanese Zelkova	Green Vase Japanese Zelkova
Bike Lane	5 feet Dedicated Lane - Both Sides	Share the Road (Shared w/ Travel Lane)

ST-66-34
Section H2H2

ST-40-25
Section I1I1

THOROUGHFARE TYPE

DR: Drive
BV: Boulevard
AV: Avenue
ST: Street

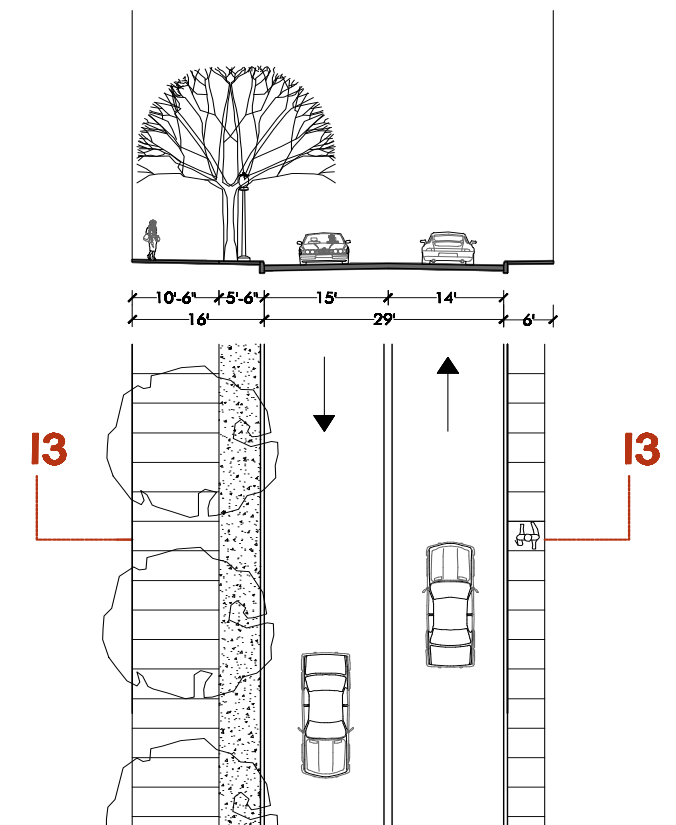
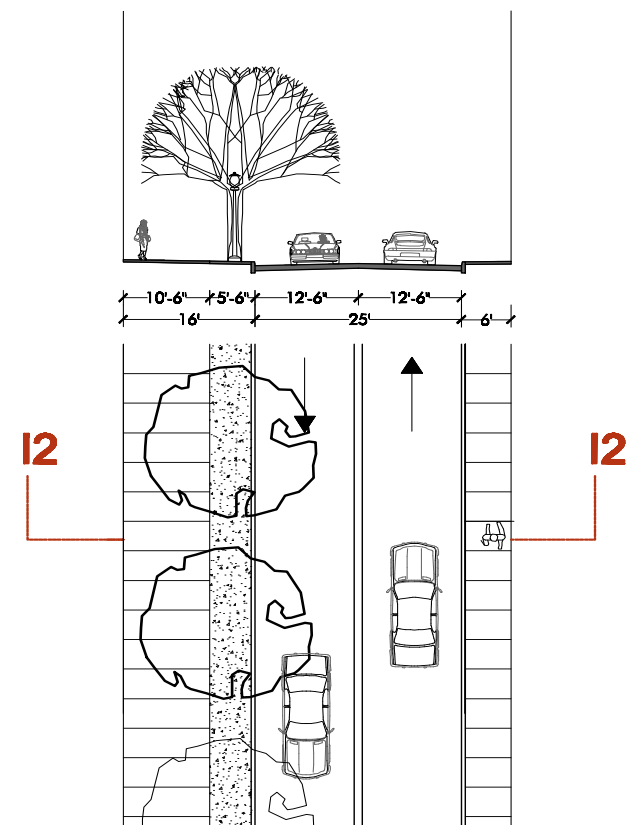
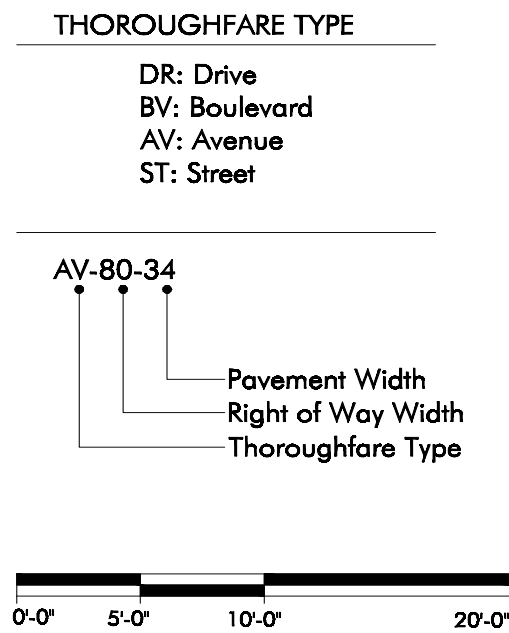


TYPE	ST-66-34	ST-40-25 (See Note 2)
Name	Mallory East Street	Carbon Place
Movement	Free Movement	Free Movement
Traffic Lanes	Two Ways	One Way (East)
Parking Lanes	None	None
R.O.W. Width	66 feet	40 feet
Curb Radius	12 feet	12 feet
Vehicular Design Speed	25 MPH	25 MPH
Pedestrian Crossing Time	9.5 seconds	8 seconds
Sidewalk Width	16 feet / 16 feet	9 feet Southside (See Note 1)
Planter Width	5 feet / 5 feet	None
Planter Type	Planting wells separated by paver strips	
Tree Species	Green Vase Japanese Zelkova	
Bike Lane	None	None

NOTES:
 1. DEVELOPMENT PLAN DOES NOT PROVIDE SETBACK DATA FOR EAST SIDE OF WEST SIDE AVENUE AND NORTH SIDE OF CARBON PLACE.
 2. PAVEMENT WIDTH VARIES DUE TO THE EXISTING CURB ON THE NORTH SIDE OF CARBON PLACE. BEST FIT VALUE WAS USED TO DEFINE OVERALL PAVEMENT WIDTH.

ST-47-25
Section I2I2

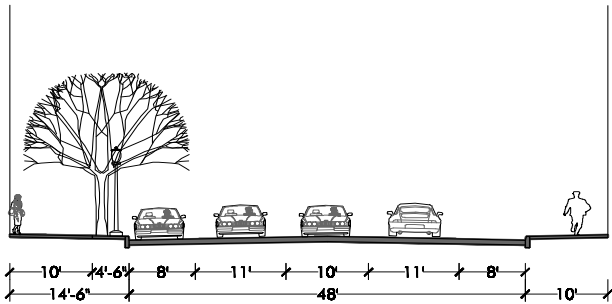
ST-51-29
Section I3I3



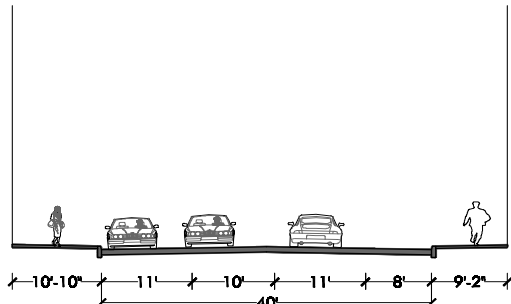
TYPE	ST-47-25 (See Note 2)	ST-51-29 (See Note 2)
Name	Carbon Place	Carbon Place
Movement	Free Movement	Free Movement
Traffic Lanes	Two Ways	Two Ways
Parking Lanes	None	None
R.O.W. Width	47 feet	51 feet
Curb Radius	12 feet	12 feet
Vehicular Design Speed	25 MPH	25 MPH
Pedestrian Crossing Time	8 Seconds	8 Seconds
Sidewalk Width	16 feet Southside (See Note 1)	16 feet Southside (See Note 1)
Planter Width	5 feet	5 feet
Planter Type	Planting wells separated by paver strips	Planting wells separated by paver strips
Tree Species	'Columnare' Red Maple	'Columnare' Red Maple
Bike Lane	None	None

NOTES:
 1. DEVELOPMENT PLAN DOES NOT PROVIDE SETBACK DATA FOR EAST SIDE OF WEST SIDE AVENUE AND NORTH SIDE OF CARBON PLACE.
 2. PAVEMENT WIDTH VARIES DUE TO THE EXISTING CURB ON THE NORTH SIDE OF CARBON PLACE. BEST FIT VALUE WAS USED TO DEFINE OVERALL PAVEMENT WIDTH.

AV-72.5-48
Section L1L1



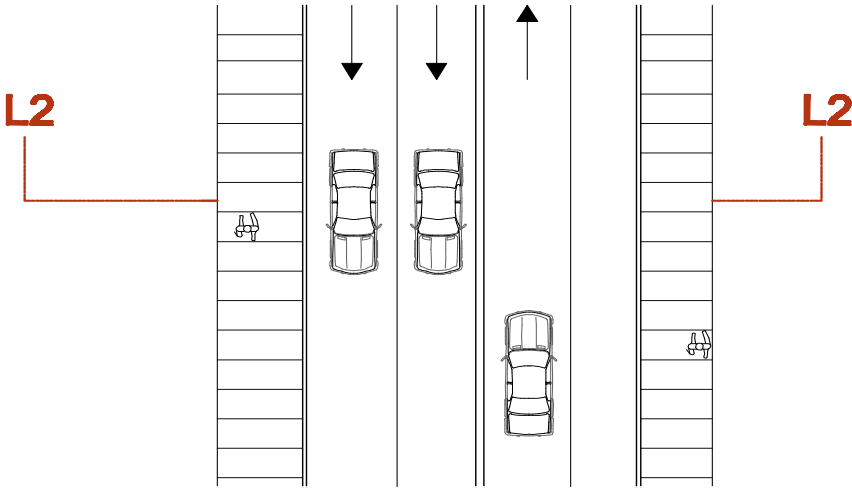
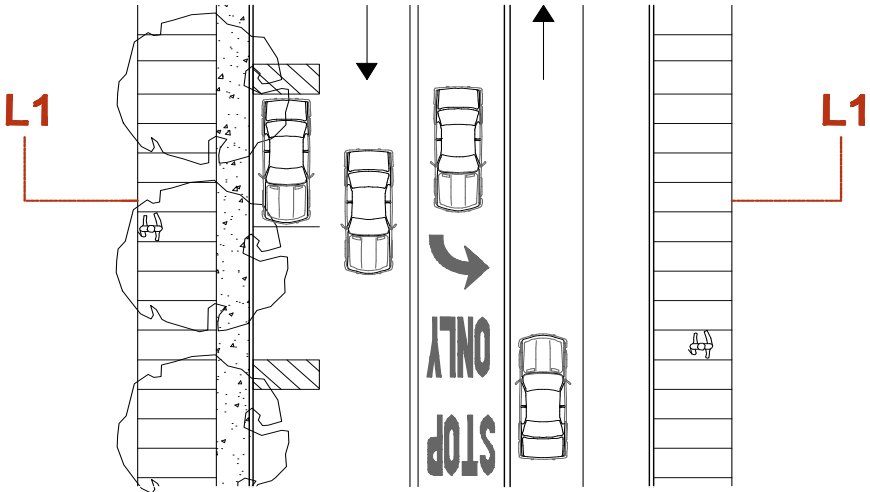
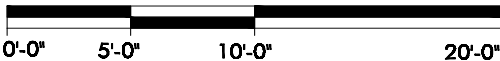
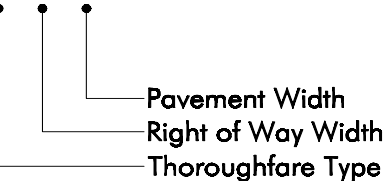
AV-60-40
Section L2L2



THOROUGHFARE TYPE

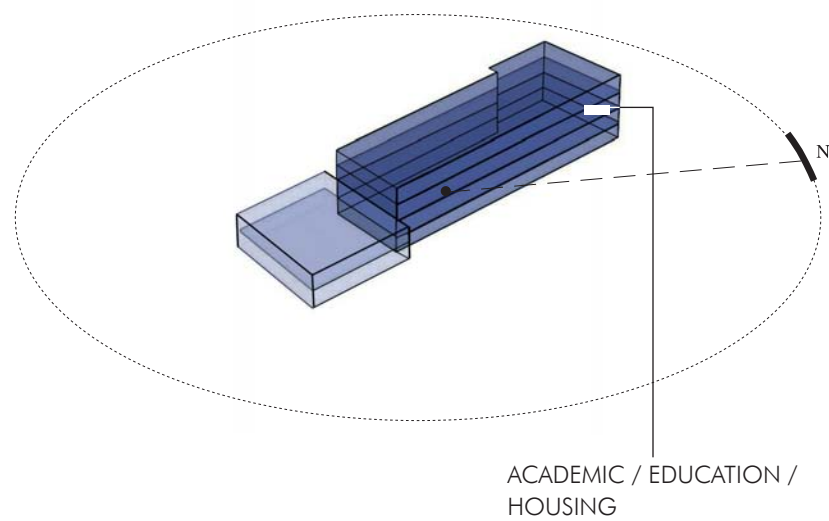
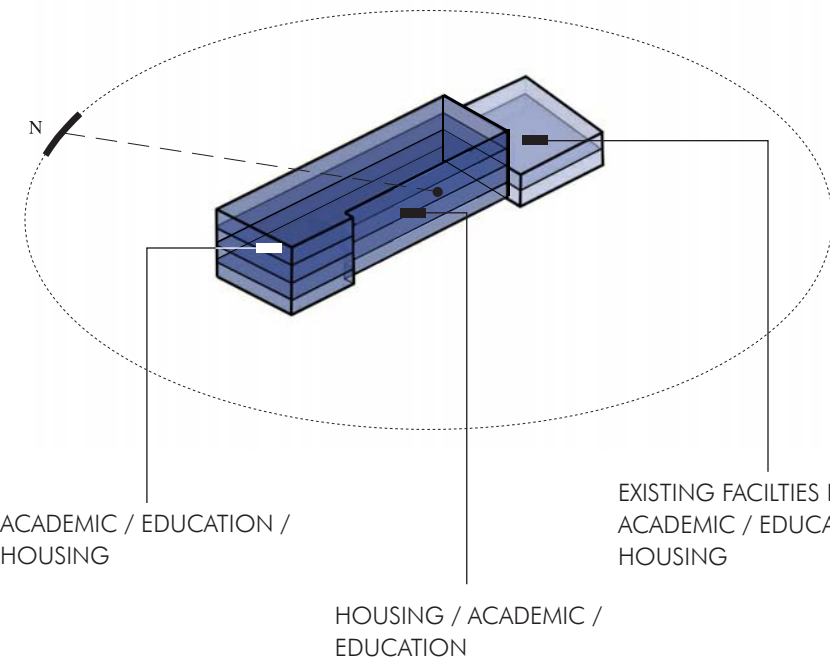
- DR: Drive
- BV: Boulevard
- AV: Avenue
- ST: Street

AV-80-34

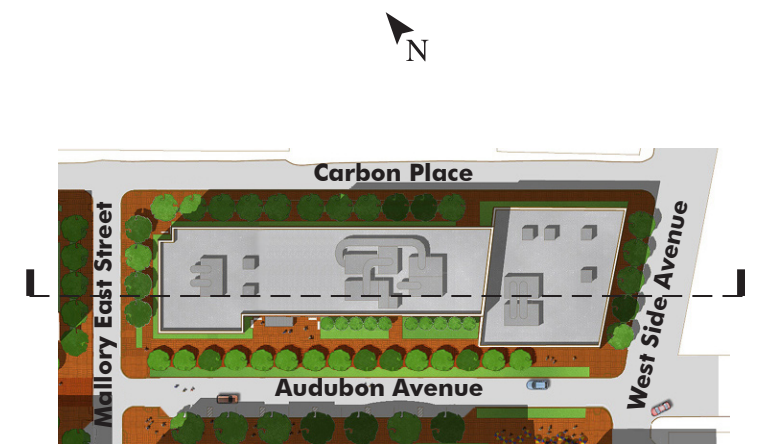
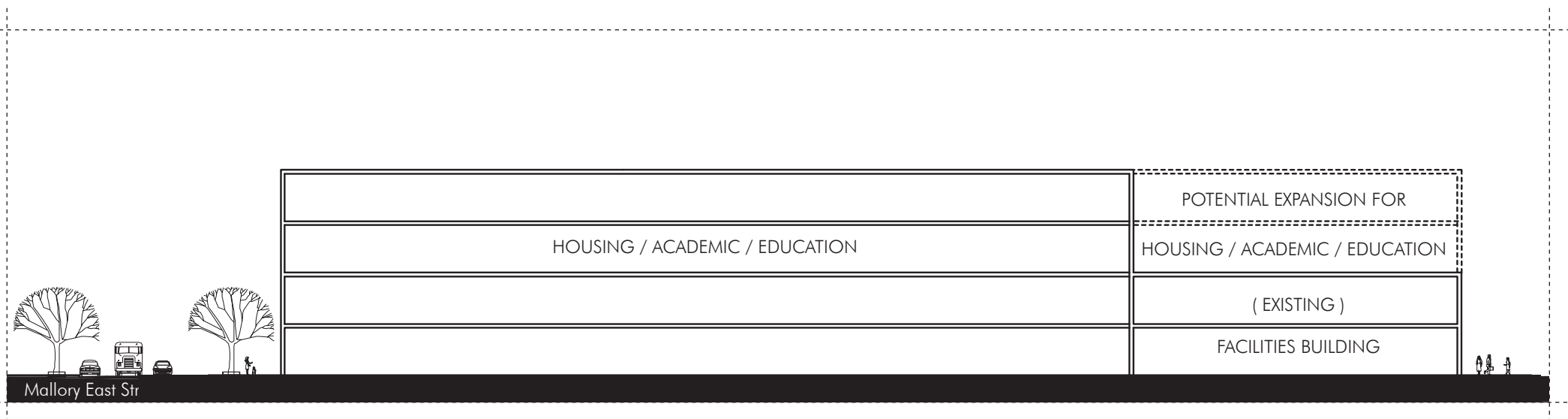


TYPE	AV-72.5-48	AV-60-40
Name	West Side Avenue	West Side Avenue
Movement	Free Movement	Free Movement
Traffic Lanes	Two Ways	Two Ways
Parking Lanes	Parallel Both Sides	One Side Only (East Side)
R.O.W. Width	72.5 feet	60 feet
Curb Radius	12 feet	12 feet
Vehicular Design Speed	25 MPH	25 MPH
Pedestrian Crossing Time	10 Seconds	10 Seconds
Sidewalk Width	14.5 feet / 10 feet	10 feet (Approx.) Each Side
Planter Width	4 feet / N/A	None
Planter Type	Planting wells separated by paver strips	None
Tree Species		
Other		

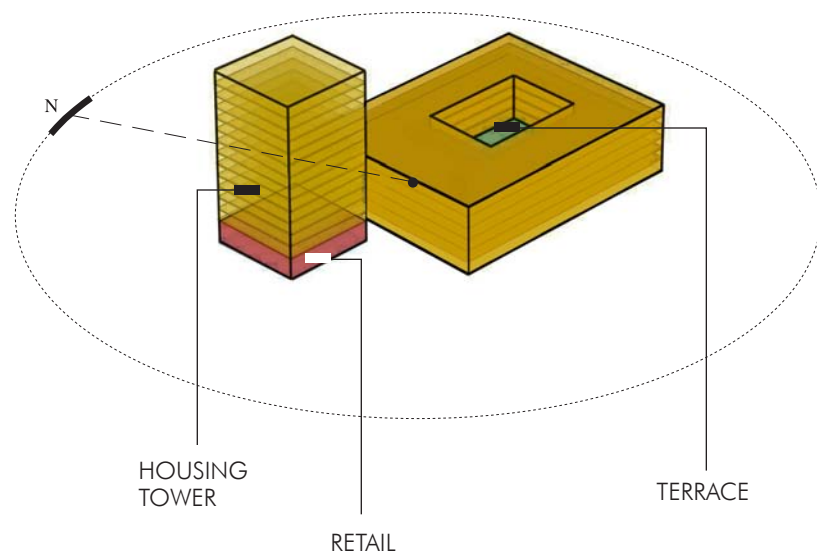
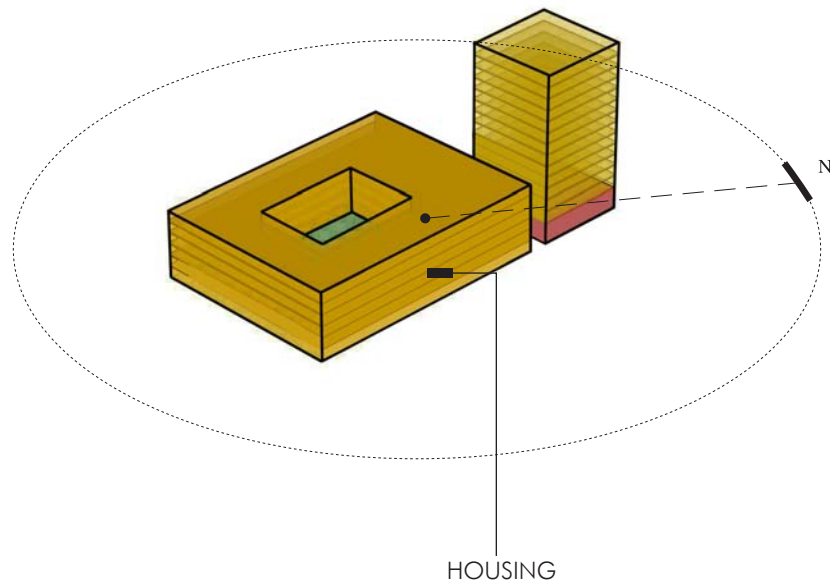
Building Types: Block B1



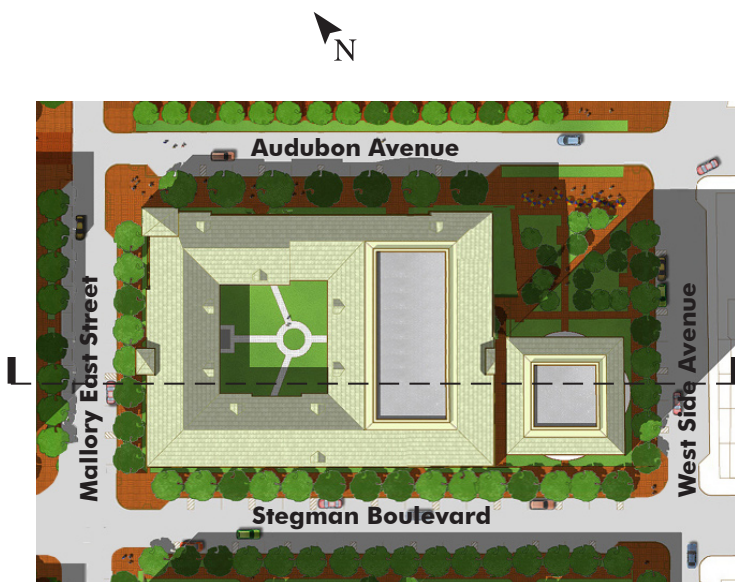
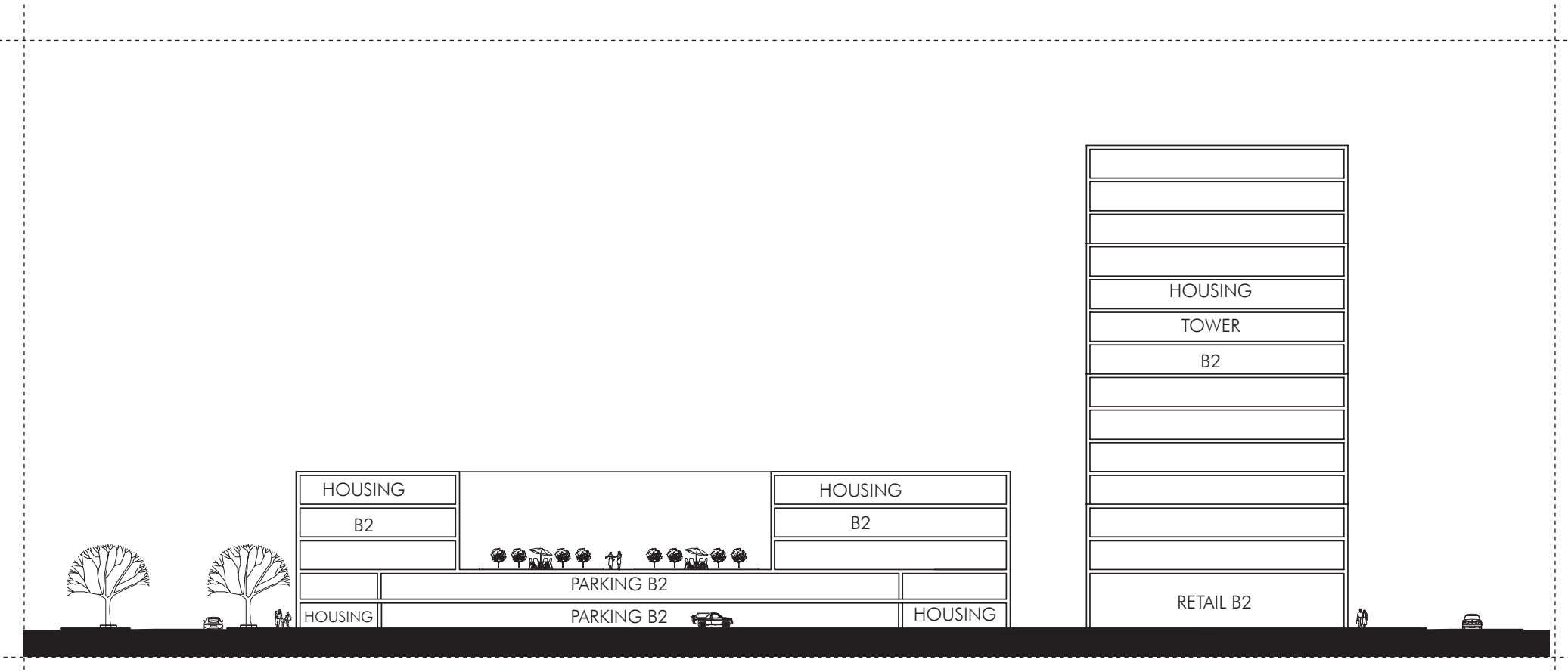
Block B1 is located at the northeast corner of the redevelopment site. The principal frontages are on West Side Avenue to the east and Audubon Avenue to the south. The extension of Audubon Avenue, which forms the southern edge of the block, is the main entry to the site for members of the New Jersey City University community arriving from the eastern campus, so it is important that the facades along Audubon Avenue are of high quality and create a sense of arrival at the academic setting. The block also fronts on Mallory East to the west and Carbon Place to the north. The buildings on this block will all be owned by NJCU. One of them, 251 West Side Avenue, is the only existing building that will remain when the redevelopment is complete. It currently houses the University's Facilities department and is expected to be renovated in the near future. The service entry of this building should be from Carbon Place.



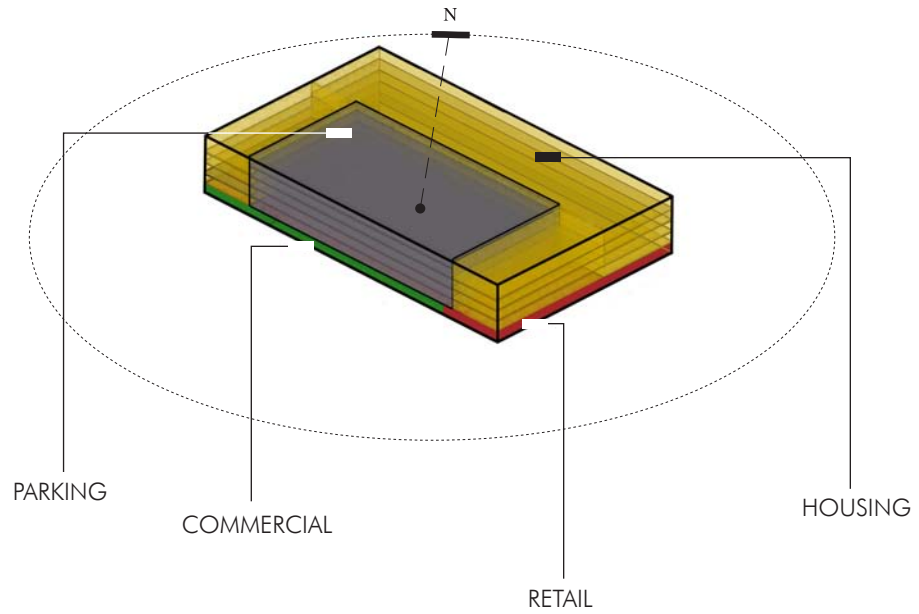
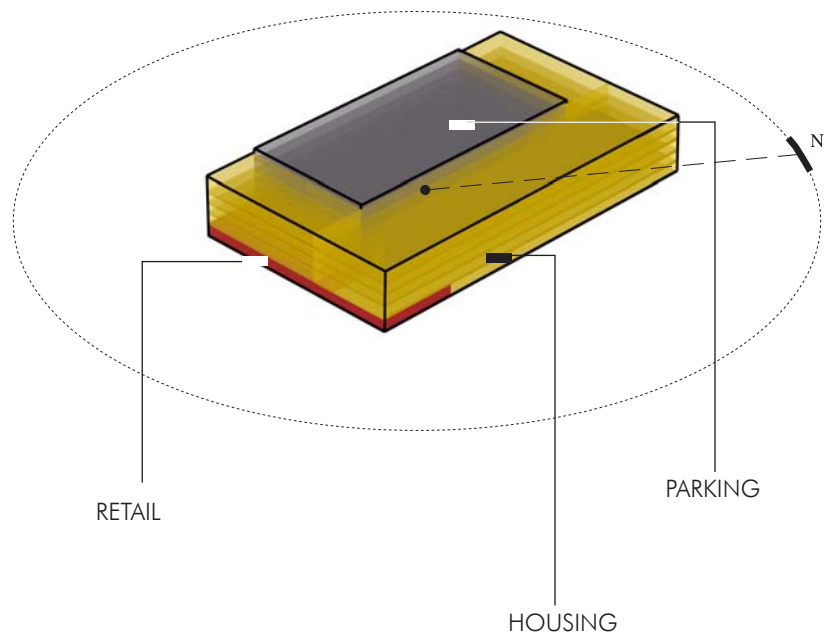
Building Types: Block B2



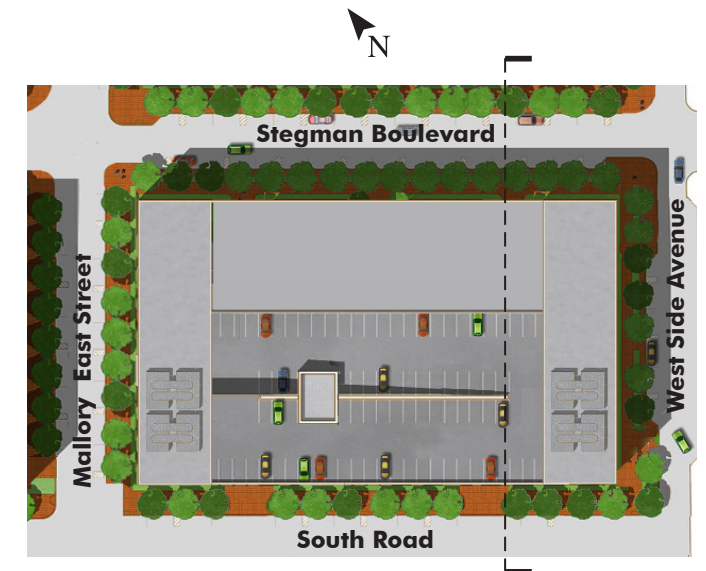
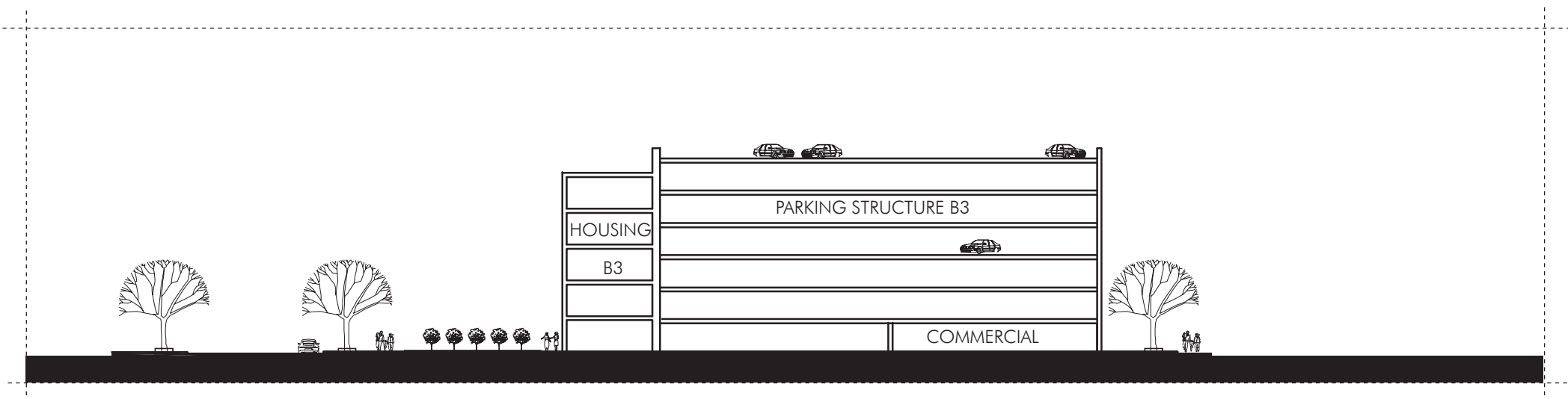
Block B2, in combination with Block B1, forms the main entrance to the NJCU West Campus for those members of the New Jersey City University community arriving from the eastern campus. The northeast corner of the block, at the corner of Audubon Avenue and West Side Avenue, is devoted to a plaza that creates a sense of arrival at the site for those traveling west on Audubon. This plaza will be landscaped with trees and lawn. This block has important frontages on every side: Audubon to the north, West Side Avenue to the east, Stegman Boulevard to the south, with only Mallory East on the western side slightly subsidiary. The uses on this block-housing, retail and parking-are located in two buildings, a mid-rise structure and a tower. The mid-rise structure encapsulates a parking structure with housing. Four to five levels of housing will rise above the top of the parking structure enclosing a landscaped courtyard. The other structure is a high-rise housing tower on West Side Avenue located to the south of the plaza. This tower marks the West Campus Redevelopment area for those driving on West Side Avenue or traveling west from the center of the Jersey City or from New Jersey City University.



Building Types: Block B3

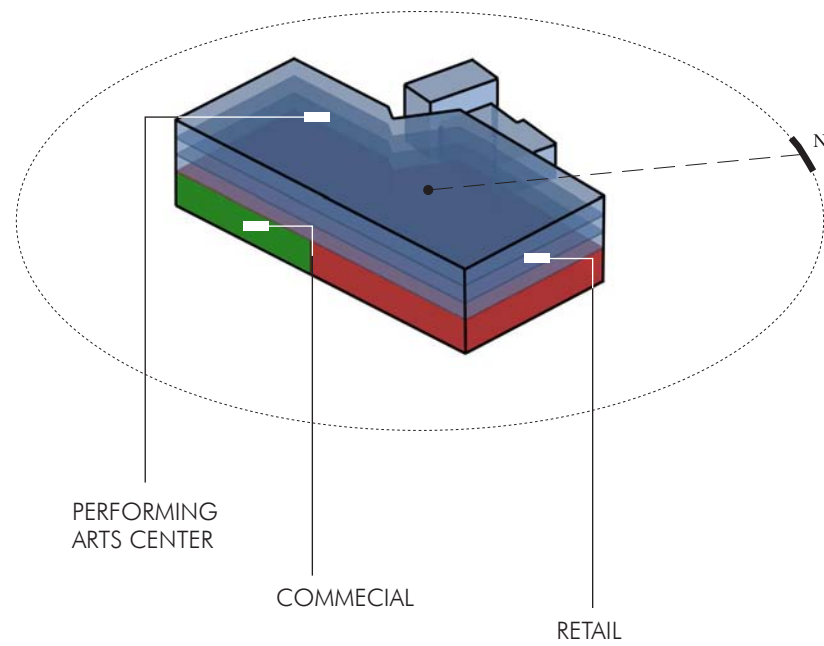


Block B3 is located at the southeastern corner of the redevelopment site and has major frontages on Stegman Boulevard to the north and West Side Avenue to the east. Mallory East and South Road define the other two edges of the block. Three types of program elements are located on this block: housing, retail and parking. As much as possible, the program elements have been placed to match like uses on the opposite side of the street, creating synergistic pairings. The housing component fronts on Stegman Boulevard, facing the housing on Block B2. Housing units could include flats and townhouses. This configuration takes the large block size and creates an intimate scale more appropriate and appealing for housing. The smaller scale commercial component is located on the first floor with its major frontage on South Road. Six levels of parking for the use of NJCU faculty, employees and students, are located behind and above the retail or commercial frontage. The parking garage will have a direct street frontage only on South Road.

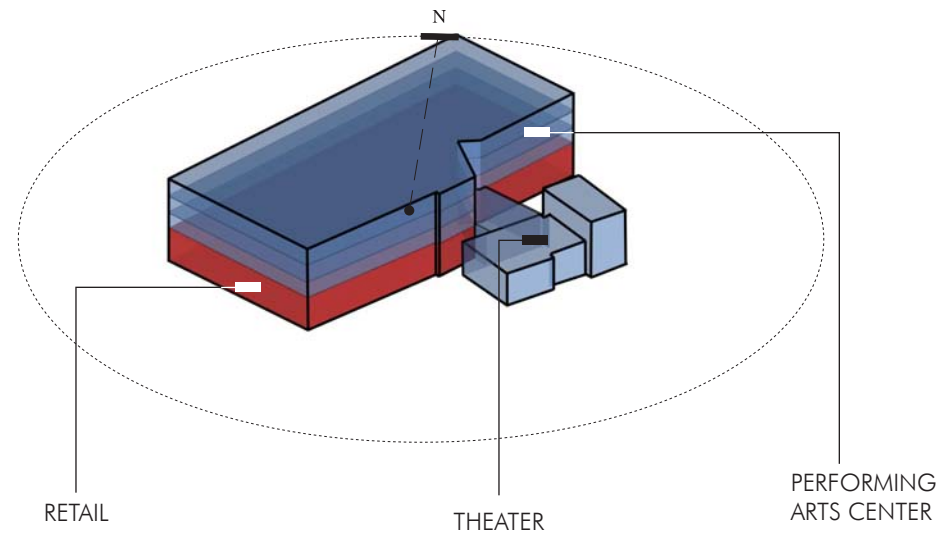


Building Types: Block B4A&B

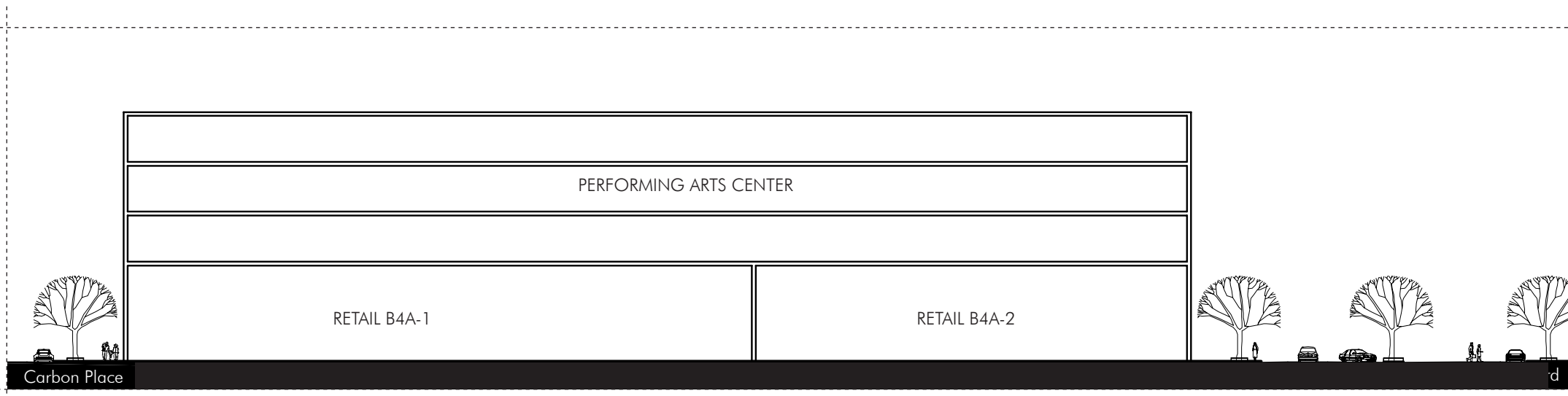
Block B4A



Block B4A

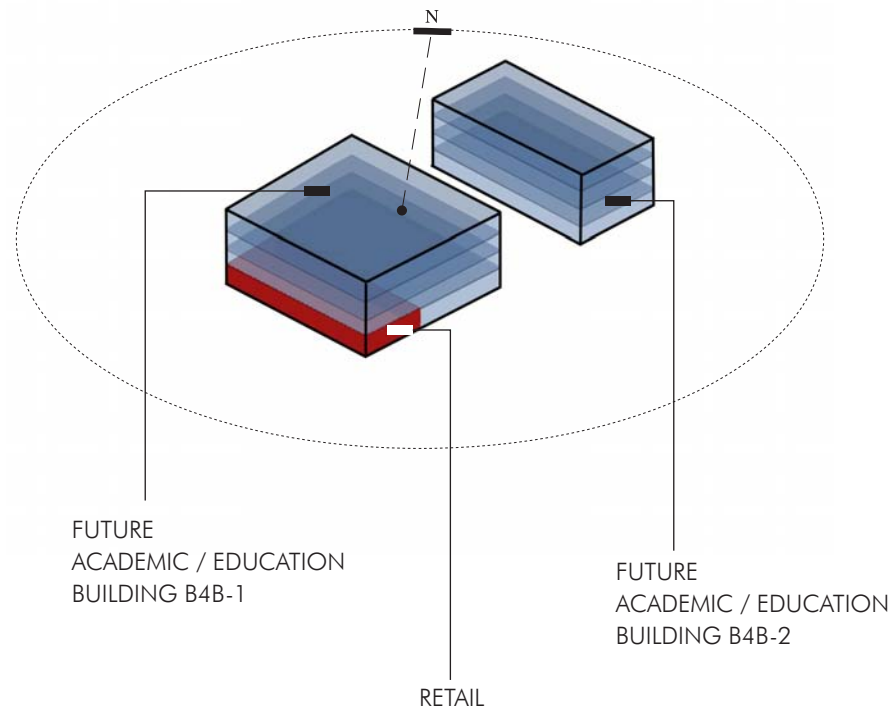


Block B4A and Block B4B are located in the center of the site in terms of both location and importance. They contain the main public spaces of the redevelopment. They are bounded by Carbon Place on the north, Mallory East on the east, Stegman Boulevard on the south and Mallory West on the west. A T-shaped civic plaza connects the buildings on the blocks to each other and the other buildings in the redevelopment area. Block B4A is defined by a mixed-use building with retail spaces on the first floor which have their main frontages on Mallory West and help define the academic courtyard to the East. Parking for these retail spaces is on the street and in the parking lot on Block B6 to the west of Block B4A. The upper part of this building contains academic space including classrooms and practice studios. A theater sits in the middle of the T-shaped civic space. It is the termination of three vistas, down Mallory, down Audubon and from the central crossing on Stegman Boulevard. The building, therefore, has three important facades and should be designed to reflect its special position and its importance to the development.

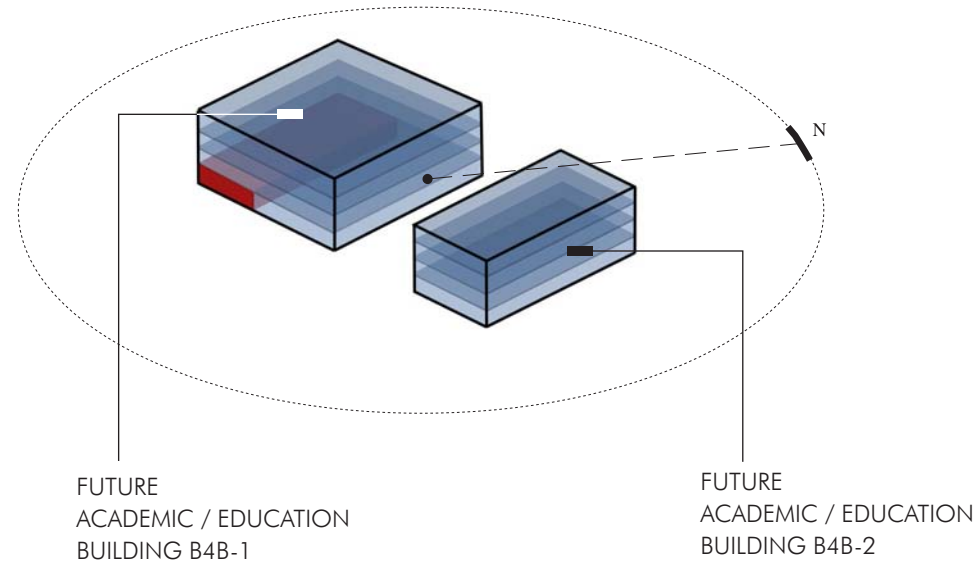


Building Types: Block B4A&B

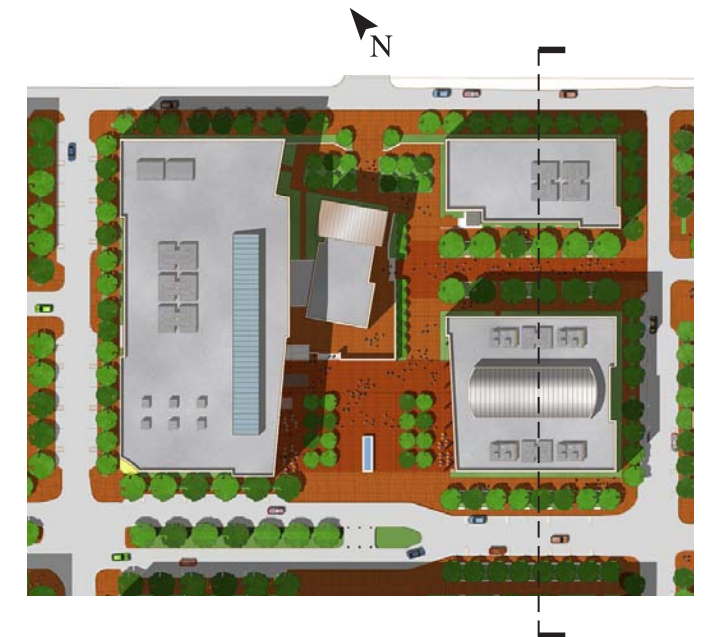
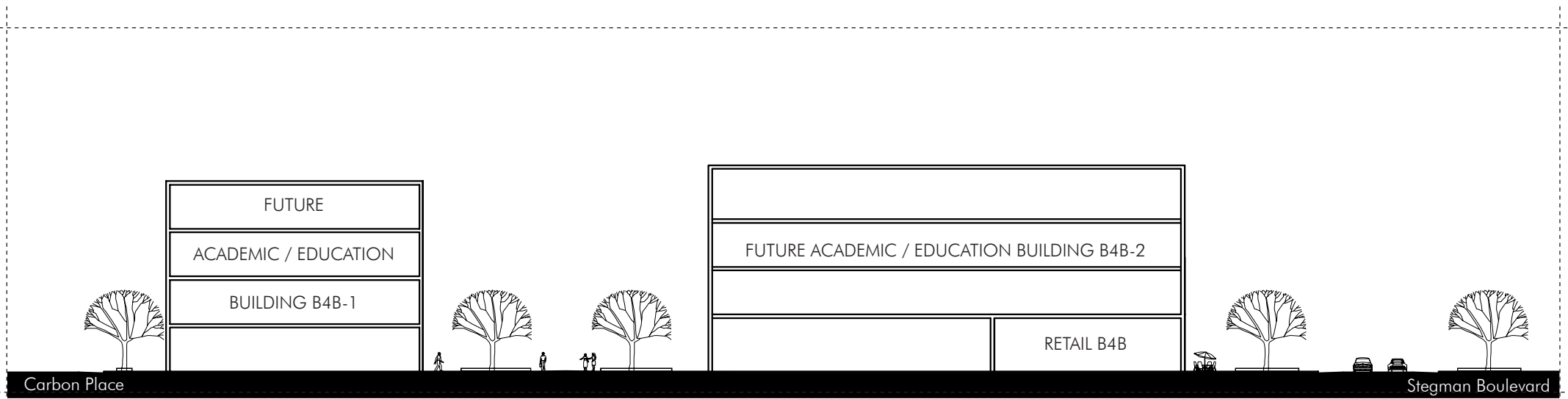
Block B4B



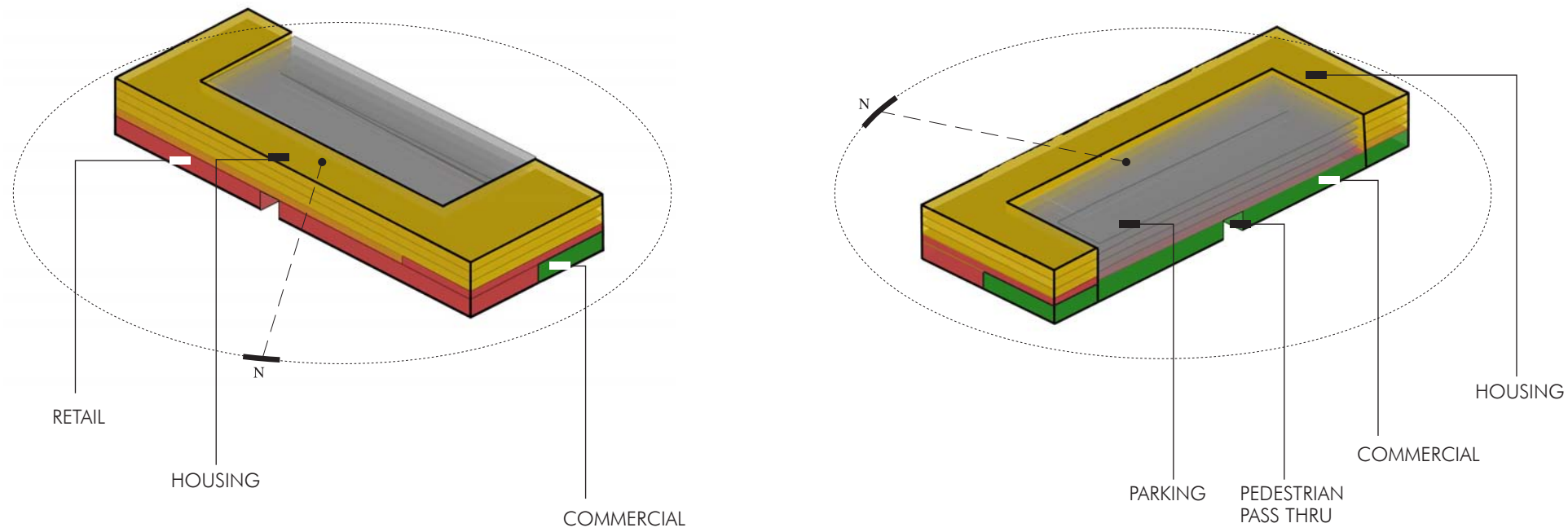
Block B4B



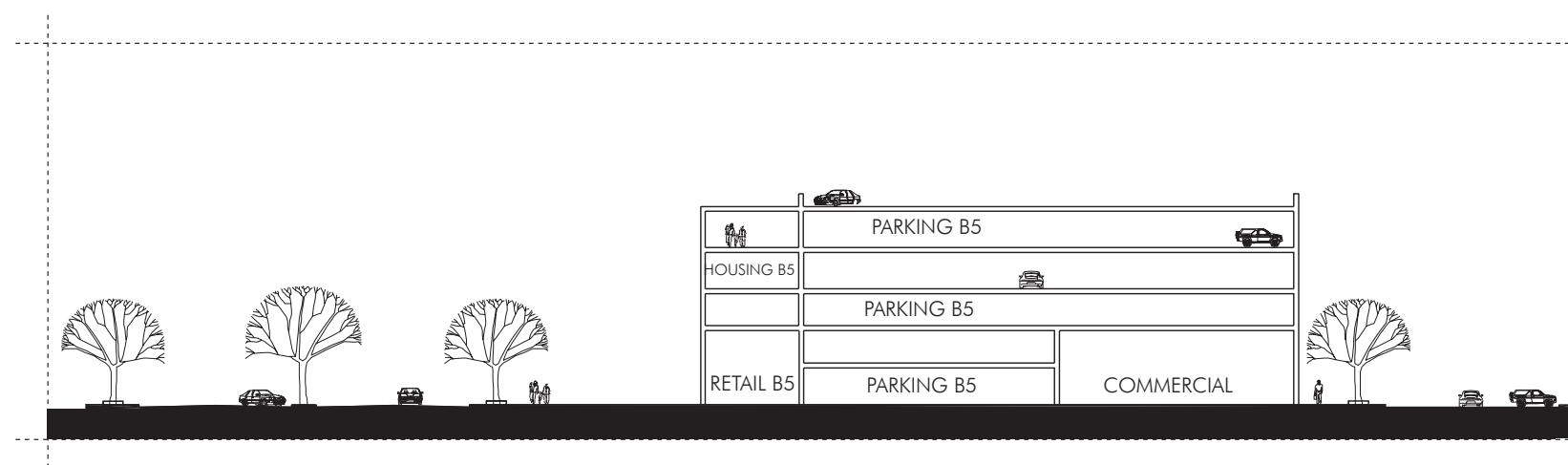
Block B4B along Mallory East is defined by two academic buildings. The northern one, at the corner of Carbon Place and Mallory East is a four story building devoted solely to academic uses. The southern one is also a four story building devoted to academic uses, but a small portion of the first floor, fronting Stegman Boulevard, is assigned to retail, reflecting and complementing the retail uses across and down the street. Providing retail on both sides of Stegman Boulevard will encourage pedestrian traffic and foster street life.



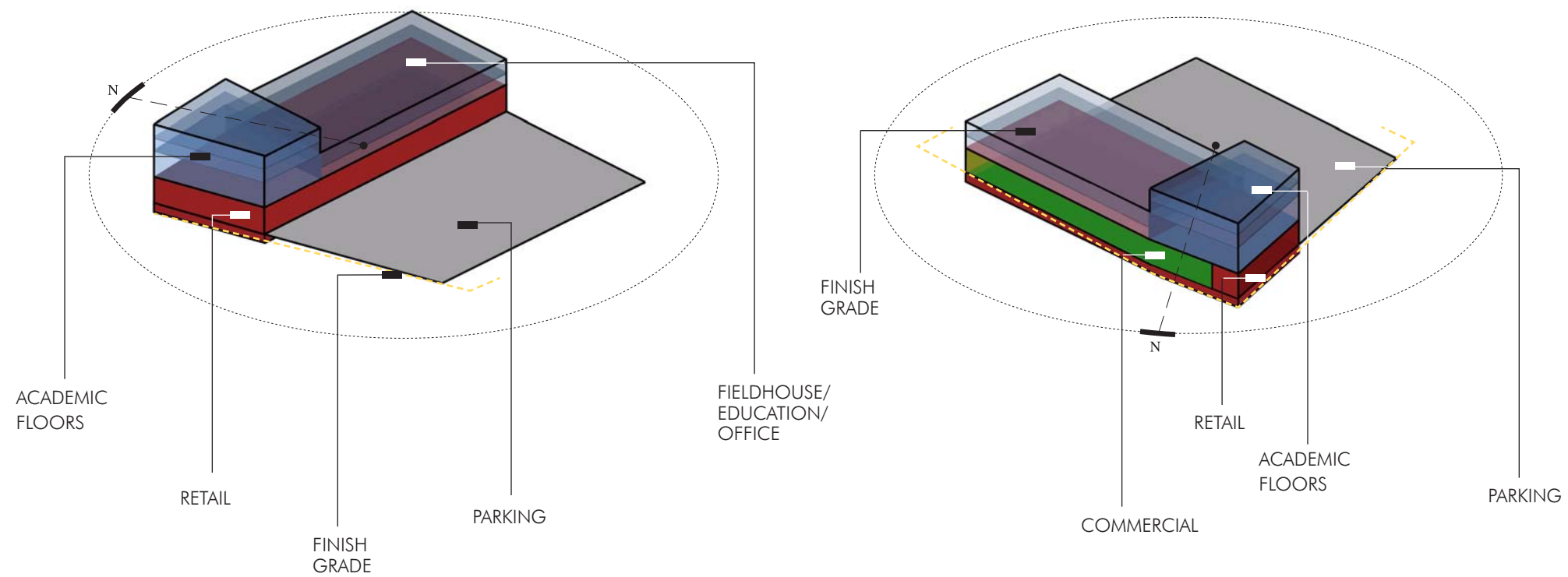
Building Types: Block B5



Block B5 has its major frontage on the southern side of Stegman Boulevard and is also bounded by Mallory West, South Road and Mallory East. This building must acknowledge the termination of the axis formed by Mallory Street and extended by the plaza on Block B4 and the median on Stegman Boulevard. Three types of program elements are located on this block: housing, retail and parking. Retail and commercial components are located on the first floor along all four frontages. Six levels of parking are located on the block with entrances from the smaller frontages on Mallory West and Mallory East. The housing component wraps around the parking on three sides with major frontages on Mallory East, Mallory West and Stegman Boulevard.



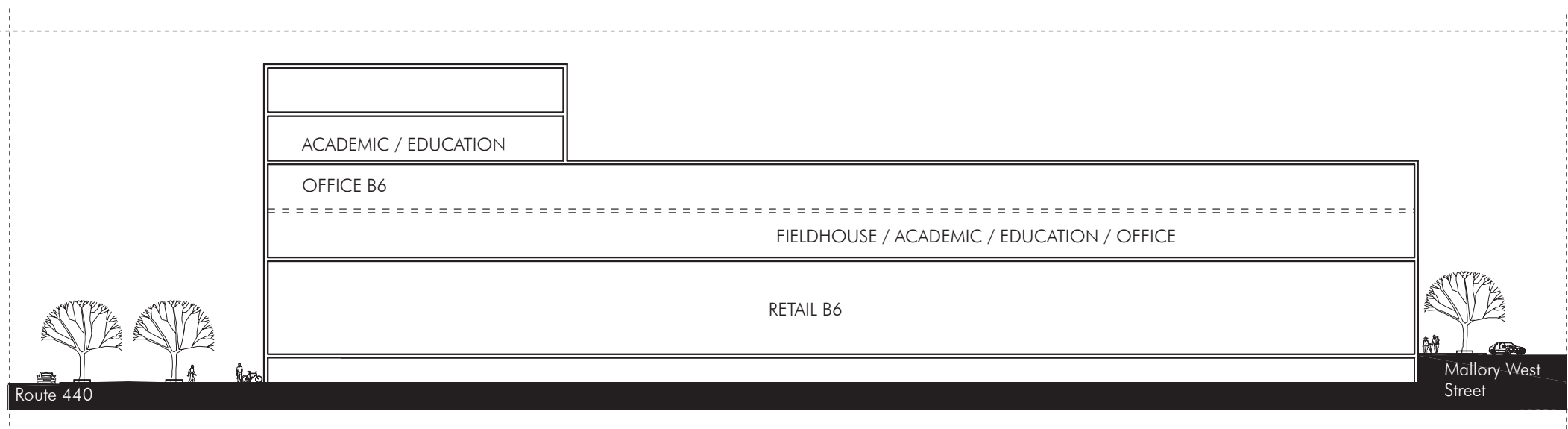
Building Types: Block B6



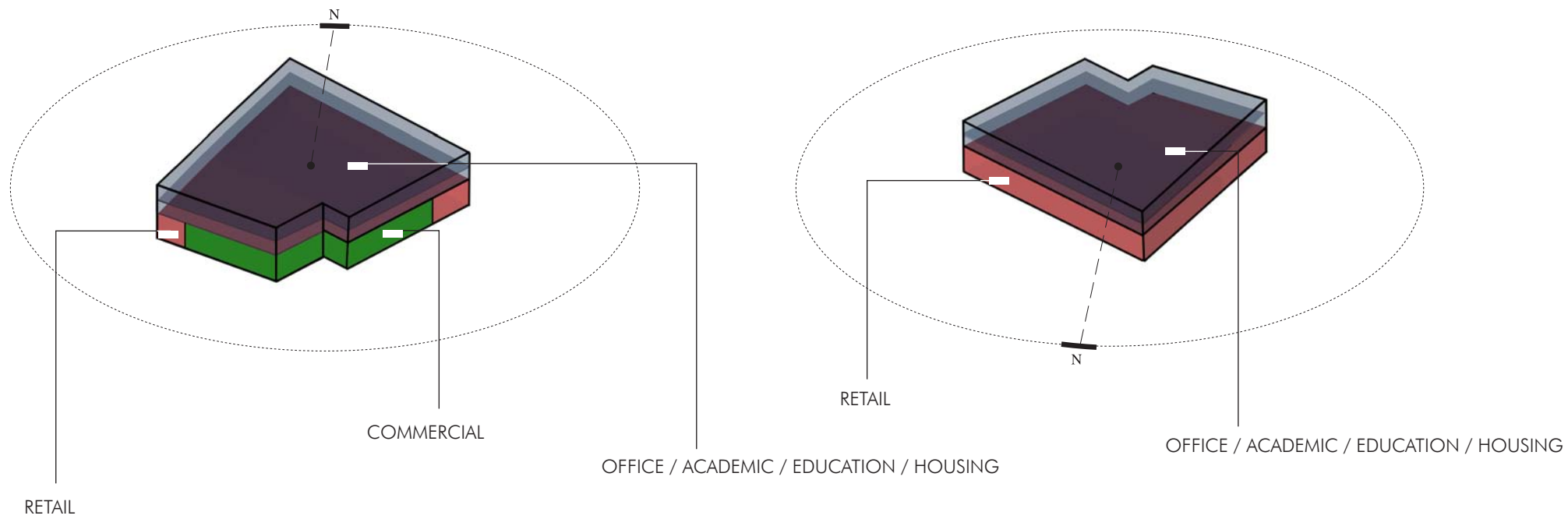
Block B6 is located at the northwest corner of the redevelopment site. It is bounded by Route 440 to the west, Carbon Place to the north, Mallory West to the east and Stegman Boulevard to the south. Program elements on this block include offices, retail, parking and a fieldhouse. Due to the fact that this block will be remediated to residential standards, housing can be considered on upper levels if desired.

Block B6 serves two important purposes in the Redevelopment Master Plan. A small tower, located on the northwest corner of the block, marks the West Campus site for those traveling on Route 440. This block also serves as a major commercial component of the redevelopment area, forming a retail courtyard. The courtyard consists of the on-grade parking area on the southern part of this block and the retail facades that face it on the north, east and south.

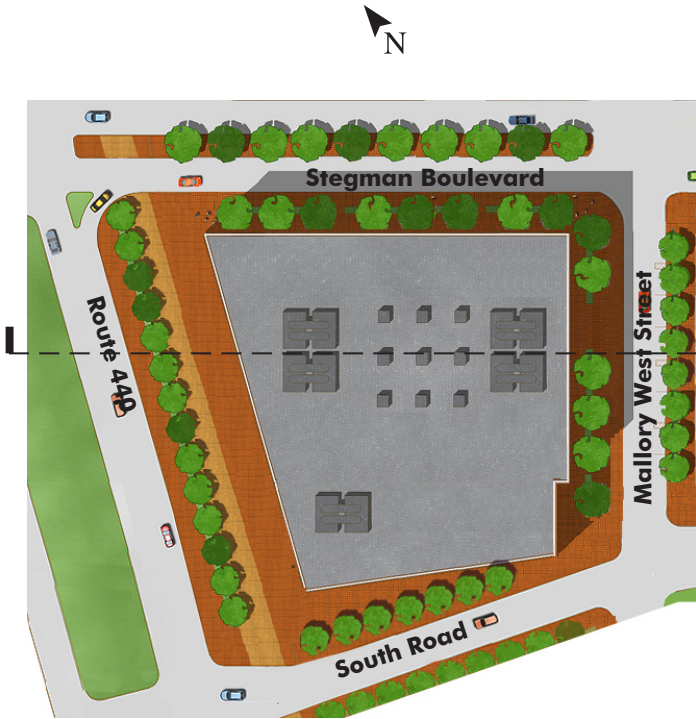
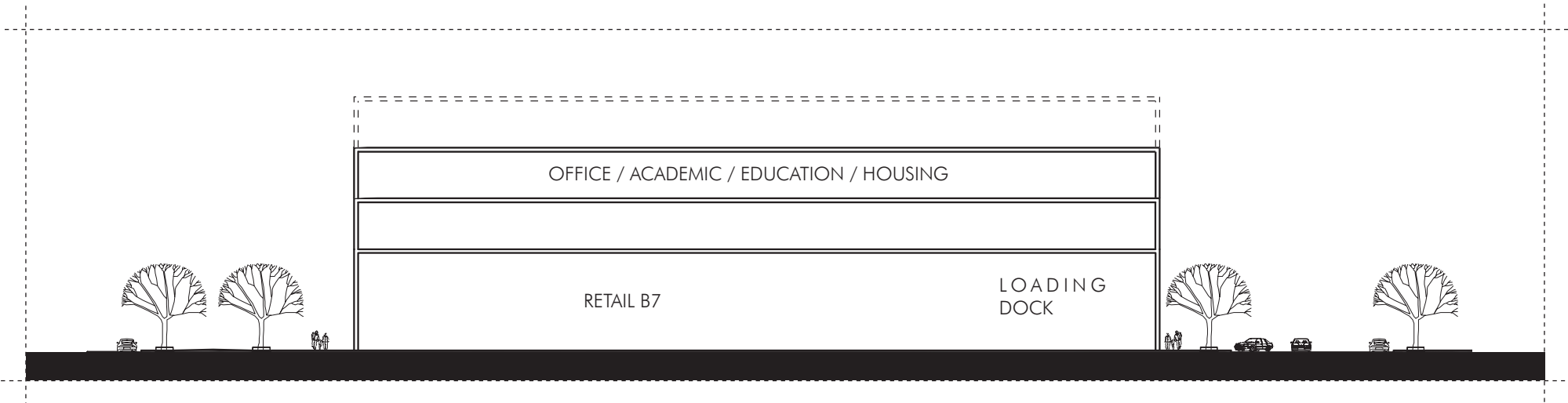
The mixed use building on the northern part of the block has retail at the first floor level only. Entry to this retail space is from the parking lot to the south. The retail components on Block B4 to the east and Block B7 to the south are also served by this parking area. A short tower becomes a focal point for the West Campus along Route 440.



Building Types: Block B7



Block B7 is located at the southwest corner of the site. It is bounded by Stegman Boulevard to the north, Mallory West to the east, South Road to the south and Route 440 to the west. It forms the southern edge of the retail courtyard, the space it defines in concert with Block B4 and Block B6. The retail component is located on the first floor level of the building. The upper floors would be office, education or housing.



Density Summary & Total Site Area Breakdown

DENSITY SUMMARY

BLOCK #	Size in Square Feet		Size in Acres		Ratio Gross/Net
	Gross	Net *	Gross	Net *	
B1	35,940.00	29,570.00	0.83	0.68	1.22
B2	55,968.00	46,907.00	1.28	1.08	1.19
B3	63,494.00	56,356.00	1.46	1.29	1.13
B4A	98,458.00	61,530.00	2.26	1.41	1.60
B4B	61,376.00	36,956.00	1.41	0.85	1.66
B5	86,727.00	82,977.00	1.99	1.90	1.05
B6	120,562.00	104,138.00	2.77	2.39	1.16
B7	63,502.00	55,933.00	1.46	1.28	1.14
TOTAL	586,027.00	474,367.00	13.45	10.89	1.24

BLOCK #	Max Housing		Units/Acre	
	# Units	Total S.F	Gross	Net
B1	159.22	206,990.00	192.98	234.55
B2	160.78	209,011.00	125.13	149.31
B3	103.52	134,573.00	71.02	80.01
B4A	0.00	0.00	0.00	0.00
B4B	0.00	0.00	0.00	0.00
B5	125.31	162,905.00	62.94	65.78
B6	0.00	0.00	0.00	0.00
B7	86.05	111,866.00	59.03	67.02
TOTAL	634.88	825,345.00	47.19	58.30

BLOCK #	TOTAL Building Area Net	FAR		Max S.F. ALL USES Gross
		Gross	Net	
B1	139,218.00	3.87	4.71	153,139.80
B2	202,390.00	3.62	4.31	222,629.00
B3	130,133.00	2.05	2.31	143,146.30
B4A	239,721.00	2.43	3.90	263,693.10
B4B	150,543.00	2.45	4.07	165,597.30
B5	191,396.00	2.21	2.31	210,535.60
B6	161,706.00	1.34	1.55	177,876.60
B7	166,947.00	2.63	2.98	183,641.70
TOTAL	1,382,054.00	2.36	2.91	1,520,259.40

Gross is property area. Areas do not include streets. Net buildable areas of Blocks B6 and B7 are subject to change in accordance with final design of Route 440 improvements.

Chart reflects mixed development with a major emphasis on housing. Total S.F. is Net S.F. multiplied by max. number of stories (assuming 10 ft floor to floor for housing) and removing other uses (i.e. garage).

Program alternatives may increase/decrease site density. Program sf may be revised within blocks, however cannot exceed "max sf all uses" Note alternatives for blocks B1, B7, B6 and B5.

COMPOSITION OF SITE AREA (current design)

AREAS	Sq. Ft.	Acres	Percentage
Open Space	111,661	2.56	4.47%
Street R.O.W	348,212	7.99	13.94%
Walkway	100,471	2.31	4.02%
Education - University	572,279	13.14	22.91%
Office	111,298	2.56	4.45%
Housing	440,954	10.12	17.65%
Retail - Commercial	203,754	4.68	8.16%
Retail - University	11,909	0.27	0.48%
Garage	555,893	12.76	22.25%
Existing	19,094	0.44	0.76%
Facilities	22,766	0.52	0.91%
TOTAL	2,498,291	57.35	100.00%

General Notes

- Garage square footage is calculated by taking the number of spaces, 1,863 and multiplying it by 350 sq
- TOTAL Indicates the total square footage for all levels and spaces
- Total Building Area and Max SF All Uses exclude the parking garage

Note: Calculations are based upon current site design and are subject to minor adjustments at time of Preliminary and/or Final Site Plan review.

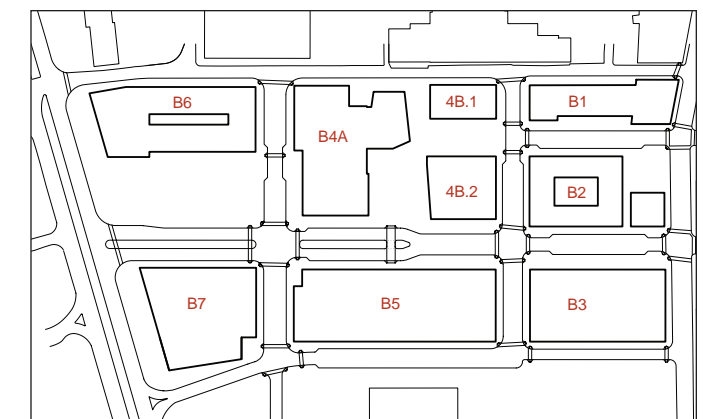


Capacity Summary

Building Area Summary by Block (Based on current design)										
	Maximum Allowable:									
	HOUSING in SF	HOUSING in UNITS	OTHER USES							
Block #	Liner	Liner	Retail	Office	Existing	Education	Garage	Facilities	TOTAL Building Area	
B1	alt	alt	0	0	19,094	120,124	0	0	139,218	
B2	195,930	150	6,460	0	0	0	43,200	0	202,390	
B3	112,772	103	7,135	0	0	0	186,202	10,226	130,133	
B4a	0	0	27,431	0	0	212,290	0	0	239,721	
B4b	0	0	11,909	0	0	138,634	0	0	150,543	
B5	132,252	102	46,604	0	0	0	275,813	12,540	191,396	
B6	0	0	60,475	0	0	101,231	50,678	0	161,706	
B7	alt	alt	55,649	111,298	0	alt	0	0	166,947	
TOTAL	440,954	355	215,663	111,298	19,094	572,279	555,893	22,766	1,382,054	

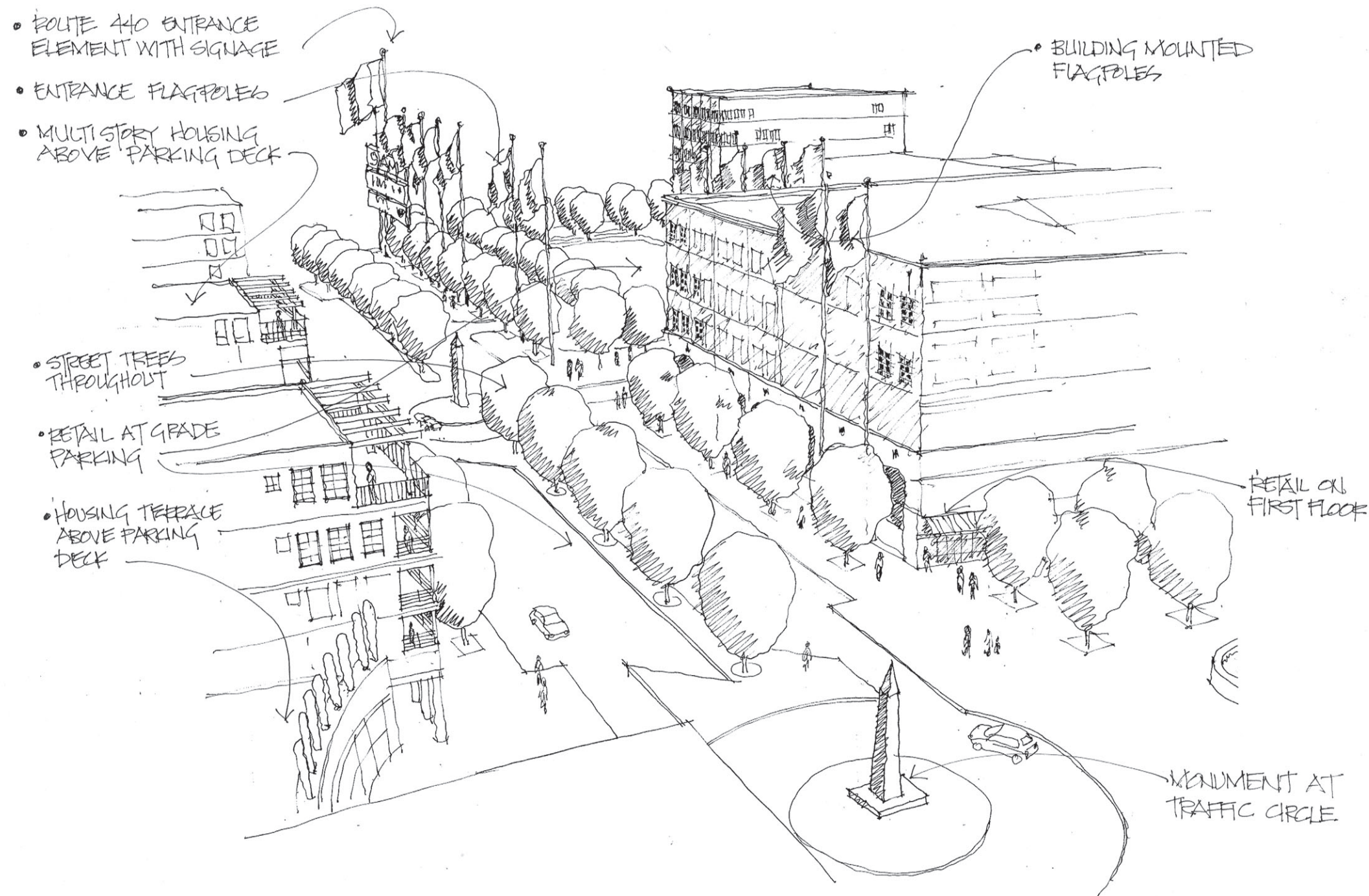
Note: Calculations are based upon current site design and are subject to minor adjustments at time of Preliminary and/or Final Site Plan review.

- 1 Parking garages are not counted in the building area.
- 2 "alt" indicates potential alternate use.
- 3 Maximum office area may be redistributed differently among the blocks, B6 and B7 as long as the total of 111,298 is not exceeded.
- 4 The number of units is determined based upon an average unit size of 1300 sf for liner units.
- 5 Block B1 and B7 may be additional housing, calculated at 1500 sf per unit in exchange for office/educational space. Numbers for B1 and B7 are not calculated into the TOTAL for Housing in SF or Units

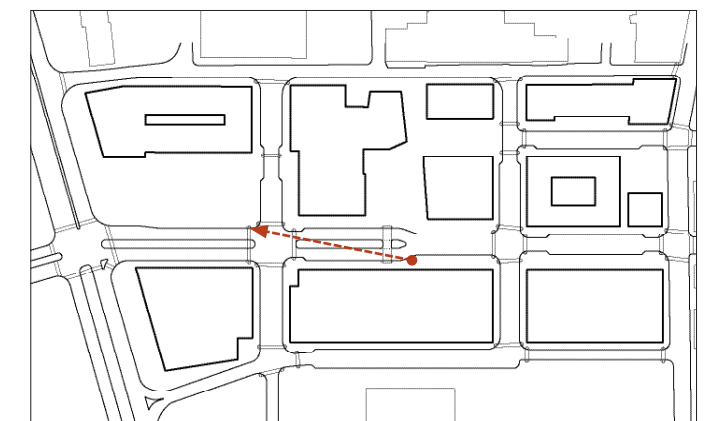


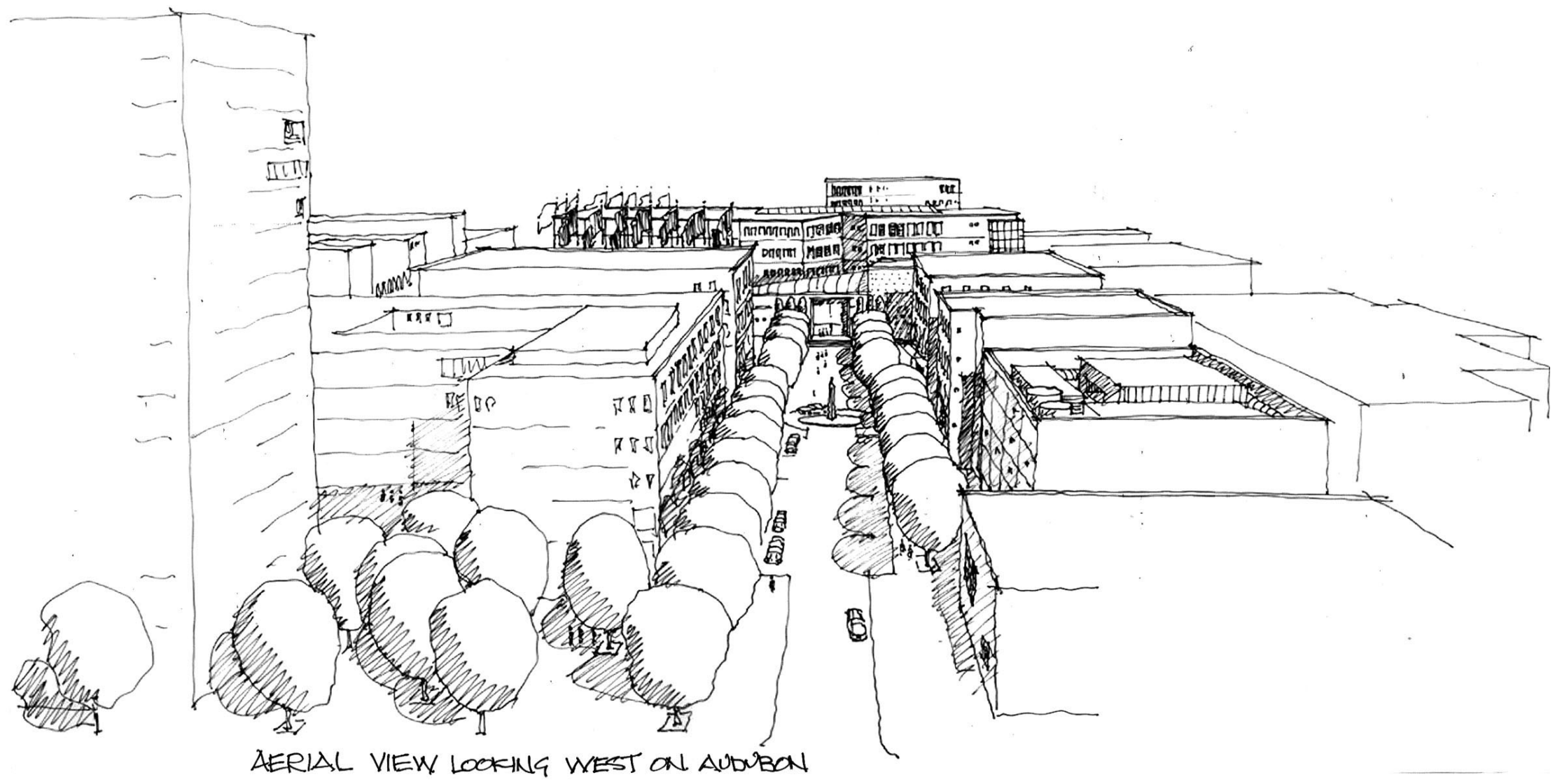
Architectural Proposals ¹

These architectural proposals are meant to illustrate the intentions of the authors of the redevelopment plan for the character of the redevelopment area. As such, they are not meant to be prescriptive, but are instead meant to serve as inspiration for design of the buildings and public spaces in accordance with the redevelopment plan guidelines.

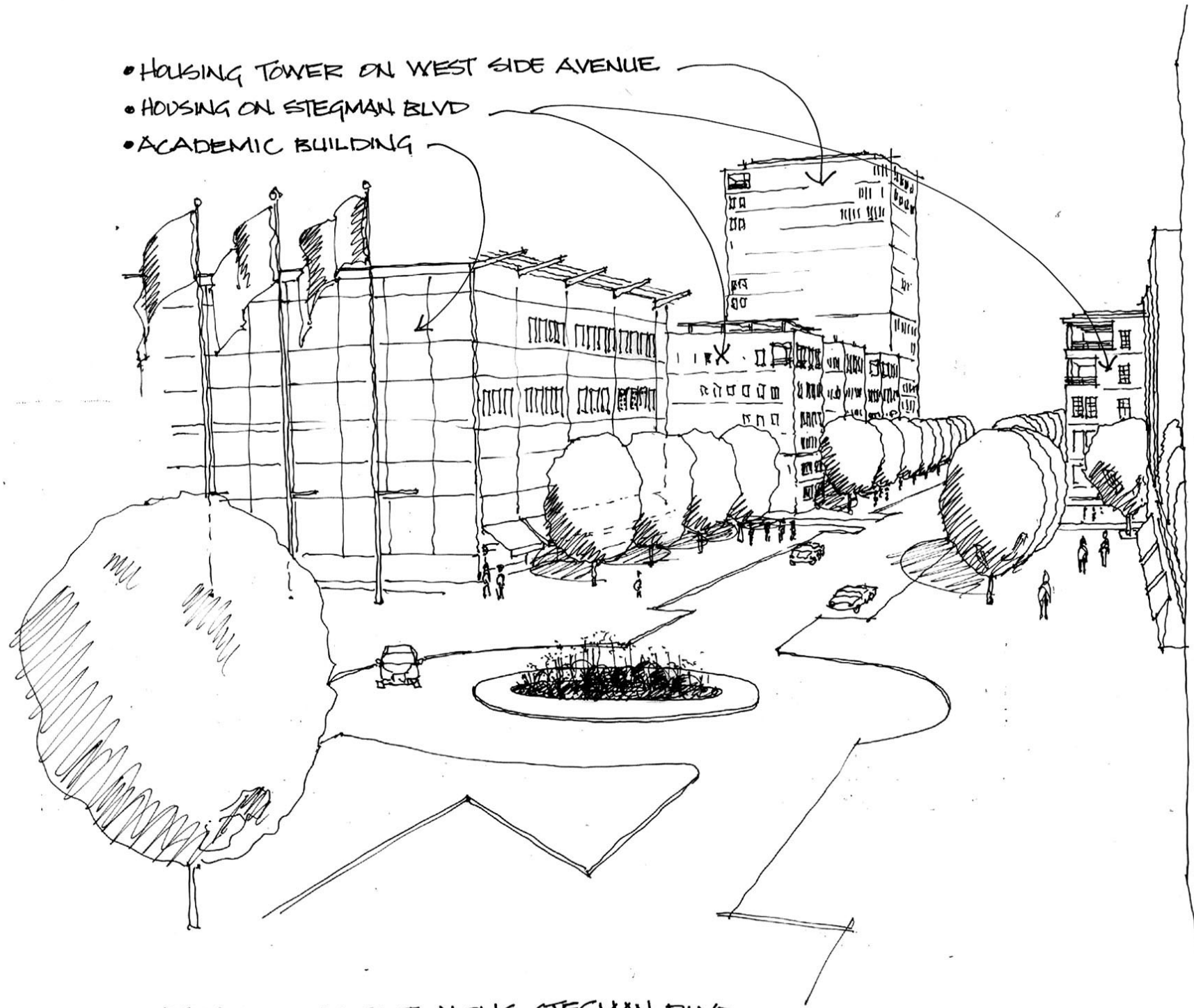


Aerial View Looking West on Stegman Boulevard

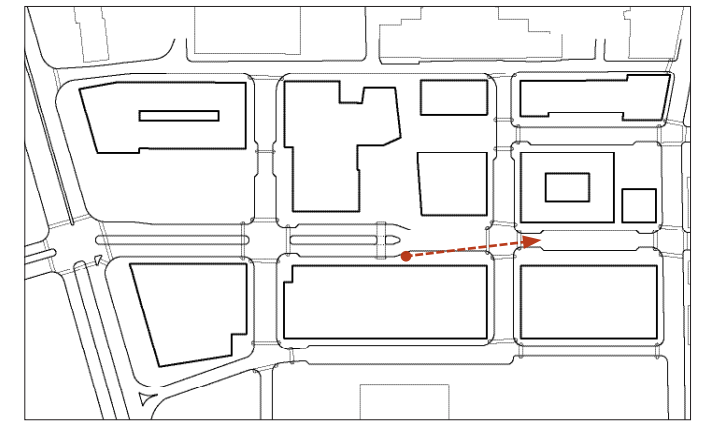


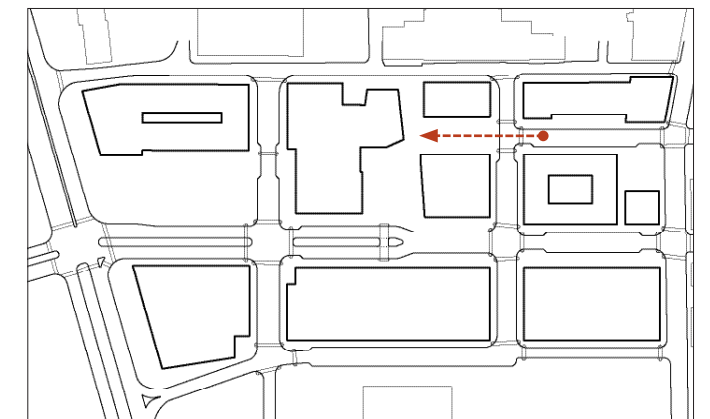
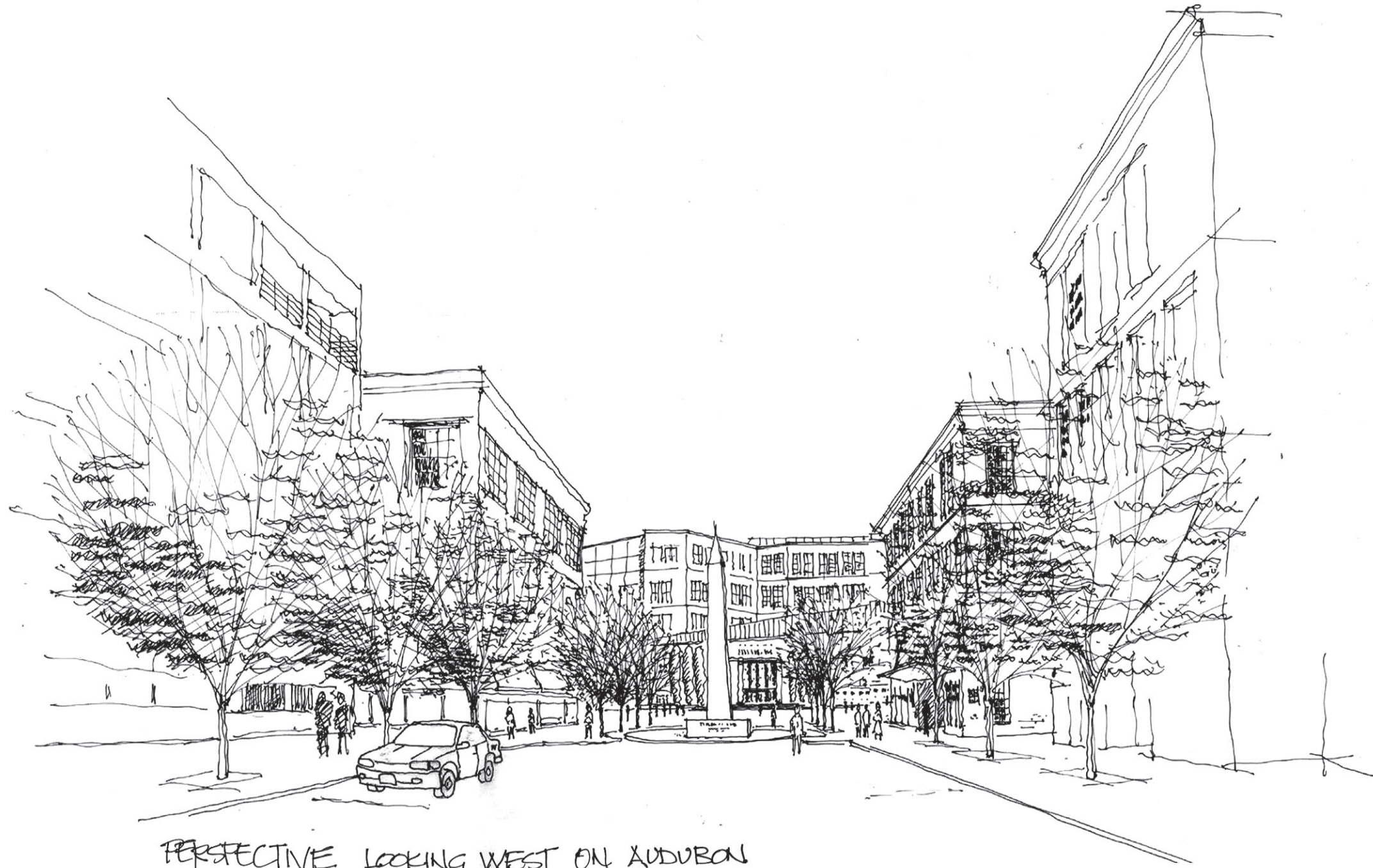


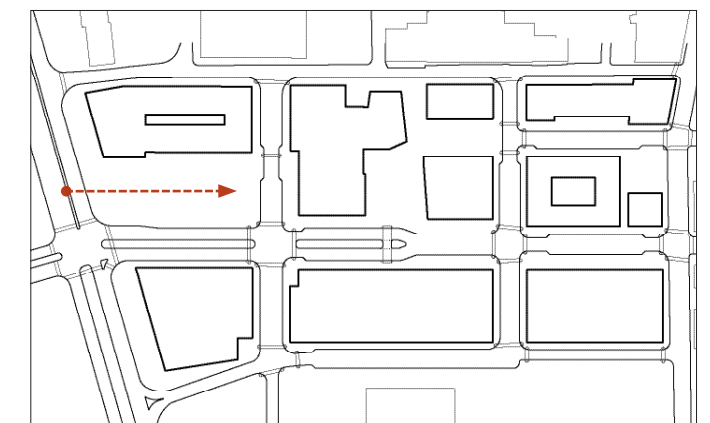
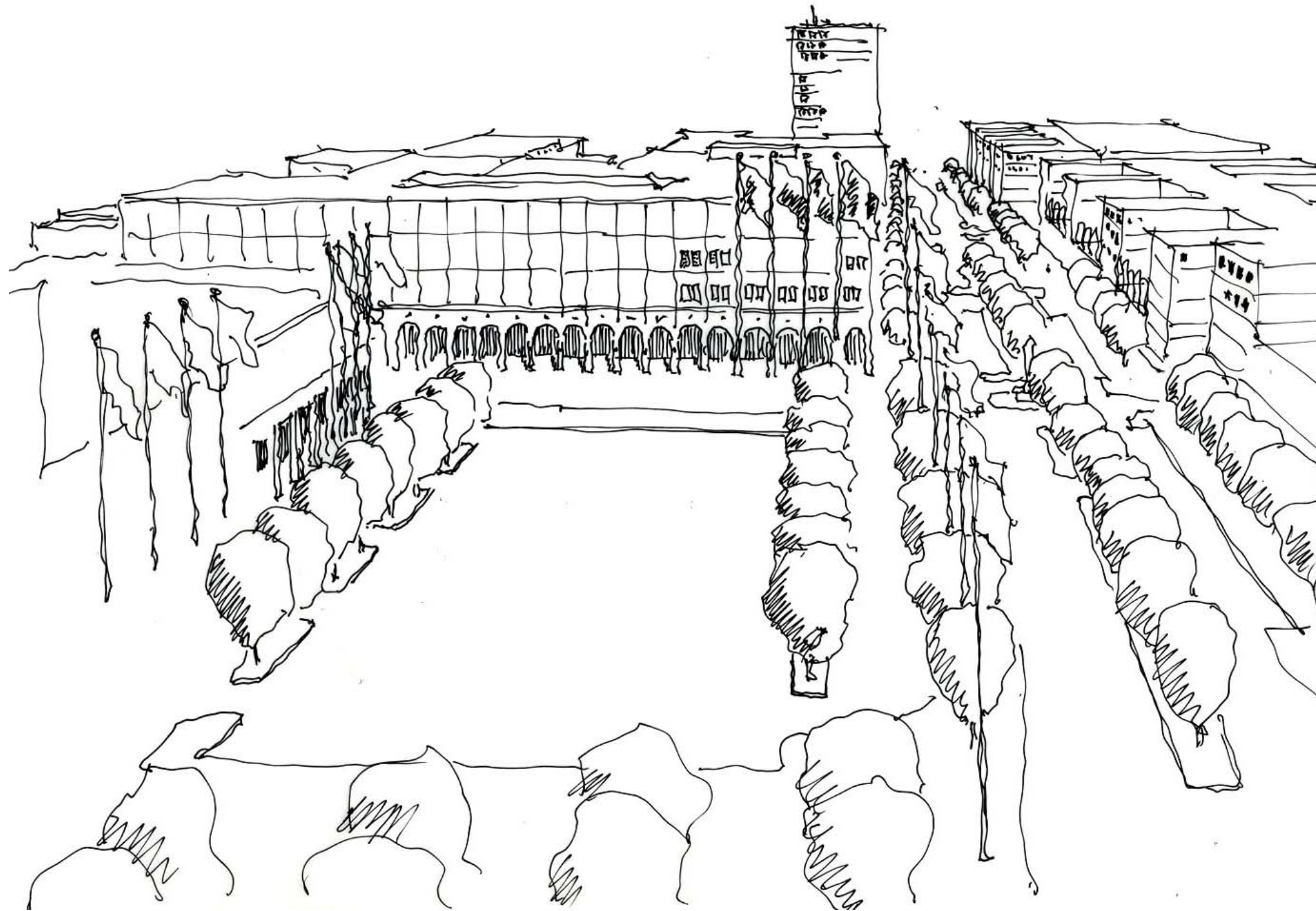
- HOUSING TOWER ON WEST SIDE AVENUE
- HOUSING ON STEGMAN BLVD
- ACADEMIC BUILDING



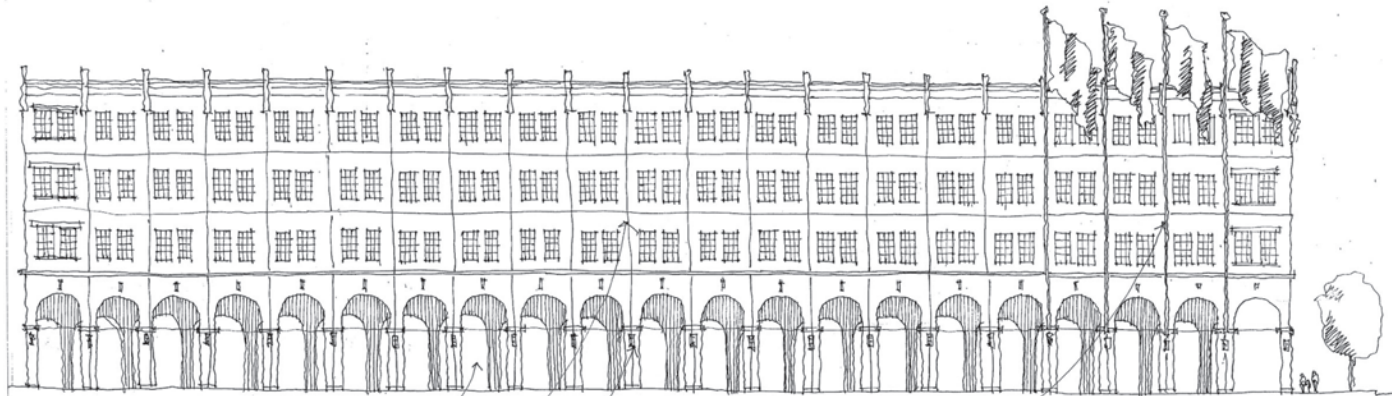
VIEW LOOKING EAST ALONG STEGMAN BLVD.





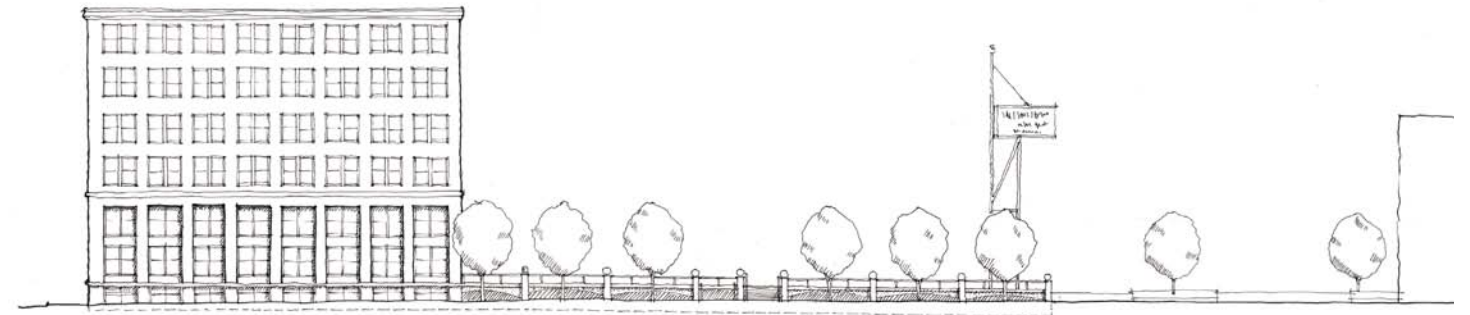


Aerial View Looking East at Retail Courtyard

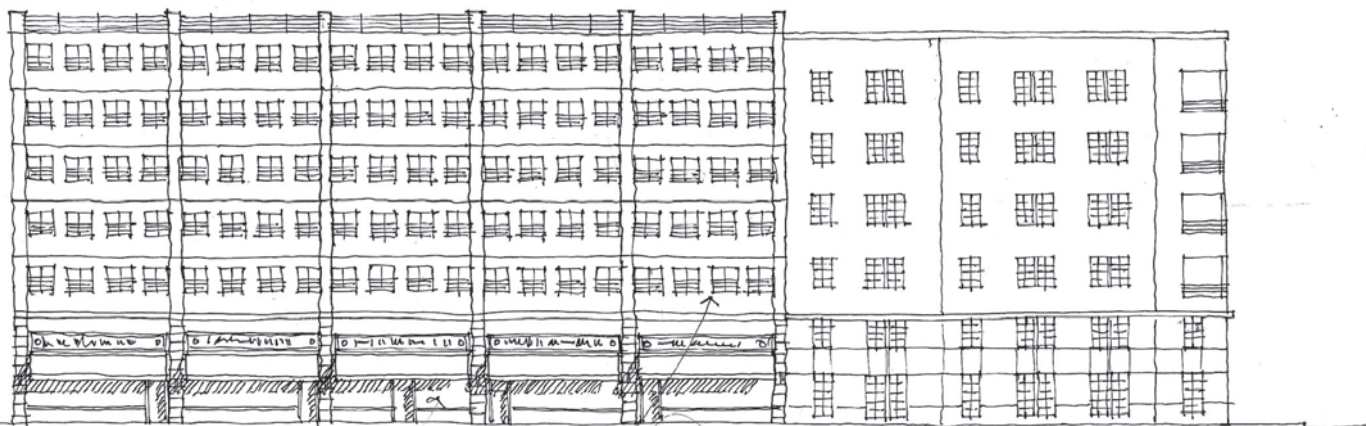


- TWO STORY HIGH ARCADE CONTINUOUS AT PERIMETER OF RETAIL SURROUNDING 440 PARKING LOT.
- INDUSTRIAL AESTHETIC REFLECTING HISTORIC JERSEY CITY
- BUILDING MOUNTED LIGHTING

• BUILDING MOUNTED FLAGPOLES



CONCEPTUAL ELEVATION
RETAIL/UNIVERSITY/PARKING FROM ROUTE 440



- RETAIL AT STREET LEVEL
- PUNCHED WINDOWS TYPICAL FOR ALL PARKING DECKS



CONCEPTUAL ELEVATION
RETAIL/UNIVERSITY BUILDING ON BLOCK 6

ACKNOWLEDGEMENTS

Jersey City Mayor and Municipal Council 2004

L. Harvey Smith, President, Acting Mayor
Jerramiah Healy, At Large
Mariano Vega, Jr., At Large
Peter Brennan, Ward A
Mary Donnelly, Ward B
Steve Lipski, Ward C
William Gaughan, Ward D
Junior Maldonado, Ward E
Viola Richardson, Ward F

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Chairman John Cardwell
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Facilities and Construction Management

Format

This Redevelopment Plan is based on the format of Liberty Harbor North Redevelopment Plan, adopted on May 16, 2001