

City Clerk File No. Ord. 19-027

Agenda No. 3.B 1st Reading

Agenda No. 4.B 2nd Reading & Final Passage



ORDINANCE OF JERSEY CITY, N.J.

COUNCIL AS A WHOLE
offered and moved adoption of the following ordinance:

CITY ORDINANCE 19-027

**TITLE: ORDINANCE OF THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY
ADOPTING AMENDMENTS TO THE CANAL CROSSING REDEVELOPMENT
PLAN REGARDING THE EXPANSION OF PERMITTED USES AND
AMENDEMENT OF THE GROUND FLOOR FRONTAGE REGULATING PLAN.**

WHEREAS, the Municipal Council of the City of Jersey City adopted the Canal Crossing Redevelopment Plan in 2009, and most recently amended the plan on February 13, 2013; and

WHEREAS, the Planning Board of Jersey City, at its meeting of March 26, 2019, reviewed and recommended adoption of the amendments attached herein; and

WHEREAS, the amendments proposed herein (1) expand the list of permitted principal uses in the Canal Crossing Redevelopment Plan and (2) amend the Ground Floor Frontage Regulating Plan.

WHEREAS, expanded uses will permit light, non-noxious industrial uses within the designated light industrial overlay zone.

WHEREAS, additional expanded uses will allow existing businesses that have become integral to the character of the neighborhood to become conforming uses.

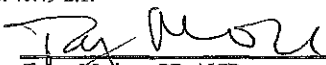
WHEREAS, the proposed amendments to the Ground Floor Frontage Regulating Plan will allow more flexibility in ground floor use of existing and future structures.

WHEREAS, the Planning Board recommended to the Municipal Council that the proposed amendments to the Canal Crossing Redevelopment Plan be adopted; and

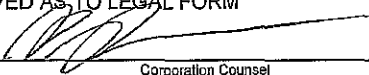
NOW, THEREFORE, BE IT ORDAINED by the Municipal Council of the City of Jersey City that the proposed amendments to the Canal Crossing Redevelopment Plan, attached hereto, as recommended by the Jersey City Planning Board on March 26, 2019, be, and hereby is, adopted.

BE IT FURTHER ORDAINED THAT:

- A. All ordinances and parts of ordinances inconsistent herewith are hereby repealed.
- B. This ordinance shall be a part of the Jersey City Code as though codified and set forth fully herein. The City Clerk shall have this ordinance codified and incorporated in the official copies of the Jersey City Code.
- C. This ordinance shall take effect at the time and in the manner as provided by law.
- D. The City Clerk and the Corporation Council be and they are hereby authorized and directed to change any chapter numbers, article numbers and section numbers in the event that the codification of this ordinance reveals that there is a conflict between those numbers and the existing code, in order to avoid confusion and possible repealers of existing provisions.
- E. The City Planning Division is hereby directed to give notice at least ten days prior to the hearing on the adoption of this Ordinance to the Hudson County Planning board and to all other persons entitled thereto pursuant to N.J.S. 40:55D-15 and N.J.S. 40:55D-63 (if required). Upon the adoption of this Ordinance after public hearing thereon, the City Clerk is directed to publish notice of the passage thereof and to file a copy of the Ordinance as finally adopted with the Hudson County Planning Board as required by N.J.S. 40:55D-16. The clerk shall also forthwith transmit a copy of this Ordinance after final passage to the Municipal Tax Assessor as required by N.J.S. 40:49-2.1.


Tanya Marone, PP, AICP
Director, Division of City Planning

APPROVED AS TO LEGAL FORM


Corporation CounselAPPROVED: 

APPROVED:

Business Administrator

Certification Required ☐Not Required ☐

ORDINANCE FACT SHEET

This summary sheet is to be attached to the front of any Ordinance that is submitted for Council consideration. Incomplete or vague fact sheets will be returned with the Ordinance.

Full Title of Ordinance

ORDINANCE OF THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY CITY ADOPTING AMENDMENTS TO THE CANAL CROSSING REDEVELOPMENT PLAN REGARDING THE EXPANSION OF PERMITTED USES AND AMENDMENT OF THE GROUND FLOOR FRONTAGE REGULATING PLAN.

Initiator

Department/Division	HEDC	City Planning
Name/Title	Tanya Marione, PP, AICP	Director
	Mallory Clark	Senior Planner
Phone/email	201-547-5010	tanyam@jcnj.org / mclark@jcnj.org

Note: Initiator must be available by phone during agenda meeting (Wednesday prior to council meeting @ 4:00 p.m.)

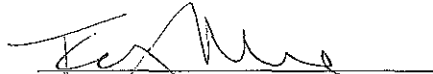
Ordinance Purpose

Please be advised that on March 26, 2019, at the Regular Meeting of the Planning Board of the City of Jersey City the Board reviewed and commented on the proposed ordinance listed above. The purpose of the amendments to the Ordinance is to (1) expand the list of permitted principal uses in the Canal Crossing Redevelopment Plan and (2) amend the Frontage Regulating Plan. The expansion of uses to permit light industrial uses within the designated light industrial overlay zone will allow some existing, non-noxious industrial uses in the Redevelopment Area to become conforming while also providing opportunity for future job/economic growth in the Redevelopment Area and Jersey City in general. The expansion will also allow some existing non-industrial businesses within the Canal Crossing Redevelopment Area to become conforming uses. The proposed amendments to the Ground Floor Frontage Regulating Plan will dial-back the prescriptiveness of this plan as it currently exists to allow more flexibility in how the ground floor is used in existing and future structures. This amendment will allow development to respond to the needs of the market as the neighborhood evolves and will create opportunities for future infill to contribute to the character of the neighborhood in a more organic manner.

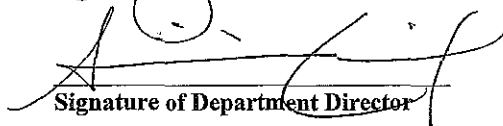
At their meeting, the Planning Board discussed, were provided the opportunity to ask questions and reviewed the amendment and its conformance to the Master Plan. Several members of the public came out in support. After public comments, the Board voted unanimously to recommend to the Council that this ordinance amending the Canal Crossing Redevelopment Plan be adopted.

A NW Financial report was deemed unnecessary.

I certify that all the facts presented herein are accurate.


Signature of Division Director

3/28/19
Date


Signature of Department Director

4.1.19
Date

Summary Sheet:

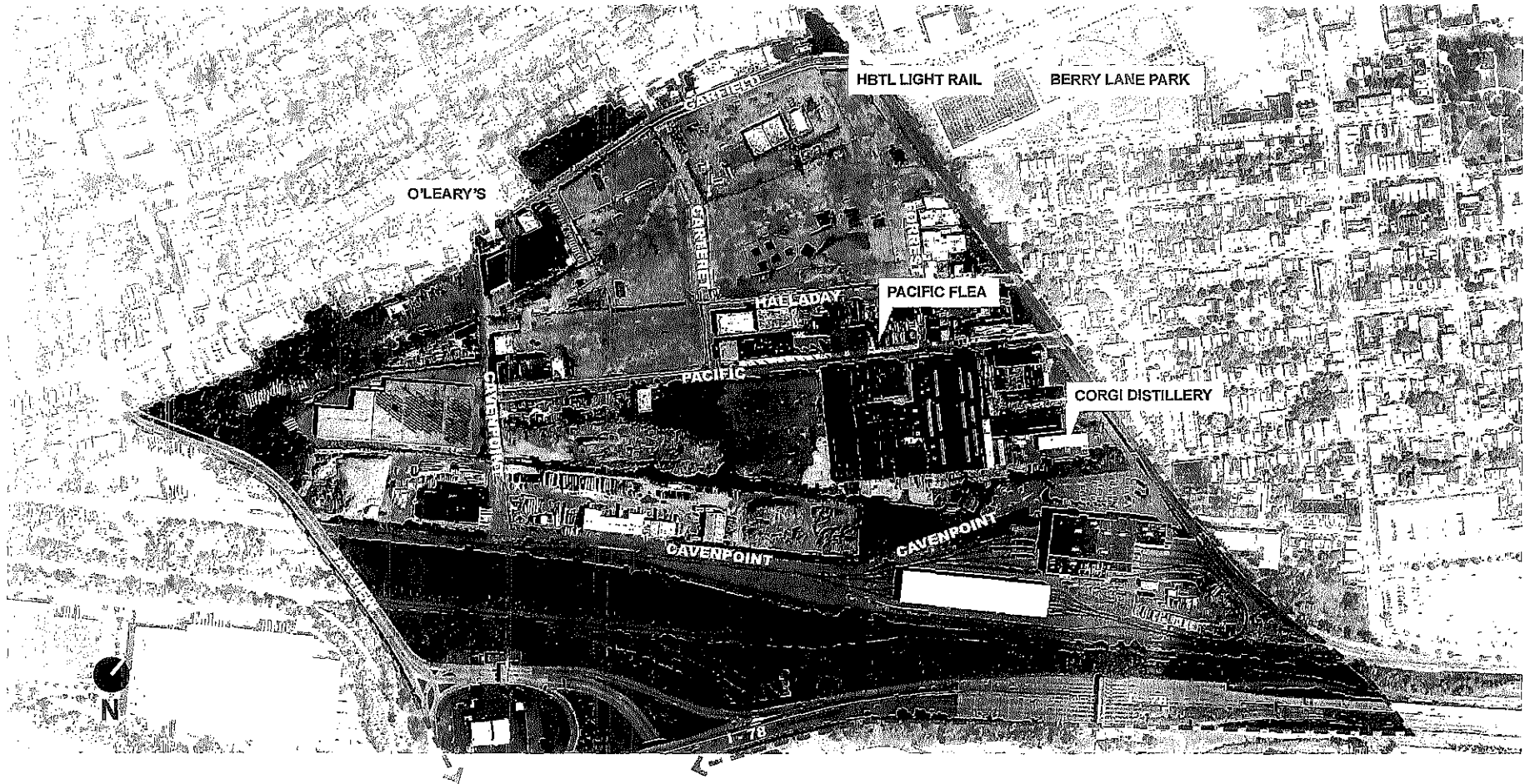
**ORDINANCE OF THE MUNICIPAL COUNCIL OF THE CITY OF JERSEY
CITY ADOPTING AMENDMENTS TO THE CANAL CROSSING
REDEVELOPMENT PLAN REGARDING THE EXPANSION OF PERMITTED
USES AND AMENDMENT OF THE GROUND FLOOR FRONTAGE
REGULATING PLAN.**

The purpose of the amendments to the Ordinance is to (1) expand the list of permitted principal uses in the Canal Crossing Redevelopment Plan and (2) amend the Frontage Regulating Plan. The expansion of uses will permit light industrial uses within the designated light industrial overlay zone and allow some existing non-industrial businesses within the Canal Crossing Redevelopment Area to become conforming uses. The proposed amendments to the Ground Floor Frontage Regulating Plan will allow more flexibility in terms of the ground floor use of existing and future structures.

CANAL CROSSING

AMENDMENTS NOV 2018

REDEVELOPMENT PLAN BOUNDARY



CANAL CROSSING

AMENDMENTS SPRING 2019

☐ NEW USE

EXISTING PERMITTED USES

- Residential
- Offices
- Medical Offices
- Retail sales and retail services
- Financial institutions
- Bars
- Child Care centers
- Restaurants, categories 1 and 2
- Civic
- Open Space and Parks
- Transportation Uses – restricted to the area indicated as Rail Transportation on the Land Use Regulating Plan. These uses shall include: Light-Rail Stations, rights-of-way and maintenance facilities, other rail rights-of-way. In addition, walkways, bikeways, open space, and parks shall be permitted in the Rail Transportation district.

PROPOSED PERMITTED USES

- Residential
- ☐ • Work/Live Artist Studios
- ☐ • Assisted Living Residence
- ☐ • Independent Living
- ☐ • Senior Housing
- ☐ • Community Residences
- Offices
- ☐ • Incubator spaces
- ☐ • Co-working spaces
- ☐ • Makerspaces
- Medical Offices
- Retail sales and retail services
- Financial institutions
- Bars
- Child Care and Daycare centers
- ☐ • Adult Daycare center
- Restaurants and cafés, categories 1 and 2
- Civic
- ☐ • Schools
- ☐ • Community Family Centers
- ☐ • Recreation and Wellness Centers
- ☐ • Fitness Clubs
- ☐ • Houses of Worship
- ☐ • Bed and Breakfasts
- ☐ • Hotels
- ☐ • Museums

PERMITTED USES (CONT'D)

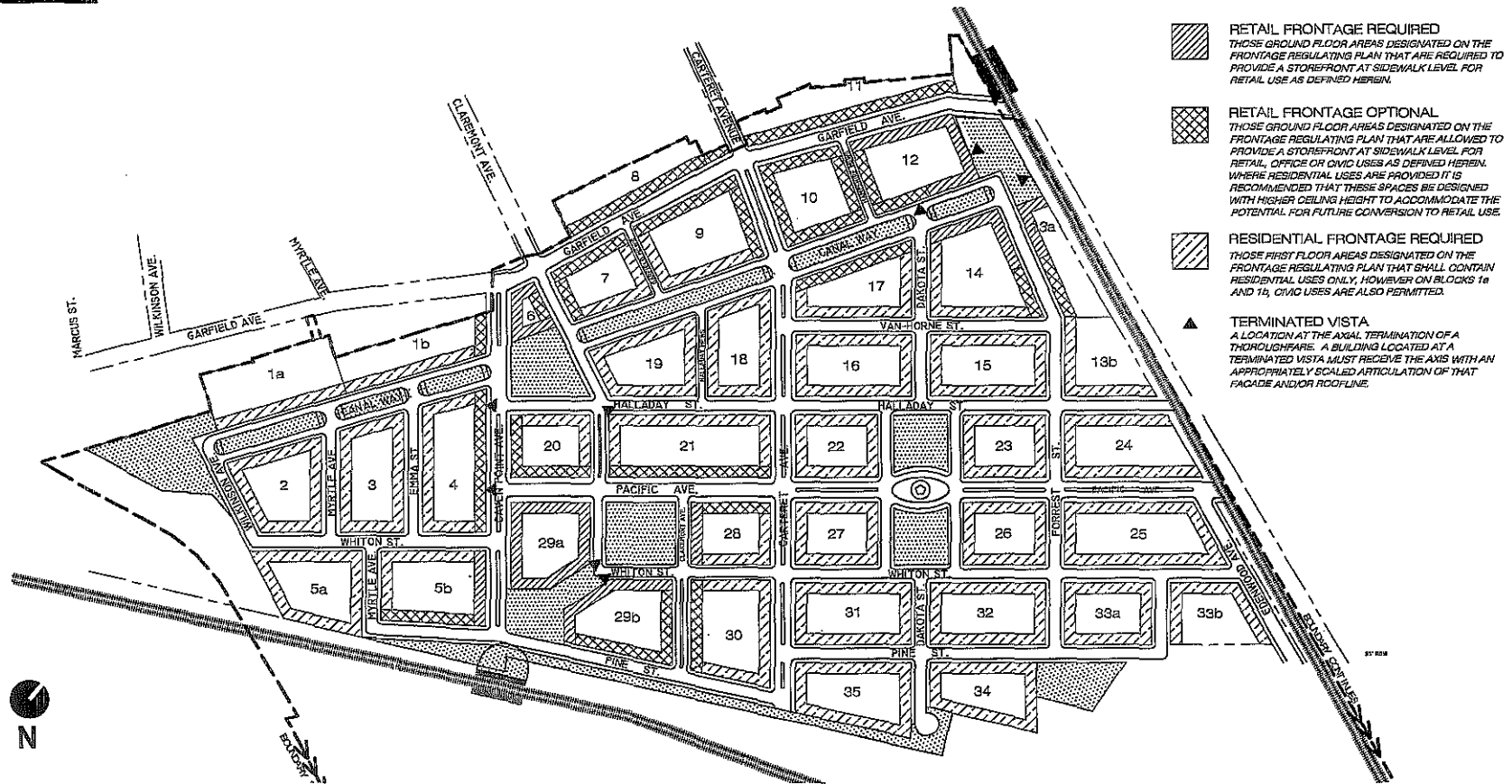
- ☐ • Galleries
- ☐ • Theaters
- Open Space and Parks
- ☐ • Commercial agriculture
- ☐ • Community gardening
- ☐ • Commercial Food Production
- ☐ • Distilleries and Microbreweries
- ☐ • Film Studios
- ☐ • Industrial uses, as shown on Ground Floor Regulating Plan, to include:
 - a. Warehousing
 - b. Distribution centers
 - c. Storage centers
 - d. Light Assembly
 - e. Light Industrial
 - f. Light Manufacturing
- ☐ • Public Utilities
- Transportation Uses – restricted to the area indicated as Rail Transportation on the Land Use Regulating Plan. These uses shall include: Light-Rail Stations, rights-of-way and maintenance facilities, other rail rights-of-way. In addition, walkways, bikeways, open space, and parks shall be permitted in the Rail Transportation district.

CANAL CROSSING

AMENDMENTS SPRING 2019

EXISTING

GROUND FLOOR FRONTAGE REGULATING PLAN

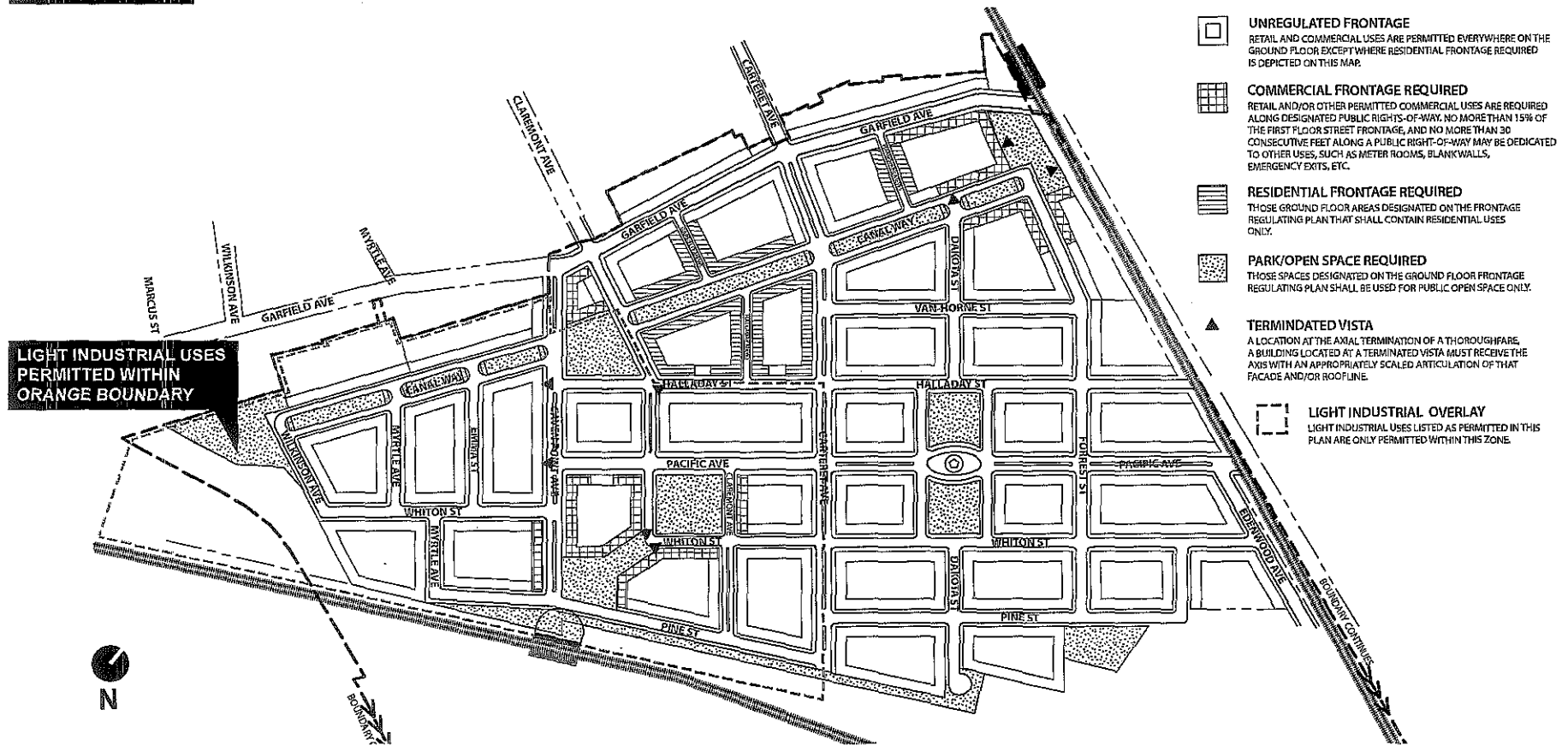


CANAL CROSSING

AMENDMENTS SPRING 2019

PROPOSED

GROUND FLOOR FRONTAGE REGULATING PLAN



AMENDMENTS TO PRESENT TO CITY COUNCIL -- SPRING 2019

VERSION 04.01.2019

COUNCIL REVIEW KEY:

- Proposed additions to the existing Plan language are **bolded and highlighted in gray**
- Proposed deletions from the existing Plan language are *italicized and have a strikethrough*

Canal Crossing Redevelopment Plan

Adopted January 28, 2009 – Ord. 09-006

Block & Lot Updates 10/10/12

Amended February 13, 2013; Ord. 13-007

CANAL CROSSING REDEVELOPMENT PLAN

CITY OF JERSEY CITY

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I. INTRODUCTION

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

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

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

The Morris Canal, ~~a major regional freight transportation route~~ once traversed the Redevelopment Area in a general north & south alignment near the western edge of the Redevelopment Area. ~~The Morris Canal was a major regional freight transportation route.~~ In the nineteenth century, it fostered the growth of heavy industrial uses. Later, when the canal fell into disuse, it was abandoned and filled in. Railroad freight lines and heavy trucks replaced the canal in servicing the existing industries. ~~The existing Lafayette residential community, just to the north, shared in the benefits of the industrial growth of the area.~~ The industrial growth in turn led to the development of nearby housing for the people who worked in the plants and mills. This type of mixed industrial / residential neighborhood, common to the Northeast in the 19th century, was successful until the middle of the 20th century when heavy industry began to leave urban areas behind. ~~During this transition, the surrounding residential neighborhoods changed as well.~~

As jobs were lost and land prices fell, neighborhoods deteriorated and the industries that remained were generally those that had the most noxious environmental impact. These uses also encroached on the residential areas, further depressing land values.

The industrial history of the area has left a landscape of obsolete structures and properties, many of which contain contaminated soil and require remediation. Historically, developers have avoided redeveloping brownfields due to the high costs and fear of liability. However, recent legislation has reduced these risks and made brownfields in urban areas more desirable for development. ~~At the same time, recent State development policy has sought to direct new development into cities and towns where necessary infrastructure and mass transit already exists, and away from "green" fields so as to diminish the negative impacts of suburban sprawl.~~

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

This Plan envisions a neighborhood incorporating the ~~best principals~~ **principles** of sustainable development. The Plan is based on the combined ~~principals~~ **principles** of Smart Growth, New Urbanism and Green Building. The intent is to create an open network of streets interconnected within the Area, as well as with the neighborhoods to the west and north. The street system

provides for the extension of the existing grid into the Area. The scale and character of the street grid is intended to provide appropriate access to all portions of the Canal Crossing neighborhood. The ~~open~~ network of small city blocks will allow for multiple alternate routes of travel and slower vehicular travel speeds. This will result in a more interesting and varied pedestrian environment and provide for safe convenient pedestrian access to mass transit, commercial facilities and public open space amenities throughout the Area.

~~Convenient commercial~~ **Commercial** facilities and services ~~are envisioned near~~ **will be in close vicinity of the light rail** ~~each of the light rail~~ stations. The larger of the commercial clusters is proposed nearer to the proposed Caven Point Avenue light-rail station. This portion of the Redevelopment Area is envisioned as the town center for the Canal Crossing neighborhood and a ~~"Town Square" is proposed for this area.~~

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

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

In order to promote sustainable development within the Canal Crossing neighborhood, all new buildings will be required to incorporate "Green Building" technologies and development practices as outlined in the "LEED for New Construction Rating System". In fact, the entire Canal Crossing neighborhood is envisioned as a sustainable community incorporating walkable streets; convenient access to mass transit, commercial services, community facilities and open space; reduced reliance on the automobile; a diversity of building sizes, housing types and affordability ranges; all interconnected to each other and the existing street network and fabric of the surrounding neighborhoods and the City of Jersey City in general.

~~Redevelopment of this area will also encourage the upgrading of roadways and utilities in the surrounding area, encourage reinvestment and neighborhood stability and provide for the environmental remediation of properties within the Redevelopment Area.~~

II. BOUNDARY DESCRIPTION

NO CHANGES

III. REDEVELOPMENT PLAN OBJECTIVES

- A. To redevelop the Canal Crossing Project Area in a manner that will exemplify the principles of New Urbanism and ~~implement~~**introduce** traditional neighborhood-scale development ~~techniques that recognize this unique inner-city location in a street grid pattern that is open to the public~~**to the existing industrial character and organization of the redevelopment area.**
- B. To E.
NO CHANGES
- F. To encourage innovative mixed-use development ~~through new construction of low-rise, mid-rise and high rise structures,~~ thereby allowing greater variety in building **use**, type, and design.
- G. To ~~require~~**establish** the interconnection of uses, blocks, and streets to create integrated neighborhoods ~~and a greater sense of community through the establishment of a traditional urban street grid pattern as described herein~~**that promote a variety of uses while maintaining appropriately scaled public networks and neighborhood navigability.**
- H. NO CHANGES
- I. To ~~require the interconnection of the new Canal Crossing Neighborhood with~~**integrate the Canal Crossing neighborhood into the existing urban fabric and strengthen connections to** existing neighborhoods to the north and west ~~and possibly east, through the extension of the existing street grid system into the redevelopment area.~~
- J. To M.
NO CHANGES
- N. To construct streets, infrastructure, open space and other public improvements in order to benefit this ~~new~~-neighborhood as a whole and the residents of Jersey City in general.
- O. NO CHANGES
- P. To ~~implement the creation of~~**create** places ~~which that~~ are oriented to the pedestrian, promote citizen security, and social interaction.
- Q. To implement developments where the physical, visual, and spatial characteristics ~~are~~**is** established and reinforced through the ~~consistent use~~**cohesive design** of thoroughfare, urban and architectural design elements.
- R. To S.
NO CHANGES
- T. To identify and preserve significant historic features ~~in~~**throughout** the Redevelopment Plan Area and incorporate appropriate informational signage ~~and public art which~~**celebrate these features and their significance to the neighborhood.**

IV. PROPOSED REDEVELOPMENT ACTIONS

NO CHANGES

V. GENERAL ADMINISTRATIVE REQUIREMENTS

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

- A. **Prior to the commencement of:** (a) any new construction, (b) reconstruction, (c) rehabilitation (d) any change in the use of any structure or parcel, or (e) any change in the intensity of use of any structure or parcel; a site plan for such shall be submitted by the developer or property owner to the Planning Board for review and site plan approval. No temporary or permanent Building Permit shall be issued for any work associated with a. through e. above, without site plan review and approval of such work by the Planning Board. ~~*Duration—The provisions of this Plan specifying the redevelopment of the Area and the requirements and restrictions with respect thereto shall be in effect for a period of twenty (20) years from the original date of approval of this Plan by the Jersey City Municipal Council. Subsequent amendments hereto shall not alter or extend this period of duration, unless specifically extended by such amendments.*~~

- B. **TO E.**
NO CHANGES

- F. **Deviation Clause** - The Planning Board may grant deviations from the regulations contained within this Plan, where, by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions, pre-existing structures or physical features uniquely affecting a specific piece of property, the strict application of any area, yard, bulk or design objective or regulation adopted pursuant to this Plan, would result in peculiar and exceptional practical difficulties to, or exceptional and undue hardship upon, the developer of such property. The Planning Board may also grant a deviation from the regulations contained within this Plan related to a specific piece of property where the purposes of this 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. The Planning Board may grant exceptions or waivers from design standards, from the requirements for site plan or subdivision approval as may be reasonable and within the general purpose and intent of the provisions for site plan review and/or subdivision approval within this Plan, if the literal enforcement of one or more provisions of the plan is impracticable or would exact undue hardship because of peculiar conditions pertaining to the site. 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 this Plan. No deviations may be granted which will result in permitting: (1) a use or principal structure in a district restricted against such use or principal structure, (2) an expansion of a non-conforming use, (3) an increase in height which exceeds by 10 feet or 10% the maximum height permitted in the district, (4) an increase in the permitted floor area ratio, (6) an increase in the permitted density. ~~*Further, no deviations shall be granted which*~~

~~would have the effect of varying the grid like pattern of the Street Network Plan in relation to street location, street type, R-O-W width, and pavement width beyond normal adjustments encountered during survey synchronization.~~ An application requesting a deviation from the requirements of this Plan shall provide public notice of such application in accordance with the public notice requirements set forth in NJSA 40:55D-12.a. & b.

No deviations shall be granted for exceeding maximum building height limitations of the plan.

G. **TO H.**
NO CHANGES

VI. GENERAL REGULATIONS AND REQUIREMENTS

A. BUILDING DESIGN REQUIREMENTS

NO CHANGES

B. AFFORDABLE HOUSING REQUIREMENTS

1. Affordable housing and workforce housing shall be provided as part of any development within this Redevelopment Area. For every ten (10) residential units constructed, a residential development shall be obligated to include one unit that is affordable to households of low, moderate or work force income. In addition, a redeveloper shall be permitted to construct a "bonus" market rate unit for every low, moderate or work force income unit constructed. The result being that out of every eleven (11) units constructed, one will be an affordable or workforce unit. ~~In order to accommodate the bonus market rate units additional incentives shall be provided including but not limited to a proportional increase in allowable height and a reduction or elimination of parking.~~
2. Affordable housing **for low and moderate income units** shall be defined ~~the same as affordable housing that is a part of a fair share plan housing element as approved by Superior Court and/or the Counsel On Affordable Housing according to the Housing Affordability Controls (UHAC)~~ or **according to any relevant chapter in the Municipal ordinance of the City of Jersey City.** Workforce housing shall be defined as housing affordable to households with a gross household income equal to more than eighty percent (80%) but not more than one-hundred and twenty percent (120%) of the median gross household income for households of the same size.
3. **TO 4.**
NO CHANGES

C. SUSTAINABLE DESIGN REQUIREMENTS

1. ~~All new buildings will be required to comply with the "LEED for New Construction Rating System" (LEED NC). This system is designed for use during the design and construction phases of a building. LEED NC~~

~~addresses the environmental impacts of site and materials selection, demolition, and construction. LEED-NC facilitates and encourages project teams to use an integrated design approach from start to finish, resulting in buildings with lower impact on occupants and the environment, and a positive economic impact for owners. Additionally, the LEED-NC Rating System promotes improved practices in: site selection and development, water and energy use, environmentally preferred construction products, finishes, and furnishings, waste stream management, indoor environmental quality, innovation in sustainable design and construction.~~

- ~~2. All buildings will be required to achieve a minimum of a Silver LEED Certification level. Silver credits will be awarded based on five (5) categories of performance: Sustainable Sites, Water Efficiency, Energy & Atmosphere, Materials & Resources, and Indoor Environmental Quality. Projects can earn additional points under an Innovation in Design category, through demonstrating exceptional performance of LEED requirements.~~
- ~~3. Any single development comprising more than one block is required to comply with the "LEED for Neighborhood Development" rating system. LEED for Neighborhood Development is intended to revitalize existing urban areas, reduce land consumption, reduce automobile dependence, promote pedestrian activity, improve air quality, decrease polluted storm water runoff, and build more livable sustainable communities for people of all income levels.~~

~~Neighborhood Developments will be required to achieve a minimum of a Silver LEED Certification level. The project can achieve a variety of points from four separate categories: Smart Location and Linkage, Neighborhood Pattern Design, Green Construction and Technology, and Innovation and Design. Points are also available within the LEED for Neighborhood Development rating system for including LEED Certified buildings and for integrating green building practices within the buildings in the neighborhood.~~

D. PARKING AND LOADING REQUIREMENTS

1. TO 3.
NO CHANGES
4. No mid-block or wrapped parking structure shall be higher than the height of the shortest building masking it. All parking structures shall be covered by a landscaped deck providing open space for residents of the building.

4. TO 11.
NO CHANGES

E. SIGNAGE REQUIREMENTS

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

1. TO 12.

NO CHANGES

13. In order to facilitate the overall redevelopment of the Study Area, surrounding are 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 projects 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.

The following additional signage restrictions shall apply to specific uses:

- a. ~~Office, Medical Office, Civic/Public/school: Total exterior signage shall not exceed fifty (50) square feet. One (1) use shall be permitted no more than one (1) sign. Buildings with multiple uses shall not have more than one (1) sign per use and the aggregate of all signs shall not exceed the maximum area permitted.~~ Residential: One (1) sign per building may be allowed, not to exceed twenty (20) square feet.
- b. Retail, Restaurant, **Office** and all other uses not specifically identified: Each establishment is allowed one sign and one blade sign per street frontage. (Establishments on corners are thus allowed two sets of signs.) Signage shall not exceed 30 inches in vertical dimension. Blade signage shall not exceed 18 inches in vertical dimension.
- c. **Industrial: Each business is allowed one sign at 10% the area of the first story of the wall to which the sign is attached, or 200sq. ft, whichever is less,**
- d. Accessory Parking: Since commuter and commercial parking is not permitted, the location of parking facilities may only be indicated by use of the international parking symbol. Said signage may not exceed five (5) square feet and must be flush mounted to the building. Informational and directional signage may also be provided, but only flush mounted on interior walls within the structure.

14. NO CHANGES

15. Prohibited Signage: The following signs and devices shall not be permitted within the Canal Crossing Redevelopment Area:

Monument signs and internally or externally illuminated box signs, flashing or animated signs, spinners, pennants, reflective materials that sparkle or twinkle, roof signs, billboards, ~~signboards, window signs~~, posters, plastic or paper that appear to be attached to the window, pole signs, free-standing signs, fluorescent and/or glowing paint for any signage or building within the redevelopment area, waterfall style awnings, plastic awnings, product advertising signage of any kind. Product advertising signage is defined here to include, but not be limited to signage on: parking meters, signage in windows, on light poles, benches or other street furniture within the redevelopment area. Nothing in this paragraph shall be deemed to prohibit signage within New Jersey Transit Light Rail Stations or bus stop shelters; or either lamppost mounted seasonal banners or traditional residential holiday decorations.

F. UTILITY AND INFRASTRUCTURE REQUIREMENTS

1. TO 3.
NO CHANGES
4. The Planning Board and/or the City of Jersey City may require a pro-rata fair share assessment to be paid by each development within the Redevelopment Area to off-set the cost of infrastructure improvements, expansion or new construction. The value of the assessment shall be based upon a formula to be developed by the City of Jersey City and/or the Planning Board, with the assistance of their professional staff and consultants, and shall be determined at the time of developer designation or site plan approval as appropriate. In the alternative, the City may create a Revenue Allocation District pursuant to State law or similar to fund these improvements
5. NO CHANGES

VII. SPECIFIC USE STANDARDS

- A. **Permitted Uses:** The following uses are permitted pursuant to the location requirements found in the Land Use and Frontage Regulating Plans. These uses are further defined in the definition section of this Plan and the Jersey City Land Development Ordinance.

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

- 31. Community gardening
- 32. Commercial Food Production
- 33. Distilleries and Microbreweries
- 34. Film Studios
- 35. Light Industrial uses, as shown on Ground Floor Regulating Plan, to include:

- a. Warehousing
- b. Distribution centers
- c. Storage centers
- d. Light Assembly
- e. Light Industrial
- f. Light Manufacturing

36. Public Utilities

37. Transportation Uses – restricted to the area indicated as Rail Transportation on the Land Use Regulating Plan. These uses shall include: Light-Rail Stations, rights-of-way and maintenance facilities, other rail rights-of-way. In addition, walkways, bikeways, open space, and parks shall be permitted in the Rail Transportation district.

B. Accessory Uses

NO CHANGES

C. Adverse Influences

NO CHANGES

D. Permitted Height: Building heights shall be as indicated on the Building Height Regulating Plan.

1. Additional Height Requirements:

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

the existing first floor height above grade shall be considered conforming.

- d. Uses other than residential uses located above the ground floor shall have a minimum floor to ceiling height of 9 feet and a maximum of 15 feet. In existing buildings being renovated or converted to other than residential use on the upper floors, the above required floor to ceiling heights shall not apply; and the existing floor to ceiling heights shall be considered conforming.
- e. Parapets and other roof-top appurtenances may exceed the permitted height within the limitations imposed by the City of Jersey City Land Development Ordinance.

E. Maximum Permitted Intensity of Development:
NO CHANGES

F. Minimum Unit Size
NO CHANGES

G. Required Lot Size: Each block shall be developed as a unified whole as indicated on the Block Identification Plan. This requirement may be modified by the Planning Board pursuant to Section V. paragraph H. (Deviation Clause) of this Redevelopment Plan. Should a block be developed incrementally, the developer shall be limited to the number of units that is proportional for their property in relation to the total units permitted per the acreage of that block.

H. Required Setbacks:
NO CHANGES

I. Regulating Plans and Maps: This section summarizes the series of maps included in Appendix I of this document. Each plan illustrates the future buildout regulations and organization of the Canal Crossing Redevelopment Plan.

1. Boundary Map: This map identifies the boundaries of the Canal Crossing Redevelopment Area.
2. Concept Plan: This plan illustrates the future conditions as established by the Canal Crossing Redevelopment Plan. It identifies the future street grid, parks and open space network, transit networks, and future connections to adjacent neighborhoods and community facilities.
3. Street Network: Consistent with the principles of smart growth and sound urban design, the plan calls for a porous street network consisting of numerous neighborhood scale streets, avenues, and boulevards. This network provides multiple options for vehicular traffic within the redevelopment area such that vehicular traffic is more evenly distributed throughout the redevelopment area. No street will require more than one lane in each direction. This map is for illustrative purposes and is subject to revisions and refinements as deemed necessary through engineering feasibility completed under the Jersey City Redevelopment Agency. Advancement of the Street Network Plan to 60% schematic design drawings may result in streamlining of grid connectivity and dimensions.

4. **Transit Plan:** This plan shows the comprehensive multi-modal transportation system that is proposed for the Redevelopment Area. This includes existing assets such as the Garfield Avenue Light Rail Station and bus routes, and proposed networks and expansions including an additional light rail station, proposed bicycle routes, and throughways for vehicular and pedestrian access.
5. **Block Identification and Gross Area Plan:** This plan identifies blocks throughout the Redevelopment Area as dictated by the proposed street grid. The block numbers shown are for Redevelopment Plan reference only. The plan also provides the gross block area in both square feet and acreage for each of the blocks. This map is for illustrative purposes and is subject to revisions and refinements as deemed necessary through engineering feasibility completed under the Jersey City Redevelopment Agency. Advancement of the street framework to 60% Schematic Design drawings may result in streamlining of grid connectivity, resulting in revisions to block dimensions and gross areas.
6. **Building Height Regulating Plan:** This plan establishes the hierarchy of massing permitted on a block-by-block basis throughout the Redevelopment Area. The plan categorizes permitted height through five classes of buildings; S-Class buildings, SM-Class buildings, M-Class buildings, L-Class Buildings, and Civic/Residential Buildings. Refer to the plan in Appendix I for more detailed information on stories permitted within each building class.
7. **Ground Floor Frontage Regulating Plan:** This plan identifies frontages throughout the Redevelopment Area that are bound to specified uses at the ground floor. Frontages that do not have a required use specified are open to all permitted uses within the Canal Crossing Redevelopment Plan as stipulated in chapter VII. Specific Use Standards.
8. **Conceptual Landscape Plan:** This plan is for illustrative purposes only. It is not intended to show the precise location of street trees or the design of parks and plaza, but is intended to demonstrate that all streets, whether commercial or residential in nature, must contain street trees as required by the Jersey City Forestry Standards. Landscape treatments of parks and plazas and are subject to future design.
9. **Acquisition Plan:** This plan identifies properties that are not included in future acquisition plans. All other properties within the Redevelopment Area are listed as to be acquired.
10. **Superimposed Plan:** This plan overlays the proposed Canal Crossing street grid and block development plan with the existing block and lot boundaries in the neighborhood.
11. **Unit Count Table:** This table provides permitted unit counts by block. Should a block be developed incrementally and not by a single land owner, these counts are to be applied proportionally to the acreage being developed as relevant to the total block area.

VIII. CIRCULATION PLAN

NO CHANGES

IX. OPEN SPACE PLAN

Public open space areas, streetscape and landscape improvements shall be developed as directed by this Plan and are subject to site plan approval by the Planning Board.

A. TO C.
NO CHANGES

- D. Trees shall be planted as specified in the *“Thoroughfare Standards” as included in this Plan. All tree pits shall be covered with metal grates, decorative fencing, tree guards, and/or decorative pavers. Open tree pits or planting strips in any street right of way are prohibited.* **Jersey City Forestry Standards, available online at <https://www.cityofjerseycity.com/CityHall/planningzoningconstruction/cityplanning>**

E. NO CHANGES

- F. All street lighting shall be of decorative design and comply with the approved standard fixture types. Street lights shall be located at the outer edge of all sidewalks, and shall correspond to the Regulating Plan as follows:

Public Open Space and Civic Frontage: One lighting standard (no more than 15’ tall) for every 30 linear feet of sidewalk average.

Required ~~Retail~~ Commercial Frontages: One lighting standard (no more than 15’ tall) for every 30 linear feet of sidewalk average.

~~Optional Retail 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~~ Required Residential Frontages: One lighting standard (no more than 25’ tall) for every 90 linear feet of sidewalk average.

Where more than one use occurs along any frontage the more stringent requirement shall prevail. These requirements may be adjusted relative to one another in response to the photometric specifications of the chosen light standards. Street lights shall be placed beginning at corners (without blocking crosswalks) and then working inward to the block middle. Street lights shall produce a spectrum in the daylight-incandescent range. (Bluish and very yellowish lamps are not allowed.)

G. TO L.
NO CHANGES

X. **ACQUISITION PLAN**
NO CHANGES

XI. **RELOCATION**
NO CHANGES

OTHER PROVISIONS NECESSARY TO MEET STATE AND LOCAL REQUIREMENTS

A. TO E.
NO CHANGES

F. At the point of original adoption, the proposed Redevelopment Plan was not consistent with the 2000 Jersey City Master Plan. Within the Master Plan, the Canal Crossing Area is identified as being an industrial zone within the Morris Canal Redevelopment Area and a portion of the Claremont Industrial Redevelopment Area. ~~The Claremont Redevelopment Plan permits offices, light industrial or manufacturing fabrication, assembly, and/or processing, warehousing, and public or semi public uses as principal uses in the Canal Crossing Redevelopment Area. The Morris Canal Redevelopment Area permits principle uses such as assembly of goods or parts that are manufactured elsewhere, distribution facilities, light industry, occupational training centers, parks, research and development laboratories, warehousing facilities, manufacturing facilities, and railroad tracks for freight or passengers as principal uses in the Canal Crossing Area.~~

~~However,~~ Since the time of the adoption of the 2000 Jersey City Master Plan, the State of New Jersey has developed a series of Smart Growth Policies which include encouraging development and redevelopment in existing urban centers where mass transportation and infrastructure already exist. ~~The intent of these policies is to spur urban revitalization, brownfield redevelopment, and to discourage new greenfield development and restrict suburban sprawl. In addition to these policy initiatives, the~~ construction of Hudson Bergen Light Rail has created a new opportunity for this Redevelopment Area to support higher density mixed-use development. Clearly, the implementation of new Smart Growth Policies by the State of New Jersey and the development of new mass transportation infrastructure, in the form of the Hudson Bergen Light Rail, has created a new social and economic environment wherein mixed use development is a more appropriate approach to this area than what was proposed in the 2000 Master Plan. ~~Furthermore, the redevelopment of this area for primarily residential mixed use development will result in the environmental remediation of numerous highly contaminated properties throughout the Redevelopment Area, thereby providing a benefit to the entire City of Jersey City.~~

Per spring 2019 amendments, the Canal Crossing Redevelopment Plan is now more aligned to both the 2000 Master Plan and the State's current Smart Growth Policies through the expansion of permitted uses to include industrial uses within a designated portion of the Redevelopment Area. This expansion - in combination with current permitted residential and commercial uses - helps to establish the Canal Crossing Redevelopment Area as a truly mixed use development that aligns with both current and future land use policies. ~~is not permitted in the industrial areas within the Morris Canal Redevelopment Area or the Claremont Industrial Redevelopment Area.~~

For these reasons, it is in the public interest and will serve the general welfare of the Citizens of Jersey City for the Canal Crossing Redevelopment Plan amendments contained herein to be approved and adopted.

G. NO CHANGES

XIII. PROCEDURE FOR AMENDING THE APPROVED PLAN

- A. The Plan may be amended from time to time upon compliance with the requirements of law. A fee of ~~seven thousand five hundred dollars~~ \$ ~~1,000~~ 7,500, plus all costs for copying and transcripts shall be payable to the City of Jersey City for any request to amend this Plan. Any person, designated redeveloper, or other private entity requesting an amendment to this Plan shall pay these costs. If there is no developer the appropriate agency shall be responsible for any and all such costs.
- B. No amendment to this Plan shall be approved without a public hearing by the Planning Board, and a public hearing and adoption by Municipal Council. A copy of any proposed change to the Plan shall be filed with the Office of the City Clerk.
1. In addition, notice of a hearing to amend the Plan shall be sent to the designated agent(s) that is(are) registered with the Division of City Planning (refer to Community Empowerment section) via regular mail at least twenty-one (21) calendar days prior to the date set for the hearing. In addition, an affidavit showing proof of submission of the proposed amendment to the aforementioned agents shall be submitted to the Division of City Planning not less than ten (10) calendar days prior to said hearing.
 2. Notice of the Planning Board meeting shall be published in a local newspaper at least 10 days prior to the meeting.

XIV. PHASING
NO CHANGES

XV. VALIDITY OF ORDINANCE
NO CHANGES

~~XVI. MAPS~~

APPENDIX I: MAPS AND UNIT COUNTS

Ordinance of the City of Jersey City, N.J.



ORDINANCE NO. Ord. 19-027
TITLE: 3.B APR 10 2019 4.B.

APR 24 2019

An ordinance of the Municipal Council of the City of Jersey City adopting amendments to the Canal Crossing Redevelopment Plan regarding the expansion of permitted uses and amendment of the Ground Floor Frontage Regulating Plan

RECORD OF COUNCIL VOTE ON INTRODUCTION APR 10 2019 7-2											
COUNCILPERSON	AYE	NAY	N.V.	COUNCILPERSON	AYE	NAY	N.V.	COUNCILPERSON	AYE	NAY	N.V.
RIDLEY	✓			YUN		✓		RIVERA	✓		
PRINZ-AREY	✓			SOLOMON	✓			WATTERMANN	✓		
BOGGIANO	✓			ROBINSON	✓			LAVARRO, PRES.		✓	

RECORD OF COUNCIL VOTE TO CLOSE PUBLIC HEARING APR 24 2019 9-0											
Councilperson <u>RIVERA</u> moved, seconded by Councilperson <u>RIDLEY</u> to close P.H.											
COUNCILPERSON	AYE	NAY	N.V.	COUNCILPERSON	AYE	NAY	N.V.	COUNCILPERSON	AYE	NAY	N.V.
RIDLEY	✓			YUN	✓			RIVERA	✓		
PRINZ-AREY	✓			SOLOMON	✓			WATTERMANN	✓		
BOGGIANO	✓			ROBINSON	✓			LAVARRO, PRES.	✓		

✓ Indicates Vote

N.V.--Not Voting (Abstain)

SPEAKERS:

Lavern Washington
John Frohling

RECORD OF COUNCIL VOTE ON AMENDMENTS, IF ANY											
Councilperson moved to amend* Ordinance, seconded by Councilperson & adopted											
COUNCILPERSON	AYE	NAY	N.V.	COUNCILPERSON	AYE	NAY	N.V.	COUNCILPERSON	AYE	NAY	N.V.
RIDLEY				YUN				RIVERA			
PRINZ-AREY				SOLOMON				WATTERMANN			
BOGGIANO				ROBINSON				LAVARRO, PRES.			

RECORD OF FINAL COUNCIL VOTE APR 24 2019 9-0											
COUNCILPERSON	AYE	NAY	N.V.	COUNCILPERSON	AYE	NAY	N.V.	COUNCILPERSON	AYE	NAY	N.V.
RIDLEY	✓			YUN	✓			RIVERA	✓		
PRINZ-AREY	✓			SOLOMON	✓			WATTERMANN	✓		
BOGGIANO	✓			ROBINSON	✓			LAVARRO, PRES.	✓		

✓ Indicates Vote

N.V.--Not Voting (Abstain)

Adopted on first reading of the Council of Jersey City, N.J. on APR 10 2019
Adopted on second and final reading after hearing on APR 24 2019

This is to certify that the foregoing Ordinance was adopted by the Municipal Council at its meeting on APR 24 2019

Robert Byrne
Robert Byrne, City Clerk

*Amendment(s):

APPROVED:

Rolando R. Lavarro, Jr.
Rolando R. Lavarro, Jr., Council President

Date

APR 24 2019

APPROVED:

Steven M. Fulop
Steven M. Fulop, Mayor

Date

APR 29 2019

Date to Mayor

APR 25 2019