BAYFRONT I REDEVELOPMENT PLAN

13 FEBRUARY 2008

Prepared for the City of Jersey City

SECTION 1 Description of the Plan

Introduction

The Bayfront I Redevelopment Plan sets in motion the transformation of a key section of Jersey City's west side. When completed the project will boast new housing, retail, office space, parkland and many other amenities.

Bayfront 1 presents a unique opportunity for Jersey City. It transforms old industrial, commercial, and municipal sites into a new pedestrian friendly urban neighborhood that will be a model of environmentally conscious design.

The Plan emphasizes one of Jersey City's most underused natural assets, the Hackensack River, with new and expanded parks, recreation space and a waterfront park walkway. It adopts basic components of urban Smart Growth with a circulator bus, a light rail stop, green buffers and paths for pedestrians and cyclists. New offices and residences will be built with the environment in mind, and will incorporate sustainable design standards that address renewable energy, the use of renewable materials, a sustainable stormwater management plan, and green roofs and terraces. The Plan incorporates two parks extending from Route 440 to the Hackensack River as well as the continuation of the Riverwalk in Society Hill. The Plan shall provide affordable housing as detailed below in Section 8 Legal Provisions, Subsection e (Other Provisions).

Bayfront I will join west side development projects that have been completed, are under construction, or are expected to be completed including recent construction at Droyers Point, residences adjacent to the west side transit stop and the expansion of the New Jersey City University (NJCU) urban campus located directly across Route 440 from Bayfront I.

The Bayfront I Redevelopment Plan will regulate development within the Bayfront I Redevelopment Area, which is adjacent to the Hackensack River, as it meets and becomes part of Newark Bay. (See Exhibit 1 – Regional Context Map)

The Redevelopment Area has developed over time with a mixture of industrial, commercial and governmental uses that have since gone through transition and decline. Approximately 38% of the area is vacant land. Another 42% is tax-exempt property owned by various municipal agencies. The property still houses the remnants of an incinerator, an obsolete sewage treatment facility and a public works garage and office building that are over 40 years old. The remaining 20% of the Area contains mostly industrial uses along Kellogg Street at the southern edge of the Redevelopment Area. These industrial and commercial uses are old and now represent a deleterious land use given the ongoing redevelopment activity in adjoining areas. Although the Redevelopment Area is almost 100 acres, there are no streets or public rights-of-way within it. As a result, the public has no access to the water's edge along the Hackensack River.

The Jersey City Master Plan dated May 2000 designated the Redevelopment Area for Waterfront Planned Development. The purpose of the Waterfront Planned Development District is to promote water-oriented commercial, residential and recreational uses. The intent of the District is to accommodate new uses, while also promoting the creative reuse of large tracts of land and providing public access to an enhanced waterfront. The City of Jersey City later adopted a new Land Development Ordinance in April of 2001. The Land Development Ordinance is in conformance with the Master Plan and also placed the Redevelopment Area within the Waterfront Planned Development District.

Industrial development is no longer appropriate for the Redevelopment Area. Furthermore, the large expanses of vacant land and antiquated municipal facilities are an underutilization of the Hackensack River waterfront, a valuable resource. As the Jersey City Master Plan has recommended, the Area is better suited for development as a modern integrated mixed-use community that provides access to an enhanced waterfront to the benefit of the entire Jersey City community.

The Bayfront I Redevelopment Area is part of a larger vision called the Jersey City Bayside Development Plan. The Bayside Plan was a collective effort by a successful partnership among state and city officials, academic institutions and the public. The Bayside Plan was completed in 2003 and set the stage for redevelopment of the west side of Jersey City.

The Bayside Plan comprised 2.1 square miles or 1,344 acres. The Bayfront I Redevelopment Plan is approximately 100 acres of these 1,344 acres, and is fully consistent with the direction and vision of this broader Plan.

The Bayside Plan was generated through an extensive public participation process sponsored by NJCU, the City of Jersey City, the Board of Education of the City of Jersey City and New Jersey Transit, with support from faculty at NJCU, New Jersey Institute of Technology (NJIT), and Rutgers University. Hundreds of citizens, residents, business owners, faculty, staff, real estate and transit professionals, as well as the Mayor of Jersey City at the time and the City's planning and redevelopment staff, participated in the creation of the Bayside Plan. There were also interviews with stakeholders and a series of public meetings using a Visual Preference Survey and Demographic, Market and Policy Questionnaires. Participants identified their ideas for development using a charrette process called the Vision Translation Workshop. All data and input were synthesized by professionals, tested through multiple feedback sessions, transformed into a PowerPoint presentation and report, and presented at a well-attended public meeting.

The Bayfront I Redevelopment Area utilizes the information produced by the Bayside Plan visioning process and applies planning and urban design principles to realize the vision. The result was recommended street and block layouts, location of linear parks, location of a waterfront walkway, extension of the Hudson-Bergen Light rail line, land use and intensity, location of bus and pedestrian networks, community facilities and visual and spatial character, scale and form.

The introduction, purpose of the plan, overview of the plan, axonometric descriptions, and illustration descriptions provide background information and a general synopsis but are not regulatory.

Exhibit 1
REGIONAL CONTEXT MAP

The Bayfront I Redevelopment Area is bounded by the Hackensack River to the West, Route 440 to the East, Kellogg Street to the South and the edge of the railroad right-of-way to the North. The Redevelopment Area is also in close proximity to the New Jersey City University (NJCU) Redevelopment Area and the Route 440 South Study Area.

Exhibit 2

BLOCK AND LOT MAP

The Bayfront I Redevelopment Area can generally be described as consisting of all lands and water lying within the area bound by Kellogg Street and the southernmost lot lines of lot 9.H on the south, the Hackensack River to the west, the northernmost lot lines of lots 1.E, 2.E, and portions of 2.D to the north and New Jersey State Highway Route 440 to the east. The Bayfront I Redevelopment Area is comprised of approximately 100 acres. The Study Area consists of the following tax blocks and lots: Block 1290.1 (aka Block 1290.A) Lots 1.E, 2E, 2.A, 2.D, 9.H, 9.L, 10.E, 10.H, 11.H, 11.W, 11.Y, 14.D, 14.H, 14.J, 17, 18, 19, 16A.99, and 20.

The boundary of the Study Area is depicted on the adjacent map and any land area within the boundary that is not listed in the tax lot enumeration in the first paragraph of this section is intended to be included within the Study Area. Due to potential errors in tax lot enumeration, the map takes precedence to determine which properties are in the Area that is the subject of this Plan.

Exhibit 3
CONSTRAINTS MAP

This Map shows the multiple constraints on the Study Area. Included are:

- The four underground barrier walls surrounding SA7. These walls encompass an area of approximately 34 acres.
- The Flood Zone AE created primarily by high tidal overflow.
- The major sewer lines and force mains, the JCMUA pump station, and the grit chamber.
- The JCMUA 96" Combined Sewer Overflow (CSO) pipe.

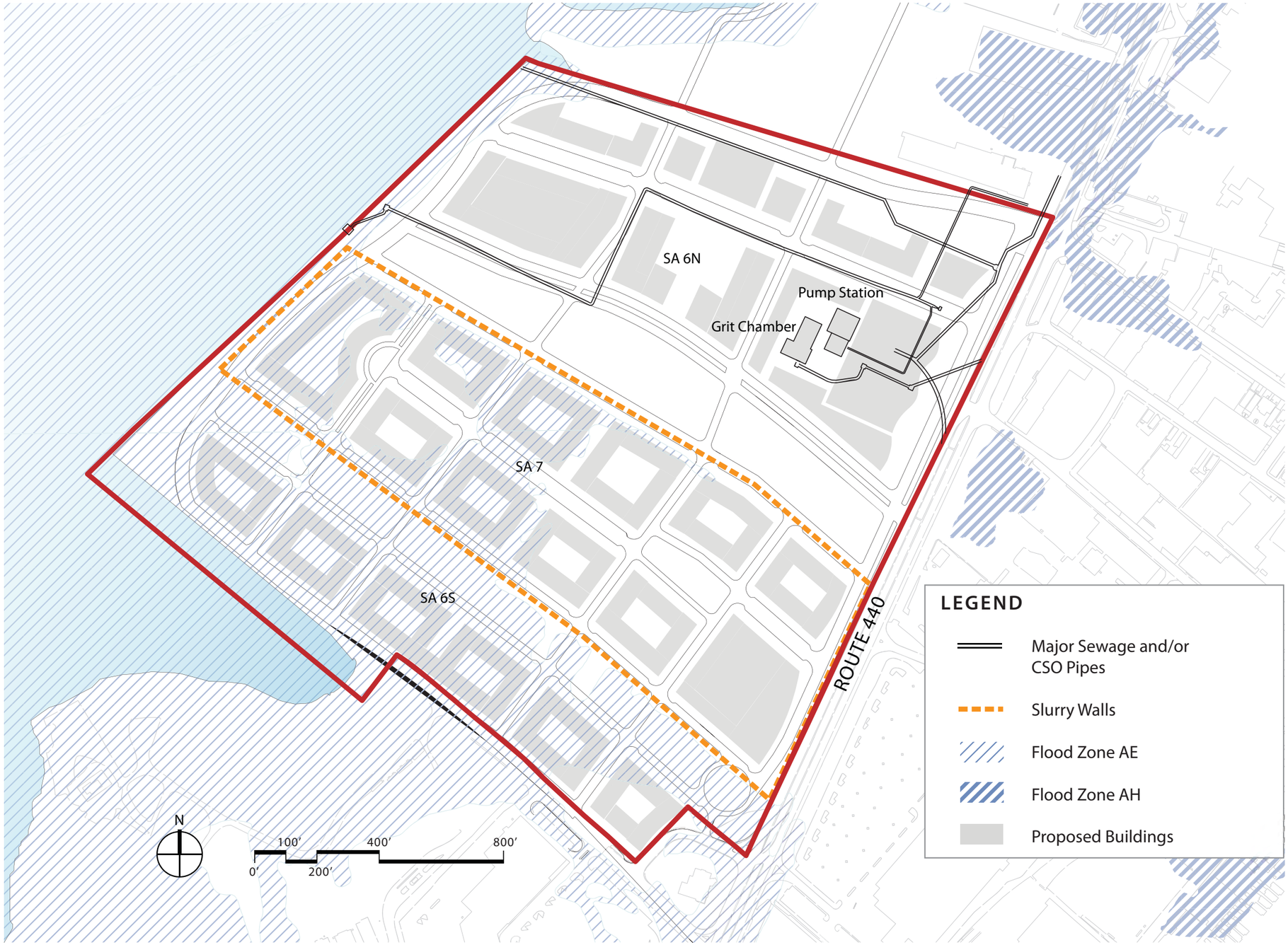
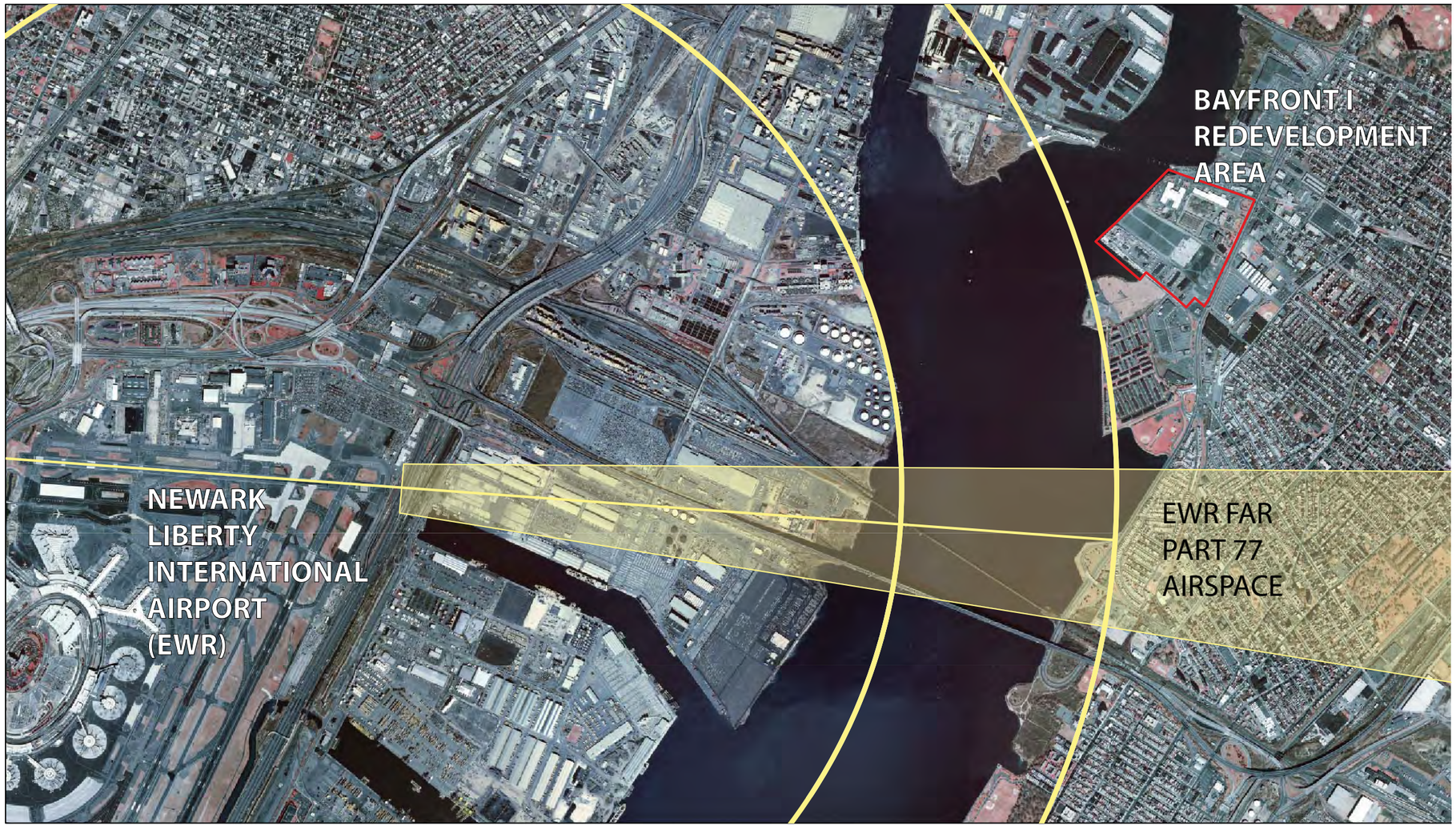


Exhibit 4
FAA FLIGHT PLAN MAP



This map illustrates the Newark International Airport FAR Part 77 airspace surface, the primary flight path to the eastern approach to the airport. The highlighted area indicates the least used approach for landings and take-offs for the airport. The Area is located north of the limits. As such, structures in the Area will not penetrate the Part 77 airspace. Nevertheless, a general airspace review is required: structures within the Area would have to exceed 300' to be at issue. Any structure over 150 feet in height would benefit from obstruction lighting.

Statutory Basis of the Plan

The Municipal Council of the City of Jersey City, by way of Resolution 06-319, adopted on April 26, 2006, authorized the Jersey City Planning Board to:

1. Conduct a preliminary investigation of the physical and economic conditions of an area known as the Bayfront I Study Area, (hereinafter the Study Area) to determine whether or not this Study Area meets the statutory criteria necessary to be declared an "Area in Need of Redevelopment" as outlined in NJSA 40A:12A-5 and NJSA 40A:12A-6; and
2. Propose a Redevelopment Plan for this Study Area if it is found to be in Need of Redevelopment.

Purpose of the Plan

The purpose of this Plan is to set forth the terms and conditions under which the Bayfront I Redevelopment Area may be redeveloped by a designated Redeveloper(s). The Plan describes, among other regulations, the basic cityscape requirements and recommendations. The Mobility Regulating Plan includes the design of the streets and circulation network; the Land Use Regulating Plan includes the layout of mandatory and recommended uses, including retail, residential, and office; the Building Regulating Plan includes the general massing, build-to-lines, and height limitation of buildings and illustrates the suggested building style, character, and streetscapes. The Architectural Standards describe the character of the buildings. The Landscape Plan includes the landscape and streetscape requirements and open space programming and design.

The physical components of the Plan are both written and illustrated using a form-based code. This type of code is the most appropriate to assure the highest visual and spatial quality of city design. It assures that the Redevelopment Entity can expect a redevelopment of superior quality that will complement the existing character of the City and have a long term positive fiscal and aesthetic impact on residents and businesses in the area and Jersey City. It further assures a high level of market flexibility to assure that the Redeveloper(s) can build and market a superior product that is financially feasible, while maintaining architectural design flexibility within an urban context.

The Bayfront I Redevelopment Plan can fulfill the role of capitalizing on these under utilized brownfield sites while promoting green urban design that provides the pedestrian friendly environment necessary for high quality mixed-use residential/commercial buildings and parking while bringing a new street life to this area. When developed, the Plan will add market-rate housing and affordable housing, expand the range of retail, office, and live-work, and provide a catalyst for future redevelopment in adjacent areas.

Overview of the Plan

The proposed Bayfront I redevelopment is mixed-use in nature. There are three main components of the Plan: residential, retail, and commercial. Because the Plan will be market driven, the focus is on maximum flexibility without compromising the identity of the Plan. Therefore the Plan has a capacity range for all types of development. However, it is important to note that the street network, parks/open space, and development block configuration plans will not change except as provided in the Mobility Section and Legal Provision Section in this plan. What is dynamic about the Plan is the flexibility in density and the options of uses at various locations. The capacity of the Plan is dynamic with a development program given in terms of minimums and maximums.

Residential:
Min. 4,200 units* Max. 8,100 units*
Office:
Min. 700,000 s.f* Max. 1,000,000 s.f*
Retail:
Min. 250,000 s.f* Max 600,000 s.f *
Parking:
Min. 7,000 spaces Max. 12,000 spaces*
*These numbers are estimates for the expected range of development

Residential units are recommended to be a mix of flats, 2-story duplexes, and live-work units ranging from studios, 1, 2, and 3 bedrooms of various ownerships and tenures including, condominiums, co-ops, and rental units. The result is the creation of flexibility that will respond to future market demand.

The commercial office component of the project is integrated into the concept of sustainability in that jobs will be provided within the project boundary to promote a jobs-to-housing balance, if desired. The end type commercial user will include, but not be limited to, general offices (e.g., law firms, accountants, architects, artist studios, and other small businesses), financial groups, and service businesses and professionals such as doctors and health practitioners. Unless the market can support large space tenants, most, if not all, of the commercial space will be for smaller end users.

The Plan suggests commercial retail end uses will include, but not be limited to, coffee shops, restaurants, bars, clothing stores, bookstores, newsstands, boutique retail, banks, grocery stores, and other common uses exhibited in downtowns. The project will discourage typical "big box" retailers from the project; however it will encourage anchor stores incorporated into the major pedestrian streets at key major intersections.

The Plan also contains several recreational uses. The project will contain two linear parks running the depth of the site from Route 440 on the east to the Hackensack River on the west. Along the Hackensack River a proposed Riverfront Park for would provide views and recreational access to the river. In addition, the riverfront walkway will be continued from the Droyers Point project along the Hackensack Riverfront to the adjacent property to the north.

The development will also include a pedestrian street beginning at the proposed light rail stop at the north of the site and continuing down to Droyers Point at the south. The Pedestrian Way will be the retail focus of the Plan using the model of the traditional European market street.

Transit and personal mobility is a major focus of the Plan. This will be a highly walkable neighborhood that is served by the envisioned Hudson Bergen Light Rail, with a proposed station at the northern plaza. Extending the Hudson Bergen Light Rail to the site is a significant opportunity, providing a station for an easy commute to the business centers of Jersey City and New York City. In fact, the residential, commercial and retail densities contemplated in this plan are contingent on achieving the light rail extension noted above. Furthermore, another key enabler to the densities in this plan, as well as to support general growth contemplated on the Jersey City west side area is a significant upgrade of the local roads and Route 440 infrastructure.

The site will also have a secondary transit system by way of a circulator bus that may ultimately connect Droyers Point, NJCU, and multiple locations throughout the site to the Light Rail stop. Finally, a bicycle network along the streets is included as a part of this plan.

Although the Area has several design constraints, the site affords an opportunity for innovative thinking and design. Mitigating existing brownfields affords the opportunity not only to remediate the sites but to create one or more completely sustainable "green" urban neighborhoods on the growing west side of Jersey City.

The focus of the Bayfront I Redevelopment Plan is to regulate the environment surrounding the pedestrian with an understanding of the human scale and respect for varied building, street, and open space design, as well as architecture. The Plan employs these concepts to create a network of pedestrian friendly streets. By orienting the retail buildings with minimal, if any, setbacks from the sidewalk edge and requiring a semi-public edge with wide sidewalks along the residential edges, the proper relationship of the building edge to the sidewalk will be created. The pedestrian realm will be enhanced with crosswalks and tree-lined sidewalks. The envisioned transit plaza will be within walking distance of all residents. Depending upon the development scheme, parking is planned to be embedded within the blocks, enhancing walking experience. Local retail will be strategically located for convenience.

The Plan intends to create well proportioned and human scaled buildings and streetscapes through the use of build-to-lines, step-backs, building heights, identifiable building modules, bay spacing, cornice treatment, architectural land marking of corners, aesthetic street proportions, and a dynamic palette of materials and complementary urban landscaping.

This Plan focuses on transforming old industrial, commercial, and municipal sites into a new mixed-use urban neighborhood that will be a model of environmentally conscious design. The Plan focuses on building a community appropriate to the location while adopting the principles of Smart Growth, Transit-Orientation, Green Design and Buildings, LEED® Certification, walkability, and sustainability.

Goals and Objectives of the Plan

Redevelopment Goals
By adoption of this Bayfront I Redevelopment Plan, the City of Jersey City seeks to accomplish the following goals:

A. Eliminate underutilization of the designated Area and its blighting influences.
B. Maximize the advantages provided by the Hudson-Bergen Light Rail and other mass transportation resources thereby becoming a transit-oriented development.
C. Allow for more efficient use of land and to expand the City's tax base by encouraging high quality mixed-use development.
D. Create a new sustainable community utilizing modern green technology and adopting LEED principles for neighborhoods and buildings throughout the Area.
E. Expand the level of residential and commercial activity in the Area, thereby increasing the potential for economic activity and job creation.
F. Maximize the participation of private investment.
G. Create a well planned and designed development area which will provide opportunities for mixed-use, retail, multi-family residential, entertainment, recreation,permanentemployment,andcommercial facilities within an area that is currently underutilized but has the potential for sound development that will improve quality-of-life and the visual and spatial character of Jersey City.
H. Provide a system of sidewalks, crosswalks streetscapes, landscapes and building wall treatments at the ground level that encourage a safe, engaging, and pedestrian-friendly experience that will enhance walkability while increasing the amount of accessible green space in Jersey City.
I. Provide for the creation of places and pedestrian realms which promote pedestrian activities, social interaction, and citizen security.
J. Implement developments where the physical, spatial, and visual characteristics are established and reinforced through the consistent use of streets, architectural design, and urban components. Such components should relate the design elements of individual structures or development to other planned or existing structures or development in a seamless manner, resulting in a coherent overall city fabric and streetscape.
K. Provide market-value housing and commercial and retail development through new construction of mixed-use buildings.
L. Encourage more people to take up permanent residence within Jersey City while minimizing negative effects on the surrounding environment through both the construction of green buildings and reduction of resident dependence on the automobile for daily travel.
M. Design buildings for modern, sustainable, mixed-uses.
N. Create mixed-use buildings, parks, plazas, streetscapes, and pedestrian realms that will act as a focus area for the west side of Jersey City.
O. Provide for additional urban green spaces through linear parks, plantings, tree-lined streets, and other open space amenities.
P. Utilize and improve the existing water edge as an amenity in the Plan.
Q. Create opportunities for shared parking to reduce overall parking needs.
R. Maximize energy savings through the use of green building methods, compact design, and walkability.
S. Promote a city with activity day and night, every day of the week.
T. Provide a clearly articulated and rationally designed open space system consisting of green parks and activity-driven plazas.

The goals set forth are intended to be broad, general policy statements. While it is possible that specific aspects of the Plan may result in some variation or deviations from these goals, it is intended that the overall result of the implementation of this Plan will be consistent with the goals as set forth above.

Redevelopment Objectives
The Bayfront I Redevelopment Plan addresses the need for redevelopment in the Bayfront I Redevelopment Area through the following objectives focused on the goal of transforming the Redevelopment Area into a vital part of the Jersey City community, full of activity both day and night:

1. Replace vacant, contaminated industrial uses in the southern portion of the Area and city owned land to the north with newly redeveloped sustainable mixed-use residential and commercial projects, offices, and a variety of other uses that will be new to the City. This redevelopment will create a fully sustainable, environmentally friendly community on the west side of Jersey City. This will address criteria (a) and (d) of the Local Redevelopment and Housing Law (LRHL).
2. Assemble City owned properties with privately owned lots in the Redevelopment Area into larger redevelopment parcels to enable the construction of a densely populated mixed-use urban neighborhood that will benefit from Jersey City's extensive transportation network, concentration of employment, and growing cultural and entertainment venues. Such redevelopment activities will address the conditions found under criteria (e) of the LRHL.
3. Contain parking within structured parking decks or underground parking integrated into mixed-use and residential uses. Structured parking will not consume large tracts of land zoned for intensive development while creating a more pedestrian-friendly, walkable area.
4. Implementation of the Redevelopment Plan will address conditions found under criteria (e) of the LRHL.

Definitions

Definitions contained herein shall prevail within the Redevelopment Area. For definitions not contained herein, the definitions contained in the City of Jersey City Zoning Ordinance shall prevail.

The following definitions are provided as examples. Additional definitions may be added. Terms that are already defined within the Municipal Land Use Law, the Jersey City Redevelopment Agency, or the Jersey City Land Development Ordinance need not be redefined here.

Area – Shall mean the Bayfront I Redevelopment Area.

Bay – The distance between structural elements of a building that is reflected on the facade of a building. A division of a façade of a building into distinctive vertical compositions. Typically bays are based on the structure of a building, but can also be created through design treatment of the façade.

Block – The aggregate of one or more private lots in total or segmented, passages, real lanes or alleys, circumscribed by thoroughfares.

Block Area – The block area is measure from the edge of the sidewalk or lot line.

Block Face – The aggregate of all the building facades on one side of a block. The Block face provides the context for establishing architectural harmony

Brownfield – any former or current commercial or industrial site that is currently vacant or underutilized and on which there has been, or there is suspected to have been, a discharge of a contaminant (NJSA: 58: 10B-23.d)

Build-to-line – A build-to line is a line to which the primary facades of a building must be located. The build-to-line allows flexibility to the articulation of the façade allowing the façade to deviate in limited increments from this line.

Buildable Area – The total area of the block minus the area of the public right-of-way (sidewalk). The buildable area includes the semi-public edge, as porticos, stoops, and fences may extend into this area.

Building Frontage – Building elevation that fronts on a public street where public access to the building(s) is available.

Building Height – The vertical extent of a building measured in stories, not including a raised basement or a habitable attic. Height limits do not apply to masts, belfries, clock towers, chimney flues, water tanks, elevator bulkheads and similar structures. Building heights shall be measured from the average finished grade of the fronting thoroughfares.

Capacity – The maximum and minimum projected residential units, retail, and office square footage.

Cartway – The paved area of a street between the curbs, including travel lanes and parking areas but not including shoulders, curbs, sidewalks, or swales.

City – The City of Jersey City, New Jersey.

Cityscape – The urban equivalent of "landscape," referring to the configuration of built forms and interstitial space.

Context – The particular combination of elements that create specific habitat. Context includes building use, density, height and setback, and other elements of the intended habitat, including those of the private lot and building as well as those of the public streetscape.

Corridor (Urban) – A linear geographic area incorporating buildings typically on both sides of the street including the pedestrian realm all in proper proportions to create a sense of street space.

Curb – The edge of the vehicular pavement detailed as a raised masonry step. The Curb usually incorporates the street drainage inlets.

Deed Notice - shall mean any Deed Notice (formerly known as Declaration of Environmental Restrictions) given by Redeveloper in favor of NJDEP in connection with the environmental remediation of any portion of the Bayfront I Redevelopment Area and recorded in the Office of the Hudson County Register.

Design Speed – The velocity at which a thoroughfare tends to be driven without the constraints of signage or enforcement. There are four ranges of speed: Very Low (below 20 MPH); Low: (20-25 MPH); Moderate: (25-35 MPH); High (above 35 MPH). Lane width is determined by desired design speed.

Developable Area – The allowable building footprint of the ground floor of the building. It is within this designated area on the specific parcel that the building can be located.

Development – The division of a parcel of land into two or more parcels, the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any building or other structure, or of any excavation or landfill, and any use or change in the use of any building or other structure, or land or extension of use of land, for which permission may be required pursuant to the "Municipal Land Use Law," P.L. 1975, c.291 (C.40:55D-1 et seq.).

Duplex – A unit within a multifamily building that has two or more floors stacked one above the other, accessed with a private internal stairway.

Elevation (drawing) – The exterior walls of a building. An elevation drawing includes material, rendered window and door openings, height and facade details. See Facade.

Encroachment – An area beyond the build-to-line that certain building elements can protrude. The encroachment distance is typically expressed in feet.

Façade – any vertical, exterior face or wall of a building.

Flat – A unit on one level in a multifamily building.

Floor Area – The sum of the gross area of all floors of a building or buildings, measured from the exterior face of exterior walls or from the centerlines of common walls separating two buildings, but excluding mechanical rooms and areas, parking areas, and vertical access and movement areas such as elevators, escalators and stairways.

Green Roof – a roof of a building that is partially or completely covered with plants that can be used to retain stormwater, as well as for recreation (both passive and active). See Section 5 for further detail and specifications.

Identifiable Building Widths – A subdivision of a linear facade to look like a series of adjoined buildings.

Interim Uses - A temporary use before the final Redevelopment Plan implementation.

LEED-NC (Leadership in Energy Efficient Design-New Construction) – Green building standards developed by the U.S. Green Building Council (USGBC)

Live-Work – A dwelling unit that contains a commercial component. The commercial component can be located anywhere within the unit but is typically located on the ground floor connected internally with a stair to a residential unit.

Mandatory Standards – Phrases or sentences that contain the following words: require, must, and shall.

Manufacturing Operations – Any business that engages in the making of goods or wares by manual labor or by machinery.

Mixed-Use Building – A building with a variety of complementary and integrated uses, such as, but not limited to, residential, office, retail, public, or entertainment, in a compact urban form.

Non-Mandatory Provisions – Provisions expressed by the words, including but not limited to, may, should, recommended, encouraged, proposed, typical, allowed, approximately, or the like.

Open Space – Any sidewalk, park, public plaza, water feature, courtyard, or similar area that is open and unobstructed from its lowest level to the sky.

Parking Space – An area not to exceed nine (9) feet in width by eighteen (18) feet in depth (except handicapped spaces), either within a parking structure or a surface lot, for the parking of motor vehicles, exclusive of driveways, access drives, fire lanes and public rights-of-way. Parking spaces and lots must meet ADA requirements.

Parkway, Residential – The area between the curb and the sidewalk into which street trees are planted and which typically has a planted ground cover.

Parkway, Mixed-Use/Commercial – The area between the curb and building into which street trees, decorative lighting, and street furniture are located. The sidewalk extends from the curb to the building. Typically, trees are planted in the first four (4) to

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six (6) feet.

Pedestrian Shed, Primary – An area defined as a five minute walk or approximately ¼ mile from a center or transit station.

Pedestrian Shed, Secondary – A distance defined as a 10 minute walk or approximately ½ mile from a center or transit station.

Plan – Shall mean the Bayfront I Redevelopment Area Plan.

Planting Strip – The area between the curb and the edge of the sidewalk that allows for vegetation to grow (soil can not be compacted in this area).

Portico – A smaller porch often leading to the entrance of a building with a roof supported by columns; extends no more than 2 feet from the building façade.

Property Line – Edge of the right-of-way and/or edge of a lot on a block.

Public Realm – Shall mean the areas that are both used and seen by a person walking.

Redeveloper – Any person, firm, corporation or public body that shall enter into or propose to enter into a contract with a municipality or other redevelopment entity for the redevelopment or rehabilitation of an area in need of redevelopment, or an area in need of rehabilitation, or any part thereof, under the provisions of the LRHL, or for any construction or other work forming part of a redevelopment or a rehabilitation project.

Redevelopment Area – Shall mean the Area detailed in the description of the Redevelopment Area in Exhibits 1 and 2.

Redevelopment Entity – Shall mean the Jersey City Redevelopment Agency (JCRA) or designated entity.

Redevelopment Plan – The Bayfront I Redevelopment Plan.

Right-of-Way (ROW) - The area on, below, or above a public roadway, highway, street, cartway, bicycle lane, and sidewalk in which a governmental unit has an interest, including other rights-of-way dedicated for travel purposes and utility easements of governmental units.

Semi-Public Edge – The yard area in front of a residential unit defined by a low fence and/or gate through which a person must pass in order to gain access to the front primary entrance. Semi-public edges are also typically located in front of smaller offices.

Setback – The required horizontal distance, measured in number of feet, that the build-to-line is stepped inward beyond the property line. Setbacks are used in order to create the proper space and scale for the pedestrian realm.

Sidewalk – The paved layer of the public frontage dedicated exclusively to pedestrian activity.

Stepback – The horizontal distance, at a given building story above the first floor, that the building façade is stepped inward beyond the vertical plane of the first floor façade. Stepbacks are used in order to allow buildings to have appropriate height while reducing the bulk and obstruction of natural light in the pedestrian realm.

Story – The height of the space between floors of a building measured from the floor on one level to the floor on the above or below level. Story heights vary from 8 to 20 feet.

Street – A throughway that has emphasis on both vehicular and pedestrian movements.

Streetscape - The streetscape is comprised of thoroughfares (travel lanes for vehicles, and bicycles, parking lanes for cars and sidewalks or paths for pedestrians) as well as the visible private frontages(building facades and elevations, porches, stoops, yards, fences awnings etc.) and the amenities for the public frontages (street trees and plantings, benches, streetlights, etc.).

Streetwall – The elevations of buildings that when seen from the street or sidewalks seem to enclose the space.

Terrace – A space extending out from the ground floor of a building to the edge of the sidewalk over the semi-public edge that can be used for a continuous walkway or exterior retail.

Tower – A building above 12 stories in a square or more rectangular shape with a central core for vertical circulation.

Traditional Neighborhood Development (TND) - A community type consisting of one or more pedestrian sheds plus a mixed-use center

Transit Oriented Development (TOD) - A Regional Center Development with more intensive office, retail, service and residential uses within one primary and one secondary pedestrian shed that focuses on a transit or train station.

Utility - Water, sewage, telecommunication, gas or electric service from a private or public utility company or service provider.

Urban Village - A TND type within an urbanized area consisting of one or more pedestrian sheds plus a mixed-use center, or pedestrian street and plaza.

Zone (or District) - A specifically delineated area or district in a municipality within which uniform regulations and requirements govern the use, placement, spacing, and size of land and buildings. These terms may be used interchangeably.

Exhibit 5
MINIMUM DEVELOPMENT AXONOMETRIC

Two axonometric site plans (see Exhibits 5 and 6) illustrate the building massing with the various floors expressed with a horizontal line. They illustrate an interconnected network of streets, efficient development blocks, varied open space and parks, and a Pedestrian Way connecting the transit plaza to Droyers Point. The "low" and "high" axonometric plans illustrate the variation of the maximum and minimum development programs, translated into building heights.

The Site Axonometrics are a valuable tool to visualize the location of buildings, the streetscape, and the pedestrian realm and open space at the various intensities of development. Actual building forms may vary in their design, but the key elements of the Site Axonometrics, such as building locations, new street network, enhanced pedestrian realms, land devoted to open spaces and plazas, and the careful massing of structures to provide both architectural interest and appropriate levels of light and air should substantially conform to these site plans. Deviations are expected and allowed provided that the primary features of the Plan remain, including the grid of streets and the linear parks and plazas.

It is the desire of the Plan that flat roofs and terraces be "green", i.e. covered with vegetation and accessible, thereby enhancing the ecological appeal, decreasing impervious surface and therefore stormwater runoff, lowering heat and energy costs, and reducing urban heat island effect. In addition, a nominal 20% of the site will be used for vegetated open space utilizing native and adaptive vegetation to create a harmonious natural environment.

The Bayfront I Redevelopment Plan can fulfill the role of capitalizing on underutilized brownfields while promoting green urban design that provides the pedestrian friendly environment necessary for high quality mixed-use residential/commercial buildings and parking while bringing a new street life to this area. When developed, the Plan will add market-rate housing and affordable housing, expand the range of retail, office, and live-work, and provide a catalyst for future redevelopment in adjacent areas.

Depending on market conditions, the Plan can accommodate a range of densities and square footage of uses. The intention of the Plan is to create a balanced, mixed and multiple use urban neighborhoods where people can live, work, shop, and recreate.

The following is an estimated range of uses expressed in minimums and maximums:

Retail
The plan ranges from a minimum of 250,000* square feet to a maximum of 600,000* square feet.

Exhibit 6
HIGH DENSITY AXONOMETRIC

Office
The plan proposes dedicated office buildings along with mixed-use buildings and live-work space. Office space ranges from 700,000* square feet to 1,000,000* square feet. Larger offices greater than 15,000 square feet are permitted and encouraged along Route 440 frontage and in the signature Transit Plaza building. Along the Pedestrian Way second through fourth floor offices of the same type are allowed up to 5,000 square feet.

Housing
The plan proposes a minimum of 4,200* to a maximum of 8,100* units, calculated with an average unit size of 1,200 square feet, including interior circulation. This provides a range of housing square footage from a low of approximately 5,000,000 square feet to a high of 10,000,000 square feet.

Parking
The Plan proposes on-street parking, partial below ground parking, above ground embedded parking structures, and stand alone parking structures. The plan proposes a minimum of approximately 6,000* spaces for the lower density plan with a maximum of approximately 10,500* with embedded parking for the higher density plan. On-street parking remains similar for both plans with approximately 600 spaces.

Special Use Buildings
There are several special use buildings proposed in the Plan. The Plan sets aside approximately five (5) acres of land for the Municipal Utilities Authority (MUA). The MUA site will contain several buildings to house facilities necessary for the operation of the MUA, but may also provide space for a police substation, a fire station, and a public library. The second special use is proposed to hold a K-3 elementary school, possibly housed within a mixed-use commercial and residential building.

*These numbers are estimates for the expected range of development.

The minimum development plan represents most of the buildings at four-over-one (four-stories of wood construction over one concrete bay level) with parking located under the building. The taller buildings surround the transit plaza.

The maximum development plan buildings range from eight to twelve stories with embedded parking. The taller buildings are located along the riverfront with a signature mixed-use building at the transit plaza.

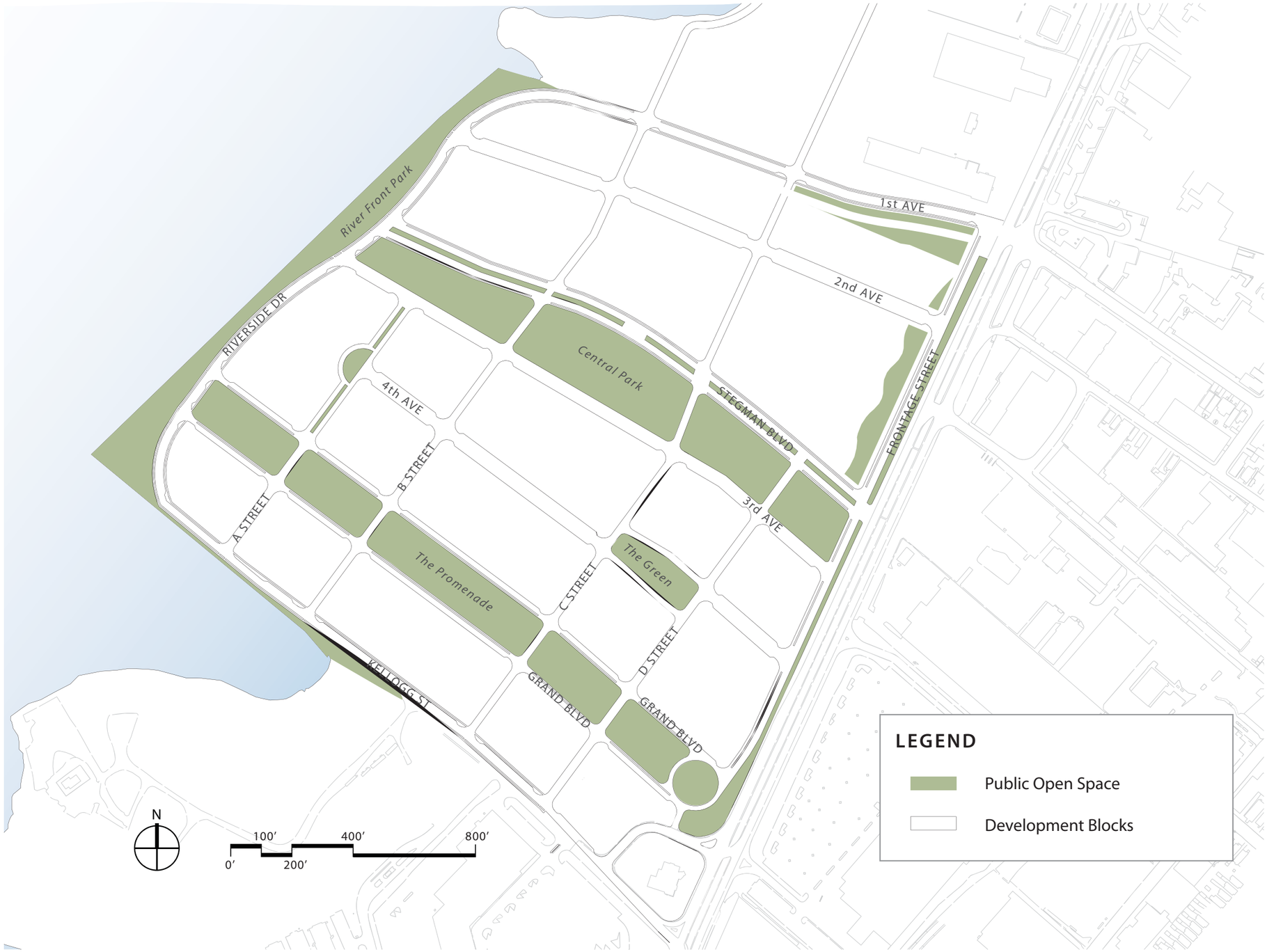


Exhibit 7
DEVELOPMENT PLAN

This map illustrates the proposed thoroughfare network, developable land, and public spaces. The thoroughfare and block layout were designed for several reasons including to create a variety of block sizes. In addition, the street layout and block sizes are set by specific location constraints including the location of underground remediation barrier walls, existing large sewer lines, (see Constraints Map, Exhibit 3) and the minimum block size necessary for efficient parking and building layout. Finally, the blocks accommodate walkability of the site. Most blocks are small, allowing a building of approximately 200 feet by 270 feet. Other blocks that could accommodate more parking may exceed those dimensions.

The street names are temporary and were assigned for reference in the Redevelopment Plan, e.g. Second Avenue, A Street, Riverside Drive, etc. Actual street names will be chosen by the City and the Redeveloper after construction.

There are two large liner parks connecting from Route 440 to the River. Central Park is the largest and most informal, while The Promenade and The Green are more formal. The Riverwalk and the green edge along Frontage Street add a variety of open spaces throughout the plan.

All blocks within the Bayfront Redevelopment Area are considered developable. Exhibit 7 illustrates the location of each developable block. Curb lines, shown for each proposed block in Exhibit 8, are only approximations and subject to change based on final engineering. Subdivision of the Redevelopment Area into separate lots and blocks is anticipated.

"Frontage Street" is required in order to provide access to the blocks fronting Route 440, without increasing turning movement on Route 440. The median between Route 440 and Frontage Street may vary from the proposed width due to the final alignment of Route 440.

Exhibit 8
BLOCK IDENTIFICATION PLAN

The Redevelopment Area has been divided into 23 blocks creating a grid of streets. Block numbers are for Redevelopment Plan reference only. Park spaces are indicated with a P and a number. The curb lines shown in Exhibit 8 are only approximations and subject to change. Subdivision of the Redevelopment Area into separate lots and blocks is anticipated.

Exhibit 9
SUPERIMPOSED PLAN

The Thoroughfare Network Plan is superimposed over the existing block and lot map here. Many of the thoroughfares are placed parallel to existing property lines.

SECTION 2 ILLUSTRATIONS

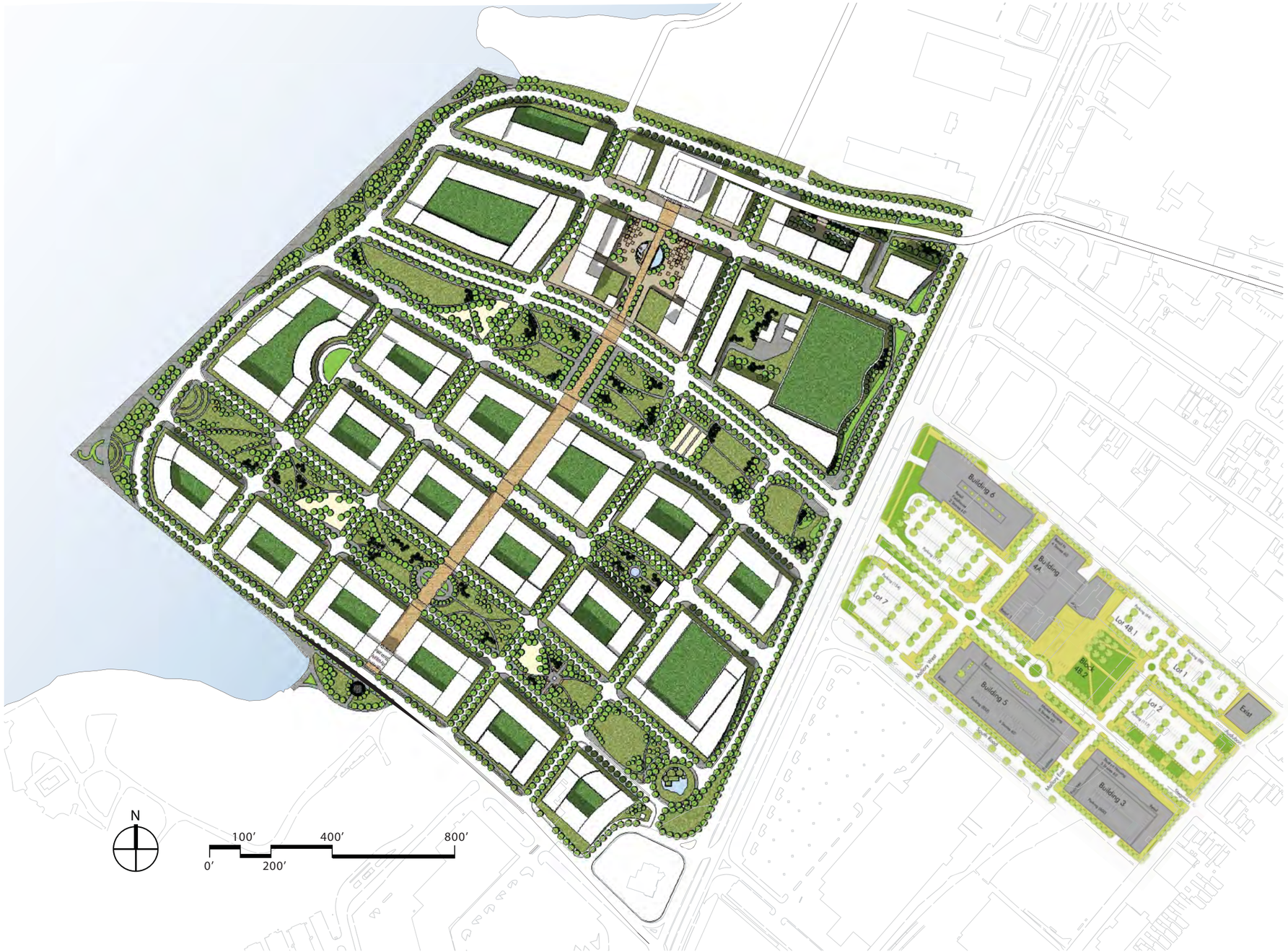


Exhibit 10
ILLUSTRATIVE SITE PLAN

An Illustrative Site Plan, Exhibit 10, and the accompanying illustrative renderings, Exhibits 11, 12, 13, 14, and 15, are valuable tools to visualize the location of buildings, the streetscape, the pedestrian realm, and open space. Actual building form may vary as to its particulars. However, key elements of the Illustrative Site Plan, such as the building locations, new street network, enhanced pedestrian realms, the land devoted to open spaces and plazas, and the careful massing of structures to provide both architectural interest and appropriate levels of light and air should substantially conform to this plan. Minor deviations are expected and permitted.

This rendered site plan inserted within the aerial photos of the West Side illustrates the proposed Redevelopment Plan within its existing context. This plan is designed to seamlessly blend into the existing and proposed street network on the West Side. The main intersection with Route 440 to the South and North of the site aligns with the proposed improvements to Route 440. The central boulevard entrance to the site will align with the main boulevard on the new NJCU Campus.

There are several key elements to highlight within the Illustrative plan. First are two large linear parks that extend from Route 440 terminating at a "riverwalk" along the Hackensack River. Second is the transit line extension and recommended station location. Third is the Hackensack Riverwalk and Riverfront Park. The final element is the Pedestrian Way that acts as a retail spine for the Area.

The Illustrative Plan was used for the generation of the illustrative renderings of the five key areas within the Redevelopment Area.

These rendered views of the Plan are not technical drawings. It is an illustration of the long-term intentions for the Redevelopment Area.

Exhibit 11
CENTRAL PARK RENDERING

The Bayfront Redevelopment Plan incorporates two linear parks extending from Route 440 to the Hackensack River and the waterfront riverwalk. A "Central Park" is proposed in the center of the site adjacent to the Stegman Boulevard extension (located on the right) and continues towards the Hackensack River.

The park will include several recreation spaces for congregating, sitting, walking, running and cycling, and will also include a children's play area and a dog park. This rendered view is looking toward the Hackensack River, emphasizing a grassy play area and a meandering multi-use path.

This view in Central Park reveals some of the massing and architectural character of the site. In particular, this view highlights green roofs and large windows. In the background are the potential wind generators that would enhance the image of this site as a "green" neighborhood. The viability of wind generators will be evaluated during the design phase. Central Park also serves as a gateway to the site from Route 440.

Exhibit 12
HACKENSACK RIVERWALK RENDERING

This view looking north along the Hackensack River waterfront shows the continuation of the Riverwalk from Droyers Point. The Riverwalk is a multi-use path allowing for cyclists and pedestrians to use the path together and enjoy the river edge. "Riverside Drive" is to the right with the buildings overlooking the Riverside Park. The Riverwalk is separated by a green space that accommodates the change in grade and commands views of the river as the development approaches the river.

There are two main features proposed on the Riverwalk. First there may be the four proposed large electricity-generating windmills in the Hackensack River, terminating the avenues and linear parks. Second is an NJ Transit Light Rail line with a potential bridge that extends the Hudson-Bergen line across the Hackensack into Newark and Kearny. Both features are conceptual, but important for adding to the creation of sustainable and energy-efficient aspects of the redevelopment.

By setting back the buildings and providing Riverside Drive, the river edge becomes an inviting public space incorporating places for people to sit and limited retail at the base of the buildings. The four proposed wind generators shown terminate the avenues and linear parks. Transparent metal railings provide the maximum exposure to the water.

Exhibit 13
RESIDENTIAL STREET RENDERING

This view is of the typical residential street with the bus circulator/bike lane. The bus circulator/bike lane operates on "B" Street and "C" Street connecting Droyers Point to the proposed Light Rail transit stop. The view exhibits variation in building fenestration and architecture with the first floor of residential units raised above the grade of the sidewalks. The streetscape features well landscaped semi-publics edges with stoops and stairs that serve ground level duplexes and flats. The character of the street is enhanced with street trees and textured brick buffers between street edge and cartway. Building mass along the majority of residential frontages should typically range from four to six stories with the possibility of taller buildings on the corners of major intersections and along the avenues.

The residential street typologies vary in on-street parking configuration: some having on-street parallel parking while others (this view) are one way streets with a striped shared bus/bicycle lane. Non-motorized (bicycle) traffic is encouraged and planned on the streets.

Exhibit 14
PEDESTRIAN WAY RENDERING

Unique to the Bayfront I Redevelopment Area is the "Pedestrian Way." This rendering is from within the Pedestrian Way looking north through "Central Park" towards the transit plaza.

The Pedestrian Way extends from Droyers Point in the South to the proposed NJ Transit Light Rail station in the North. The Pedestrian Way is the major retail focus for the Bayfront I Redevelopment area. This street type is modeled after the very successful open air shopping streets in Europe. This view captures the vibrancy of the Area with restaurants, cafes, outdoor seating, continuous retail frontage, and pedestrian traffic. A combination of arcades and awnings should make this a positive pedestrian walkway experience in all seasons. This area should serve as a backbone for the project connecting the linear parks and either end of the site with a continuous walking experience.

To make this pedestrian street successful, the majority of the retail should be concentrated along its edges with cafes and merchants spilling out into the space. Most pedestrian interaction will happen along this "street".

Exhibit 15
TRANSIT PLAZA RENDERING

This view looks down on the transit plaza and along the proposed Pedestrian Way, as if you were looking down onto the plaza from the signature mixed-use building along the transit stop. The transit plaza is the major public plaza with the NJ Transit Light Rail stop. The hardscaped transit plaza features shall include kiosks for information, a water feature, many tables for outdoor seating and dining. The plaza may be edged with retail, offices and housing. The tallest signature building is above the transit stop, and the focal building of this Redevelopment Area.

In addition to showing the transit plaza, this rendering provides an example of the massing for the rest of the Redevelopment Area. The massing is based on a middle range scheme of units and development typologies and is subject to variation.

SECTION 3 LAND USE REGULATING PLAN

Land Use Regulations

In the event of any conflict or inconsistency between the provisions of this Plan and the provisions of the City of Jersey City Zoning Ordinance, this Plan governs.

For the purposes of thorough communication, redundancies may exist in the text. If there are any conflicts between these Land Use Regulations and information contained elsewhere in this section, these Land Use Regulations will take precedence.

The Land Use Plan sets forth both the specific and general recommendations for the redevelopment of the Bayfront I Redevelopment Area. (See Exhibit 16)

Specific application of the land use and development requirements of this Plan, as they affect existing uses, will be as follows:

A. Existing uses that are nonconforming with the current zoning provisions shall remain nonconforming unless they are expressly permitted in this Redevelopment Plan.
B. Existing principal or accessory uses of properties, permitted by the use provisions of the Land Use Regulations in effect for the Area immediately prior to the effective date of this Plan, but which are not listed as permitted uses in this Plan, shall become prior nonconforming uses at the time this Plan is effective.

Permitted Uses

The following uses shall be permitted within the Bayfront I Redevelopment Area as shown on Exhibit 16.

A. Residential – Multifamily: Includes premises available for long-term human habitation by means of ownership or rental, but excluding periods of less than a month's duration; excludes all boarding houses and rooming houses. There are four main types of multi-family housing: single story flats off a single loaded corridor, single story flats off a double loaded corridor, one and two story units located on the ground floor with private ground floor access, and two story units located on the upper floors with internal stairways connecting the floors.
B. Office: General and Professional offices, including, by way of example, but not limited to, general offices including doctors, dentists, lawyers, accountants, architects, and financial institutions and government offices.
C. Live-Work: Units where multiple or single floors are divided into spaces to work and spaces to live. A live-work unit requires that the person living in the unit also works in the unit. Artist studios are highly encouraged. Live-work units including, by way of example, but not limited to, professional offices and workshops for crafts people, artists, and woodworkers, provided that tenancy may not become a disturbance to the neighboring uses and provided that the owner or an employee of the business live in the unit. These live-work type offices are permitted and encouraged in the lowest floors of residential use locations, provided that any office does not exceed 1,500 square feet. Incubator retail is allowed at the ground floor of Live-Work units.
D. Retail: Stores, restaurants, and similar facilities including by way of example, but not limited to, markets, stores, open air markets, cart vendors with city permission, kiosks, convenience stores, entertainment establishments, theaters, cinemas, restaurants, cafes, bars, banks, health and fitness clubs, clothing stores, fast food without drive thru service, and service retail such as day care and printing services. The Frontage Plan, Exhibit 17, shows the areas along the street frontages where retail is required and where it is optional. Outdoor dining is permitted in the Pedestrian Way, the Transit Plaza and along the river front. Outdoor dining is subject to clear pedestrian passage as specified later in the Design Standards. Open air markets and cart vendors are recommended in the plazas, parks, and along the Pedestrian Way and Riverside Drive.
E. Hotels: Includes premises available for long-term human habitation by means of rental, but excluding periods of more than a month's duration.
F. Municipal Facilities: Pump station and grit chamber buildings provided that they are treated as special architectural elements and provided they are designed in such a way not to emit odor or noise detectable by adjacent residential uses. An industrial ground water treatment plant is approved as part of the Municipal Facilities complex. This also includes offices for the Municipal Utilities Authority.
G. Parking: Parking includes under block, embedded mixed-use, and stand alone structures. The low intensity plan calls for under block parking depressed six (6) to eight (8) feet below sidewalk grade. Embedded parking occurs on the lower building floors typically within a single loaded corridor on the edge of the parking area. Mixed-use parking structures have any combination of retail and office at all or a portion of the ground level with parking located above or below.
H. Civic: These uses include a police substation, fire station, library, and a public elementary school. The elementary school is recommended on Block 4 adjacent to Central Park with specific recreation and outdoor facilities.The police substation and fire station are recommended for Block 6, (See Exhibit 16).
I. Religious: Institutions including churches, temples and mosques with accessory uses but not including elementary, middle or high schools.
J. Public parks and plazas: Open spaces that are publicly accessible including the Central Park, the Promenade, Riverfront Walkway, the Green and other incidental green spaces and recreation areas.
K. Marina uses and water recreation uses.
L. Mixed-Use that contains more than one permitted use.

Permitted Accessory Uses and Structures

A. A use of land customarily incidental and subordinate to the principal use of the land or building and located on the same lot with the principal use.
B. Flag poles, landmarks, architectural features, gateway monuments, kiosks, outdoor displays, and bicycle rental racks.
C. Private recreation facilities, including community buildings/clubhouses, swimming pools, tennis courts, etc.
D. Wireless antennas.

Interim Uses

The following shall be permitted Interim uses in the Area. The duration during which such uses may remain in place shall be determined by the City of Jersey City.

A. Parks.
B. Surface Parking Facilities for a maximum of 6 months.
C. Any other use that will not encumber the property in any way as would hinder the ultimate development of the permanent permitted use.
D. Construction Staging Areas.
E. Aggregate plant(s) including concrete and asphalt plants exclusively used for the construction of this project.
F. Temporary signs advertising the developments and sponsors.

Prohibited Uses

Any use not expressly permitted shall be prohibited within the Area. The following list includes examples of uses that are prohibited and is not intended to be exhaustive of all prohibited uses.

A. Drive-through commercial uses where patrons remain in automobiles.
B. Gas and service station and car wash facilities.
C. Vending machines, except within buildings.
D. Billboards.
E. Commercial kennels and animal husbandry facilities.
F. Depots for large scale storage or distribution of goods.
G. Scrap yards for the processing, storage, and disposal of waste materials.
H. Automotive sales, repair, or long-term storage.
I. Labor pool buildings, halfway houses, and food pantries.
J. 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.
K. Surface parking lots along street frontages with the exception of temporary parking lots.
L. No junked motor vehicles or parts thereof or boats shall be permitted to be stored on any lot within the Area. Outdoor parking of vehicles that are inoperable or unregistered shall be prohibited. Automotive repairs of any type are prohibited within the Redevelopment Area.
M. Stand-alone, single use commercial parking lots or parking fields are not permitted. Mixed-use parking structures and embedded parking are allowed and encouraged. Parking shall meet minimum standards
N. Chain link fencing shall be prohibited along all street frontages within the Area, except during construction. Chain link fencing for construction shall be dismantled and removed prior to the issuance of a Certificate of Occupancy.
O. The use of razor wire, barbed wire or other similar material is expressly prohibited within the Redevelopment Area.
P. Warehousing or distribution facilities.
Q. Junkyards, recycling facilities, or outdoor storage.
R. Industrial or manufacturing operations except concrete plants.

Land Use Regulations

S. Sale or distribution of pornographic material.
T. The construction of any building, utility line or other improvements which would cause a violation of any of the terms and conditions of the Deed Notice.
U. Cell phone towers.
V. Big box retail.

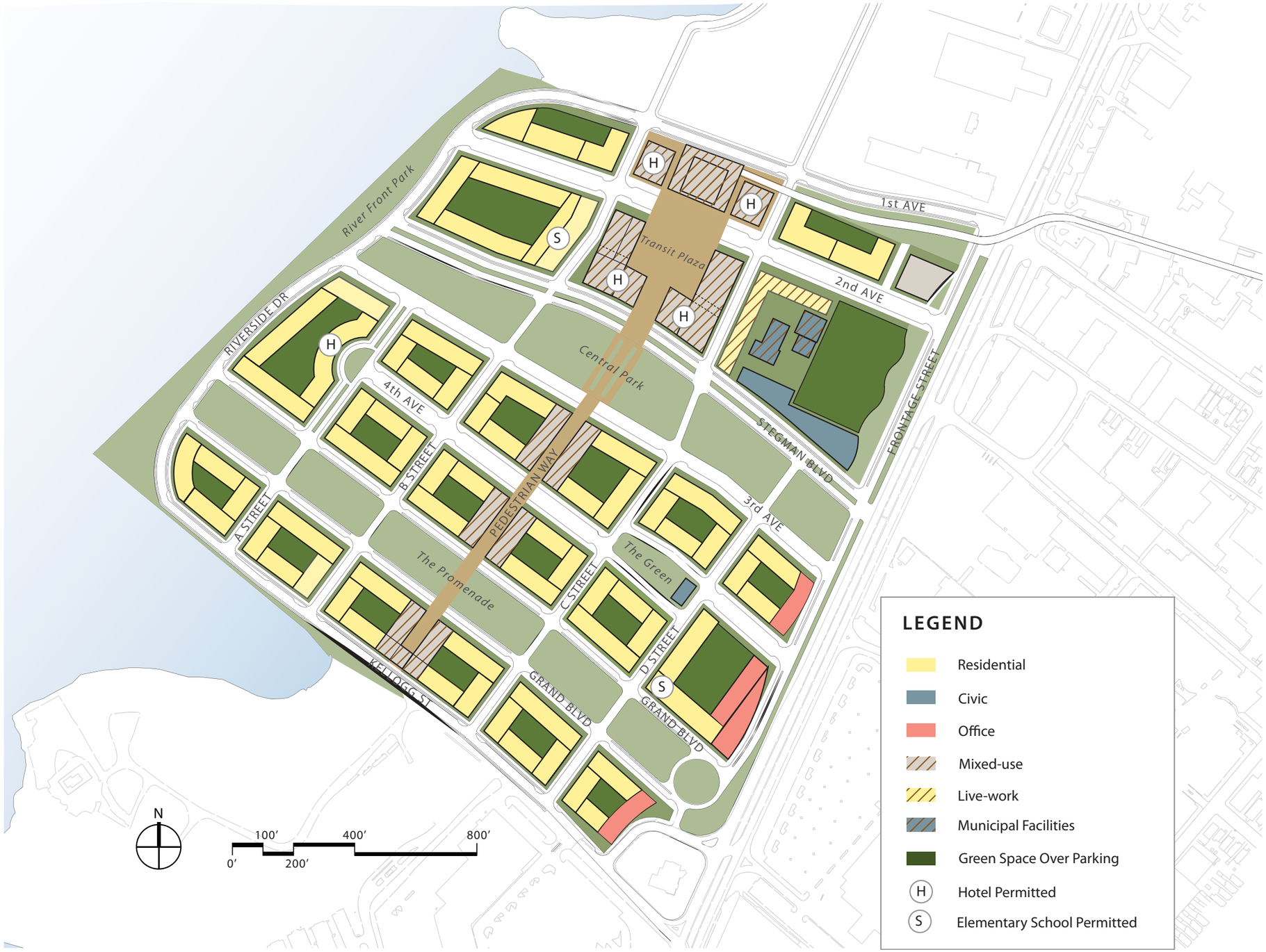


Exhibit 16
PREDOMINANT LAND USE PLAN

This plan indicates the predominant use of a building at specific locations on the plan. When combined with the Frontage Plan (Exhibit 17) a more specific land/building use plan emerges (see Exhibit 22). Other uses, such as hotels, have a range of options for locations. The predominant Land Use Plan is Residential, but combined with the frontage plan, some of these building could include retail, office or live-work.

Frontage Regulations

In the event of any conflict or inconsistency between the provisions of this Plan and the provisions of the City of Jersey City Zoning Ordinance, this Plan governs.

For the purposes of thorough communication, redundancies may exist in the text. If there are any conflicts between these Frontage Regulations and information contained elsewhere in this section, these Frontage Regulations will take precedence.

The Frontage Regulating Plan (Exhibit 17) indicates where specific frontage treatment and sidewalk edge uses are located. Frontage types and uses are shown as required and optional.

Exhibits 18 to 21 illustrate the specific frontage types.

Exhibit 17
FRONTAGE PLAN

LEGEND

- Retail: Those frontage lines designated on the Regulating Plan that are required to provide a shopfront making the ground level available for retail use. (See Exhibit 20)
- Retail Arcades: Those frontage lines designated on the Regulating Plan that have an option to provide a retail arcade. (See Page 165)
- Optional Retail: Those frontage lines designated on the Regulating Plan where retail uses are suggested but not required.
- Exposed Parking: Structured parking permitted to be visible to the sidewalk above the first floor level as long as the building facade for the parking is designed in the same form as the habitable housing.
- Office: Those frontage lines designated on the Regulating Plan requiring office uses at the ground level, except for small retail less than 2,000 square feet. (See Exhibit 21)
- Optional live-work: Those frontage lines designated on the Regulating Plan where live-work uses are permitted but not required.
- Residential: Those frontage lines designated on the Regulating Plan that may provide no Lodging, Office, Retail, or Civic Use. (See Exhibits 18 and 19)

Exhibit 18
MULTI-FAMILY FRONTAGE

Residential frontages with the lower level "town house" type units along streets must have the ground finished floor raised a minimum of 2 feet to a maximum of 4 feet above grade with expectations made for grade changes resulting from the Grading Plan (Exhibit120). All facades with residential frontages will have spaces allocated to a semi-public yard.

The semi-public edge should be heavily landscaped and edged by a metal/decorative fence and/or hedges or wall with a gate (no higher than three feet) that defines the walkway from the sidewalk to the stair (see Landscape Regulating Plan). A variety of stair and fence designs are recommended. An open stoop and/or covered portico is preferred. Stairs can extend directly to the sidewalk across a typical 10 to 15 foot semi-public edge or can turn sideways from the landing along the façade within a semi-public edge of less than 10 feet.

Exhibit 19
MIXED-USE OR APARTMENT FRONTAGE

Multi-family buildings that have a common access to multiple units have an on-grade access at the primary entrance. Residential units at the ground floor will be 2 to 4 feet above grade. Where the lobby remains at grade the lobby can extend out from the building face typically up to 10 feet. The remainder of the buildings frontages should have a landscaped semi-public edge. The lobby should have architectural prominence and comply with the standards set forth on page 159.

Exhibit 20
RETAIL FRONTAGE

Retail at the sidewalk level suggests the ground floor entrances to be on grade with the sidewalk. Awnings are recommended with specific attention paid to protection from the rain and sun.

When retail is along a thoroughfare, street trees, decorative lighting, and where possible, parallel parking form a buffer between moving traffic and the pedestrian realm. Trees should be trimmed of lower branches to allow visual access to store fronts and signs. Trees are not suggested on the Pedestrian Way.

The majority of retail in the plan is located along the Pedestrian Way and Transit Plaza which are pedestrian-only environments.

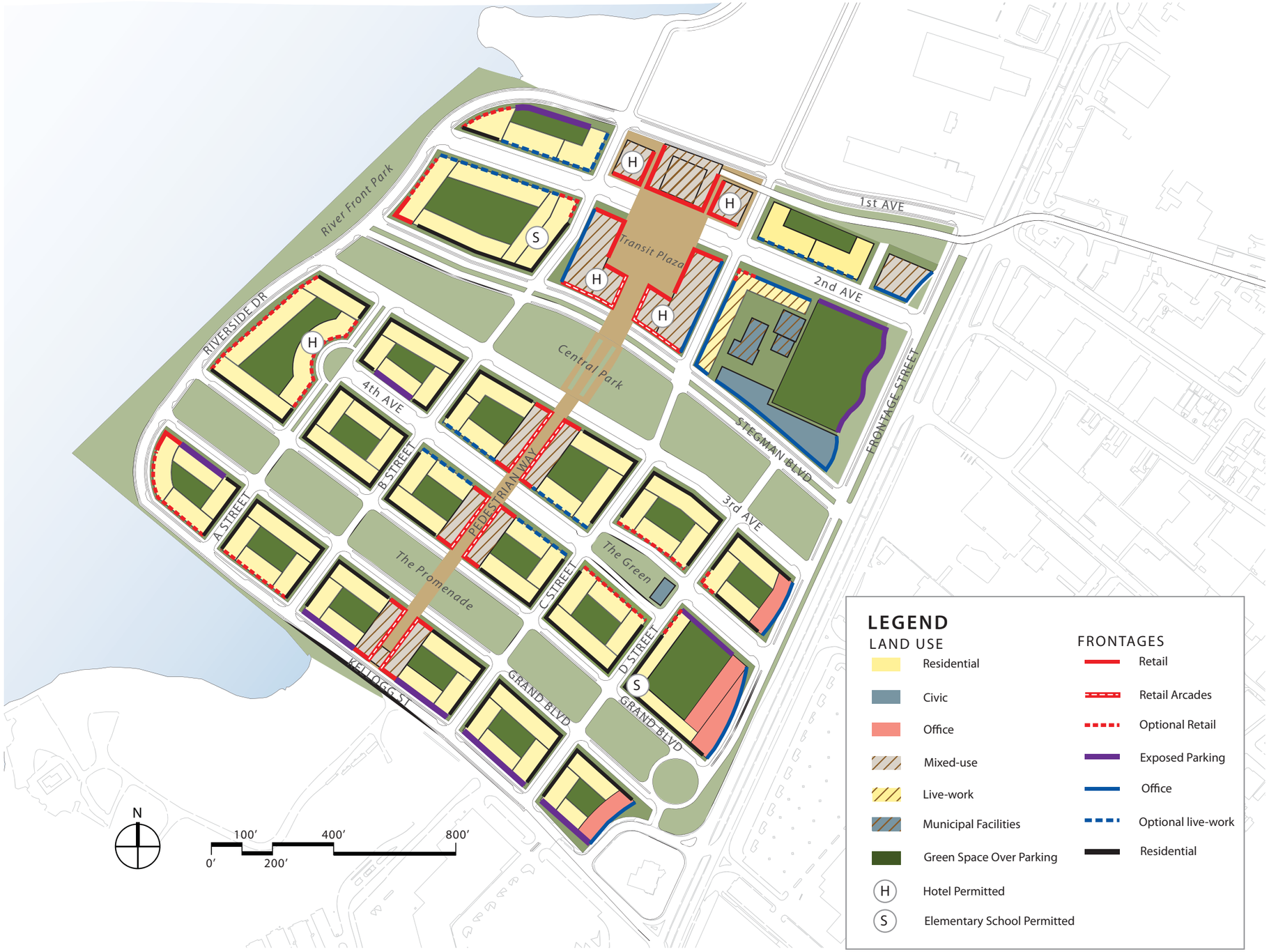
Outdoor displays and dining are allowed on retail sidewalks wider than 15 feet.

Exhibit 21
OFFICE/LIVE-WORK FRONTAGE

Access to office/live-work is on-grade in mixed-use or office type buildings and above grade in residential/live-work units with a semi-public edge in front. On-grade access should be from a walkway that crosses the semi-public edge, directing a pedestrian to a wide doorway with a canopy or entrance cover projection above the entrance. The remainder of the semi-public edge should be neatly landscaped. Small hanging signs and/or awnings are recommended. Semi-public edges and paths leading to units or offices should be maintained by the unit owner or building management.

Exhibit 22
SUPERIMPOSED LAND USE PLAN

This plan combines both the predominant land use plan (Exhibit 16) and the Frontage Plan (Exhibit 17) to provide a more complete overview of the required and optional land use for the Area.



SECTION 4 MOBILTIY REGULATING PLAN

Introduction

Streets will be the Area's most important public spaces. Streets function as the circulation for vehicles, bicycles, and pedestrians. The street network serves as the "bones" of the Bayfront I Redevelopment Area, forming the development blocks and open space system. Streets should be functional, beautiful, and safe. Streets include not only the cart way, curb, and parking edge, but also the landscaping, streetscaping, sidewalks, arcades, signing, and street wall. The perceived wealth and health of a community is determined through visual and spatial character of the street network and streetscape. Streets play a key factor in market "curb" appeal.

The functional, aesthetic, and perceptual characteristics of streets should be positively optimized and understood as a component of cityscape. This understanding results in places with the highest value and quality of life. It is the design of the streets, street wall, street network, vistas and landmarks that allow easy, legible and understandable movement of both vehicles and pedestrians throughout the site.

The Mobility Regulating Plans include the street, pedestrian, and loading and disposal regulations, the vehicular infrastructure layouts in the form of a Thoroughfare Regulating Plan (Exhibit 23), a Thoroughfare Section Location Plan (Exhibit 24), specific Thoroughfare Typologies (Exhibits 25 through 40) illustrated with sections and tables, a Vehicular Circulation Plan (Exhibit 41), Transit Plan (Exhibits 43, 44, and 45), Bicycle Plan (Exhibit 46), and Pedestrian Circulation Plan (Exhibit 47). Also, included in this section are the Loading and Disposal Locations (Exhibit 42).

Mobility General Regulations

For the purpose of thorough communication, redundancies may exist in the text. If there are any conflicts between these Mobility Regulations and information contained elsewhere in this section, these Mobility Regulations will take precedence.

Minor deviation to the circulation plans and street standards are anticipated and are allowed to accommodate the traffic improvements and flows or to accommodate new standards. The Frontage Street may be eliminated and replaced by the forthcoming Route 440 redesign.

Thoroughfares

The thoroughfare regulations consist of lanes for vehicles and bicycles, as well as pedestrians. Sidewalks and landscaping along these thoroughfares are required. The following standards must apply.

A. A key enabler to support this plan and the continued growth on the west side of Jersey City is a significant upgrade to the Route 440 infrastructure.
B. The street configurations and locations shall be designed to meet the projected traffic, transit and pedestrian volume and circulation needs of the Redevelopment Area. In addition, the streets should be designed to provide a sense of enclosure within the residential areas to enhance neighborhood character. Streets should visually terminate in specific locations or provide views through to the water's edge as appropriate, in order to provide physical and visual access to public places, the commercial core and mass transit facilities.
C. The street system shall take the form of a modified grid pattern with the Thoroughfare typology as shown on the Street Network Plan. The modified grid pattern shall create development blocks appropriately sized for the anticipated use of each block.
D. Commercial parcels may be larger in area to accommodate the specific commercial use. However, pedestrian access ways should be provided through these commercial parcels wherever possible at intervals no greater than every 600 feet.
E. All open space parcels shall be edged with thoroughfares.
F. Each thoroughfare type, i.e. neighborhood street, avenue, boulevard, etc., shall be dimensioned and specified as to right-of-way width, pavement width, sidewalk width, traffic lanes, parking lanes, planting treatment and other factors that may apply to both the functional and aesthetic character of the specific street as specified in the attached thoroughfare sections.
G. All streets shall be open to the public in order to provide access to the Redevelopment Area and the Waterfront Riverwalk along the Hackensack River. All streets shall be improved to finished specifications prior to the occupation of the building and offered to the city for dedication.
H. A Pedestrian Way is proposed to function as the major retail corridor as well as provide access from the southern extent of the Area to the northern extent of the Area terminating at the proposed Hudson-Bergen Light Rail Station.
I. The Pedestrian Way shall not provide any vehicular access, with the exception of light deliveries that support the day-to-day functioning of the building with which they are associated and emergency vehicles.
J. The Pedestrian Way must have a continuous paving that extends across all Avenues and Stegman Boulevard into the Transit Plaza. Paving materials in the Pedestrian Way shall be the same as in the Transit Plaza.
K. All avenues, drives, and boulevards shall provide on-street, curbside parking, with corner bump outs, available to the public, with the exception of the Pedestrian Way and thoroughfares classified as streets. "Streets" shall have no on-street parking.
L. The on-street parking spaces shall not be attached to any specific use or fulfill any specific parking requirement, but shall be used for guest and short term retail and office parking.
M. All on-street parking shall be priced and metered. The revenues shall be used to fund streetscape improvements and maintenance.
N. The street improvements identified in this section include all infrastructure, paving base and surfaces, sidewalks, street trees, street lights, and curbs to meet City standards as approved by City Engineers and the standards set forth in this plan.
O. Every street, except Riverside Drive, must have one of four types of bicycle lanes: striped on-street, bus/bike on-street, separated bicycle lanes, and multi-use paths. These lanes are specifically regulated in the Thoroughfare Sections.
P. All paving for bicycle lanes must be of a contrasting paving from that of the adjoining thoroughfare material and brightly colored.
Q. Bicycle lanes and paths must have striping and colored paving extend through every intersection in order to alert drivers to their presence and direct cyclist.
R. Wayfinding signage shall include: identification, routes, and crossing for bicycle lanes and pathways.
S. Where on-street parallel parking is located in a thoroughfare section, curb "bumpouts" are required. These bumpouts should be 7 to 8 feet wide, dependent upon the width allotted for the thoroughfare's corresponding parallel parking. See Exhibit 132.
T. The thoroughfare sections as shown on Exhibits 25 to 40 are mandatory, except for minor deviations to the plan approved by the Planning Board.

Transit

A. Specific alignment for any extension of the Light Rail shall be coordinated with the City, the property owner, and New Jersey Transit.
B. The Bus Circulator shall use the designated bus/bike lanes on "B" and "C" streets when the project reaches full build out, but may vary its route prior to full build out.
C. The residential, commercial and retail densities in this plan are contingent on achieving the light rail extension to the site.

Pedestrian Realm

A. Sidewalk areas must be provided along all streets and shall be properly sized for the safe and convenient movement of pedestrians through and around the Redevelopment Area taking into consideration such factors as: the volume of traffic on the street, the width of the roadway, and the adjoining land uses. The minimum unimpeded sidewalk width shall be ten (10) feet, inclusive of a curbside tree planting area, along the streets and a minimum of fifteen (15) feet along the avenues. The thoroughfare diagrams illustrate and provide the particular dimensions for sidewalk and semi-public edges of each thoroughfare type.
B. Sidewalk areas shall be attractively landscaped and durably paved in conformance with minimum Municipal standards and have both texture and pavement patterns, and shall be provided with adequate lighting. Decorative paving materials and pedestrian scale lighting is required. (See Landscape and Open Space Requirements)
C. Signalization with pedestrian signalization shall be installed as determined to be necessary by the Planning Board, based on generally accepted traffic engineering standards and/or as approved by the New Jersey Department of Transportation. Traffic signage shall be consolidated and affixed onto lampposts and traffic signal posts to the maximum extent practical so as to reduce the number of poles, obstructions and visual clutter in the streetscape and pedestrian movement.
D. All signal and light posts must be a consistent dark color.
E. All sidewalks and intersections must be ADA compliant.
F. Crosswalks are required at each intersection.
G. For the safety of the pedestrian and biker, no right turns on red lights shall be permitted.
H. Outdoor display areas and outdoor dining are recommended along all retail frontages.
I. Sidewalks, intersections, and crosswalks must be textured and incorporate paving patterns above basic poured concrete and crosswalk striping.
J. The frontage along the pedestrian way must be a continuous retail edge.
K. The Pedestrian Way can include arcades, large awnings, large windows, engaging signs, and outdoor cafes.
L. The Transit Plaza must be lined with retail on all edges.
M. The paving must be a continuous texture along the Pedestrian Way and the Transit Plaza.
N. Sidewalks must be located on the edges of the Central Park and the Promenade.
O. Large textures crosswalks must be installed across Route 440 to connect the Redevelopment Area to the new NJCU campus.
P. Sidewalks and crosswalks must connect Droyers Point and the new NJCU campus to the Redevelopment Area.

Loading and Disposal

For the good of the community and for the Plan to be successful it is necessary to restrict the locations of loading areas and docks, garbage and recycling facilities. Because the Plan focuses on increasing the pedestrian realm and activity on the street, exposed loading and disposal facilities would lessen value. For those reasons there are the following stipulations:

Mobility General Regulations

A. Loading access shall be permitted as indicated in the Loading and Disposal Plan (see Exhibit 42) All loading areas shall be provided for in the interior of the structure either above or below grade and accessed through a 24' wide two-story access ramp leading to the service area. Access shall be from secondary streets only and parking or loading functions shall be on ground level.
B. Developers shall demonstrate that sufficient off-street loading will be provided to meet the needs of the proposed use. Loading operations shall be conducted so as to minimize conflicts with traffic circulation. All off street loading areas must be able to be closed with door(s) that complement the architecture of the structure it is serving.
C. On-street loading shall be limited to light deliveries that support the day-to-day functioning of the building with which they are associated. Specific on-street loading areas must be designated at one per block.
D. Each building shall provide concealed space to house a garbage dumpster and recyclable containers.
E. Off-street loading docks shall be provided for each building. At a minimum, each building shall have one loading dock. The number of loading docks required will be based on square footage of the building.
F. Each building shall be designed so as to accommodate easy, safe, and sanitary access to garbage dumpsters and recyclable containers by residents and carters.
G. Enclosed garbage and recycling facilities shall be provided with each building and be sized for expected users with proper ventilation. In mixed-use or residential buildings such an enclosure must have a roof.
H. Specific locations within each block must be designated as loading and package drop-off zones. At these locations the parallel parking shall be removed and substituted for a short term loading area. Minimum length shall be 30 feet and designated with appropriate sign, ground texture, and/or striping. Off-street loading docks shall be provided for each building.

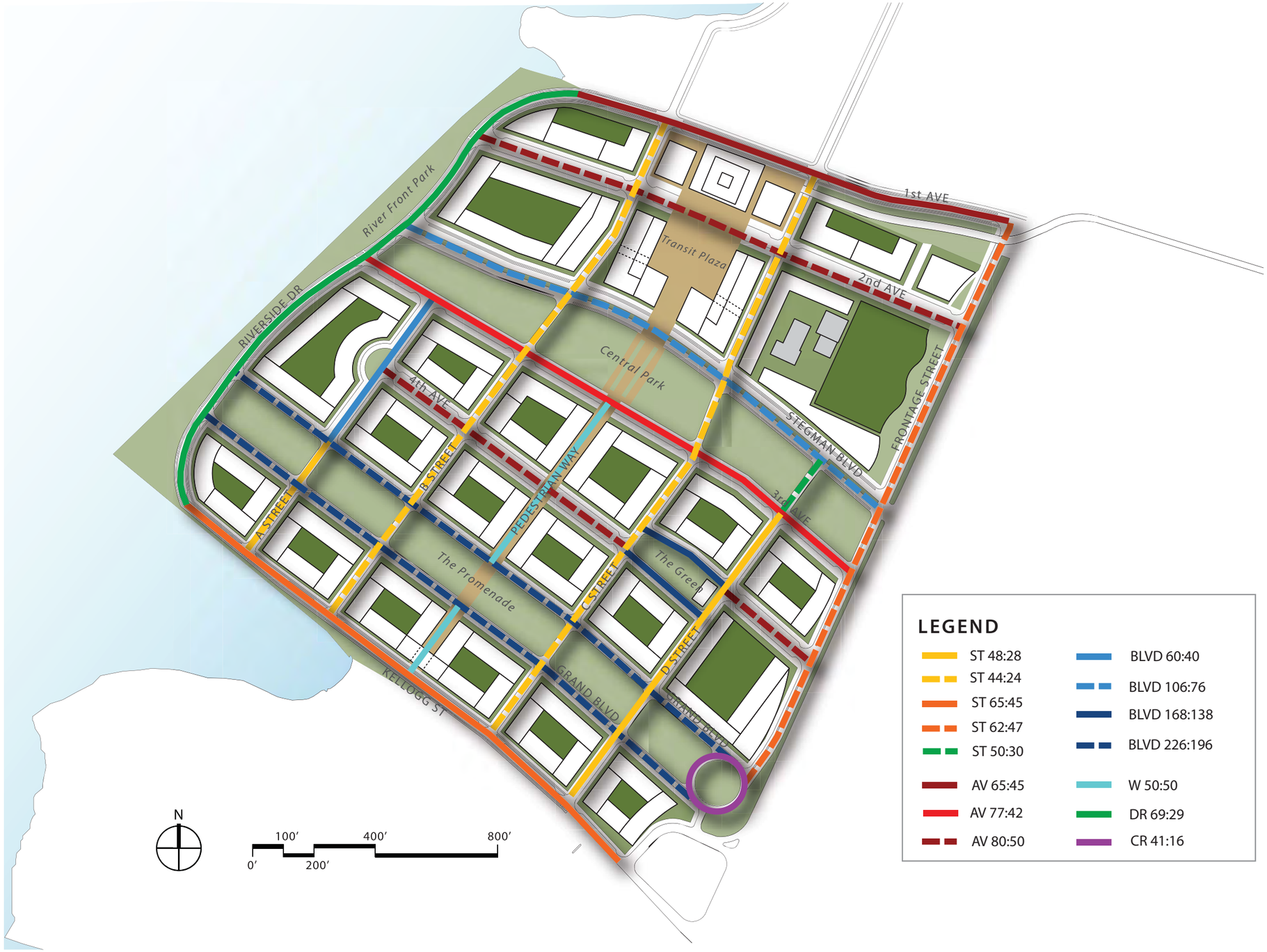


Exhibit 23
THOROUGHFARE REGULATING PLAN

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

The Thoroughfare Plan exhibits a hierarchical interconnected network. The range of street typology corresponds with the function and form of the street. There are six (6) street categories; Boulevard, Avenue, Drive, Street, Frontage Street, and Pedestrian Way.

The thoroughfare labels refer to specific street designs included in the Thoroughfare Standards (Exhibits 25 through 40). The following labels are used for the thoroughfares:

ST – Street
AVE – Avenue
BLVD – Boulevard
W – Pedestrian Way
DR – Riverside Drive
CR – Circle

LEGEND

ST 48:28	BLVD 60:40
ST 44:24	BLVD 106:76
ST 65:45	BLVD 168:138
ST 62:47	BLVD 226:196
ST 50:30	
AV 65:45	W 50:50
AV 77:42	DR 69:29
AV 80:50	CR 41:16

The labels indicate the right-of-way width and cartway width. For example, ST:80:38 is a "Street" with an 80 foot right-of-way and a 38 foot cartway width from curb to curb.

Streets are generally parallel to Route 440 and the river, where Boulevards and Avenues are generally perpendicular to the river and Route 440. Two exceptions to this are the Pedestrian Way and Riverside Drive which are parallel to the River.

The thoroughfare network defines 23 blocks of varied sizes. The landscaping layout and street-parking arrangements are indicated in the Thoroughfare Standards. The streetscape for key thoroughfares is illustrated graphically in the Streetscape Section of this Redevelopment Plan.

Thoroughfare Overview

There are fifteen (15) thoroughfare types in the Redevelopment Area. Boulevards are the major image thoroughfares. There are two boulevards: Stegman Boulevard and Grand Boulevard. Directly across Route 440 is the proposed NJCU West Side Campus. The plan includes a boulevard that extends from the center of that plan to Route 440. The Bayfront I Redevelopment Plan continues that boulevard from the NJCU Plan along "Central Park." The boulevard is the major entry point from Route 440, NJCU, and serves as the gateway to the Area allowing and encouraging vehicular and pedestrian access from the upper West Side neighborhoods as well as from the college. The boulevard is designed to have a recessed stormwater infiltration median, with long grasses and tress. Stegman Boulevard on the Thoroughfare Network Plan and the Thoroughfare Sections, Exhibit 30 is the boulevard continued from the NJCU redevelopment. The second boulevard is the Grand Boulevard with a couplet of streets that edge The Promenade, a 124 foot linear park in similar character as Commonwealth Boulevard in Boston.

Avenues are the next highest order of vehicular and pedestrian circulation throughout the Bayfront I Plan. Avenues connect the Frontage Road and Riverside Drive forming the major east/west vehicular movements throughout the site. The Avenues are larger in cartway width and will have on-street parking available. Other than the boulevard, the avenues are the circulation elements around "Central Park" and "The Promenade." Avenues are designed to have either striped or separated bicycle lanes, wider sidewalks, and varied frontages.

The Riverside Drive begins at the north-west corner of the Area and continues all the way along the edge of the Area at the south-east corner. The Riverside Drive is meant to be a form of secondary circulation. The drive is unique, because on one side is the Riverfront Park and Walkway and the Hackensack River, with the other side having various types of building frontage. The drive is a series of "soft" curves providing an interesting experience for drivers, and pedestrians. The drive will have parking on the building edge of the street, with a dedicated bicycle lane along the riverfront edge thereby keeping the view open.

Streets connect the avenues and boulevards and provide narrower, quieter residential thoroughfares opportunities. Within the network of "streets", there are three typologies. First "street" type is the traditional bi-directional two-lane street with striped bicycle lanes. "A" Street and "D" Street are this type. "A" Street has the second "street" type which is an expansion of the tradition bi-directional street to include a center green median. This provides a visual termination to 4th Avenue and lends grandeur to the connection between "Central Park" and "The Promenade." The third "street" type is a uni-directional two-lane street, with one lane dedicated to a bus-circulator that runs north/south throughout the Bayfront I Area. "B" Street and "C" Street are this type. All Streets are designed with the bicycle and pedestrian in mind, providing separate bicycle lanes and tree-lined sidewalks typically with a residential frontage.

In addition to the four (4) major street types there are two (2) additional typologies unique to the Bayfront I Redevelopment Area. First, the Bayfront I Redevelopment Plan is designed with a Frontage Street along Route 440 as an easy on/off entry and exit to the Area. The Frontage Street t is one way with two lanes of traffic and allows easy north to south movement within the area thereby limiting impact on Route 440. The Frontage Street will have several turning points on and off of Route 440 allowing a manageable flow of traffic.

The second unique typology to the street network of the Bayfront I Redevelopment Plan is a fifty (50) foot wide Pedestrian Way. The Pedestrian Way is based of the northern European models of pedestrianism and the success of "open air" life quality centers in the United States. The Pedestrian Way will be the major retail focus within the Bayfront I Plan. The Pedestrian Way connects Society Hill and Droyers Point in the south with the NJ Transit Light Rail station at the north end of the Area. The Pedestrian Way will be brick or cobblestone textures, have plenty of outdoor dining and retail opportunities and will be lit by overhead and building lighting connected on cables.

Each of the types within the network should be buffered with landscaping and decorative lampposts to enhance pedestrian circulation. On-street parking is recommended on all streets except where specifically prohibited (i.e., the Pedestrian Way and "streets")

In order to maximize the pedestrian experience, provide opportunities for safe walkways, outdoor dining may provide the development a distinct appearance and image. All the streets should be extensively landscaped with street tress, decorative lamp posts, distinctive paving textures, and a semi-public green space between the edge of the sidewalk and residential building edges, further enhancing the "green" feeling of the street. The street system with the building wall along street frontages is designed to provide a sense of enclosure, to enhance the distinct character, and visually terminate at desired locations.

The streets serving the proposed Redevelopment Area have a recommended range of lanes, turning movements, and parking arrangements. The specific design and geometries of the improvements should be determined by the City's Engineer. Each typology is illustrated and codified in Exhibits 25 through 40.

This Plan recommends two streets that extend north-north east outside the Redevelopment Area. This plan assumes that in the future these areas will also undergo redevelopment and at such time the streets and the bus circulator will be extended.

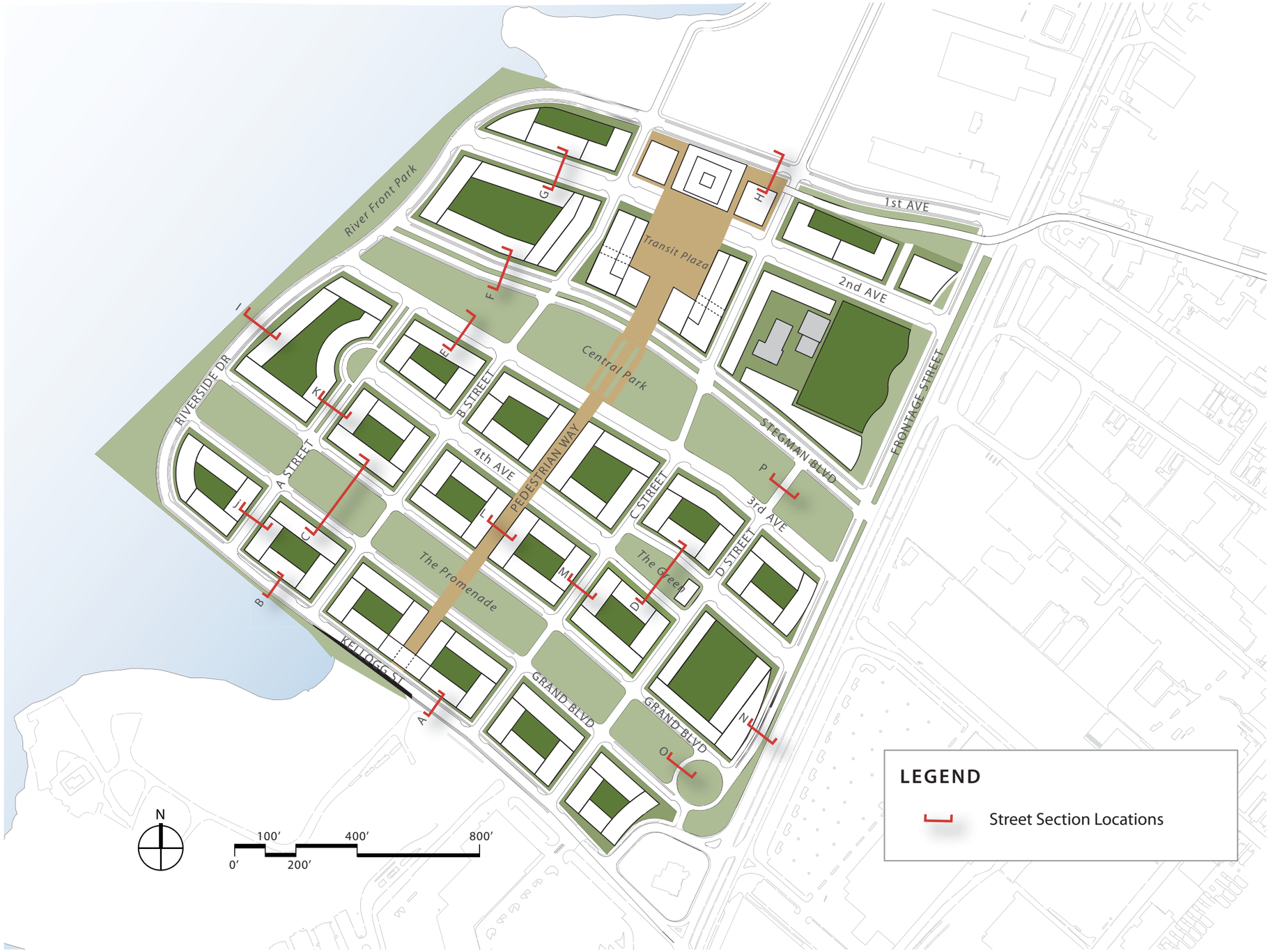


Exhibit 24
THOROUGHFARE SECTION PLAN

Each typology will have a set of standards applicable to that type. There are fifteen (15) major street typologies with slight allowable variations that are illustrated for each typology. Each type corresponds to the Thoroughfare Section Plan, Exhibit 24. Each type has a set of standards including travel and parking lane direction and width, curb radius, vehicular design speed, approximate pedestrian cross time, sidewalk width, street furniture and lighting, and street type and height.
Exhibit 24 Thoroughfare Section Plan

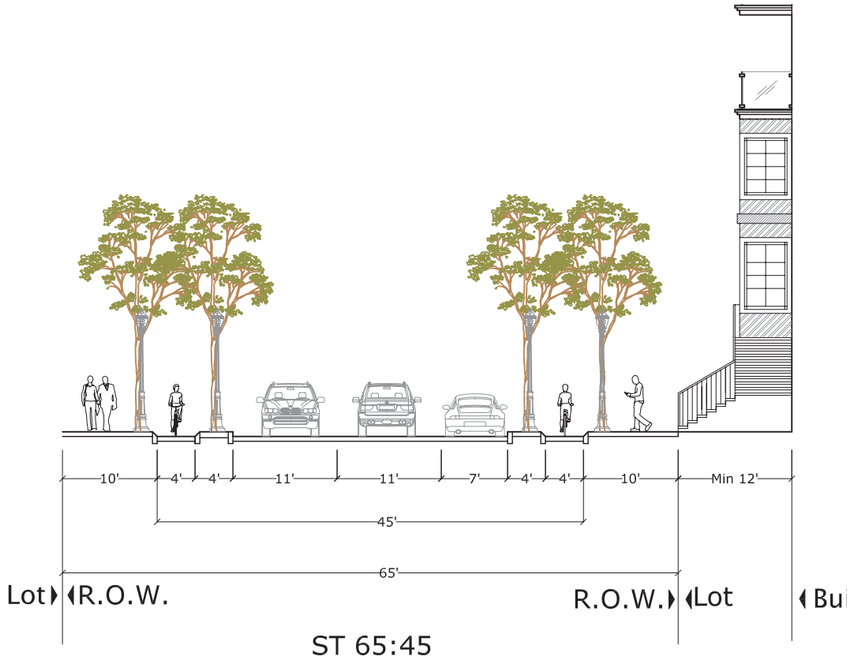
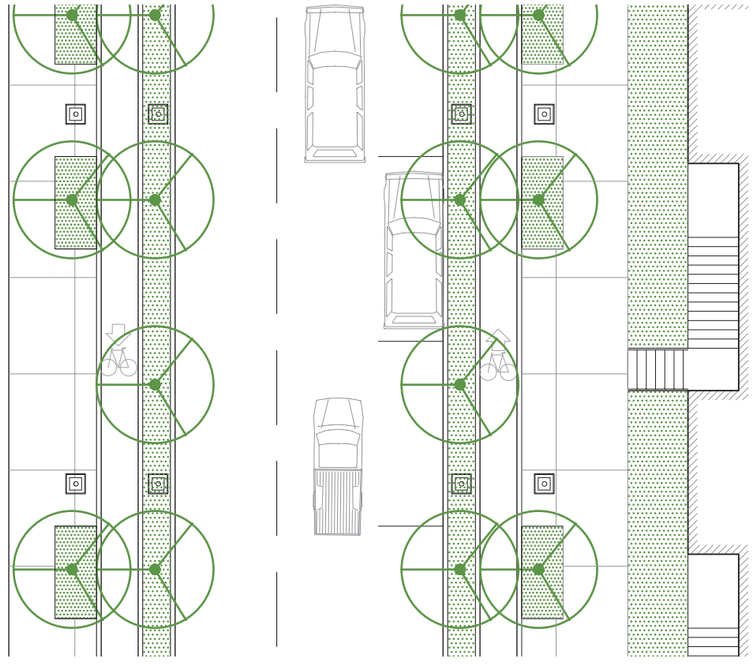
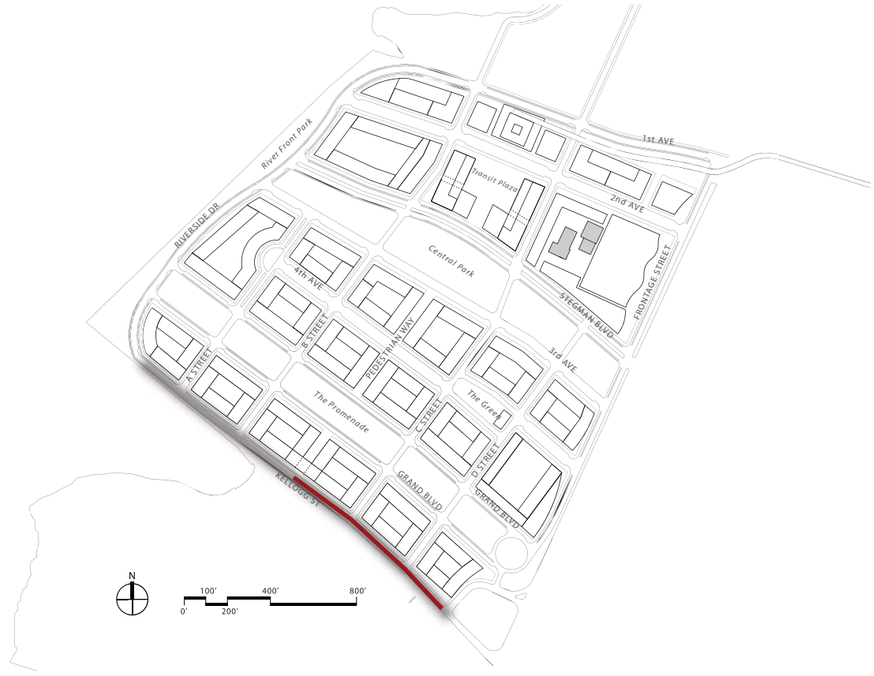


Exhibit 25

KELLOGG STREET ST:65:45
SECTION A

ST:65:45	
Travel Lanes	2
Travel Direction	Bi-Directional
Lane Width	11 feet
Design Speed	25 MPH
Curb Radius	12 feet
Parking	Parallel
Bike Lane Type	Separated Lane
Bike Lane Width	4 feet
Sidewalk Width	10 feet
Lighting Height	12 to 14 feet
Light Type	Pole Mounted
Light Spacing	40 feet
Planting Strip Length	6 to 8 feet
Street Tree Spacing	20 feet
Street Tree Canopy Size	25 feet
Street Tree Type	Varies





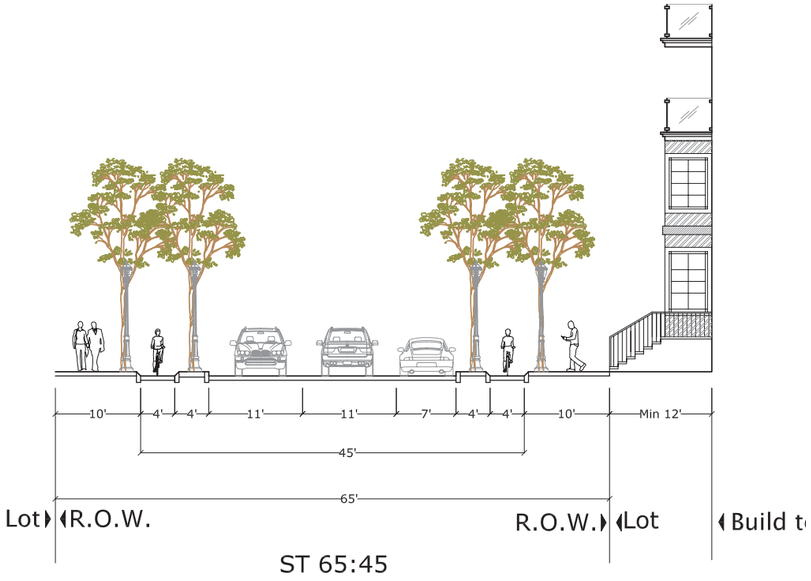
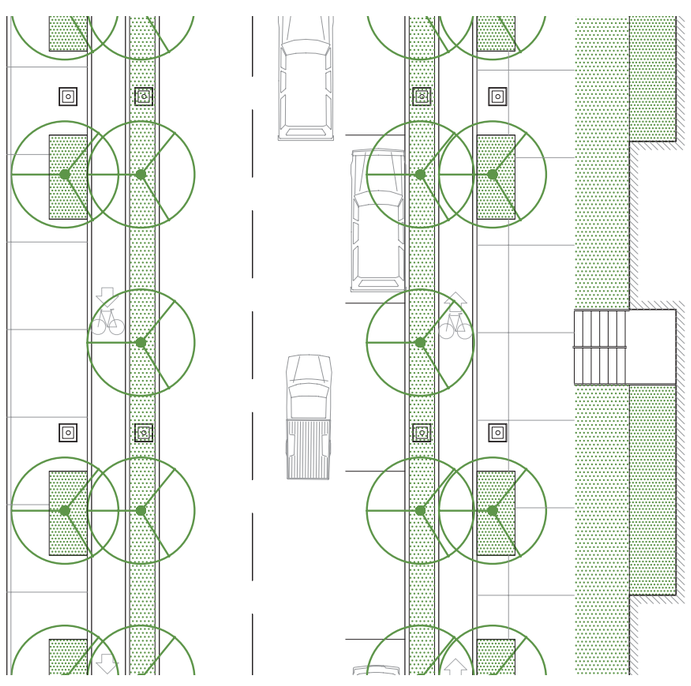


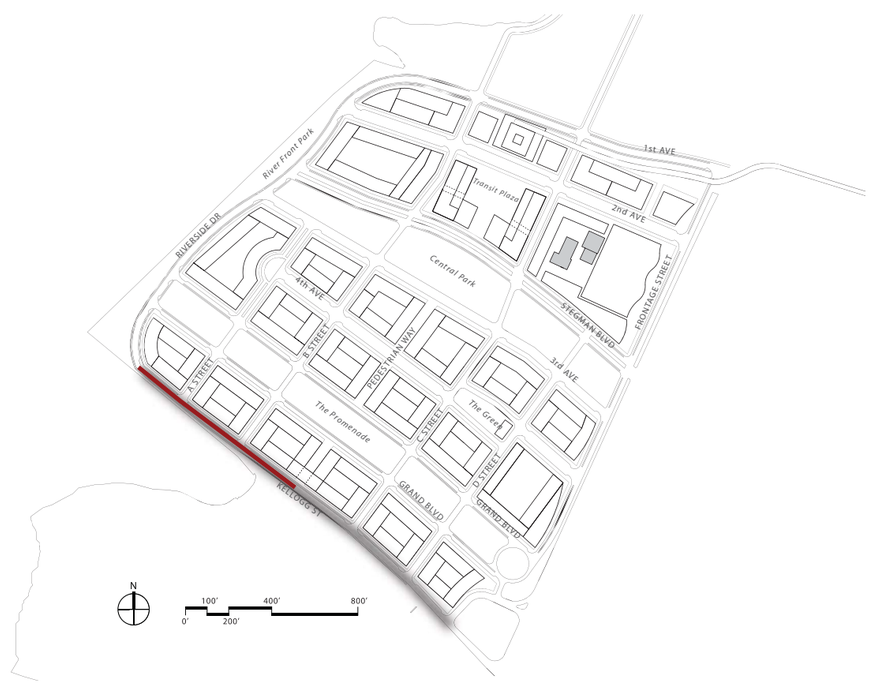
Exhibit 26

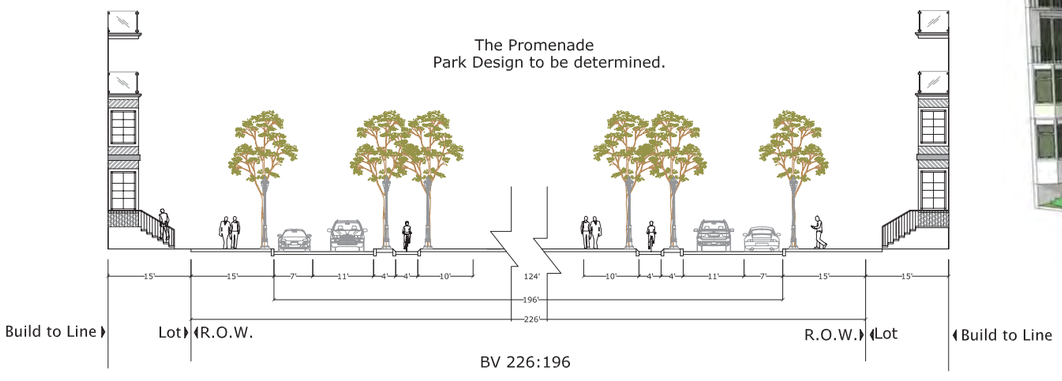
KELLOGG STREET ST:65:45

SECTION B

ST:65:45	
Travel Lanes	2
Travel Direction	Bi-Directional
Lane Width	11 feet
Design Speed	25 MPH
Curb Radius	12 feet
Parking	Parallel
Bike Lane Type	Separated Lane
Bike Lane Width	4 feet
Sidewalk Width	10 feet
Lighting Height	12 to 14 feet
Light Type	Pole Mounted
Light Spacing	40 feet
Planting Strip Length	6 to 8 feet
Street Tree Spacing	20 feet
Street Tree Canopy Size	25 feet
Street Tree Type	Varies







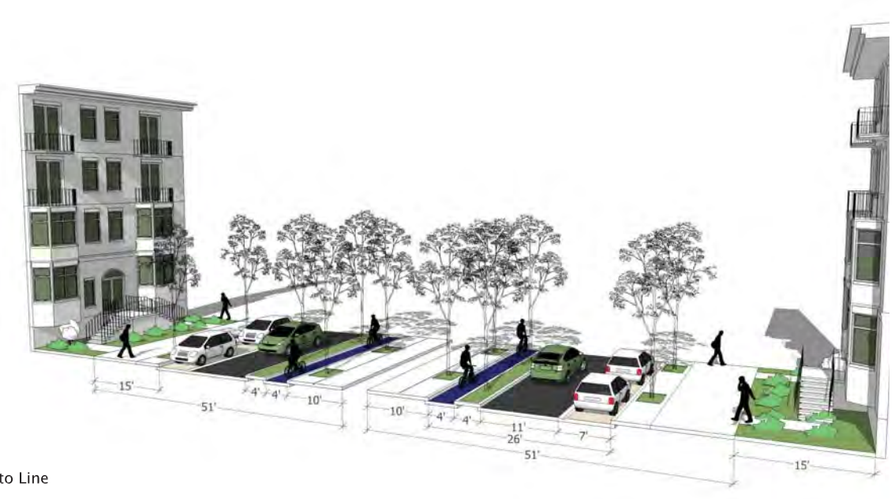
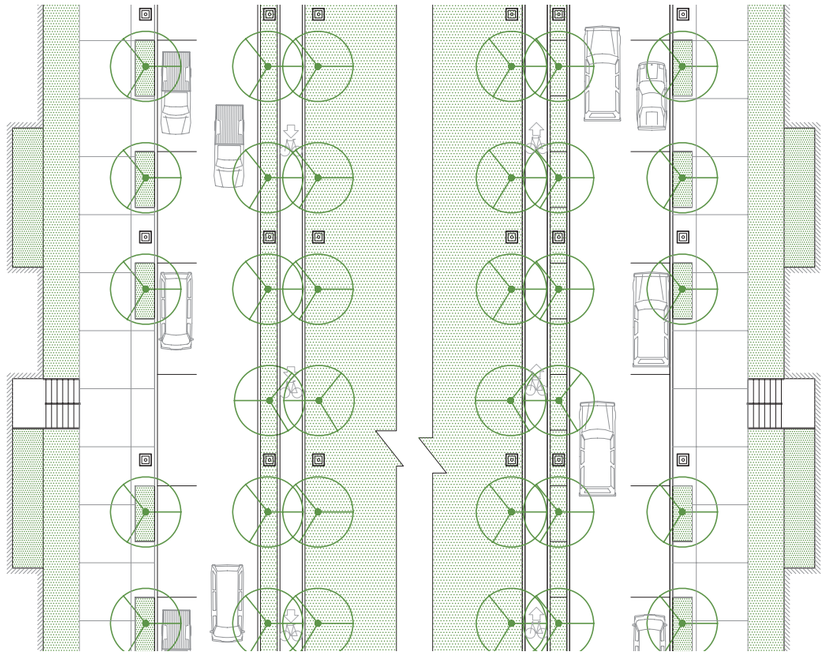


Exhibit 27

GRAND BOULEVARD BLVD:226:196
SECTION C

BLVD:226:196	
Travel Lanes	2
Travel Direction	Bi-Directional
Lane Width	11 feet
Design Speed	25 feet
Curb Radius	15 feet
Parking	Parallel
Bike Lane Type	Separated Lane
Bike Lane Width	4 feet
Sidewalk Width	15 feet
Lighting Height	16 to 24 feet
Light Type	Pole Mounted
Light Spacing	40 feet
Planting Strip Length	6 to 8 feet
Street Tree Spacing	20 feet
Street Tree Canopy Size	25 feet
Street Tree Type	Varies



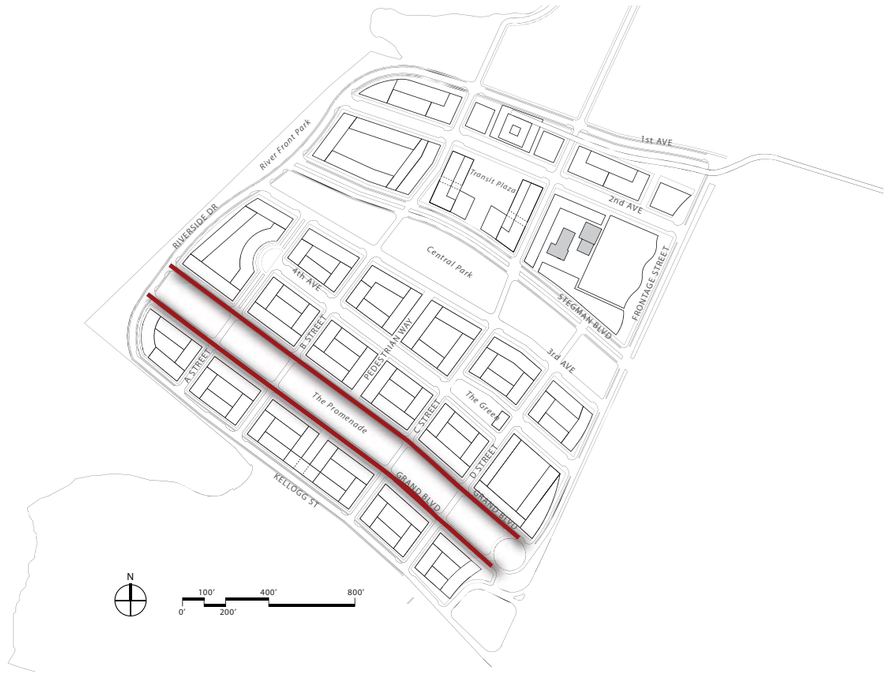
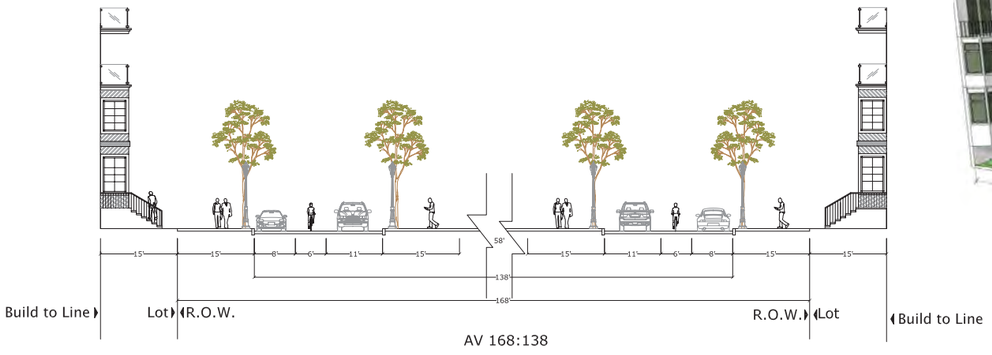
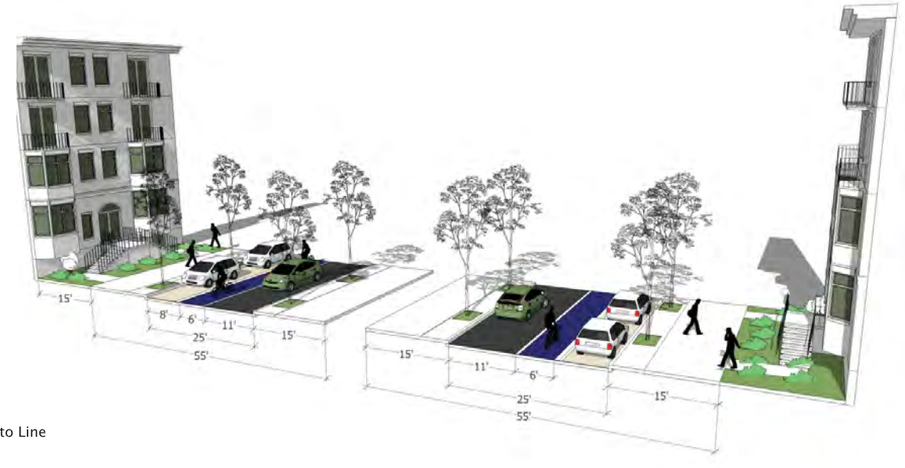
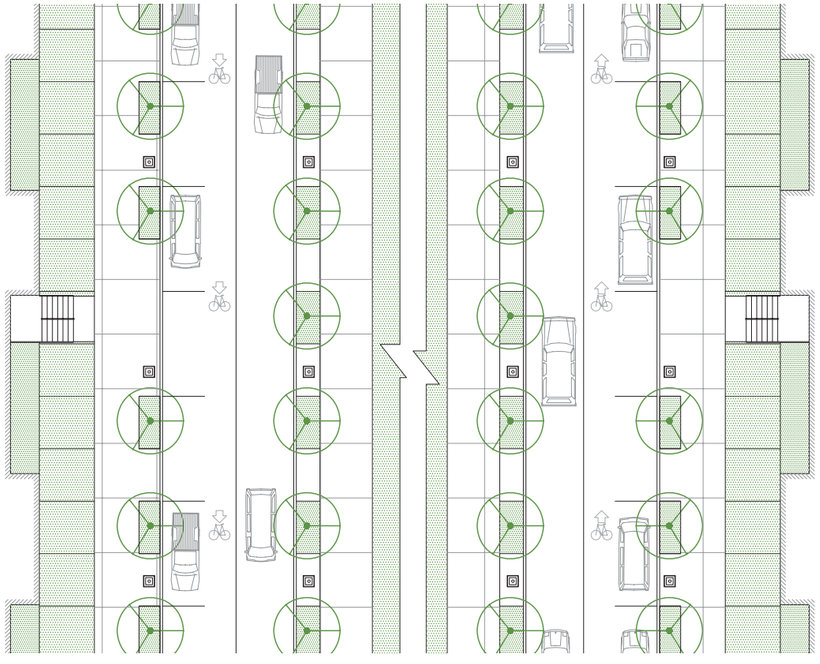


Exhibit 28
FOURTH AVENUE AV:168:138
SECTION D





AV:168:138	
Travel Lanes	2
Travel Direction	Bi_Directional
Lane Width	11 feet
Design Speed	35 MPH
Curb Radius	15 feet
Parking	Parallel
Bike Lane Type	Stripped
Bike Lane Width	6 feet
Sidewalk Width	15 feet
Lighting Height	12 to 14 feet
Light Type	Pole Mounted
Light Spacing	40 feet
Planting Strip Length	6 to 8 feet
Street Tree Spacing	20 feet
Street Tree Canopy Size	25 feet
Street Tree Type	Varies



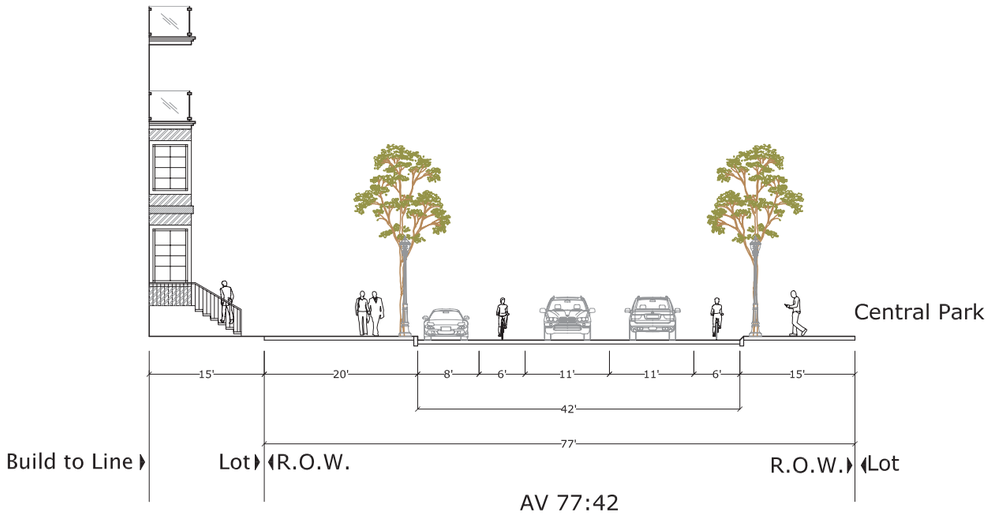
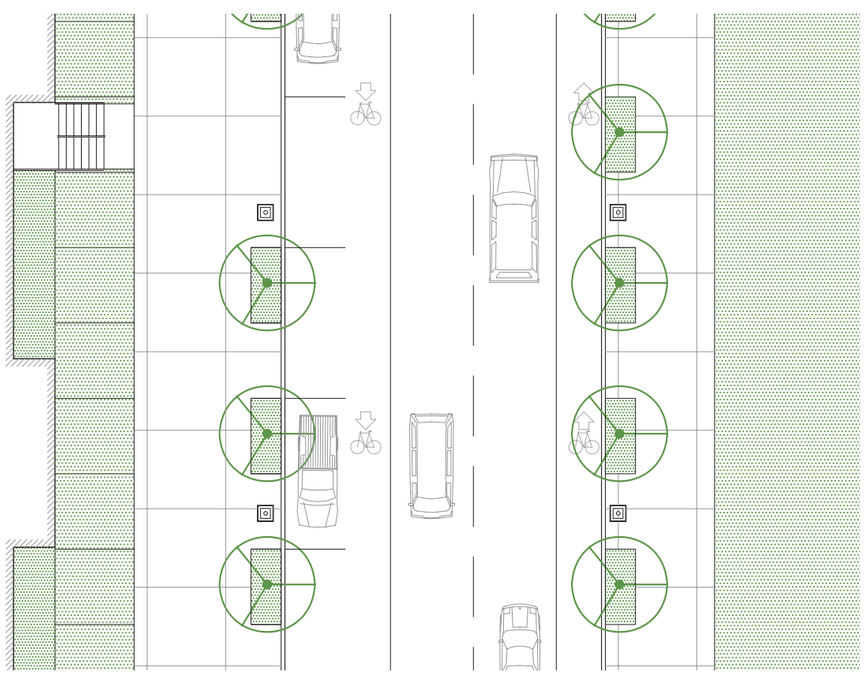


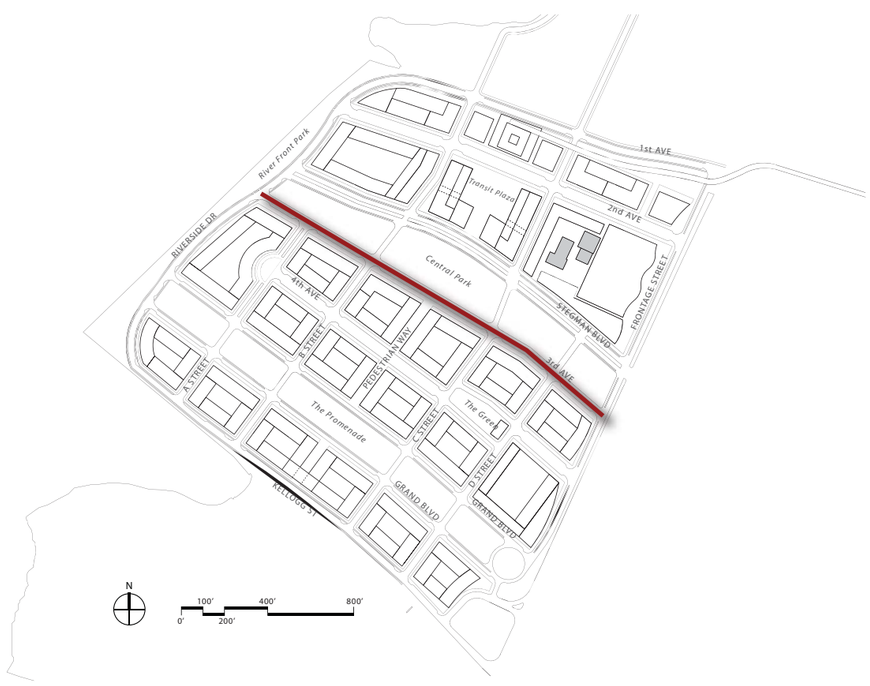
Exhibit 29

THIRD AVENUE AV:77:42

SECTION E

AV:77:42	
Travel Lanes	2
Travel Direction	Bi-Directional
Lane Width	11 feet
Design Speed	25 MPH
Curb Radius	12 feet
Parking	Parallel
Bike Lane Type	Striped
Bike Lane Width	6 feet
Sidewalk Width	20 feet
Lighting Height	12 to 14 feet
Light Type	Pole Mounted
Light Spacing	40 feet
Planting Strip Depth	6 to 8 feet
Street Tree Spacing	20 feet
Street Tree Canopy Size	25 feet
Street Tree Type	Varies





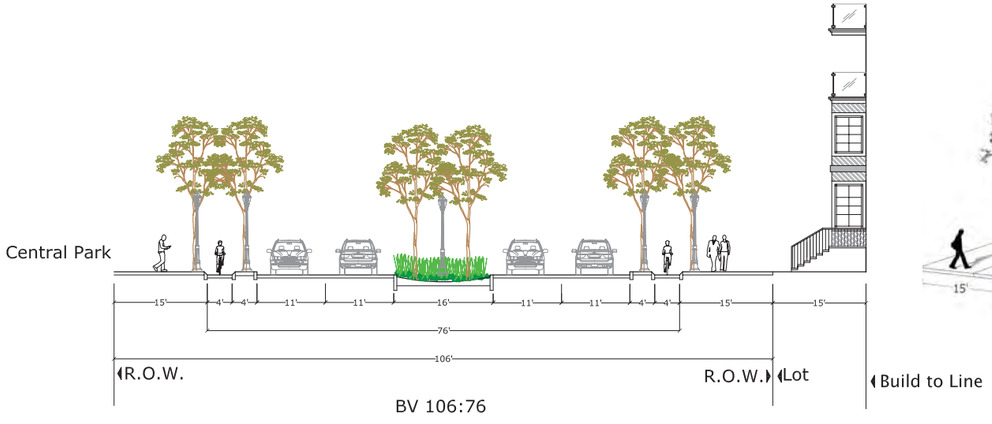
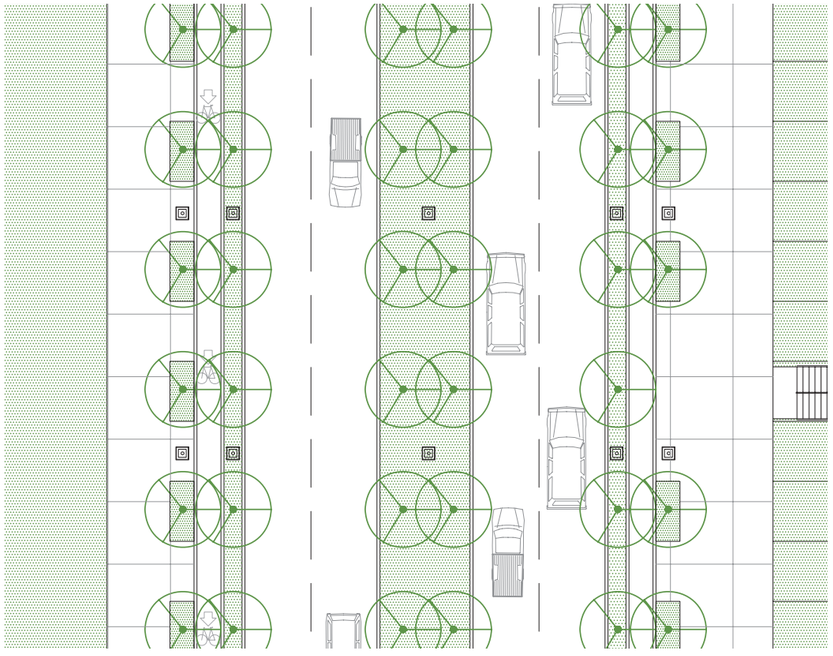


Exhibit 30

STEGMAN BOULEVARD BLVD:106:76
SECTION F

BLVD:106:76	
Travel Lanes	4
Travel Direction	Bi-Directional
Lane Width	11'
Design Speed	25 MPH
Curb Radius	15 feet
Parking	N/A
Bike Lane Type	Separated Lane
Bike Lane Width	4 feet
Sidewalk Width	15 feet
Lighting Height	16 to 24 feet
Light Type	Single or Double Armed Post
Light Spacing	40 to 60 feet
Planting Strip Length	6 to 8 feet
Street Tree Spacing	20 feet
Street Tree Canopy Size	25 feet
Street Tree Type	Varies



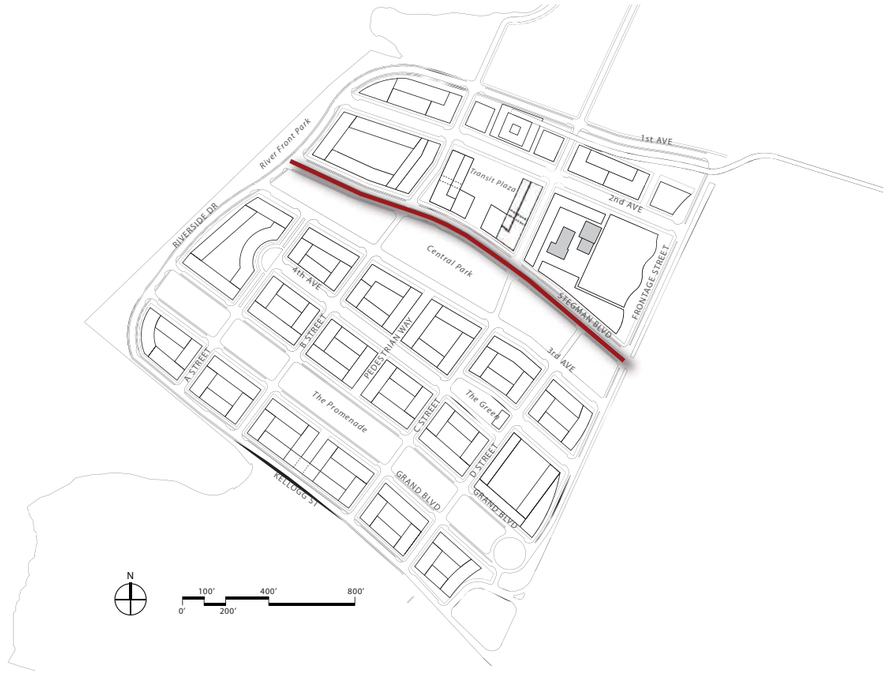
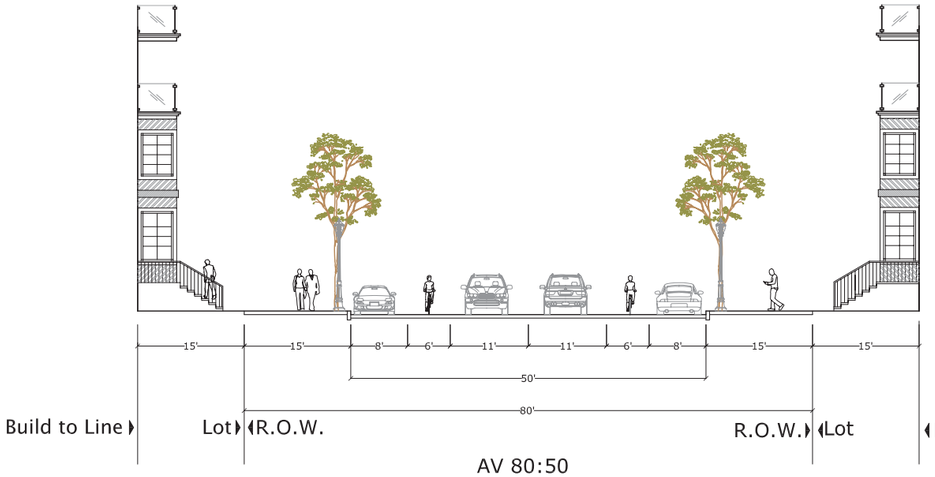


Exhibit 31

SECOND AND FORTH AVENUE AV:80:50
SECTION G



AV:80:50	
Travel Lanes	2
Travel Direction	Bi-Directional
Lane Width	11 feet
Design Speed	35 MPH
Curb Radius	15 feet
Parking	Parallel
Bike Lane Type	Striped
Bike Lane Width	6 feet
Sidewalk Width	15 feet
Lighting Height	12 to 14 feet
Light Type	Pole Mounted
Light Spacing	40 feet
Planting Strip Length	6 to 8 feet
Street Tree Spacing	20 feet
Street Tree Canopy Size	25 feet
Street Tree Type	Varies

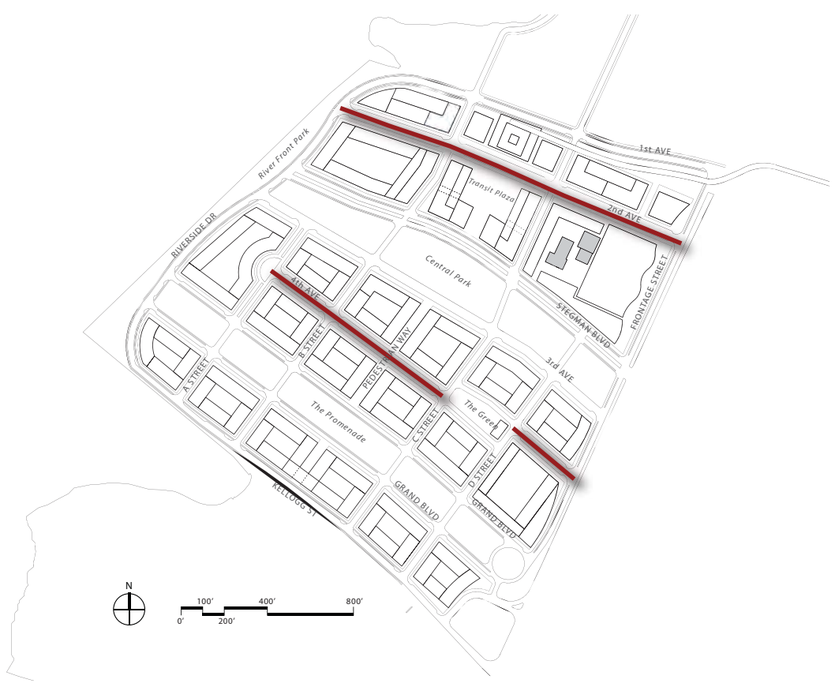
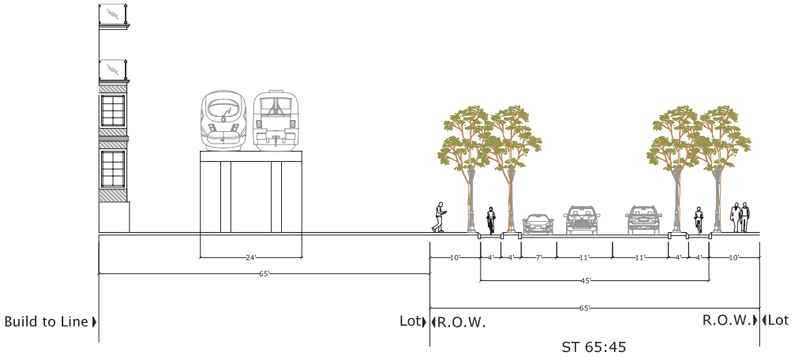
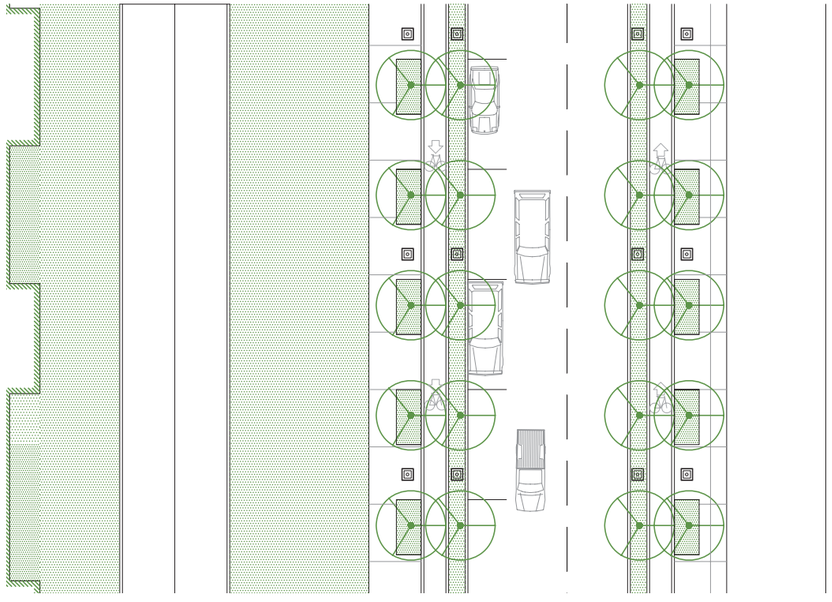


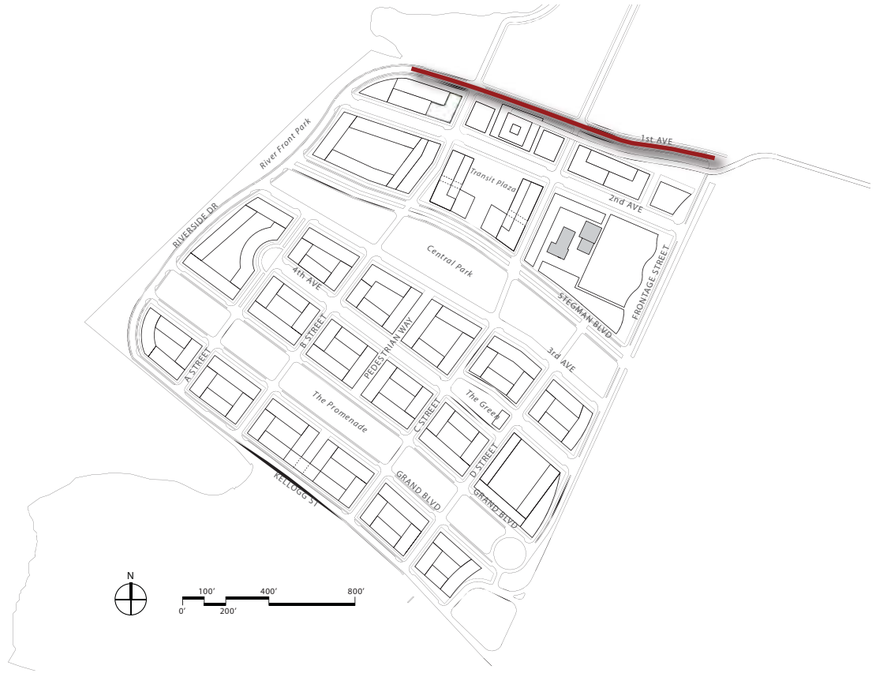
Exhibit 32
FIRST AVENUE AV:65:45
SECTION H



ST 65:45

AV:65:45	
Travel Lanes	2
Travel Direction	Bi-Directional
Lane Width	11 feet
Design Speed	25 MPH
Curb Radius	12 feet
Parking Lane Width	7 feet
Bike Lane Type	Separated Lane
Bike Lane Width	4 feet
Sidewalk Width	10 feet
Lighting Height	12 to 14 feet
Light Type	Pole Mounted
Light Spacing	40 feet
Planting Strip Length	6 to 8 feet
Street Tree Spacing	20 feet
Street Tree Canopy Size	25 feet
Street Tree Type	Varies





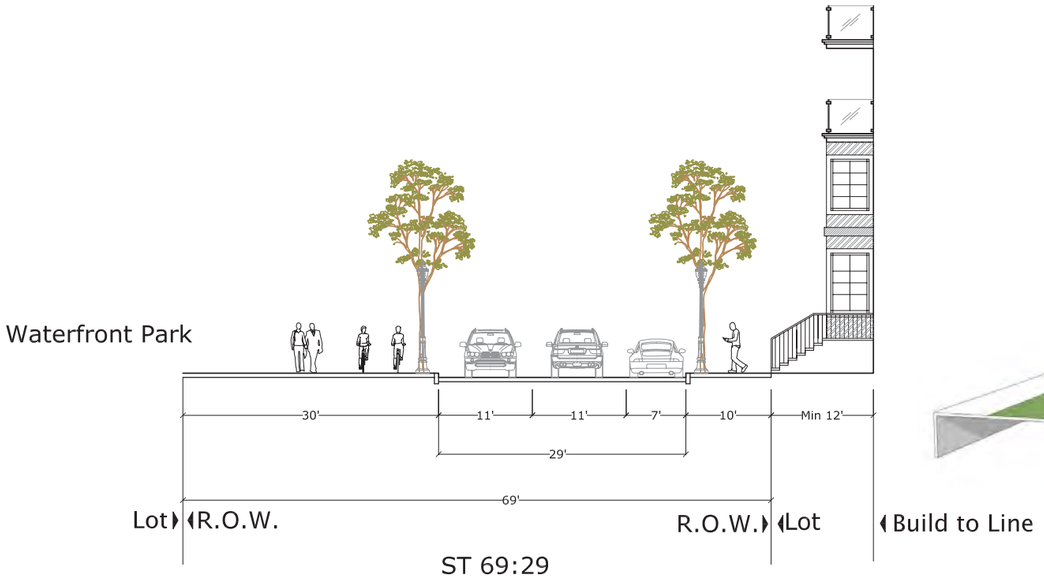
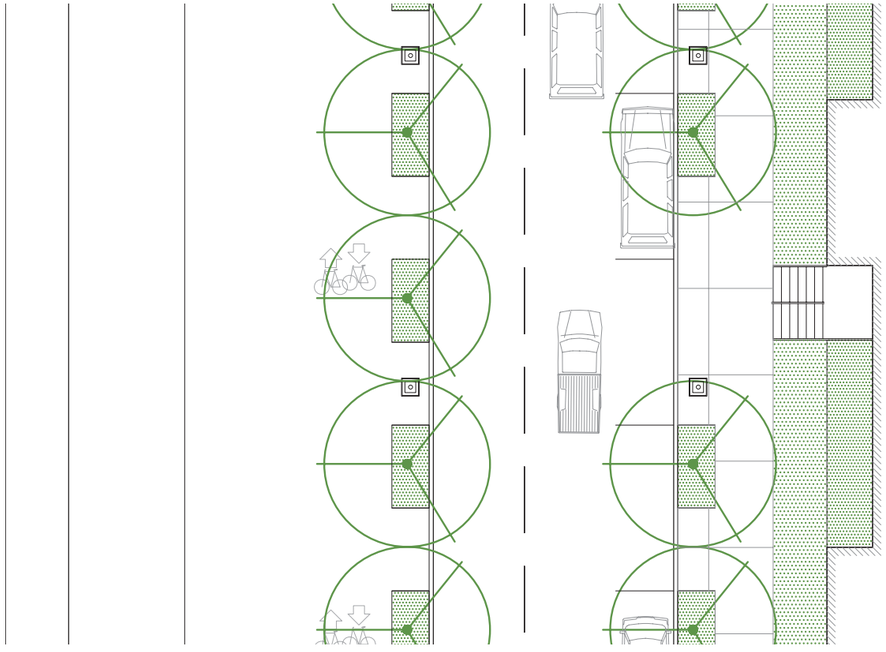


Exhibit 33

RIVERSIDE DRIVE DR:69:29
SECTION I

DR:69:29	
Travle Lanes	2
Travel Direction	Bi-Directional
Lane Width	11 feet
Design Speed	35 MPH
Curb Radius	12 feet
Parking	Parellel
Bike Lane Type	Dedicated Lane
Bike Lane Width	n/a
Sidewalk Width	10 feet
Lighting Height	10 to 14 feet
Light Type	Pole Mounted
Light Spacing	40 feet
Planting Strip Length	6 to 8 feet
Street Tree Spacing	20 feet
Street Tree Canopy Size	25 feet
Street Tree Type	Varies



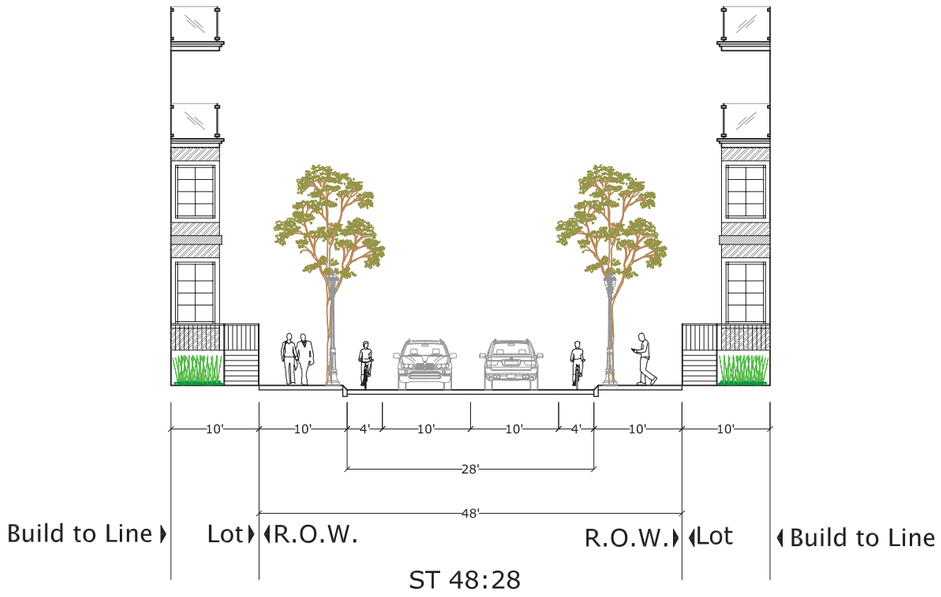
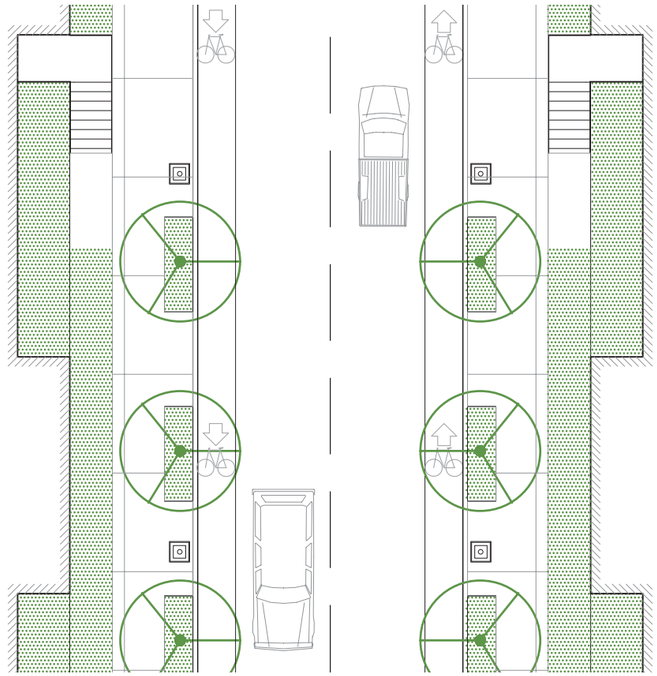
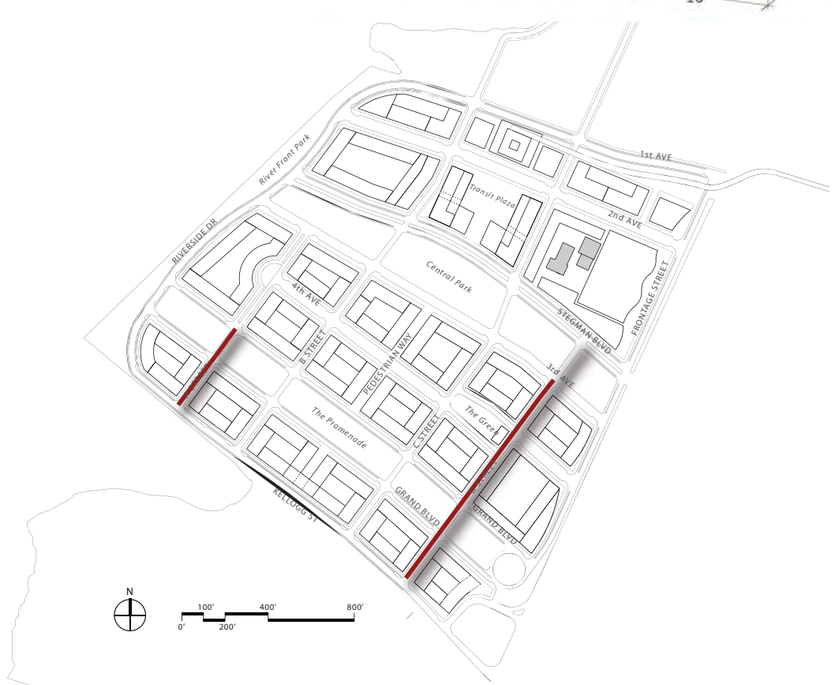


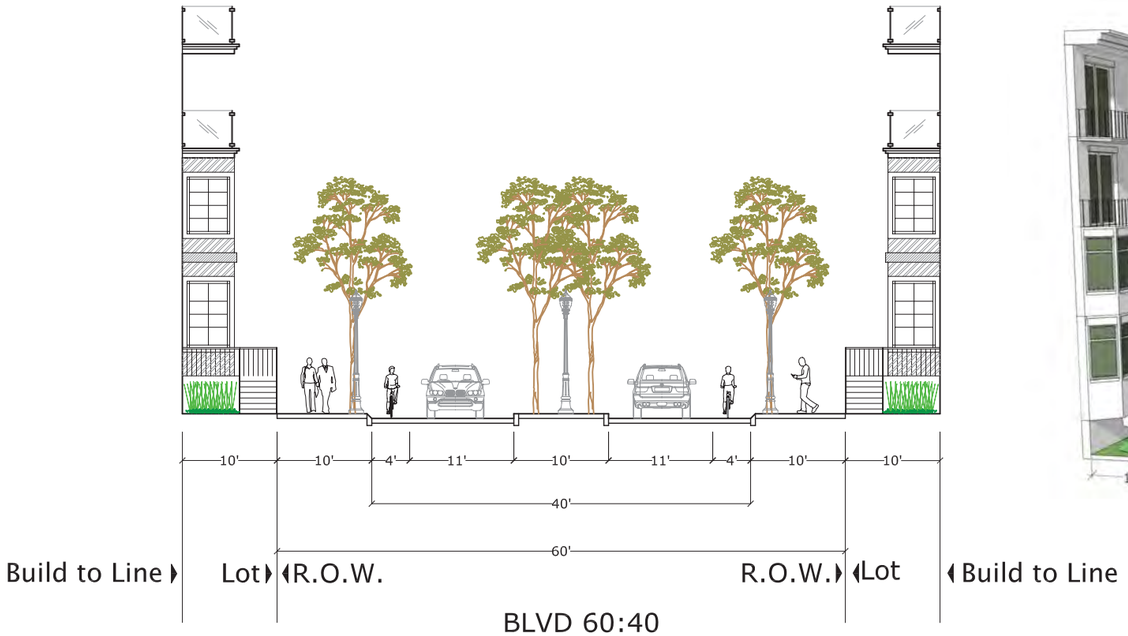
Exhibit 34

A & D STREETS ST:48:28
SECTION J

ST:48:28	
Travel Lanes	2
Travel Direction	Bi-Directional
Lane Width	10 feet
Design Speed	25 MPH
Curb Radius	12 feet
Parking Lane Width	N/A
Bike Lane Type	Striped
Bike Lane Width	4 feet
Sidewalk Width	10 feet
Lighting Height	12 to 14 feet
Light Type	Pole Mounted
Light Spacing	40 feet
Planting Strip Length	6 to 8 feet
Street Tree Spacing	20 feet
Street Tree Canopy Size	25 feet
Street Tree Type	Varies



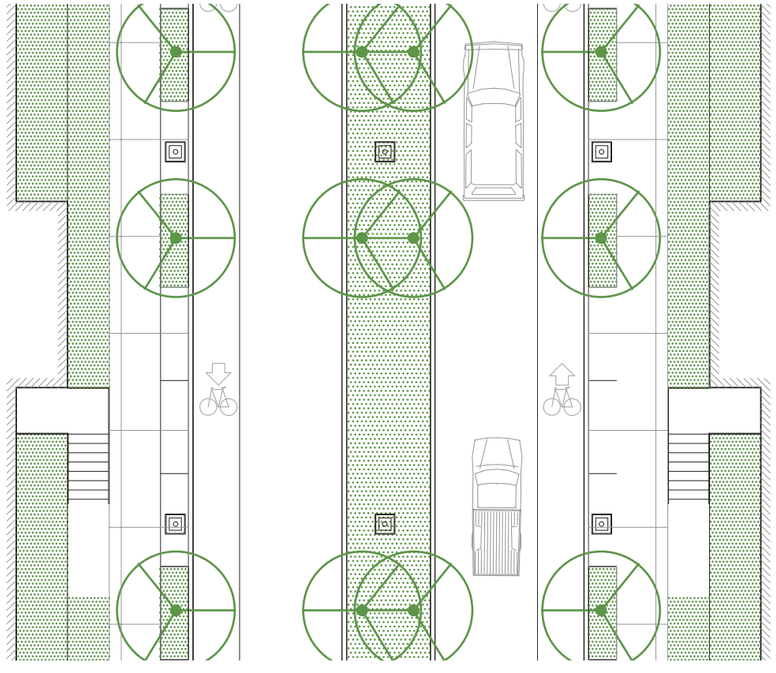


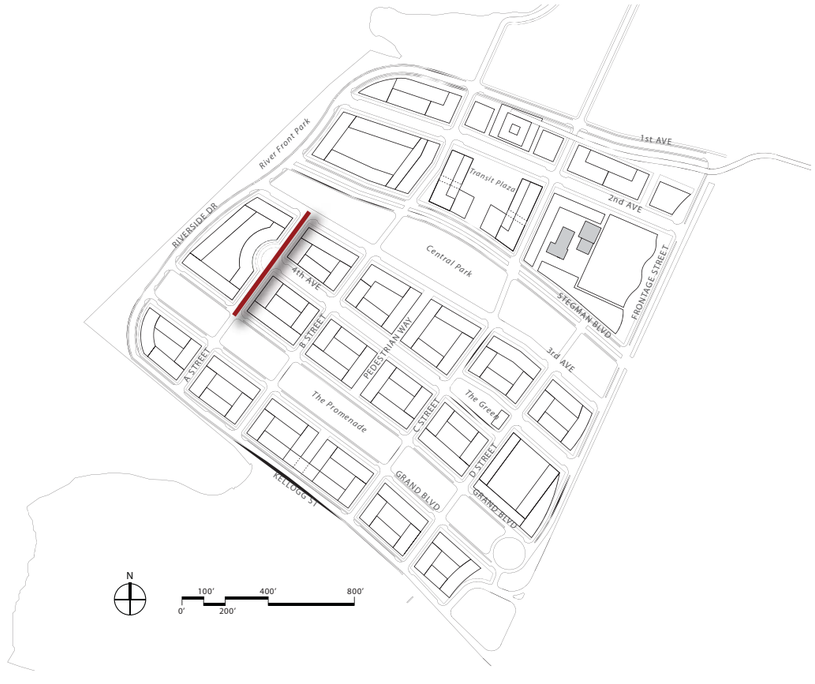


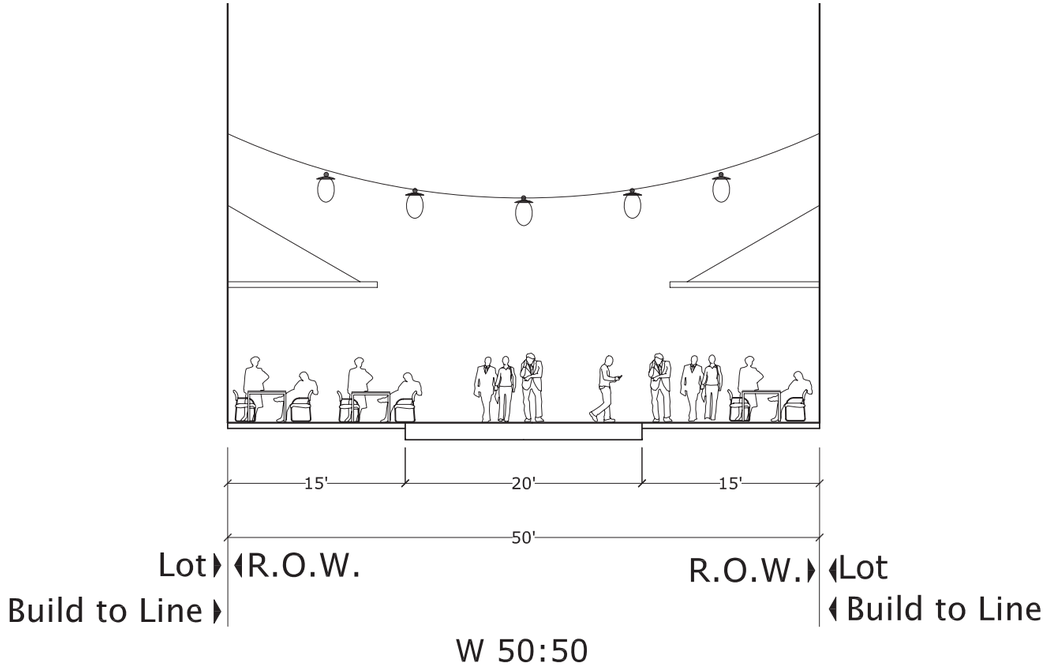
BLVD 60:40

Exhibit 35
A STREET BLVD:60:40
SECTION K

BLVD:60:40	
Travel Lanes	2
Travel Direction	Bi-Directional
Lane Width	11'
Design Speed	25 MPH
Curb Radius	12 to 15 feet
Parking	N/A
Bike Lane Type	Striped
Bike Lane Width	4 feet
Sidewalk Width	10 feet
Lighting Height	16 to 24 feet
Light Type	Single or Double Armed Post
Light Spacing	40 to 60 feet
Planting Strip Length	6 to 8 feet
Street Tree Spacing	20 feet
Street Tree Canopy Size	25 feet
Street Tree Type	Varies







W 50:50

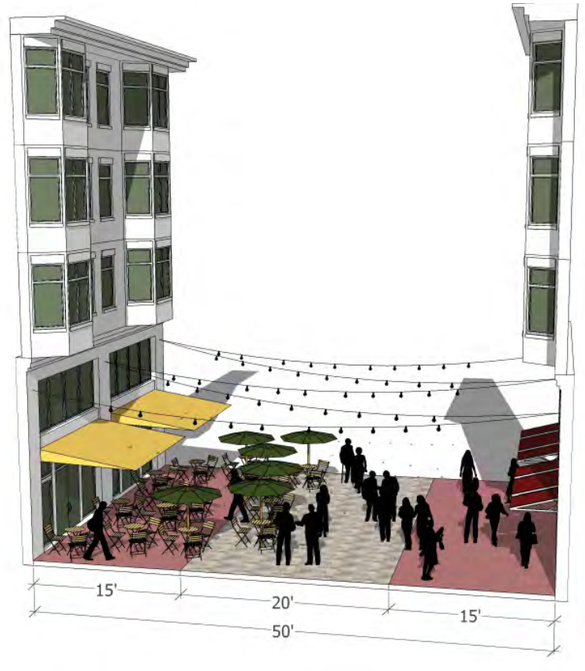
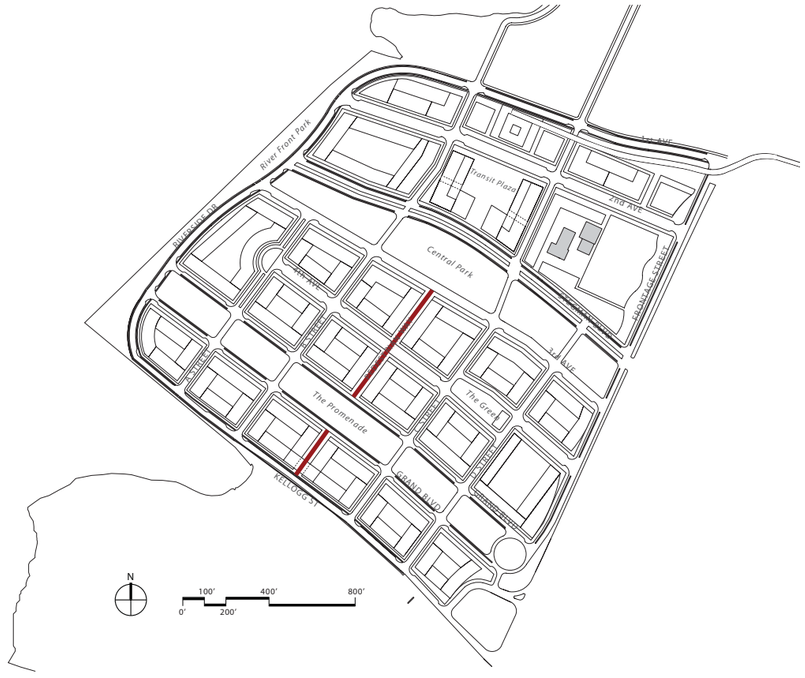


Exhibit 36

PEDESTRIAN WAY W:50:50
SECTION L

W:50:50	
Travel Lanes	N/A
Travel Direction	N/A
Lane Width	N/A
Design Speed	N/A
Curb Radius	12 feet
Parking	N/A
Bike Lane Type	N/A
Bike Lane Width	N/A
Sidewalk Width	50 feet
Lighting Height	12 to 20 feet
Light Type	Overhead
Light Spacing	Varies
Planting Strip Length	N/A
Street Tree Spacing	N/A
Street Tree Canopy Size	N/A
Street Tree Type	N/A



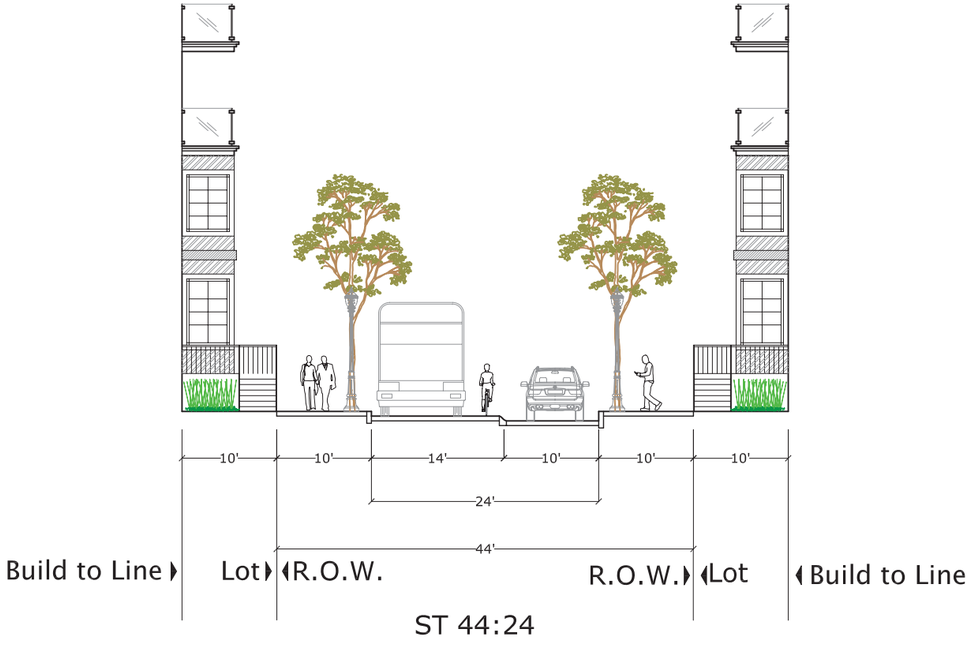
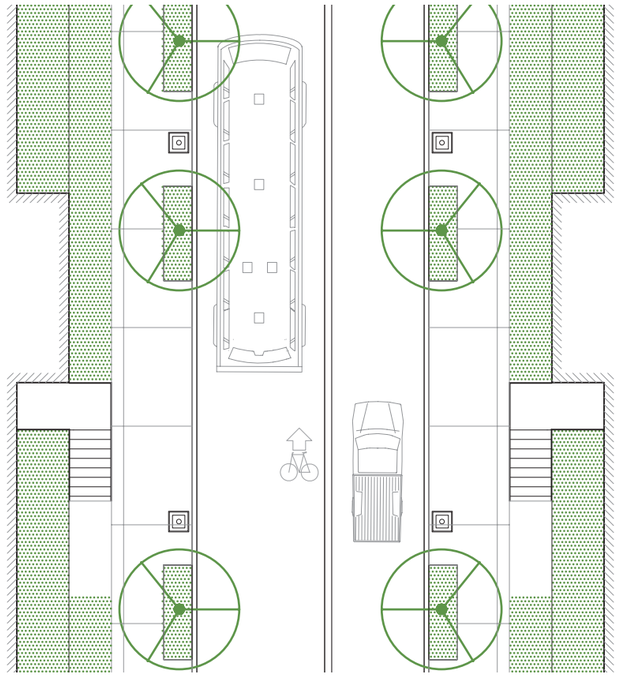


Exhibit 37
B & C STREETS ST:44:24
SECTION M

ST:44:24	
Travel Lanes	1
Travel Direction	Uni-Directional
Lane Width	10 feet
Design Speed	25 MPH
Curb Radius	12 feet
Parking Lane Width	N/A
Bike Lane Type	Shared Bus/Bike Lane
Bike Lane Width	14 feet
Sidewalk Width	10 feet
Lighting Height	12 to 14 feet
Light Type	Pole Mounted
Light Spacing	40 feet
Planting Strip Length	6 to 8 feet
Street Tree Spacing	20 feet
Street Tree Canopy Size	25 feet
Street Tree Type	Varies



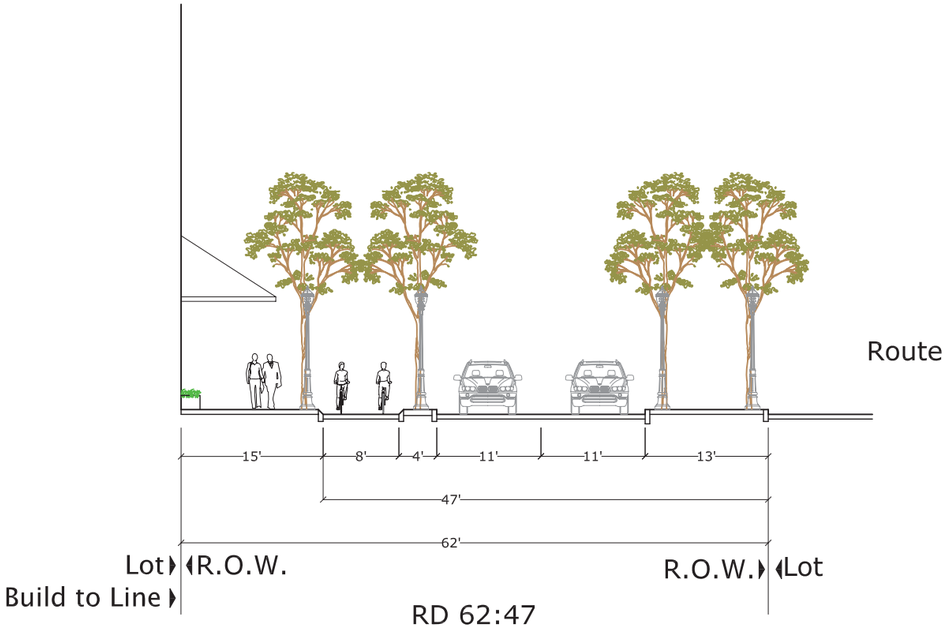
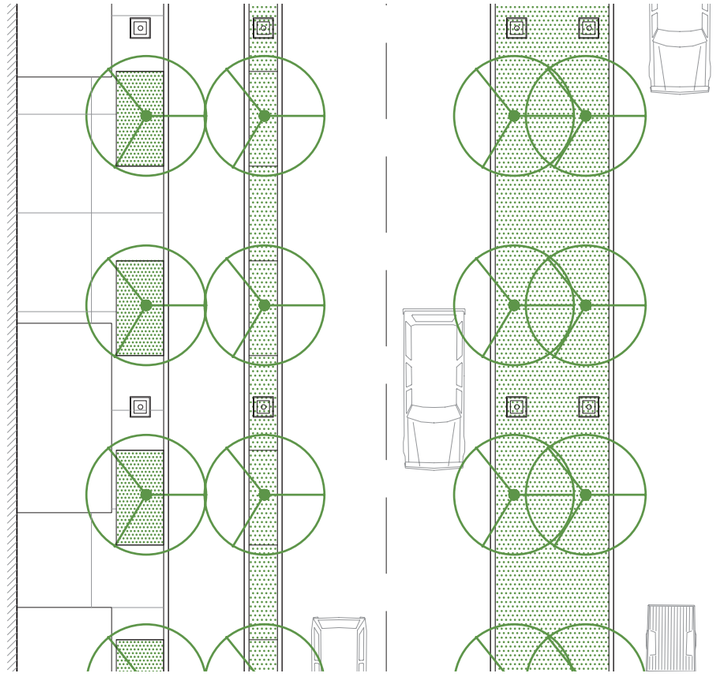
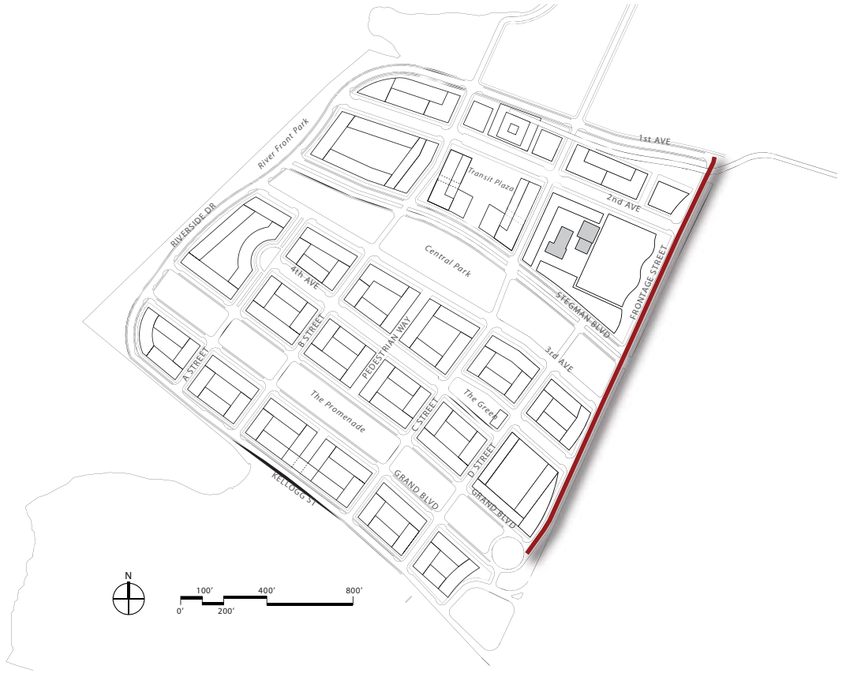


Exhibit 38

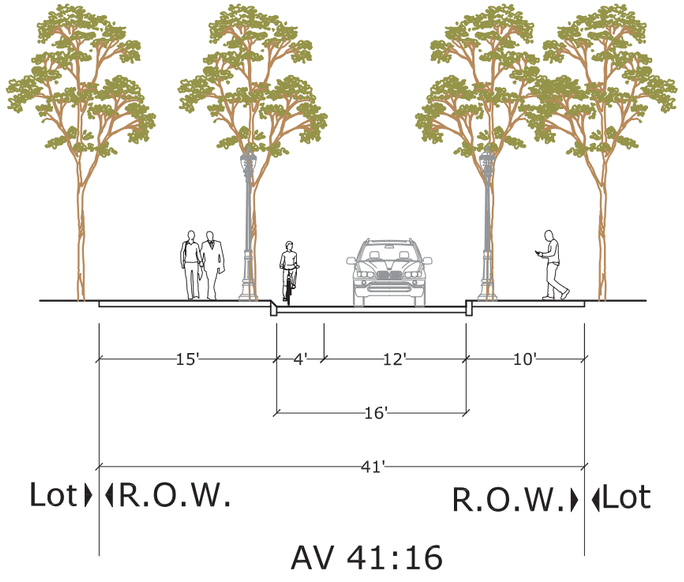
FRONTAGE STREET ST:62:47
SECTION N

ST:62:47	
Travel Lanes	2
Travel Direction	Bi-Directional
Lane Width	11 feet
Design Speed	25 MPH
Curb Radius	12 feet
Parking	N/A
Bike Lane Type	Separated Lane
Bike Lane Width	8 feet
Sidewalk Width	15 feet
Lighting Height	12 to 14 feet
Light Type	Pole Mounted
Light Spacing	40 feet
Planting Strip Length	6 to 8 feet
Street Tree Spacing	20 feet
Street Tree Canopy Size	25 feet
Street Tree Type	Varies





This Frontage Street may have one or more access points using a right slow merge from Route 440.



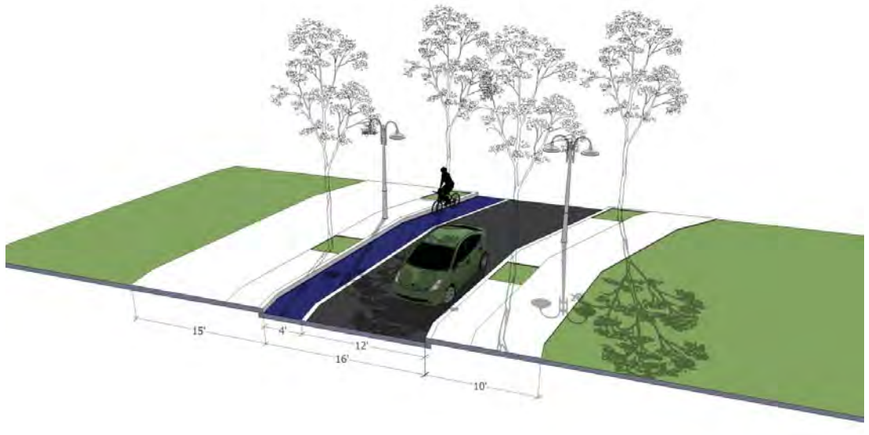
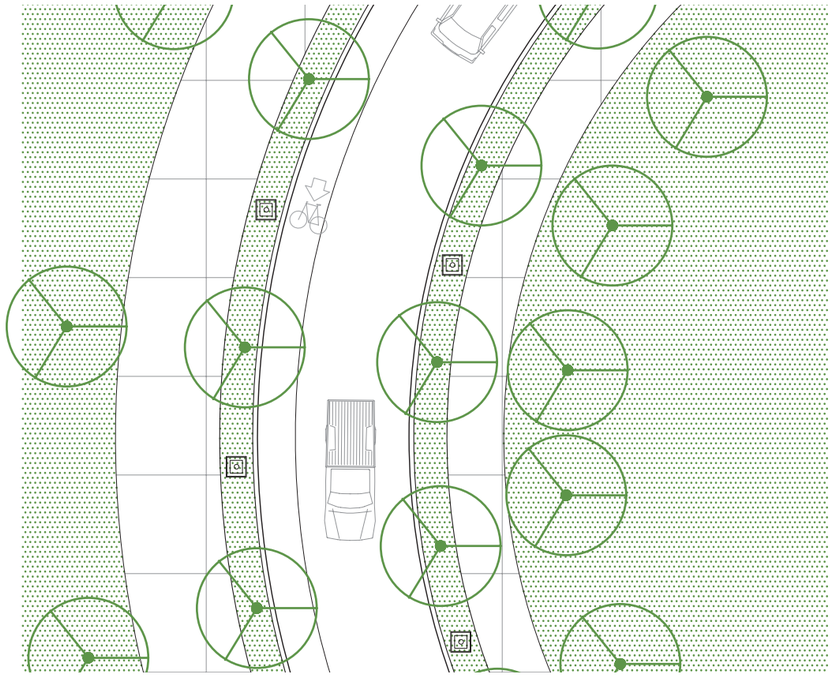


Exhibit 39
ROUNDABOUT CR:41:16
SECTION O

CR:41:16	
Travel Lanes	1
Travel Direction	Uni-Directional
Lane Width	12 feet
Design Speed	25 MPH
Curb Radius	12 feet
Parking	N/A
Bike Lane Type	Stiped
Bike Lane Width	4 feet
Sidewalk Width	10 to 15 feet
Lighting Height	12 to 14 feet
Light Type	Pole Mounted
Light Spacing	40 feet
Planting Strip Length	6 to 8 feet
Street Tree Spacing	20 feet
Street Tree Canopy Size	25 feet
Street Tree Type	Varies



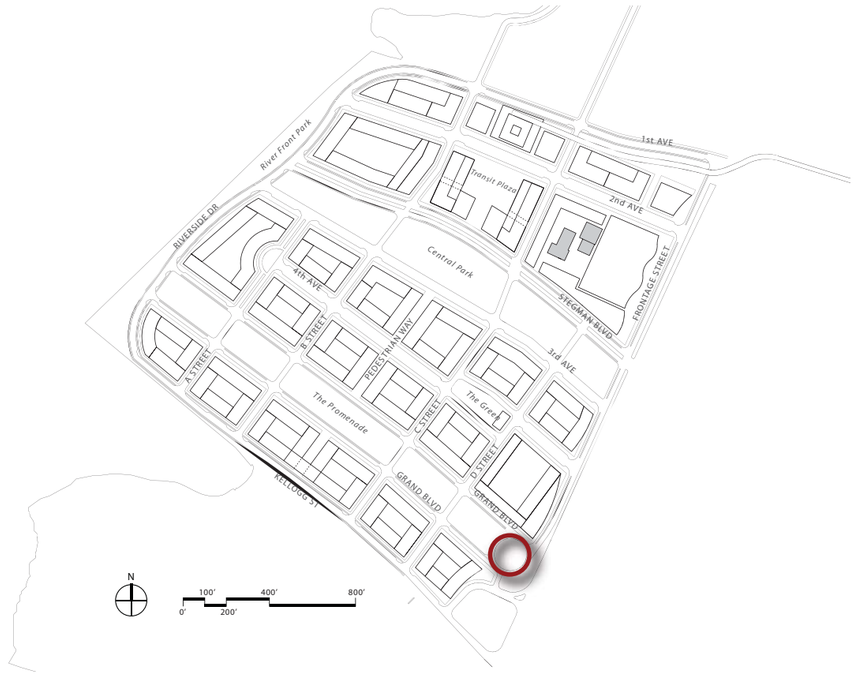
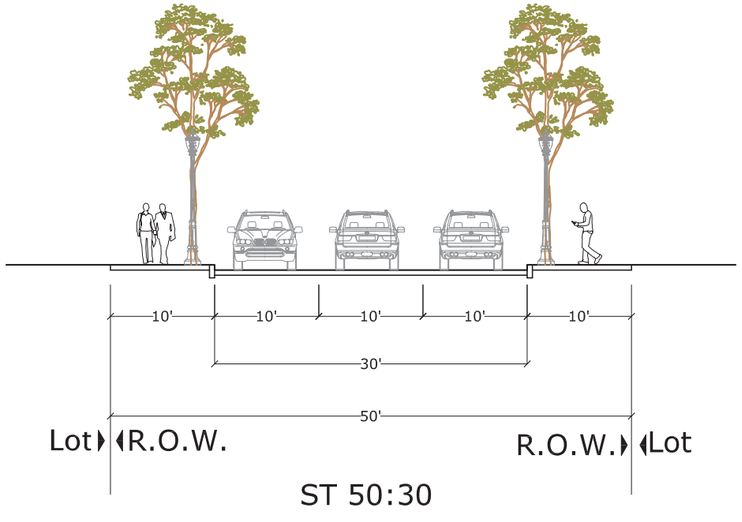
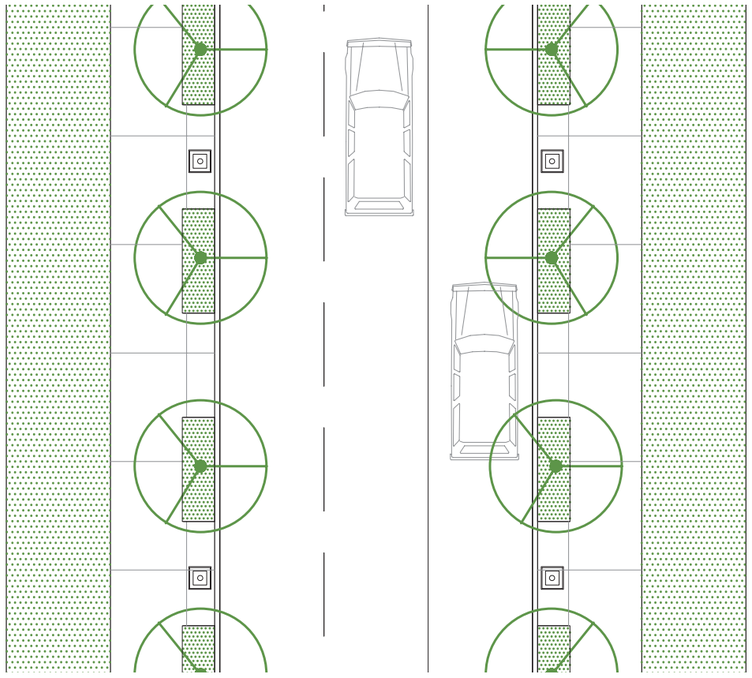
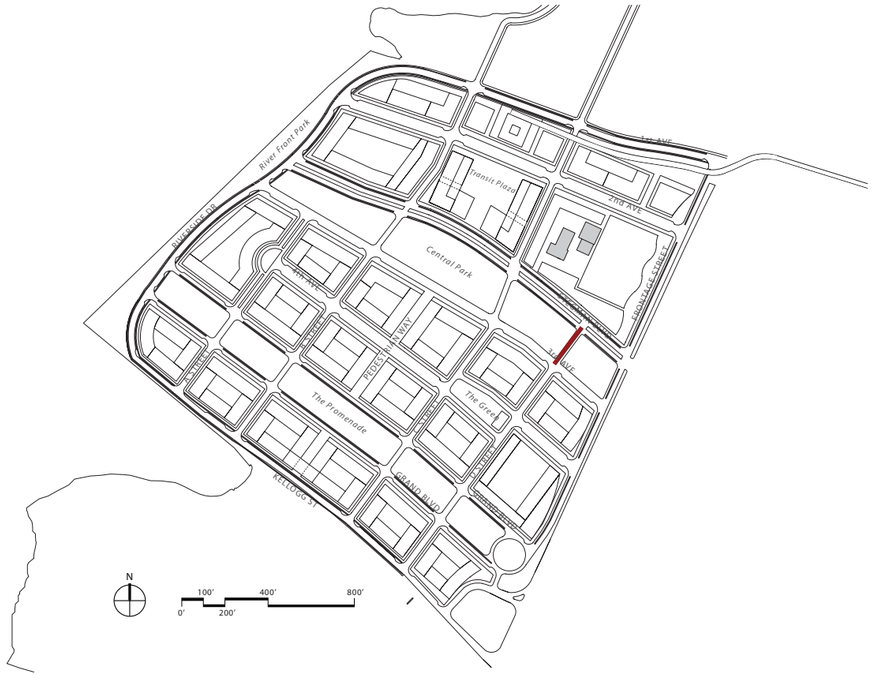


Exhibit 40
D STREET AV:50:30
SECTION P



ST:50:30	
Travel Lanes	3
Travel Direction	Bi-Directional
Lane Width	10 feet
Design Speed	25 MPH
Curb Radius	12 feet
Parking	N/A
Bike Lane Type	N/A
Bike Lane Width	4 feet
Sidewalk Width	10 feet
Lighting Height	12 to 14 feet
Light Type	Pole Mounted
Light Spacing	40 feet
Planting Strip Length	6 to 8 feet
Street Tree Spacing	20 feet
Street Tree Canopy Size	25 feet
Street Tree Type	Varies





This thoroughfare has two lanes for northbound traffic flow to accommodate stacking and egress from the site.

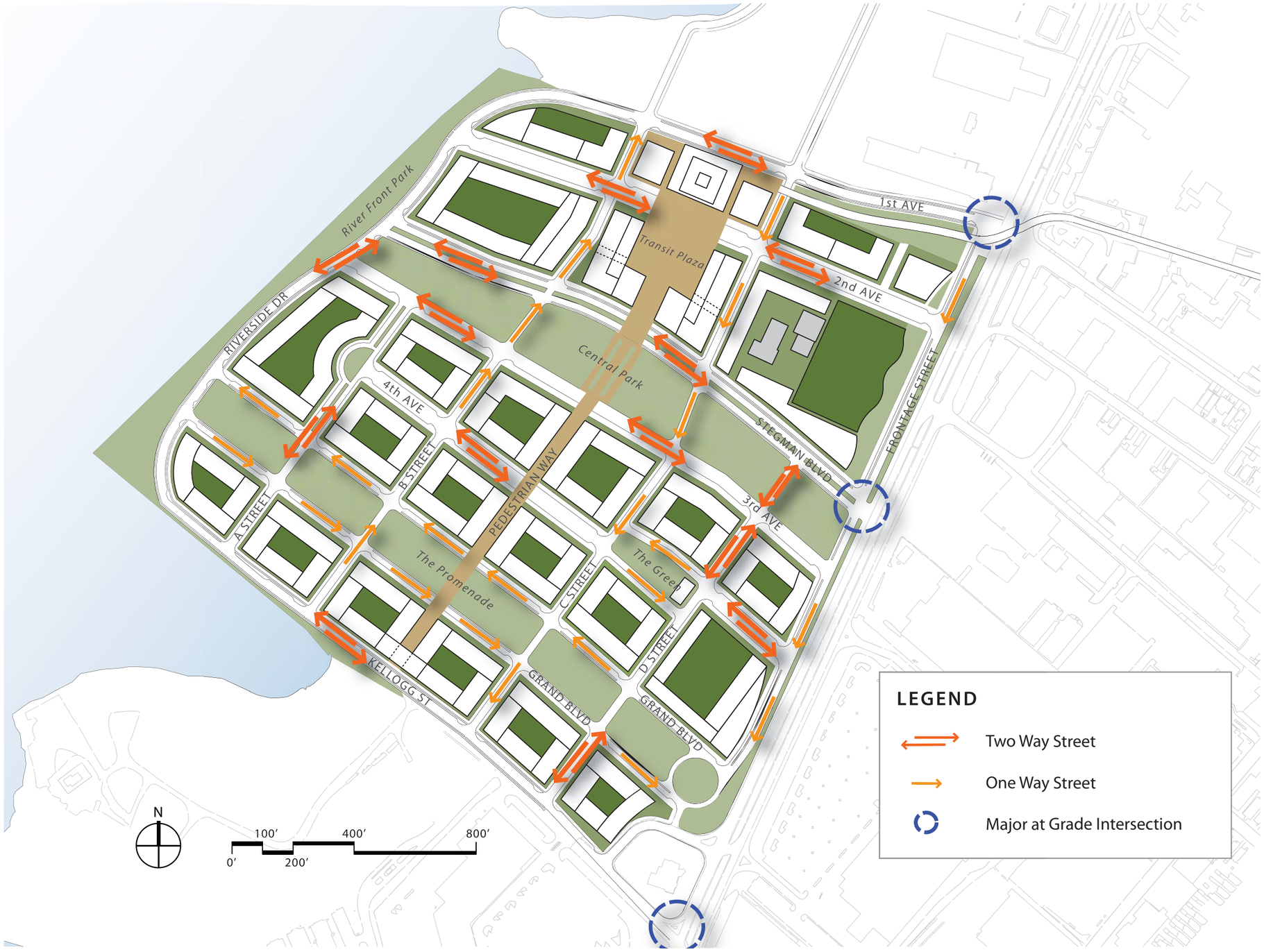


Exhibit 41
VEHICULAR CIRCULATION PLAN

The Vehicular Circulation Plan indicates the direction of traffic flow for the recommended thoroughfares and indicates the expected vehicular lane direction in the Area. All thoroughfares within the Area carry two-way traffic, except on the two (2) one-way bus circulation streets, the Pedestrian Way, and the Frontage Street.

The Vehicular Circulation Plan is designed to accommodate the projected traffic, pedestrian volume and circulation needs of the Bayfront I Redevelopment Area. The Plan improves the traffic flow to and around the Area, because of the balance of land uses, the bus circulator, the bicycle network and the proposed Light Rail stop. Due to the emphasis on walkability within the site, vehicular circulation is expected to be easy and efficient.

The Vehicular Circulation Plan shows that Streets B and C are one way streets. This street system includes the Bus Lane that is dedicated to bus/bicycle only traffic (see Exhibits 45 and 46) providing fast efficient alternative transportation to the transit stop at the north of the site and helping reduce traffic congestion during peak hours. This bus would extend to Droyers Point to provide a new connection to the light rail.

The frontage street parallel to Route 440 is one way with two lanes of traffic. In addition to the three major intersections, two slow right merges are recommended. Combined with the parallel streets, traffic should flow smoothly.

The Plan calls for three major intersections, one at First Street and Route 440, one at the extension of Stegman Boulevard and Route 440, and one at Kellogg Street and Route 440. Traffic signals are recommended for all of these intersections. All other intersections should be controlled by stop signs unless traffic flow warrants traffic signalization.

Exhibit 42
LOADING AND DISPOSAL PLAN

Coordinating access to loading and disposal locations throughout the Redevelopment Area is essential for the site to operate efficiently. Loading will be allowed only in the specified loading areas or from the interior of the building. Every block has at least one loading location. Loading on main avenues will only be allowed at low traffic times in the early morning hours.

There are three types of loading facilities. Loading areas are access ways to an interior loading facility. Loading docks are locations where trucks back up to an elevated platform. The third kind is on-street loading or loading zones, typically used by delivery services.

Disposal of both garbage and recyclables should be provided for each building in a concealed space not visible from the sidewalk. The specific location and design will be flexible as to location on the block, but should be setback at least 30 feet from a corner. On-street loading zones are reserved for short term loading and drop off.

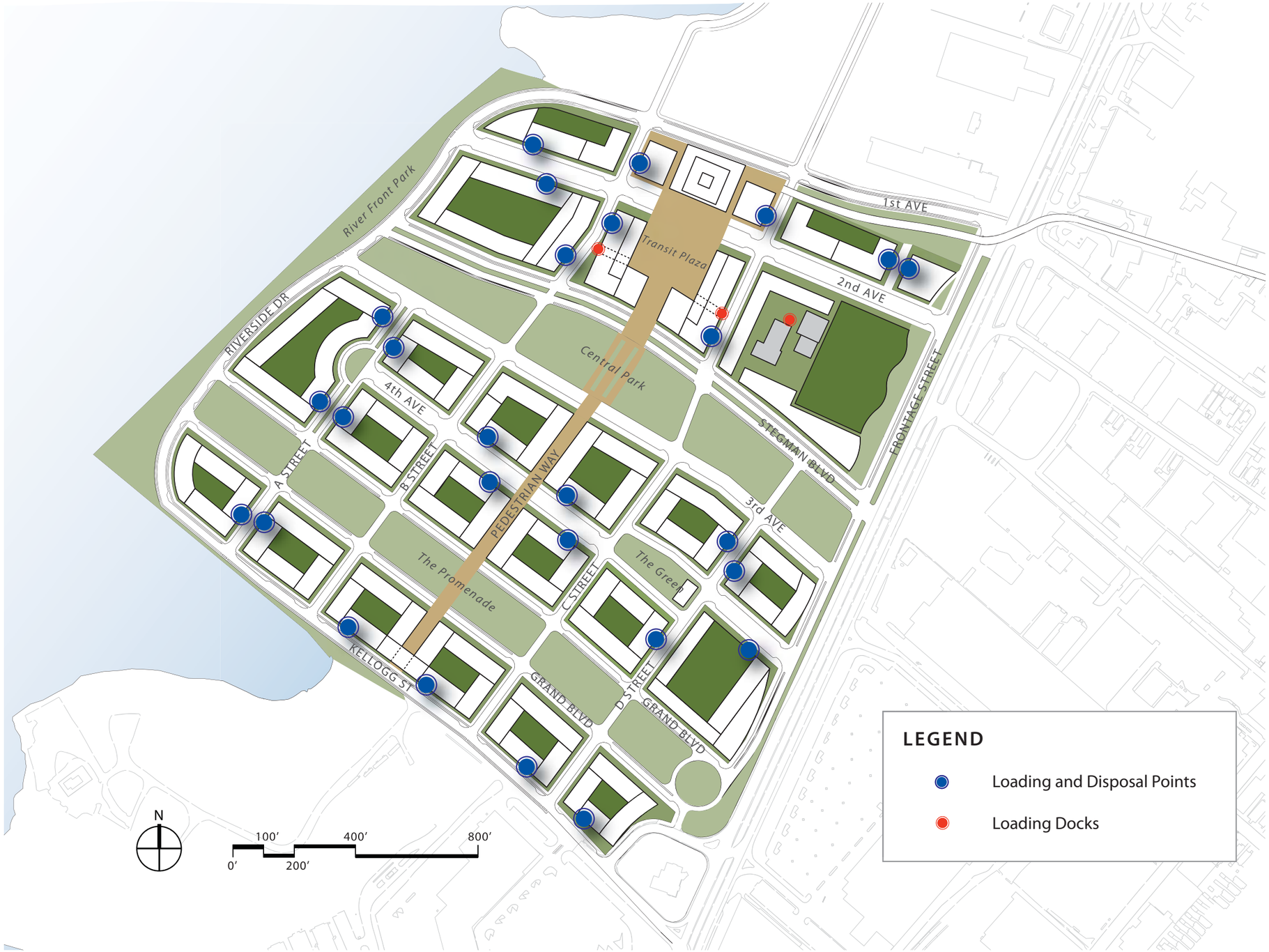
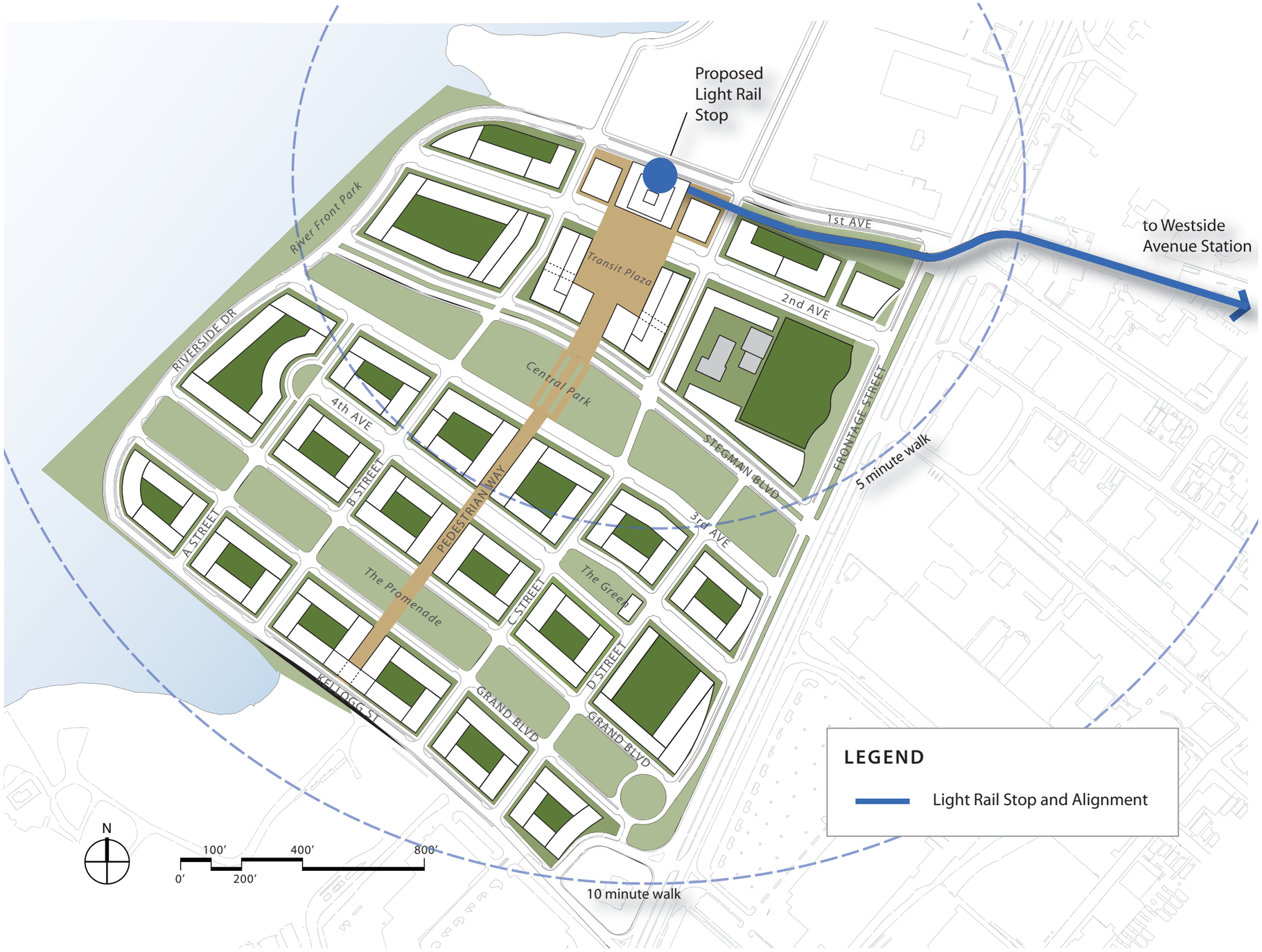


Exhibit 43
LIGHT RAIL PLAN

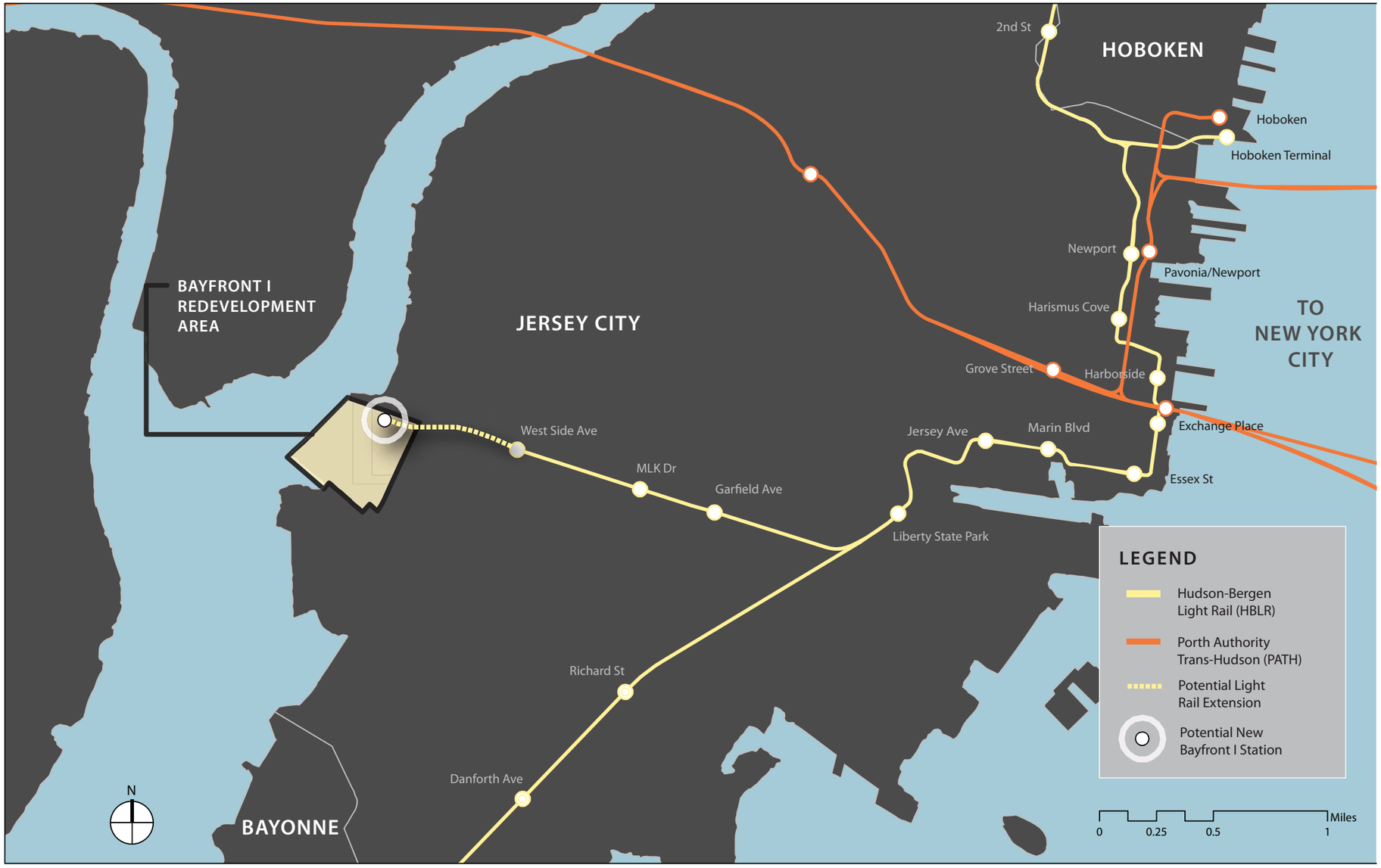


Transit is a basic component of urban Smart Growth. The Bayfront I Plan will be multi-modal and include walking, bicycling, a circulator bus and a light rail stop.

A light rail transit stop is proposed for the north of the site. It will be within a ten minute walking distance of the entire Bayfront I Redevelopment Area. This light rail stop and the ability to walk to and from the station or use the bus circulator will contribute significantly to the sustainability of the Bayfront I Redevelopment Area. The plan proposes the extension of the NJ Transit Hudson-Bergen Light Rail Line from its current West Side Station to this Redevelopment Area, and allows for its conceptual extension through to Newark/Kearny as part of the larger regional transportation network. The Plan provides the necessary rights-of-way for the extension into the Area and its possible future extension. The new light rail station, located at the northern edge of the Area, will be incorporated into a new public "transit" plaza which will lead to the Pedestrian Way, the primary retail corridor for the Area. It is conceptualized that the light rail stop will be incorporated into the lower level of the tallest, mixed-use signature building. It will be a major landmark for the transit plaza and the site as a whole. Access to the station will be from two pedestrian lanes on either side of the mixed-use building, then using stairs, escalators and elevators up to the platform level. The platform will be 16 to 18 feet above the level of the plaza. Access can be provided from the mixed-use building. The pedestrian lanes will be extended north of the Area when it is redeveloped in the future.

It is anticipated that the extension of the light rail to the Area from the West Side Avenue Station will be constructed across the existing NJ Transit parking lot and either on or next to the previous train line right-of-way. The specifics should be coordinated with the City, property owners, and New Jersey Transit. There are currently buildings constructed in part of this right-of-way. This extension will probably be elevated along the designated right of way and over Route 440.

Exhibit 44
TRANSIT CONNECTIONS MAP



The Transit Connection map on this page shows the Redevelopment Area and the desired extension of approximately ½ mile from the West Side Avenue stop to the Area, This map further illustrates how this new station is easily accessible to the PATH line and New Jersey Transit. The desired line connects to the remainder of the Hudson Bergen Light Rail network that will connect Bayfront I to Jersey City's Gold Coast, Hoboken, and Bayonne. Using transfers at Exchange Place, Newport or the Hoboken terminal, connections can easily be made to Journal Square, Newark, and New York City.

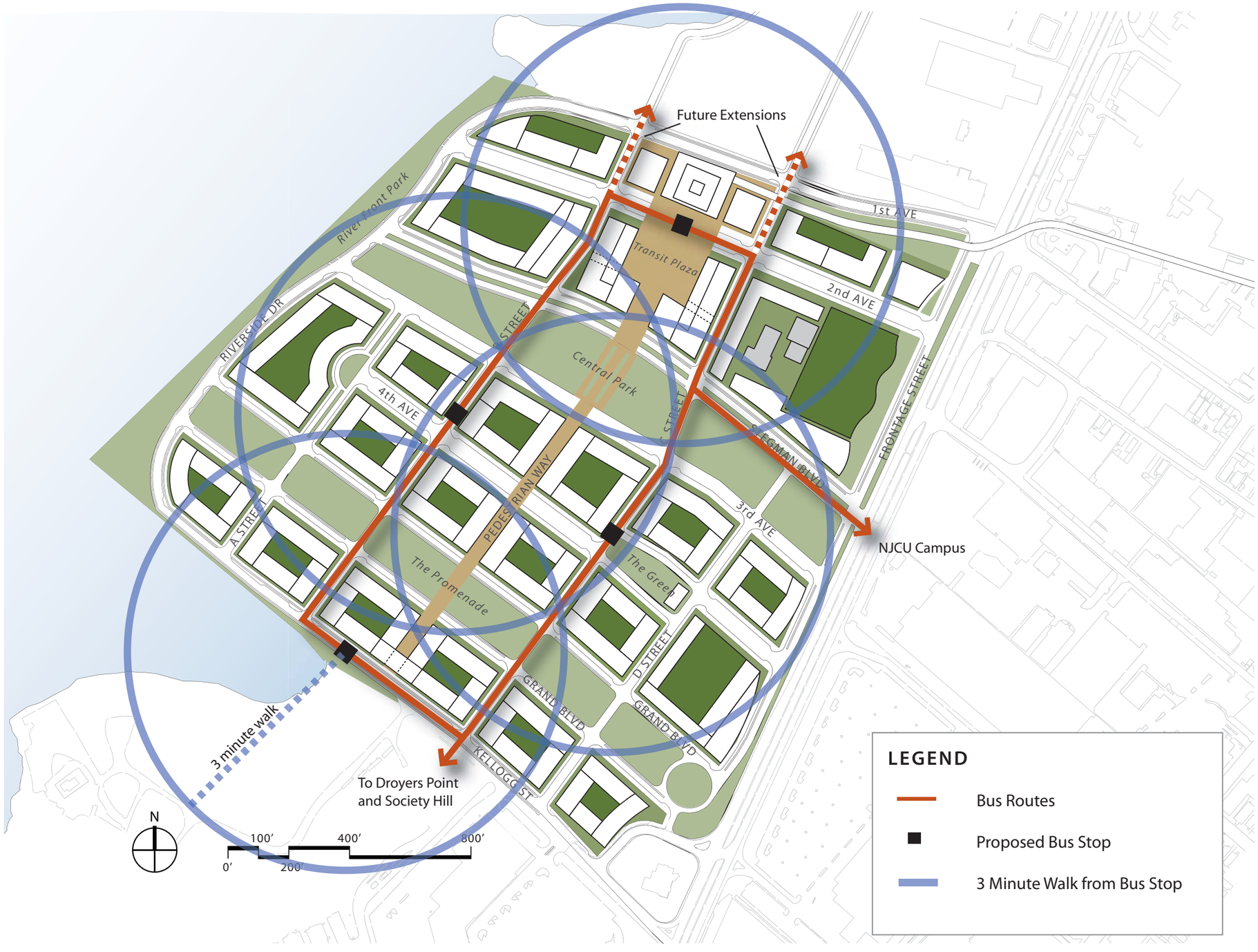


Exhibit 45
BUS CIRCULATOR PLAN

The Plan requires a circulator bus. This bus-circulator system is another layer of transit connection for the Area internally from north/south as well as a connection to surrounding neighborhoods, adjacent commercial centers, bus lines on West Side Avenue, and the West Side Avenue transit stop. The bus will be critical in the first stages of development to assure these connections and therefore establish easy access to the Area very early on in the Redevelopment process. By using this mode at the first phases, and including this as an integral mode in the multi-modal network, the range of the end user can be significantly increased without increasing the number of vehicles entering and exiting the Area.

The build-out Plan will utilize dedicated bus lanes on Streets "B" and "D" with stops at the light rail station, the end of the Pedestrian Way and at the Boulevard with possible bus routes along the new Stegman Boulevard through the new NJCU campus. Four (4) bus stops are anticipated within the Area. Each primary bus stop has a service area of a three (3) minute walk. It is recommended that at least one additional stop will be located within Society Hill, one within Droyers Point and one within the NJCU Campus. Because the bus is anticipated to have a dedicated lane within the vehicular circulation system, utilizing the bus-circulator is an effective method of transportation. Exhibit 45 shows the recommended bus circulation within the Area and its extension beyond the bounds of the Area as well as stop locations.

The design of the bus stops should "fit in" with the visual character of the urban qualities and architecture of the Bayfront I Redevelopment Area; however each stop should be unique so that it is a distinguishable feature of the Area. The bus stops should incorporate new technology including but not limited to: heating and cooling systems, safety lighting, and GPS (Global Positioning Systems) to alert where/when the bus will arrive.

This addition to the Mobility Regulating Plan is an essential element for establishing a sustainable transportation system beyond the automobile, while also incorporating well with the vehicular system, bicycle system, and pedestrian circulation system. This combined system creates a dynamic multi-modal mobility plan.

Exhibit 46
BICYCLE CIRCULATION PLAN

The Bicycle Plan is important to the overall plan. It is designed to encourage cycling along the cartway in designated lanes or paths. Cycling will be an easy, safe, and fast journey to and from retail shops and offices, the light rail station, institutional and civic places, adjacent neighborhoods, and along the parks and waterfront. As a sustainable urban neighborhood, the Plan puts a greater reliance on pedestrians and cycling. Recent studies have shown that 40% of all trips are less than 2 miles in length making bicycling a reasonable alternative to driving if it is safe, easy and convenient. Bicycling also adds to the sustainability of the project by reducing air pollutants. While planning for the personal automobile, bus circulator and light rail is important, the Plan is designed with the bicycle and pedestrian as the key to a sustainable neighborhood development.

The Bicycle Plan is focused on an interconnected network of bicycle lanes and paths. The Bicycle Circulation Plan illustrates the network and major crossing points. The Bicycle Plan features four (4) types of bicycle lanes and paths: striped on-street bicycle lanes; shared on-street bicycle lanes; off-street bicycle paths; and multi-use paths through the Riverfront Park, "Central Park" and "The Promenade". Each bicycle lane configuration is wide enough to accommodate at least one cyclist comfortably safe from traffic and is well demarcated. Each bicycle lane and pathway is shown in the Thoroughfare Typologies (see Exhibits 25 to 40). It is important to have proper signage and striping for safety and wayfinding purposes throughout the bicycle network. Wayfinding signage will include: identification, route, and crossing for bicycle lanes and pathways. Where there is on-street or shared bicycle facilities there will be proper striping, asphalt color, and pavement signage to ensure the safety of cyclists, pedestrians and motorists alike. Paving should extend through every intersection in order to alert drivers to their presence and to direct cyclists.

In addition to the network of bicycle lanes and paths, bicycle parking facilities will be provided at locations throughout the site, particularly near major employment and retail areas, parks, plazas, bus stops and transit stops. In an effort to develop and implement a set of "green" standards there will be enough bicycle parking for 5% of all tenants within commercial buildings and 15% of residential buildings. It is highly recommended that bike facilities be covered within the building. In addition, each commercial building over 100,000 square feet or 500 employees shall provide showers and changing areas.

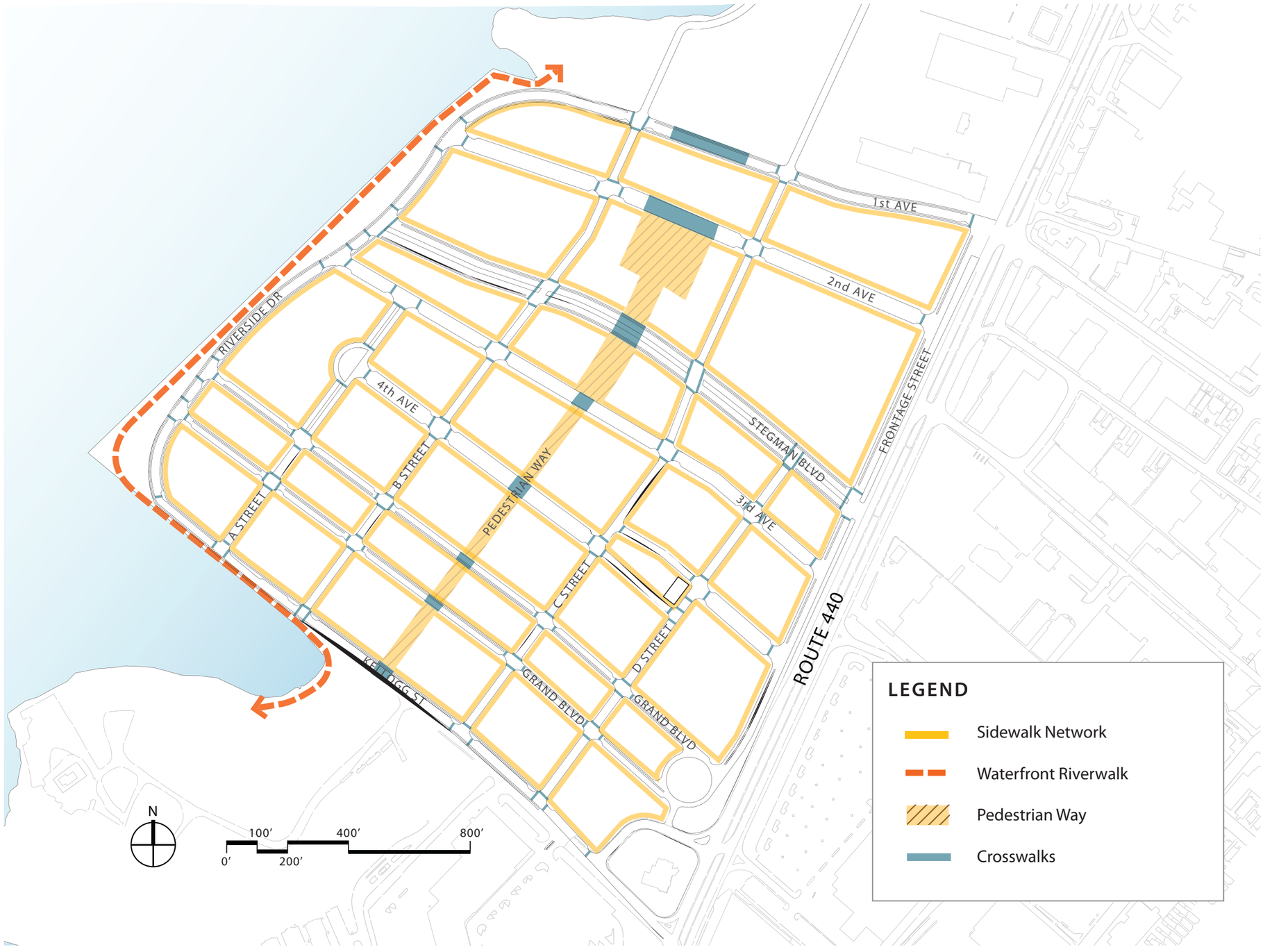


Exhibit 47
PEDESTRIAN PLAN

A network of wide sidewalks with crosswalks will be incorporated into the Bayfront I Redevelopment Plan, as shown in Exhibit 47. A successful sustainable urban neighborhood requires large numbers of people walking on the sidewalks. A typology of sidewalks based on adjacent use with specific design quality will be incorporated into the Plan to enhance the walking experience and encourage walking. The sidewalks should be safe and pleasant. The landscape treatment of the pedestrian realm requires street trees, pedestrian scaled lighting and texturing.

The type, location, and width of sidewalks are indicated in the thoroughfare sections (see Exhibits 25 to 40) along with the building frontages regulations (see Exhibits 18 to 21).

The pedestrian realm is more than sidewalks and crosswalks. For the pedestrian realm to be successful and engaging in the Bayfront I Redevelopment Area, specific details should be adhered to in order to create a safe, efficient, interesting, aesthetic and walkable urban environment. The pedestrian realm will emphasize relationships between the sidewalk, crosswalk, intersection, street plantings, and various amenities. In addition to those features, the pedestrian realm in residential areas will have a semi-public edge providing a green buffer between building edge and sidewalk, and a safety buffer between first floor residential units and the public sidewalk. Retail and office uses will meet the sidewalk at grade to provide easy and equal access.

Peak pedestrian travel times are morning work trips, during lunch, on weekends, and during evening dining hours. People will walk if there are pleasant and engaging places to walk and destinations on both ends of the walk. The Pedestrian Circulation Plan is designed to encourage walking to retail shops and offices, and to adjacent and integrated recreational, institutional uses, and to the Light Rail Station and circulator bus stops. The Pedestrian Circulation Plan is a network of sidewalks, crosswalks, pathways and a dedicated street network designed to maximize pedestrian activity. See the Pedestrian Circulation Plan for this network. In addition, crosswalks will be placed at each intersection through using a paved pattern.

Unique to the Bayfront I Redevelopment Plan is the Pedestrian Way regulated in the Thoroughfares Section. The Pedestrian Way provides a primary north/south pedestrian spine connecting the light rail station with Droyers Point and a direct unobstructed pedestrian access to the major retail opportunities. The

Pedestrian Plan

Pedestrian Way is a continuously paved street (See Landscape Regulations) which will have a continuous open-air interactive retail edge which can include arcades, large awnings and windows, interesting signs and outdoor cafes. The Pedestrian Way extends across all avenues and Stegman Boulevard, and leads to the "Transit Plaza" with the paving material continued across the Central Park as well as the Promenade.

In addition to the Pedestrian Way, is the extension of the Riverwalk that starts in Society Hill and Droyers Point, and extends along the Hackensack River as shown in Illustrations. Riverwalk is important to connecting to the additional developments along the river, and is also a way to provide passive recreation, such as walking and cycling to the riverfront, activating a key aspect of the Area. The plan, section, and requirements are detailed in the Open Space Regulating Plan.

The Transit Plaza is the largest paved pedestrian area in the Redevelopment Plan. This plaza will be lined with retail on all edges, as well as landscaped with fountains, cafes, sitting areas, etc. The texture of the plaza will be a continuation of the texture used in the Pedestrian Way. Sidewalks will line the Central Park and the Promenade to create another pedestrian path.

SECTION 5 BUILDING REGULATING PLAN

Introduction

A place is defined not only by the character of its streetscape, but also by the quality of its buildings. In order to assure quality architecture and building character, standards should be set for building types and architectural requirements. The building types further refine the land uses set forth in Section 3, especially for mixed use building configuration, and define the necessary elements for each building type. The architectural requirements set forth the characteristics for the totality of the Area, including building mass, height, roof types, facades, entries, windows, eaves, patios, signage, and sustainable design standards. Throughout this section photos are used to illustrate the visual and spatial characteristics of these regulations and the area as a whole. They should be seen as illustrative of the general architectural style recommended for this Plan.

Building Regulations

A. The façade must have a tri-partite division with a heavier masonry base, middle, and top featuring large window openings and lighter, more transparent materials. For tall towers, further stepbacks above the first, shall emphasize the tri-partite composition of the building.
B. Any "Tower" building type must have an articulated top.
C. Any building over 6 stories shall not have pitched roofs.
D. Where any building type occurs at minor landmark corners (See Landmark Map Exhibit 118), it shall be taller than surrounding buildings on the block and shall have articulated prominent corners.
E. For buildings over 8 stories in height, that building shall step back a minimum of six feet at the fourth, fifth, or sixth story. This stepback enhances the lower visual plane of the facade and when combined with appropriate cornice depth diminishes the impact of the upper floors. This may further be articulated with a change of material, middle cornice, or larger window openings.
F. All ground floor units must have a private entrance to the street.
G. Upper level units shall be accessed by a common lobby with stair and elevator access. The finished floor of common lobbies shall be at grade with the sidewalk.
H. Each residential unit shall feature a balcony, recessed patio, bay window, boxed-out window or French door that opens to a one-foot ledge. Balconies along the first to fourth stories shall only extend 18 inches out from the build-to-line. After a stepback, a balcony may extend no more than the width of the stepback line. Balconies must have semi-opaque railings.
I. Steps and walkways shall connect the stoop or platform across the semi-public edge to the edge of the sidewalk.
K. Common entrances and lobbies shall be articulated and may extend across the semi-public/private edge.
L. In Mixed-Use or Apartment buildings, the lobby of the building must remain on grade.
M. The lower "town house" type units must be articulated on the façade of the building using a cornice or stepback, window treatment or combination of features or other architectural treatment.
N. The first finished floor for live-work units shall be at grade.
O. Buildings exclusively design as live work loft type spaces should have higher ceiling heights from 10 to 16 feet, with concrete unfinished floors and wall, minimum bathrooms and kitchens. The ground floor units should have retractable windows and doors. Sidewalks can come up to the edge of the building. A permanent awning is recommended along the sidewalk.
P. The first finished floor for ground level office uses shall be at grade.
Q. Office buildings with primary glass frontages are highly encouraged to have insulated glass curtain walls along Route 440 with sound attenuation.
R. Retail frontages shall feature architecturally integrated storefront windows, awnings, overhangs, and detailed window fenestration.
S. The first finished floor for retail uses shall be at grade.
T. Second story retail shall only be allowed along the Pedestrian Way and Transit Plaza. Exterior stairway access to the second story retail is not allowed to extend in to the Pedestrian Way right-of-way.
U. Retail should be of a shallower depth but may extend to depths of up to 100 feet.
V. Buildings fronting onto Riverside Drive or overlooking the wetlands lagoon can have a terrace at the finished floor height along a portion or the entire bock frontage. The terrace would cover the semi-public edge and extend to the sidewalk edge as a raised walkway. The terrace will require appropriate railing, stairs, and pedestrian access ramps. This terrace can act as an upper level walkway and outdoor cafes are highly recommended.
W. Transit platform must access sidewalk and plaza with escalators and either ADA accessible ramps or elevators.
X. Any structured parking exposed to the street must be designed as part the facade treatment of the building of which it is a part.
Y. Where parking structures directly enfront the sidewalk, they shall be articulated to resemble habitable buildings, with vertically proportioned openings at every level.

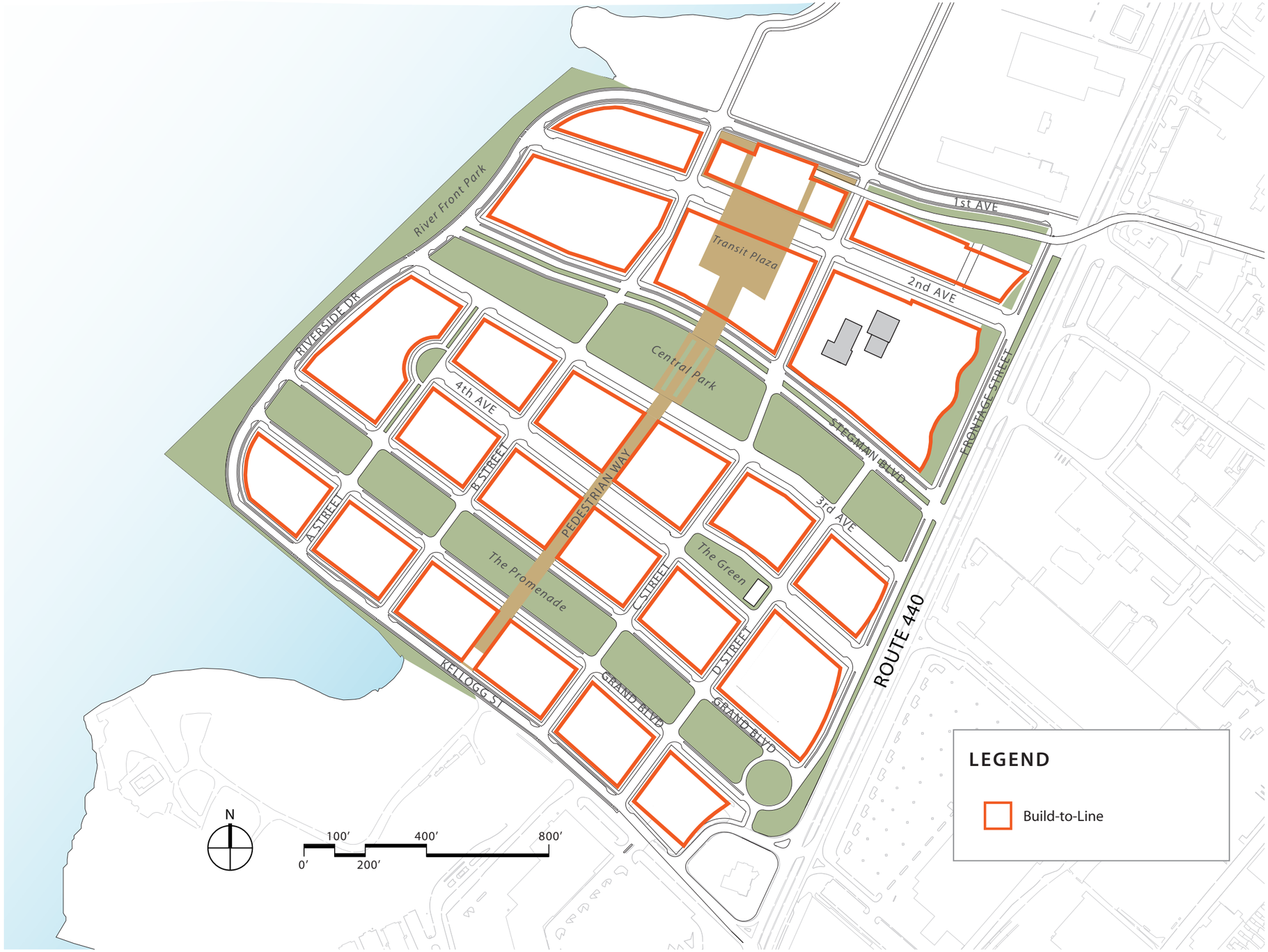


Exhibit 48
BUILD-TO-LINE PLAN

Allowable Building Footprint: All buildings shall be sited within the allowable building footprint which is the build-to-line and that area beyond the build-to-line where buildings can encroach. Buildings may be smaller, but not larger than the designated footprint with the exception of allowable encroachments and frontage design features such as stoops, stairs, projecting windows, and overhangs.

Build-to-Line: The primary façade of all buildings must be located at the build-to-line to ensure an appropriate street wall/edge is created. In order to create interest along the street and emphasize the IBW (see Exhibit 117), the building wall can be sited in front of the build-to-line. A minimum of 20% to a maximum of 40% of the building wall along a block front may extend in front of the build-to-line into the semi-public space a maximum of 40% of the distance from the build-to-line to the semi-public edge. See Exhibit 48 to locate the build-to-line for each block.

Encroachments: Typical encroachments may include overhangs, bow and bay windows, signage, porticos, steps and stoops or other elements that commonly protrude over the main facade of a building. Ordinary façade encroachments shall not extend beyond 6 feet of the primary façade with the exception of marquee entrances, retail awnings, and stairs.

Exhibit 49
HEIGHT PLAN : MINIMUM

Story Height: Building heights are expressed by number of stories with a parametric range of story heights determined by land use and building type. Typical residential stories should be 10 feet tall measured from finished floor to finished floor. Stories located at the top of a tri-partite building composition may be taller than the typical minimums. The minimum floor heights shall be required for the following uses:

- Underground parking – 9 feet
- Service Access Level of Parking – 12 feet
- Retail – 12 feet
- Office - 12 feet
- Live-Work – 10 feet
- Residential Ground Floor – 12 feet (Residential floors located at the top of a building can be taller with taller windows or clear stories.)
- Retail upper floors – 10 feet

Exhibit 49 represents the minimum development program of up to 4,100 units, 250,000 square feet of retail, and 700,000 square feet of office. The buildings along Kellogg Street are primarily four stories. The taller buildings in this scheme are located around the transit plaza and along the northern edge of the property. In this scheme the majority of the residential structures are 4 over 1 or four stories of wood residential construction over a masonry base containing partially below grade parking as shown in Exhibit 129.

Exhibit 50
HEIGHT PLAN : MAXIMUM

Exhibit 50 represents the maximum development program of up to 8,100 units, 600,000 square feet of retail, 1,000,000 square feet of office.

In this option there is an increase to a minimum of 6 stories. Taller buildings are located to maximize the view of the river, along Central Park and the Promenade, the Transit Plaza, and on the Northern edge of the Area. The tallest building is the signature building in the Transit Plaza.

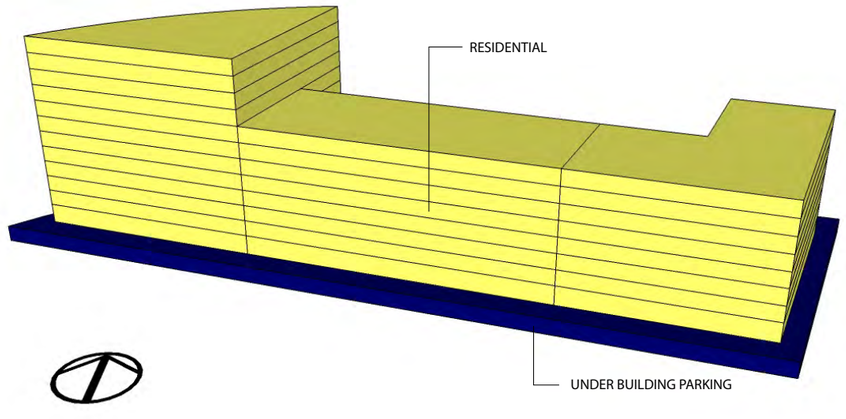
Exhibit 51
BLOCK IDENTIFICATION MAP

This map illustrates the outline of the buildings and the number of each block. The following pages (Exhibits 52 to 97) present the minimum and maximum program quantities recommended for each block. Within each exhibit, there is a block locator map, a close-up of the block plan, a block section, an axonometric diagram of the block color coded according to building type, and a table of block uses including minimum and maximum square footage and units. In addition, a brief description of the block is included.

To better understand the range of program quantities, the following diagrams are representative of how these buildings accommodate a greater number of units a potentially additional retail or mixed-uses along with the additional parking requirements. To the extent possible, each block is designed to accommodate one parking space per unit along with the commercial parking requirement. Where there is no parking provided on a given block, a larger parking structure which accommodates the parking needs is located on one or more of the adjacent blocks.

The low density option (Option 1) illustrates building blocks that have underground parking. The buildings are typically "4 over 1", or four levels of wood construction over a mason slab basement which meets the maximum parking requirement at 1 per unit.

Option 2 illustrates the high density program. Buildings can range in height from six to 28 stories. As the development program increases, so does the number of parking spaces needed to meet the maximum parking requirement. To accommodate the parking, the numbers of embedded parking levels are increased. In some blocks, residential and commercial uses line embedded parking for several stories. In others blocks, parking structures will be exposed on one edge, in which case, the façade will complement the adjacent façade.



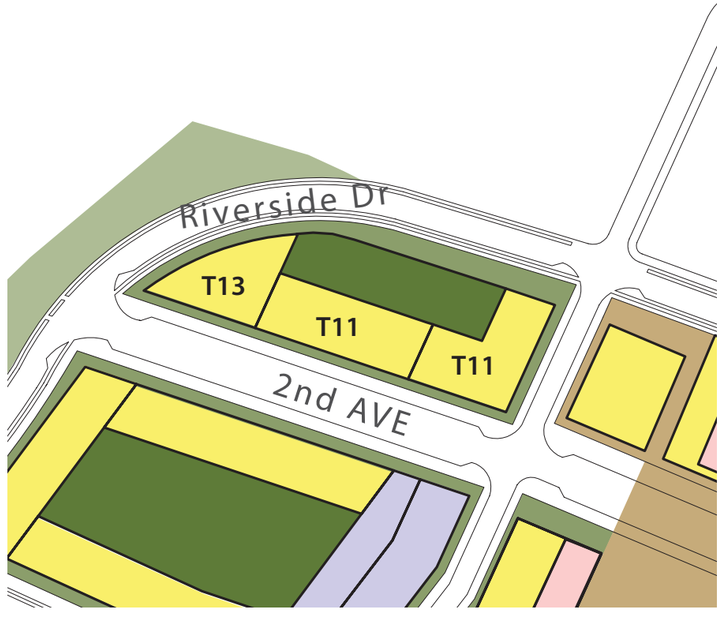


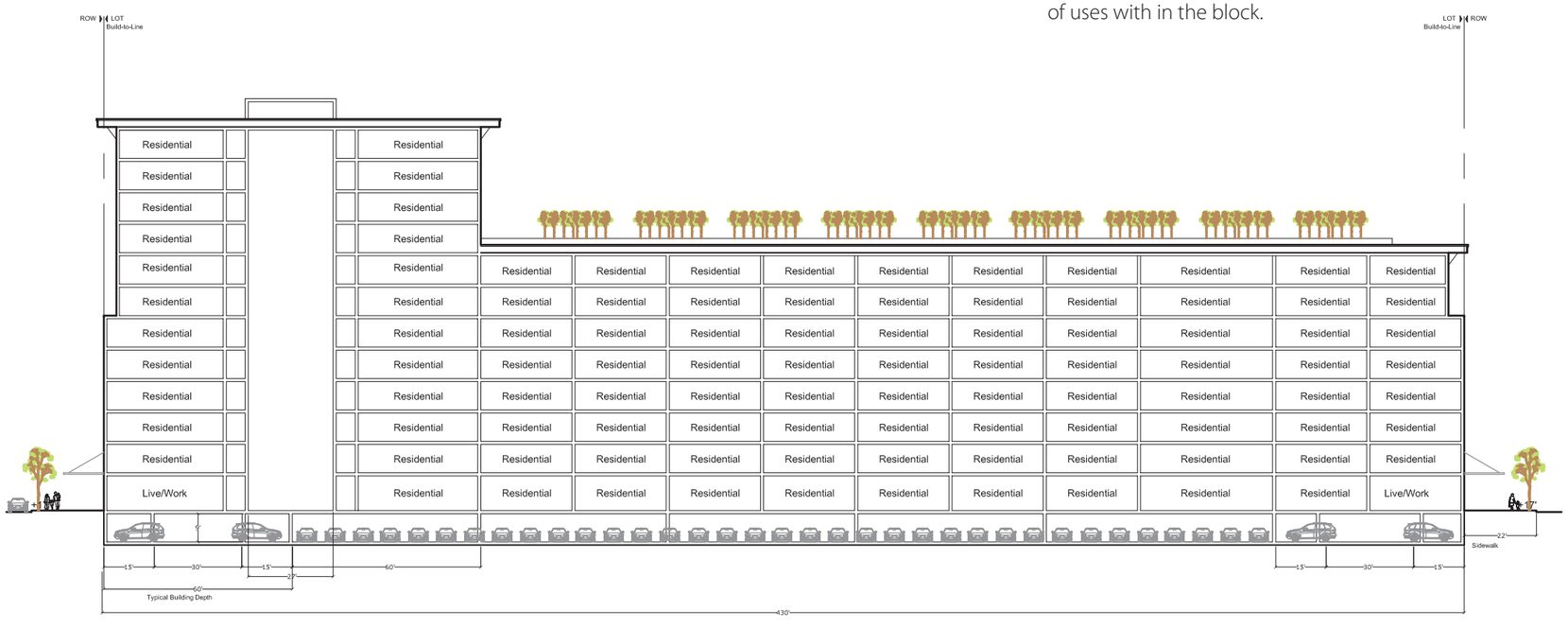
Exhibit 52
BLOCK 1 : MINIMUM DEVELOPMENT

Block 1 has, located along the waterfront a buildable area of approximately 70,000 SF. The land use suggested on this block is residential with optional retail on the ground floor on to the Riverfront Park with optional live-work on portions of 2nd Avenue and B Street at the ground level. The allowable building area for residential use should accommodate approximately 270 housing units. Approximately half of the parking requirement can be accommodated in one level of underground parking beneath the entire block. The remainder of the parking requirement may be satisfied by available spaces in a shared parking structure located in the adjacent Block 4.

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T11 and T13 (Exhibits 110 and 112).

For Building Heights, see Exhibit 49.



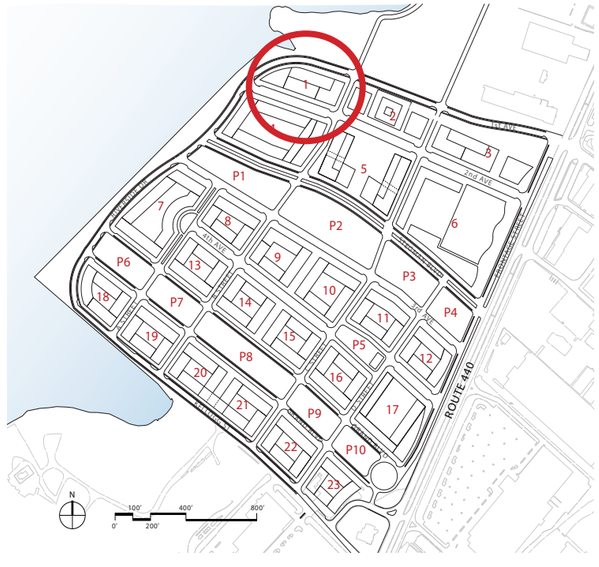
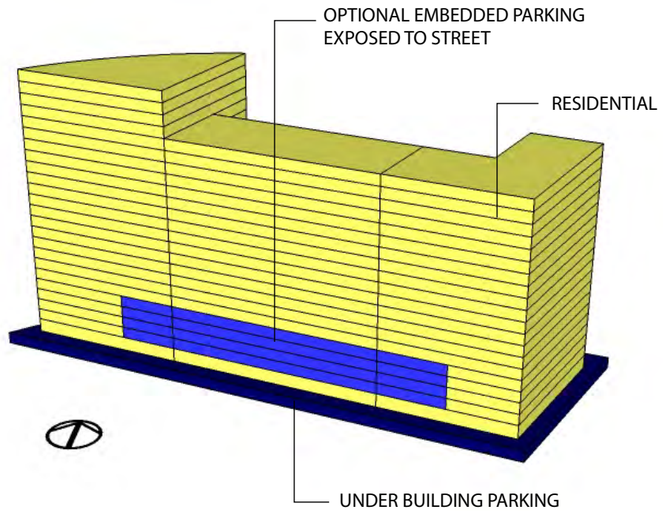


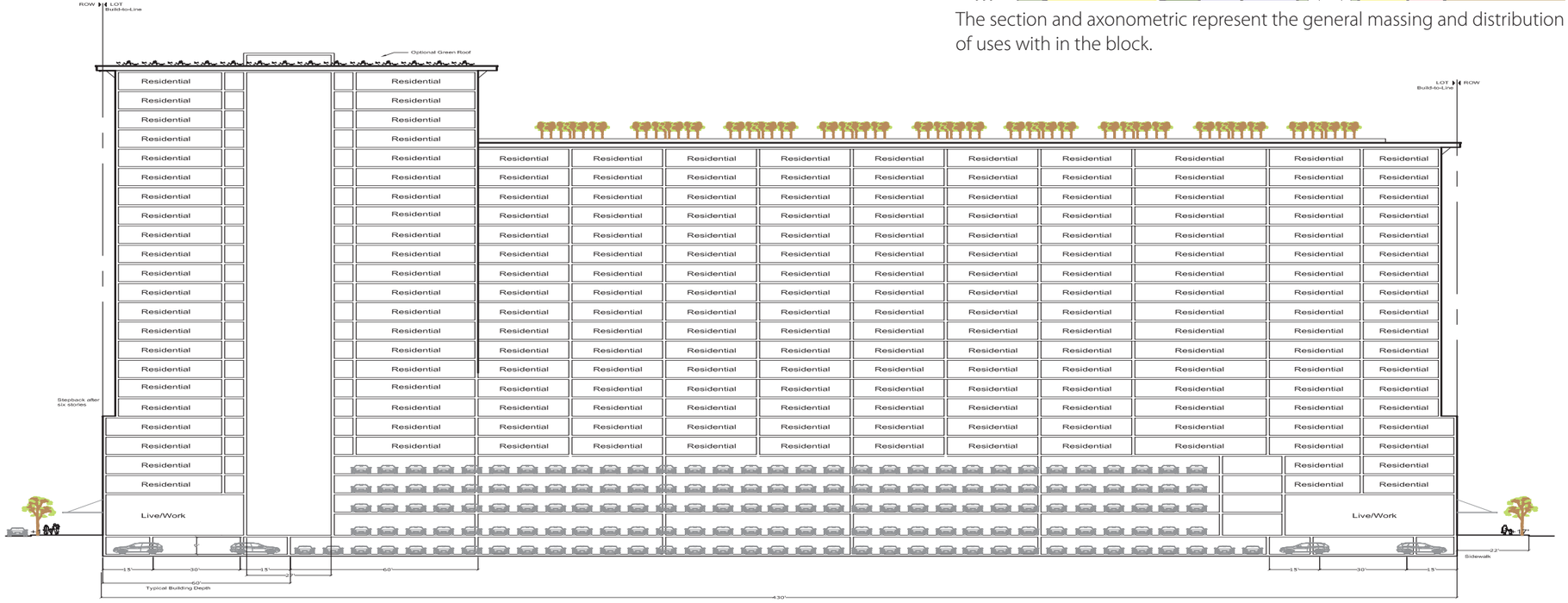
Exhibit 53
BLOCK 1 : MAXIMUM DEVELOPMENT

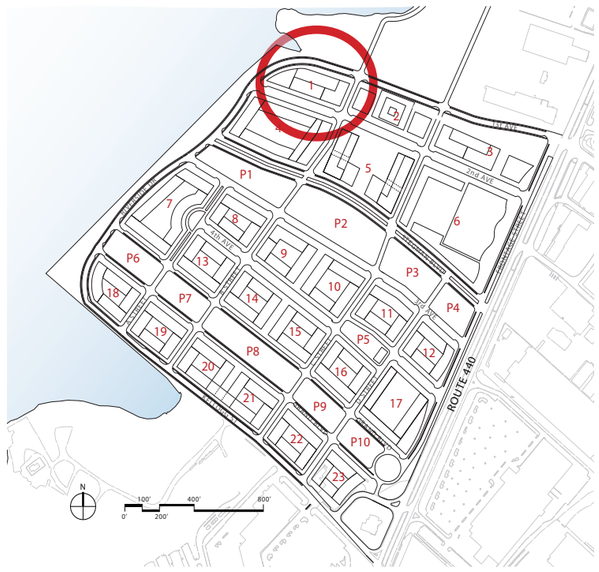
Block 1 has, located along the waterfront, a buildable area of approximately 70,000 SF. The land use suggested on this block is residential. The allowable building area for residential use should accommodate approximately 440 housing units with optional retail on the ground floor on to the Riverfront Park with optional live-work on portions of 2nd Avenue and B Street at the ground level. Approximately half of the parking requirement is accommodated in one level of underground parking beneath the entire block. The remainder of the parking requirement may be satisfied by available spaces in a shared parking structure located in the adjacent Block 4.



The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T11 and T13 (Exhibits 110 and 112).
For Building Heights, see Exhibit 50.





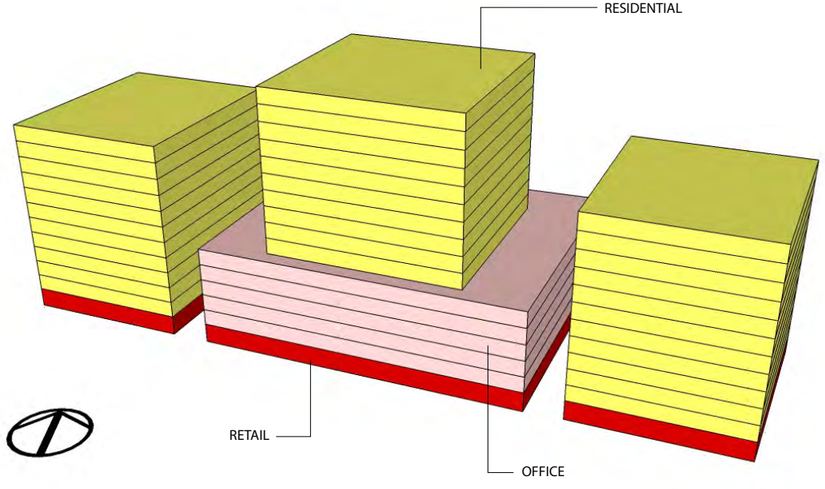


Exhibit 54

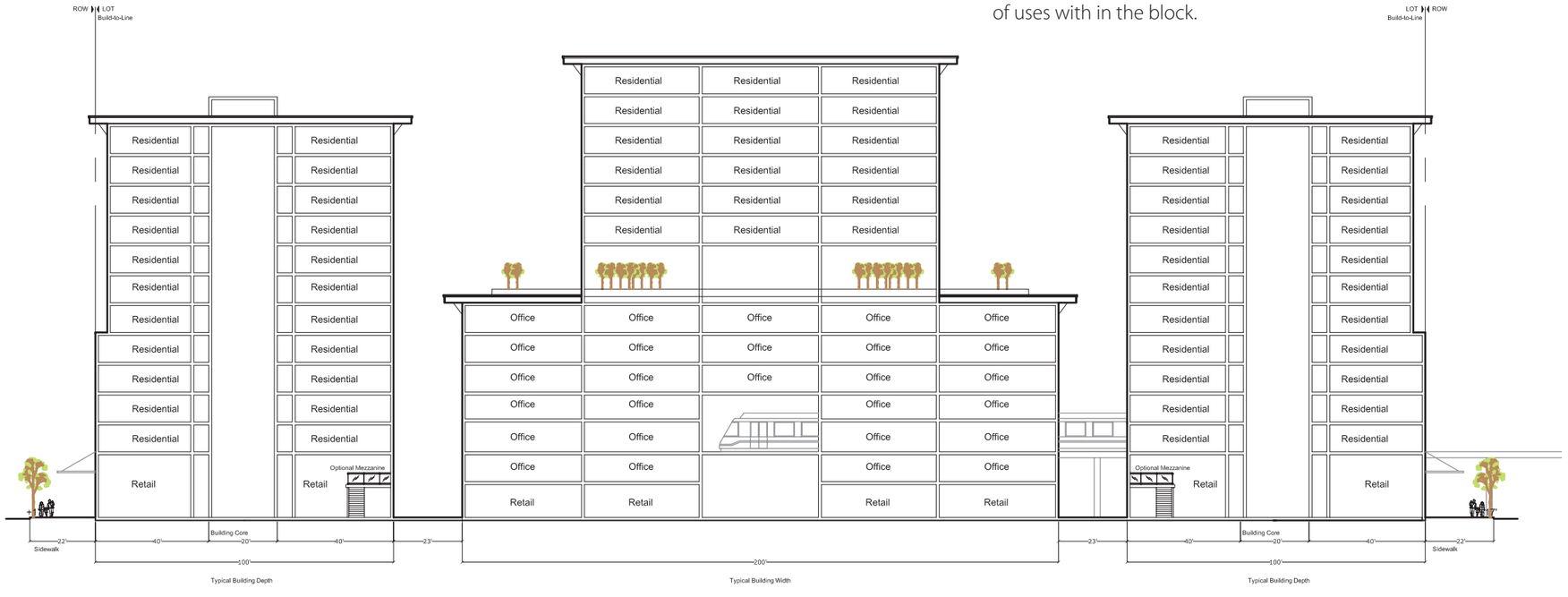
BLOCK 2 : MINIMUM DEVELOPMENT

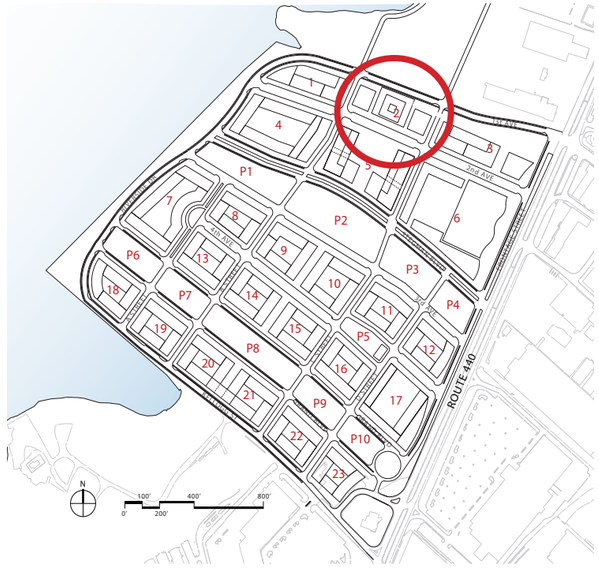
Block 2 has a buildable area of approximately 81,000 SF. The land uses allowed on this block include office, retail, hotel, and residential. This is an architectural composition of three buildings. The center building is the signature building of the Plan flanked by two towers. This block also houses a light rail transit station that is suggested to be integrated into the mixed-use building. The allowable building area should accommodate approximately 315 housing units, ground level of retail space, hotel, and upper levels of office space. There is no parking on this block. Parking requirements may be satisfied by available spaces in a shared parking structure in adjacent Blocks 4 and 6. On-street parking may be metered or permitted for guests. Under Plaza parking as well as parking in parking structures on Blocks 4 and 6 are available to this Block.

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T12 and T17 (Exhibits 111 and 116).

For Building Heights, see Exhibit 49.





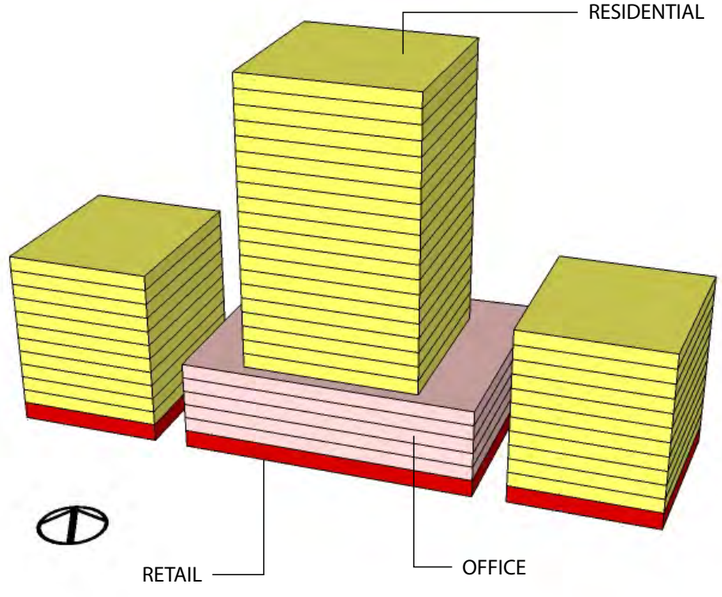
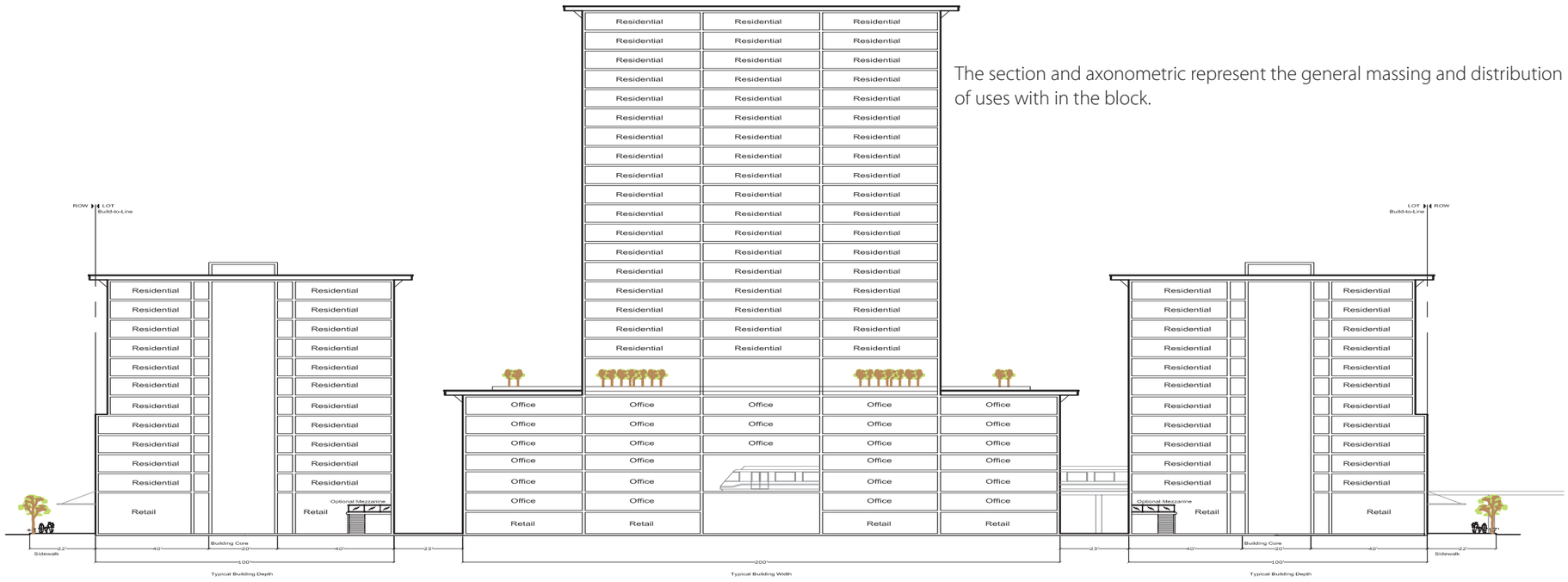


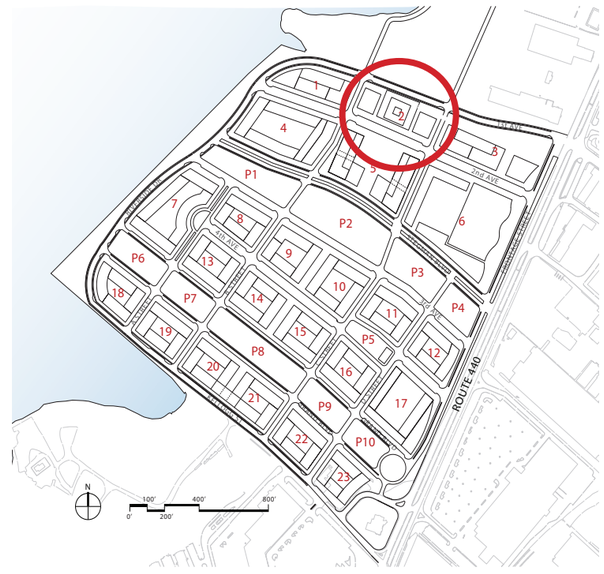
Exhibit 55
BLOCK 2 : MAXIMUM DEVELOPMENT

Block 2 has a buildable area of approximately 81,000 SF. The land uses allowed on this block include office, retail, hotel, and residential. This is an architectural composition of three buildings. The center building is the signature building of the Plan flanked by two towers. This block also houses a light rail transit station that is suggested to be integrated into the mixed-use building. The allowable building area can accommodate approximately 480 housing units, retail space, hotel, and office space. Based on Market Demand, retail could reach 2 to 3 stories and the tower portion of the block could allow housing or offices provided that there is a clear expression of the use in the façade of the building. The center tower building should be of unique design and can be a maximum of 30 stories in height. There is no parking on this block. Parking requirements may be satisfied by available spaces in a shared parking structure in adjacent Blocks 4 and 6. Under Plaza parking as well as parking in parking structures on Blocks 4 and 6 are available to this Block.



The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T12 and T17 (Exhibits 111 and 116).
For Building Heights, see Exhibit 50.



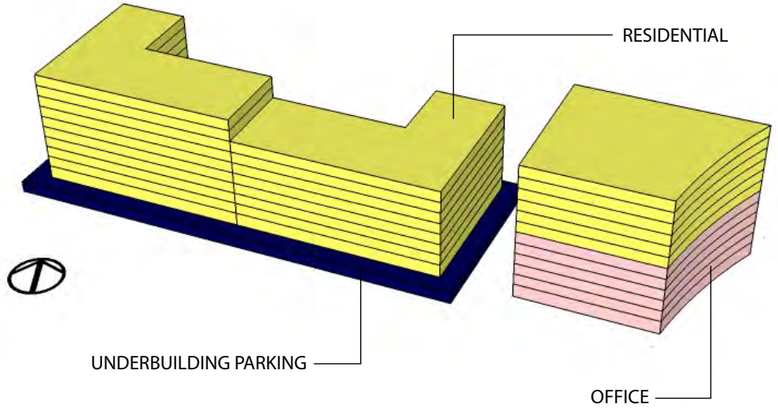


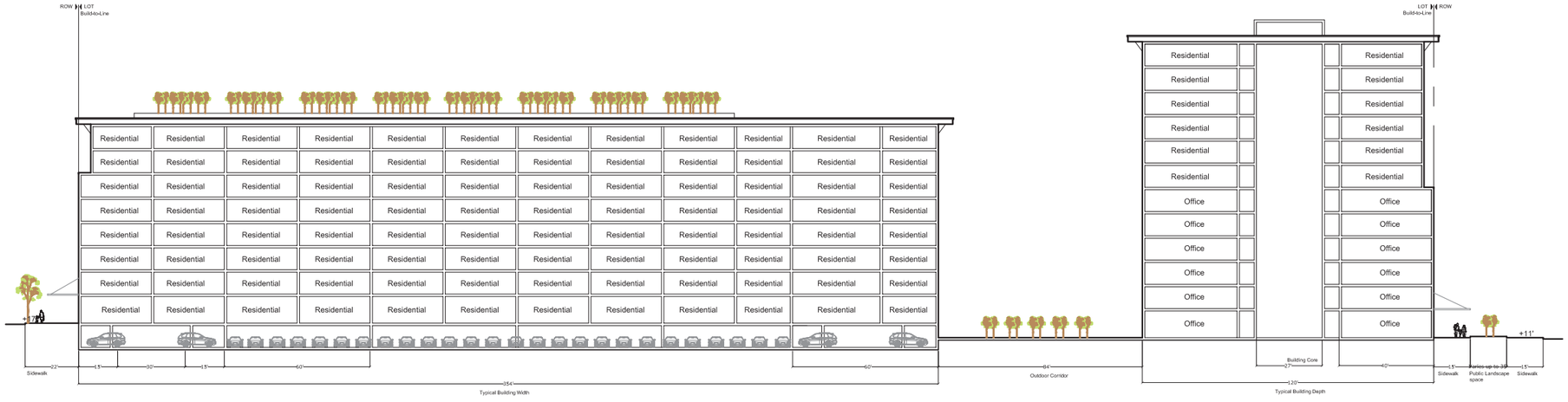
Exhibit 56

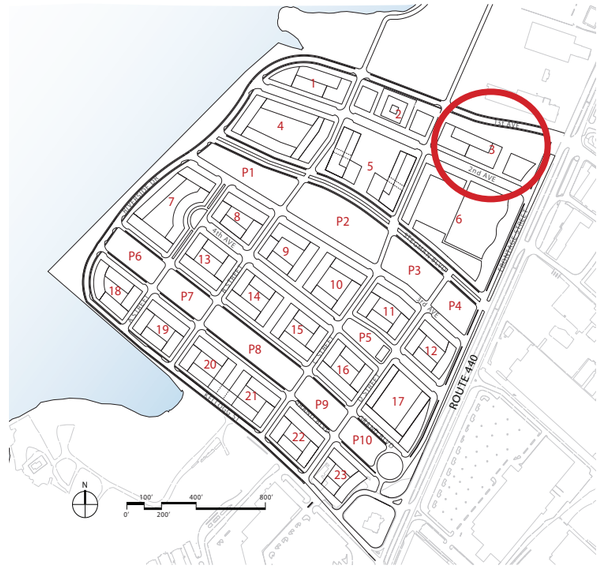
BLOCK 3 : MINIMUM DEVELOPMENT

Block 3 has a buildable area of approximately 125,000 SF measured from the edge of the sidewalk to the edge of the transit easement and including the small access street. The land uses allowed on this block include office and residential. The allowable building area may accommodate approximately 345 housing units and office space at the lower level of the building frontage onto Route 440. This building nearest Route 440 has the flexibility to be office, housing or a mix of the two. The other "U" shaped building has a terrace type garden/courtyard slightly above grade facing the light rail. A portion of the parking requirement is satisfied by one level of underground parking beneath a portion of the block. The remainder of the parking requirement may be satisfied by available spaces in a shared parking structure located in the adjacent Block 6. This block holds two buildings. The structures are separated to accommodate a force main pope as well as provide access to parking.

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T3 and T14 (Exhibits 102 and 113).
For Building Heights, see Exhibit 49.





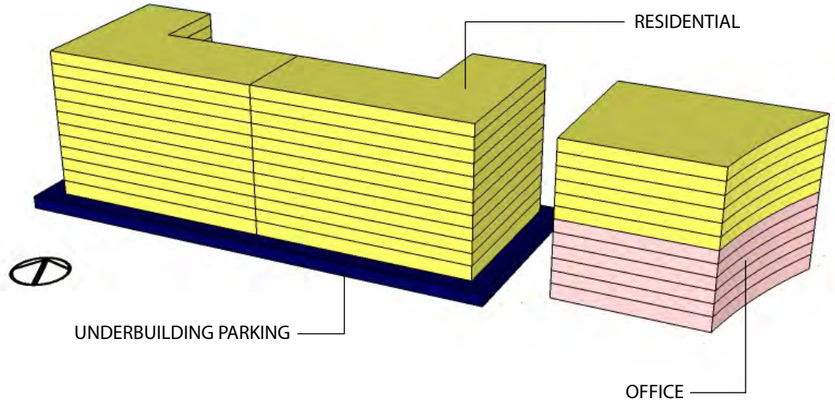
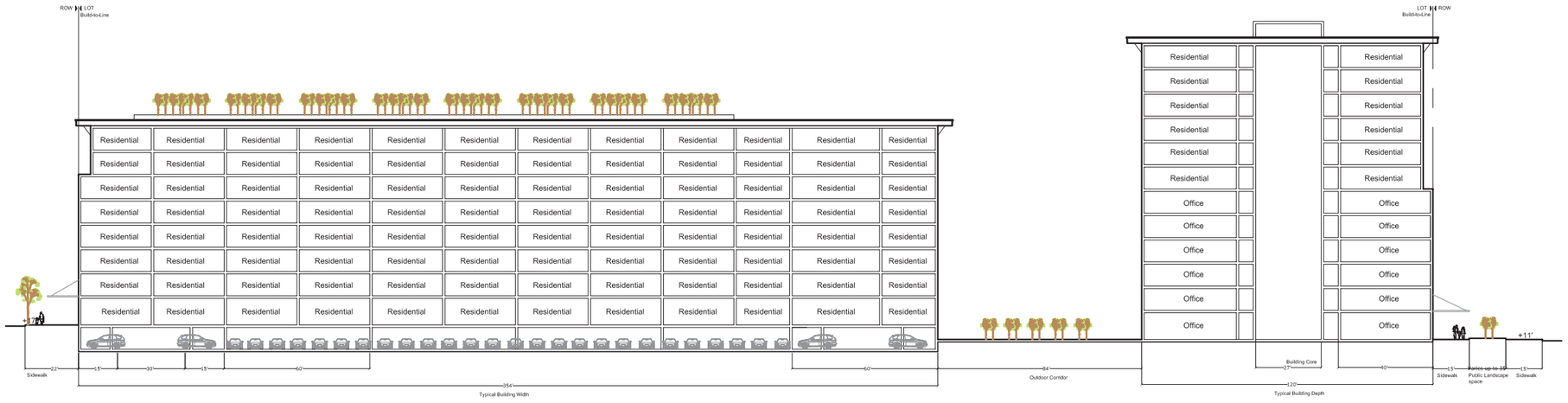


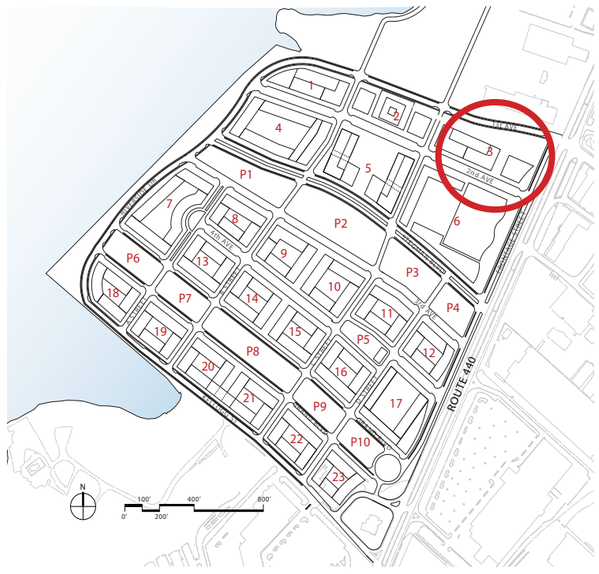
Exhibit 57
BLOCK 3 : MAXIMUM DEVELOPMENT

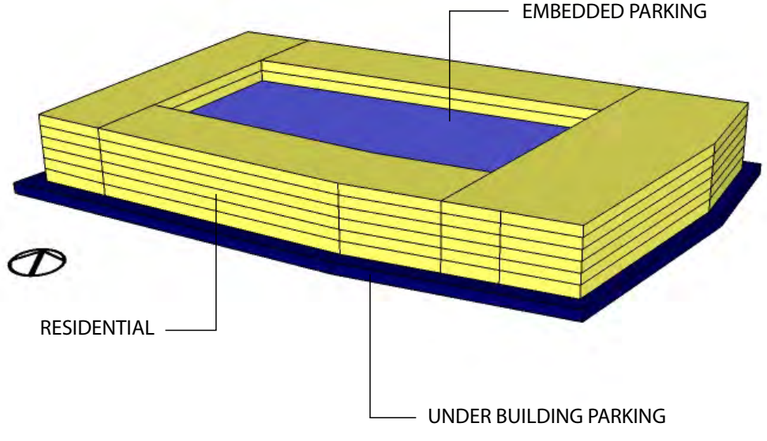
Block 3 has a buildable area of approximately 95,000 SF. The land uses allowed on this block include office and residential. The allowable building area may accommodate approximately 400 housing units and 94,000 SF of office space in the Maximum Development Plan. Based on market conditions, the floors of office can be increased and the building nearest Route 440 can increase to 18 stories. A portion of the parking requirement is satisfied by one level of underground parking beneath the entire block. The remainder of the parking requirement may be satisfied by available spaces in a shared parking structure located in the adjacent Block 6. On-street parking may be metered or permitted for guests. This block holds two buildings. The structures are separated to accommodate a force main pope as well as provide access to parking.

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T3 and T4 (Exhibits 102 and 103).
For Building Heights, see Exhibit 50.







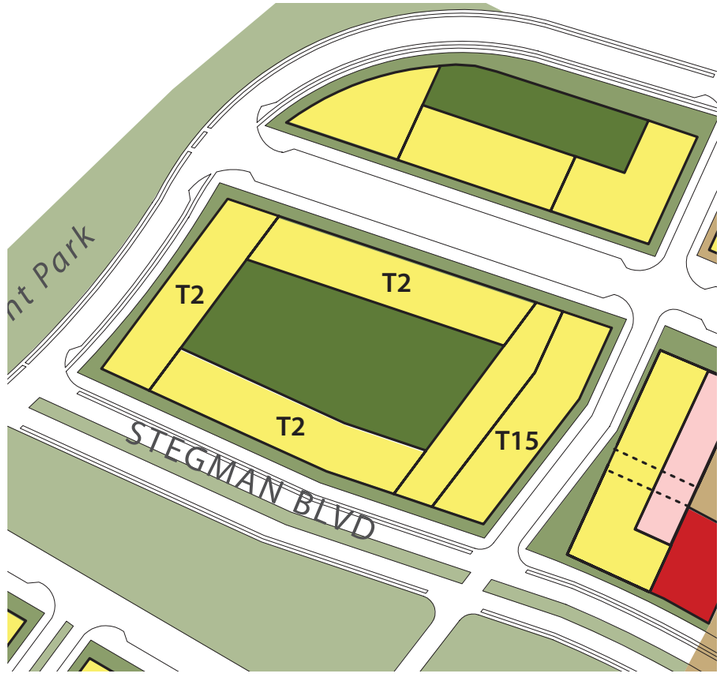
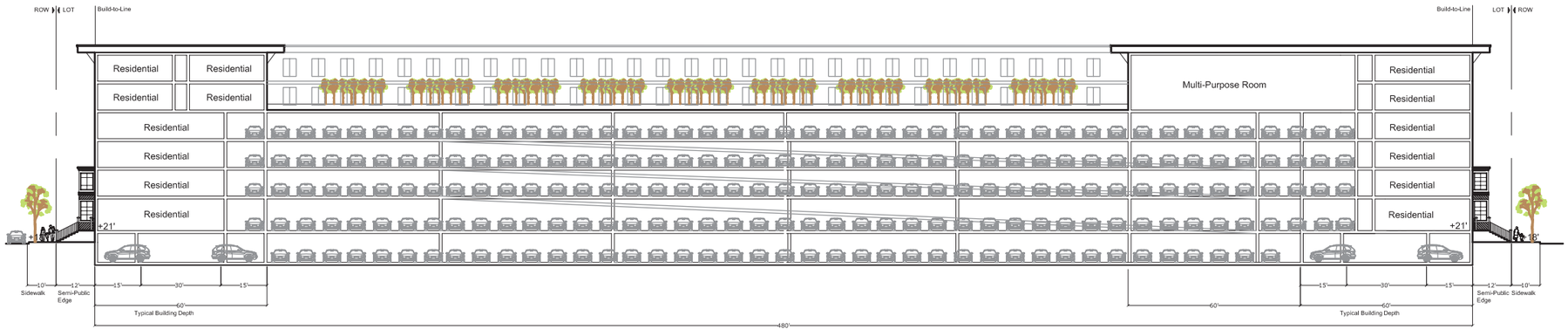


Exhibit 58

BLOCK 4 : MINIMUM DEVELOPMENT

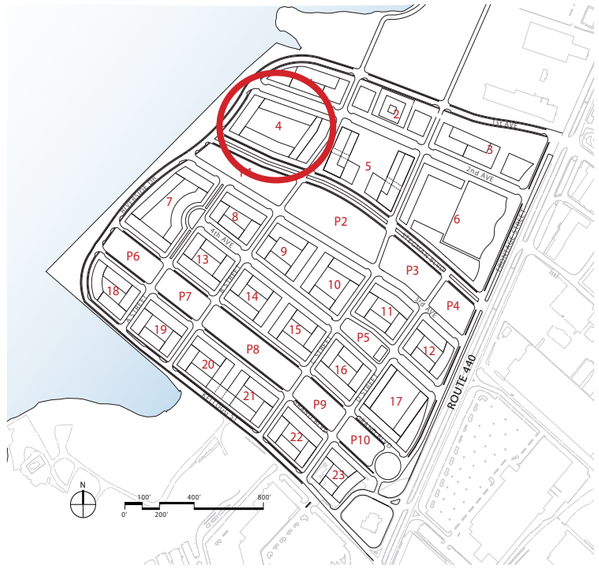
Block 4 is located in a waterfront block and has a buildable area of approximately 147,000 SF. The land uses allowed on this block include suggested civic, residential, retail and a shared parking facility. The allowable building area for residential use may accommodate approximately 185 units as well as required and optional retail on the Riverfront Walkway edge and at the corner of B Street and 2nd Avenue. Live-work units are allowed along a portion of 2nd Avenue. This block was also selected for a possible multi level urban school that would be made available to the Jersey City Board of Education or a charter school through a long term lease. The parking requirement is satisfied by the shared parking facility located within this block.

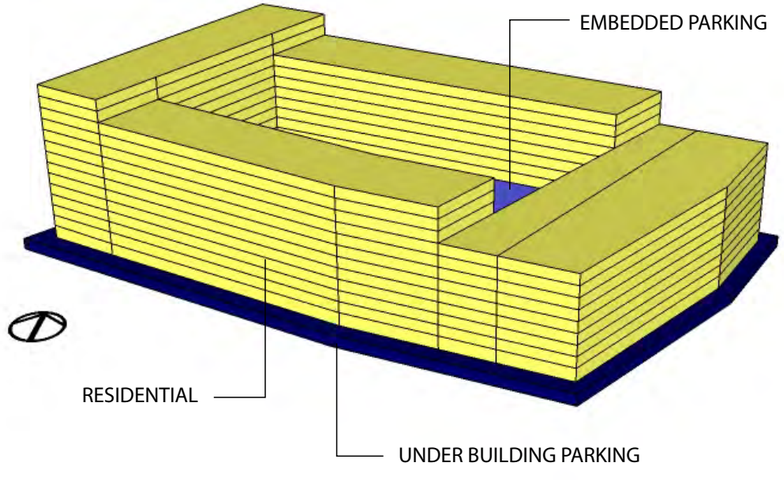
The section and axonometric represent the general massing and distribution of uses with in the block.



For Building Typologies, see T2 and T15 (Exhibits 101 and 114).

For Building Heights, see Exhibit 49.





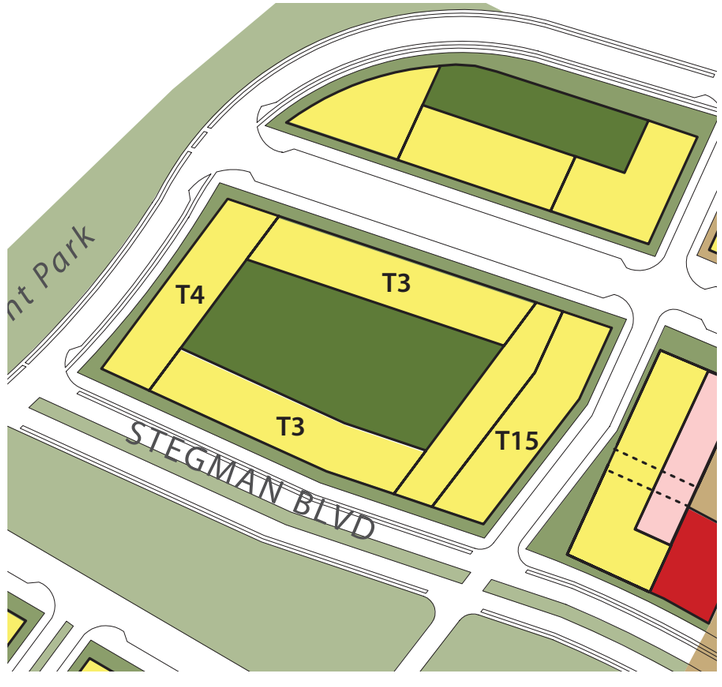
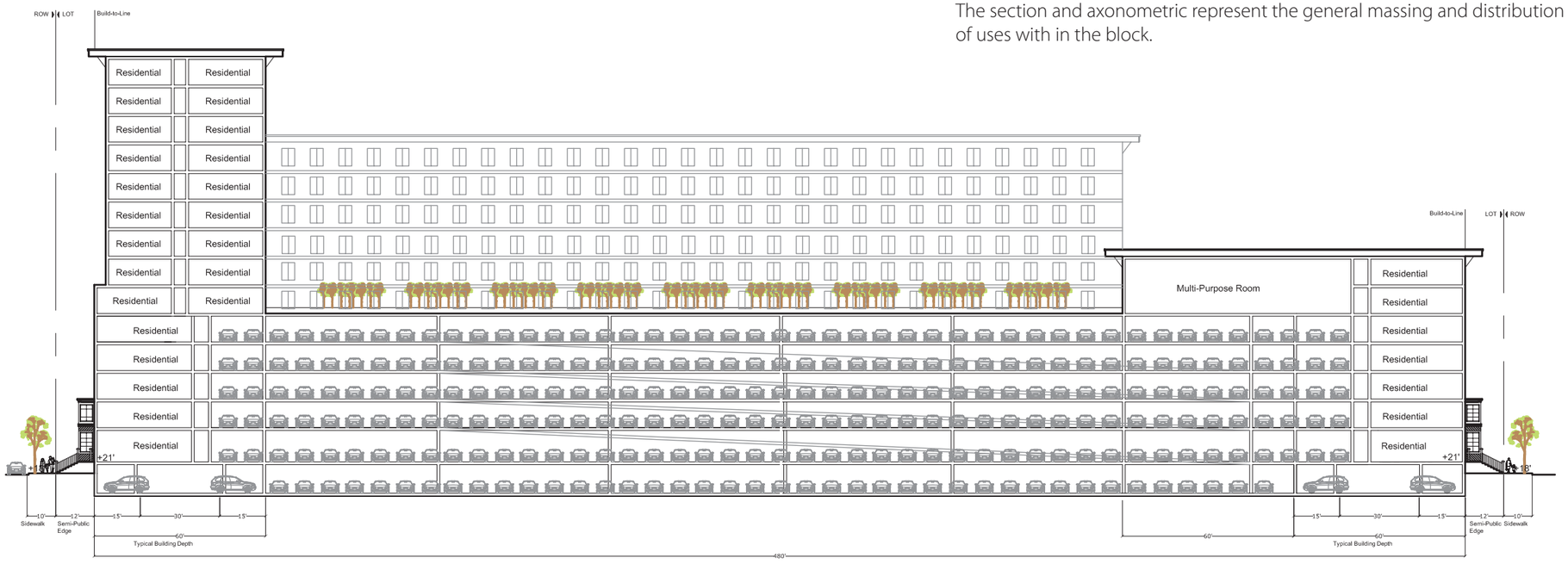


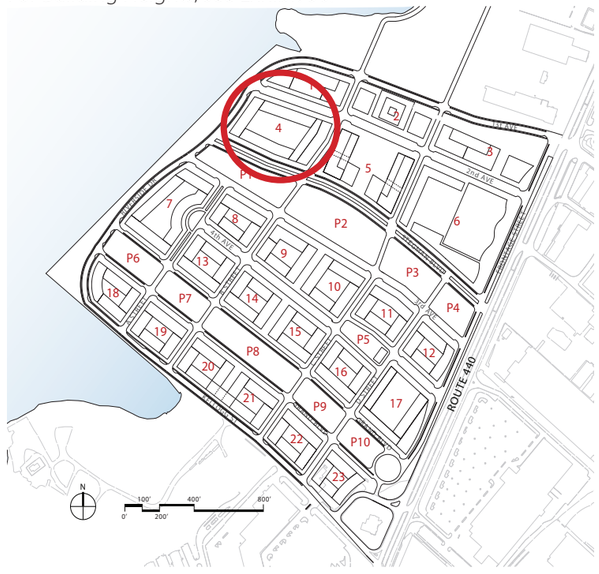
Exhibit 59
BLOCK 4 : MAXIMUM DEVELOPMENT

Block 4 is located in a waterfront block and has a buildable area of approximately 147,000 SF. The land uses allowed on this block include suggested civic, residential, retail and a shared parking facility. The allowable building area for residential use may accommodate approximately 670 units and 35,000 SF of retail space s as well as required and optional retail on the Riverfront Walkway edge and at the corner of B Street and 2nd Avenue. Live-work units are allowed along a portion of 2nd Avenue. This block was also selected for a possible multi level urban school that would be made available to the Jersey City Board of Education or a charter school through a long term lease. The parking requirement is satisfied by the shared parking facility located within this block. The parking facility has a green roof.

The section and axonometric represent the general massing and distribution of uses with in the block.



For Building Typologies, see T3, T4, and T15 (Exhibits 102, 103, and 114).
For Building Heights, see Exhibit 50.



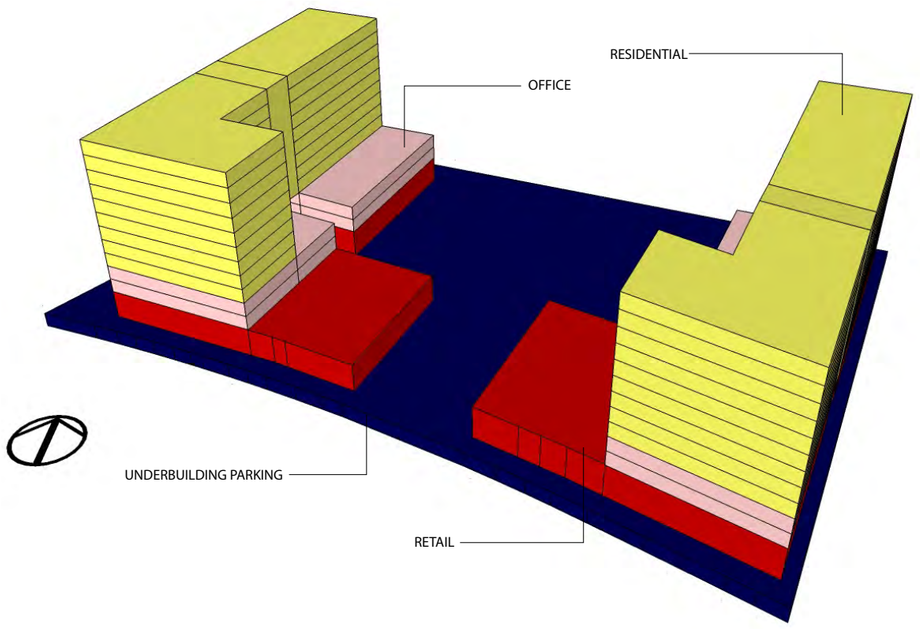
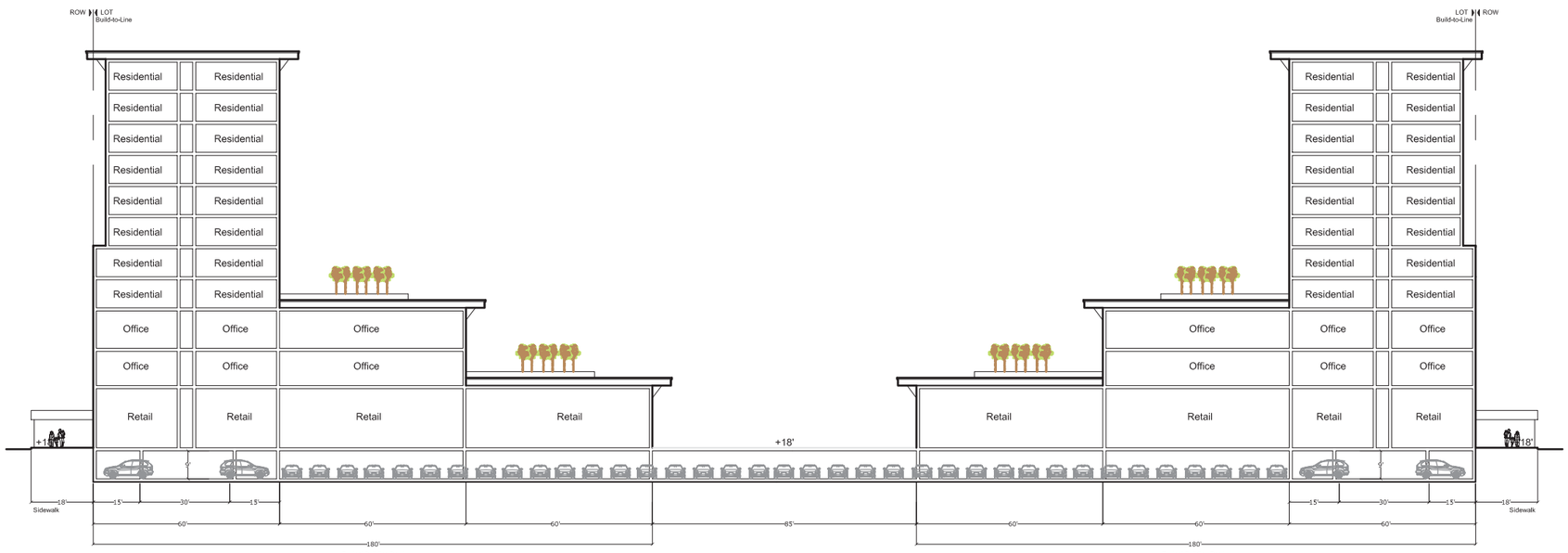


Exhibit 60
BLOCK 5 : MINIMUM DEVELOPMENT

Block 5 has a buildable area of approximately 155,000 SF. The land uses allowed on this block include office, retail, hotel, and residential. These buildings form the edge of the Transit Plaza. The allowable building area can accommodate up to 390 housing units, retail space with approximately 78,000 square feet at the ground level, and office space are recommended at the next two levels above the retail with housing above the office. A portion of the parking requirement is satisfied by one level of underground parking beneath the entire block. The remainder of the parking requirement may be satisfied by available spaces in one of both of the shared parking structures located in the adjacent Blocks 4 and 6. An optional arcade is allowed along Stegman and on the edge of the extension of the Pedestrian Way.

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T16 (Exhibit 115).
For Building Heights, see Exhibit 49.



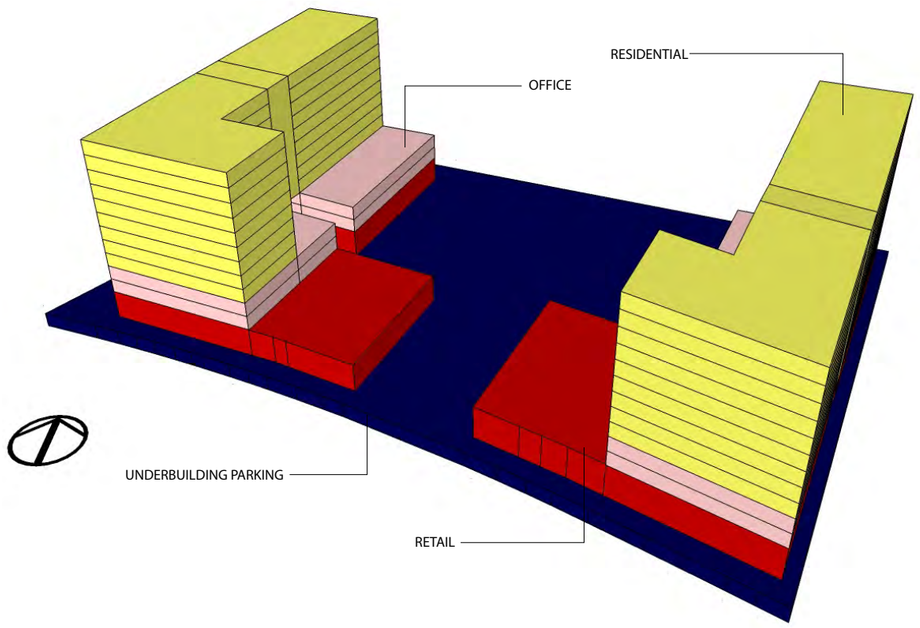


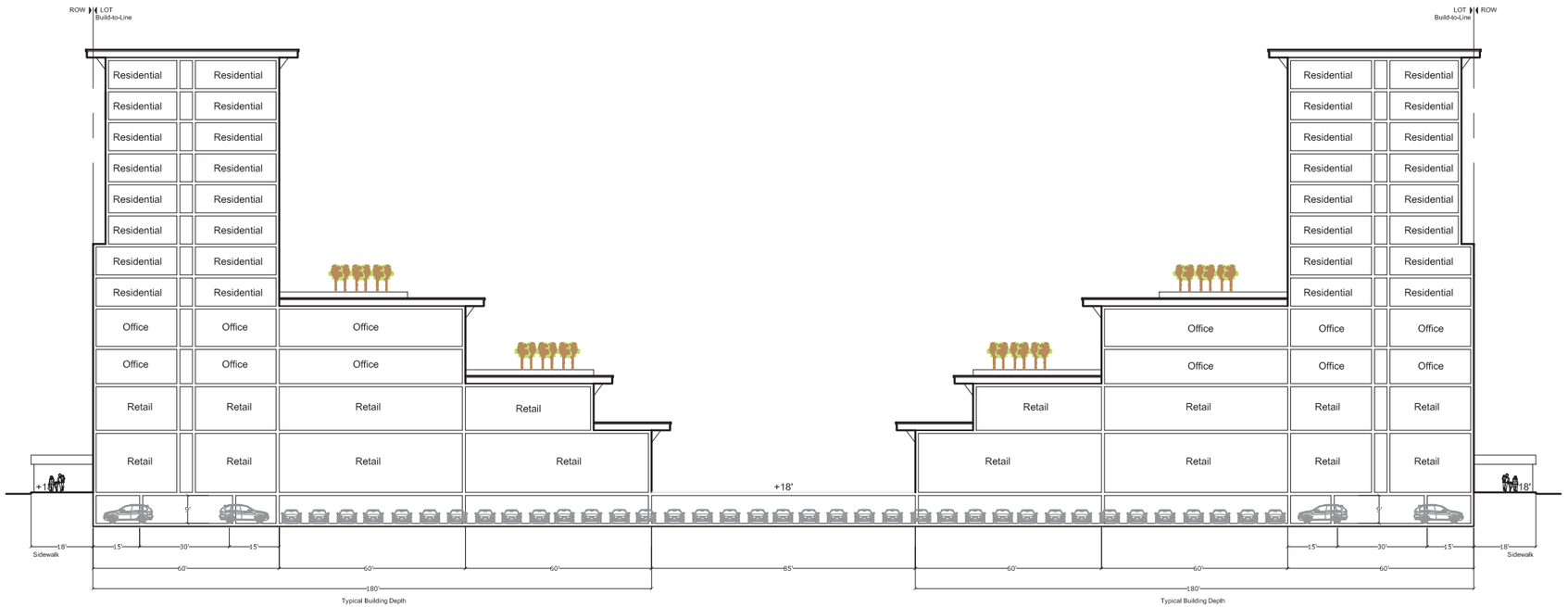
Exhibit 61
BLOCK 5 : MAXIMUM DEVELOPMENT

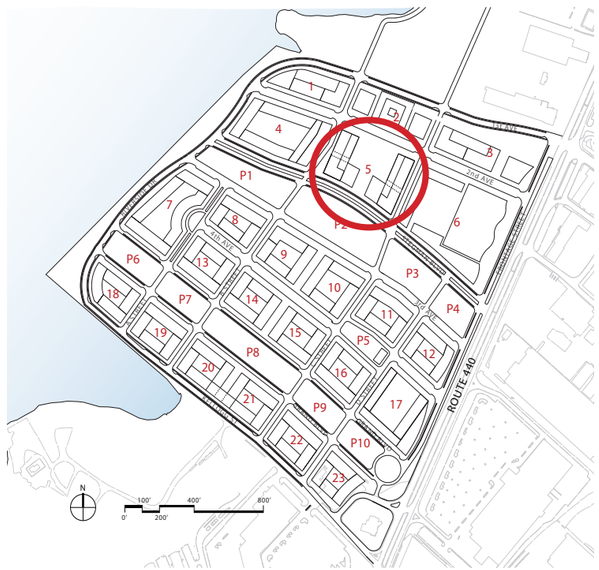
Block 5 has a buildable area of approximately 154,000 SF. The land uses allowed on this block include office, retail, hotel, and residential. These buildings form the Transit Plaza. The allowable building area must accommodate retail at the ground floor, office above this with housing or hotel above. Based on market demands, overall heights of the buildings can increase to 16 stories with retail at the first and second level, four levels of office above this and with housing and/or hotel above that. A portion of the parking requirement is satisfied by one level of underground parking beneath the entire block. The remainder of the parking requirement may be satisfied by available spaces in one of both of the shared parking structures located in the adjacent Blocks 4 and 6. An optional arcade is allowed along Stegman and on the edge of the extension of the Pedestrian Way.

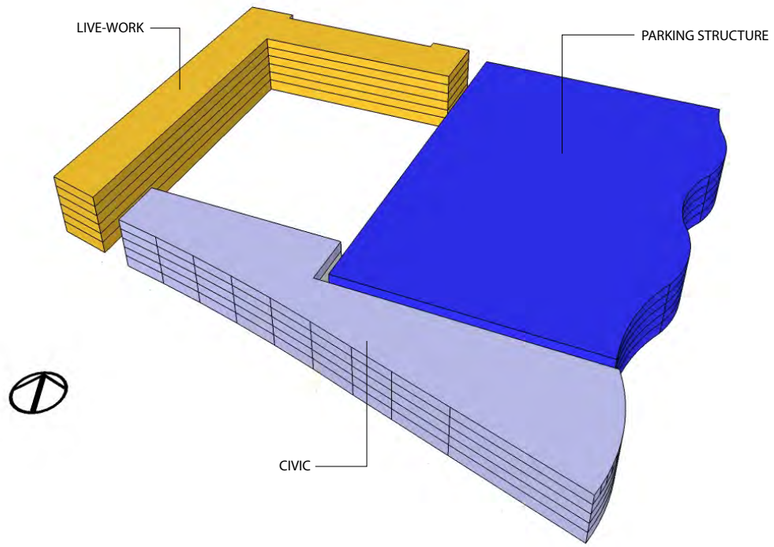
The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T16 (Exhibit 115).

For Building Heights, see Exhibit 50.







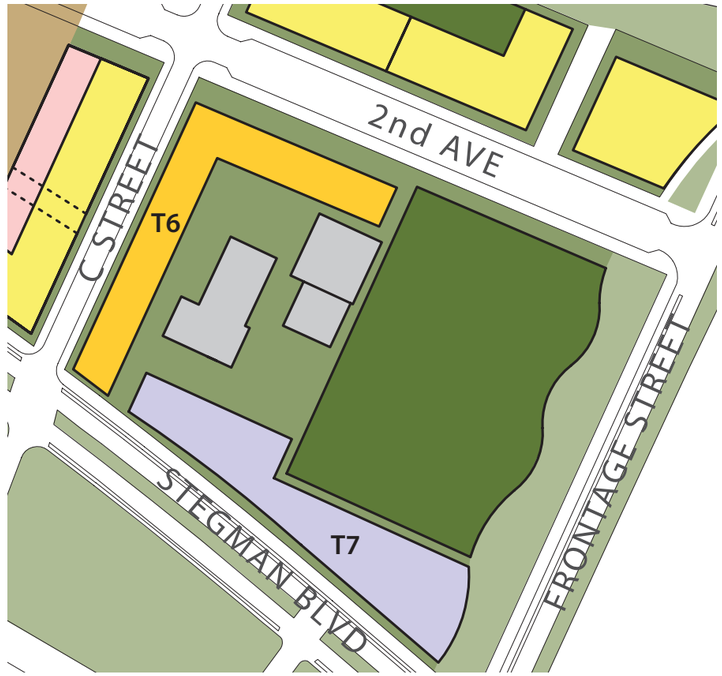
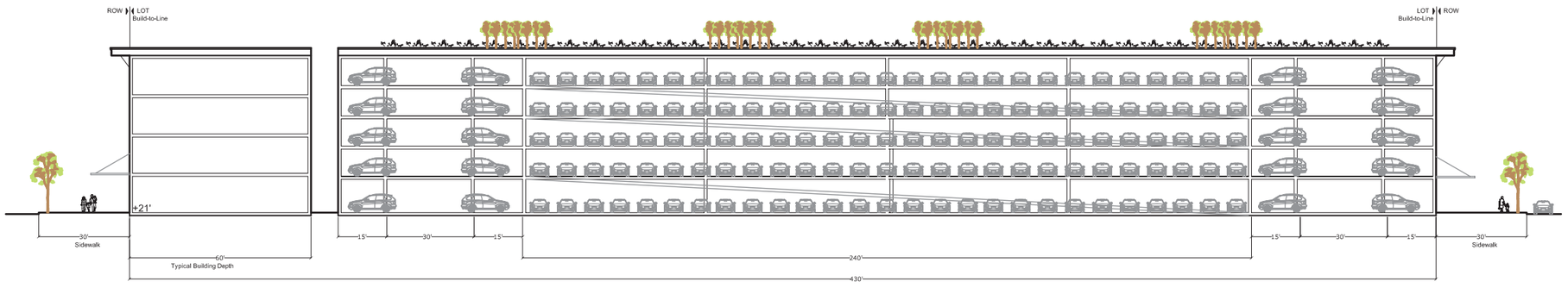


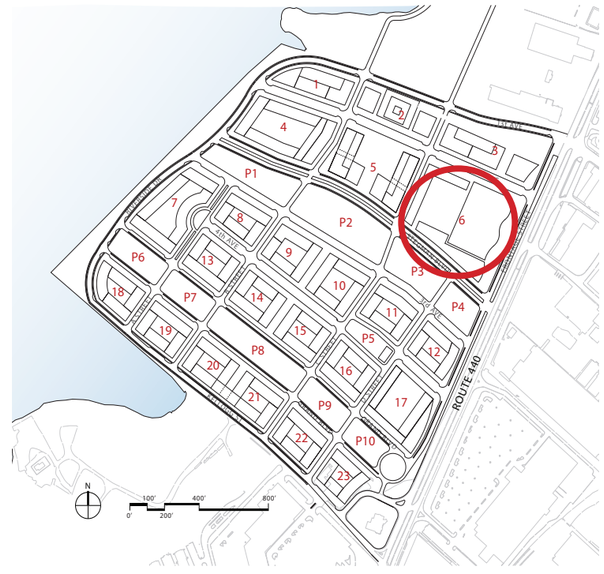
Exhibit 62
BLOCK 6 : MINIMUM DEVELOPMENT

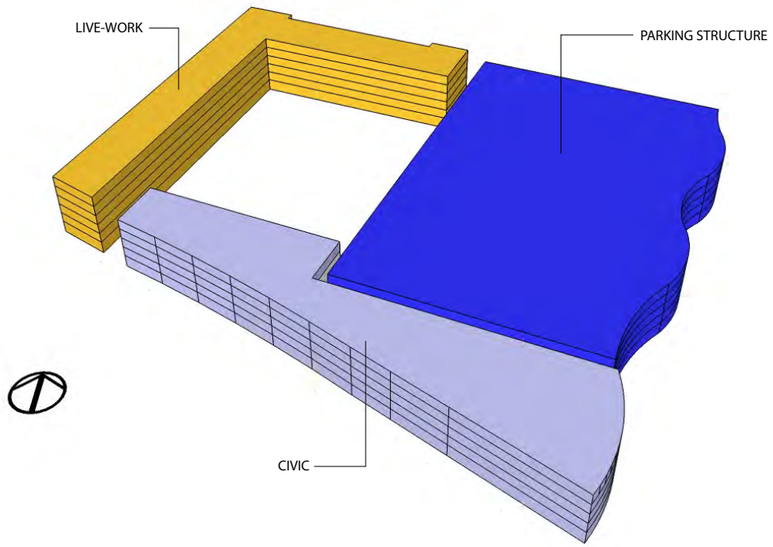
Block 6 has a buildable area of approximately 272,000 SF. This land, approximately 6.25 acres, will be held by the City of Jersey City to accommodate the MUA (Municipal Utility Authority), offices, parking spaces for city and public use, and facilities like the pump station and grit chamber. The development program for the block allows live-work units, a multi level parking structure with a green roof and a civic building which are allowed to contain offices for the MUA, a police substation, and a fire department station. Additional space in this building can be offices. The parking structure is mandatory. It is required to accommodate the parking needs of the MUA on a taller first floor, the adjacent spaces as well as spaces for those residents who want to lease or purchase an additional parking space. This parking structure has a mandatory curved screen wall along Route 440 which complements the curved façade on all the buildings along Route 440. Sections of the ground floor must be able to be easily removed if repairs are required on any of the underground pipes. The top level of this structure is large enough to a regulation sized soccer field. This block contains approximately 60 live-work units. The shared parking facility can be a long-term lease and can accommodate for the private uses on Blocks 2 and 5.

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T6 and T7 (Exhibits 105 and 106).
For Building Heights, see Exhibit 49.







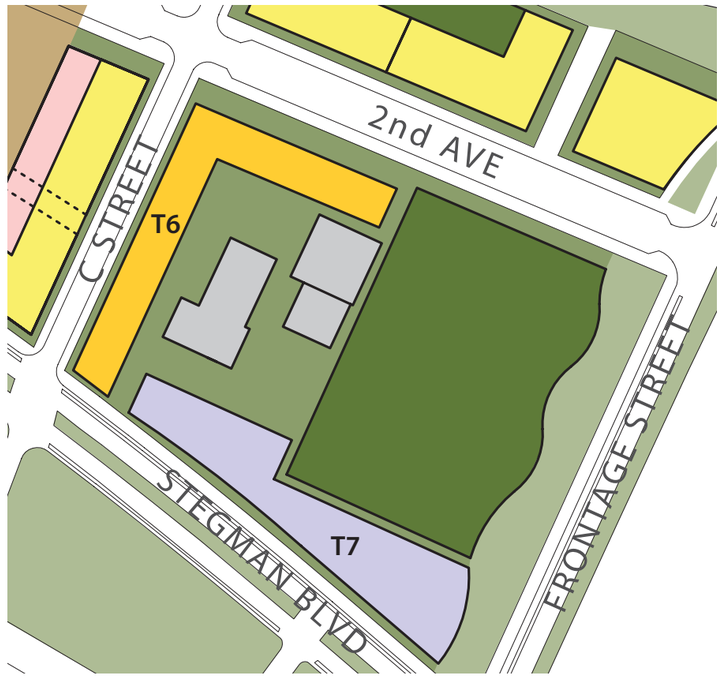
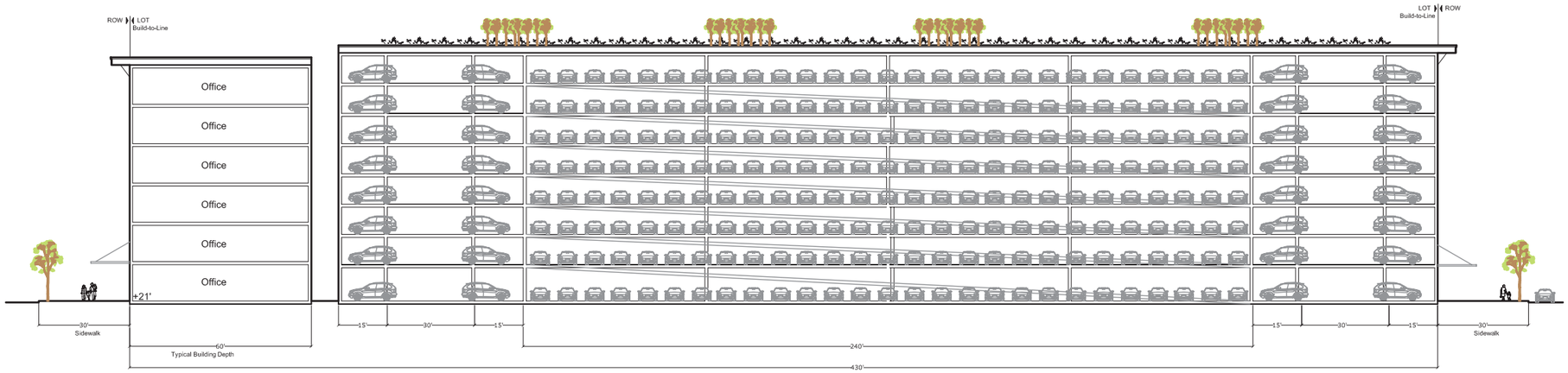


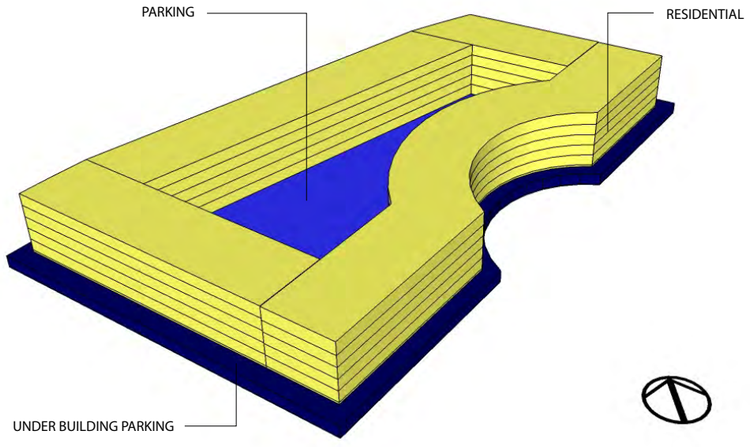
Exhibit 63
BLOCK 6 : MAXIMUM DEVELOPMENT

Block 6 has a buildable area of approximately 272,000 SF. This land, approximately 6.25 acres, will be held by the City of Jersey City to accommodate the MUA (Municipal Utility Authority), offices, parking spaces for city and public use, and facilities like the pump station and grit chamber. The development program for the block allows live-work units, a multi level parking structure with a green roof and a civic building which are allowed to contain offices for the MUA, a police substation, and a fire department station. Additional space in this building can be offices. The parking structure is mandatory. It is required to accommodate the parking needs of the MUA on a taller first floor, the adjacent spaces as well as spaces for those residents who want to lease or purchase an additional parking space. This parking structure has a mandatory curved screen wall along Route 440 which complements the curved façade on all the buildings along Route 440. Sections of the ground floor must be able to be easily removed if repairs are required on any of the underground pipes. The top level of this structure is large enough to a regulation sized soccer field. The maximum plan increases the heights of the buildings with the same building uses. This block contains approximately 60 live-work units. The shared parking facility can be a long-term lease and can accommodate for the private uses on Blocks 2 and 5.

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T6 and T7 (Exhibits 105 and 106).
For Building Heights, see Exhibit 50.





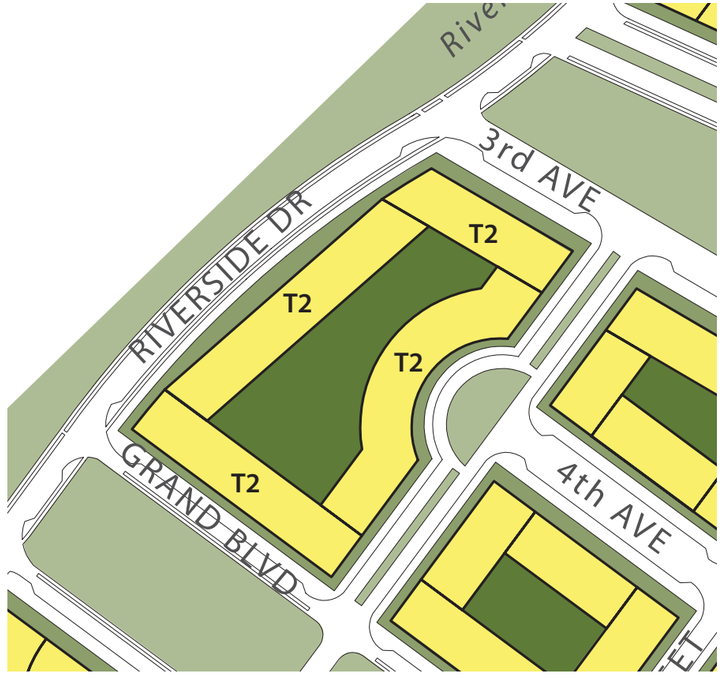
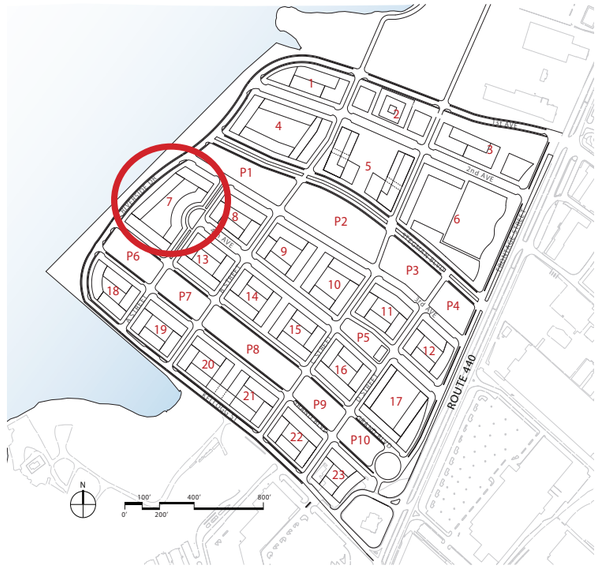


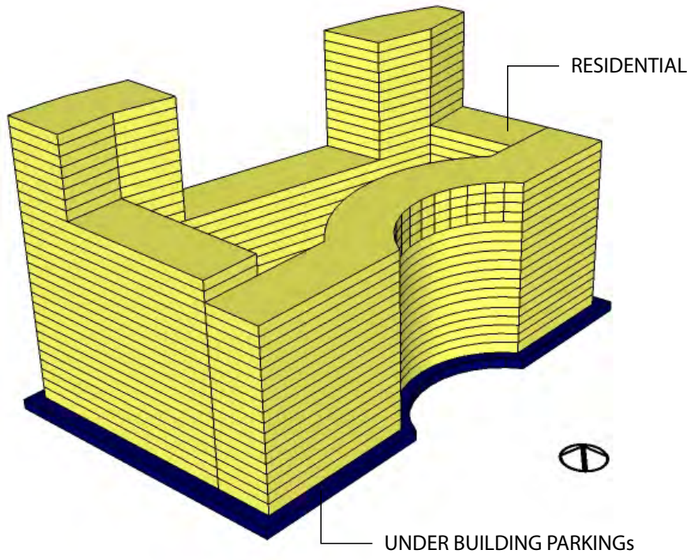
Exhibit 64
BLOCK 7 : MINIMUM DEVELOPMENT

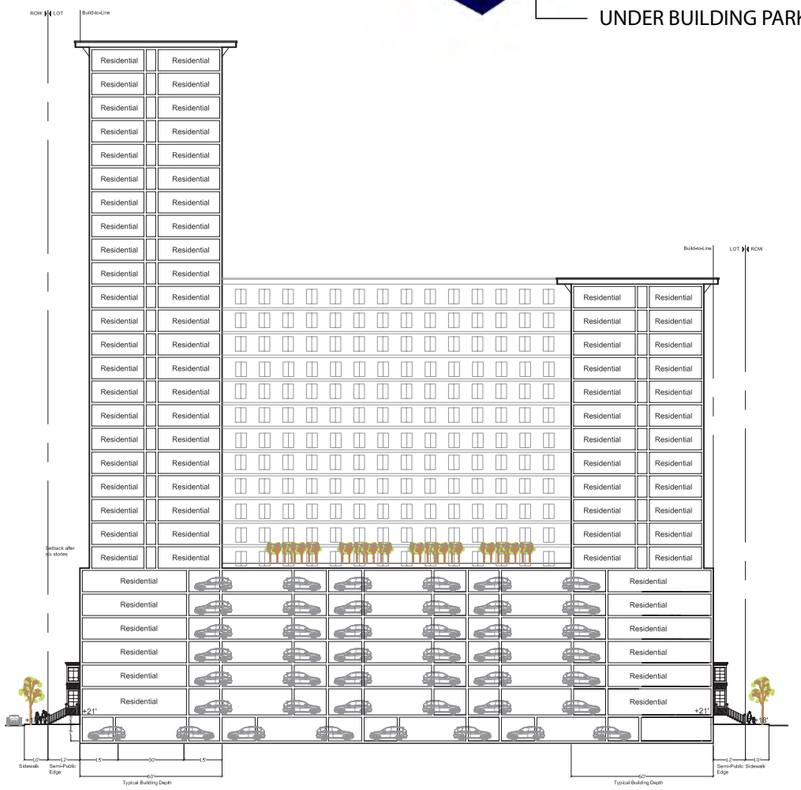
Block 7, a waterfront block, has a buildable area of approximately 131,000 SF. This building has a dramatic sweeping curve with a small green space crated a visual termination to 4th Avenue. Optional retail as allowed at the ground floor along Riverside Drive as well as along the A Street frontage. The land uses allowed on this block include optional retail at the ground level, hotel and residential. The allowable building area for residential use can accommodate up to 300 housing units. The parking requirement for this block is satisfied by one level of underground parking beneath the entire block to accommodate the uses within this block as well as the short falls of Blocks 8 and 13.

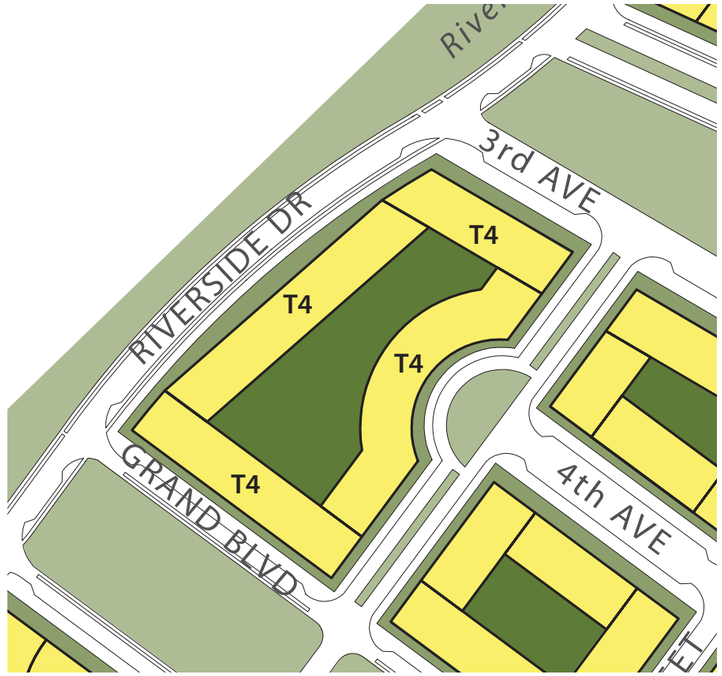
For Building Typologies, see T2 (Exhibit 101).
For Building Heights, see Exhibit 49.

The section and axonometric represent the general massing and distribution of uses with in the block.







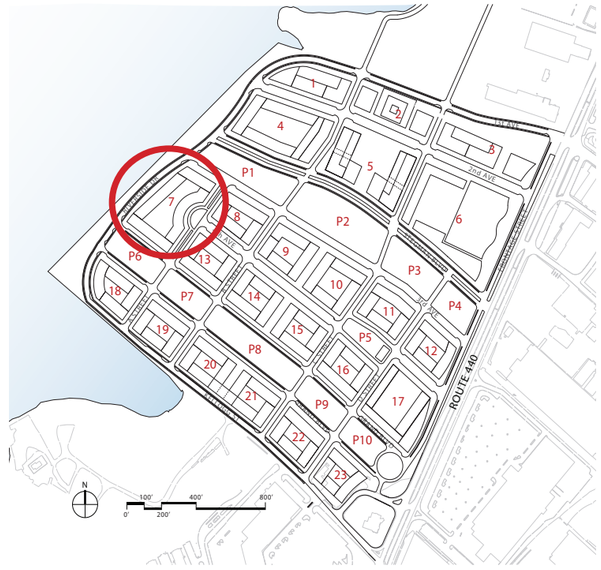


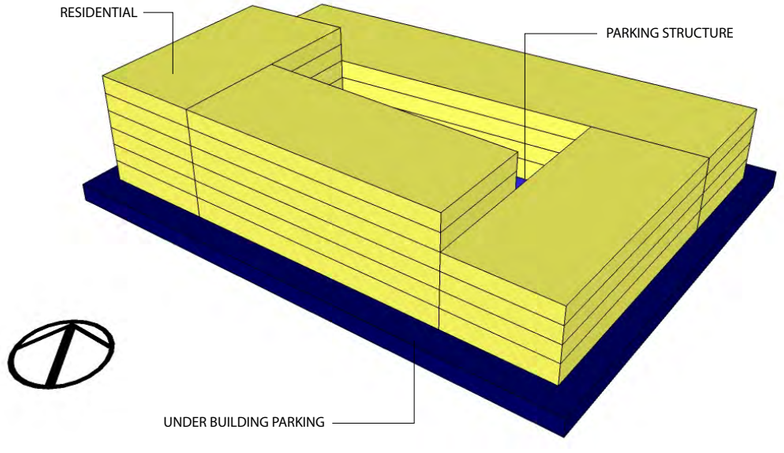
The section and axonometric represent the general massing and distribution of uses with in the block.

Exhibit 65
BLOCK 7 : MAXIMUM DEVELOPMENT

Block 7, a waterfront block, has a buildable area of approximately 131,000 SF. This building has a dramatic sweeping curve with a small green space crated a visual termination to 4th Avenue. Optional retail as allowed at the ground floor along Riverside Drive as well as along the A Street frontage. The land uses allowed on this block include optional retail at the ground level, hotel and residential. The allowable building area for residential use can accommodate up to 300 housing units. The parking requirement for this block is satisfied by one level of underground parking beneath the entire block and additional levels of embedded parking encompassing the interior of the block. It also accommodates the short falls in parking on Blocks 8 and 13.

For Building Typologies, see T4 (Exhibit 103).
For Building Heights, see Exhibit 50.





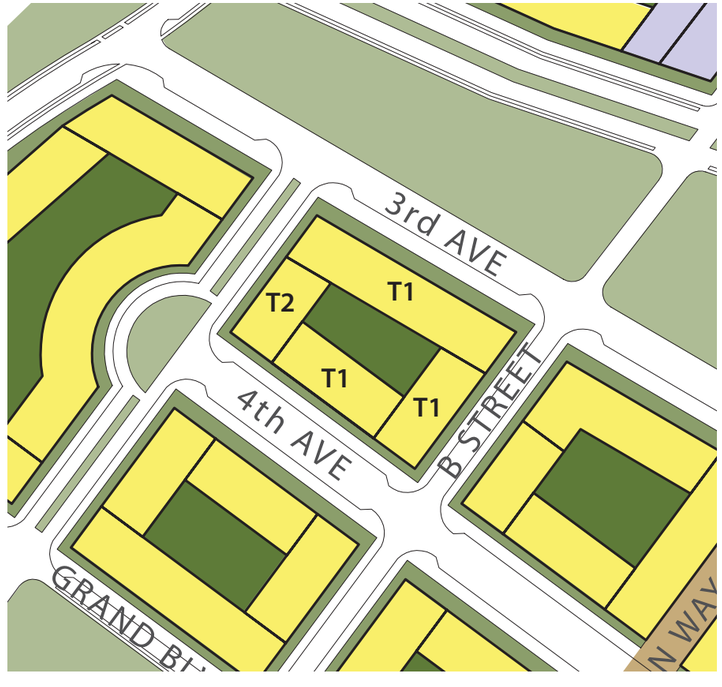


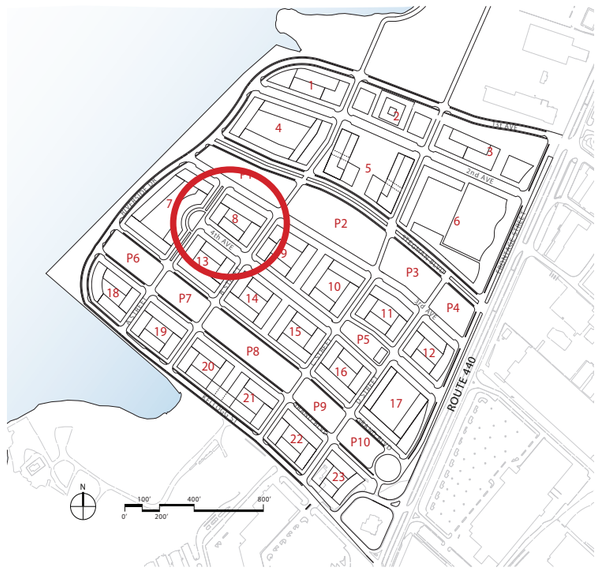
Exhibit 66
BLOCK 8 : MINIMUM DEVELOPMENT

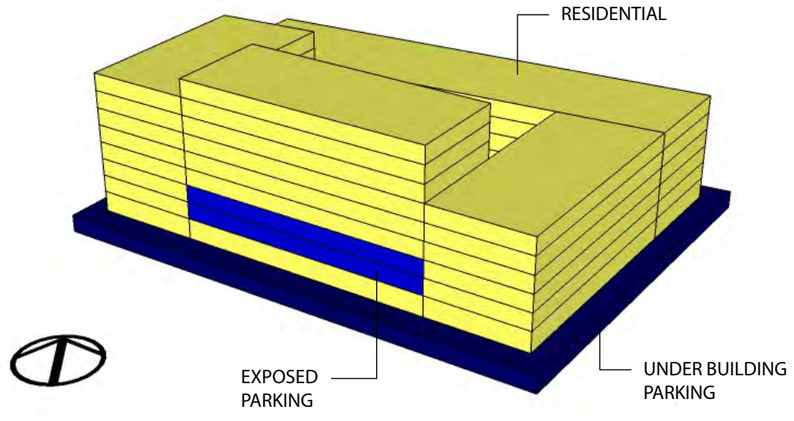
Block 8 has a buildable area of approximately 63,000 SF. This block is entirely residential. The allowable building area for residential use can accommodate approximately 160 housing units. The parking requirement for this block is satisfied by one level of underground parking beneath the entire block. Additional parking can be accommodated on Block 7.

For Building Typologies, see T1 and T2 (Exhibits 100 and 101).

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Heights, see Exhibit 49.





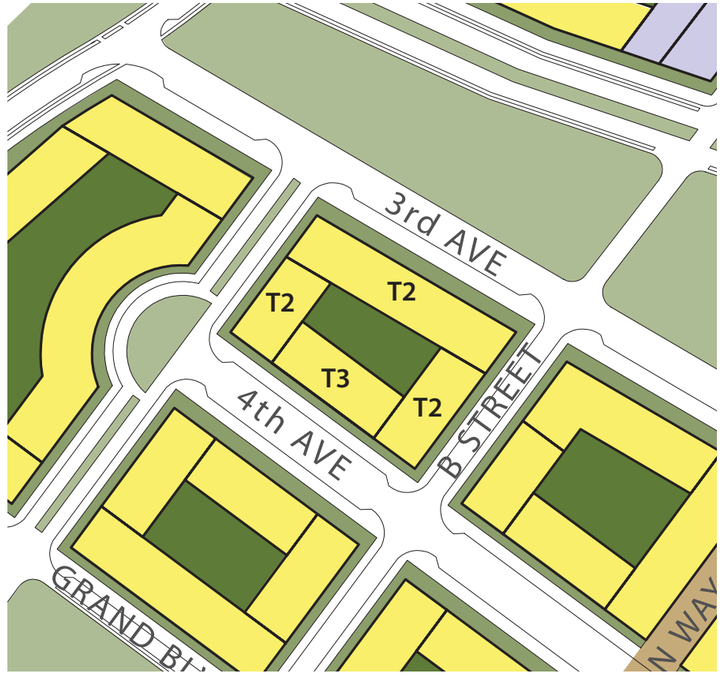
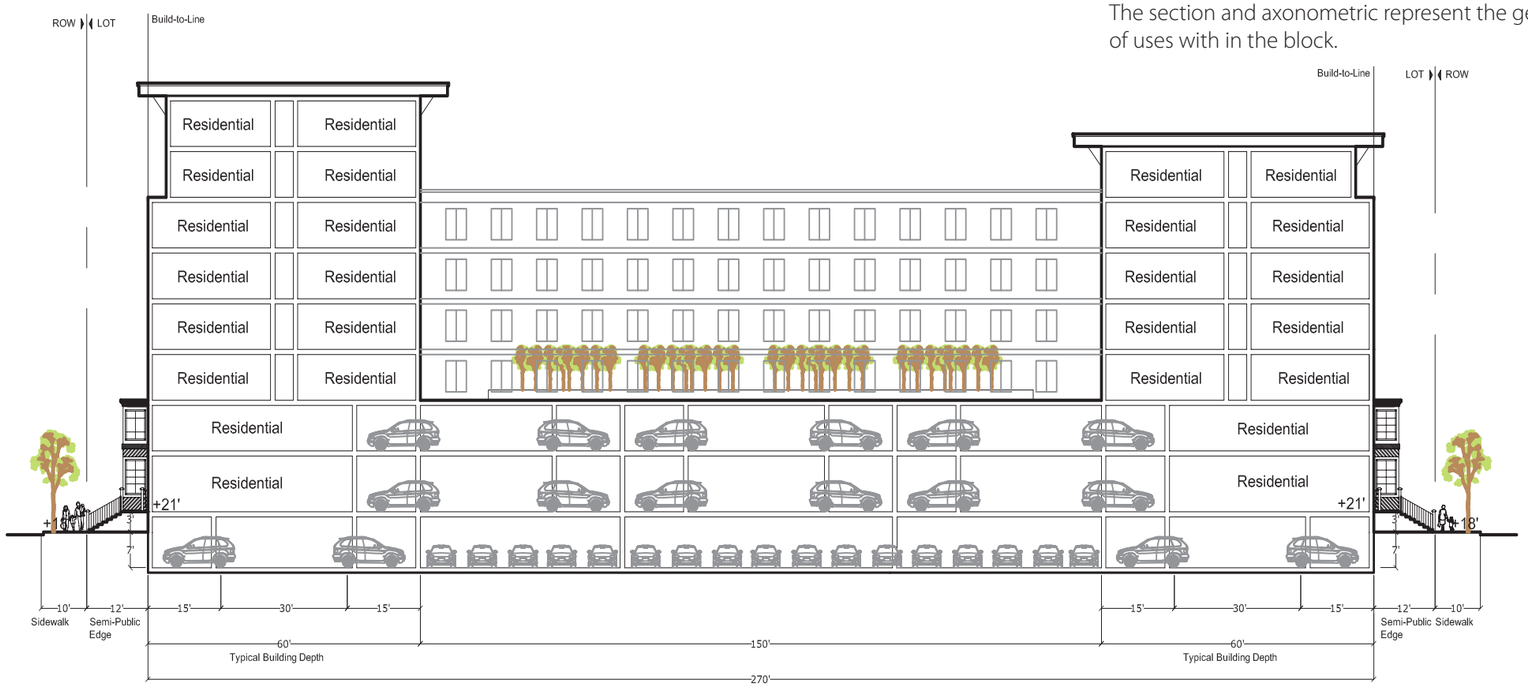


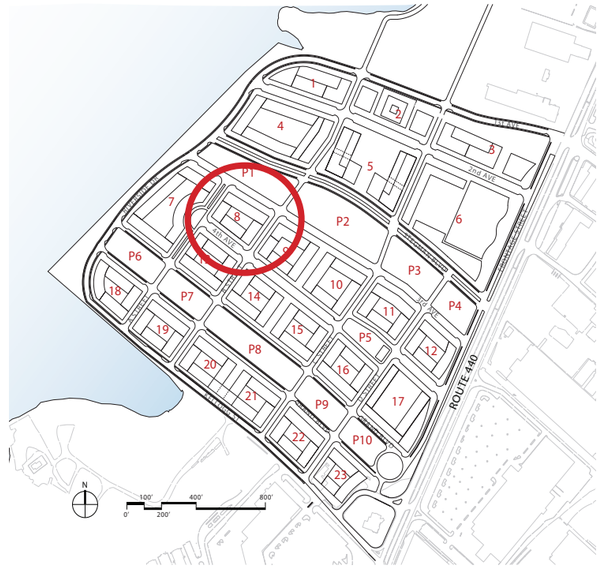
Exhibit 67
BLOCK 8 : MAXIMUM DEVELOPMENT

Block 8 has a buildable area of approximately 63,000 SF. This block is entirely residential. The parking for this Block is contained in under building as well as embedded. Due to the narrowness of the block width, parking needs to be exposed on the 4th Avenue edge above the first floor. It is critical that the exposed parking façade be compatibly design with the remainder of the facade.

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T2 and T3 (Exhibits 101 and 102).
For Building Heights, see Exhibit 50.





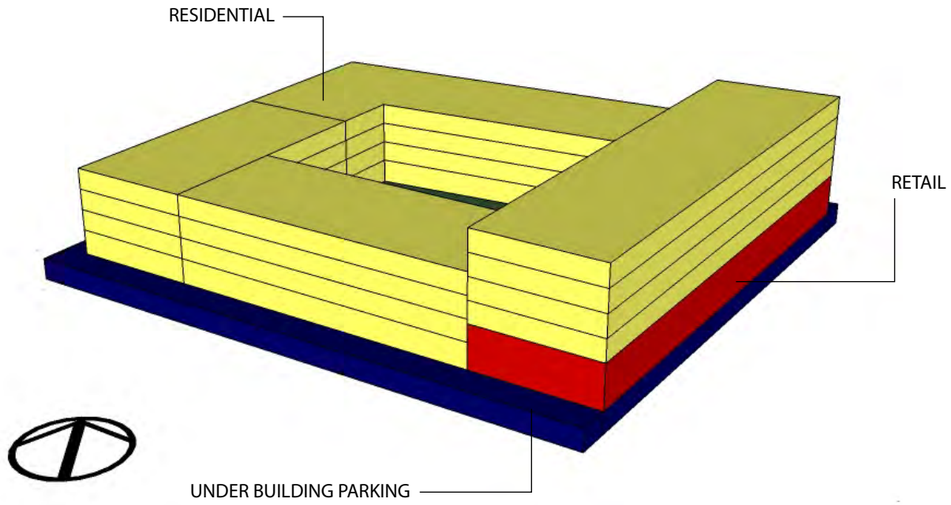


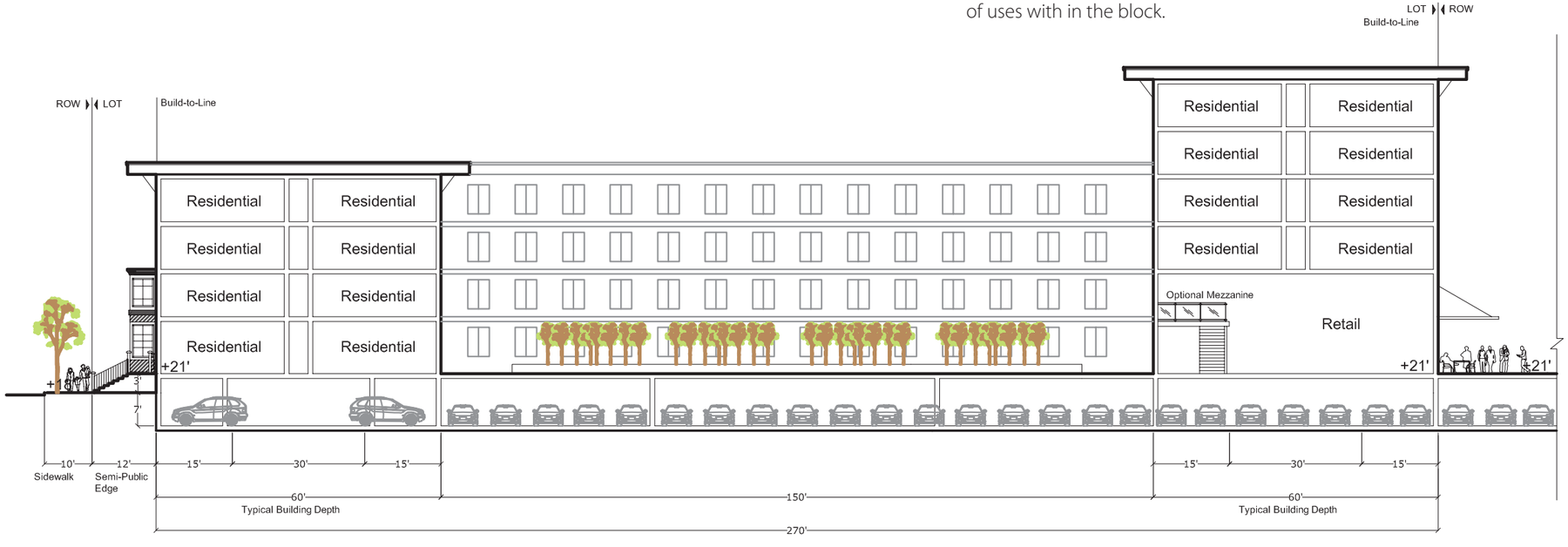
Exhibit 68
BLOCK 9 : MINIMUM DEVELOPMENT

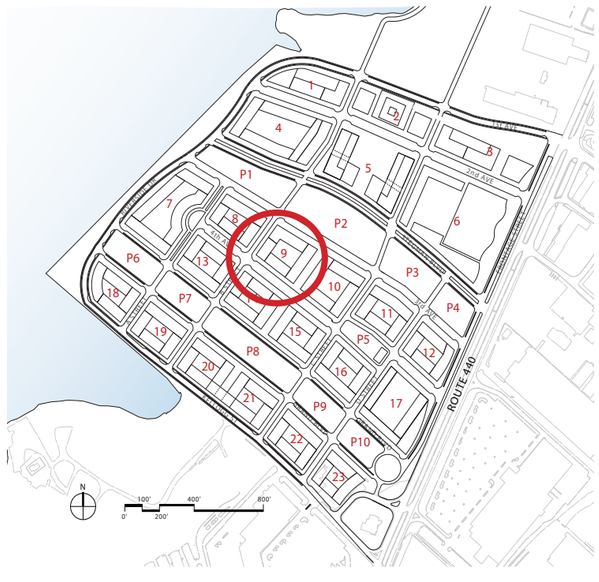
Block 9 has a buildable area of approximately 70,000 SF. The land uses on this block include required retail at the ground level along the Pedestrian Way. Either 1) Flat retail frontages with large awnings for cafes and merchant displays or 2) high open arcades are required along the Pedestrian Way. The allowable building area can accommodate approximately 280 housing units. Ground level housing units fronting Fourth Avenue may be optional live-work units. The parking requirement for this block is satisfied by one level of underground parking beneath Blocks 9 and 10 that spans under the Pedestrian Way.

For Building Typologies, see T1, T2, and T9 (Exhibits 100, 101, and 108).

For Building Heights, see Exhibit 49.

The section and axonometric represent the general massing and distribution of uses with in the block.





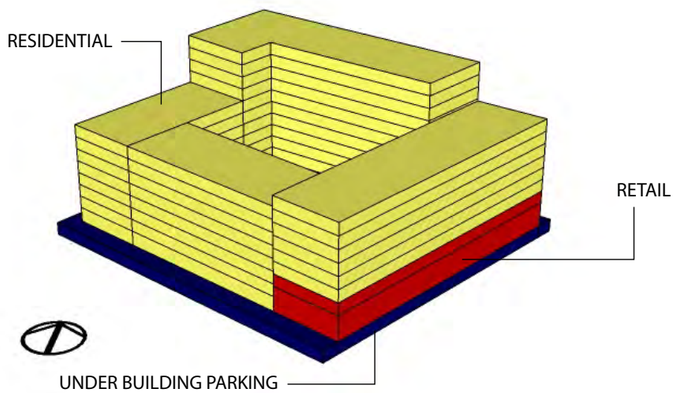
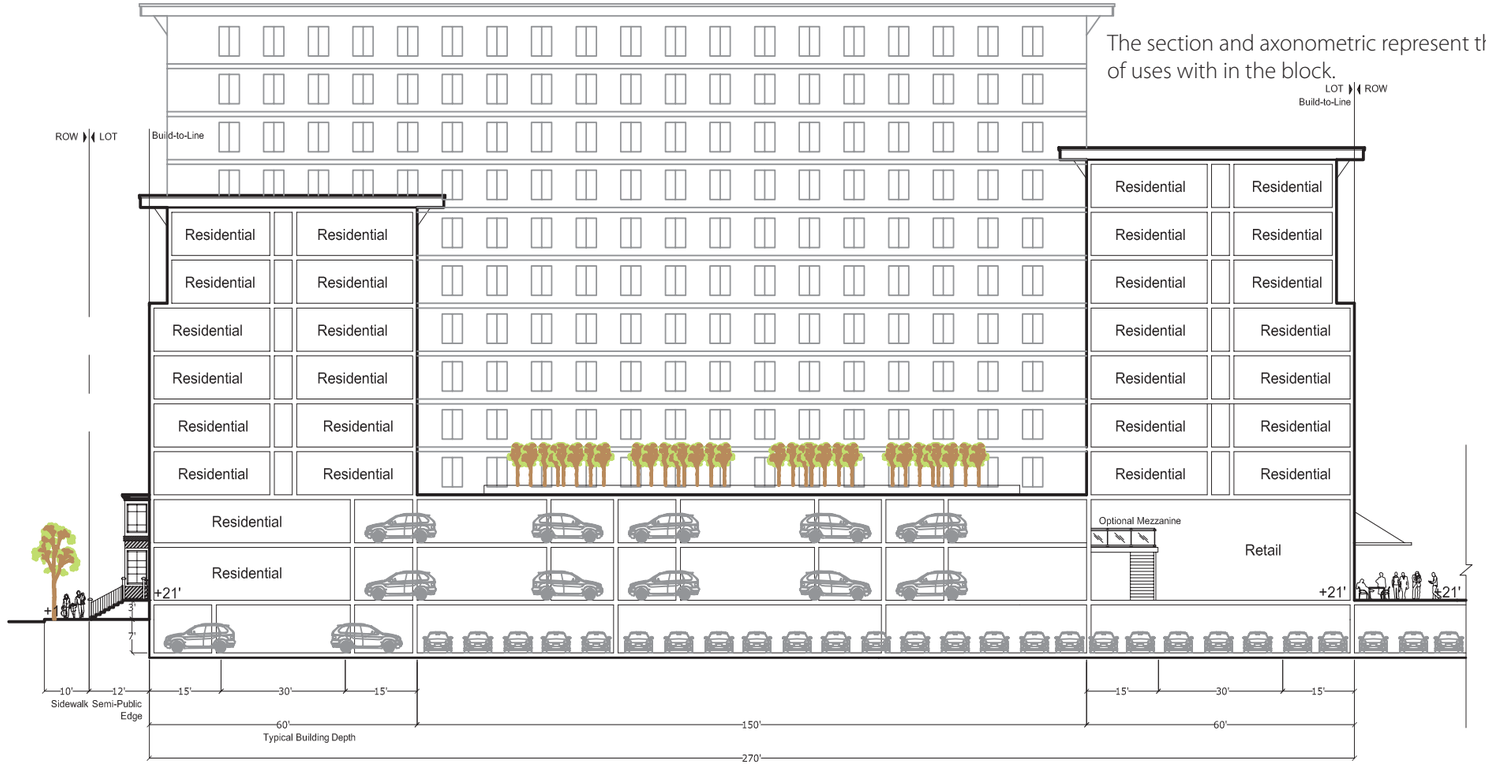


Exhibit 69
BLOCK 9 : MAXIMUM DEVELOPMENT

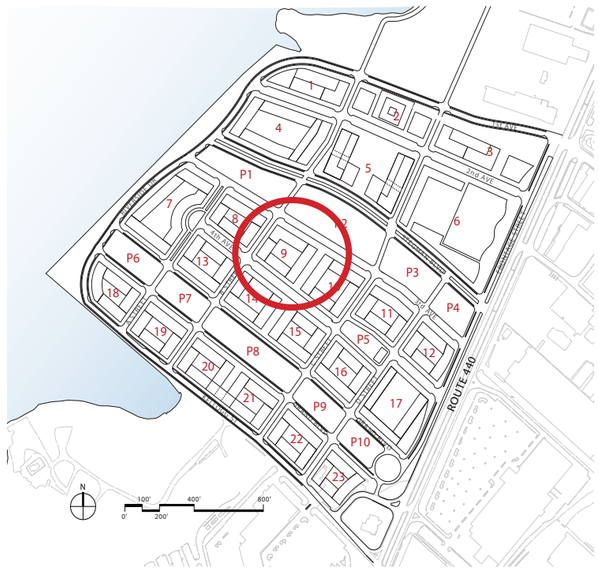
Block 9 has a buildable area of approximately 70,000 SF. The land uses on this block includes required retail at the ground level along the Pedestrian Way and allows retail at the second story. Either 1) Flat retail frontages with large awnings for cafes and merchant displays or 2) high open arcades are required along the Pedestrian Way. The remainder of the blocks shall be residential. Ground level housing units fronting Fourth Avenue may be optional live-work units. The parking requirement for this block is satisfied by one level of underground parking beneath Blocks 9 and 10 that spans under the Pedestrian Way and additional levels of embedded parking encompassing the interior of the block.

For Building Typologies, see T2, T3, and T10 (Exhibits 101, 102, and 109).

The section and axonometric represent the general massing and distribution of uses with in the block.



For Building Heights, see Exhibit 50.



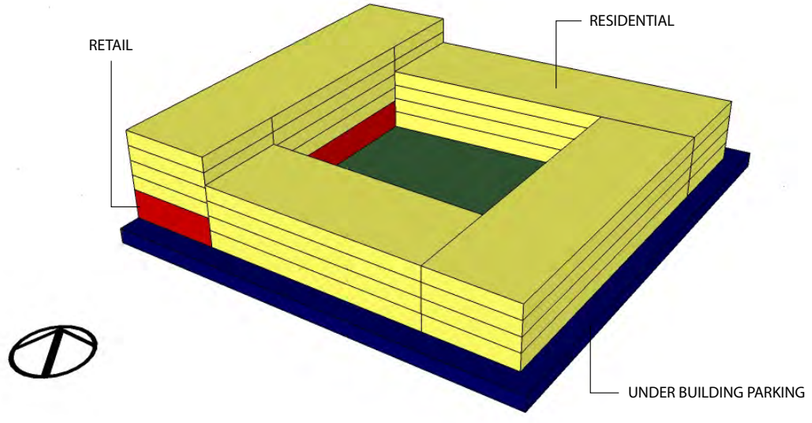


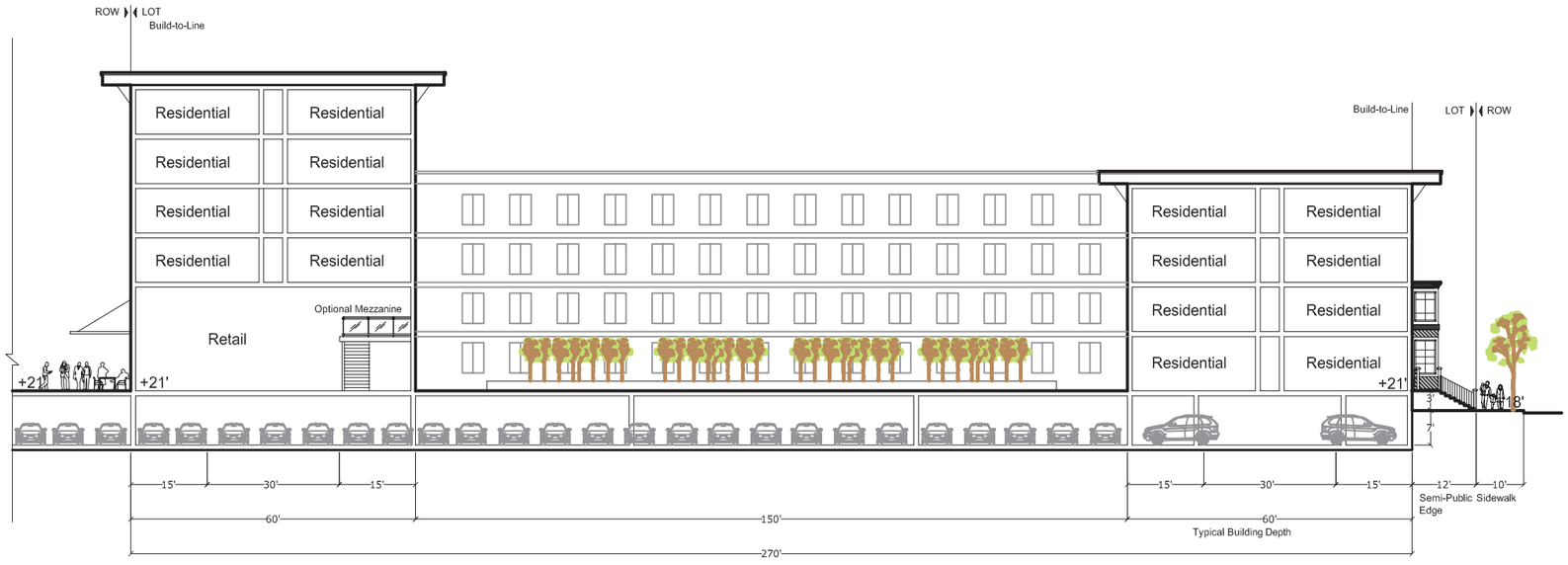
Exhibit 70
BLOCK 10 : MINIMUM DEVELOPMENT

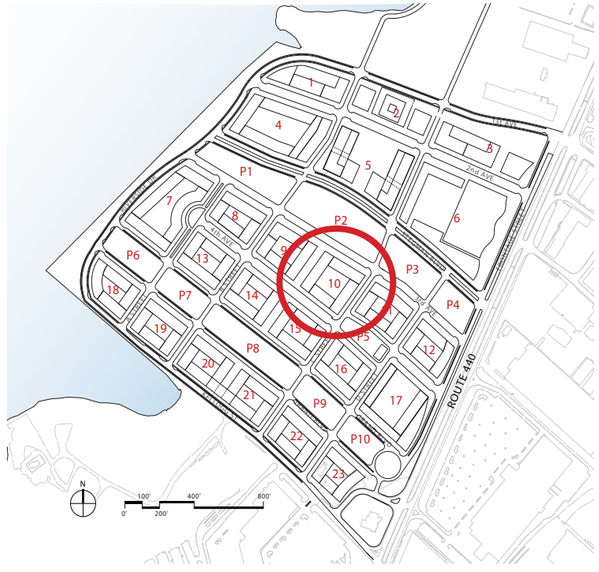
Block 10 has a buildable area of approximately 80,000 SF. The land uses on this block include required retail at the ground level along the Pedestrian Way. Either 1) Flat retail frontages with large awnings for cafes and merchant displays or 2) high open arcades are required along the Pedestrian Way. The remainder of the blocks shall be residential. Ground level housing units fronting Fourth Avenue may be optional live-work units. The parking requirement for this block is satisfied by one level of underground parking beneath Blocks 9 and 10 that spans under the Pedestrian Way.

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T1 and T9 (Exhibits 100 and 108).

For Building Heights, see Exhibit 49.





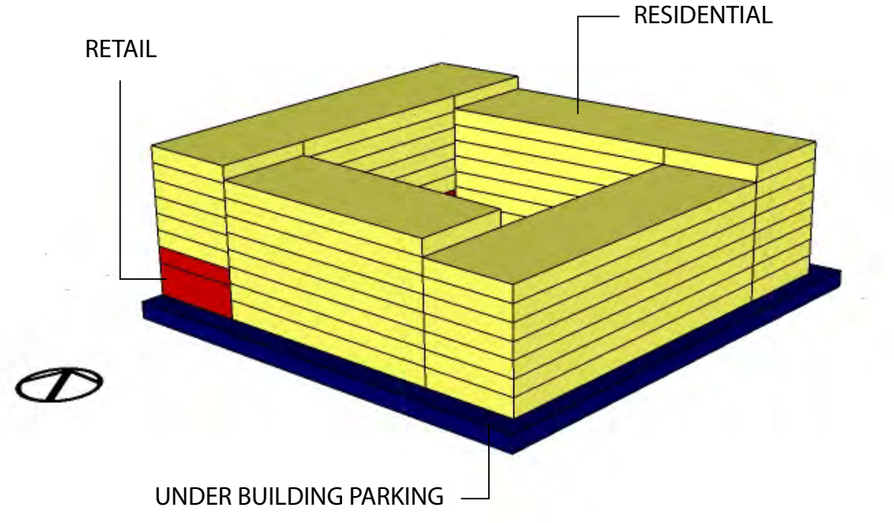


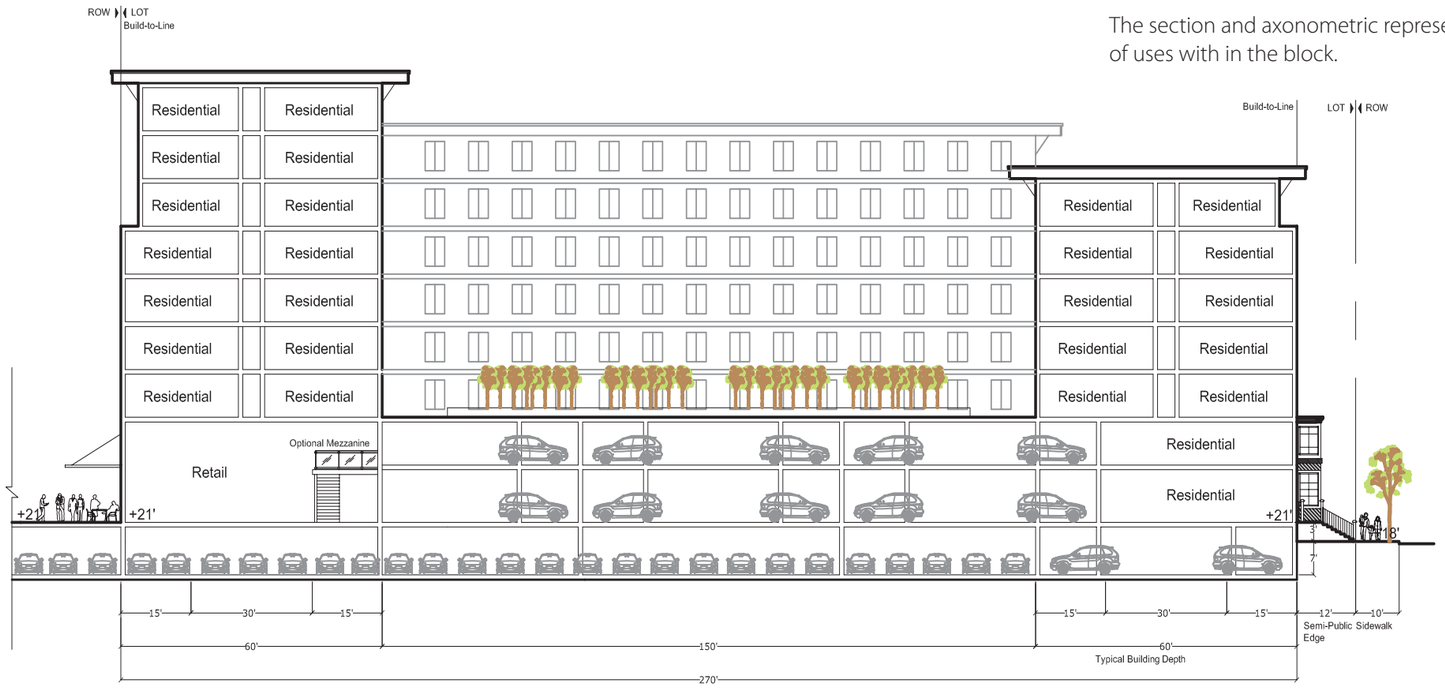
Exhibit 71
BLOCK 10 : MAXIMUM DEVELOPMENT

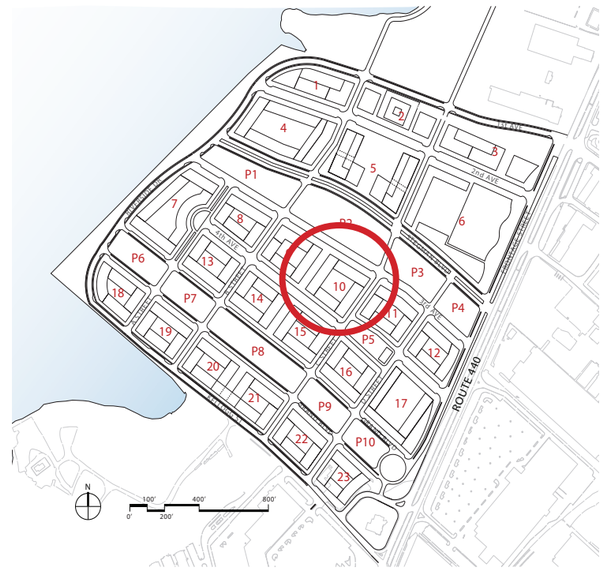
Block 10 has a buildable area of approximately 80,000 SF. The land uses on this block includes required retail at the ground level along the Pedestrian Way and allows retail at the second story. Either 1) Flat retail frontages with large awnings for cafes and merchant displays or 2) high open arcades are required along the Pedestrian Way. The remainder of the blocks shall be residential. Ground level housing units fronting Fourth Avenue may be optional live-work units. The parking requirement for this block is satisfied by one level of underground parking beneath Blocks 9 and 10 that spans under the Pedestrian Way and additional levels of embedded parking encompassing the interior of the block.

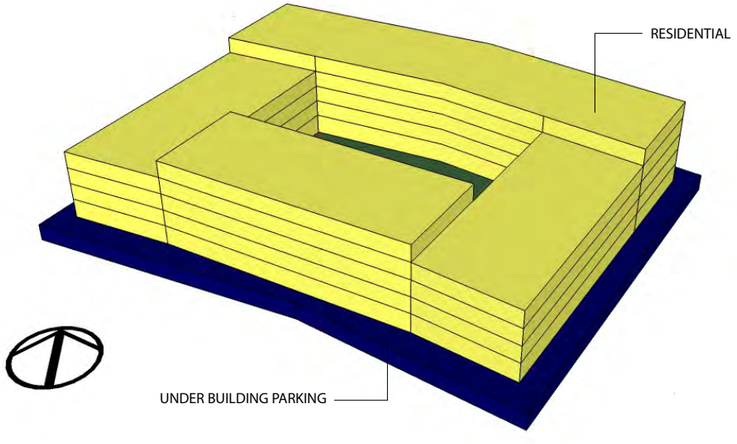
For Building Typologies, see T2 and T10 (Exhibits 101 and 109).

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Heights, see Exhibit 50.







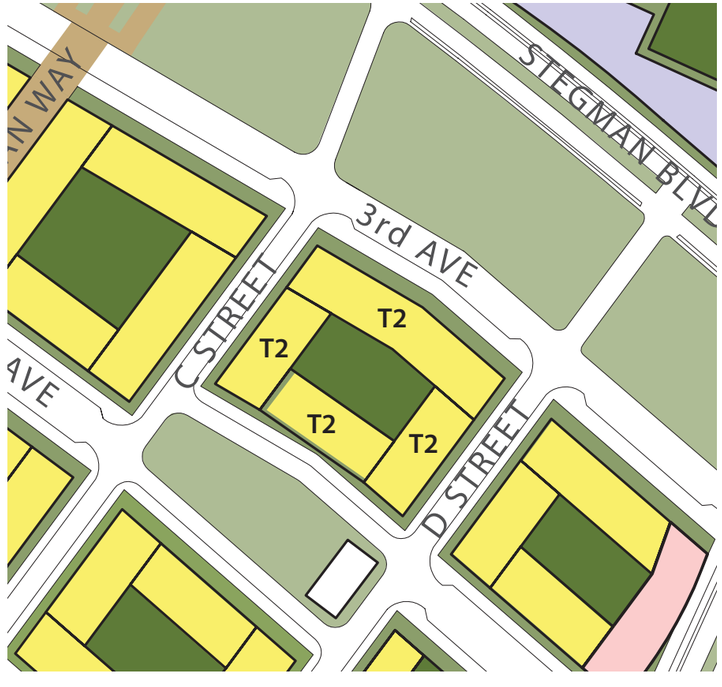


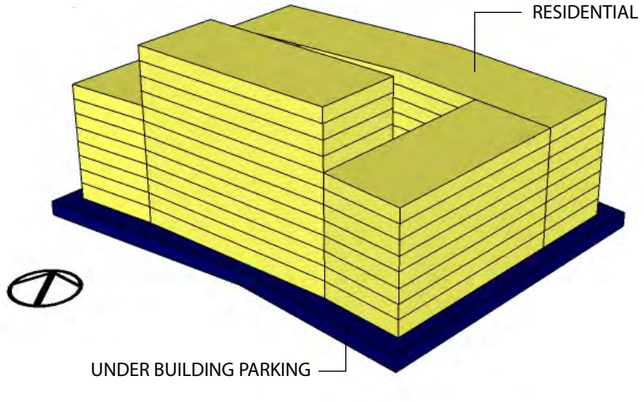
Exhibit 72
BLOCK 11 : MINIMUM DEVELOPMENT

Block 11 has a buildable area of approximately 67,000 SF. This block fronts both on the Central Park as well as the Green. The frontage along the Green has optional retail. The remainder of the block is residential. The allowable building area for residential use can accommodate approximately 250 housing units. The parking requirement for this block is satisfied by one level of underground parking beneath the entire block.

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T2 (Exhibit 101).

For Building Heights, see Exhibit 49.



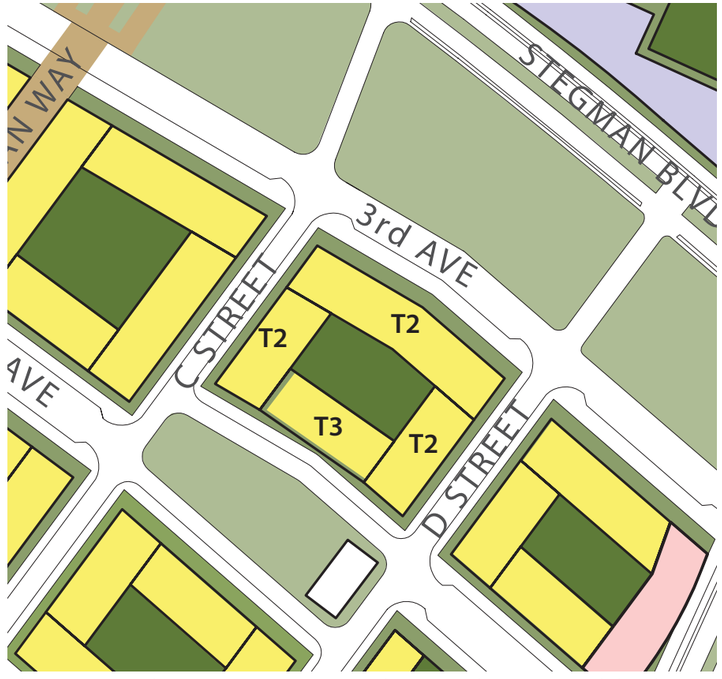
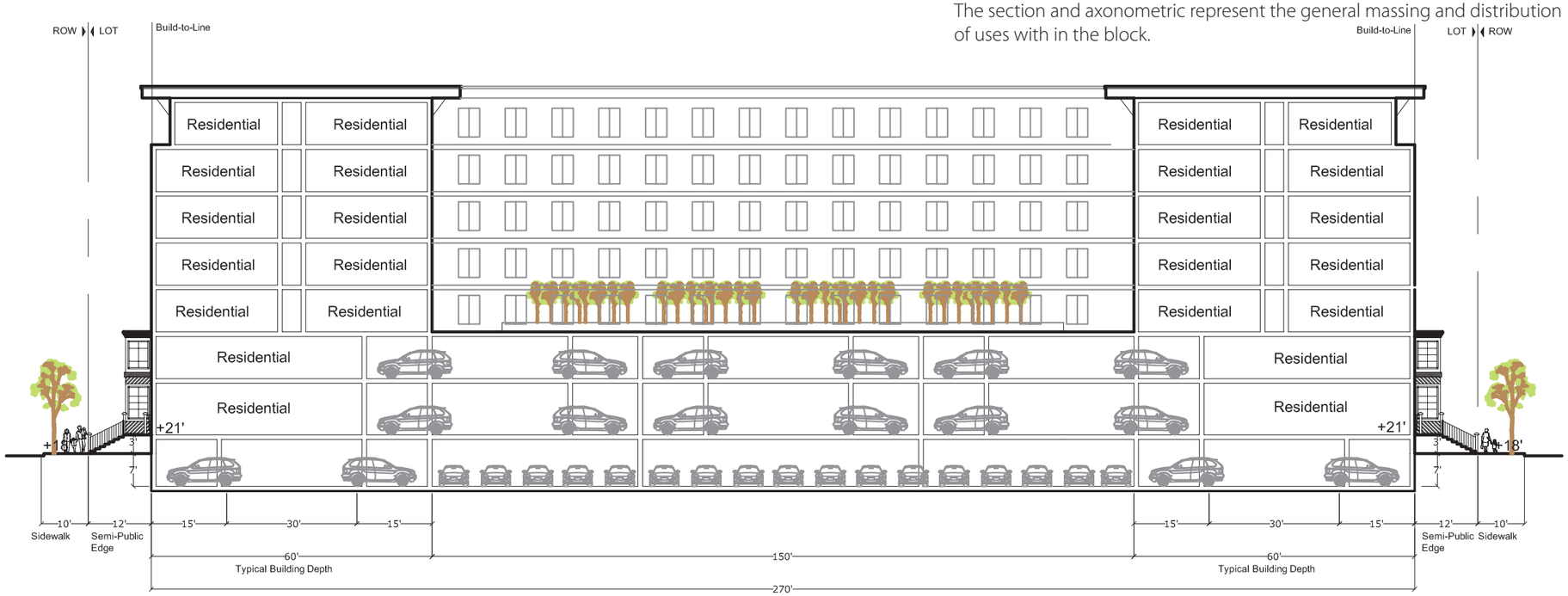


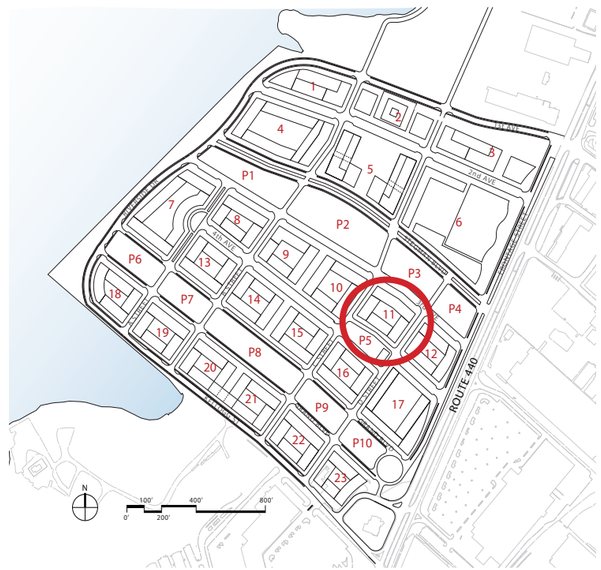
Exhibit 73
BLOCK 11 : MAXIMUM DEVELOPMENT

Block 11 has a buildable area of approximately 67,000 SF. The land uses on this block include optional retail at the ground level fronting the Green. The remainder of the block is residential. The allowable building area can accommodate approximately 325 housing units. The parking requirement for this block is satisfied by one level of underground parking beneath the entire block. Any shortfall in parking on this block can be accommodated on Block 17.

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T2 and T3 (Exhibits 101 and 102).
For Building Heights, see Exhibit 50.





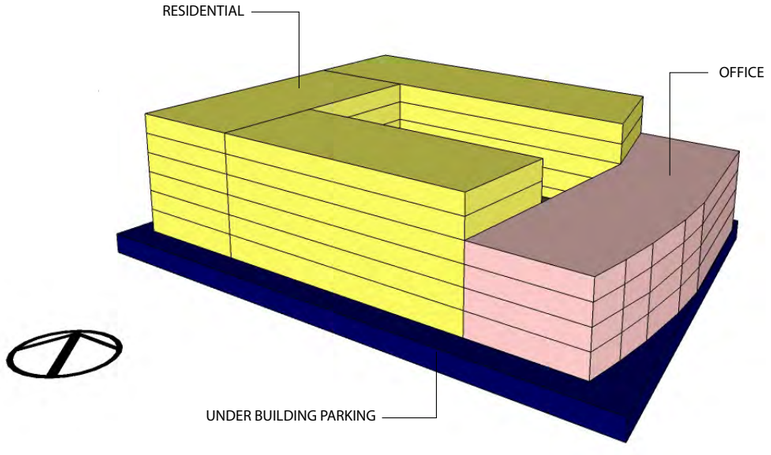


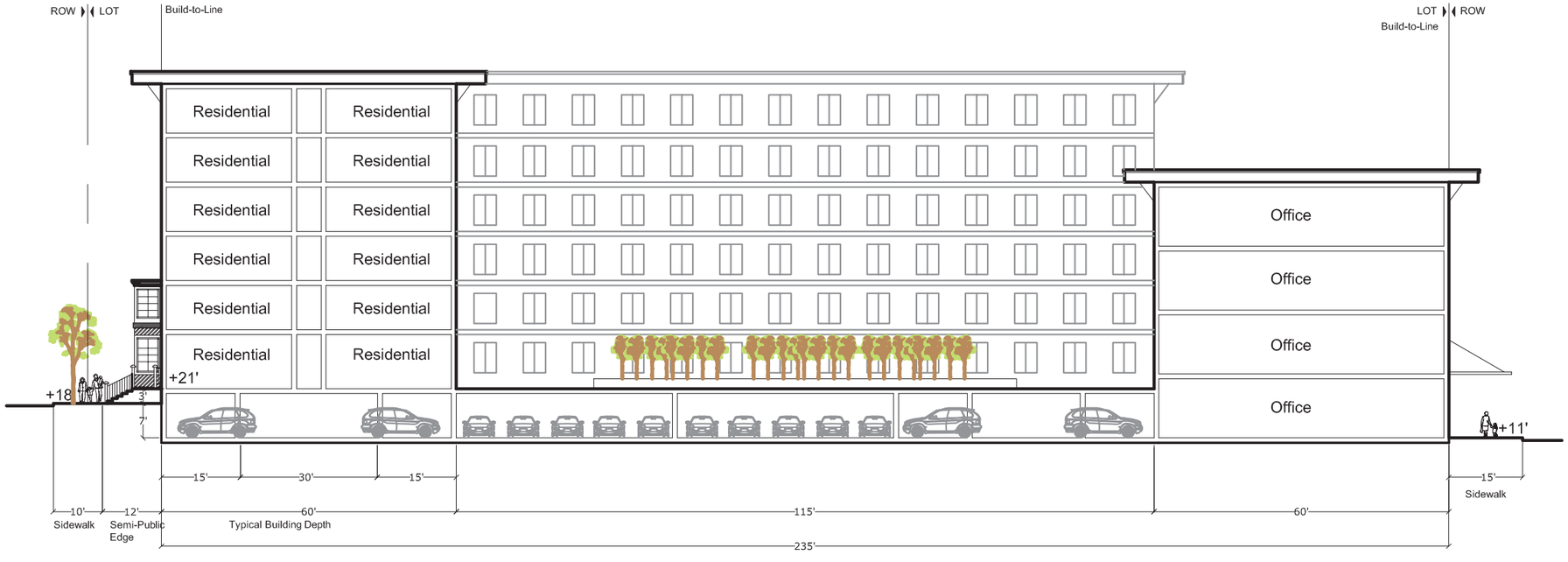
Exhibit 74
BLOCK 12 : MINIMUM DEVELOPMENT

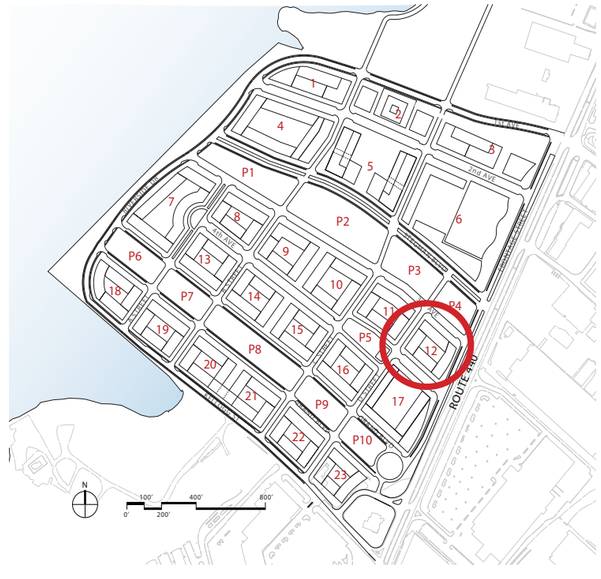
Block 12 has a buildable area of approximately 62,000 SF. The land uses on this block include retail, office, and residential. This block fronts onto Route 440. Offices are mandatory along this edge. The curved front façade continues the "wave" pattern recommended along Route 440. 3rd Street and 4th Avenue slope up from the Frontage Street and as such the offices floor along Route 440 is approximately ½ story lower than the floor levels at the Green. Optional retail is allowed at the corner of D Street and 4th Avenue. The allowable building area can accommodate approximately 175 housing units. The parking requirement for this block is satisfied by one level of underground parking beneath the entire block.

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T2 and T7 (Exhibits 101 and 106).

For Building Heights, see Exhibit 49.





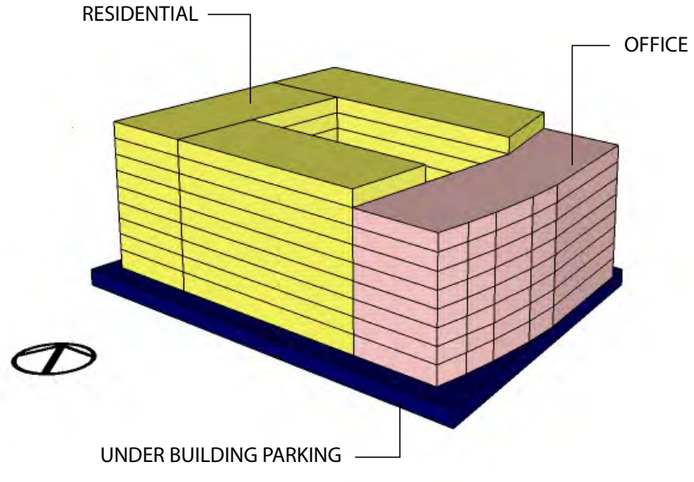
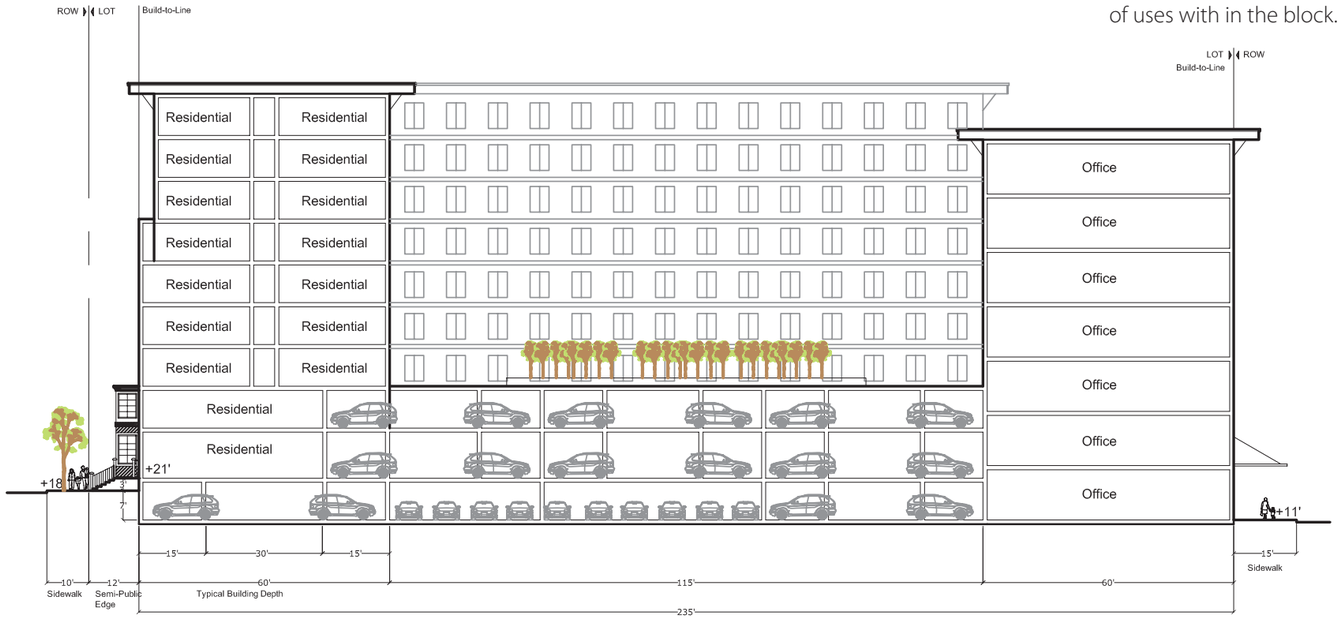


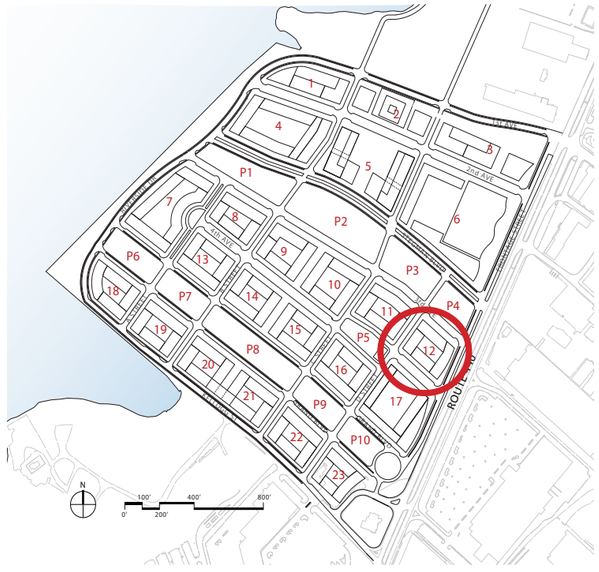
Exhibit 75
BLOCK 12 : MAXIMUM DEVELOPMENT

Block 12 has a buildable area of approximately 62,000 SF. The land uses on this block include retail, office, and residential. This block fronts onto Route 440. Offices are mandatory along this edge. The curved front façade continues the "wave" pattern recommended along Route 440. 3rd Street and 4th Avenue slope up from the Frontage Street and as such the offices floor along Route 440 is approximately ½ story lower than the floor levels at the Green. Optional retail is allowed at the corner of D Street and 4th Avenue. The allowable building area can accommodate approximately 230 housing units. The parking requirement for this block is satisfied by one level of underground parking beneath the entire block and additional levels of embedded parking encompassing the interior of the block and available spaces in a shared parking structure located in the adjacent block 17.

The section and axonometric represent the general massing and distribution of uses with in the block.



For Building Typologies, see T3 and T7 (Exhibits 102 and 106).
For Building Heights, see Exhibit 50



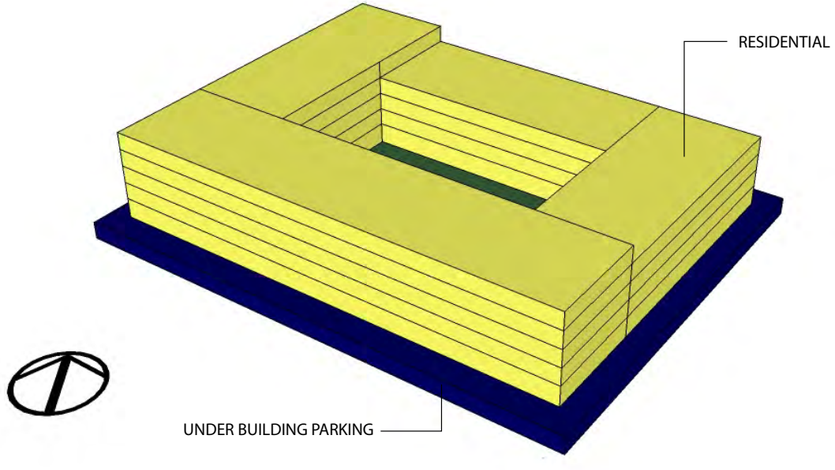
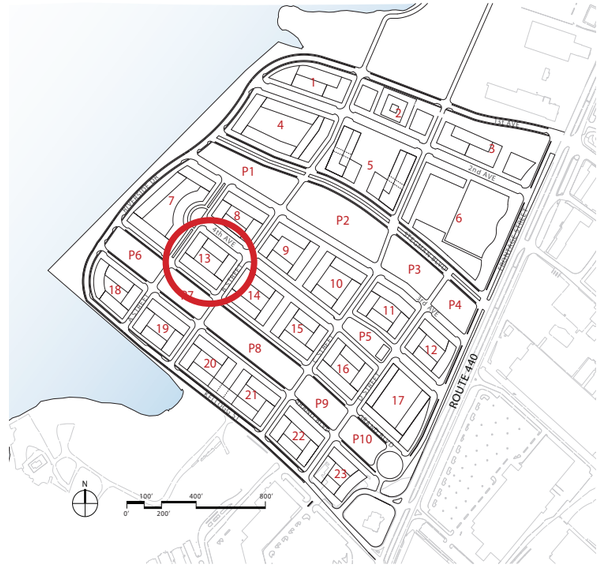


Exhibit 76
BLOCK 13 : MINIMUM DEVELOPMENT

Block 13 has a buildable area of approximately 68,000 SF. This block is entirely residential. The allowable building area for residential use can accommodate approximately 180 units. The parking requirement for this block is satisfied by one level of underground parking beneath the entire block.

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T1 and T2 (Exhibits 100 and 101).
For Building Heights, see Exhibit 49.



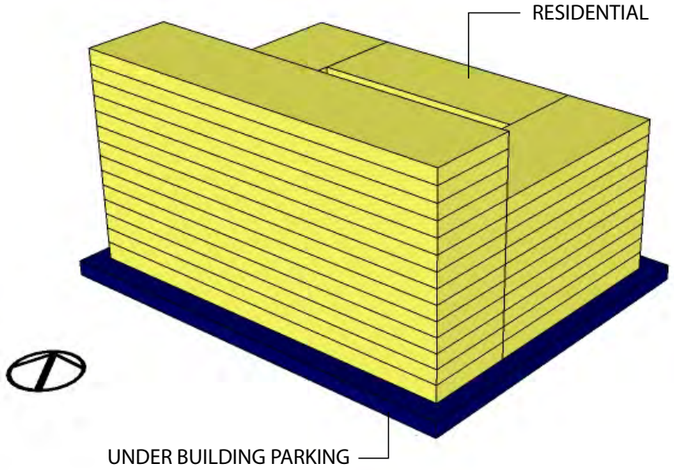


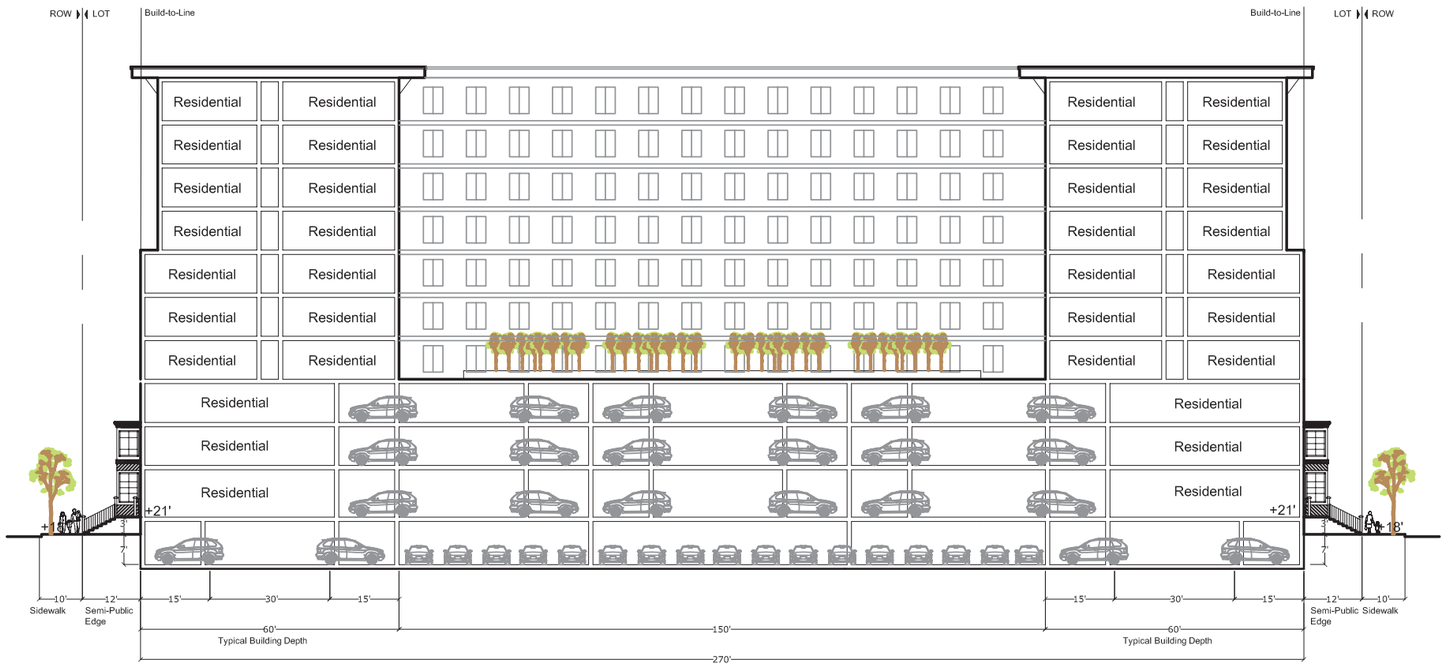
Exhibit 77
BLOCK 13 : MAXIMUM DEVELOPMENT

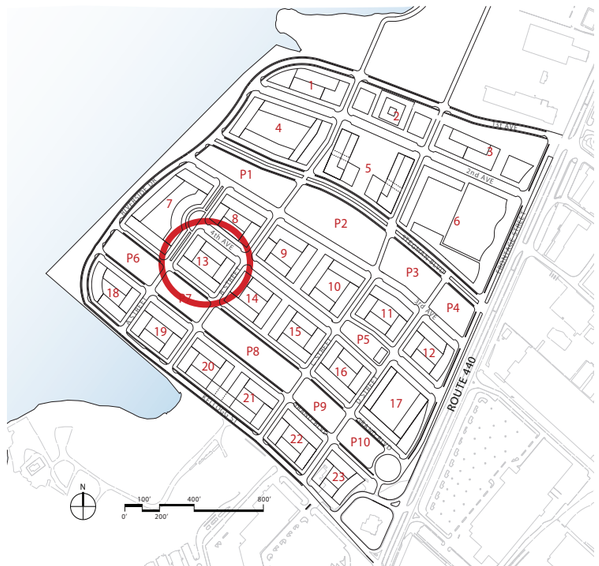
Block 13 has a buildable area of approximately 68,000 SF. This block is entirely residential. The allowable building area can accommodate approximately 350 units. The parking requirement for this block is satisfied by one level of underground parking beneath the entire block and additional levels of embedded parking encompassing the interior of the block.

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T3 and T4 (Exhibits 102 and 103).

For Building Heights, see Exhibit 50.





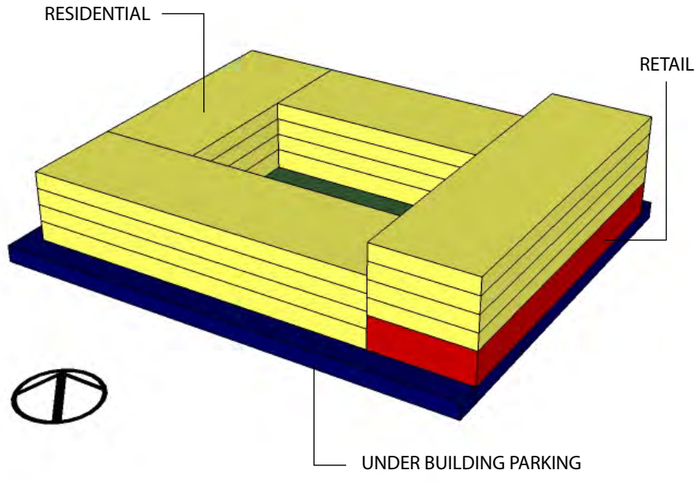


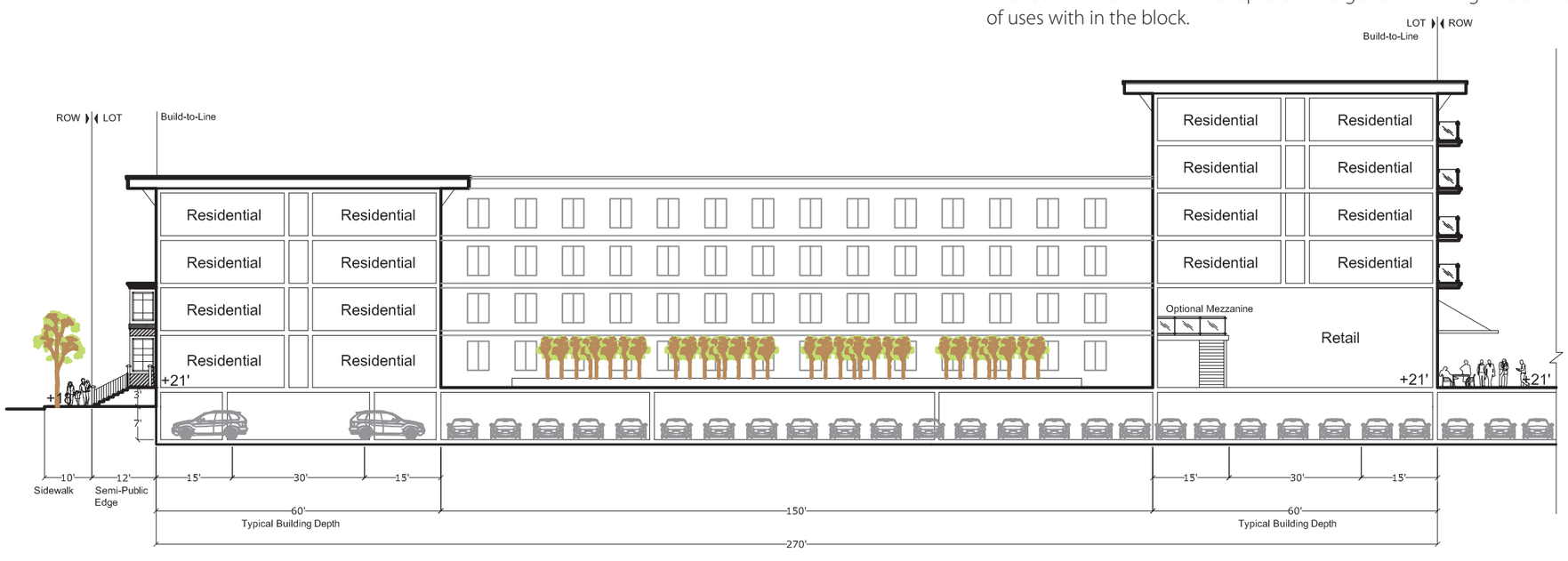
Exhibit 78
BLOCK 14 : MINIMUM DEVELOPMENT

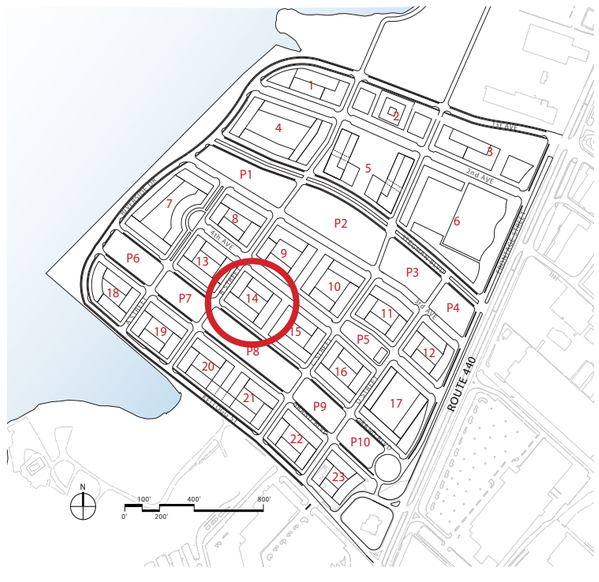
Block 14 has a buildable area of approximately 65,000 SF. The land uses on this block include required retail at the ground level along the Pedestrian Way. Either 1) Flat retail frontages with large awnings for cafes and merchant displays or 2) high open arcades are required along the Pedestrian Way. The remainder of the blocks shall be residential. The allowable building area can accommodate approximately 130 housing units. Ground level housing units fronting Fourth Avenue may be optional live-work units. The parking requirement for this block is satisfied by one level of underground parking beneath Blocks 14 and 15 that spans under the Pedestrian Way.

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T1 and T9 (Exhibits 100 and 108).

For Building Heights, see Exhibit 49.





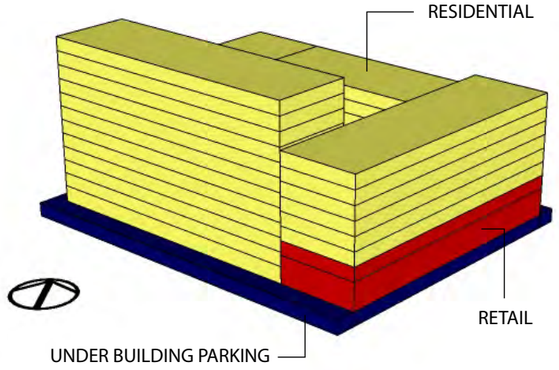
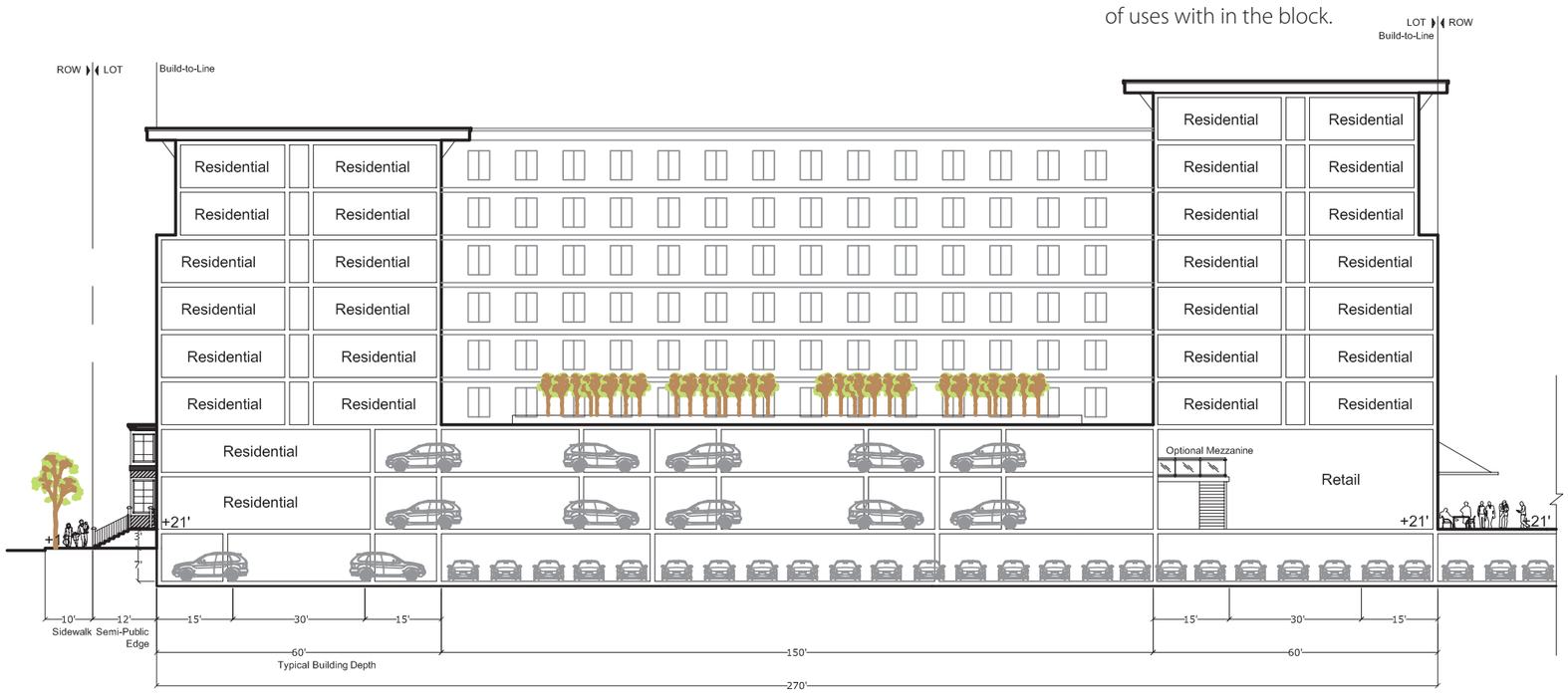


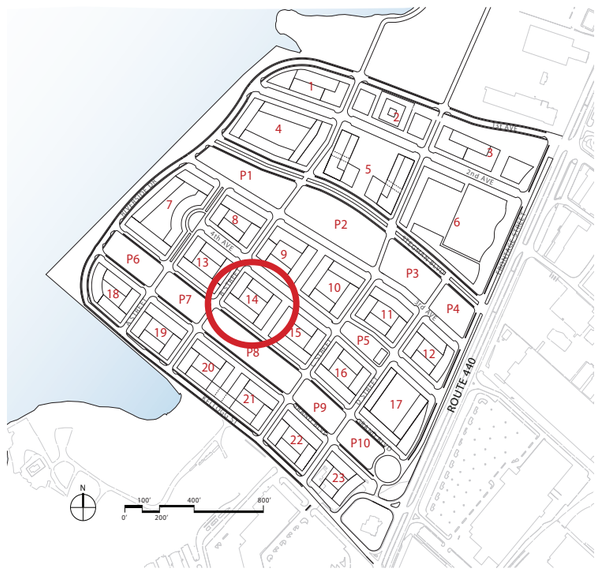
Exhibit 79
BLOCK 14 : MAXIMUM DEVELOPMENT

Block 14 has a buildable area of approximately 65,000 SF. The land uses on this block include suggested retail at the ground level along the Pedestrian Way and allows retail at the second story. Either 1) Flat retail frontages with large awnings for cafes and merchant displays or 2) high open arcades are required along the Pedestrian Way. The remainder of the blocks shall be residential. The allowable building area can accommodate approximately 250 housing units. Ground level housing units fronting Fourth Avenue may be optional live-work units. The parking requirement for this block is satisfied by one level of underground parking beneath Blocks 14 and 15 that spans under the Pedestrian Way and additional levels of embedded parking encompassing the interior of the block.

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T2, T3, and T10 (Exhibits 101, 102, and 109).
For Building Heights, see Exhibit 50.





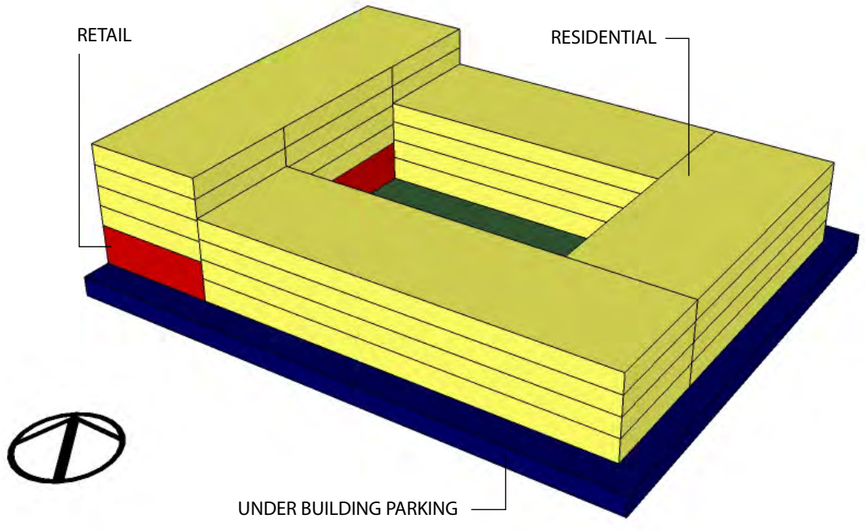
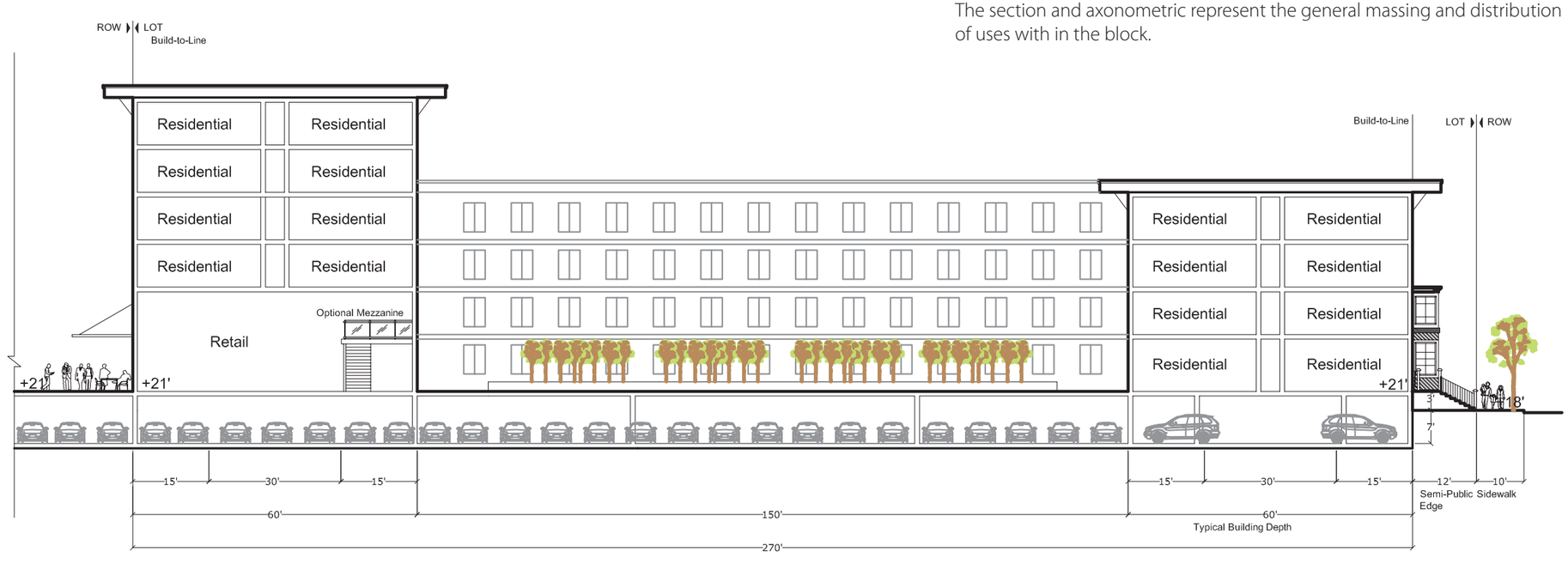


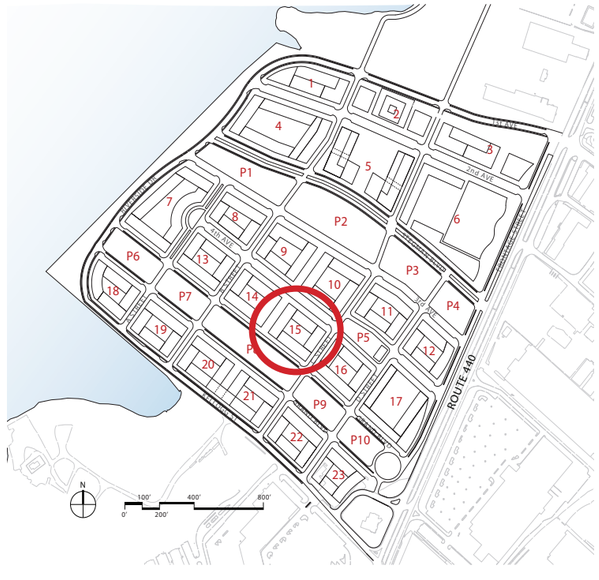
Exhibit 80
BLOCK 15 : MINIMUM DEVELOPMENT

Block 15 has a buildable area of approximately 65,000 SF. The land uses on this block include required retail at the ground level along the Pedestrian Way. Either 1) Flat retail frontages with large awnings for cafes and merchant displays or 2) high open arcades are required along the Pedestrian Way. The remainder of the blocks shall be residential. The allowable building area can accommodate approximately 130 housing units. Ground level housing units fronting Fourth Avenue may be optional live-work units. The parking requirement for this block is satisfied by one level of underground parking beneath Blocks 14 and 15 that spans under the Pedestrian Way.

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T1 and T9 (Exhibits 100 and 108).
For Building Heights, see Exhibit 49.





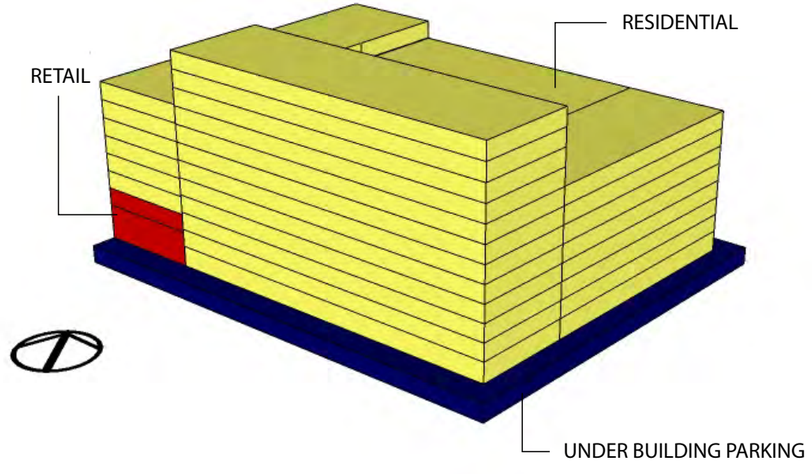


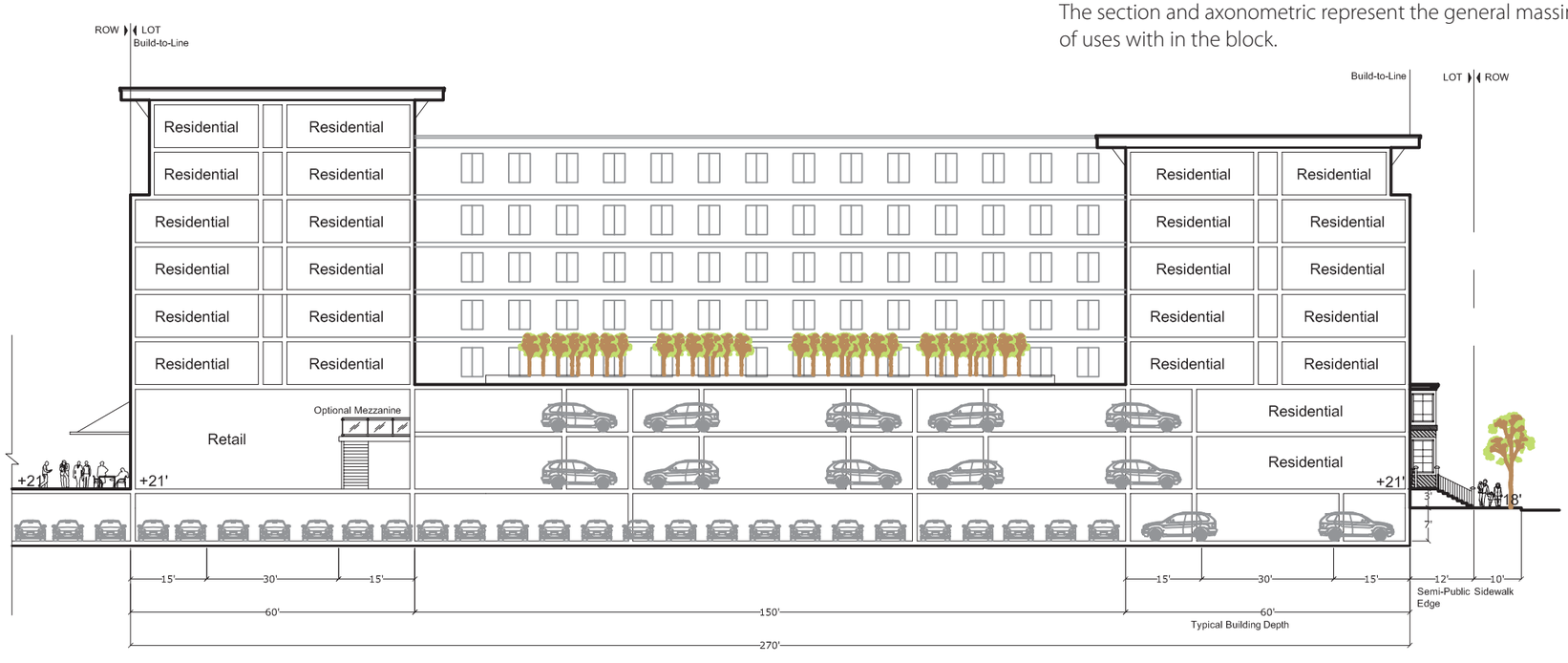
Exhibit 81
BLOCK 15 : MAXIMUM DEVELOPMENT

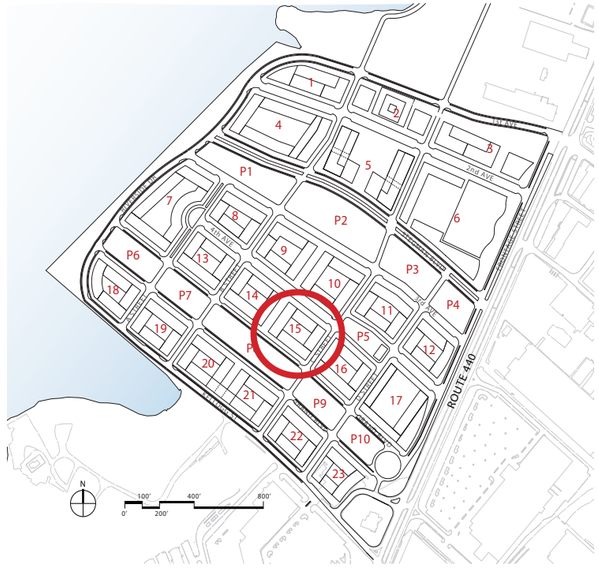
Block 15 has a buildable area of approximately 65,000 SF. The land uses on this block include required retail at the ground level along the Pedestrian Way and allows retail at the second story. Either 1) Flat retail frontages with large awnings for cafes and merchant displays or 2) high open arcades are required along the Pedestrian Way. The remainder of the blocks shall be residential. The allowable building area can accommodate approximately 240 housing units. Ground level housing units fronting Fourth Avenue may be optional live-work units. The parking requirement for this block is satisfied by one level of underground parking beneath the Blocks 14 and 15 that spans under the Pedestrian Way and additional levels of embedded parking encompassing the interior of the block.

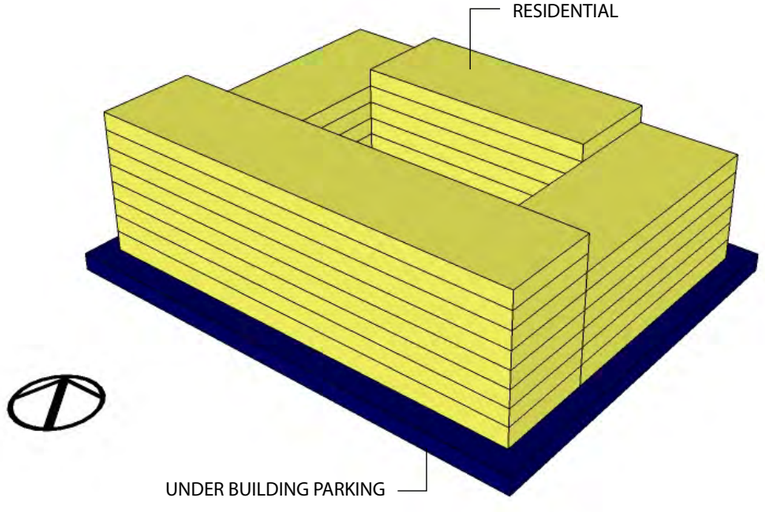
The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T2, T3, and T10 (Exhibits 101, 102, and 109).

For Building Heights, see Exhibit 50.







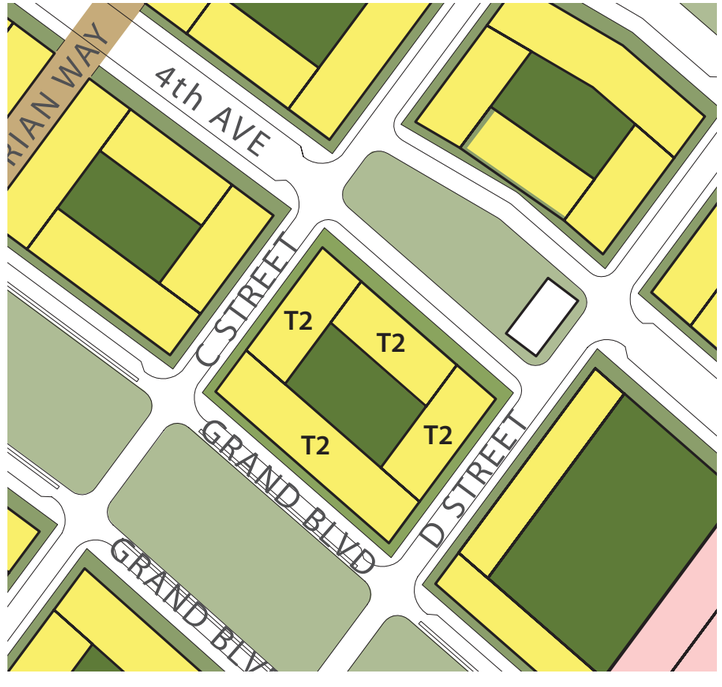


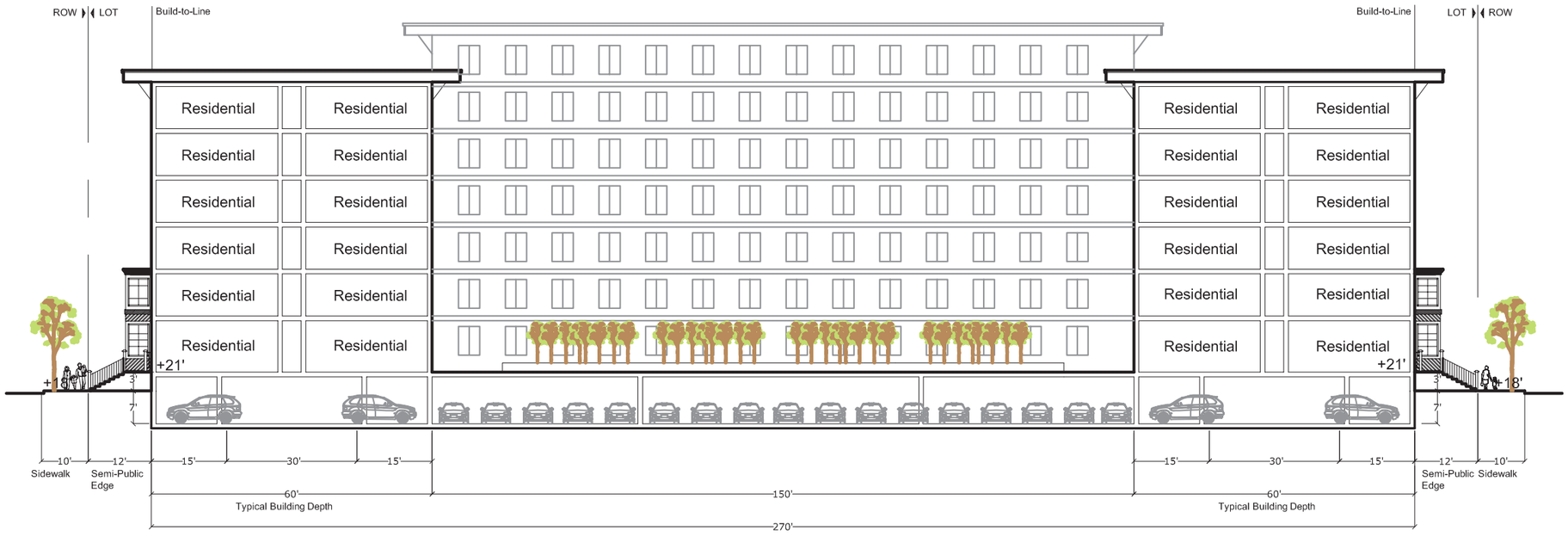
Exhibit 82
BLOCK 16 : MINIMUM DEVELOPMENT

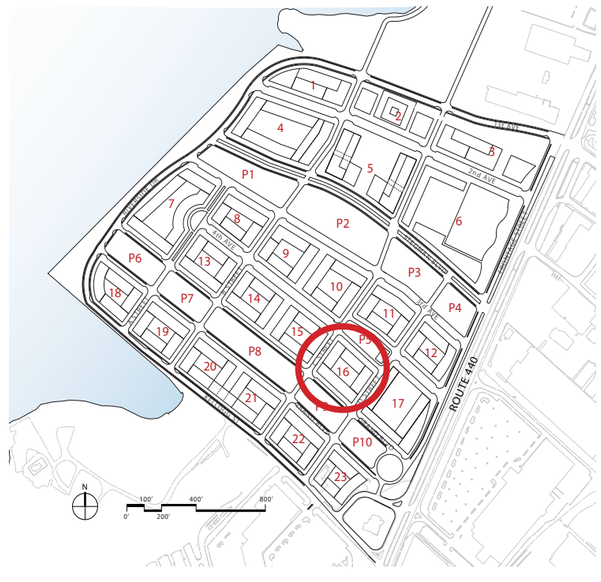
Block 16 has a buildable area of approximately 70,000. The block is primarily residential and is taller facing The Green. The allowable building area for residential use can accommodate approximately 260 housing units. The parking requirement for this block is satisfied by one level of underground parking beneath the entire block. Any short fall in parking on this block can be accommodated by shared parking in Block 17, or providing embedded parking which is possible due to an increased number of floors allowed on this block.

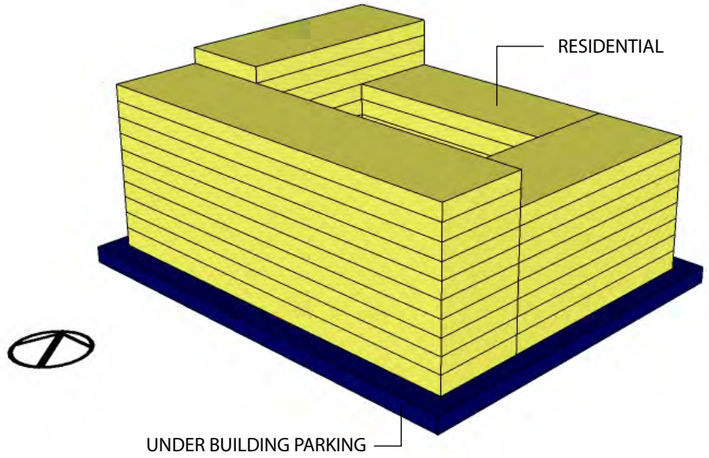
The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T2 (Exhibit 101).

For Building Heights, see Exhibit 49.







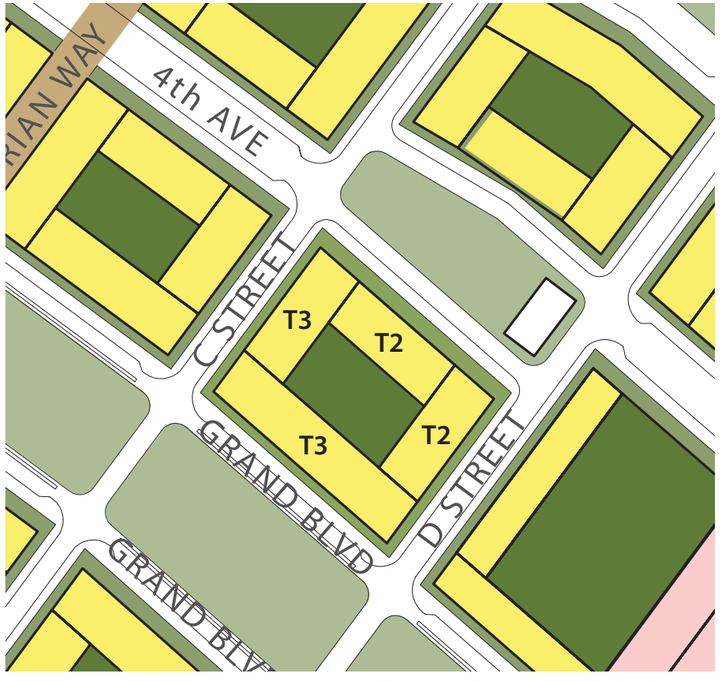


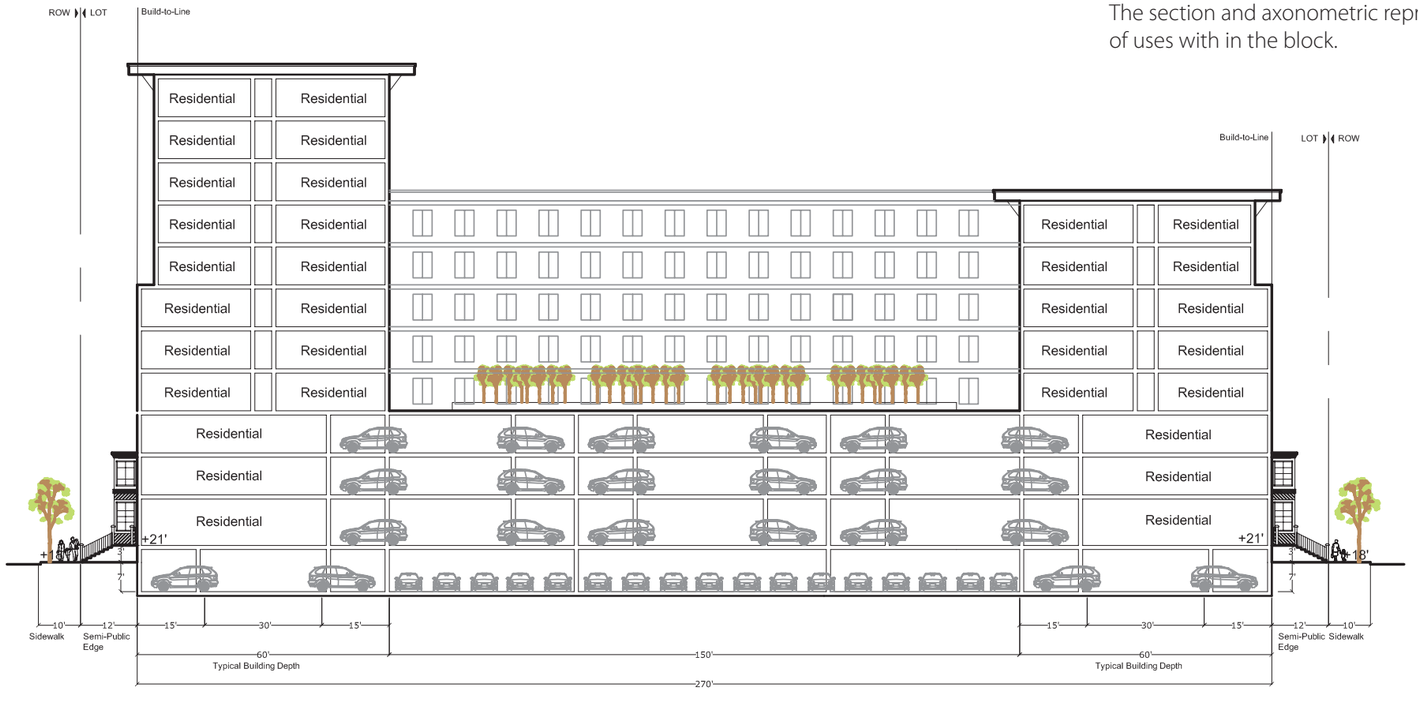
Exhibit 83
BLOCK 16 : MAXIMUM DEVELOPMENT

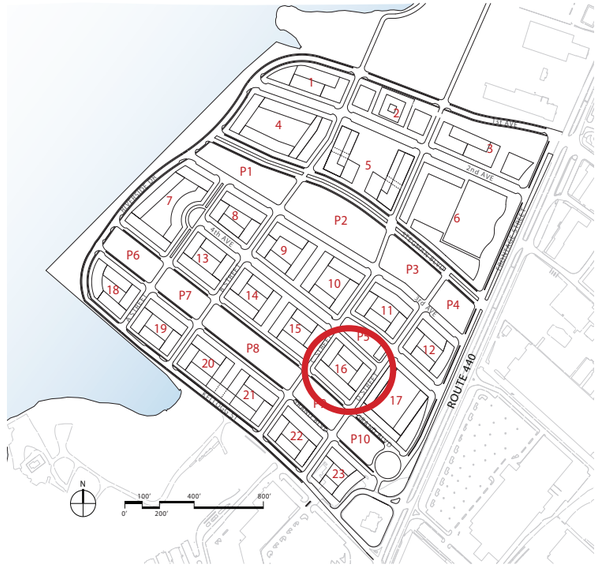
Block 16 has a buildable area of approximately 70,000. The land uses on this block include primarily residential with optional retail at the ground level fronting The Green. The block is taller facing The Green. The allowable building area can accommodate approximately 260 housing units. The parking requirement for this block is satisfied by one level of underground parking beneath the entire block and additional levels of embedded parking encompassing the interior of the block or can use available spaces in a shared parking structure located in the adjacent block 17.

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T2, and T3 (Exhibits 101 and 102).

For Building Heights, see Exhibit 50.





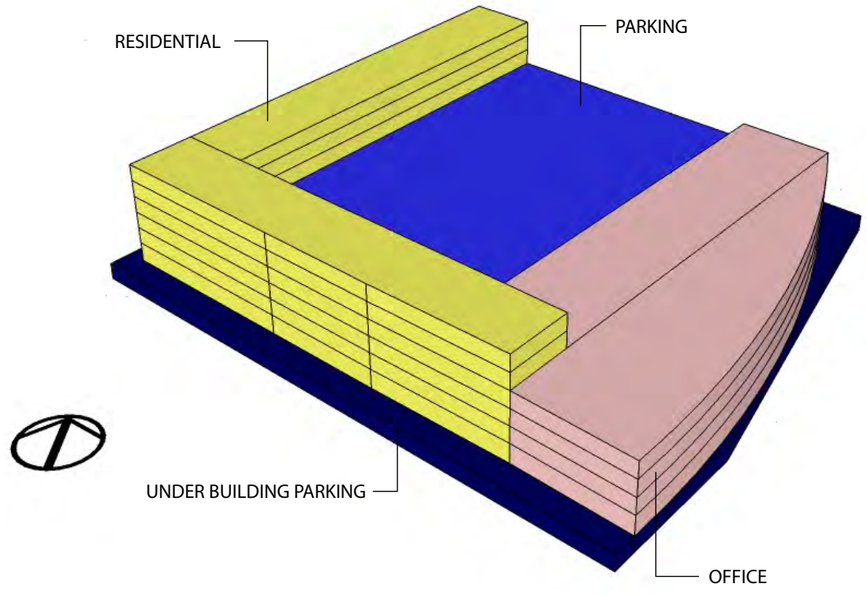


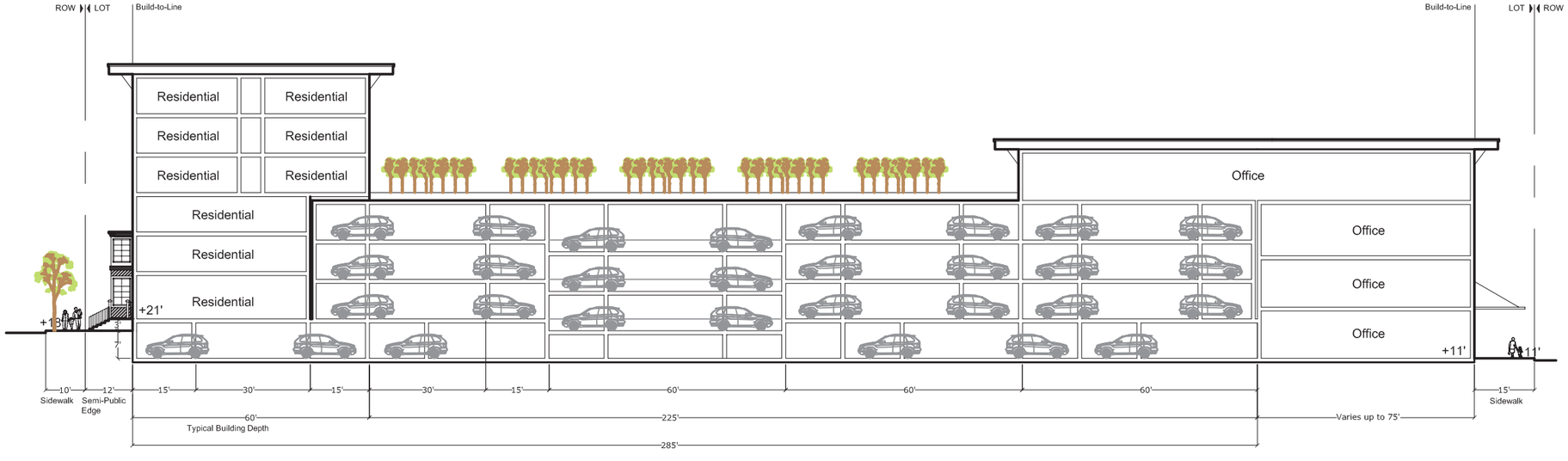
Exhibit 84

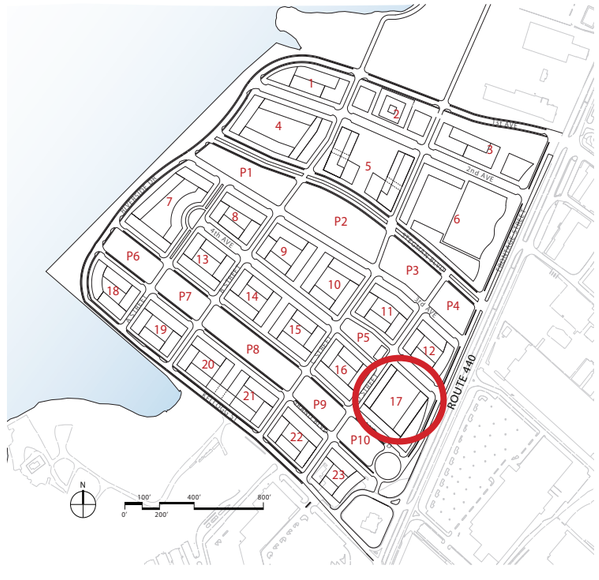
BLOCK 17 : MINIMUM DEVELOPMENT

Block 17 has a buildable area of approximately 120,000 SF. This block fronts onto Route 440. Offices are mandatory along this edge. The curved front façade continues the "wave" pattern recommended along Route 440. 4th Avenue and Grand Boulevard step up from Frontage Street and therefore the offices ground floor along Route 440 is approximately 2 stories lower than the floor levels at "The Green" optional retail is located at the corner of 4th Avenue and "D" Street. The land uses on this block includes office, retail, residential, and a shared parking facility. The allowable building area can accommodate approximately 90 housing units and 80,000 SF of office space. The parking requirement for this block is satisfied by one level of underground parking beneath the entire block.

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T2 and T8 (Exhibits 101 and 107).
For Building Heights, see Exhibit 49.





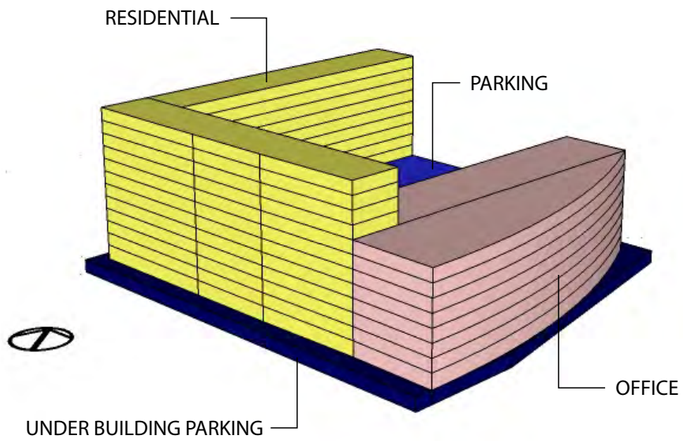
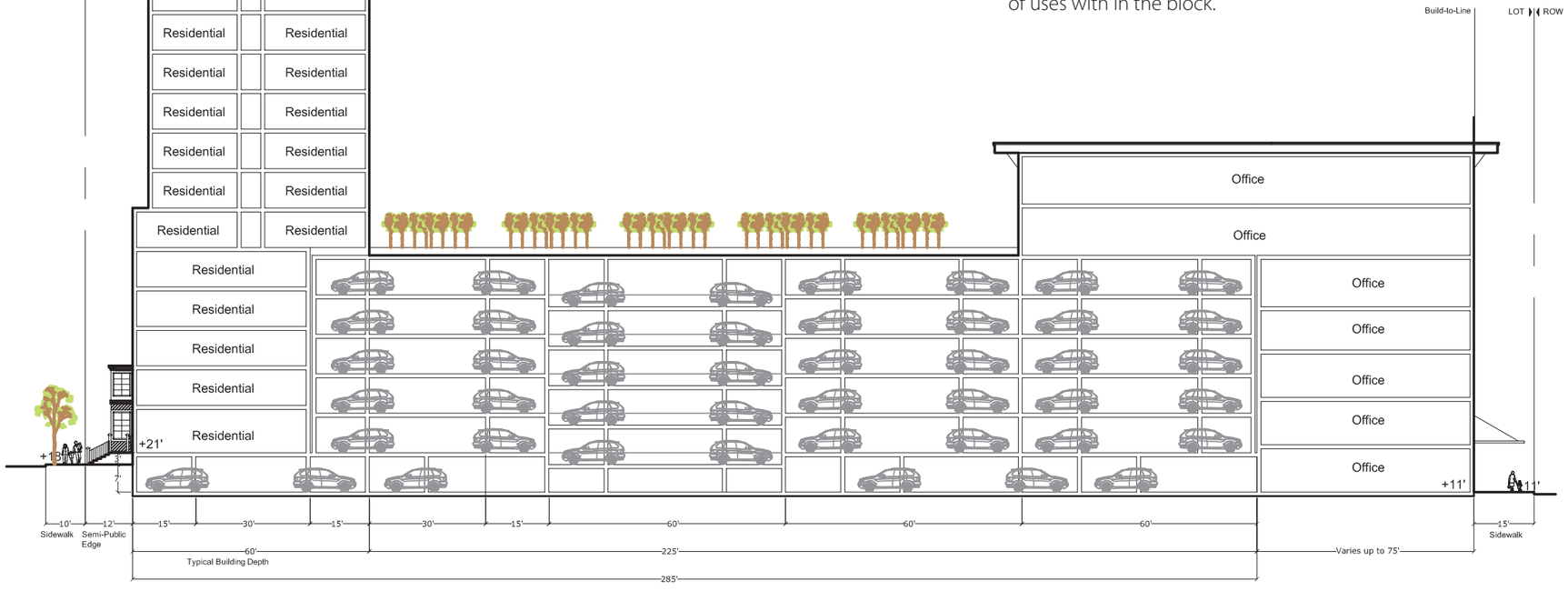


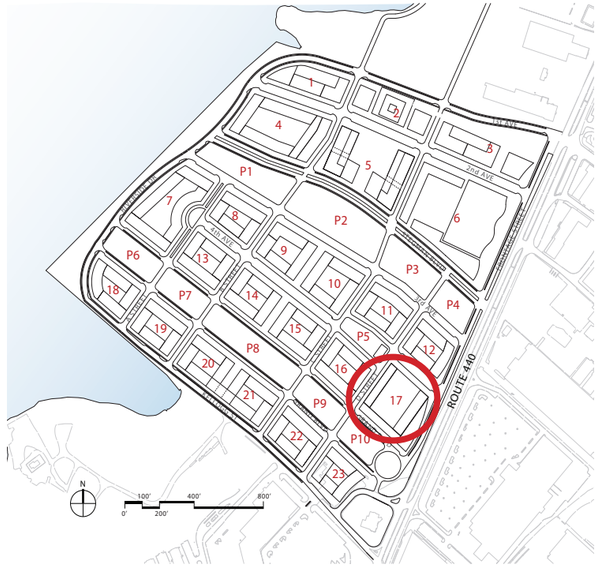
Exhibit 85
BLOCK 17 : MAXIMUM DEVELOPMENT

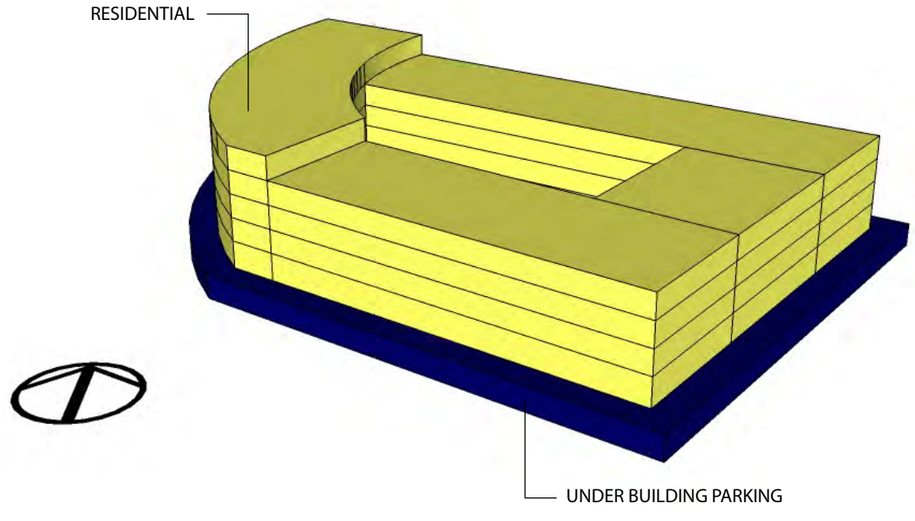
Block 17 has a buildable area of approximately 120,000 SF. This block fronts onto Route 440. Offices are mandatory along this edge. The curved front façade continues the "wave" pattern recommended along Route 440. 4th Avenue and Grand Boulevard step up from Frontage Street and therefore the offices ground floor along Route 440 is approximately 2 stories lower than the floor levels at "The Green" optional retail is located at the corner of 4th Avenue and "D" Street. The land uses on this block includes office, retail, residential, and a shared parking facility. The allowable building area can accommodate approximately 90 housing units, 10,000 SF retail space, and 144,000 SF of office space. The parking requirement for this block is satisfied by one level of underground parking beneath the entire block and through additional levels of embedded parking encompassing the interior of the block.

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T3 and T8 (Exhibits 102 and 107).
For Building Heights, see Exhibit 50 .







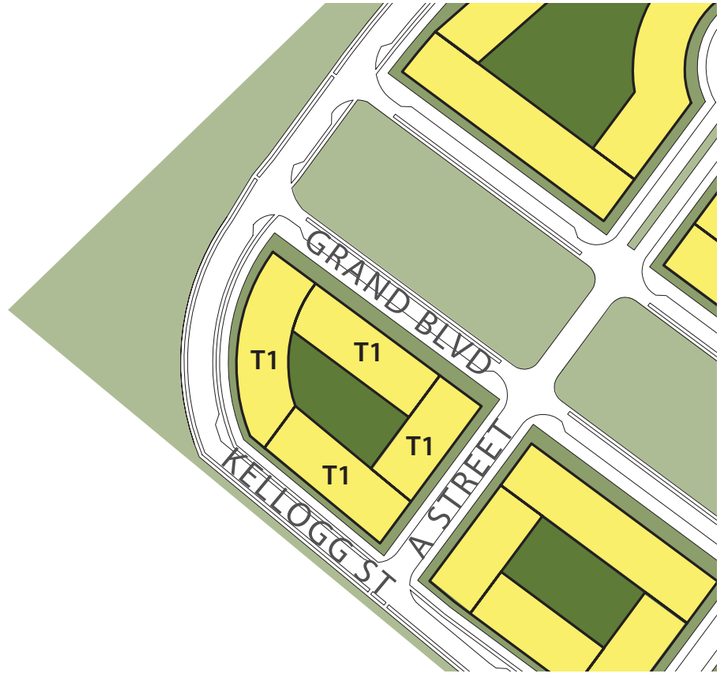


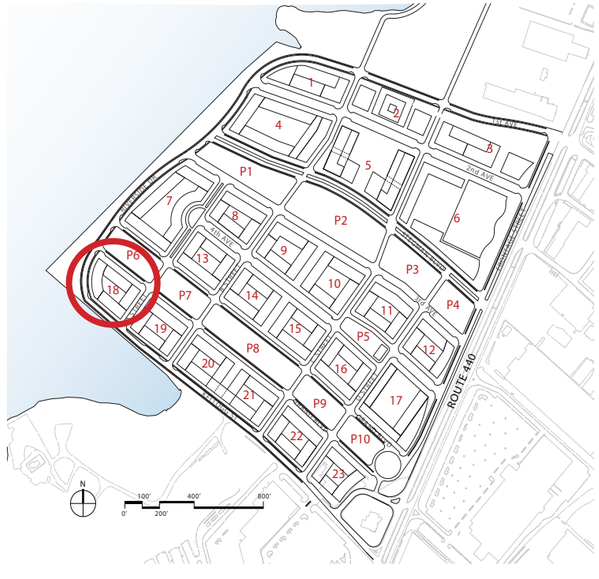
Exhibit 86
BLOCK 18 : MINIMUM DEVELOPMENT

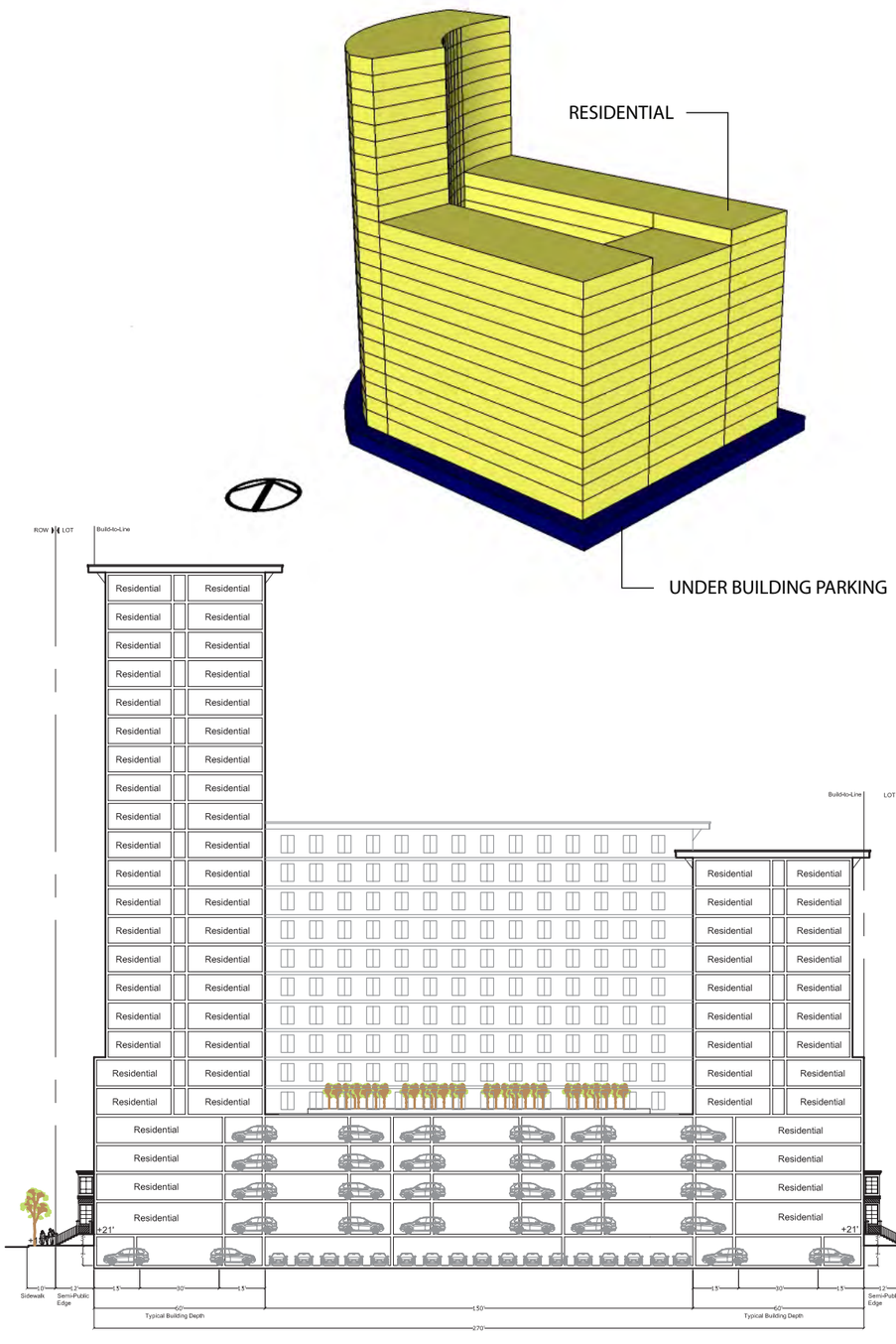
Block 18 has a buildable area of approximately 64,000 SF. The land uses on this block include residential and optional retail at the ground level fronting Riverfront Park and the lagoon to the South. Retail is required on the curve of Grand Boulevard and Riverside Drive. The curved face of the building should be higher to capitalize on the view. The allowable building area for residential use can accommodate approximately 140 housing units. The parking requirement for this block is satisfied by one level of underground parking beneath the entire block.

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T1 (Exhibit 100).

For Building Heights, see Exhibit 49.





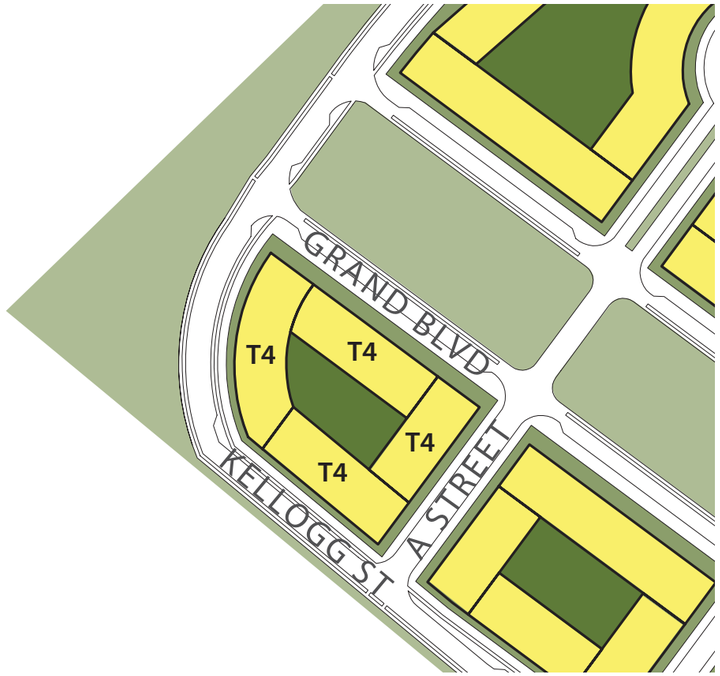
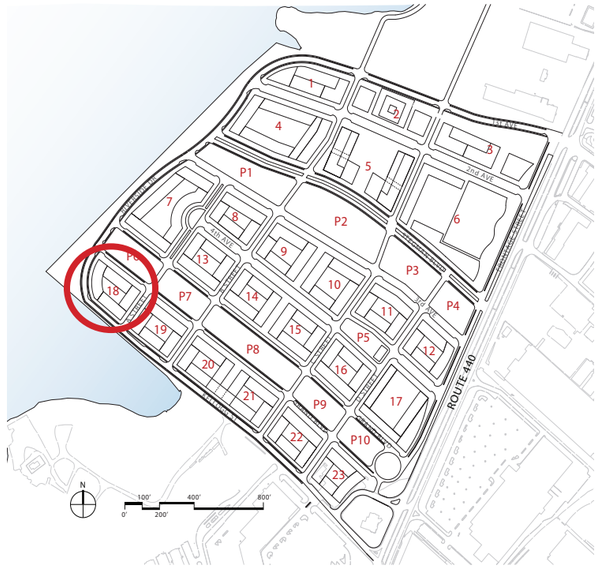


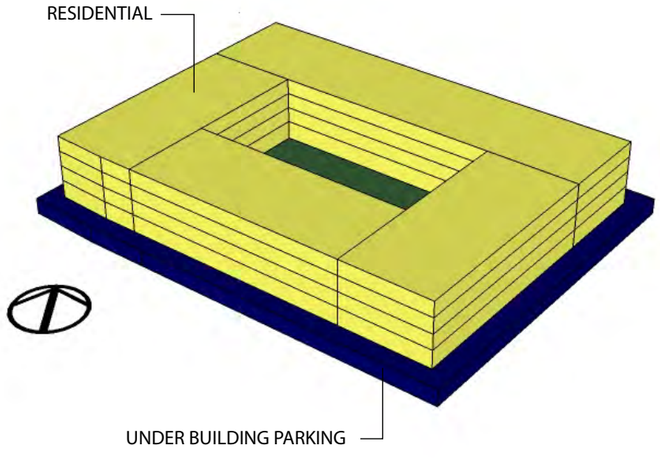
Exhibit 87
BLOCK 18 : MAXIMUM DEVELOPMENT

Block 18 has a buildable area of approximately 64,000 SF. The land use on this block includes residential with optional retail at the ground level fronting Riverfront Park and the lagoon to the south. Retail is required on the corner of the Grand Boulevard and Riverside Drive. Because of the narrowness of this block, parking can be exposed on the façade facing The Promenade above the first floor. The curved face of the building should be higher to capitalize on the view. The allowable building area can accommodate approximately 450 housing units. The parking requirement for this block is satisfied by one level of underground parking beneath the entire block and additional levels of embedded parking encompassing the interior of the block.

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T4 (Exhibit 103.)
For Building Heights, see Exhibit 50.





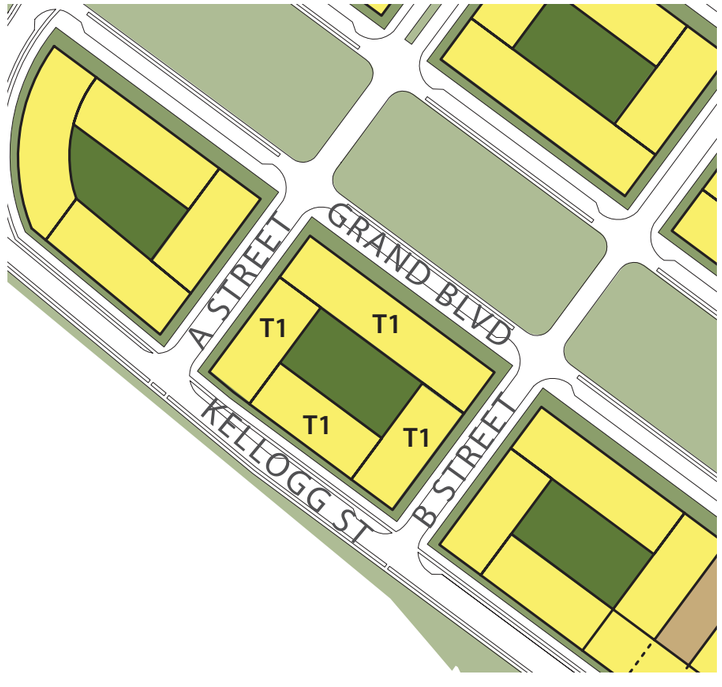
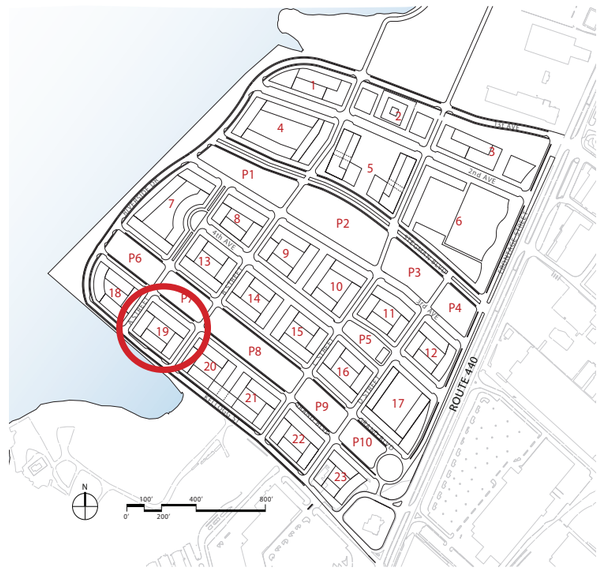


Exhibit 88
BLOCK 19 : MINIMUM DEVELOPMENT

Block 19 has with a buildable area of approximately 66,000 SF. The land use for this block is residential with optional retail on the ground floor facing the lagoon. The allowable building area for residential use can accommodate approximately 140 housing units. The parking requirement for this block is satisfied by one level of underground parking beneath the entire block.

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T1 (Exhibit 100).
For Building Heights, see Exhibit 49.



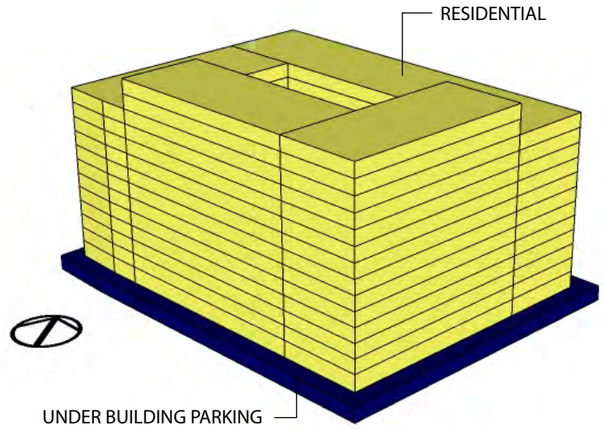
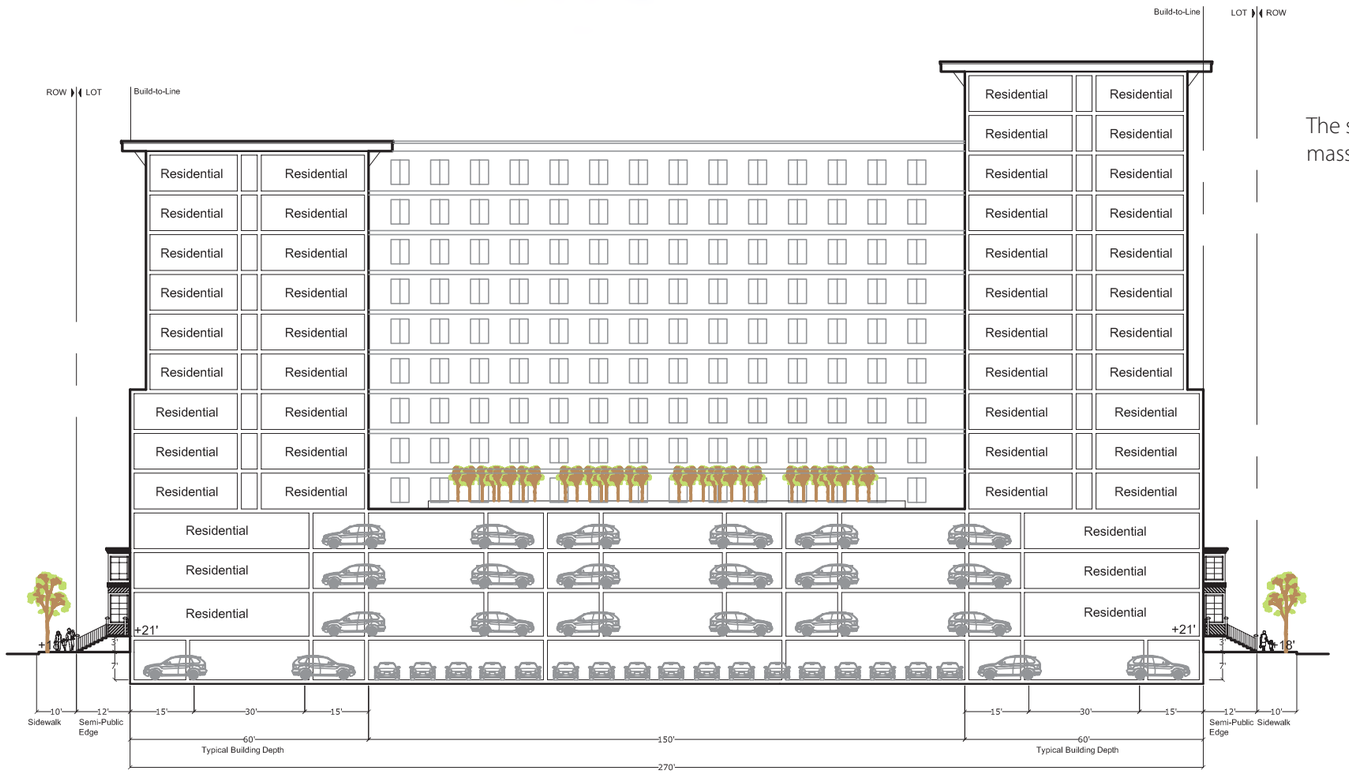


Exhibit 89
BLOCK 19 : MAXIMUM DEVELOPMENT

Block 19 has a buildable area of approximately 66,000 SF. The suggested land use for this block is residential with optional retail on the ground floor facing the lagoon. The allowable building area for residential use can accommodate approximately 390 housing units. The parking requirement for this block is satisfied by one level of underground parking beneath the entire block and additional levels of embedded parking encompassing the interior of the block.



The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T3 and T4 (Exhibits 102 and 103).

For Building Heights, see Exhibit 50.

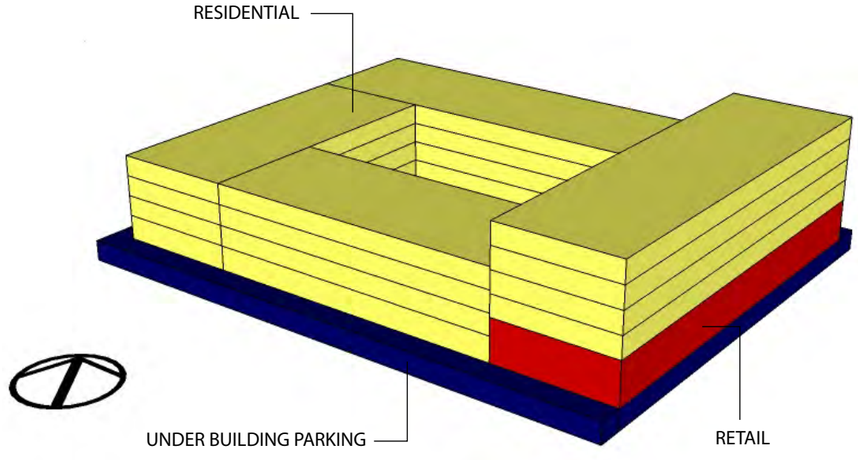
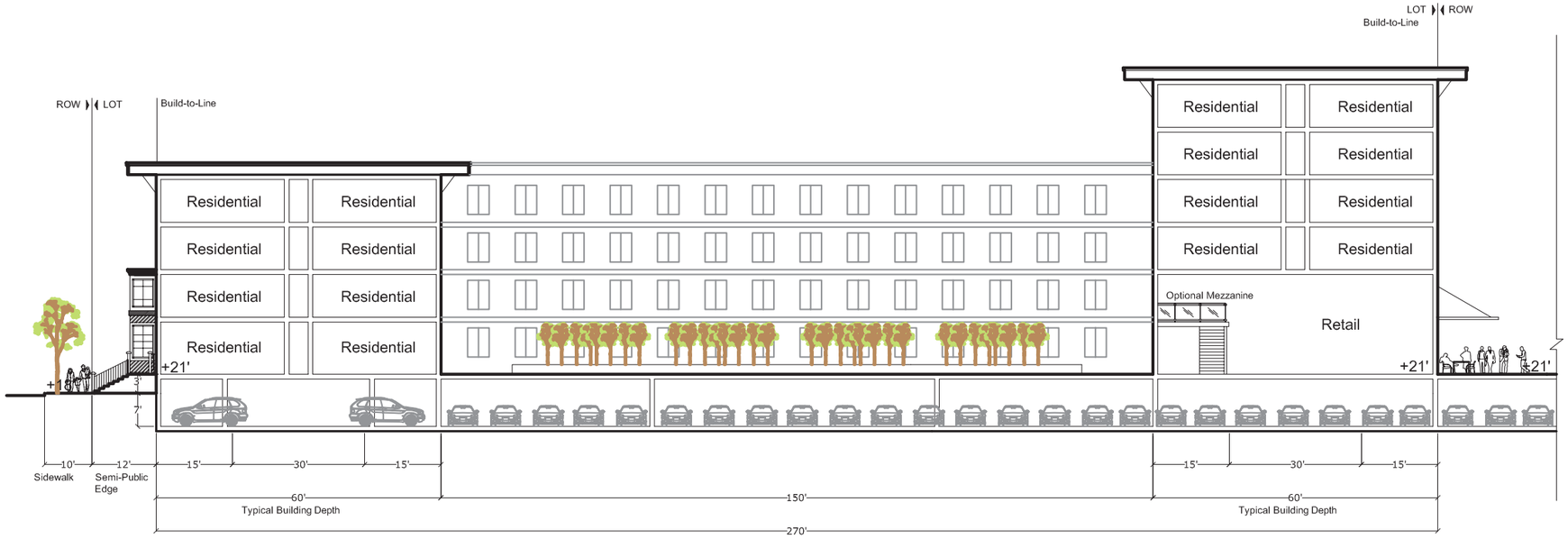


Exhibit 90
BLOCK 20 : MINIMUM DEVELOPMENT

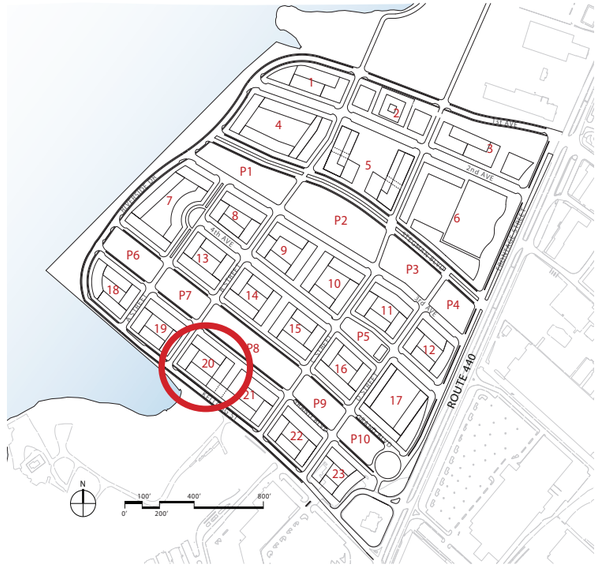
Block 20 has a buildable area of approximately 64,000 SF. The land uses on this block require retail at the ground level along the Pedestrian Way. There are two options for retail frontage along the Pedestrian Way 1) a flat front with awnings with cafes or open air markets. Cafes and open air markets may extend out 15 feet. 2) Arcades. See Architectural Regulations for requirements. The allowable building area can accommodate approximately 130 housing. Blocks 20 and 21 are connected above the Pedestrian Way along Kellogg Street so as to serve as a visual terminus. The parking requirement for this block is satisfied by one level of underground parking beneath the entire block. Due to the slope in the block, a portion of this block along Kellogg will have one story of exposed parking. A set of ADA accessible grand stairs must be designed to accommodate the grade change from Kellogg to the Pedestrian Way.

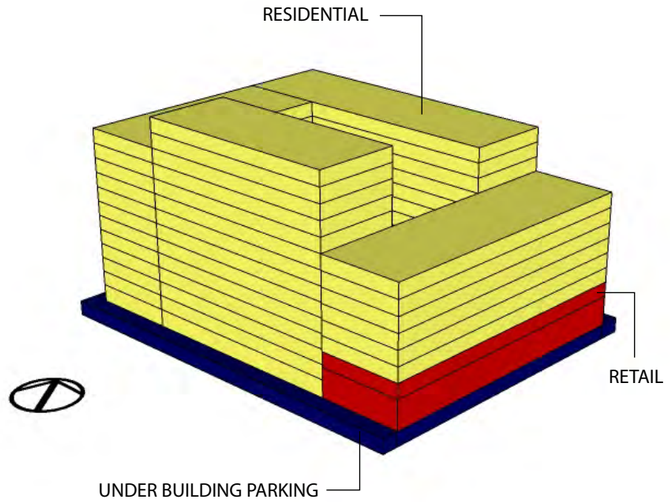
The section and axonometric represent the general massing and distribution of uses with in the block.



For Building Typologies, see T1 and T9 (Exhibits 100 and 108).

For Building Heights, see Exhibit 49.





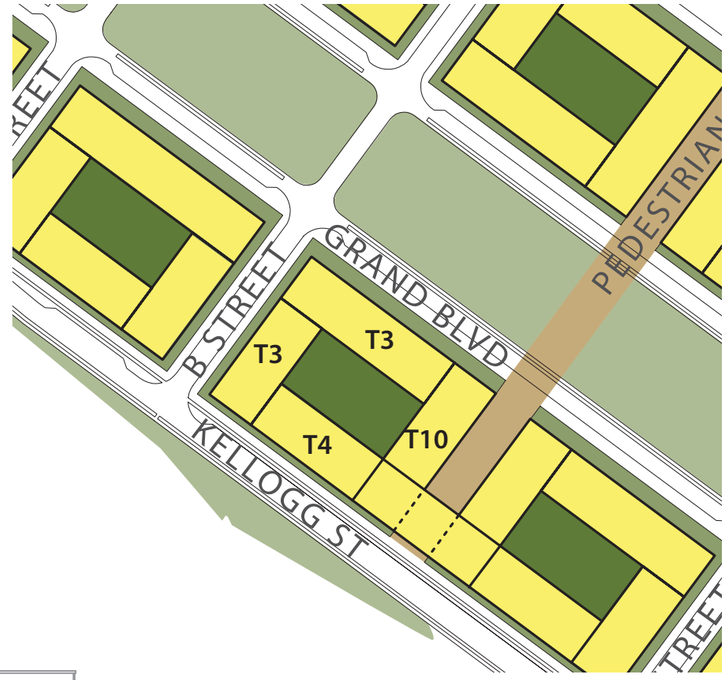
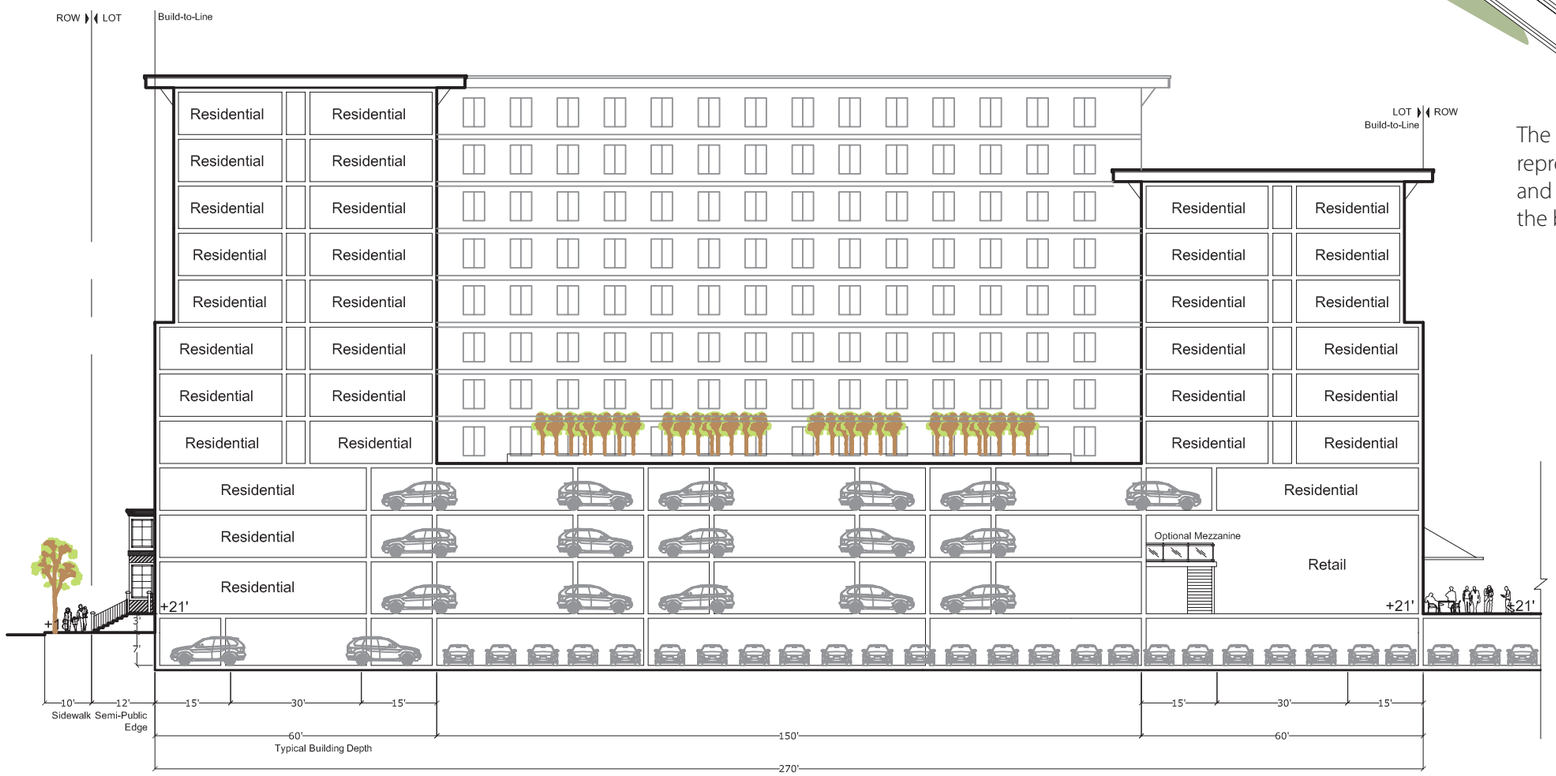


Exhibit 91
BLOCK 20 : MAXIMUM DEVELOPMENT

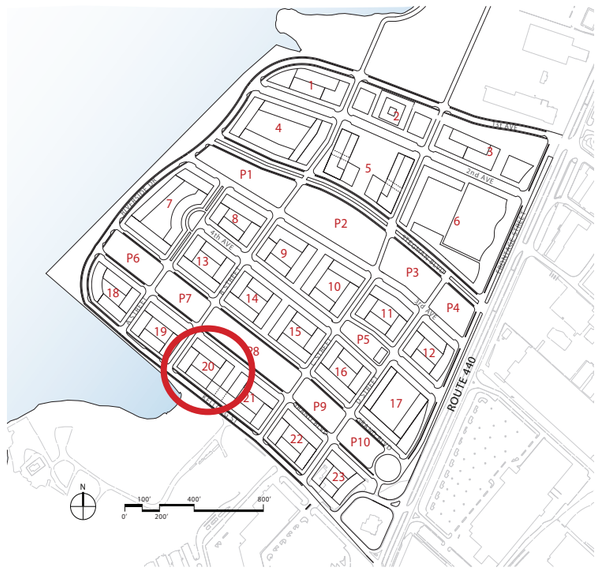
Block 20 has a buildable area of approximately 64,000 SF. The land uses on this block require retail at the ground level along the Pedestrian Way. Two-story retail is highly recommended. The allowable building area can accommodate approximately 360 housing units. Blocks 20 and 21 are connected above the Pedestrian Way along Kellogg Street so as to serve as a visual terminus. The parking requirement for this block is satisfied by one level of underground parking beneath the entire block and additional levels of embedded parking encompassing the interior of the block. Due to the slope in the block, a portion of this block along Kellogg will have one story of exposed parking. A set of ADA accessible grand stairs must be designed to accommodate the grade change from Kellogg to the Pedestrian Way.

For Building Typologies, see T3, T4, and T10 (Exhibits 102, 103, and 109).

For Building Heights, see Exhibit 50.



The section and axonometric represent the general massing and distribution of uses with in the block.



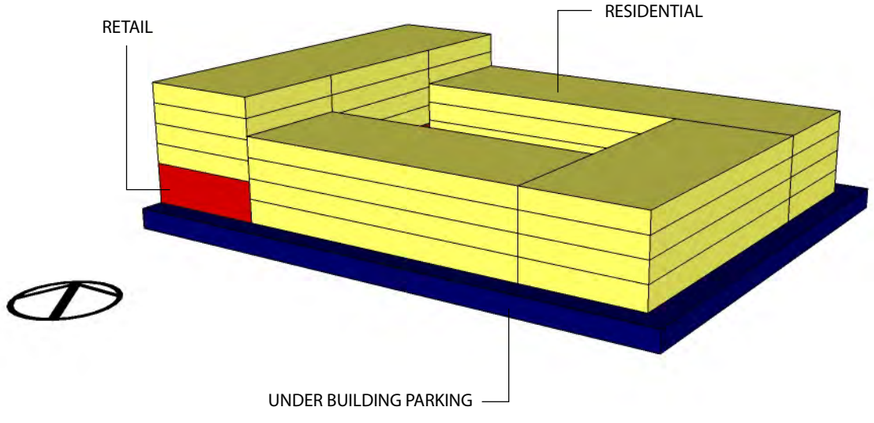


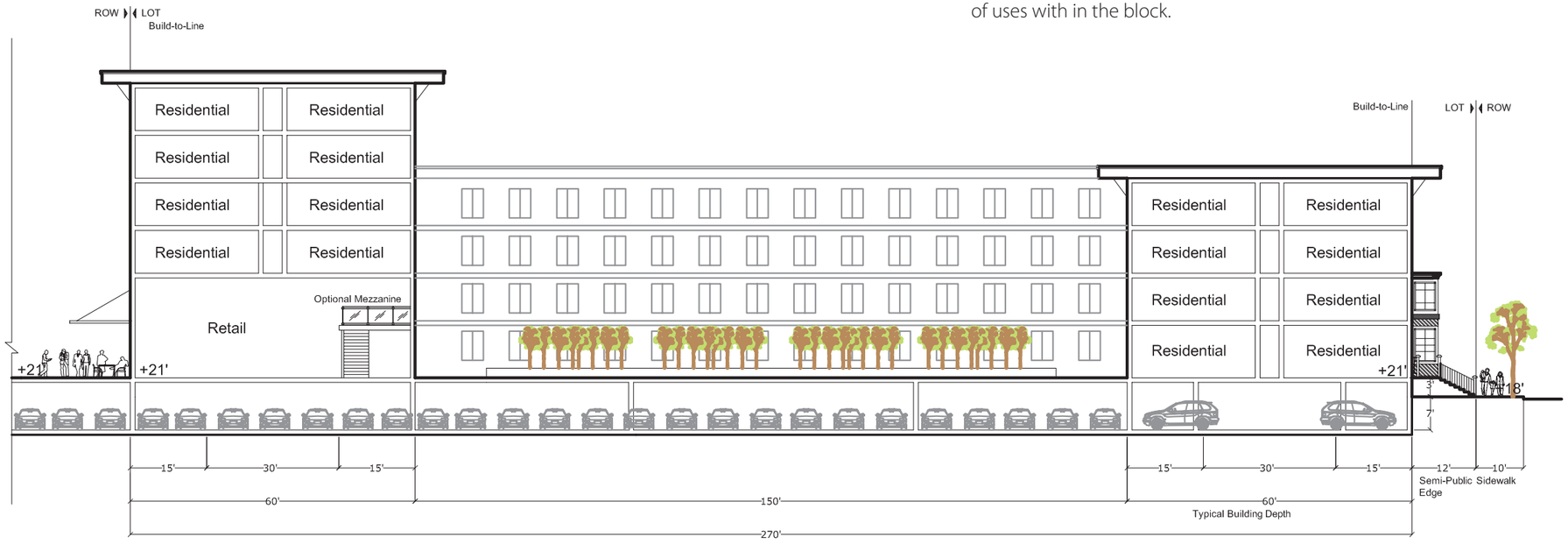
Exhibit 92
BLOCK 21 : MINIMUM DEVELOPMENT

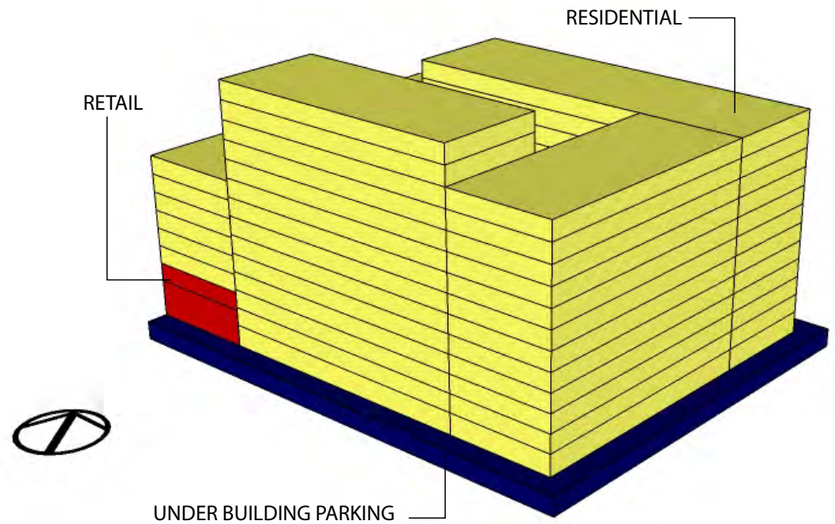
Block 21 has a buildable area of approximately 63,000 SF. The land uses on this block requires retail at the ground level along the Pedestrian Way. The allowable building area can accommodate approximately 130 housing units. There are two options for retail frontage along the Pedestrian Way 1) a flat front with awnings with cafes or open air markets. Cafes and open air markets may extend out 15 feet. 2) Arcades. See Architectural Regulations for requirements. Blocks 20 and 21 are connected above the Pedestrian Way so as to serve as a visual terminus. The parking requirement for this block is satisfied by one level of underground parking beneath the entire block.

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T1 and T9 (Exhibits 100 and 108).

For Building Heights, see Exhibit 49.





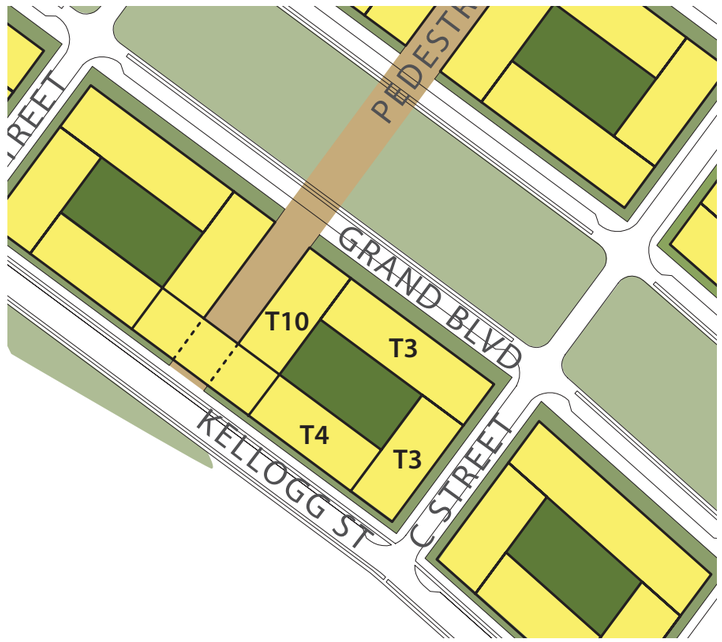
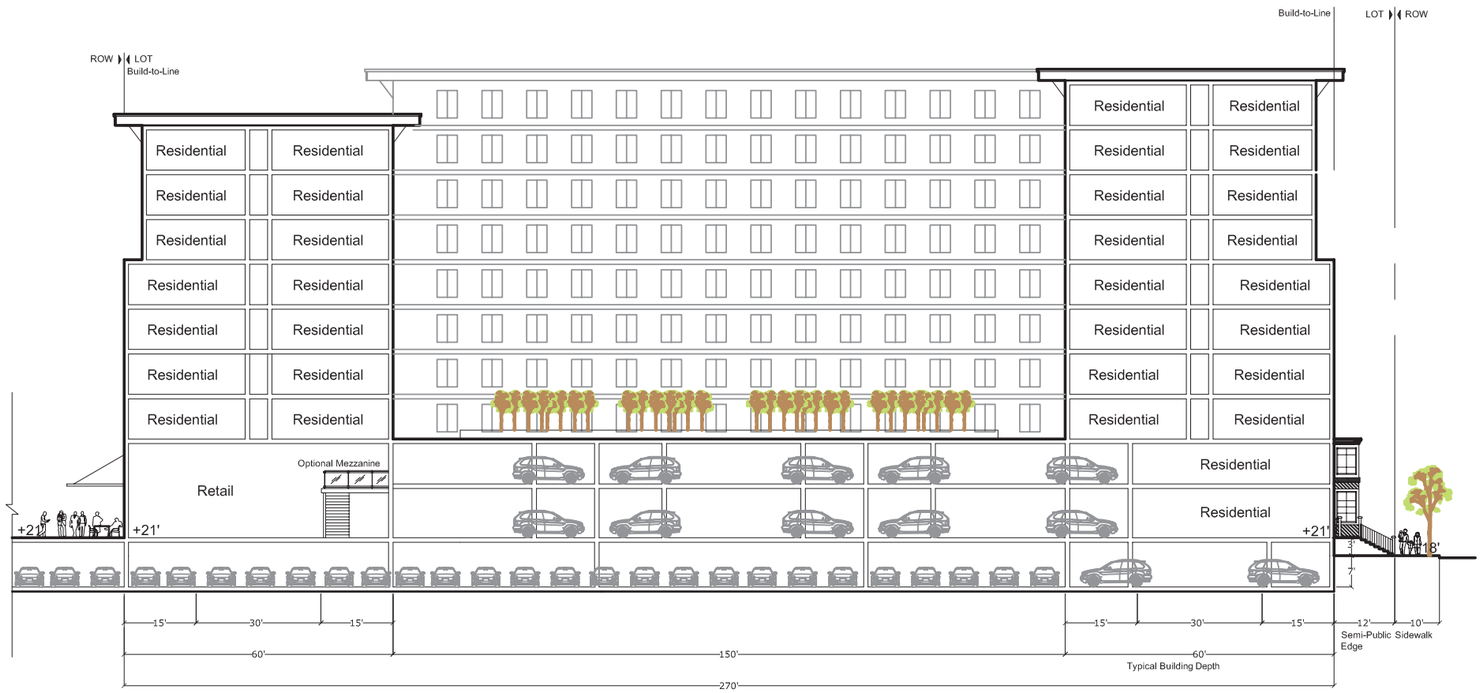


Exhibit 93
BLOCK 21 : MAXIMUM DEVELOPMENT

Block 21 has a buildable area of approximately 63,000 SF. The land uses on this block requires retail at the ground level along the Pedestrian Way. Two-story retail is highly recommended. There are two options for retail frontage along the Pedestrian Way 1) a flat front with awnings with cafes or open air markets. Cafes and open air markets may extend out 15 feet. 2) Arcades. See Architectural Regulations for requirements. The allowable building area can accommodate approximately 360 housing units and 25,000 SF. Blocks 20 and 21 are connected above the Pedestrian Way so as to serve as a visual terminus. The parking requirement for this block is satisfied by one level of underground parking beneath the entire block and additional levels of embedded parking encompassing the interior of the block. "B" Street will slope up from Kellogg Street to the Grand Boulevard. A portion of this block along Kellogg will have one story of exposed parking. A set of ADA accessible grand stairs must be designed to accommodate the grade change from Kellogg to the Pedestrian Way.

For Building Typologies, see T3, T4, and T10 (Exhibits 102, 103, and 109).



The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Heights, see Exhibit 50.

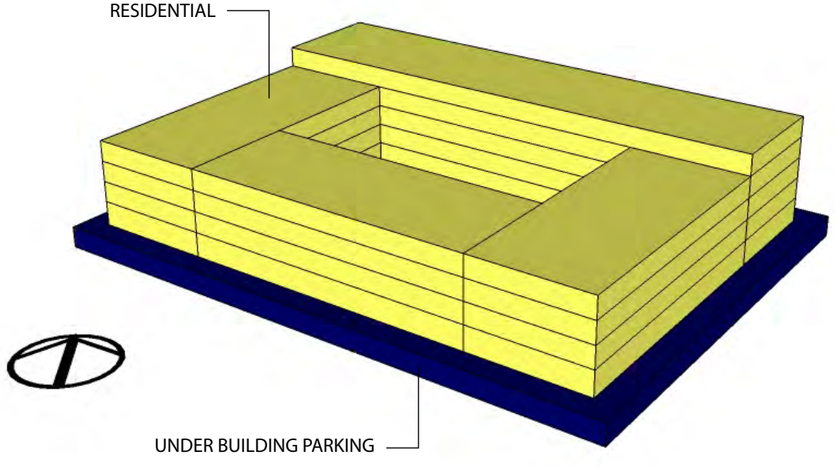


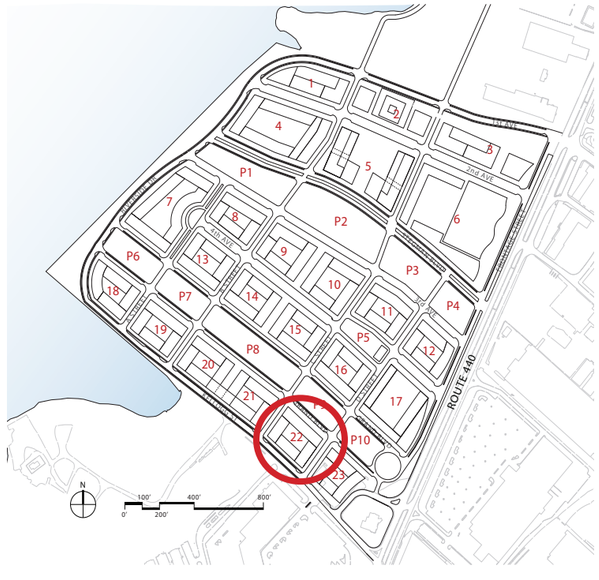
Exhibit 94

BLOCK 22 : MINIMUM DEVELOPMENT

Block 22 has a buildable area of approximately 66,500 SF. The land use suggested on this block is residential. The allowable building area for residential use can accommodate approximately 140 housing units. The parking requirement for this block is satisfied by one level of underground parking beneath the entire block. Due to the slope of the block, block will have an exposed level of parking along Kellogg Street.

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T1 (Exhibit 100).
For Building Heights, see Exhibit 49.



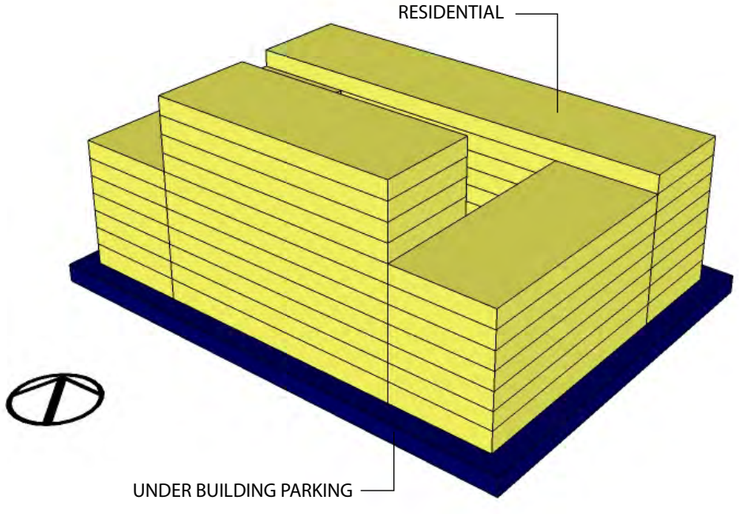


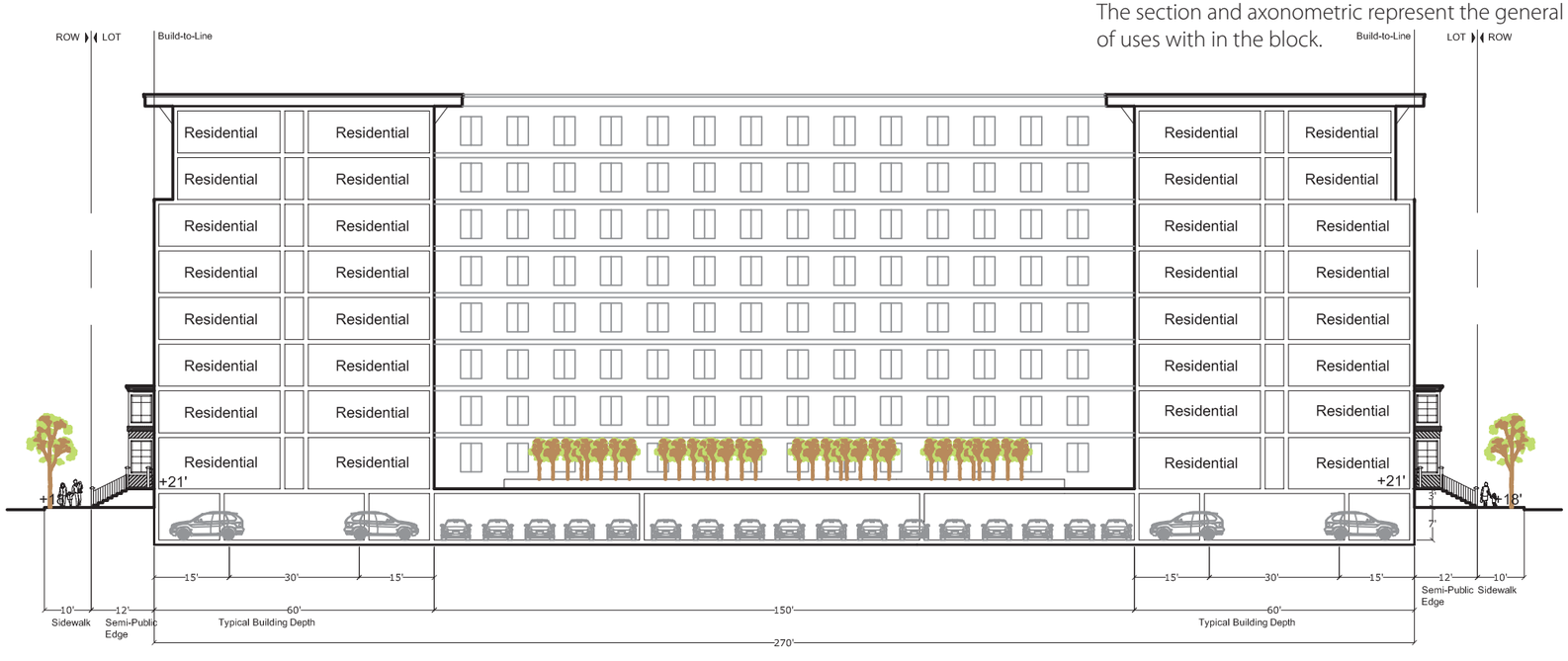
Exhibit 95
BLOCK 22 : MAXIMUM DEVELOPMENT

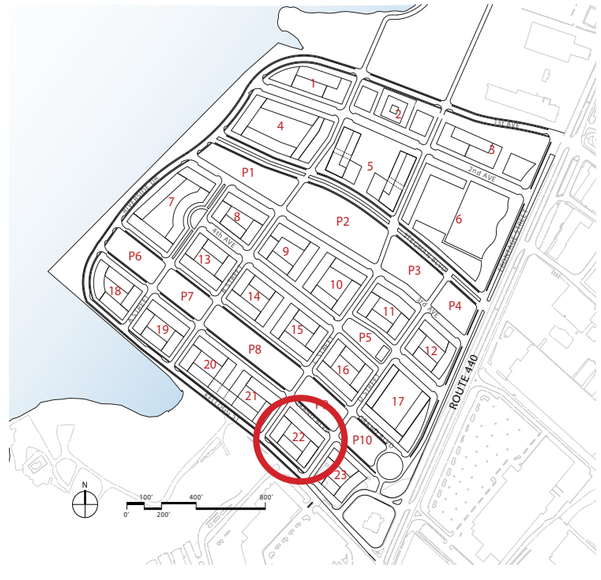
Block 22 has a buildable area of approximately 66,500 SF. The land use suggested on this block is residential. The allowable building area for residential use can accommodate approximately 290 housing units. The parking requirement for this block is satisfied by one level of underground parking beneath the entire block and additional levels of embedded parking. Due to the slope of the block, this block will have an exposed level of parking along Kellogg Street.

The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T2 and T3 (Exhibits 101 and 102).

For Building Heights, see Exhibit 50.





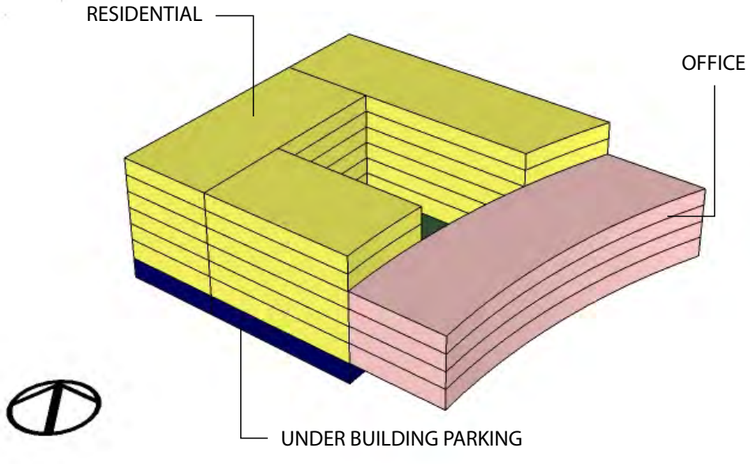


Exhibit 96

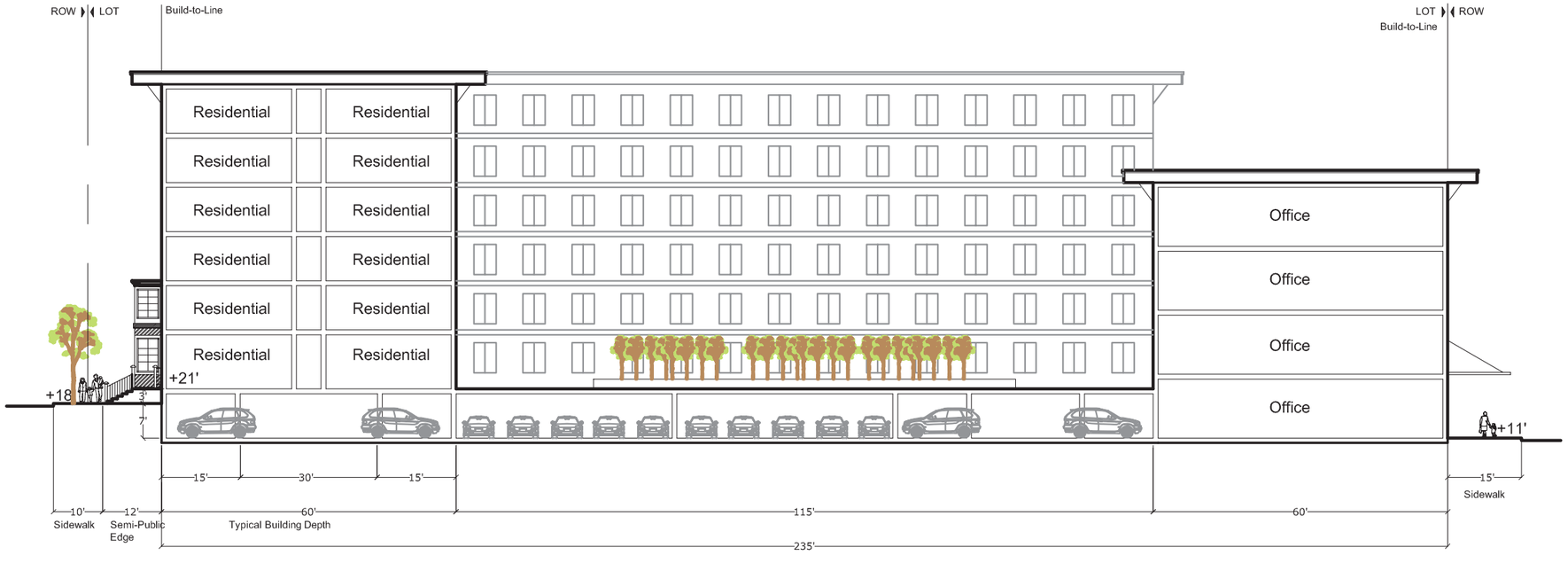
BLOCK 23 : MINIMUM DEVELOPMENT

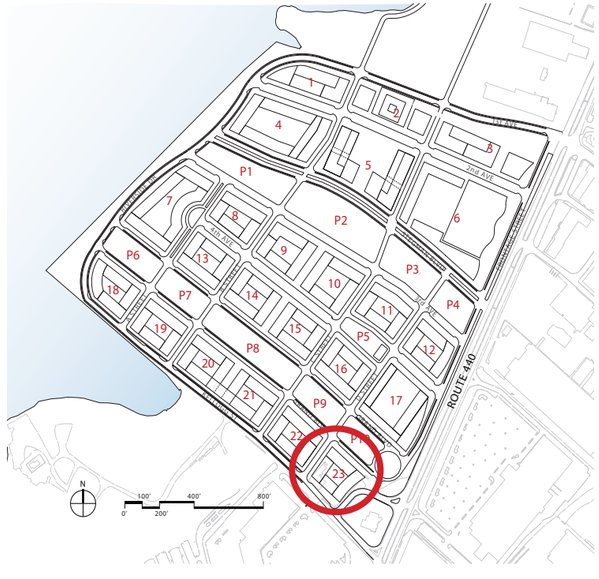
Block 23 has a buildable area of approximately 65,000 SF. The land uses on this block require office and residential. The allowable building area can accommodate approximately 125 housing units and 48,000 SF of office space. The parking requirement for this block is satisfied by one level of underground parking beneath the entire block. Due to the slope of the block, this block will have an exposed level of parking along Kellogg Street.

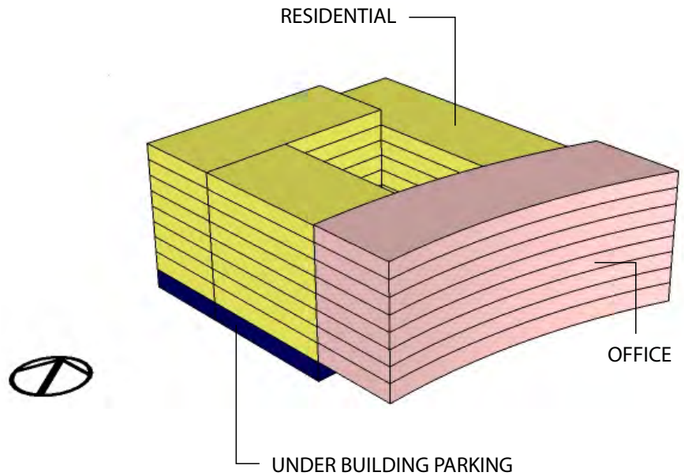
The section and axonometric represent the general massing and distribution of uses with in the block.

For Building Typologies, see T1, T2, and T7 (Exhibits 100, 101, and 106).

For Building Heights, see Exhibit 49.







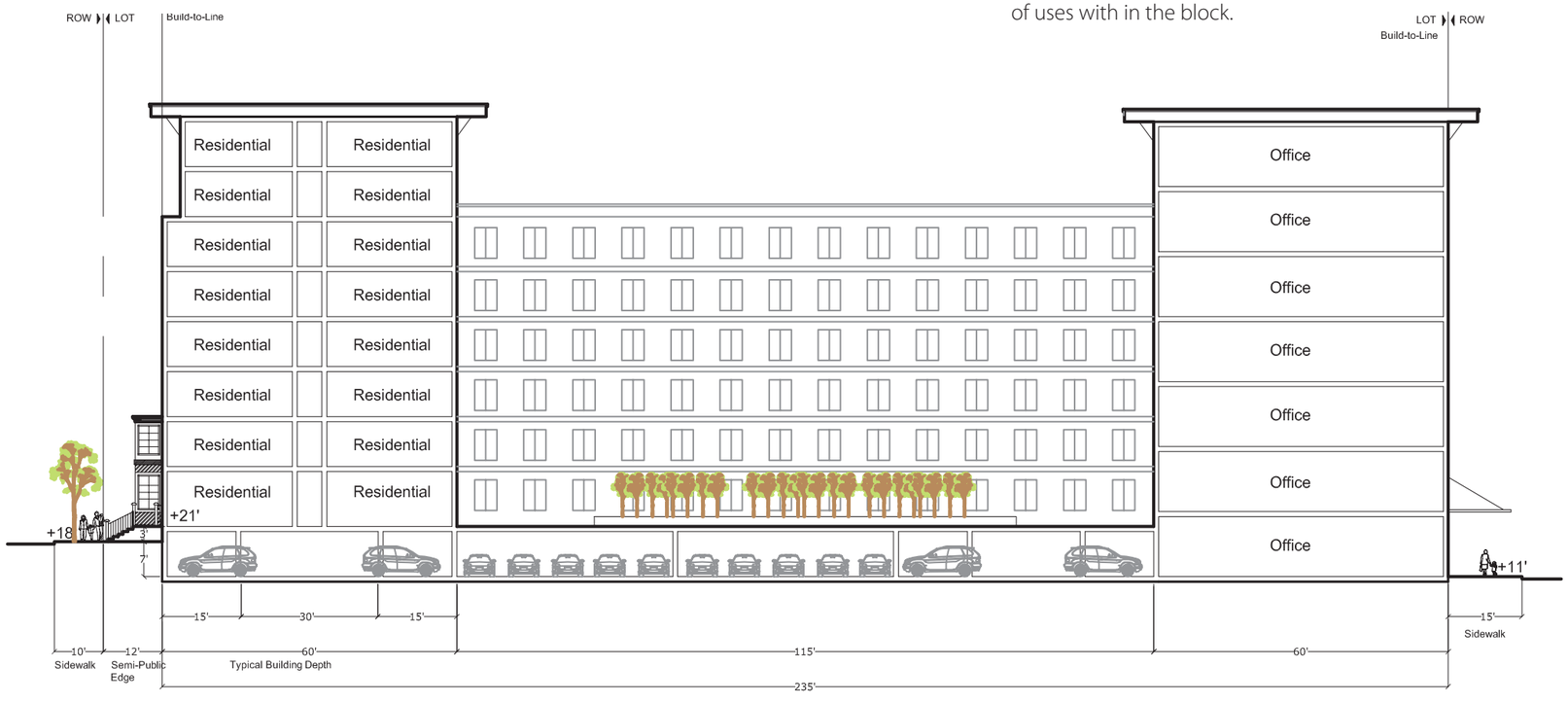
The section and axonometric represent the general massing and distribution of uses with in the block.

Exhibit 97
BLOCK 23 : MAXIMUM DEVELOPMENT

Block 23 has a buildable area of approximately 65,000 SF. The land uses on this block require office and residential. The allowable building area can accommodate approximately 220 housing units and 48,000 SF of office space in the Maximum Development Plan. The parking requirement for this block is satisfied by one level of underground parking beneath the entire block and additional levels of embedded parking encompassing the interior of the block. Due to the slope of the block, this block will have an exposed level of parking along Kellogg Street.

For Building Typologies, see T2 and T7 (Exhibits 101 and 106).

For Building Heights, see Exhibit 50.



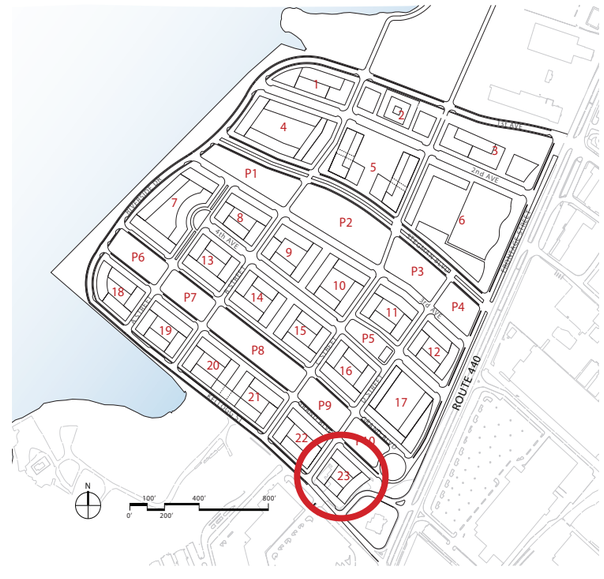


Exhibit 98

BUILDING TYPE PLAN: MINIMUM DEVELOPMENT PLAN

Each building on the Building Type Plans, Exhibit 98 and 99, has been color coded with one or more associated building regulating diagrams assigned to each building for the minimum and maximum development plans. In total there are 17 building types.

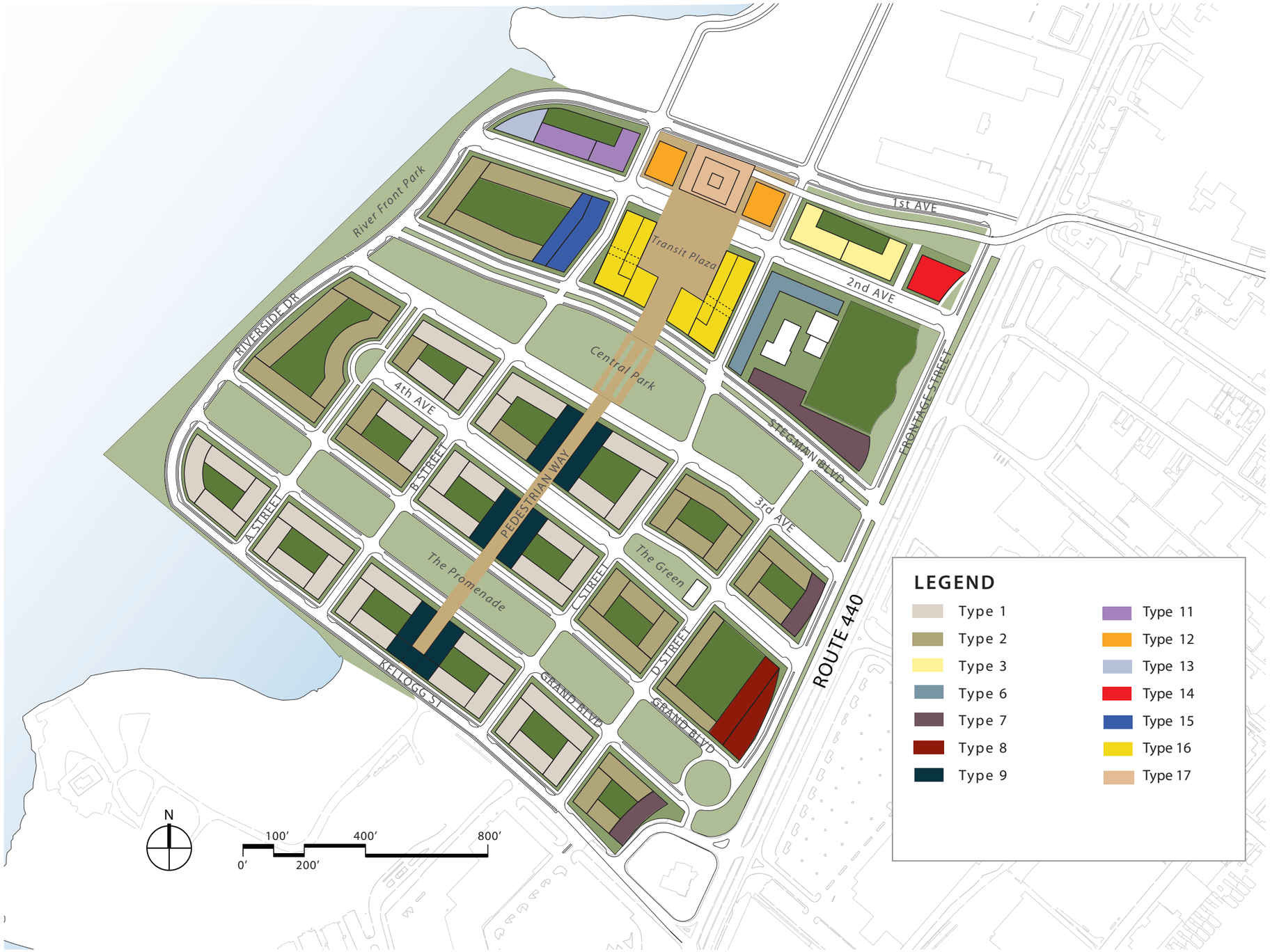
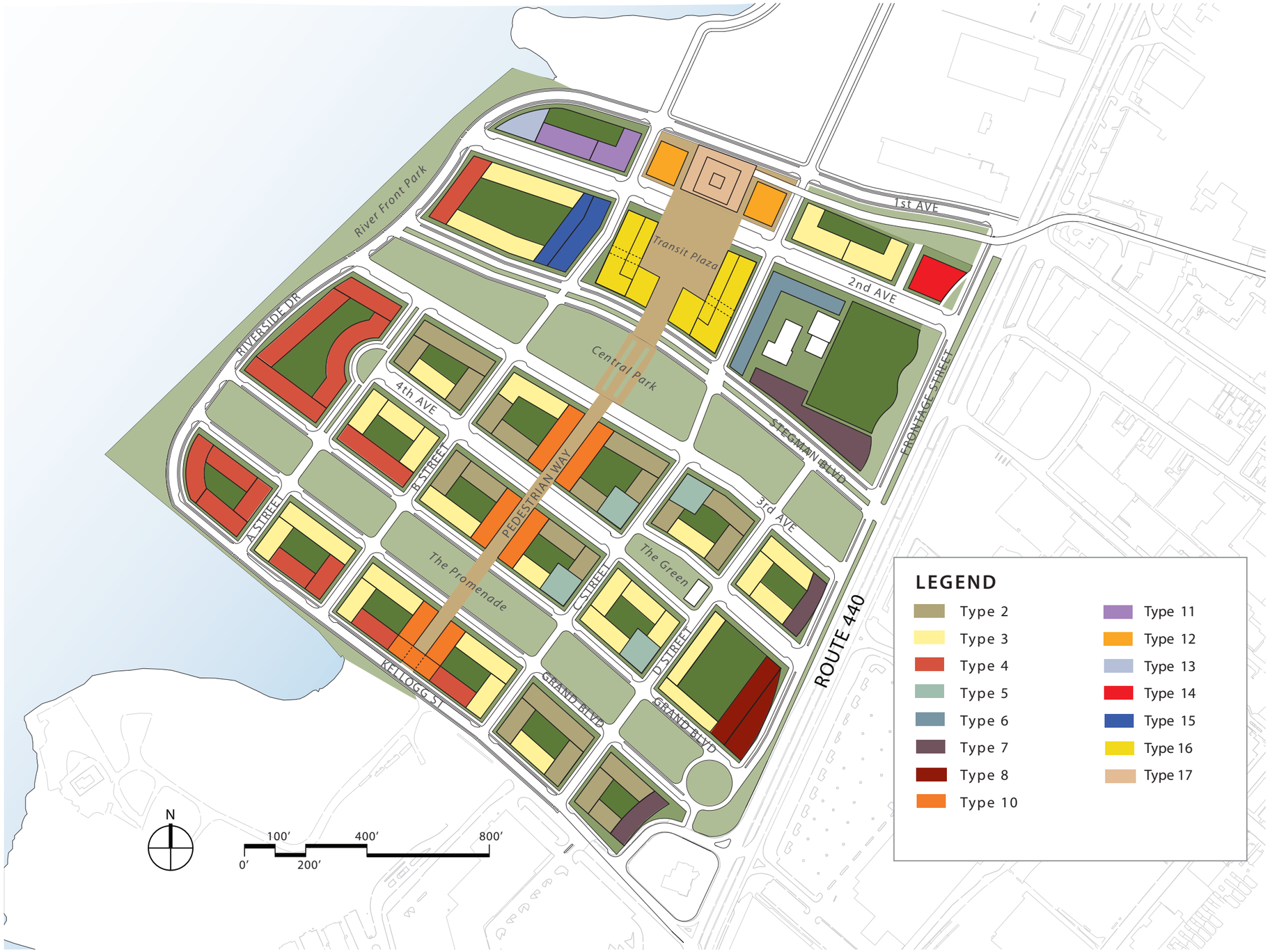
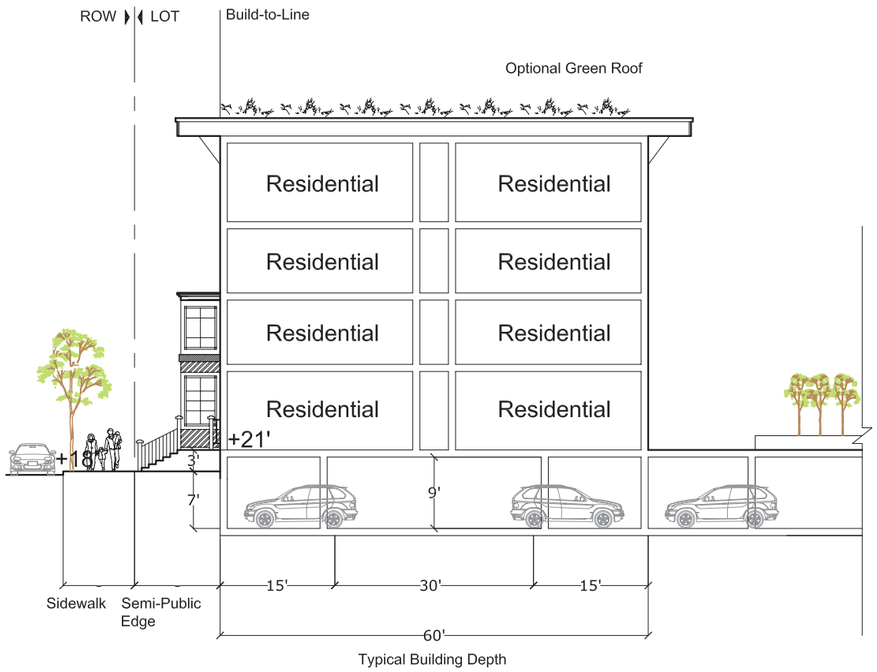


Exhibit 99
BUILDING TYPE PLAN : MAXIMUM DEVELOPMENT PLAN



Flat Site



Sloped Site

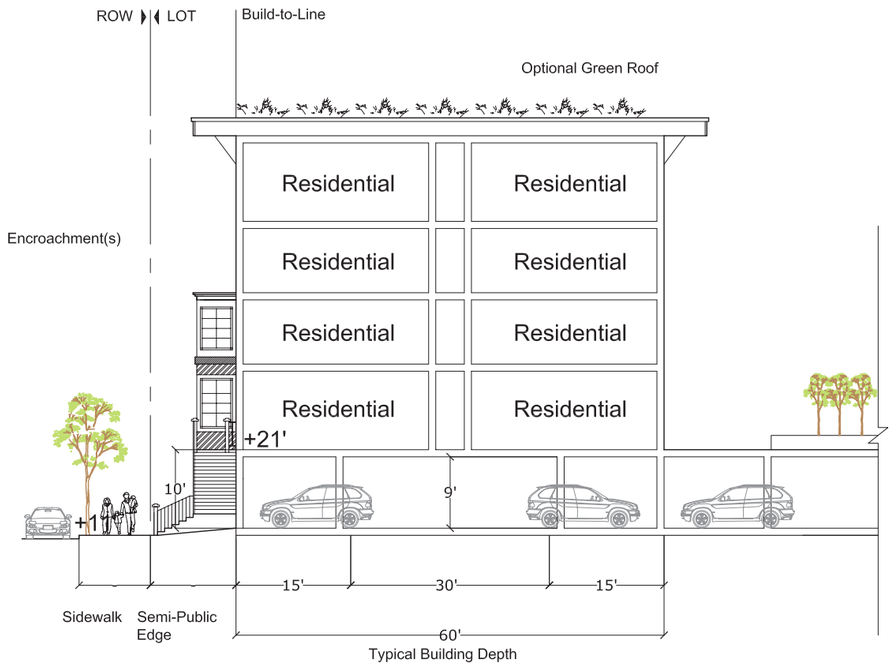


Exhibit 100

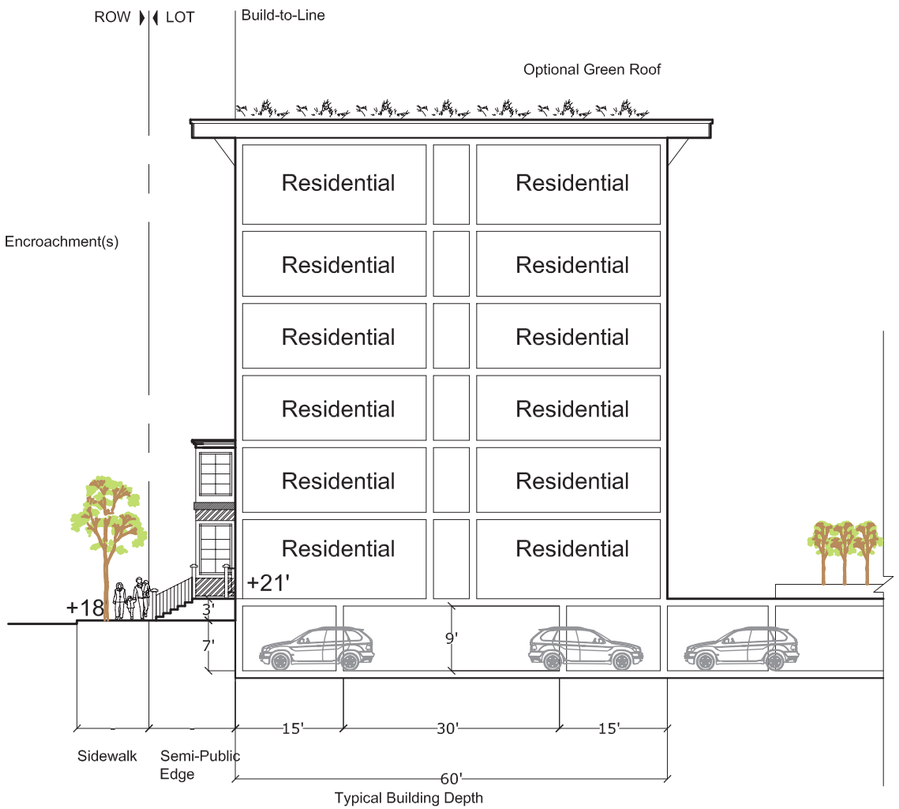
BUILDING TYPE 1
FOUR STORIES
RESIDENTIAL WITH UNDERGROUND PARKING

A. Building typology applicable to the Minimum Development Plan.
B. This is a combination of lower townhouse type units plus a double loaded building with an optimum depth of 60 feet.
C. "4 over 1" (One level of masonry and four levels wood construction) construction permitted.
D. Opportunity for two to three story townhouse-like units along the street edge with separate entrances.
E. Lobby entrance on street edge for the double loaded units.
F. Interior courtyard
G. Building should incorporate sustainable design standards which, at a minimum, address renewable energy ideas, the use of rapidly renewable materials, and a sustainable stormwater management plan.

Building Type 1		
Four Story Residential		
	MINIMUM	**MAXIMUM**
Semi Public Edge	12 Feet	15 Feet
Build-To-Line	Back Edge of Semi Public Edge	
Encroachments	6 Feet	
Maximum Height	4 Stories Above One Level of Parking*	
Building Depth	60 Feet	
Green Roof	Optional	
Roof Type	Flat with Occasional Element of Architectural Interest	
Maximum Parking Ratios	1.2 Space per Unit**	
Parking Location	Under the Building and Embedded	
Live/Work	Optional - See Frontage Plan	

* See Building Heights Map (Exhibit 49)
** Second or more parking spaces can be purchased or leased in the shared parking facility

Under Building Parking



Under Building and Embedded Parking

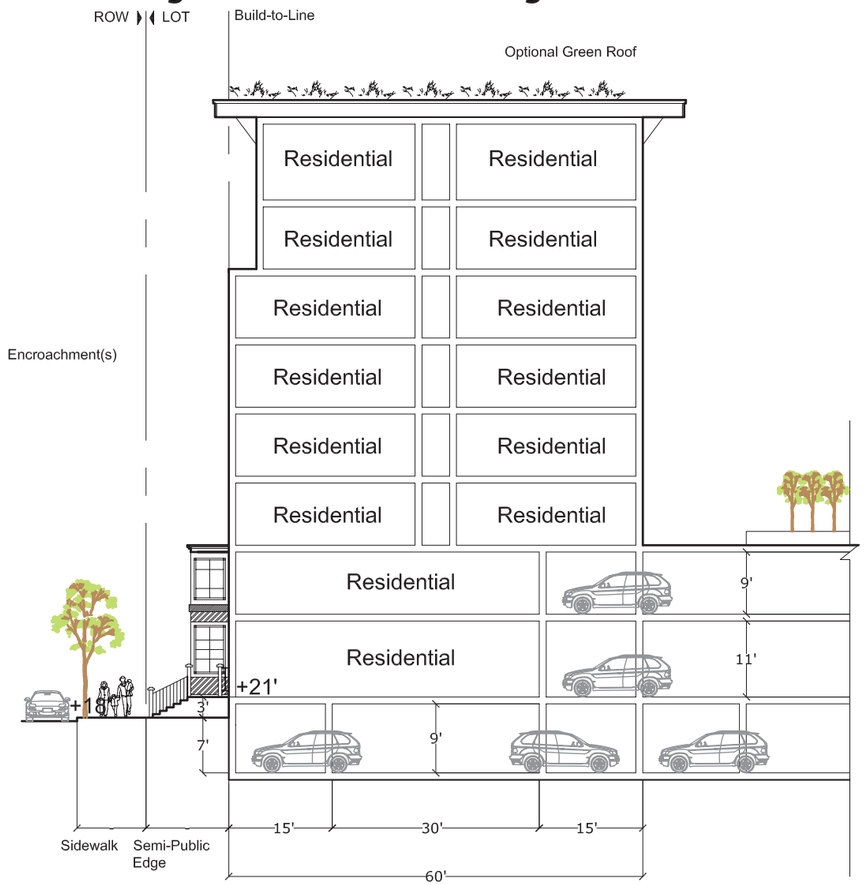


Exhibit 101

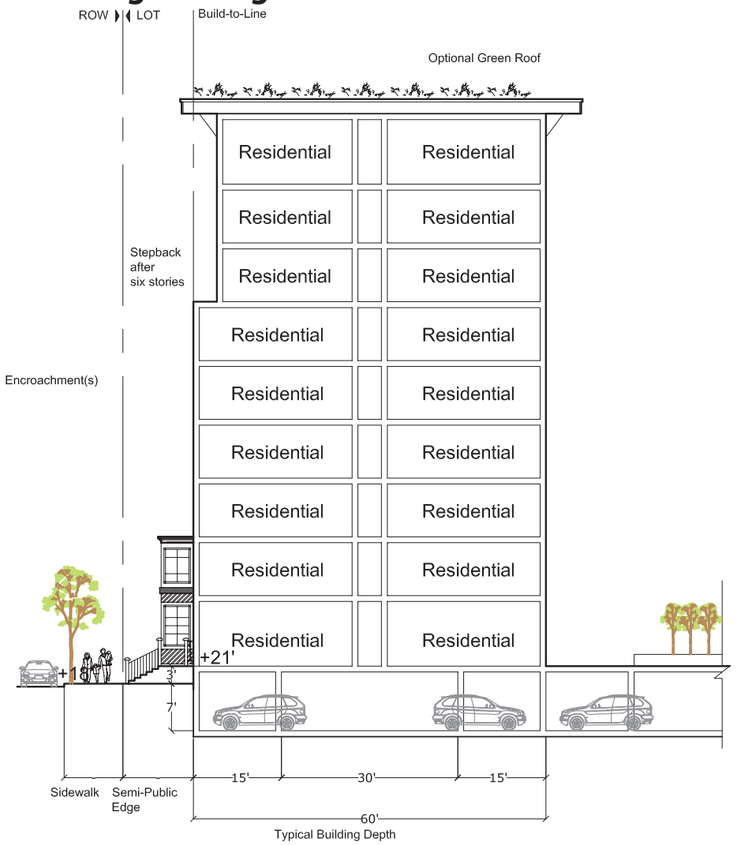
BUILDING TYPE 2
SIX TO EIGHT STORIES RESIDENTIAL
UNDERGROUND OR EMBEDDED PARKING

A. This is a combination of lower townhouse type units plus a double loaded building with an optimum depth of 60 feet.
B. Opportunity for two to three story townhouse-like units along the street edge with separate entrances.
C. Lobby entrance on street edge for the double loaded units.
D. Interior courtyard
E. Additional levels of embedded parking may be constructed above the under building parking.
F. Building should incorporate sustainable design standards which, at a minimum, address renewable energy ideas, the use of rapidly renewable materials, and a sustainable stormwater management plan.

Building Type 2		
Six to Eight Story Residential		
	MINIMUM	**MAXIMUM**
Semi Public Edge	12 Feet	15 Feet
Build-To-Line	Back Edge of Semi Public Edge	
Encroachments	6 Feet	
Maximum Height	8 Stories Above One Level of Parking*	
Building Depth	60 Feet	
Green Roof	Optional	
Roof Type	Flat with Occasional Element of Architectural Interest	
Maximum Parking Ratios	1.2 Space per Unit**	
Parking Location	Under the Building Only/ or Under Building and Embedded	
Live/Work	Optional - See Frontage Map	

* See Building Heights Map (Exhibit 49 and 50)
** Second or more parking spaces can be purchased or leased in the shared parking facility

Under Building Parking



Under Building and Embedded Parking

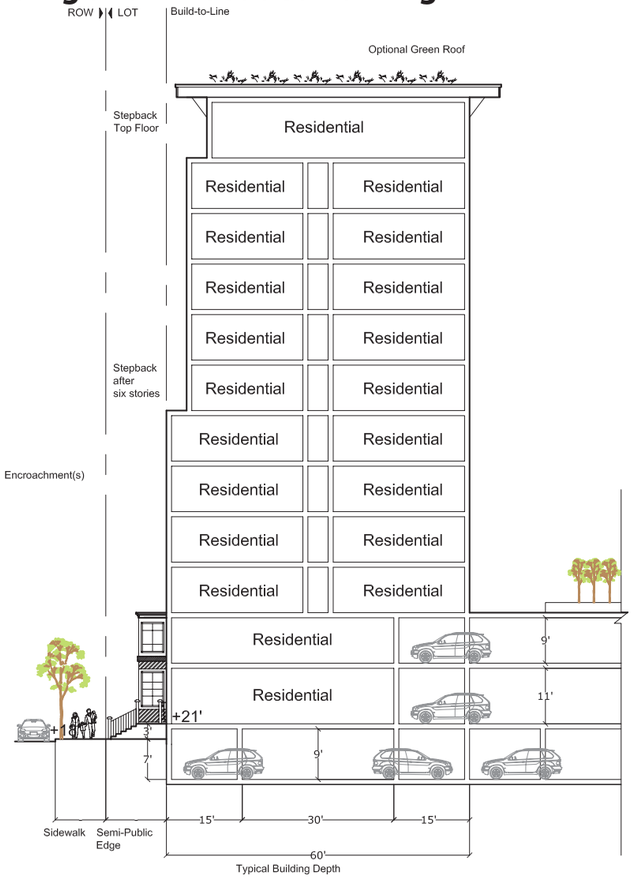


Exhibit 102

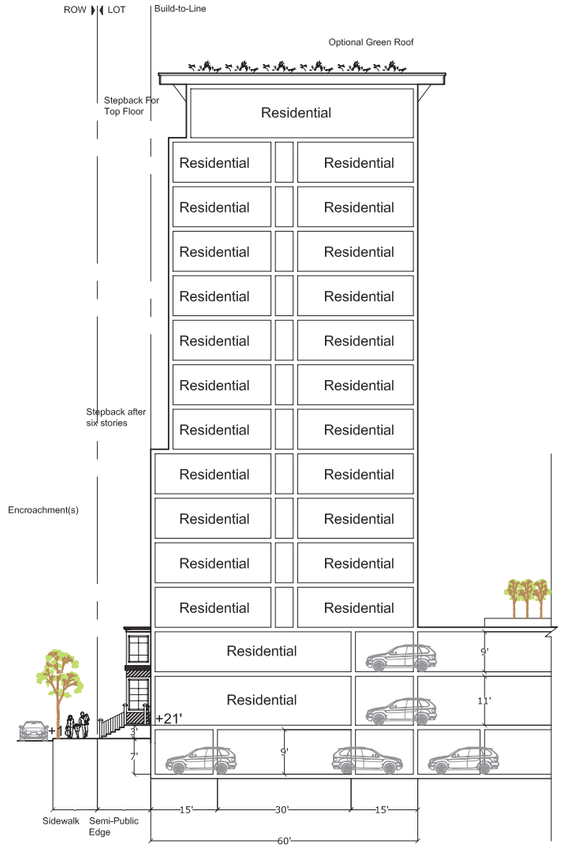
BUILDING TYPE 3
NINE TO TWELVE STORY RESIDENTIAL
UNDER BUILDING AND EMBEDDED PARKING

A. Building typology applicable to the Maximum Development Plan.
B. This is a combination of lower townhouse type units plus a double loaded building with an optimum depth of 60 feet.
C. Additional levels of embedded parking may be constructed above the under building parking.
D. Stepback or cornice is recommended at fourth to sixth level
E. Opportunity for two to three story townhouse-like units along the street edge with separate entrances.
F. Lobby entrance on street edge for the double loaded units.
G. Interior courtyard
H. Building should incorporate sustainable design standards which, at a minimum, address renewable energy ideas, the use of rapidly renewable materials, and a sustainable stormwater management plan.

Building Type 3		
Nine to Twelve Story Residential		
	MINIMUM	**MAXIMUM**
Semi Public Edge	12 Feet	15 Feet
Build-To-Line	Back Edge of Semi Public Edge	
Encroachments	6 Feet	
Maximum Height	12 Stories Above One Level of Parking*	
Building Depth	60 Feet	
Green Roof	Optional	
Roof Type	Flat with Occasional Element of Architectural Interest	
Maximum Parking Ratios	1.2 Space per Unit**	
Parking Location	Under the Building Only/ or Under Building and Embedded	
Live/Work	No	

* See Building Heights Map (Exhibit 49 and 50)
** Second or more parking spaces can be purchased or leased in the shared parking facility

Under Building and EmbeddedParking



Under Building and Embedded Parking w/Retail Option

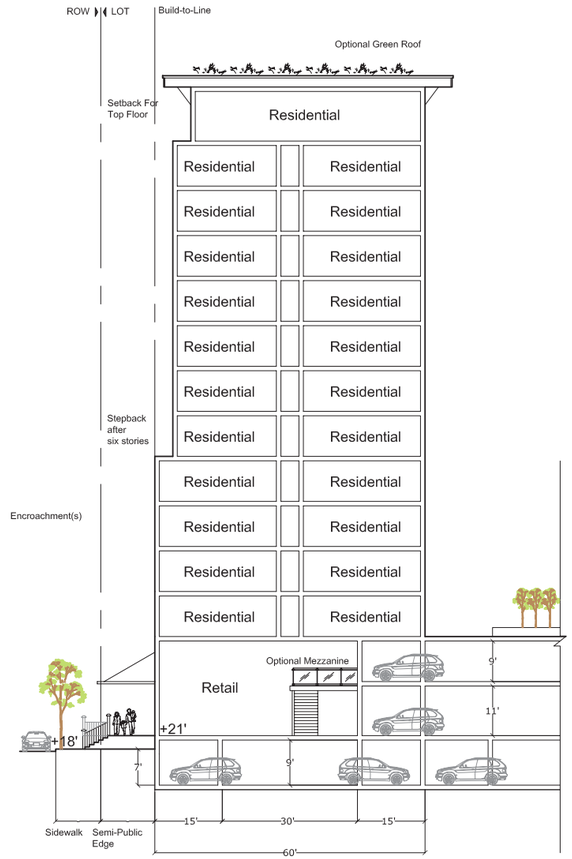


Exhibit 103

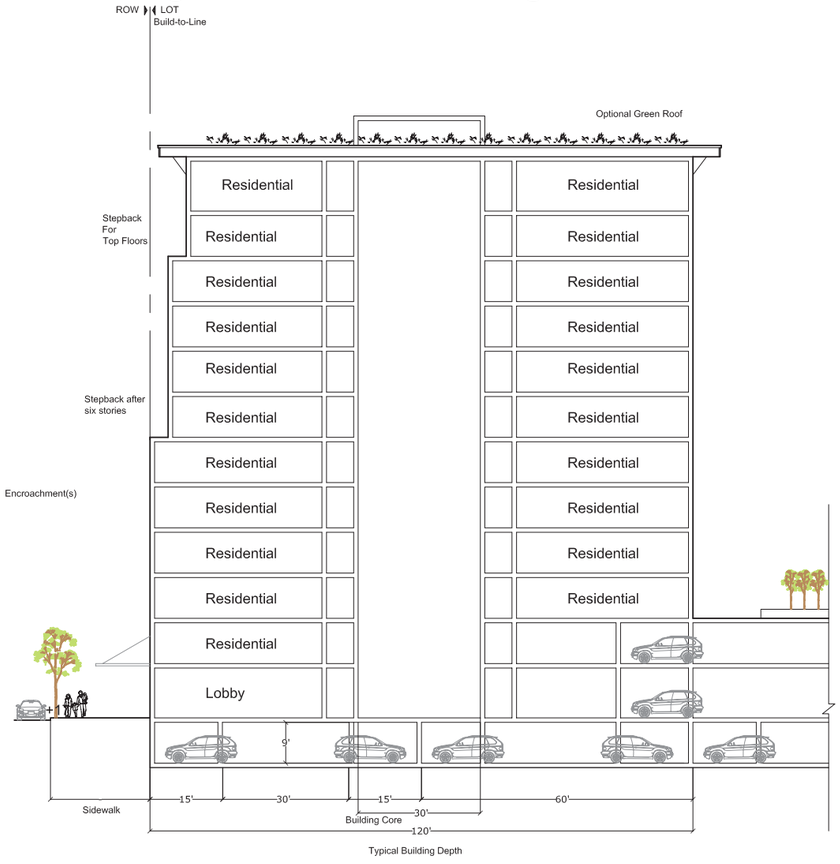
BUILDING TYPE 4
THIRTEEN + STORIES RESIDENTIAL
UNDER BUILDING AND EMBEDDED

A. Building typology found only in the Maximum Development Plan.
B. This is a combination of lower townhouse like units plus a double loaded building with an optimum depth of 60 feet.
C. Stepback or cornice at fourth to sixth level.
D. Opportunity for two to three story townhouse-like units along the street edge with separate entrances.
E. Lobby entrance on street edge for the double loaded units.
F. Interior courtyard
G. Additional levels of embedded parking may be constructed above the under building parking.
H. Optional front terrace for retail or an upper level walkway.
I. Building should incorporate sustainable design standards which, at a minimum, address renewable energy ideas, the use of rapidly renewable materials, and a sustainable stormwater management plan.

Building Type 4		
Thirteen Plus Story Residential		
	MINIMUM	**MAXIMUM**
Semi Public Edge	12 Feet	15 Feet
Build-To-Line	Back Edge of Semi Public Edge	
Encroachments	6 Feet	
Maximum Height	28 Stories Above One Level of Parking*	
Building Depth	60 Feet	
Green Roof	Optional	
Roof Type	Flat with Articulated Top for Architectural Interest	
Maximum Parking Ratios	1.2 Space per Unit**	
Parking Location	Under the Building and Embedded	
Live/Work	Optional - See Frontage Plan	

* See Building Heights Map (Exhibit 49 and 50)
** Second or more parking spaces can be purchased or leased in the shared parking facility

Under Building and Embedded Parking



Tower Plan

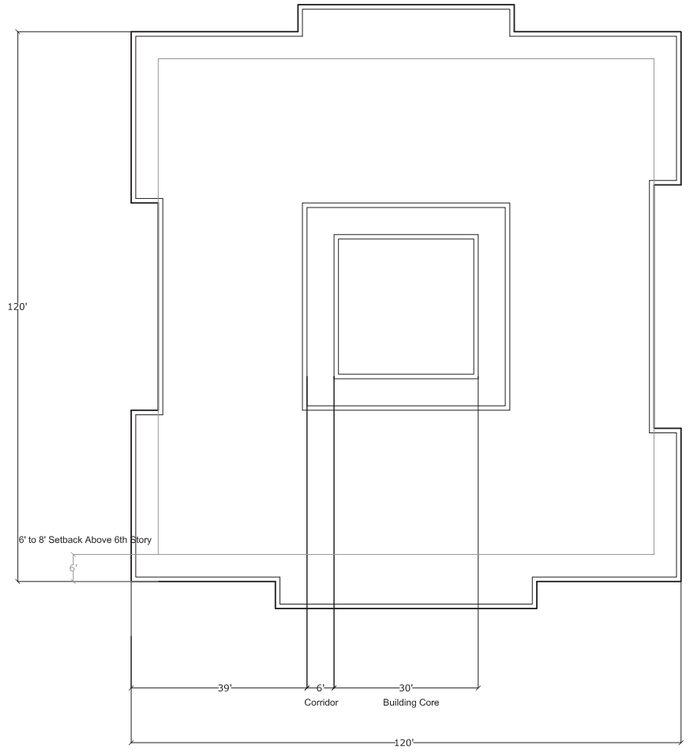


Exhibit 104

BUILDING TYPE 5
TWELVE + STORY RESIDENTIAL TOWER
UNDERBUILDING AND EMBEDDED PARKING

A. This building type has an optimum floor plate generally measuring 120 feet by 120 feet with a central core surrounded by a corridor.
B. Lobby entrance on street edge.
C. Step back or cornice at fourth to sixth level.
D. Additional levels of embedded parking required for this type may be constructed above the under building.
E. The lower floor of this unit type has a lobby and can have offices, retail or services for tenants.
F. Building should incorporate sustainable design standards which, at a minimum, address renewable energy ideas, the use of rapidly renewable materials, and a sustainable stormwater management plan.

Building Type 5		
Twelve Plus Story Residential Tower		
	MINIMUM	**MAXIMUM**
Semi Public Edge	-	-
Build-To-Line	Back Edge of Sidewalk	
Encroachments	6 Feet	
Maximum Height	15 Stories Above One Level of Parking*	
Building Depth	120 Feet	
Green Roof	Optional	
Roof Type	Flat with Occasional Architectural Features	
Maximum Parking Ratios	1.2 Space per Unit**	
Parking Location	Under the Building and Embedded	
Live/Work	No	

* See Building Heights Map (Exhibit 49 and 50)
** Second or more parking spaces can be purchased or leased in the shared parking facility

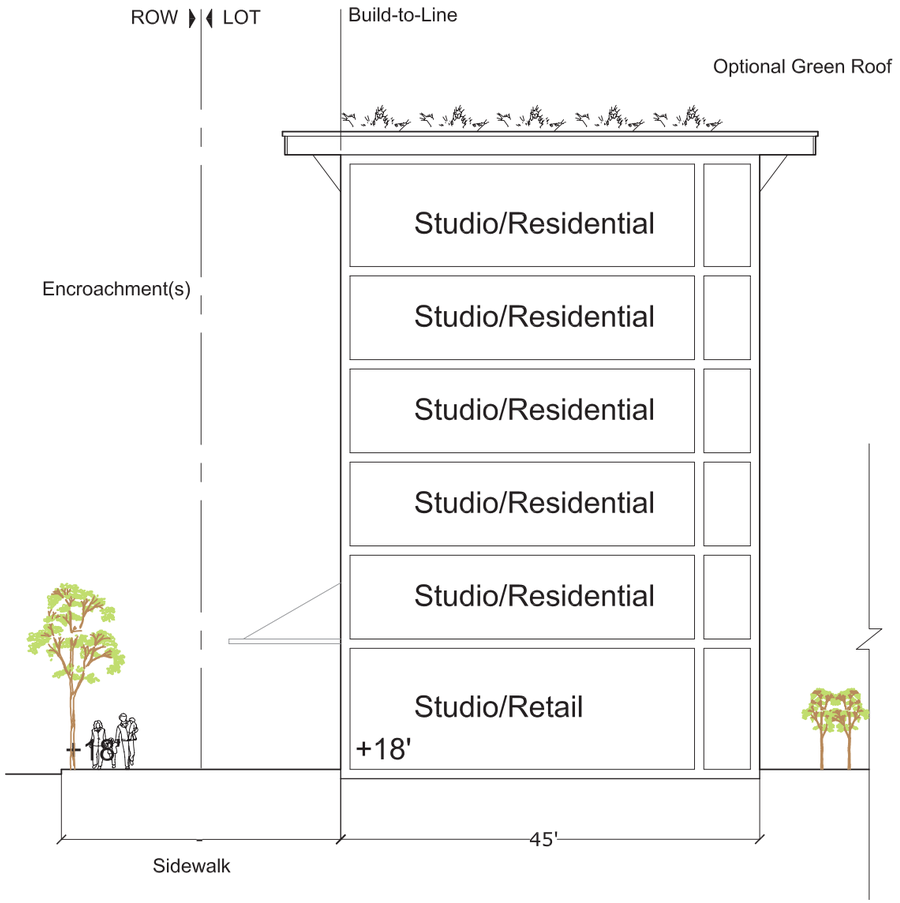


Exhibit 105
BUILDING TYPE 6
SIX TO EIGHT STORIES LIVE/WORK
SHARED SEPARATE PARKING STRUCTURE

A. Loft type studio space within work space for craftsmen, artists and professionals that want unfinished space
B. Large deep units with single loaded corridor on the inside edge
C. Parking for this building type can be provided within the same block in the large parking structure or in adjacent blocks.
D. Ground floors can have incubator retail, display areas, or offices
E. Building should incorporate sustainable design standards which, at a minimum, address renewable energy ideas, the use of rapidly renewable materials, and a sustainable stormwater management plan.

Building Type 6		
Six to Eight Story Live Work		
	MINIMUM	**MAXIMUM**
Semi Public Edge	-	-
Build-To-Line	Back Edge of Sidewalk	
Encroachments	6 Feet	
Maximum Height	8 Stories *	
Building Depth	45 Feet	
Green Roof	Optional	
Roof Type	Flat with Occasional Architectural Features	
Maximum Parking Ratios	1.2 Space per Unit**	
Parking Location	Shared Parking Facility with Amenities	
Live/Work	Yes	

* See Building Heights Map (Exhibit 49 and 50)
** Second or more parking spaces can be purchased or leased in the shared parking facility

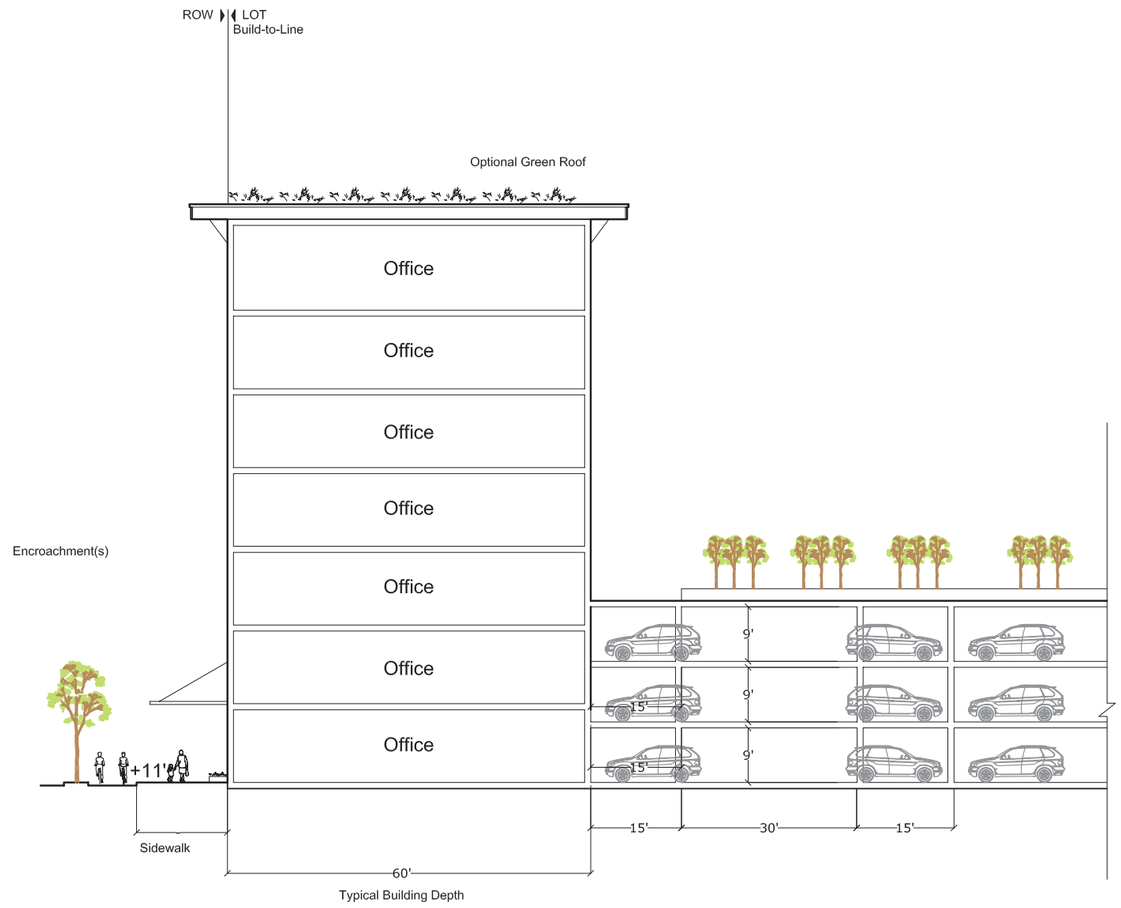


Exhibit 106

BUILDING TYPE 7
FOUR TO EIGHT STORY OFFICE
PARKING AT GRADE OR ADJACENT STRUCTURE

A. Located on the edge of Route 440 this building type is imagined with curved glass front. The continuity of this curved edge along the highway creates an organic visually continuous front wall interspersed with green. Sound proof glass is expected along this surface.
B. Access to the offices can be directly from the adjacent parking.
C. Front entrance with lobby at street level.
D. Elevator and corridor locations are flexible.
E. Building should incorporate sustainable design standards which, at a minimum, address renewable energy ideas, the use of rapidly renewable materials, and a sustainable stormwater management plan.

Building Type 7		
Four to Eight Story Office		
	MINIMUM	**MAXIMUM**
Semi Public Edge	-	-
Build-To-Line	Back Edge of Sidewalk	
Encroachments	6 Feet	
Maximum Height	8 Stories*	
Building Depth	60 Feet	
Green Roof	Optional	
Roof Type	Flat with Occasional Architectural Features	
Maximum Parking Ratios	2 Spaces per 1,000 Sq Ft	
Parking Location	Attached	
Live/Work	No	

* See Building Heights Map (Exhibit 49 and 50)

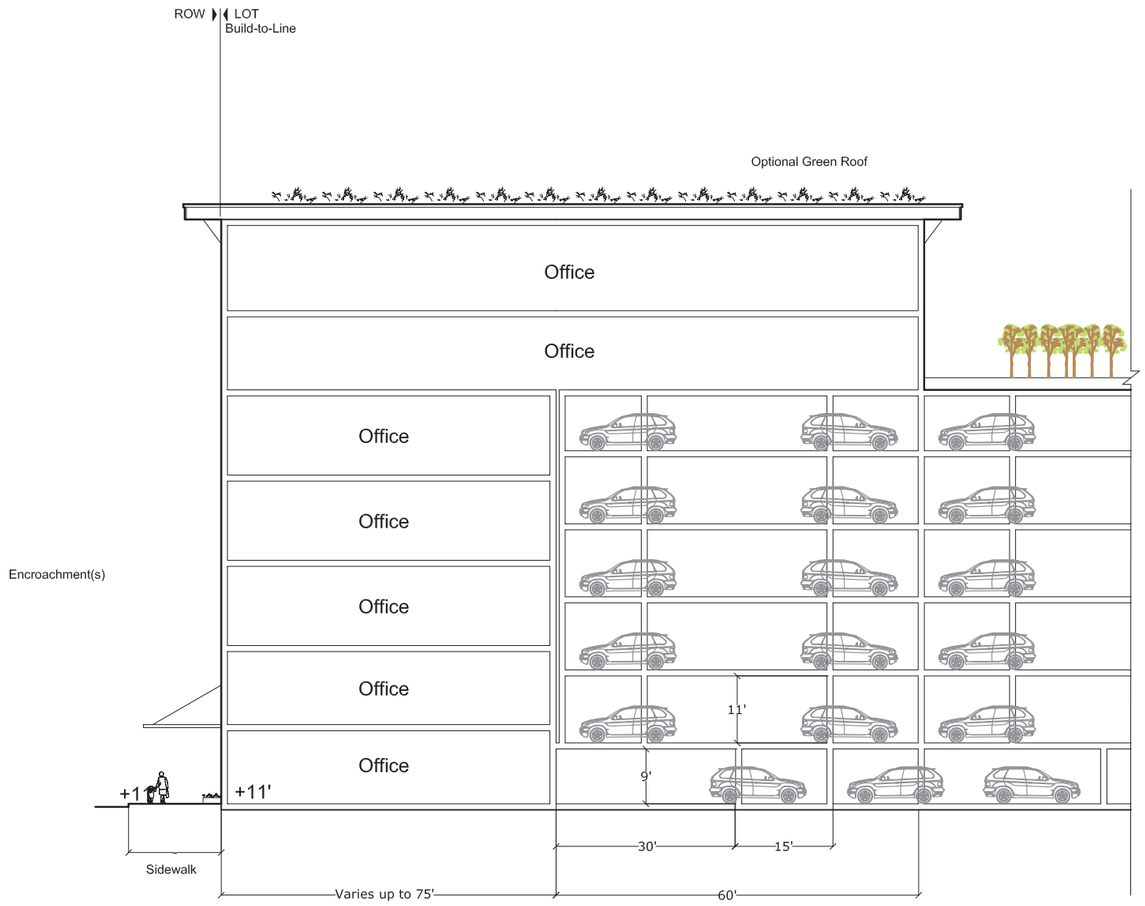


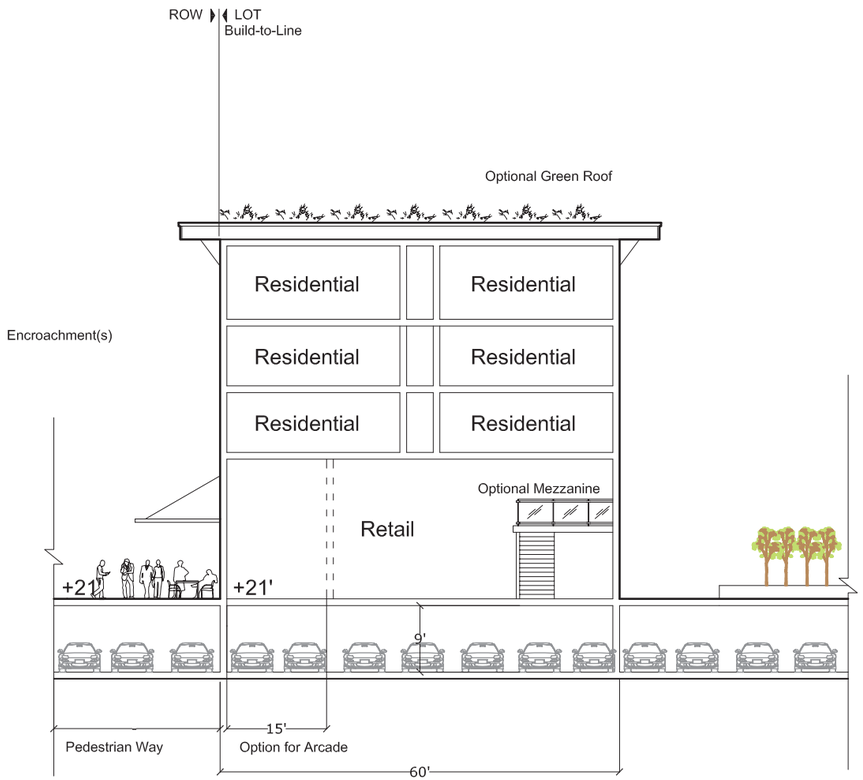
Exhibit 107
BUILDING TYPE 8
FOUR TO EIGHT STORY OFFICE
PARKING AT GRADE AND EMBEDDED

A. Located on the edge of Route 440 this building type is imagined with curved glass front. The continuity of this curved edge along the highway creates an organic visually continuous front wall interspersed with green. Sound proof glass is expected along this surface.
B. The top floors can be wider/deeper floor plate
C. Access to the offices can be directly from embedded parking
D. Front entrance with lobby at street level.
E. Elevator and corridor locations are flexible.
F. Building should incorporate sustainable design standards which, at a minimum, address renewable energy ideas, the use of rapidly renewable materials, and a sustainable stormwater management plan.

Building Type 8		
Four to Eight Story Office		
	MINIMUM	**MAXIMUM**
Semi Public Edge	-	-
Build-To-Line	Back Edge of Sidewalk	
Encroachments	6 Feet	
Maximum Height	8 Stories*	
Building Depth	up to 135 Feet	
Green Roof	Optional	
Roof Type	Flat with Occasional Architectural Features	
Maximum Parking Ratios	2 Spaces per 1,000 Sq Ft	
Parking Location	Embedded	
Live/Work	No	

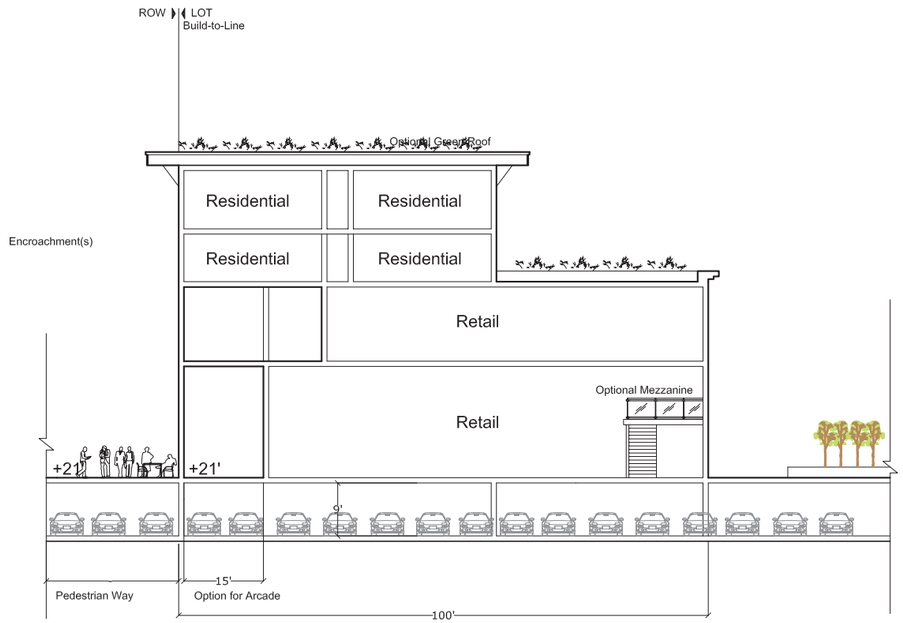
* See Building Heights Map (Exhibit 49 and 50)

Under Building Parking



Typical Building Depth

Under Building Parking with Arcade Option



Typical Building Depth

Exhibit 108

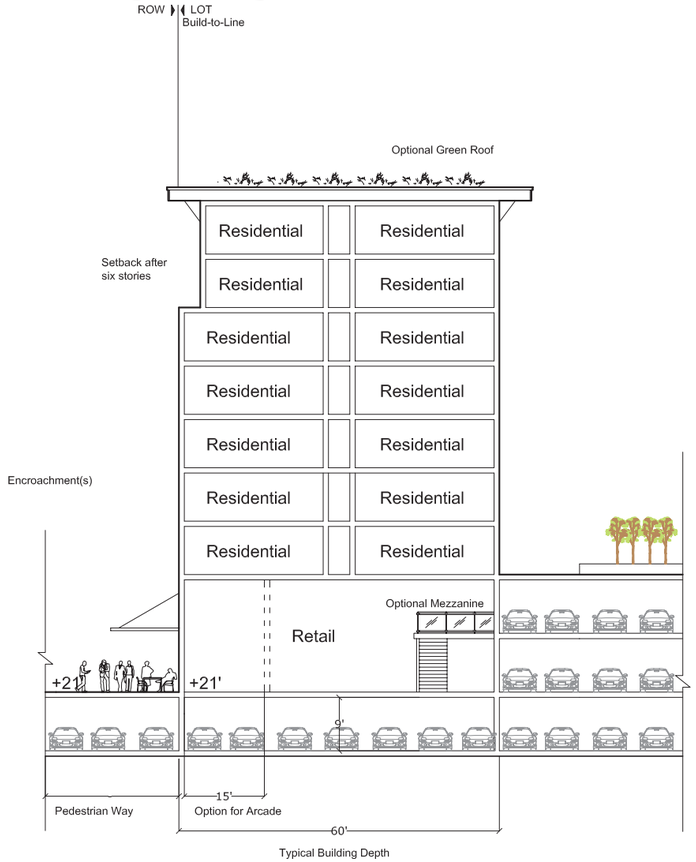
BUILDING TYPE 9
FOUR TO SIX STORY MIXED-USE RETAIL/RESIDENTIAL
UNDERBUILDING PARKING

A. Building typology found only in the Minimum Development Plan.
B. Fronts onto Pedestrian Way.
C. There is an opportunity for a mezzanine level in this building type with a 20 foot high ground floor.
D. An arcade of two stories is allowed along the Pedestrian Way
E. Building ground floor can be extended back to up to 100 feet.
F. Two story retail is allowed along the Pedestrian Way with a front edge walkway
G. Building should incorporate sustainable design standards which, at a minimum, address renewable energy ideas, the use of rapidly renewable materials, and a sustainable stormwater management plan.

Building Type 9		
Four Story Mixed Use Residential with Retail on Ground Floor		
	MINIMUM	**MAXIMUM**
Semi Public Edge	-	-
Build-To-Line	Back Edge of Sidewalk	
Encroachments	6 Feet	
Maximum Height	3 Stories of Residential 1 Story of Retail Above One Level of Parking*	
Building Depth	60 - 100 Feet	
Green Roof	Optional	
Roof Type	Flat with Occasional Architectural Features	
Maximum Parking Ratios	Retail 3 Spaces per 1,000 Sq Ft Residential 1.2 Space per Unit **	
Parking Location	Under the Building	
Live/Work	Optional - See Frontage Plan	

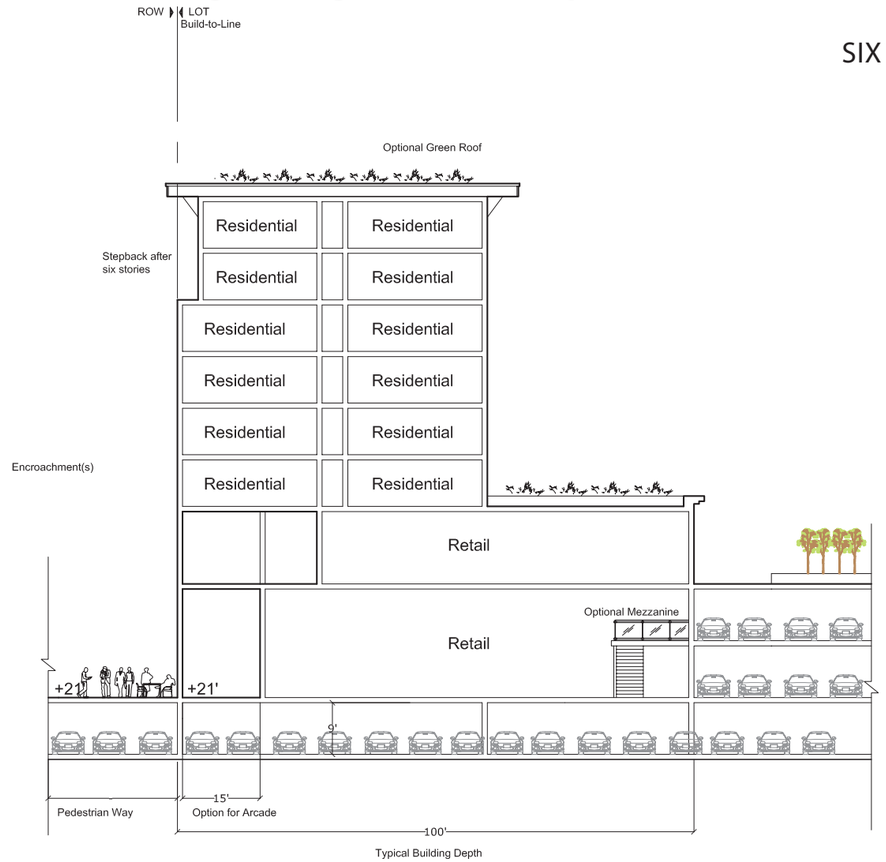
* See Building Heights Map (Exhibit 49 and 50)
** Second or more parking spaces can be purchased or leased in the shared parking facility

Under Building Parking



Typical Building Depth

Under Building Parking with Arcade Option



Typical Building Depth

Exhibit 109

BUILDING TYPE 10
SIX TO EIGHT STORY MIXED-USE RETAIL/RESIDENTIAL
UNDER BUILDING AND EMBEDDED PARKING

A. Building typology found only in the Maximum Development Plan.
B. Fronts onto Pedestrian Way.
C. There is an opportunity for a mezzanine level in this building type with a 20 foot high ground floor.
D. An arcade of two stories is allowed along the Pedestrian Way
E. Building floors at the first and second levels can be extended back to up to 100 feet.
F. Two story retail is allowed along the Pedestrian Way with a front edge walkway
G. Additional levels of embedded parking may be constructed above the first level of parking at grade.
H. Step back or cornice at fourth to sixth level.
I. Building should incorporate sustainable design standards which, at a minimum, address renewable energy ideas, the use of rapidly renewable materials, and a sustainable stormwater management plan.

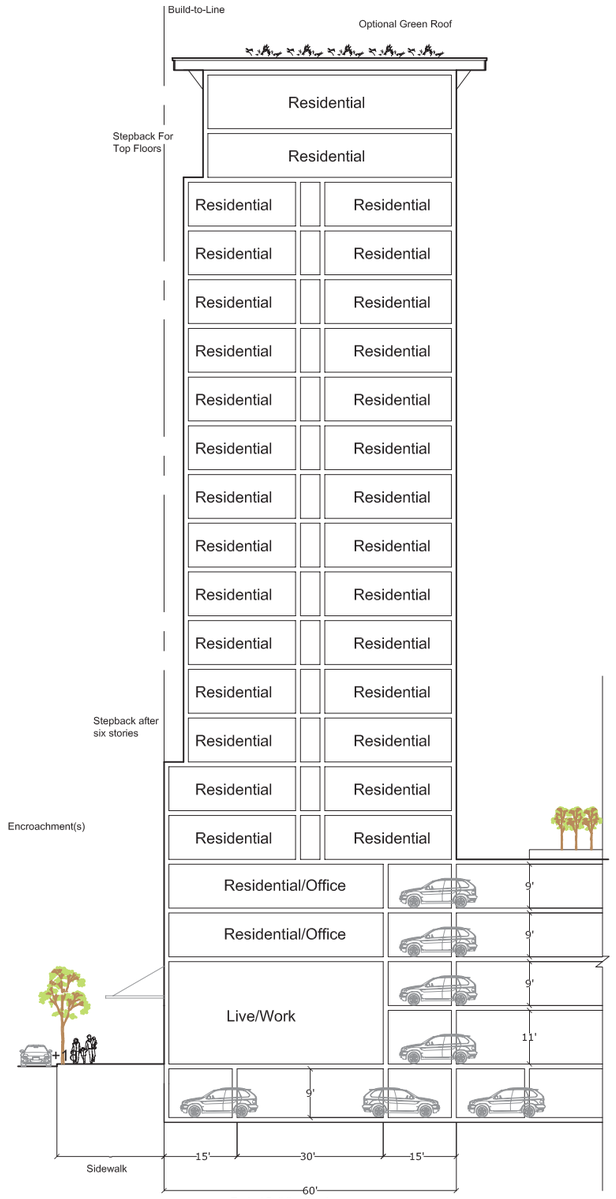
Building Type 10		
Six to Eight Story Mixed Use Residential with Retail on Ground Floor		
	MINIMUM	**MAXIMUM**
Semi Public Edge	-	-
Build-To-Line	Back Edge of Sidewalk	
Encroachments	6 Feet	
Maximum Height	7 Stories of Residential 1 to 2 Story of Retail Above One Level of Parking*	
Building Depth	60 Feet	
Green Roof	Optional	
Roof Type	Flat with Occasional Element of Architectural Interest	
Maximum Parking Ratios	Retail 3 Spaces per 1,000 Sq Ft Residential 1.2 Space per Unit **	
Parking Location	Under the Building and Attached	
Live/Work	No	

* See Building Heights Map (Exhibit 49 and 50)
** Second or more parking spaces can be purchased or leased in the shared parking facility

Exhibit 110

BUILDING TYPE 11
TWENTY STORY MIXED-USE RETAIL/RESIDENTIAL UNDER BUILDING AND EMBEDDED

A. Building typology found only in the Maximum Development Plan.
B. Additional levels of embedded parking may be constructed above the under building parking.
C. Located close to proposed Transit.
D. This is a double loaded corridor building and has an optimum depth of 60 feet.
E. Step back or cornice at fourth to sixth level.
F. This building can have retail on the ground floor with offices on two to three levels above with residential on the upper floors above.
G. The roof above the parking is a large terrace.
H. The parking is exposed on the back side with a façade that emulates the residential character of the building.
I. Building should incorporate sustainable design standards which, at a minimum, address renewable energy ideas, the use of rapidly renewable materials, and a sustainable stormwater management plan.



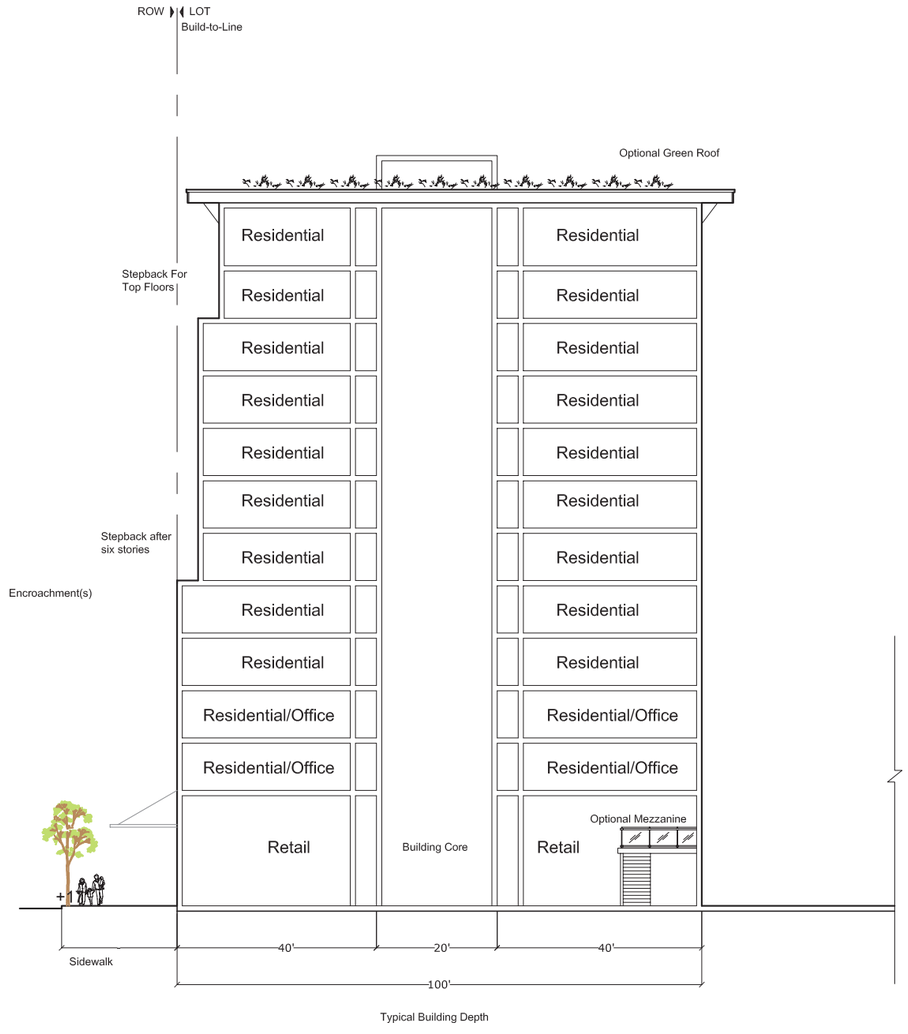
Building Type 11		
Eight to Twenty Story Mixed Use Residential with Retail on Ground Floor		
	MINIMUM	**MAXIMUM**
Semi Public Edge	-	-
Build-To-Line	Back Edge of Sidewalk	
Encroachments	6 Feet	
Maximum Height	20 Stories*	
Building Depth	60 Feet	
Green Roof	Optional	
Roof Type	Flat with Occasional Element of Architectural Interest	
Maximum Parking Ratios	Retail 3 Spaces per 1,000 Sq Ft Office 2 Spaces per 1,000 Sq Ft Residential 1.2 Space per Unit **	
Parking Location	Under the Building and Embedded	
Live/Work	No	

* See Building Heights Map (Exhibit 49 and 50)
** Second or more parking spaces can be purchased or leased in the shared parking facility

Exhibit 111

BUILDING TYPE 12
TWELVE TO FIFTEEN STORY MIXED-USE TOWER RETAIL RESIDENTIAL W/ PARKING ON ADJACENT BLOCK

A. Located on Transit Plaza next to transit station.
B. This is a tower building with a central core and hall ways surrounding the core.
C. The optimum floor plate is 120 feet by 120 feet
D. Step back or cornice at fourth to sixth level.
E. Retail is located on three sides of the ground floor.
F. There is an optional mezzanine level on the ground floor provided that the ceiling height is 20 feet.
G. Parking for this building type may be provided on an adjacent block.
H. This building could go higher if parking can be provided.
I. Building should incorporate sustainable design standards which, at a minimum, address renewable energy ideas, the use of rapidly renewable materials, and a sustainable stormwater management plan.



Building Type 12		
Twelve Story Mixed Use Residential with Retail on Ground Floor		
	MINIMUM	**MAXIMUM**
Semi Public Edge	-	-
Build-To-Line	Back Edge of Sidewalk	
Encroachments	6 Feet	
Maximum Height	12 Stories*	
Building Depth	100 Feet	
Green Roof	Optional	
Roof Type	Flat with Occasional Element of Architectural Interest	
Maximum Parking Ratios	Retail 3 Spaces per 1,000 Sq Ft Office 2 Spaces per 1,000 Sq Ft Residential 1.2 Space per Unit **	
Parking Location	On Adjacent Block	
Live/Work	No	

* See Building Heights Map (Exhibit 49 and 50)
** Second or more parking spaces can be purchased or leased in the shared parking facility

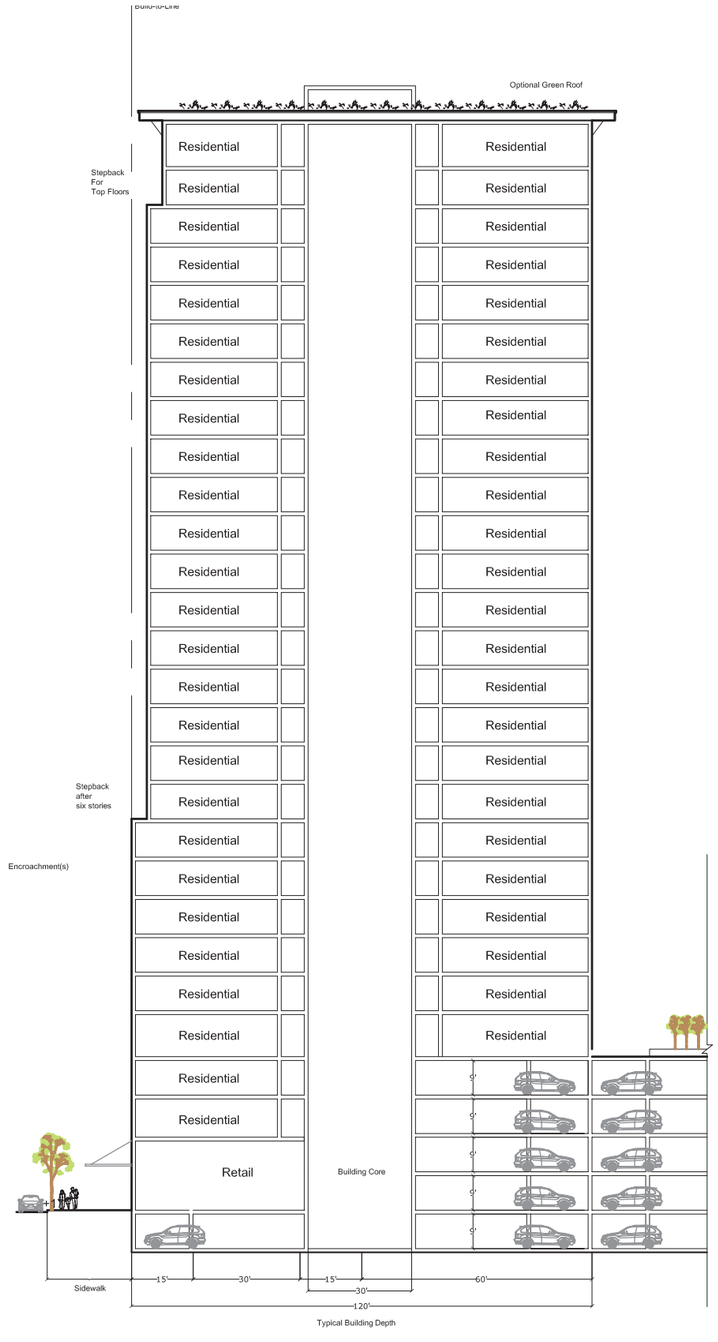


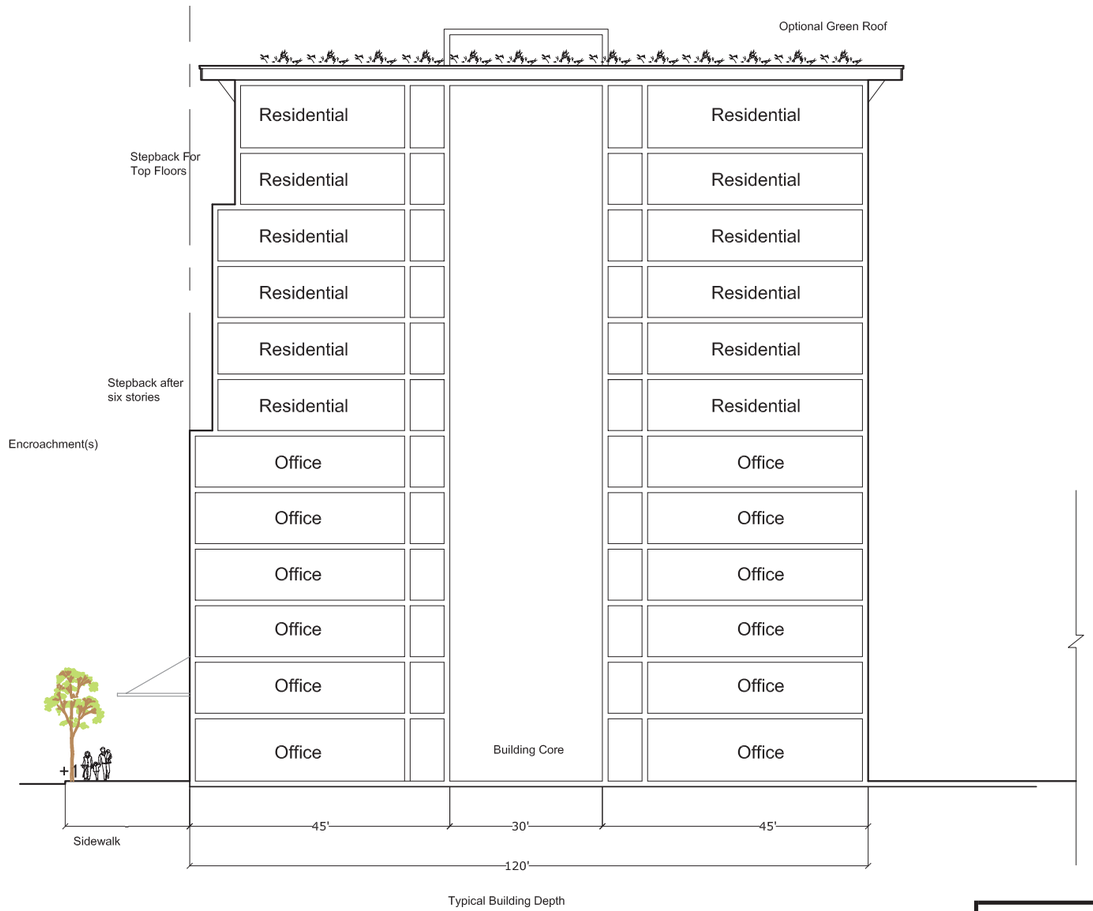
Exhibit 112

BUILDING TYPE 13
24 STORY TOWER MIXED-USE RETAIL/RESIDENTIAL UNDERGROUND AND EMBEDDED PARKING

A. Located facing the Hackensack River.
B. Building typology found only in the Maximum Development Plan.
C. This building can have retail on the ground floor
D. Step back or cornice at level six to eight.
E. The roof above the parking is a large terrace.
F. The parking is exposed on the back side with a façade that emulates the residential character of the building.
G. Additional levels of embedded parking may be constructed above the under building parking.
H. Building should incorporate sustainable design standards which, at a minimum, address renewable energy ideas, the use of rapidly renewable materials, and a sustainable stormwater management plan.

Building Type 13		
Twelve to Twenty Four Story Mixed Use Residential with Retail on Ground Floor with Parking Below Grade and Embedded		
	MINIMUM	**MAXIMUM**
Semi Public Edge	-	-
Build-To-Line	Back Edge of Sidewalk	
Encroachments	6 Feet	
Maximum Height	23 Stories of Residential 1 Story of Retail*	
Building Depth	120 Feet	
Green Roof	Optional	
Roof Type	Flat with Occasional Element of Architectural Interest	
Maximum Parking Ratios	Retail 3 Spaces per 1,000 Sq Ft Residential 1.2 Space per Unit **	
Parking Location	Under the Building and Embedded	
Live/Work	No	

* See Building Heights Map (Exhibit 49 and 50)
** Second or more parking spaces can be purchased or leased in the shared parking facility



Typical Building Depth

Exhibit 113

BUILDING TYPE 14
TWELVE STORY MIXED-USE OFFICE/RESIDENTIAL PARKING ON ADJACENT BLOCK

A. Located facing Route 440, the first building seen on Frontage Street.
B. This building is a mix of offices on the ground floor with housing above. Optionally it could be totally offices.
C. Parking for this building type will be provided on an adjacent blocks.
D. Step back or cornice at level where change of use occurs or at the level six if it is a 12 story building
E. Building footprint is limited because of existing infrastructure and site location
F. The optimum floor plate is 120 feet by 120 feet
G. Building should incorporate sustainable design standards which, at a minimum, address renewable energy ideas, the use of rapidly renewable materials, and a sustainable stormwater management plan.

Building Type 14		
Twelve Story Mixed Use Office and Residential		
	MINIMUM	**MAXIMUM**
Semi Public Edge	-	-
Build-To-Line	Back Edge of Sidewalk	
Encroachments	6 Feet	
Maximum Height	12 Stories*	
Building Depth	120 Feet	
Green Roof	Optional	
Roof Type	Flat with Occasional Element of Architectural Interest	
Maximum Parking Ratios	Office 2 Spaces per 1,000 Sq Ft Residential 1.2 Space per Unit **	
Parking Location	On Adjacent Block	
Live/Work	No	

* See Building Heights Map (Exhibit 49 and 50)
** Second or more parking spaces can be purchased or leased in the shared parking facility

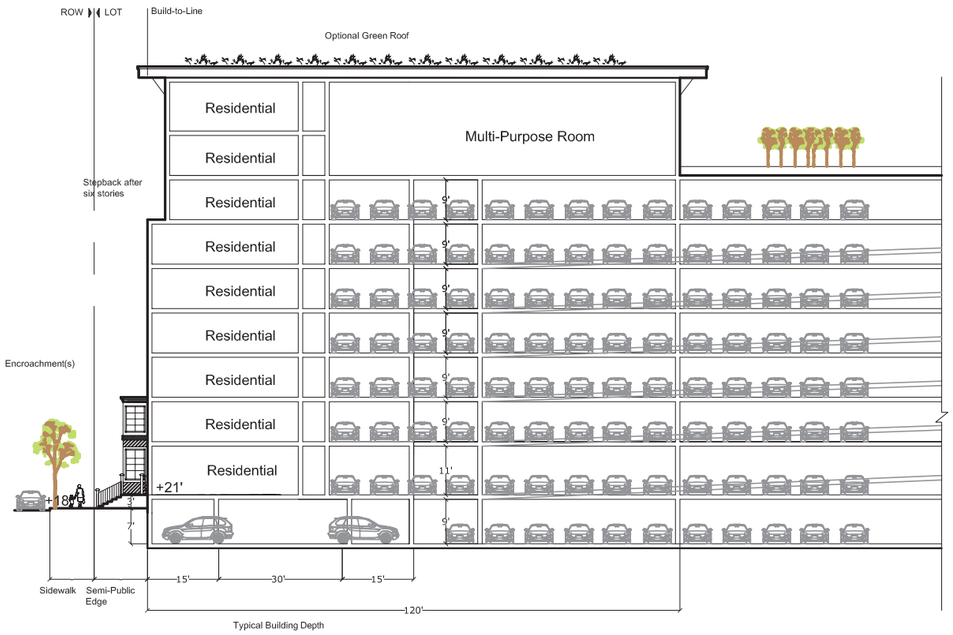


Exhibit 114

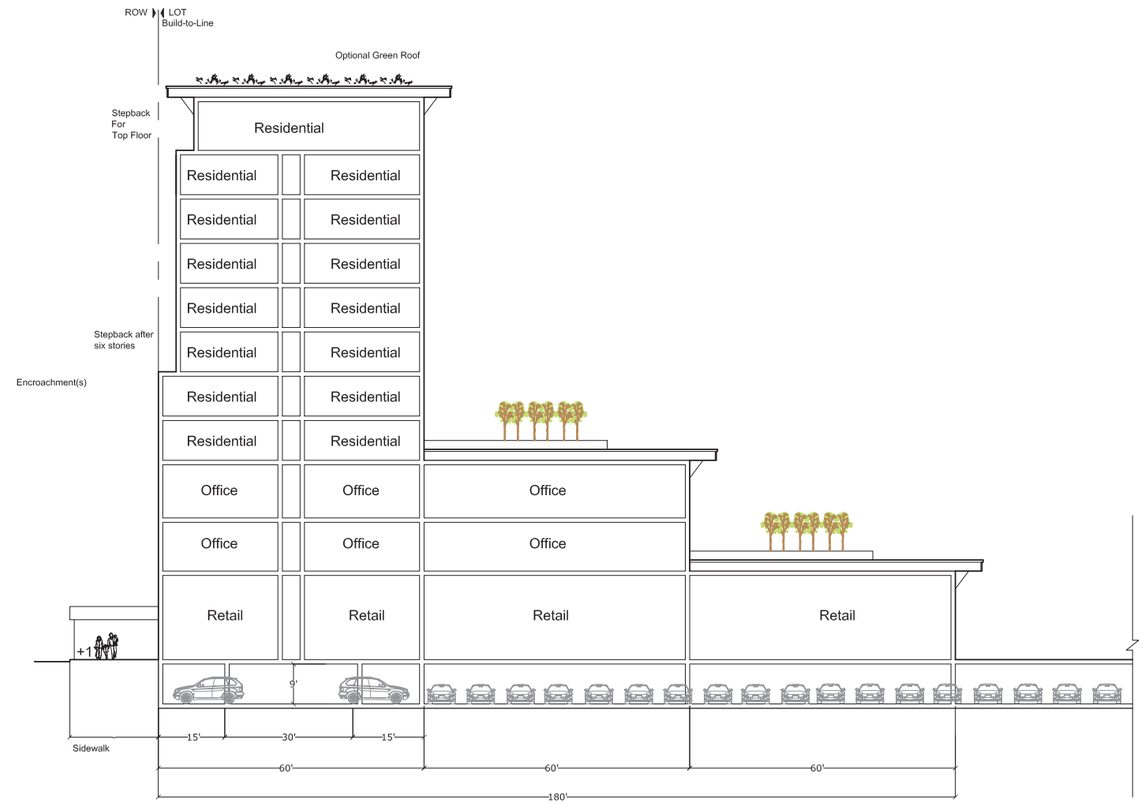
BUILDING TYPE 15

SIX TO NINE STORY MIXED-USE RESIDENTIAL/SCHOOL UNDER BUILDING AND EMBEDDED PARKING

A. This building is the most unique mixed-use structure in the Area. It has a multi-level urban school at the upper level with direct connection to the inner courtyard. Access to the school is provided by separate elevators and stairs.
B. Roof of embedded parking can incorporate open space for school.
C. Parking has a liner building on two street edges
D. Additional levels of embedded parking may be constructed above the under building parking for adjacent uses.
E. Residential uses are the primary other use in this building
F. Step back or cornice at level six to eight, with a projection up to the encroachment line for the urban school.
G. Building should incorporate sustainable design standards which, at a minimum, address renewable energy ideas, the use of rapidly renewable materials, and a sustainable stormwater management plan.

Building Type 15		
Six to Nine Story Mixed Use Residential with School		
	MINIMUM	**MAXIMUM**
Semi Public Edge	12 Feet	15 Feet
Build-To-Line	Back Edge of Semi Public Edge	
Encroachments	6 Feet	
Maximum Height	9 Stories*	
Building Depth	120 Feet	
Green Roof	Optional	
Roof Type	Flat with Occasional Element of Architectural Interest	
Maximum Parking Ratios	School 1 Space per Classroom Residential 1.2 Space per Unit **	
Parking Location	Under the Building and Embedded Within	
Live/Work	No	

* See Building Heights Map (Exhibit 49 and 50)
** Second or more parking spaces can be purchased or leased in the shared parking facility



Typical Building Depth

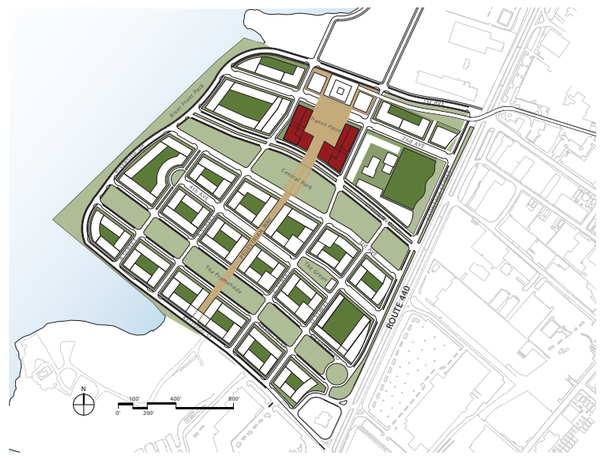
Exhibit 115

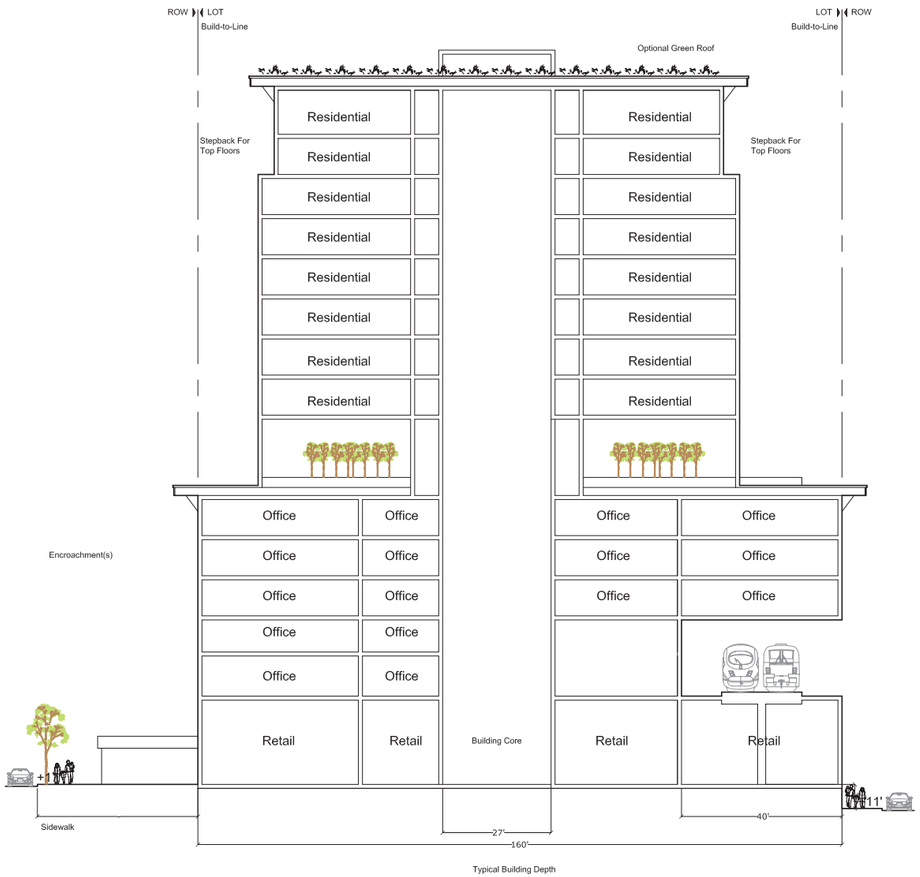
BUILDING TYPE 16
TWELVE STORY MIXED-USE RETAIL/OFFICE/RESIDENTIAL UNDER BUILDING PARKING

A. Located in the Transit Plaza.
B. This is a mixed use building that has retail on the ground floor. The retail has larger floor plates to accommodate large uses.
C. Two to four stories of offices can be located above retail.
D. Multi-levels of housing can be located above.
E. Parking located below entire block.
F. Step back or cornice at level four to six.
G. Façade express the mixed use nature of the building.
H. Building should incorporate sustainable design standards which, at a minimum, address renewable energy ideas, the use of rapidly renewable materials, and a sustainable stormwater management plan.

Building Type 16		
Twelve Story Mixed Use Retail, Office, and Residential with Embedded Parking		
	MINIMUM	**MAXIMUM**
Semi Public Edge	-	-
Build-To-Line	Back Edge of Sidewalk	
Encroachments	6 Feet	
Maximum Height	12 Stories*	
Building Depth	180 Feet at Ground Floor	
Green Roof	Mandatory at Lower Two Terraces	
Roof Type	Flat with Occasional Element of Architectural Interest	
Maximum Parking Ratios	Retail 3 Spaces per 1,000 Sq Ft Office 2 Spaces per 1,000 Sq Ft Residential 1.2 Space per Unit **	
Parking Location	Under the Building	
Live/Work	Yes	

* See Building Heights Map (Exhibit 49 and 50)
** Second or more parking spaces can be purchased or leased in the shared parking facility





Building Type 17		
Sixteen to Thirty Story Mixed Use Retial, Office and Residential with Transit Station		
	MINIMUM	**MAXIMUM**
Semi Public Edge	-	-
Build-To-Line	Back Edge of Sidewalk	
Encroachments	6 Feet	
Maximum Height	30 Stories*	
Building Depth	160 Feet	
Green Roof	Optional	
Roof Type	Flat with Occasional Element of Architectural Interest	
Maximum Parking Ratios	Retail 3 Spaces per 1,000 Sq Ft Office 2 Spaces per 1,000 Sq Ft Residential 1.2 Space per Unit **	
Parking Location	On Adjacent Block	
Live/Work	No	

* See Building Heights Map (Exhibit 49 and 50)
** Second or more parking spaces can be purchased or leased in the shared parking facility

Exhibit 116
BUILDING TYPE 17
16 TO 30 STORY TOWER RETAIL/OFFICE/RESIDENTIAL PARKING ON ADJACENT BLOCK

A. Located as the focal building in the transit plaza
B. This building is not bound by constraints outlined in the architectural regulations. Style, façade composition, materials, and massing should be appropriately approved by the planning board.
C. This is a signature building should be of high imagability.
D. Transit station and platform can be located on second story of building.
E. This is mixed use building with retail on the lower levels with offices above and the possibility of housing above this. There is an option for all offices.
F. Parking for this building type is provided under the terrace and may be provided on an adjacent block.
G. This building type has an optimum floor plate measuring 120 feet by 120 feet at the top section of the building with a 40 feet by 40 feet central core surrounded by a corridor.
H. Step back or cornice at level six to twelve.
I. Building should incorporate sustainable design standards which, at a minimum, address renewable energy ideas, the use of rapidly renewable materials, and a sustainable stormwater management plan.

Architectural Regulations
REQUIRED

For the purpose of thorough communication, redundancies may exist in the text. If there are any conflicts between these Mobility Regulations and information contained elsewhere in this section, these Mobility Regulations will take precedence.

Required Architectural Regulations

1. General Architectural Regulations: To assure the visual and spatial character of the totality of the Area, all building façades shall be reviewed prior to hearing by the Planning Board by the design review professionals retained by the Planning Board in accordance with the Development Review Process set forth below in Section 8, Legal Provisions, of this Plan. Each building must be reviewed in sketch and preliminary form using plans, elevations and actual or virtual models as necessary. The design review professionals shall submit to the Planning Board comments and recommendations as to each façade concerning the façade(s), materials, colors, and landscaping of the semi public edge. Building footprints and façade design shall conform to the standards outlined in this plan.

   No single architectural firm shall complete the schematic design of more than one adjacent block (except where two contiguous blocks meet at the pedestrian walkway where a single firm may design two contiguous blocks).

2. Style: Each style shall be expressed in a tripartite discussion of the façade which emphasizes a base, middle, and top.

3. Façade Materials: To avoid busyness, façades shall consist of no more than three primary materials, textures, or colors (windows and framing not counted). Any changes in primary wall material must occur across a horizontal line, with the heavier-appearing material below the lighter (for example, wood over bricks or bricks over stone). Façades shall primarily consist of masonry and/or stone at the articulated base of all buildings with the exception of towers which may incorporate more metal or glass surfaces. Metal on a façade shall only include aluminum, coated steel, copper, zinc and painted wrought iron. Jumbo or utility bricks, asphalt and asbestos shingles, and aluminum and vinyl siding are prohibited.

4. Façade Color: The color of primary building walls shall vary within the white-to-russet quadrant of the color wheel, including cream, beige, tan, gray, yellow, ochre, red, and brown.

5. Identifiable Building Widths (IBW): All building façades shall be composed with a random, varied pattern of IBW with no more than three small, two medium, and one large adjacent to each other with the exception of large tower buildings (with a central core) which may juxtapose any size IBW. Each residential unit within an IBW shall feature either a balcony, recessed patio, bay window, boxed-out window or French door that opens to a (minimum) 18 inch ledge.

6. IBW Variation: Each IBW shall be distinguished by changes in material, colors, window and door treatment, projected window bays, stoops, porches or portico treatments, masonry pattern design, cornice treatments, pilaster or style characteristics. Where a duplex or triplex is located within the lower two to three levels of a four to six story building, these lower units shall have an individual design expressed in the IBW.

7. Corner Emphasis/Key Architectural Elements: Exhibit 118 illustrates the locations of mandatory major and minor landmarks. Corners which are major architectural landmarks must have additional height or embellishments which extend at least 20 feet on both sides from the corner. Such expression must include but not be limited to projections, towers, roof forms, height increases, or other architectural appurtenances appropriate to the scale and architectural expression and style selected. Major landmarks must be more prominent than minor landmarks.

8. Stepbacks: For buildings taller than six stories, a minimum 6-foot stepback is required at the fourth story. For buildings taller than 12 stories, a minimum 6 foot stepback is required between the fourth and sixth story and at the eighth story.

9. Façade Articulation, general: To create unique blocks within the Area, no specific façade or combination of vertical and horizontal unit configurations on any block shall be identical. As a general rule, each building façade of any block must be architecturally detailed equally.

10. Façade Ratio: The percentage of void area (windows and other openings) in a building façade shall be between 40% and 60%, except at street-level retail frontages, where it shall not be lower than 75%.

11. Façade Composition: Each façade shall present a unified, rational composition. Scattered-window façades shall not be allowed at frontages. Mechanical equipment, vents, grills, and other HVAC equipment shall not be exposed on the primary façade.

12. Expansion Joints: Façades shall be designed so that any expansion joints are rationalized by the logic of the composition, and thus made less obvious. Expansion joint gaps shall be colored to match the surrounding wall.

13. Blank Walls: Walls at frontages shall not be blank and shall have at least one window per structural bay, in a pattern that suggests habitation. Exposed basement walls at frontages shall have at least one small window per structural bay as appropriate to an occupied foundation.

14. Exterior Insulation Finishing Systems (EIFS): are prohibited.

15. Horizontal Articulation: Concrete slabs must be hidden.

16. Cornices and Cornice Line Variations: Cornices and cornice line variations are required. An intermediate cornice on buildings is required for structures over five stories.

17. Windows: All windows in residential units shall be operable windows to ensure natural ventilation and air circulation.

18. Aligned openings: The tops of windows and doors shall be aligned to avoid confusing perspective views.

19. Header and Sill Emphasis: Window headers and sills must be emphasized. Window frames must be complementary or contrasting colors to the primary façade. For residential use, ground floor window sills shall be a minimum five feet above the sidewalk.

20. Window Glass: Glass curtain walls shall be permitted for offices and towers only. Mirrored glass shall not be permitted.

21. Strip Windows: Strip windows shall be permitted in office buildings only. No other buildings 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, and clerestory windows.

22. Balconies: Balconies along the first to fourth stories shall only extend 18 inches out from the build-to-line. Balconies must have semi-opaque railings.

23. Roofs: The typical roof shall be flat with a minimum pitch for drainage with an accented cornice and/or decorative parapet. Pitched roofs having a gentle slope should be minimized (10% or less) and shall be used only on buildings four stories or lower or as an occasional accent on taller buildings. Rooftop mechanical equipment, components of satellite dishes, television, and radio antennas shall be incorporated into the volume of the building or screened from all viewing directions and elevations in order to minimize the negative aesthetic impact upon the viewer at street level and from surrounding buildings. Any screening shall be consistent with the architectural design and materials intended for the building.

24. Roof Decks: Railings shall be ornamental iron, metal, or glass. Permanent opaque elevations such as screening and planters shall not exceed the railing height and shall not be visible from the public right-of-way.

25. Parapets: Hyperactive parapets shall not be permitted.

26. Roof Access Structures: Headhouses must lie toward the center of the building. Cladding materials must be consistent with the character of the building. Appropriate materials shall include standing seam metal/copper or masonry.

Architectural Regulations
REQUIRED

27. Rain Gutters: Rain gutters are prohibited.

28. Green Roofs and Terraces: Green roofs and green terraces shall be required over the interior block parking structures. Green roofs shall be comprised of an engineered roofing system that enables the growth of vegetation.

29. Building Entrances: Every use within a building shall have a primary point of pedestrian ingress and egress to the street. All buildings shall place their primary entrance at one street frontage, although additional secondary entrances shall be permitted. Every apartment and office within a building shall be provided with a path to and from the sidewalk that does not pass through a parking garage that shall serve as the primary, prominent entrance. Every retail and commercial (including entertainment) establishment within a building shall place its primary entrance at the sidewalk. Each lobby entrance shall be clearly marked with street number and the name of the building. No two lobby entries on a single block shall be identical.

30. Stoops and Porches: The finished floor of residential units at the ground level shall be raised a minimum of 2 feet and a maximum of 4 feet above grade, with exceptions made for the Grading Plan (See Exhibit 120). Stoops and stairs shall connect the building to the sidewalk.

31. Exterior Stairs and handrails: Stairways extending from a porch or stoop to the sidewalk shall be of quality construction. Stairway details shall vary from building to building. Risers shall be stone, masonry, or a pre-fabricated decorative metal.

    Hand rails shall be decorative and architecturally integrated with the design of the building. If stairway is parallel to building façade, stairway and rails shall be at least 75% transparent.

32. Eaves: All building eaves and overhangs shall be designed to provide shade in the summer and allow sunlight to enter the building in the winter. As such, southern and western exposures shall feature exaggerated eaves.

33. Bus Stop and Light Rail Shelters: The design of bus stop and light rail shelters shall be architecturally integrated throughout the Plan. Shelters shall protect pedestrians from the elements and provide seating and trash receptacles.

34. General Awnings and Arcades: Within the Pedestrian Way, there must be 100% coverage from the build-to-line into the R.O.W. by an 8 foot wide awning or an arcade measuring 15 feet in width.

35. Awnings: Awnings shall be 5 feet to 10 feet deep and shall not place supports upon the public sidewalk, except within the Pedestrian Walkway. Further, canvas awnings shall be retractable and rectangular with no side panels.

36. Arcades: Arcades must be a minimum of 24 feet high and a minimum of 15 feet deep to keep them full of light but sufficient to provide shelter from rain, sun, and snow.

37. Parking Façades: Where parking structures directly front the sidewalk, they shall be articulated to resemble habitable buildings, with vertically proportioned openings at every level. All garage openings must visibly hide the interior of the garage and the vehicles inside. Where under building parking exists, the façade of the building must mimic a basement façade with real windows and must be fully ventilated.

38. Parking Entrances: Vertical entrances/exits shall be a minimum of 18 feet wide with a door that closes and shall complement the building design and color. Mid-block parking entrances shall be entered not through gaps between buildings, but through vehicular openings in the frontage-line wall of the liner building. Mid-block parking entrances shall provide direct pedestrian access to sidewalks so that residents may exit the parking lot without entering a building. Such vertical circulation, if located within the liner building, shall be fenestrated to approximate a residential stairwell, and shall be lit in the daylight-incandescent range.

39. Outdoor Retail: Retail along the Pedestrian Way is required.

40. Entry Lighting: Lighting of every entryway is required. Lighting fixtures shall be of a finish, style, and character appropriate to the architecture and details of the building.

41. Service and loading dock doors: Service entry and loading doors shall be closed when not in use and shall be architecturally integrated with the design of the façade.

42. General Signage Requirements: All signage shall be designed to complement the architectural design and character of the buildings, streets and the use that it serves. Signage shall be pedestrian-oriented around the Pedestrian Way, the Transit Plaza, the "Central Park" and "The Promenade" as well as the Riverfront Walkway.

43. Comprehensive Public Signage Plan: In order to regulate signage within the Redevelopment Area, the designated Redeveloper shall submit a Comprehensive Signage Plan to the Planning Board. The signage package shall address the design and size limitations for all signage within the Redevelopment Area. This shall include: way-finding and directional signage; identification signage for the overall project; and street signs.

44. Roof-top Mounted Signs: Roof-top mounted signs are prohibited.

45. Signage on Lobby Residential Uses: Each sign shall not exceed 20 square feet. Mailboxes, buzzers, and intercoms shall be flush-mounted within the reveal of the door, rather than on the masonry façade of the building.

46. Residential Building/Unit Numbers: Housing unit numbers shall have a brass, bronze, black, or stainless steel finish. Numbers shall be no more than six inches in height and shall not be reflective decals.

47. Ground Floor Commercial Signage: Each retail use shall have exterior signage not to exceed five (5%) percent of the area or the storefront (ground floor) to which it is attached. Window signage shall not exceed twenty-five (25%) percent of the glazed area. If included, blade signs and hanging arcade signs must not be more than 15 square feet. If a sign is flush mounted, it must not exceed 40 square feet.

48. Commercial Uses Above the Ground Floor Signage: Each such use shall have exterior signage not to exceed five (5%) percent of the area of the storefront to which it is attached. Signs must be flush mounted or located on windows. Signs may be flush mounted. A flush mounted sign may be utilized provided that the total signage does not exceed the maximum amount permitted. Window signage shall not exceed twenty-five (25%) percent of the glazed area.

49. Hotel/Office Use Signage: Each building shall have a sign indicating the name of the office building or major tenant. Said sign shall be flush mounted to the façade of the building. In addition, each office building may have a directory sign flush mounted to the building. Flushed mounted building identification signage shall be no larger than the average story height and twenty (20%) percent of the width of the building.

50. Construction Signage: The sign area shall not exceed three hundred (300) square feet. Said sign shall be removed upon completion of the project or development.

51. Prohibited Signage: Fluorescent-lit signage or signage with glowing paint, rooftop-mounted advertising signage, signage above the second floor, signs that might be mistaken for traffic control devices, unless expressly permitted.

52. Freestanding Signage: Freestanding signs are prohibited with the exception of way-finding and directional signage installed with the approval of the City

53. Signage Illumination: No backlit plastic or underside canopy signage shall be allowed.

54. Bike Storage: Commercial and institutional buildings must have secure bicycle racks/or storage within 200 yards of a building entrance for five (5%) percent or more of all building users measured at peak periods.

55. Construction Waste Management: Goals for diversion from disposal in landfills and incinerators shall be made and a construction waste management plan shall be adopted to achieve these goals.

Architectural Regulations
RECOMMENDED

Suggested Architectural Regulations

1. General Architectural Regulations: All buildings and façades should be designed by registered architects who have experience in this scale and character of urban design.

2. Sustainable Design: All buildings in the Redevelopment Area should conform to the standards of US Green Building Council's LEED green building rating program. At a minimum, all building interiors should be designed with environmental considerations in mind. This includes designs to maximize the energy performance of the wall, natural day-lighting, passive solar orientation considerations, passive fenestration, and natural ventilation.

3. Materials: For the redevelopment area, a palette of materials including masonry, brick, metal, and glass is suggested.

4. Style: Three recommended styles for the 4 to 6 story height range only are contemporary, "green building", and Victorian. Each style should be expressed in a tripartite discussion of the façade which emphasizes a base, middle, and top.

5. Façade Materials: Where glass is used, clear, tinted green or blue is recommended.

6. Corner Emphasis/Key Architectural Elements: Major landmarks should typically be located on the primary corners at the intersection of primary streets and terminating vistas. Minor landmarks should be incorporated on secondary corners along major streets. Minor landmarks on corners can be accomplished by the use of the chamfered corners and slight changes in height.

7. Façade Articulation, general: However, the façades on the interior of the block are less important and can share more common elements and do not have to express their IBW.

8. Façade Ratio: Buildings designed in the "sustainable green" style may have up to 95% of the façade glass, and single use office buildings may have glass curtain walls.

9. Façade Composition: Passive solar equipment featuring louvers are permitted on the primary façade.

10. Vertical Articulation: The vertical articulation of the façade can best be expressed by the IBW and can be supplemented by the change of the floor heights, height of parapets, design of the corners and form of the windows.

11. Horizontal Articulation: In addition to cornice lines and stepbacks, a building may employ horizontal articulation through banding in masonry and metal and/or a change in materials of the primary façade. Where a stepback is required, a two (2) to six (6) foot banding of masonry or metal is suggested at the top of the story prior to the stepback. If a building is less than six (6) stories, a banding (between two (2) and six (6) feet) of metal or masonry is suggested between the first and second stories.

12. Cornices and Cornice Line Variations: Each IBW should strive for a unique cornice design. The cornice and cornice lines along a block should have the appearance of attached separate buildings.

13. Windows: Clerestory, transom, side light, and skylights are permitted and may be non-operable.

14. Header and Sill Emphasis: The bottom of the window can use the emphasis of the shadow line, while the top already has one.

15. Mullions: Mullions should be used on residential windows facing onto sidewalks and courts. They should be avoided on retail windows, which require transparency.

16. Balconies: After a stepback, a balcony may extend no more than the width of the stepback line.

17. Window Glass: Window glass should be clear or energy efficient coatings that tint glass. Energy efficient coatings that tint glass are permitted as long as the coating is the closest tint to clear that achieves energy efficiency.

18. Roof Decks: Visibility of decks from any public way should be minimal.

19. Parapets: Parapets may include sufficient changes in height, slope and decoration to accent IBW, vista terminations, and required stepbacks.

20. Rain Gutters: [IN THE REQUIRED ARCHITECTURAL REGULATIONS, ABOVE, RAIN GUTTERS ARE PROHIBITED]Storm water from roof should be collected on site and reused for irrigation or other uses that may require nonpotable water. To the extent possible, roof drains should be utilized.

21. Roof Access Structures: Roof access structures may consist of hatches or low profile headhouses which are minimally visible.

22. Green Roofs and Terraces: Green roofs are recommended on the roofs of the inhabited buildings. Green roofs should only be irrigated (if necessary) with water obtained from a rainwater collection system integrated into the building and/or block.

23. Building Entrances: In cases where units have a common entrance from the street to a lobby that serves multiple units the entry should be of unique design expressed through the design of the single or double doors, side light, transom lights, light fixtures, color and material, railing design and coverings over the entry door be that a portico, or awning.

24. Exterior Stairs and handrails: If semi-public edge is 10 feet wide or less, stairs may be parallel with building façade.

25. Soffit Emphasis: The soffit should receive a greater amount of attention than is typically afforded.

26. Bus Stop and Light Rail Shelters: Materials should be durable and require minimal maintenance. Shelters should incorporate new technology including but not limited to heating and cooling systems, safety lighting, and monitors which display GPS-guided, real-time bus schedules.

27. Awnings: The front ribbon edge may have limited signing pursuant to the Planning Board.

28. Arcades: Hanging signs under the arcade are recommended in arcades.

29. Parking Façades: All exposed façades should be designed to eliminate headlight lamp glare by use of opaque spandrel at least 42 inches above the floor line in all openings.

30. Parking Frontage: All exposed façades should be designed to eliminate headlight lamp glare by use of opaque spandrel at least 42 inches above the floor line in all openings.

31. Outdoor Retail: Outdoor retail can extend up to two stories with high arcades, large display windows, outdoor displays, and engaging signage.

32. Outdoor Dining: Outdoor cafes and restaurants are strongly encouraged along the Pedestrian Way, Transit Plaza and Riverside Drive.

33. Special Use Signs: Certain uses such as commercial recreation and entertainment uses, theaters, hotels, and similar uses have unique signage requirements. For these uses, marquees, animated signage and signage that is painted on or integrated into a building façade or is otherwise integral with the architecture of the building is permitted in the Transit Plaza and the Pedestrian Way.

34. Signage on Lobby Residential Uses: Each residential building may provide necessary signage required for proper mail delivery indicating the name(s) of the resident(s) on the building on the mailbox or doorbell.

35. Residential Building/Unit Numbers: Numbers may be located on the transom above a primary entrance, affixed to doors, or near an entrance on the side of the building.

36. Ground Floor Commercial Signage: Both a flush mounted sign and a blade sign may be utilized provided that the total signage does not exceed the maximum amount permitted.

Architectural Regulations
RECOMMENDED

37. Public Signage: Wherever possible, public signage should be consolidated and affixed to lampposts.

38. Construction Signage: Identification signs indicating the name of individual projects or developments within the Redevelopment Area may be located at the entry point to the individual projects or developments. In addition, way-finding signs may be located within the redevelopment area and /or the individual project or developments. During construction, one (1) sign for each project or development may be displayed indicating the name of the project, developer, design professionals, general contractor, sub-contractors, financing institution, and/or public agency officials (as applicable and appropriate).

39. Special Use Lighting: Neon, jumbotrons, and other special lighting are allowed along the Pedestrian Way and the Transit Plaza and limited to the first three floors.

40. Signage Kiosk: Information kiosks with directions and advertising are permitted with a maximum of eight (8) square feet of signage area.

41. Signage Illumination: To the extent possible, lighting levels for signage must be controllable, limited and significantly reduced at times of low pedestrian or vehicular activity.

42. Green Roofs: Green Roofs on the top of each building are strongly recommended to improve air quality and reduce stormwater runoff and heat island effect.

43. Bike Storage: Commercial and institutional buildings should provide shower and changing facilities in the building (or within 200 yards of a building entrance). Residential buildings should provide covered storage facilities for securing bicycles for 15% or more of building occupants.

44. Wastewater: Consideration should be given to reducing potable water use for building sewage conveyance by 50% through the use of water-conserving fixtures or non-potable water, recycled greywater, and on-site or municipally treated wastewater.

45. Water Reduction: Consideration should be given to using 20% less water than the water use baseline calculated for the building (not including irrigation) after meeting the Energy Policy Act of 1992 fixture performance requirements. Consideration should also be given to reuse of stormwater and greywater for non-potable applications such as toilet and urinal flushing and custodial uses.

46. Heat Island Effect: Consideration should be given to installing vegetated roofs for at least 50% of the Area or installing roofing materials which reflect solar heat.

47. Energy Performance: Consideration should be given to designing the building envelope, HVAC, lighting, and other systems to maximize energy performance.

48. On-site Renewable Energy: Consideration should be given to assessing the project for non-polluting and renewable energy potential including solar, wind, geothermal, low-impact hydro, biomass, and bio-gas strategies. When applying these strategies, advantage should be taken of net metering with the local utility.

49. Green Power: Encouragement should be given to the development and use of grid-source, renewable energy technologies on a net zero pollution basis.

50. Storage and Collection of Recyclables: Consideration should be given to coordinating the size and functionality of the recycling areas with the anticipated collection services for glass, plastic, office paper, newspaper, cardboard, and organic wastes to maximize the effectiveness of the dedicated areas. Consideration should also be given to employing cardboard balers, aluminum can crushers, recycling chutes, and collection bins at individual workstations to further enhance the recycling program.

51. Construction Waste Management: Consideration should be given to recycling cardboard, metal, brick, acoustical tile, concrete, plastic, clean wood, glass, gypsum wallboard, carpet, and insulation.

52. Material Reuse: Opportunities should be identified to incorporate 5% of salvaged materials into building design and potential material suppliers should be researched. Consideration should be given to salvaged materials such as beams and posts, flooring, paneling, doors and frames, cabinetry and furniture, brick and decorative items.

53. Recycled Content: Consideration should be given to using materials with recycled content such that the sum of post-consumer recycled content plus one-half of the pre-consumer content constitutes 20% (based on cost) of the total value of the materials in the project.

54. Regional Materials: Consideration should be given to using materials or products that have been extracted, harvested or recovered, as well as manufactured, within 500 miles of the project site for a minimum of 10% of the total materials value.

55. Rapidly Renewable Materials: Consideration should be given to using rapidly renewable materials (made from plants that are typically harvested within a ten-year cycle or shorter) such as bamboo, wool, cotton insulation, agrifiber, linoleum, wheatboard, strawboard, and cork.

56. Low-emitting Materials: Consideration should be given to specifying low-VOC materials for adhesives, flooring adhesives, fire-stopping sealants, caulking, duct sealants, plumbing adhesives, and cove base adhesives.

57. Controllability of Lighting Systems: Consideration should be given to providing a high level of lighting system control by individual occupants or by specific groups in multi-occupant spaces to promote the productivity, comfort, and well-being of building occupants.

Architectural Regulations

General Architectural Regulations: The building locations, uses, and intensities generate the basic bulk of the block. The visual and spatial architectural character of façade building wall, entrances and appeal of the buildings should be generated by top-quality architects. The following set of regulations and illustrations provide direction and generate ideas from which good designers can find inspiration.

All buildings and façades shall be designed by registered architects who have experience in this scale and character of urban design.

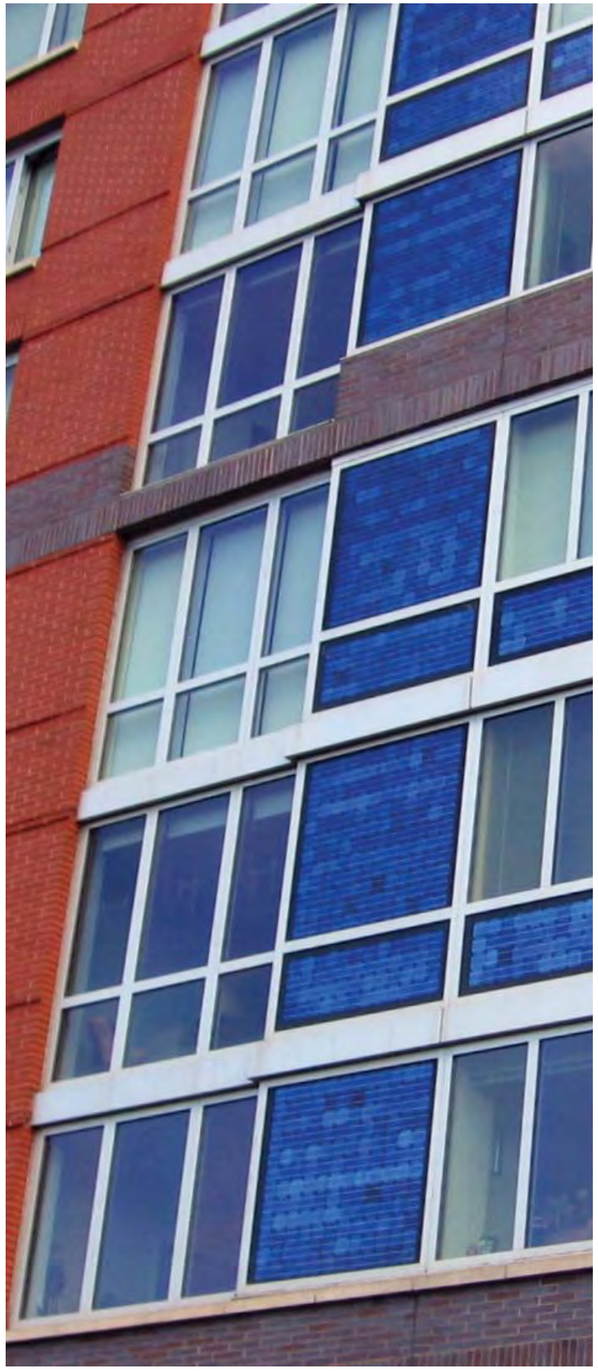
To assure the visual and spatial character of the totality of the Area, all building façades shall be reviewed prior to hearing by the Planning Board by the design review professionals retained by the Planning Board in accordance with the Development Review Process set forth below at Section 8, Legal Provisions, of this Plan. Each building must be reviewed in sketch and preliminary form using plans, elevations and actual or virtual models as necessary. The design review professionals shall submit to the Planning Board comments and recommendations as to each façade concerning the façade(s), materials, colors, and landscaping of the semi public edge. Building footprints and façade design shall conform to the standards outlined in this plan.

No single architectural firm shall complete the schematic design of more than one adjacent block (except where two contiguous blocks meet at the pedestrian walkway where a single firm may design two contiguous blocks); however, a single firm may prepare construction drawings consolidating the schematic designs of a number of independent firms.

Sustainable Design: All buildings in the Redevelopment Area should conform to the standards of US Green Building Council's LEED green building rating program. At a minimum, all building interiors should be designed with environmental considerations in mind. This includes designs to maximize the energy performance of the wall, natural day-lighting, passive solar orientation considerations, passive fenestration, and natural ventilation.

Materials: For the redevelopment area, a palette of materials including masonry, brick, metal, and glass is suggested to give the entire area a look of continuity while allowing individual expressions with variation of façade treatment, massing, and stylistic interpretations.

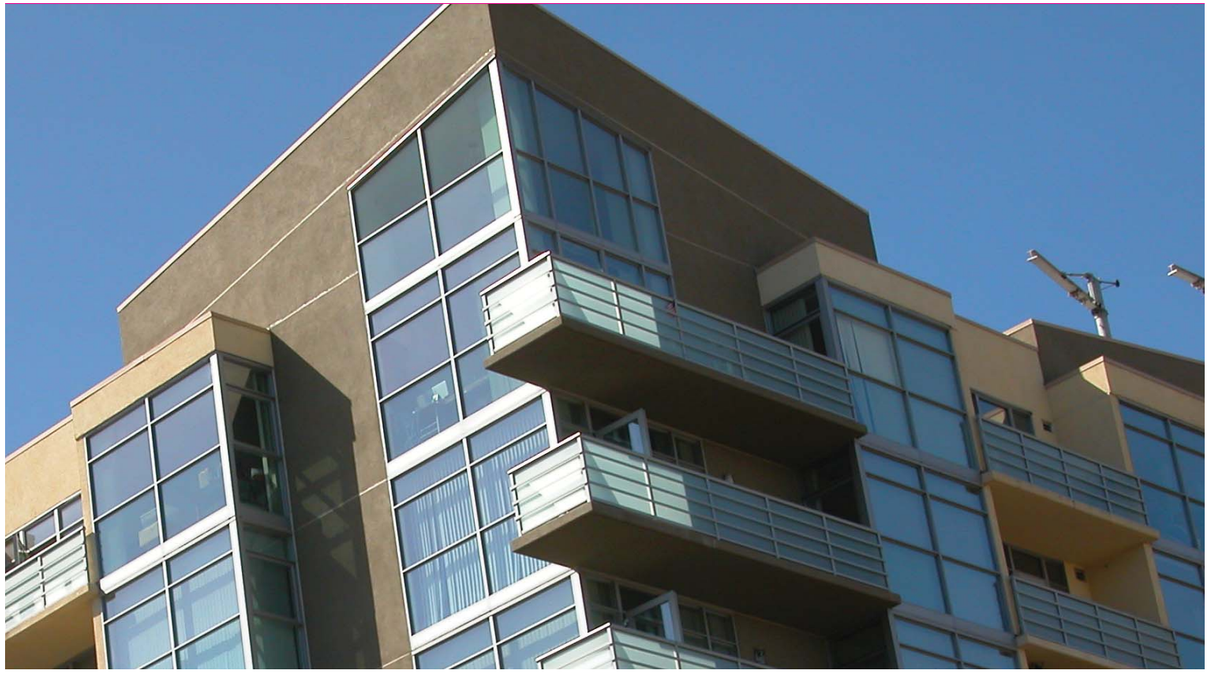
Style: It is the intention to use a modern vernacular as expressed in the images included in the Design Vocabulary while clearly evoking a "green" or environmentally sensitive character to the entire project. Three recommended styles for the 4 to 6 story height range only are contemporary, "green building", and Victorian. Each style shall be expressed in a tripartite discussion of the façade which emphasizes a base, middle, and top.



Architectural Regulations

STYLE: "SUSTAINABLE GREEN"

Greater emphasis on glass, solar orientation and indoor/outdoor relationships. More organic looking.



Architectural Regulations

STYLE: CONTEMPORARY

Cleaner lines, simple openings, minimal cornicing.

Architectural Regulations

STYLE: VICTORIAN

More intricate cornicing and details; brick façades.

Architectural Regulations

FAÇADE MATERIALS AND COLORS

Façade Materials: To avoid busyness, façades shall consist of no more than three primary materials, textures, or colors (windows and framing not counted). Any changes in primary wall material must occur across a horizontal line, with the heavier-appearing material below the lighter (for example, wood over bricks or bricks over stone). Façades shall primarily consist of masonry and/or stone at the articulated base of all buildings with the exception of towers which may incorporate more metal or glass surfaces. Metal on a façade shall only include aluminum, coated steel, copper, zinc and painted wrought iron. Where glass is used, clear, tinted green or blue is recommended. Jumbo or utility bricks, asphalt and asbestos shingles, and aluminum and vinyl siding are prohibited.

Façade Color: The color of primary building walls shall vary within the white-to-russet quadrant of the color wheel, including cream, beige, tan, gray, yellow, ochre, red, and brown. Trim, soffits, windows and door frames should complement the buildings using the color families of gray, black, red, orange and green.

Exhibit 117
IDENTIFIABLE BUILDING WIDTH

Identifiable Building Widths (IBW): All building façades shall be composed with a random, varied pattern of IBW with no more than three small, two medium, and one large adjacent to each other with the exception of large tower buildings (with a central core) which may juxtapose any size IBW. Each residential unit within an IBW shall feature either a balcony, recessed patio, bay window, boxed-out window or French door that opens to a (minimum) 18 inch ledge. Small, medium, and large IBW are defined as follows:

Small: 16 to 18 feet wide
Medium: 18 to 36 feet wide
Large: 36 to 60 feet wide

Exhibit 117 is illustrative of simple façades divided into identifiable building widths.

IBW Variation: Each IBW shall be distinguished by changes in material, colors, window and door treatment, projected window bays, stoops, porches or portico treatments, masonry pattern design, cornice treatments, pilaster or style characteristics. Where a duplex or triplex is located within the lower two to three levels of a four to six story building, these lower units shall have an individual design expressed in the IBW.

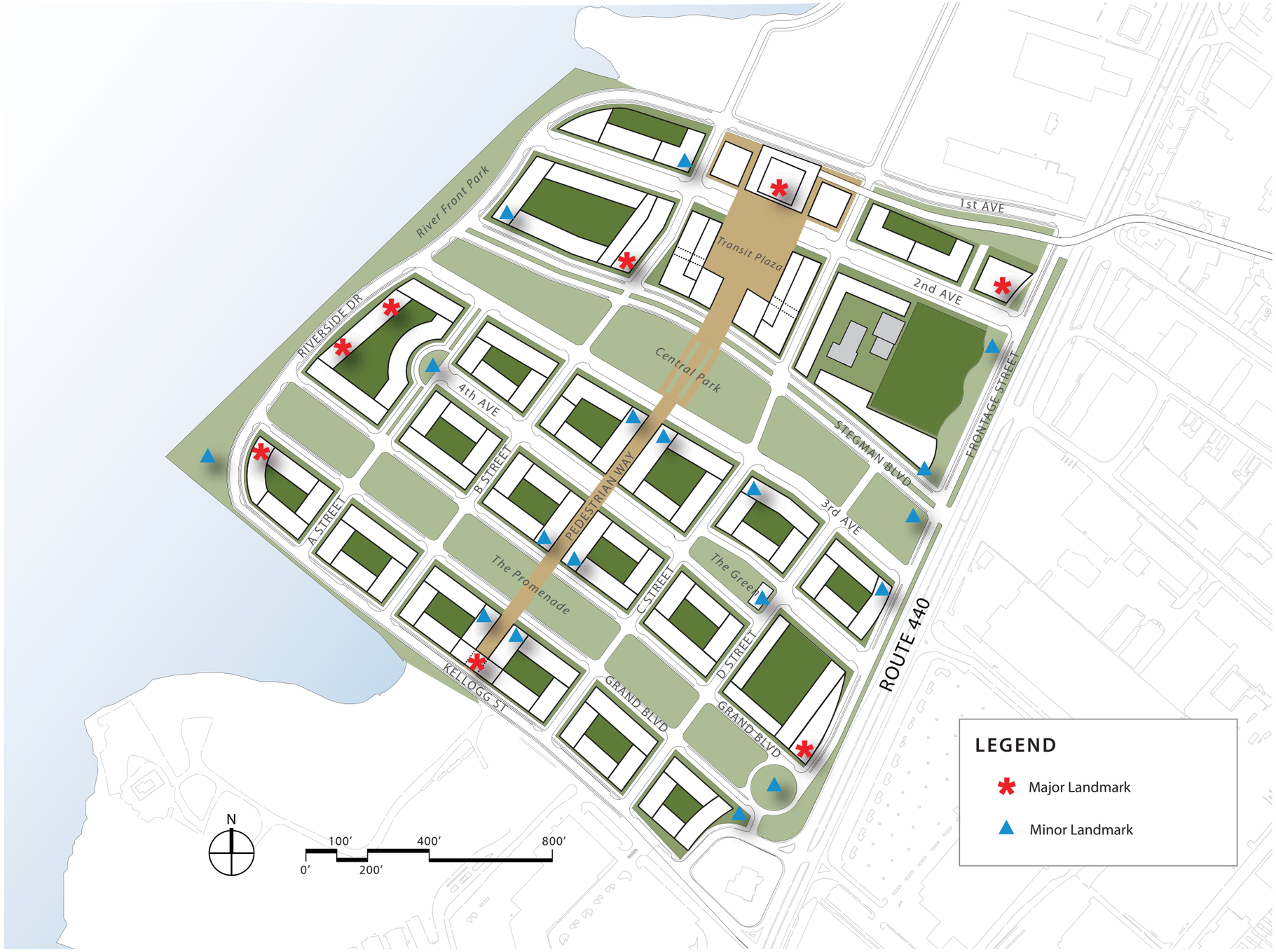


Exhibit 118
LANDMARK PLAN

Corner Emphasis/Key Architectural Elements: Exhibit 118 illustrates the locations of mandatory major and minor landmarks. Corners which are major architectural landmarks must have additional height or embellishments which extend at least 20 feet on both sides from the corner. Such expression must include but not be limited to projections, towers, roof forms, height increases, or other architectural appurtenances appropriate to the scale and architectural expression and style selected. Major landmarks are typically located on the primary corners at the intersection of primary streets and terminating vistas. Minor landmarks should be incorporated on secondary corners along major streets. Minor landmarks on corners can be accomplished by the use of the chamfered corners and slight changes in height. Major landmarks must be more prominent than minor landmarks.

Architectural creativity on the landmarks is suggested. The images on page 149 provides some ideas for corner expansion.

Architectural Regulations

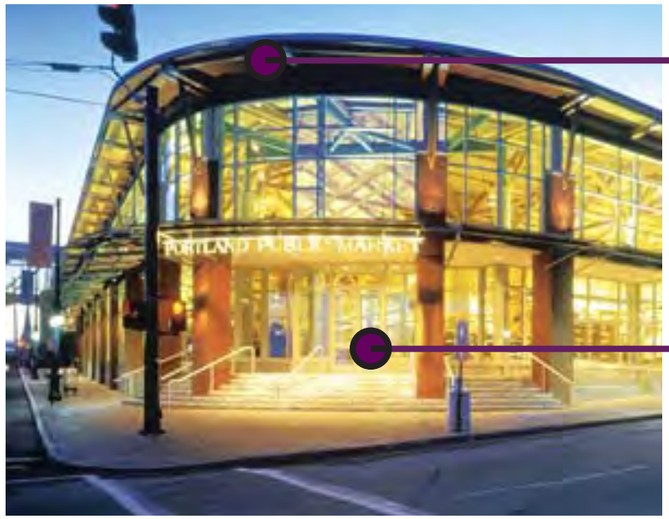
FAÇADE TREATMENTS AND MATERIALS
MINOR /MAJOR LANDMARKS

Taller Upper Stories at Corner

Stepback Emphasizes Corner of Building

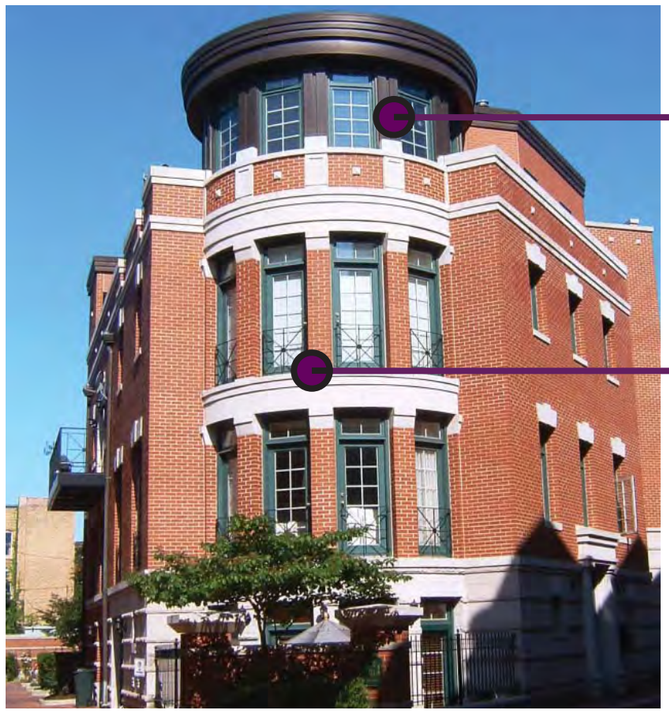
Chamfered Corner is Alternative Treatment for Landmarks

Retail Turns Corner



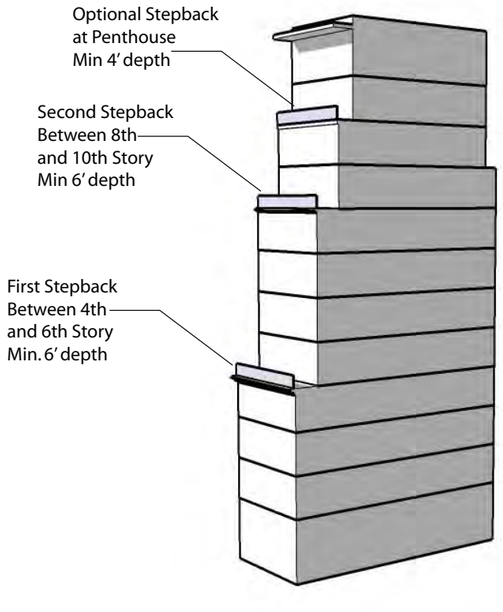
Large Radii Rounded Corners

Lighting of Building at Corner Creates Architectural Interest



Change of Materials and Circle Tower at Corner

Rounded Edge



Architectural Regulations
STEPBACKS AND SETBACKS

Stepbacks: For buildings taller than six stories, a minimum 6-foot stepback is required at the fourth story. For buildings taller than 12 stories, a minimum 6 foot stepback is required between the fourth and sixth story and at the eighth story. (See Building Typologies for additional regulations.)

Stepbacks Occur in Change
of Residential Unit Types

Cornicing Indicates
Stepback in Building

Change in Material
Emphasizes Stepback

Numerous Setbacks
Enhance the Skyline

Architectural Regulations
FAÇADE TREATMENTS AND MATERIALS

Façade Articulation, general: To create unique blocks within the Area, no specific façade or combination of vertical and horizontal unit configurations on any block shall be identical. Buildings shall have a clear base, middle, and top by providing string courses and/or horizontally differentiating surface treatment, as further required below. The tripartite division requires that the heavier appearing materials will be below the lighter appearing materials. As a general rule, each building façade of any block must be architecturally detailed equally. However, the façades on the interior of the block are less important and can share more common elements and do not have to express their IBW.

Façade Ratio: The percentage of void area (windows and other openings) in a building façade shall be between 40% and 60 %, except at street-level retail frontages, where it shall not be lower than 75%, buildings designed in the "sustainable green" style which may have up to 95% of the façade glass, and single use office buildings which may have glass curtain walls. Windows shall be large to maximize natural daylighting.

Façade Composition: Scattered-window façades shall not be allowed at frontages. Each façade should present a unified, rational composition. Mechanical equipment, vents, grills, and other HVAC equipment shall not be exposed on the primary façade. Passive solar equipment featuring louvers are permitted on the primary façade.

Expansion Joints: Façades shall be designed so that any expansion joints are rationalized by the logic of the composition, and thus made less obvious. Expansion joint gaps shall be colored to match the surrounding wall.

Blank Walls: Walls at frontages shall not be blank and shall have at least one window per structural bay, in a pattern that suggests habitation. Exposed basement walls at frontages shall have at least one small window per structural bay as appropriate to an occupied foundation.

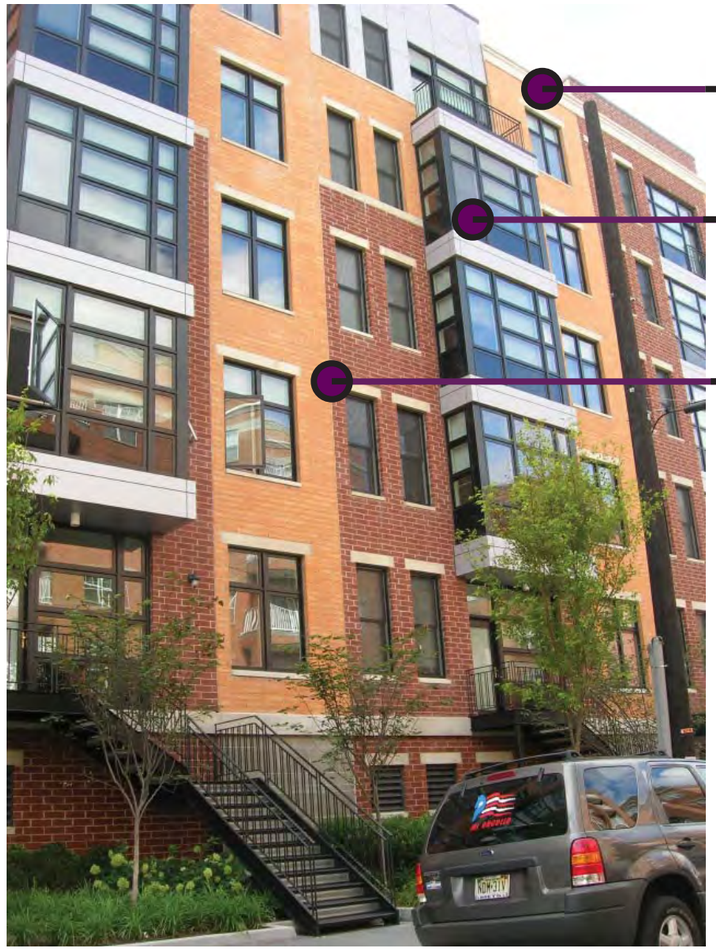
Exterior Insulation Finishing Systems (EIFS): are prohibited.

Architectural Regulations

FAÇADE TREATMENTS AND MATERIALS

VERTICAL ARTICULATION

Vertical Articulation: The vertical articulation of the façade can best be expressed by the IBW and can be supplemented by the change of the floor heights heights of parapet, design of the corners and form of the windows. Because the of integrated under building parking for each block at one level, the requirement to keep the finished first floor to 2 to 10 feet above the sidewalk grade for residential and at grade for the retail, office and service uses, the change in height particularly expressed on the upper floors will create a change on vertical articulation particularly when combined with a unique cornice or parapet.



Masonry and Concrete
Banding

Material Change Emphasizing
First Floor

Architectural Regulations

FAÇADE TREATMENTS AND MATERIALS

HORIZONTAL ARTICULATION

Horizontal Articulation: Horizontal articulating is based on the division of a building between the expression of the base the middle of the building and the expression of the top or roof line. In addition to cornice lines and stepbacks, a building may employ horizontal articulation through banding in masonry and metal and/or a change in materials of the primary façade. Where a stepback is required, a two (2) to six (6) foot banding of masonry or metal is suggested at the top of the story prior to the stepback. If a building is less than six (6) stories, a banding (between two (2) and six (6) feet) of metal or masonry is suggested between the first and second stories. The edge of concrete slabs must be hidden.

Fourth Story Articulation
Emphasizes Stepback to Top Floor

Color Variation Between First and Upper
Stories Creates a Strong Horizontal Line

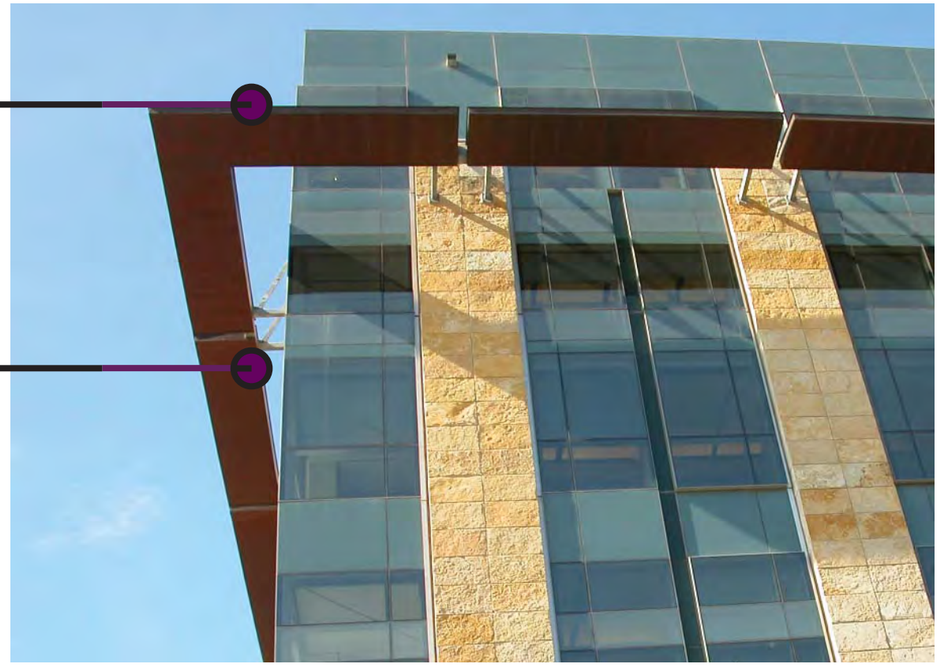
Horizontal Repeated
Cornice Lines

Linear Configuration of Recessed
Balconies Reinforces Horizontality

First Floor Material Change
to Upper Stories

Projection Creates a Variation
of a Cornice Line

Alternative Materials Create
Unique Feature to Building



Architectural Regulations

FAÇADE TREATMENTS AND MATERIALS
CORNICES AND CORNICE LINE VARIATIONS

Cornices and Cornice Line Variations: Cornices and Cornice Line Variations are required. Cornices are horizontal projections out from the building which define the horizontal division of the building. There are lower cornices, intermediate cornices and roof edge cornices. One way to distinguish an IBW is the uniqueness of the cornice design. There are hundreds of variations when height, forward projections, bracket design, colors and details are considered. Each IBW should strive for a unique cornice design. An intermediate cornice on buildings is also required for structures over five stories. This will create a horizontal continuity with the lower four- or five-story buildings. The cornice and cornice lines along a block should have the appearance of attached separate buildings.

Visual Termination to Sky

Victorian Cornice Line

Cornice Provides
Shade to Balconies

Solids and Voids
Create Visual Interest

Architectural Regulations

FAÇADE TREATMENTS AND MATERIALS

WINDOWS

Windows: All windows in residential units shall be operable windows to ensure natural ventilation and air circulation. Clerestory, transom, side light, and skylights are permitted and may be non-operable.

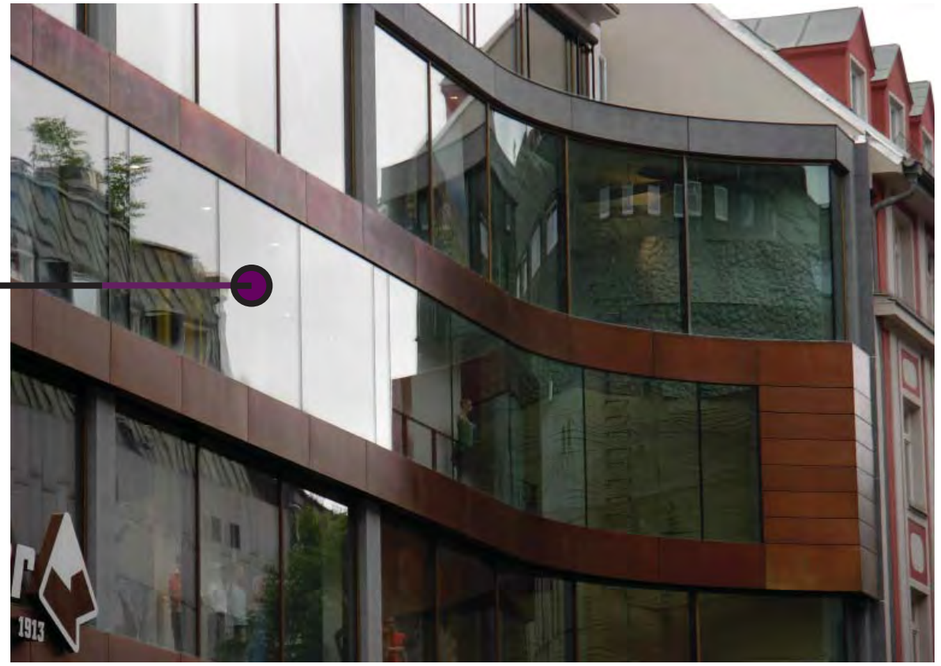
Aligned openings: The tops of windows and doors shall be aligned to avoid confusing perspective views.

Header and Sill Emphasis: Window headers and sills must be emphasized. Window frames must be complementary or contrasting colors to the primary façade. The bottom of the window can use the emphasis of the shadow line, while the top already has one. For residential use, ground floor window sills shall be a minimum five feet above the sidewalk.

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.

Window Glass: Window glass should be clear or energy efficient coatings that tint glass. Energy efficient coatings that tint glass are permitted as long as the coating is the closest tint to clear that achieves energy efficiency. Glass curtain walls are permitted for office and towers only. Mirrored glass shall not be permitted.

Strip Windows: Strip windows shall be permitted in office buildings only. No other buildings 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, and clerestory windows.



Large Windows for Office Spaces

Large Windows for Residential Units

Shade Solutions Reduce Energy Bills

Window Openings Enhance Efficiency

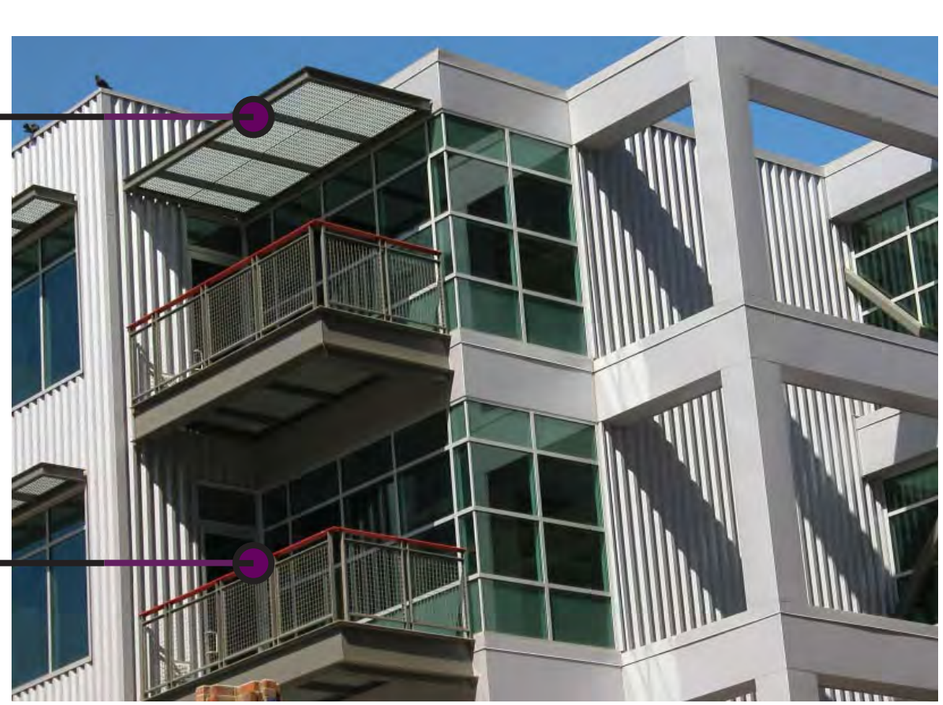
Variation of Window Sizes Within a Single Structure

Architectural Regulations

FAÇADE TREATMENTS AND MATERIALS

ENCROACHMENTS: BALCONIES

Balconies: Balconies along the first to fourth stories shall only extend 18 inches out from the build-to-line. After a stepback, a balcony may extend no more than the width of the stepback. Balconies must have semi-opaque railings.



Roof Deck With
Metal Railing

Flat Roof with
Varying Stories

Architectural Regulations

ROOF TYPES AND MATERIALS

Roofs: The typical roof shall be flat with a minimum pitch for drainage with an accented cornice and/or decorative parapet. Pitched roofs having a gentle slope should be minimized (10% or less) and shall be used only on buildings four stories or lower or as an occasional accent on taller buildings. Rooftop mechanical equipment, components of satellite dishes, television, and radio antennas shall be incorporated into the volume of the building or screened from all viewing directions and elevations in order to minimize the negative aesthetic impact upon the viewer at street level and from surrounding buildings. Any screening shall be consistent with the architectural design and materials intended for the building.

Roof Decks: Visibility of decks from any public way should be minimal. Railings shall be ornamental iron, metal, or glass. Permanent opaque elevations such as screening and planters shall not exceed the railing height and shall not be visible from the public right-of-way.

Parapets: Hyperactive parapets shall not permitted. Parapets may include sufficient changes in height, slope and decoration to accent IBW, vista terminations, and required stepbacks.

Roof Access Structures: Roof access structures may consist of hatches or low profile headhouses which are minimally visible. Headhouses must lie toward the center of the building. Cladding materials must be consistent with the character of the building. Appropriate materials include standing seam metal/copper or masonry.

Rain Gutters: Storm water from roof should be collected on site and reused for irrigation or other uses that may require nonpotable water. Rain gutters are not permitted. To the extent possible, roof drains should be utilized.

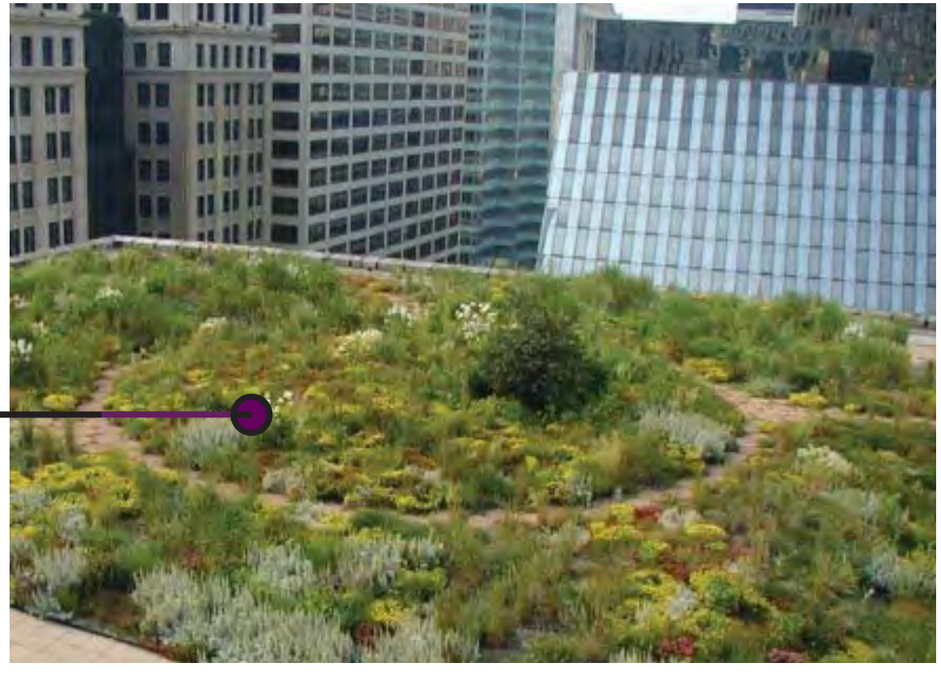
Flat Roofs Allow Visibility to
Upper Story

Stepbacks Double as
Roof Decks

Flat Roof With
Roof Deck

Opportunity for
Roof Garden

Provides Private Green to a Larger Scale City



Top Units Have View of Green Space

Architectural Regulations

ROOF TYPES AND MATERIALS

Green Roofs and Terraces: Green roofs and green terraces shall be required over the interior block parking structures and are recommended on the roofs of the inhabited buildings. Also termed eco-roofs, rooftop gardens, vegetated rooftops, and sky gardens, green roofs go beyond the traditional rooftop gardens that utilize containers and planters to house vegetation and plantings. Green roofs shall be comprised of an engineered roofing system that enables the growth of vegetation. The engineered rooftop is typically comprised of the following components: an insulation layer, a waterproof membrane, a root barrier, a drainage layer, a geotextile or filter mat, and a growing medium. Green roofs should only be irrigated (if necessary) with water obtained from a rainwater collection system integrated into the building and/or block.

Green roofs may be either intensive or extensive in type. Intensive green roofs are considerably more substantial in terms of the amount and type of vegetation supported and also in terms of cost and maintenance required. They can be thought of as true rooftop gardens. Intensive green roofs can support planting depths up to 8 inches but require higher load bearing structural roofs. Extensive green roofs can be considered rooftop meadows versus rooftop gardens. They are covered with grasses, sedums, and wildflowers within a planting bed between 2 inches and 6 inches deep. Maintenance is minimal and little irrigation is required beyond rainfall.

Currently, initiatives exist to promote the widespread use of green roofs. Further, several agencies and organizations exist to help educate and provide technical support to architects, designers, and contractors seeking to build green roofs.

The benefits of green roofs to the local environment and community will be maximized if a comprehensive green roof policy is established as opposed to green roofs being implemented on a piecemeal basis. Ideally a green roof strategy should be incorporated into the Bayfront I Stormwater Management Plan.

Interesting Details
And Signage

Transparent to Let In Light

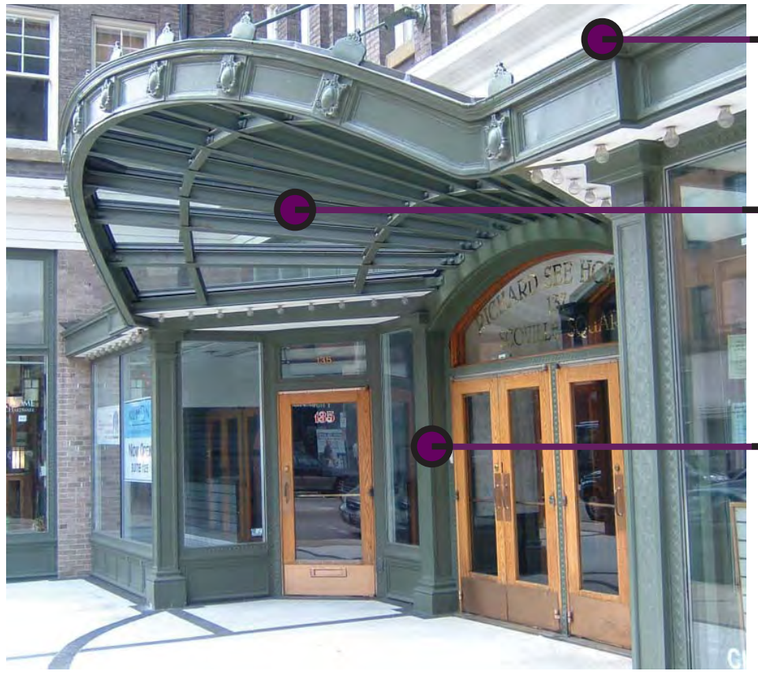
Architectural Regulations

BUILDING ENTRANCES

Building Entrances: Every use within a building shall have a primary point of pedestrian ingress and egress to the street. All buildings shall place their primary entrance at one street frontage, although additional secondary entrances shall be permitted. Every apartment and office within a building shall be provided with a path to and from the sidewalk that does not pass through a parking garage that shall serve as the primary, prominent entrance. Every retail and commercial (including entertainment) establishment within a building shall place its primary entrance at the sidewalk. Expression of entries, through the use of a variety of door designs, porticos, side light, transom lights, light fixtures, color and material, railing and step design create the sense of individuality to the units. In cases where units have a common entrance from the street to a lobby that serves multiple units the entry should be of unique design expressed through the design of the single or double doors, side light, transom lights, light fixtures, color and material, railing design and coverings over the entry door be that a portico, or awning. Each lobby entrance shall be clearly marked with street number and the name of the building. No two lobby entries on a single block shall be identical.

Permanent Marquee
Signifies Building Entrance

Dynamic Corner
Entrance



Cornice Differentiates Ground
Entrance with Upper Stories

Architectural Detail
Entices Pedestrians

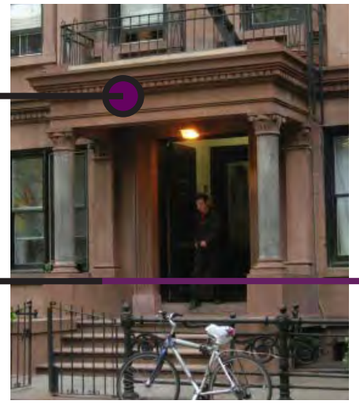
Multiple Materials
Create Unique Site

Architectural Regulations

FAÇADE TREATMENTS AND MATERIALS
ENCROACHMENTS: STOOPS, STAIRS, PORCHES

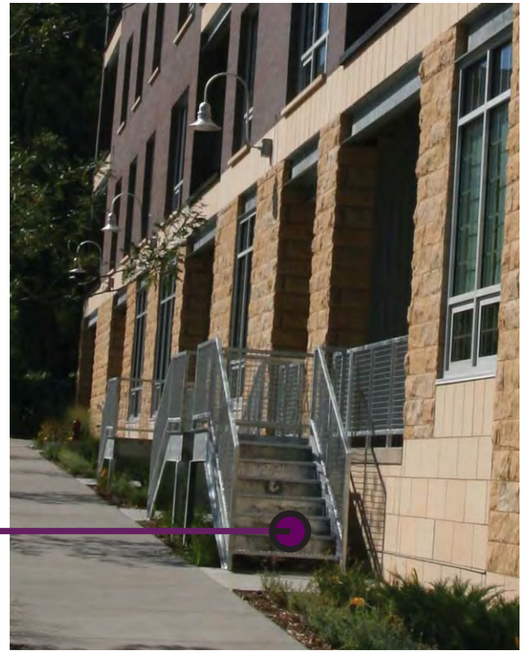
Stoops and Porches: The finished floor of residential units at the ground level shall be raised a minimum of 2 feet and a maximum of 4 feet above grade, with exceptions made for the Grading Plan (See Exhibit 120). Stoops and stairs shall connect the building to the sidewalk.

Exterior Stairs and handrails: Stairways extending from a porch or stoop to the sidewalk shall be of quality construction. Stairway details shall vary from building to building. Risers shall be stone, masonry, or a pre-fabricated decorative metal. Hand rails shall be decorative and architecturally integrated with the design of the building. If semi-public edge is 10 feet wide or less, stairs may be parallel with building façade.



Porch Roof Doubles as Upper Story

Stairs Placed Parallel to Building for Narrow Semi-Public Edge



Separate Entrance for Ground Floor Units

Four Feet Above Grade

Fenced Semi-Public Edge Adjacent to Stoop

Decorative Porch Railings

Complimentary Colors to Building and Trim

Architectural Regulations
EAVES AND BUS SHELTERS

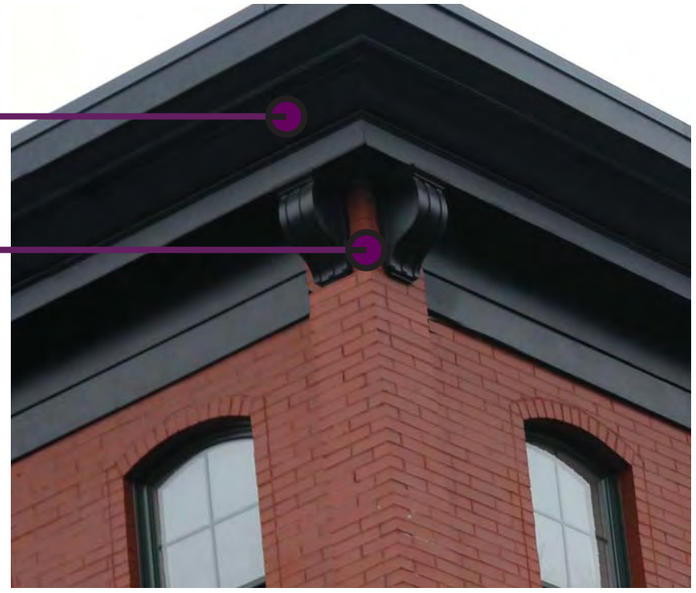
Eaves: All building eaves and overhangs shall be designed to provide shade in the summer and allow sunlight to enter the building in the winter. As such, southern and western exposures shall feature exaggerated eaves.

Soffit Emphasis: In most buildings, the underside of the overhang is more visible than the roof. The soffit should therefore receive a greater amount of attention than is typically afforded.

Bus Stop and Light Rail Shelters: The design of bus stop and light rail shelters shall be architecturally integrated throughout the Plan. Materials should be durable and require minimal maintenance. Shelters shall protect pedestrians from the elements and provide seating and trash receptacles. Shelters should incorporate new technology including but not limited to heating and cooling systems, safety lighting, and monitors which display GPS-guided, real-time bus schedules.

Eaves Emphasized to Draw Attention to Roof Line

Example of Corner Treatment of Cornice



Lit Signage Kiosk Integrated into Stop

Seating Provided for Riders

Transit Stop Identifies with Building Yet is Unique Feature

Architectural Regulations

FAÇADE STUDY
FOUR-STORY RESIDENTIAL

The elevation on this page represents the synthesis of the building type and architectural regulations as they relate to the façade of a four story building in the Plan.

These buildings have the bottom two floors expanded as "town house" type units with individual stair entrances. The lower cornice clearly defines the use and form of this building.

The elevation drawing expresses the IBW, cornicing, the use of balconies, property windows, and a variety of door types.

The perspective drawing provides a view of how the regulations appear from the street.

Architectural Regulations

FAÇADE STUDY

ELEVEN-STORY RESIDENTIAL

The façade shall express the range of uses in a building through the use of a combination of architectural elements. As an example, if a building has a "town house" type unit at the lower levels, this shall be expressed with the use of a cornice and/or change of materials. This cornice expression shall be de-minim is to the cornice expression where the building façade is stepped back, at the fourth to eighth level, based on building type.

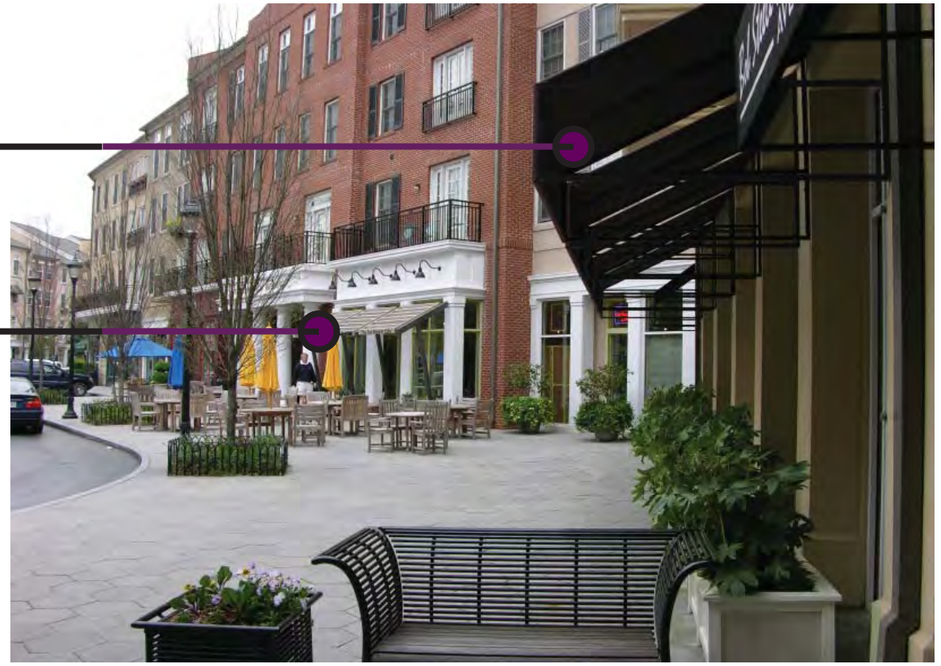
At this step back an extended cornice or balcony should be with a minimum of three feet revealing the soffit of the cornice or under level of the balcony, arresting the eye and creating the emphasis on the lower levels of the building and reinforcing the more human scale of the street.

The upper levels of the building – or the "penthouse" levels should also be setback creating a continuous balcony or patio at the upper levels. The penthouse can use the upper two floors. Because these top levels can have façades that are primarily glass the "voids" can be up to 95% of the façade for the length of the penthouse. Glass façades with a southern exposure must have overhangs or other shade structures as an integral feature of the top roof treatment.

This elevation represents the synthesis of the regulations as applied to an 11 story building.

Rectangular Awning

Retractable Awning



Expansive Awning for
Open Air Market

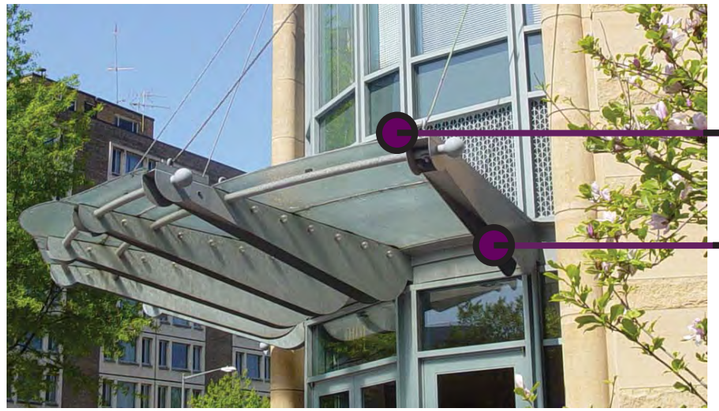
Retractable Feature

Architectural Regulations

FAÇADE TREATMENTS AND MATERIALS
ENCROACHMENTS: AWNINGS

General Awnings and Arcades: Within the Pedestrian Way, there must be 100% coverage from the build-to-line into the R.O.W. by an 8 foot wide awning or an arcade measuring 15 feet in width.

Awnings: Shall be 5 feet to 10 feet deep and shall not place supports upon the public sidewalk, except within the Pedestrian Walkway. Further, canvas awnings shall be retractable and rectangular with no side panels. The front ribbon edge may have limited signing pursuant to the Planning Board.



Large Windows
Create Light Feel to Entrance

Fixed Canopy Adds
Architectural Interest

Decorative Feature
Added to Awning

Color Scheme Complements
Architectural Character of Building

Attention Paid
to Underside of Awning

Retail Signs Located
Interior of Arcades

Arcade Provides Outdoor
Shelter in all Seasons

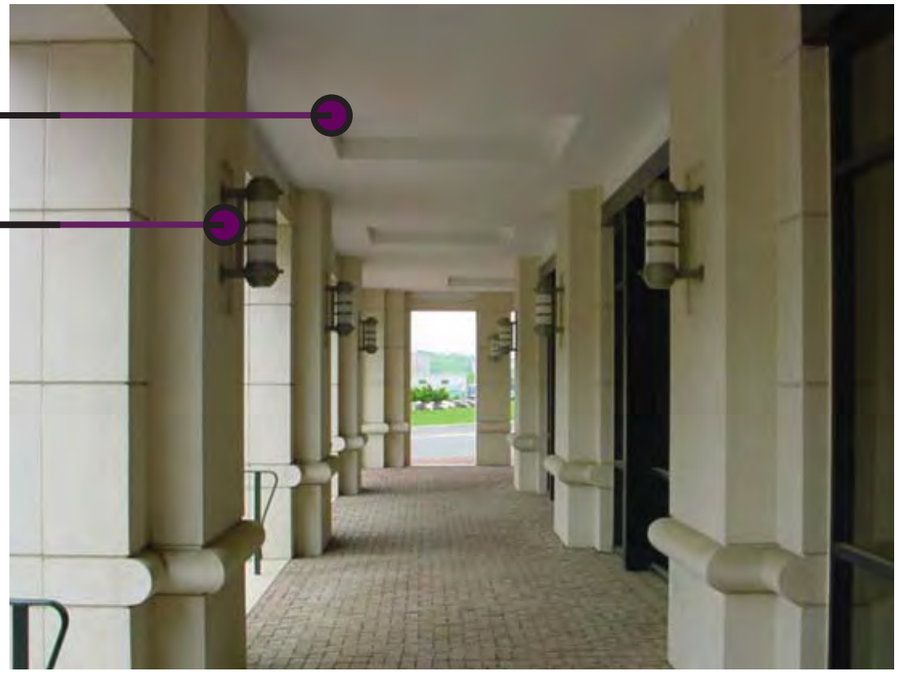
Protected Pedestrian
Seating

Architectural Regulations

FAÇADE TREATMENTS AND MATERIALS

ENCROACHMENTS: ARCADES

Arcades: Arcades are located under buildings. Retail arcades can be provided along the Pedestrian Way as well as on building edges in the Transit Plaza. Arcades must be a minimum of 24 feet high and a minimum of 15 feet deep to keep the arcades full of light but sufficient to provide shelter from rain, sun, and snow. Hanging signs under the arcade are recommended.



Interior Lighting

Interior Lighting

24 Foot
Arcade

Large Windows
for Retail Use

Multi-modal Parking

Mid-block Vehicular Opening in Frontage-line Wall

Pedestrian Access Provided to Sidewalk

Architectural Regulations

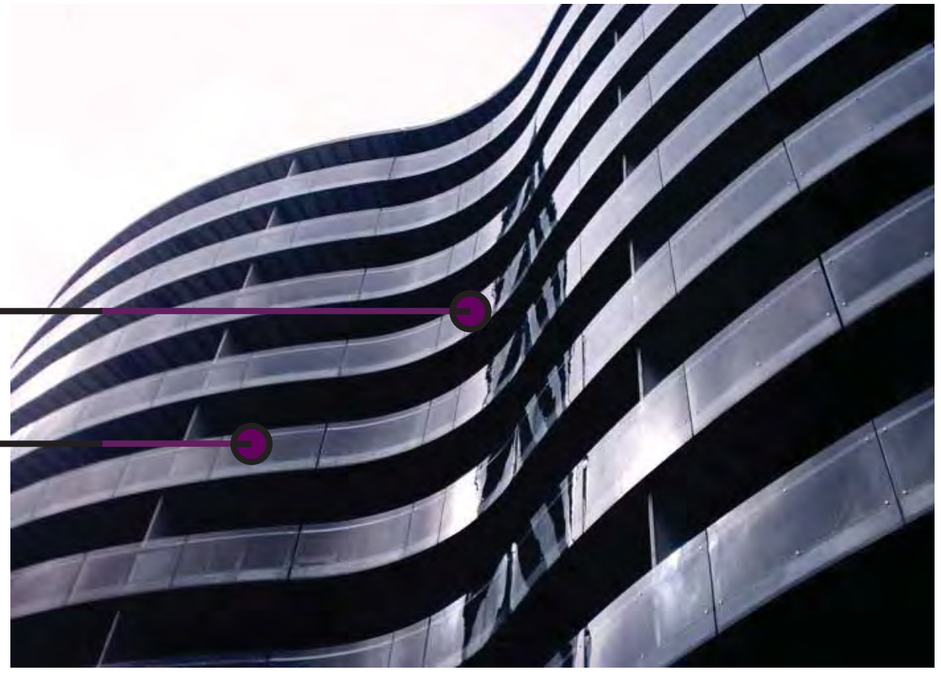
FAÇADE TREATMENTS AND MATERIALS
PARKING FRONTAGE AND ENTRANCES

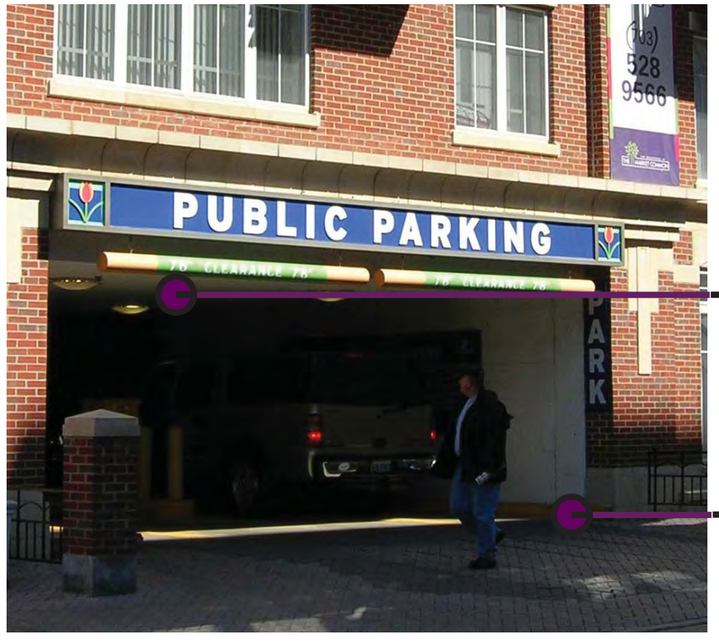
Parking Façades: Where parking structures directly front the sidewalk, they shall be articulated to resemble habitable buildings, with vertically proportioned openings at every level. All exposed façades should be designed to eliminate headlight lamp glare by use of opaque spandrel at least 42 inches above the floor line in all openings. All garage openings must visibly hide the interior of the garage and the vehicles inside. Where under building parking exists, the façade of the building must mimic a basement façade with real windows and must be fully ventilated.

Parking Entrances: Vertical entrances/exits shall be a minimum of 18 feet wide with a door that closes and complement the building design and color. Mid-block parking entrances shall be entered not through gaps between buildings, but through vehicular openings in the frontage-line wall of the liner building. Mid-block parking entrances shall provide direct pedestrian access to sidewalks so that residents may exit the parking lot without entering a building. Such vertical circulation, if located within the liner building, shall be fenestrated to approximate a residential stairwell, and shall be lit in the daylight-incandescent range.

Parking Designed to Resemble Habitable Building

Curved Screen Façade for Stand Alone Parking Structure





Under Building Parking for Public Use

Materials Used in Parking Entrance Mimic Pedestrian Material

Architectural Regulations

OUTDOOR RETAIL

Outdoor Retail: Retail along the Pedestrian Way is required and will be the focus for this development. It can extend up to two stories with high arcades, large display windows, outdoor displays, and engaging signage.

Light Creates a Sense of Enclosure to Pedestrian Way

Street Retail Encourages Day-to-Day Pedestrian Traffic

Pedestrian Paths Allow Merchandise to be Displayed on Street

Public Plaza Without Cars Allow Pedestrians to Roam Free

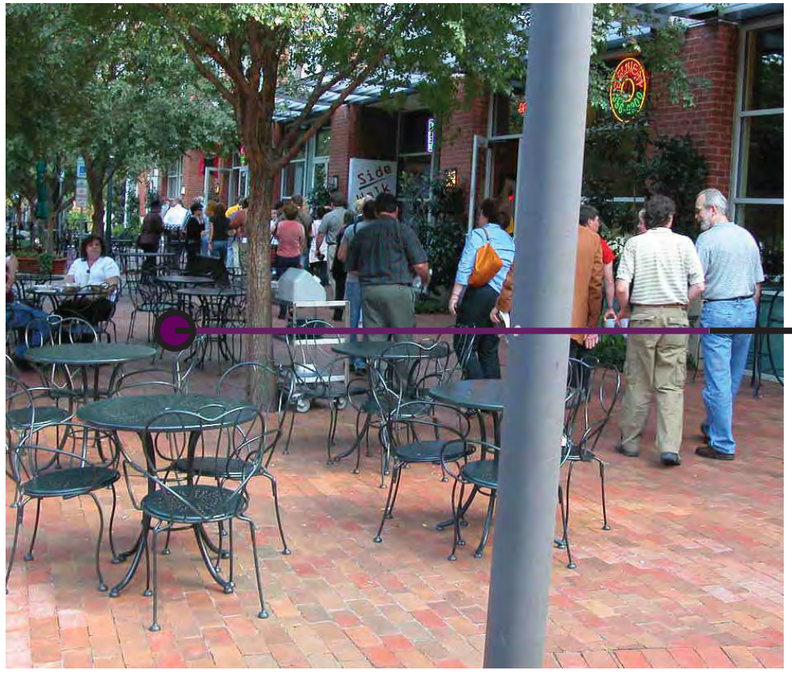
Architectural Regulations
OUTDOOR DINING

Outdoor Dining: Outdoor Dining – Outdoor cafes and restaurants are strongly encouraged along the Pedestrian Way, Transit Plaza and Riverside Drive. They will invigorate the street life and create a vibrant shopping core for the community.

Open Plaza Can Be Easily Transformed Into Outdoor Dining

Outdoor Dining Encourages Forms of Public Art

Outdoor Dining Area Within Public Plaza



Durable Materials Allow Tables and Chairs to be Stored Outside

Architectural Regulations

ENTRY LIGHTING, SERVICE AND LOADING

Entry Lighting: Lighting of every entryway is required. Lighting fixtures shall be of a finish, style, and character appropriate to the architecture and details of the building.

Service and Loading Dock Doors: Service entry and loading doors shall be closed when not in use and shall be architecturally integrated with the design of the façade.

Energy-Efficient
Light bulb

Details to Complement
Architectural Façade

Flush-mounted
Entry Lighting

Architectural Regulations
COMPREHENSIVE SIGNAGE PLAN

General Signage Requirements: It is the intent of these regulations to provide aesthetically pleasing, well-designed signage within the Redevelopment Area meeting the highest standard of good civic design and speed perception. All signage shall be designed to complement the architectural design and character of the buildings, streets and the use that it serves. Signage must be more pedestrian oriented around the Pedestrian Way, the Transit Plaza, the "Central Park" and "The Promenade" as well as the Riverfront Walkway.

Comprehensive Public Signage Plan: In order to regulate signage within the Redevelopment Area, the designated Redeveloper shall submit a Comprehensive Signage Plan to the Planning Board. The signage package shall address the design and size limitations for all signage within the Redevelopment Area. This shall include: way-finding and directional signage; identification signage for the overall project; and street signs.

Projected Retail Signage
Matching Character of Building

Lighting Attached to
Wayfinding Signage

Artistic Features
Defining "Place"

Construction Signage
Marketing Future Site

Architectural Regulations
BUILDING SIGNAGE

Special Use Signs: Certain uses such as commercial recreation and entertainment uses, theaters, hotels, and similar uses have unique signage requirements. For these uses, marquees, animated signage and signage that is painted on or integrated into a building façade or is otherwise integral with the architecture of the building is permitted in the Transit Plaza and the Pedestrian Way.

Roof-top Mounted Signs: Roof-top mounted signs are prohibited.

Signage on Lobby Residential Uses: Each sign shall not to exceed 20 square feet. In addition, each residential building may provide necessary signage required for proper mail delivery indicating the name(s) of the resident(s) on the building on the mailbox or doorbell. Mailboxes, buzzers, and intercoms shall be flush-mounted within the reveal of the door, rather than on the masonry façade of the building.

Residential Building/Unit Numbers: Housing unit numbers shall have a brass, bronze, black, or stainless steel finish. Numbers shall be no more than six inches in height and shall not be reflective decals. Numbers may be located on the transom above a primary entrance, affixed to doors, or near an entrance on the side of the building.

Ground floor Commercial Signage: Each retail use shall have exterior signage not to exceed five (5%) percent of the area or the storefront (ground floor) to which it is attached. Window signage shall not exceed twenty-five (25%) of the glazed area. If included, blade signs and hanging arcade signs must not be more than 15 square feet. If a sign is flush mounted, it must not exceed 40 square feet. Both a flush mounted sign and a blade sign may be utilized provided that the total signage does not exceed the maximum amount permitted.

Building Numbers for Residential Buildings

Stainless Steel Finish

Retail Signage that Integrates Both the Extended and Flush Mounted Signs

Corner Property Sign

Integrated Uplit
Building Number

Office Directory
Flush Mounted with Building

Lighting Complimenting
Surrounding Architecture

Public Signage Affixed
to Ornamented Lamppost

Future Building Shade Overlaid
onto Current Building

Architectural Regulations

BUILDING SIGNAGE

Commercial Uses Above the Ground Floor Signage: Each such use shall have exterior signage not to exceed five (5%) percent of the area of the storefront to which it is attached. Signs must be flush mounted or located on windows. A flush mounted sign may be utilized provided that the total signage does not exceed the maximum amount permitted. Window signage shall not exceed twenty-five (25%) of the glazed area.

Hotel/Office Use Signage: Each building shall have a sign indicating the name of the office building or major tenant. Said sign shall be flush mounted to the façade of the building. In addition, each office building may have a directory sign flush mounted to the building. Flushed mounted building identification signage shall be no larger than the average story height and 20 percent of the width of the building.

Public Signage: Wherever possible, public signage should be consolidated and affixed to lampposts.

Construction Signage: Identification signs indicating the name of individual projects or developments within the Redevelopment Area may be located at the entry point to the individual projects or developments. In addition, way-finding signs may be located within the redevelopment area and /or the individual project or developments. During construction, one (1) sign for each project or development may be displayed indicating the name of the project, developer, design professionals, general contractor, sub-contractors, financing institution, and/or public agency officials (as applicable and appropriate). The sign area shall not exceed three hundred (300) square feet. Said sign shall be removed upon completion of the project or development.

Architectural Regulations

BUILDING SIGNAGE, KIOSKS, FREESTANDING SIGNAGE

Prohibited Signage: Fluorescent-lit signage or signage with glowing paint, rooftop-mounted advertising signage, signage above the second floor, signs that might be mistaken for traffic control devices, unless expressly permitted.

Special Use Lighting: Neon, jumbo trons, and other special lighting is allowed along the Pedestrian Way and the Transit Plaza and limited to the first three floors.

Signage Kiosk: Information kiosks with directions and advertising are permitted with a maximum of eight (8) square feet of signage area.

Freestanding Signage: Freestanding signs are prohibited with the exception of way-finding and directional signage installed with the approval of the City

Signage Illumination: To the extent possible, lighting levels for signage must be controllable, limited and significantly reduced at times of low pedestrian or vehicular activity. No backlit plastic or underside canopy signage is allowed.

Jumbo Tron Generates
Excitement and Visual Interest

Information Kiosk is
Subtle yet Identifiable

Incandecent Lighting on
Flush-Mounted Sign

Architectural Regulations
SUSTAINABLE DESIGN STANDARDS

Landscaped Courtyards: The interior courtyard (roof over parking) of each block shall be primarily landscaped to capture stormwater runoff.

Green Roofs: Green Roofs on the top of each building is strongly recommended to improve air quality and reduce stormwater runoff and heat island effect.

Bike Storage: Commercial and institutional buildings must have secure bicycle racks/or storage within a building entrance for 5% or more of all building users measured at peak periods, and, should shower and changing facilities in the building. Residential buildings should provide covered storage facilities for securing bicycles for 15% or more of building occupants.

Wastewater: Consider reducing potable water use for building sewage conveyance by 50% through the use of water-conserving fixtures or non-potable water, recycled greywater, and on-site or municipally treated wastewater.

Water Reduction: Consider using 20% less water than the water used baseline calculated for the building (not including irrigation) after meeting the Energy Policy Act of 1992 fixture performance requirements. Consider reuse of stormwater and greywater for non-potable applications such as toilet and urinal flushing and custodial uses.

Heat Island Effect: Consider installing vegetated roofs for at least 50% of the Area or installing roofing materials which reflect solar heat.

Covered Bike Storage in Close Proximity to Building Entrance

Green Roofs Reduce Heat and provide Rooftop Experience

Decorative Rooftop Rainwater Collection Cisterns

Rainwater Collection and Reuse Though Decorative Umbrellas

Solar Trees Act Provide
Renewable Energy

Architectural Regulations

SUSTAINABLE DESIGN STANDARDS

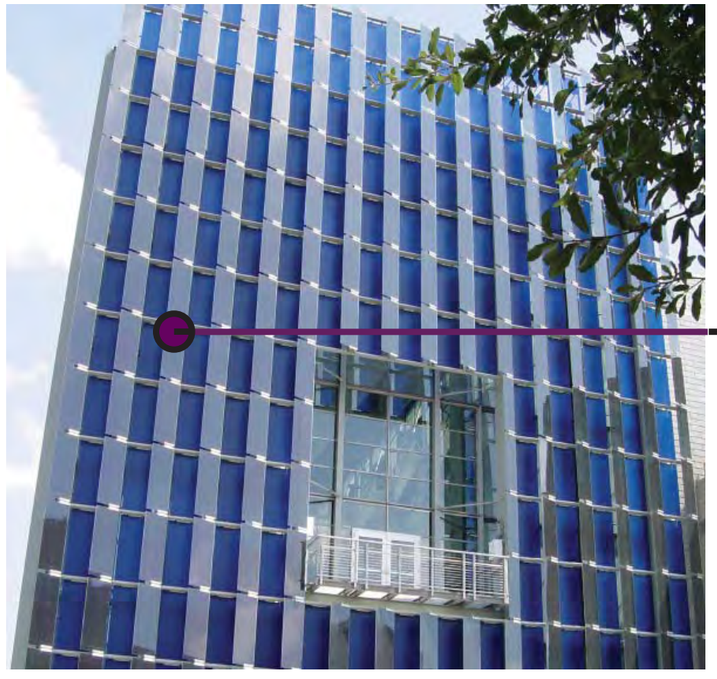
Energy Performance: Consider designing the building envelope, HVAC, lighting, and other systems to maximize energy performance.

On-site Renewable Energy: Consider assessing the project for non-polluting and renewable energy potential including solar, wind, geothermal, low-impact hydro, biomass, and bio-gas strategies. When applying these strategies, take advantage of net metering with the local utility.

Green Power: Encourage the development and use of grid-source, renewable energy technologies on a net zero pollution basis.

Storage and Collection of Recyclables: Consider coordinating the size and functionality of the recycling areas with the anticipated collection services for glass, plastic, office paper, newspaper, cardboard, and organic wastes to maximize the effectiveness of the dedicated areas. Consider employing cardboard balers, aluminum can crushers, recycling chutes, and collection bins at individual workstations to further enhance the recycling program.

Sculptural Winds Turbines
Provide Renewable Energy



Solar Panel incorporated
With Façade Maximize Efficiency

Architectural Regulations

SUSTAINABLE DESIGN STANDARDS

Construction Waste Management: Establish goals for diversion from disposal in landfills and incinerators and adopt a construction waste management plan to achieve these goals. Consider recycling cardboard, metal, brick, acoustical tile, concrete, plastic, clean wood, glass, gypsum wallboard, carpet, and insulation.
Material Reuse: Identify opportunities to incorporate 5% of salvaged materials into building design and research potential material suppliers. Consider salvaged materials such as beams and posts, flooring, paneling, doors and frames, cabinetry and furniture, brick and decorative items.

Recycled Content: 20% (post-consumer + ½ pre-consumer): Consider using materials with recycled content such that the sum of post-consumer recycled content plus one-half of the pre-consumer content constitutes 20% (based on cost) of the total value of the materials in the project.

Regional Materials: Consider using materials or products that have been extracted, harvested or recovered, as well as manufactured, within 500 miles of the project site for a minimum of 10% of the total materials value.

Rapidly Renewable Materials: Consider using rapidly renewable materials (made from plants that are typically harvested within a ten-year cycle or shorter) such as bamboo, wool, cotton insulation, agrifiber, linoleum, wheatboard, strawboard, and cork.

Low-emitting Materials: Consider specifying low-VOC materials for adhesives, flooring adhesives, fire-stopping sealants, caulking, duct sealants, plumbing adhesives, and cove base adhesives.

Controllability of Lighting Systems: Consider providing a high level of lighting system control by individual occupants or by specific groups in multi-occupant spaces to promote the productivity, comfort, and well-being of building occupants.

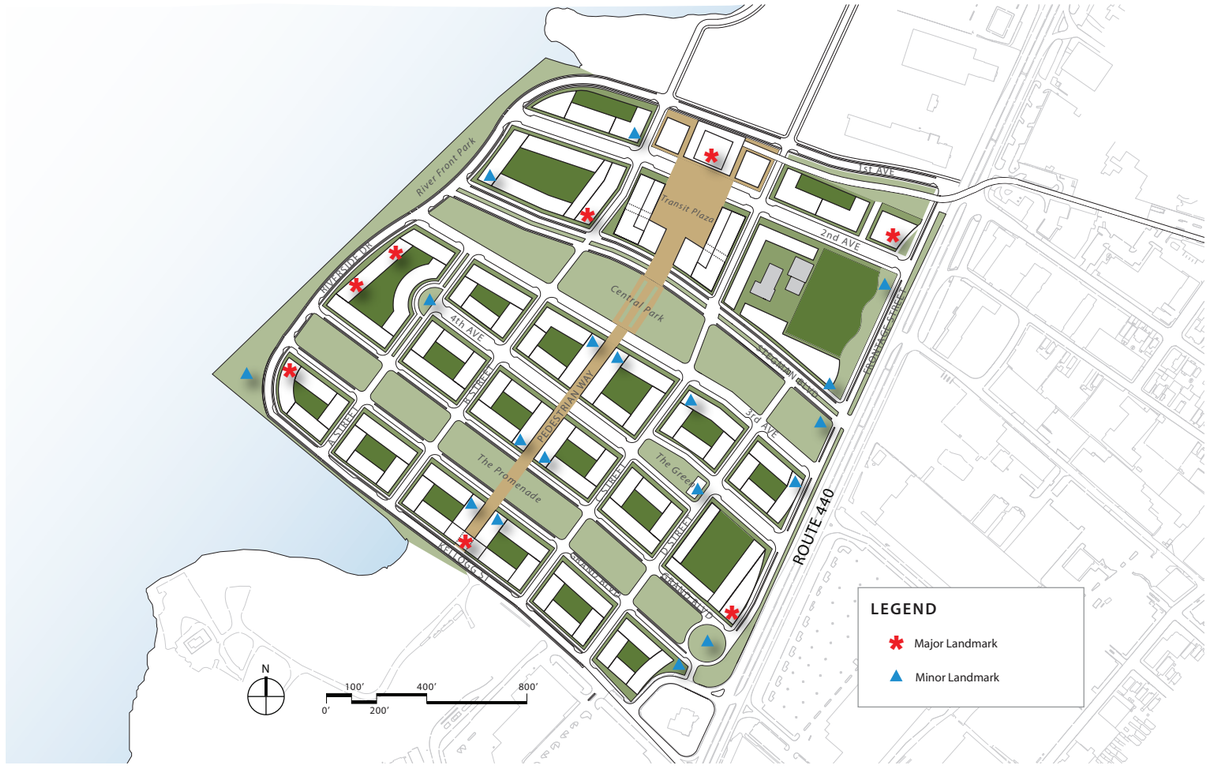
SECTION 6 LANDSCAPE PLAN

Introduction

The Landscape Plan for the Redevelopment Area is unique in form and composition. Large linear parks that lead to a Riverfront Walkway serve as the centerpiece of an extensive network of streetscape, landscaped semi-public edges, and green roofs. This will be one of the greenest new neighborhoods in Jersey City that will use environmentally friendly materials, native planting material, and limit the coverage of impervious surfaces.

Landscaping and streetscape greatly affect the quality of a place. The purpose and intent of this section is to provide landscape development and buffering requirements in order to maintain and protect property values, enhance the appearance of the development, protect the aesthetic assets of the community, reduce erosion and stormwater run off, reduce the urban heat island effect, and provide screening where necessary. The landscape requirements of this section are minimum standards; additional landscaping is encouraged.

General Requirements



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

All Landscape Plans shall be subject to approval by the Planning Board. The Planning Board may forward the Plan to the City Engineer for review and comment. The Plan shall conform to the following requirements and guidelines:

A detailed Landscape Plan in accordance with the unified Streetscape Plan shall be prepared by a certified landscape architect for all Site Plan proposals. The landscape plan shall include the highest quality materials and,at minimum, specify type and color of pavers and other hardscape materials, type and quality of decorative lighting fixtures, specific color and material of decorative site furnishings, as well as locations and quantities of each. The landscape plan shall also include species, sizes, and planting plans for all vegetation. Native plants should be used before other alternatives. A list of examples is provided at the end of this section.

Within an overall Landscape Plan, a Streetscape Plan shall be required. The Streetscape Plan shall be submitted to the Jersey City Planning Board for its review and approval in conjunction with the project Site Plan application and implemented contemporaneously 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, tree pit treatments, trash receptacles, benches, bicycle racks, lighting, planters and planting pots. This Streetscape Plan must provide a distinctive plan or design for each neighborhood within the redevelopment area. All streetscape and semipublic edge landscaping must be completed before certificate of occupancy can be granted.

All landscape materials must have a one year maintenance guarantee. If any planting material dies within one year of planting, they must be replaced during the following planting season according to the planting guidelines called for in this Plan. All parks, greens, plazas, and pedestrian ways must be dedicated in perpetuity as their defined use and shall be maintained by an entity other than the City of Jersey City.

A continuous Riverwalk is required along the perimeter of the Redevelopment Area adjoining Newark Bay or the Hackensack River. This walkway must provide a multi-use path that is easily accessible to bicycles and pedestrians. The Riverwalk shall be designed in conformance with the requirements of the State of New Jersey Department of Environmental Protection and complement the overall landscape design.

Two large linear parks, referred to as Central Park and The Promenade, will connect to the Riverwalk and Riverfront Park. These new public areas will be significant additions to the amount of green space on the west side of Jersey City. A smaller public park space, referred to as The Green, will provide a more intimate neighborhood park for the Area. These open spaces shall be designed to become a focal point of the community and be accessible to residents within and adjacent to the Redevelopment Area, as well as from the waterfront walkway. A large public plaza will connect to a Pedestrian Way that will run perpendicular to the linear parks, linking a new transit stop to existing adjacent development.

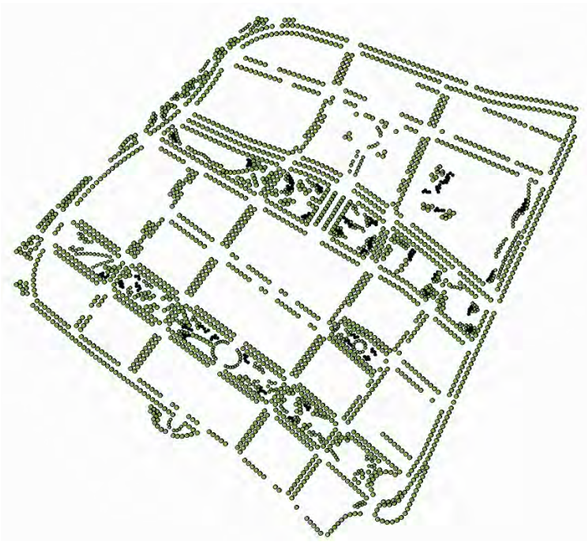
Public spaces should accommodate a variety of activities for both individuals and large groups. Within these spaces a balance of shaded and open sun seating shall be provided. Sun exposure upon the plazas and courtyards must also be considered to ensure the comfort of users. Views to, within, and beyond these spaces must be addressed during their final planning and designed to aesthetically enhance and benefit the plazas as well as the surrounding areas. Landmarks should be appropriately lit. The landmark plan illustrates the suggested locations of these landmarks.

An overall landscape concept plan with paths and plaza space is shown in Exhibit 119.

Exhibit 119
ILLUSTRATIVE LANDSCAPE PLAN

The Illustrative Landscape Plan for the redevelopment area includes two large linear parks, a riverwalk, a neighborhood square, a large transit plaza, gateway treatments, and an extensive streetscape network. Park space is required on development blocks P1-P10 as identified in the Block Identification Plan (Exhibit 8). Land from the outside curb of Riverside Drive to the water is required to be a riverfront park which must include a continuous multi-use path that is a minimum of 10 feet in width. Appropriate area for recreation must be provided based on the city regulations.

This Landscape Plan illustrates the parks and street trees as well as the green roofs over the parking structures. The illustration below displays the continuous network of trees.



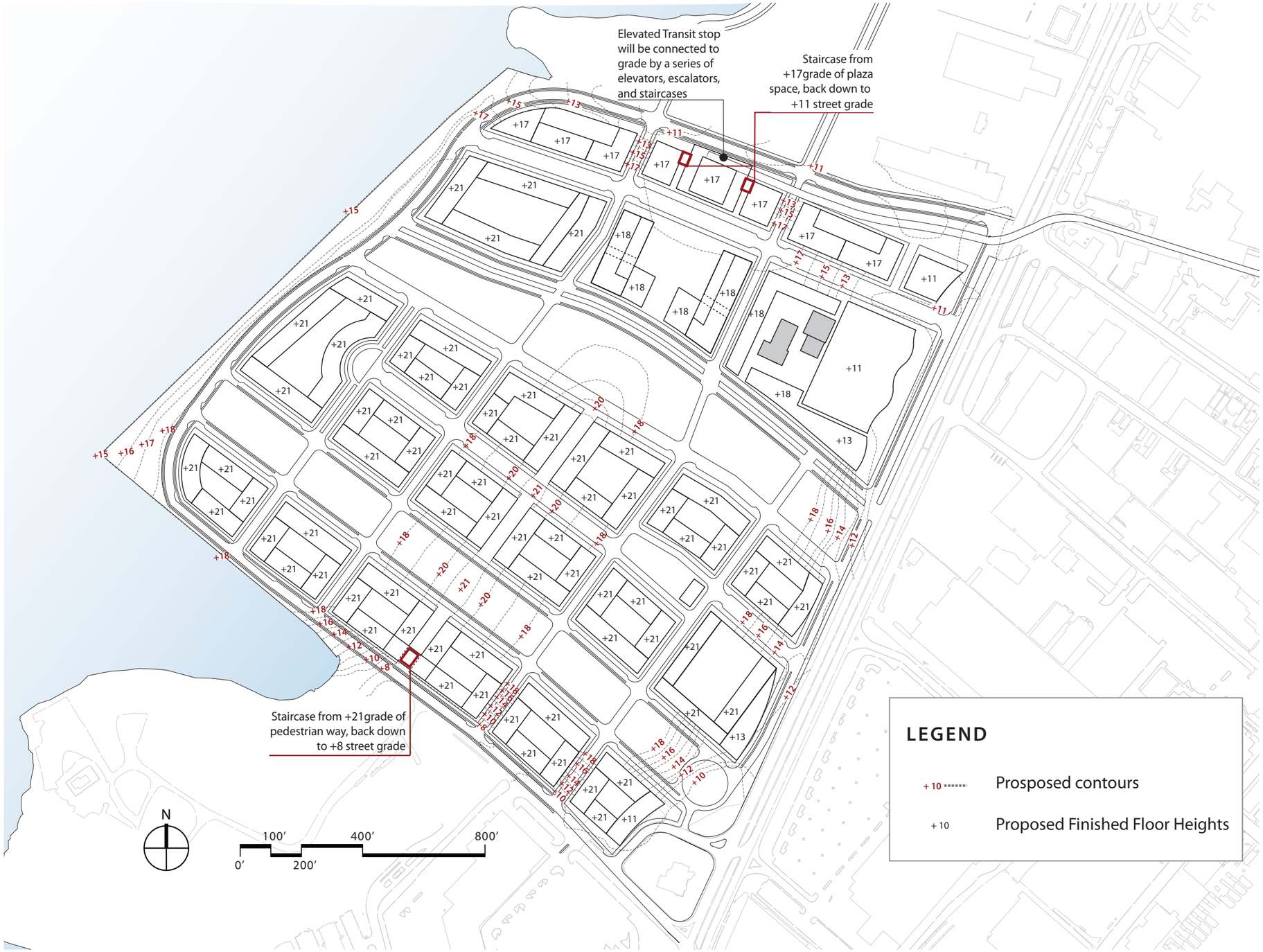


Exhibit 120
GRADING PLAN

The Grading Plan specifies both the finished floor level (same as sea level) for each building and the level of the adjacent ground, sidewalk or street level. This map indicates the general grades within one foot and not the specific micro grading of the street surface, curbs, sidewalks, or the semi-public edges. The site shall be graded with the high points along the pedestrian way sloping away towards the Hackensack River and Route 440. The Grading Plan is mandatory.

The site further slopes down from the Riverwalk to the bulkhead. A new bulkhead along the water edges must be constructed subject to Redeveloper's ability to obtain all required Army Corps of Engineers and NJDEP permits. Grading heights are indicated with a '+' followed by a number.

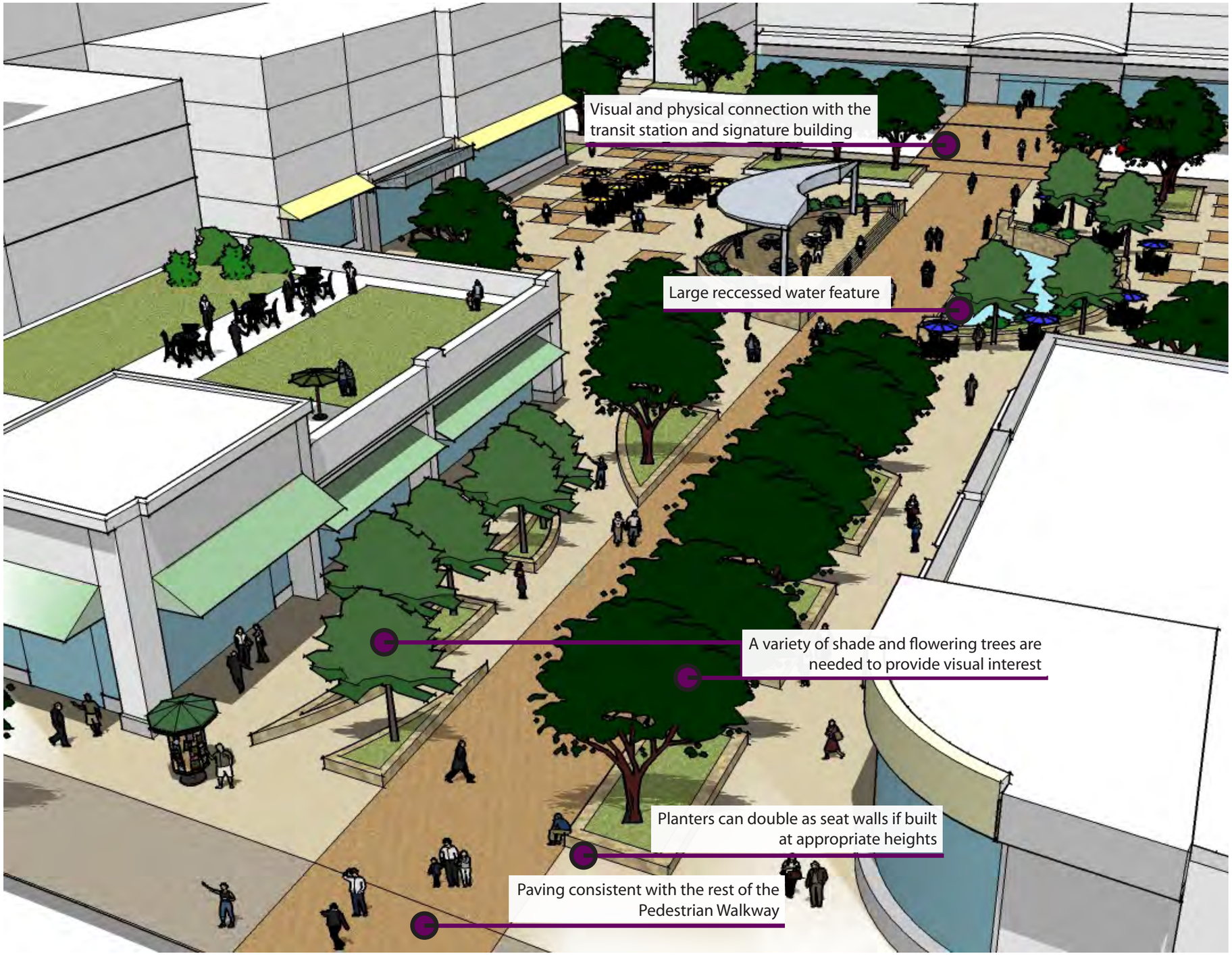


Exhibit 121
TRANSIT PLAZA

A large public plaza space must be incorporated on Block 5 facing the transit center. This space must provide a variety of seating (tables and chairs, seating walls, steps). There must be a balance of shaded and open sun space. The paving material in center of the plaza space must be continuous with the Pedestrian Way material as to provide an uninterrupted pedestrian connection across the site. A signature water feature must be incorporated into the Transit Plaza.

Exhibit 122
RIVERFRONT PARK

The Riverfront Park must include a continuous multi-use path along the entire waterfront of the site that must be at least 10 feet wide. The multi-use path must connect to adjacent properties and pathways. An access point to the waterfront walkway should be provided at the termination of the Pedestrian Way. Access points to the Riverfront walkway should be provided at all intersections along Riverside Drive in order to reduce mid-block pedestrian crossings.

Exhibit 123
CENTRAL PARK

Central Park, (Blocks P1, P2, P3, P4) must be dedicated to park, open space, and recreational uses. P2 must allow for the continuation of the Pedestrian Way connecting the Transit Plaza with the southern portion of the site. All blocks shall be appropriately landscaped and provide adequate pathways that connect points of interest. There should be opportunities for both active and passive recreation. Exhibit 123 highlights these blocks and illustrates potential layout.

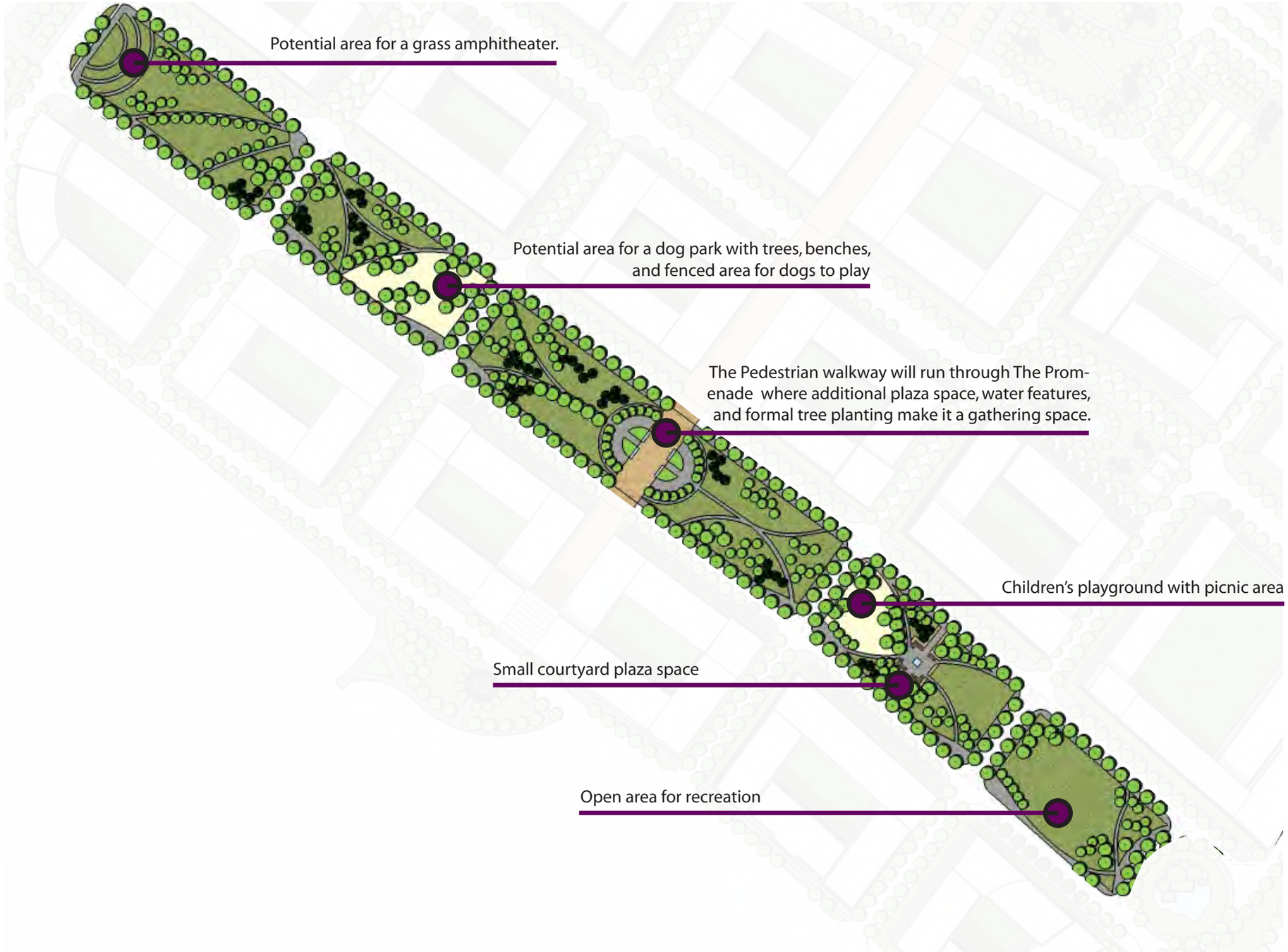


Exhibit 124
THE PROMENADE

The Promenade, (Blocks P6, P7, P8, P9, P10) must be dedicated to park, open space and recreational uses. This linear park in the southern portion of the site must allow for the continuation of the Pedestrian Way through P8 as shown in Exhibit 124. The Promenade must include areas for both passive and active recreation. All Promenade Blocks should be appropriately landscaped to provide a variety of shaded and open sun areas. An illustration of potential layout for this park space is shown in Exhibit 124. Two fountains are required along the Promenade. One must be at the intersection of the Pedestrian Way and the Promenade.

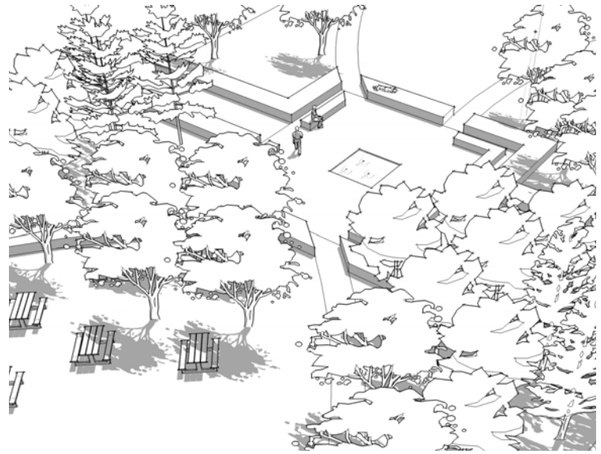


Exhibit 125
THE GREEN

The Green, (Block P5) must be dedicated as a neighborhood green space. This block must be developed as an interesting green area with a variety of seating and intimate plaza space. This space is meant to serve as small scale neighborhood park. Exhibit 125 provides the opportunity for a small civic/religious building on the eastern edge of the Block.

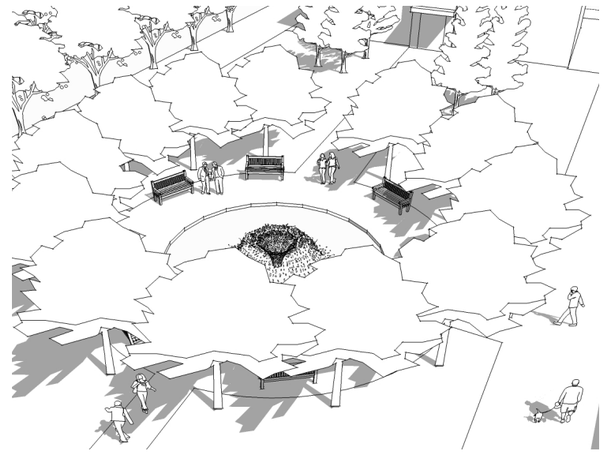
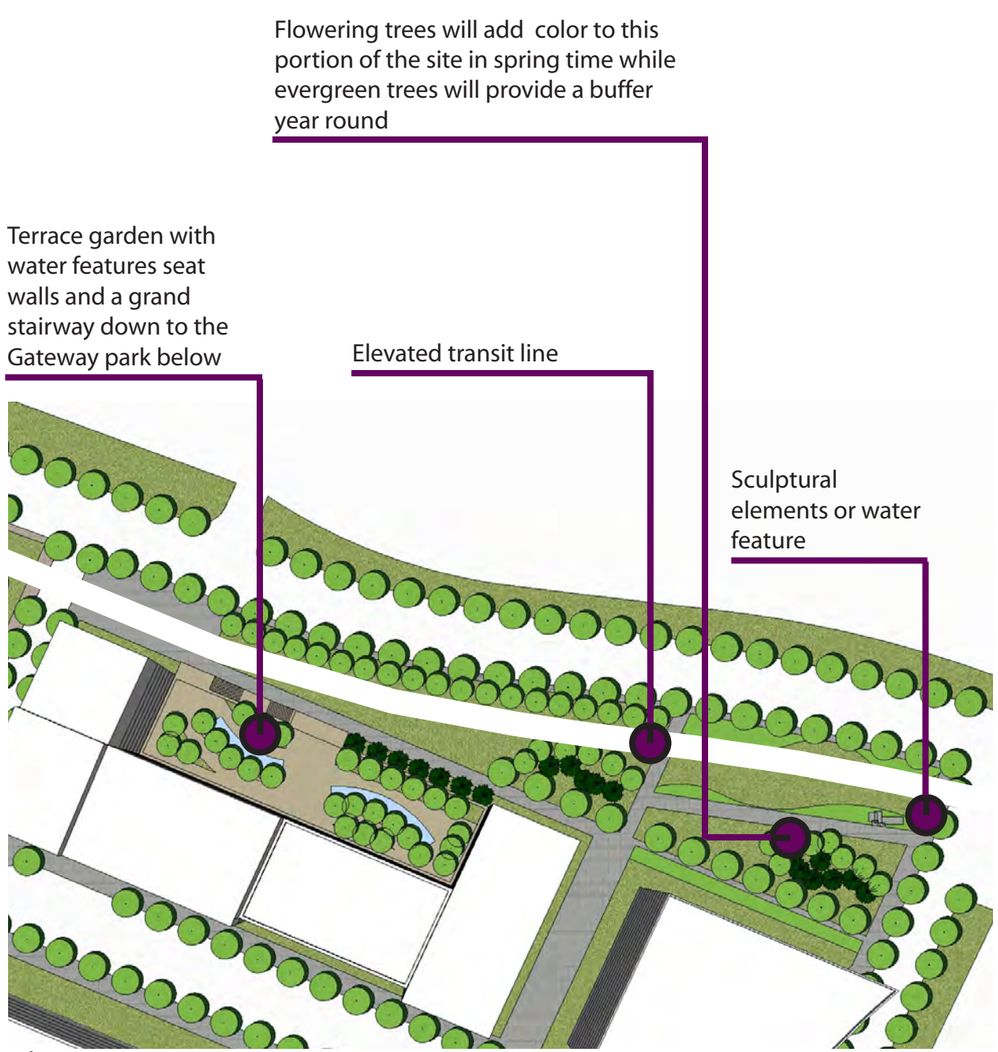


Exhibit 126
GATEWAYS

Main entranceways to the site must have identifiable design elements. They shall have landscape details including unique vegetation, sculpture, and/or water features. Details should be highly visible from Route 440.



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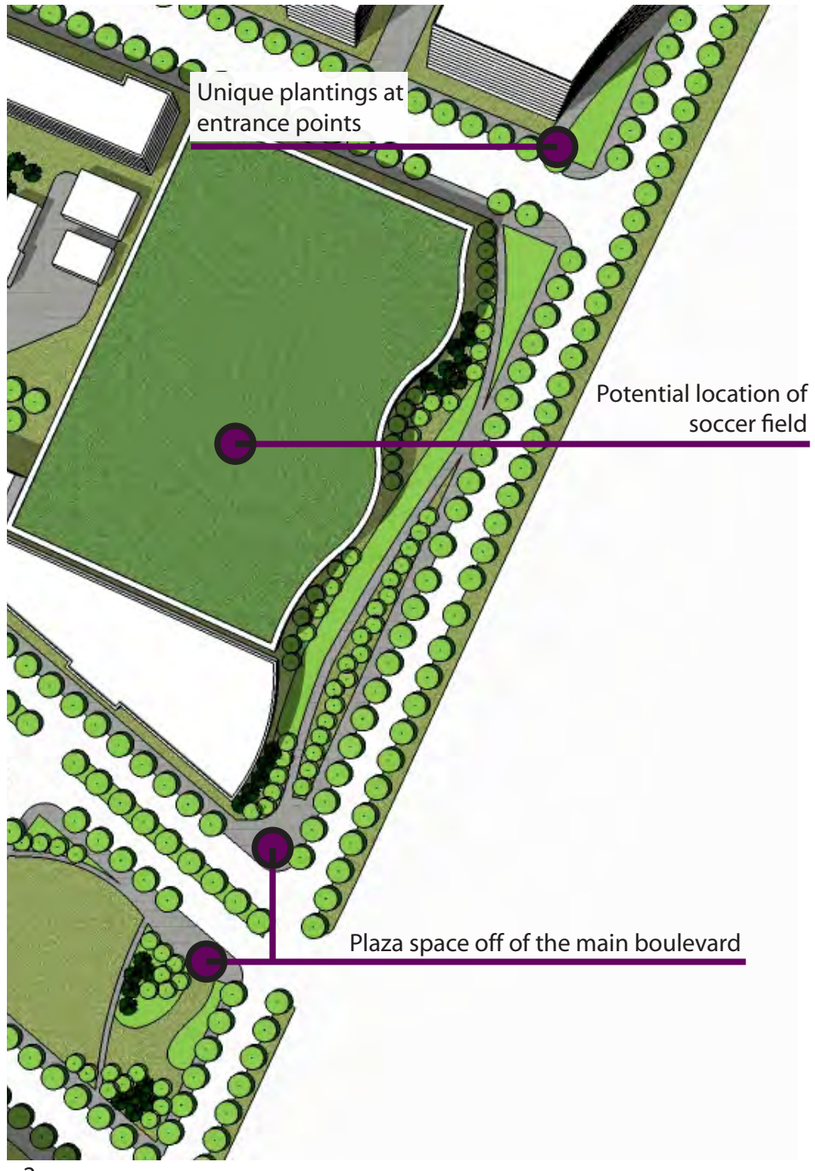

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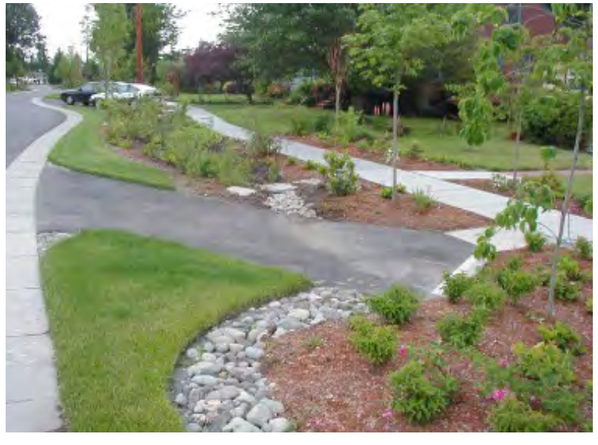
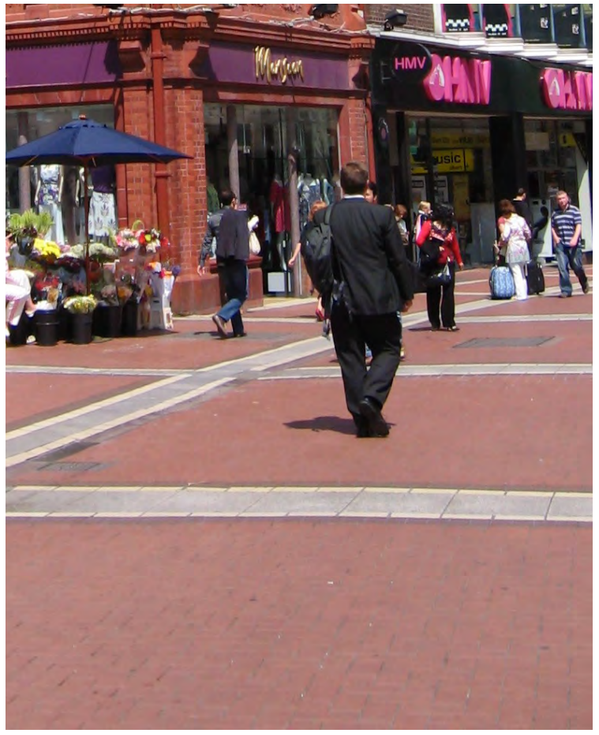


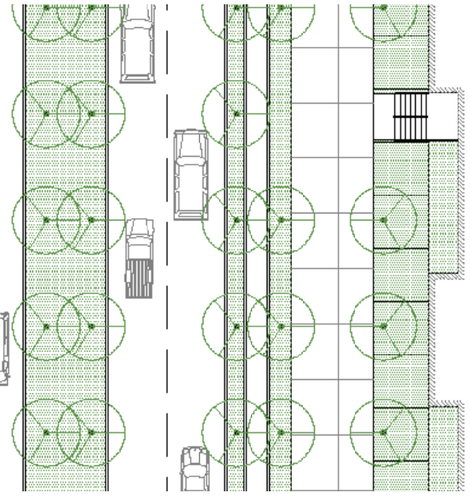


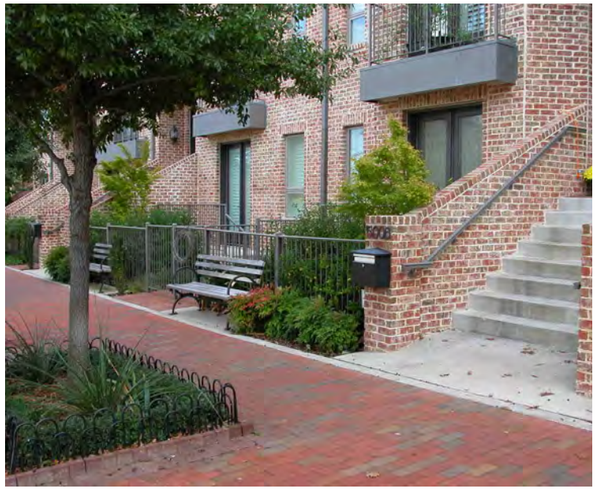
Streetscape Requirements

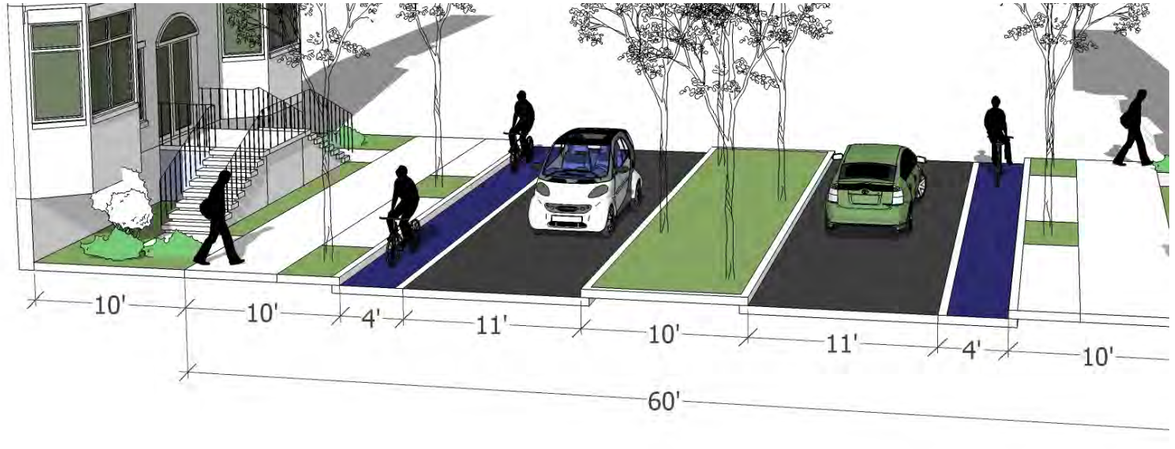
Hardscape Requirements

A. Barrier free access to all pedestrian spaces is required.
B. Vehicular travel lanes shall be constructed of asphalt. Bicycle lanes shall be colored asphalt or concrete. Textured pavement such as brick, cobblestone or pavers, or stamped concrete shall be used on all crosswalks at to act as traffic-calming device.
C. Textured material shall extend across 2nd Avenue at the Transit Plaza and across all streets that intersect with the Pedestrian Way to the width of the Pedestrian Way shown in Exhibit 121.
D. All curbing should be granite, or French grey colored poured brushed concrete. Asphalt curbing is expressly forbidden. Curbs shall be 6 inches in height from the final top height of the pavement.
E. Rain water management shall be integrated into the site design. Rain water should be captured and stored for site irrigation wherever possible.
F. Sidewalks shall be constructed of textured paving materials or scored concrete with brick edges and dividers. It is the recommendation of this plan that the sidewalks be unique, using textures and changes of material.
G. Crosswalks shall be of similar material and color as the paved sidewalks and be in conformance with the street typology and pedestrian plan.
H. At a minimum, sidewalks shall be constructed in three foot scored blocks made of concrete with brick edges and dividers. The outer four to five (4 – 5) feet of sidewalks shall be constructed of bricks (or similar approved pavers) adjacent to and between the planting strip. Alternative paving materials shall include granite, bluestone, and approved gray concrete pavers. No more than three (3) paving materials or colors shall be used per block.
I. Utilities shall not be located within the planting strip.
J. Sidewalk areas shall be continuous across any driveway, including any decorative paving elements.
K. Access to any driveway, garage, parking alley or common parking area shall be via a dropped curb and sloped apron. Said access shall not be provided by the use of radius curbing and an extension of the street pavement.
L. Driveway widths and curb cuts shall be kept to the minimum width and number necessary. Shared curb cuts and driveways are encouraged.
M. Transitional spaces; arcades, pergolas, and trellises are encouraged as structures that transition between indoor and outdoor space.

Streetscape Requirements







Planting Requirements

A. All trees shall be a minimum of 3.5 inches in caliper measured at 6 inches from ground level and have a minimum branch height of 6 feet at time of planting.
B. At minimum, street trees shall be spaced every 20-25' on center along streets and park edges.
C. Trees shall be planted where specified in the Thoroughfare Standards.
D. In areas with a retail or mixed-use character, all street trees shall be planted within a planting well and should be surrounded with either dry-laid pavers or ground cover protected with decorative fencing no more than 1 foot in height. Tree pits shall be a minimum of 4-5 feet from curb to sidewalk and 6-8 feet in width.
E. In areas with a residential character, a minimum of a four foot wide planting strip should be installed between the curb and sidewalk. The planting strip should be planted with decorative ground cover that must be maintained to not exceed 18" in height in areas that are not covered with dry-laid pavers.
F. No planting well or strip shall be left exposed.
G. The use of decorative grates around trees is discouraged because they constrict the growth of the tree if not maintained properly and can lead to the death of the tree in later years.
H. Street tree planting should be strategically phased to ensure procurement of large quantities of uniform and consistently sized specimens of specifically selected species.
I. Trees should only be planted during appropriate spring and fall planting seasons to the highest arboricultural industry standards; appropriate root barriers shall be installed at the time of planting.
J. 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.
K. Native tree species with proven success in urban areas shall be thoroughly searched by a plant broker before consideration of alternate species. (Suggested native tree species can be found at the end of this section.)
L. All trees shall be monitored and treated annually by the developer for potential disease or decline in physical condition.
M. Street trees shall not be planted within the clear vision triangle of each intersection according to City regulation.

Soil Handling and Soil Compaction

A. Continuous 4-foot deep (minimum) trenches of high quality topsoil for planting of street trees along streets to widths as specified between municipal curb and sidewalk should be provided in lieu of individual tree pits.
B. All areas to be landscaped should receive topsoil that is friable, fertile, natural loam, free of subsoil, stones, roots, noxious plants and extraneous matter to a depth of 4 feet from finished grade as a subsoil cap and new planting root growth zone.
C. 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.
D. Where heavy pedestrian circulation is expected, a concrete slab covered with decorative paving that bridges over the continuous planting trench is required to provide a suitable pedestrian surface while preventing soil compaction in the tree trench.

Streetscape Requirements

Street Furniture Requirements

A. All street furniture shall be of a consistent and uniform design vocabulary to establish visual continuity throughout the Area.
B. Trash receptacles, mailboxes, bicycle racks, and other pedestrian obstructions shall be located at the outer edge of the sidewalk. Exceptions include: Vending racks and sidewalk dining may encroach on the majority of the sidewalk providing that a clear aisle of five feet is maintained.
C. Retail uses on corners should not hinder pedestrian flow.
D. Outdoor corner cafes and eating areas should be edged with planters, low fences, or other decorative features to designate the café area from the pedestrian circulation along the sidewalk. A minimum of a five foot barrier-free pedestrian area must be provided between the edge of the curb and the edge of the café area except along the Pedestrian Way where a 10 foot clear pedestrian passage is required.
E. Bicycle racks or other suitable means of securing bicycles shall be provided and incorporated into the streetscape/ street furniture design.

Lighting Requirements

A. Street lighting shall be placed at the outer edge of all sidewalks.
B. All street lighting must be dark sky compliant. The control of light pollution to surrounding areas shall be in accordance with the lighting requirements of the Jersey City Zoning Plan, Jersey City Ordinances, or Land Development Regulations.
C. A unified standard for street lighting within the area must be used.
D. Light spacing and type shall be designated by street type.
E. Boulevards and major access points shall have single or double armed posts 16-24 feet in height with tear drop lamps spaced 40-60 feet on center depending on wattage.
F. All other streets shall have pole mounted lamps that are 12-14 feet in height spaced 30-40 feet on center.
G. Metal Halide (or comparable light quality) lamps are suggested because of their efficiency and light quality.
H. Mercury Vapor and high pressure sodium lighting shall not be allowed.
I. All retail display windows must be appropriately lit at night until 10pm, except on weekends and special events. Private window lighting can also contribute to the lighting levels of the sidewalk.

Semi-Public Edge Requirements

Hardscape Requirements

A. No more than 60 percent of the semi public edge (the area between the sidewalk and the building edge) along residential frontages may be paved. Permeable pavement is encouraged within the semi public edge.
B. No asphalt paving or wood decking is allowed within the semi public edge. Any paved area including walkways, courtyards, etc. shall have equal or greater detail than the adjacent sidewalk.
C. Fencing along all street frontages shall not exceed three feet in height.
D. Only decorative style fences, such as tubular steel or wrought iron type fences, are permitted along street frontages and along semi-public edges. The design of the fencing shall complement the architectural style of the building.

Planting Requirements

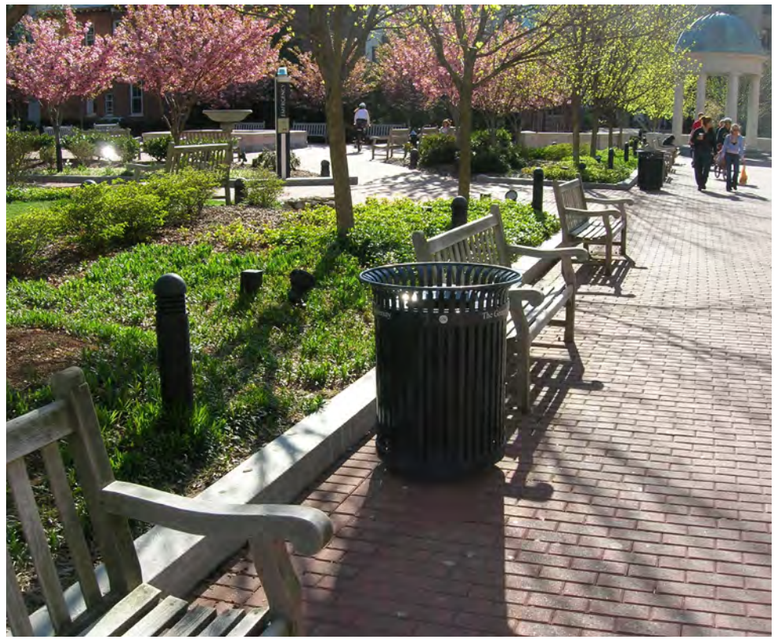
A. Planting materials should provide visual relief on long facades and provide buffering on a year round basis.
B. No area within the semi-public edge shall be left exposed.
C. Shrubs within the semi-public edge should be maintained to not exceed 3 feet except where a taller buffer or visual screen is appropriate. Shrubs shall not block first floor windows.
D. The use of native shrubs and grasses is encouraged within the semi public edge; a list of examples can be found at the end of this section.
E. Shade trees, flowering trees, and evergreens must be kept properly pruned.

Lighting Requirements

A. All lighting within the semi-public edge shall be dark sky compliant.
B. The use of energy efficient lighting is encouraged.

Soil Handling and Compaction

A. All areas to be landscaped should receive topsoil that is friable, fertile, natural loam, free of subsoil, stones, roots, noxious plants and extraneous matter to a depth of 4 feet from finished grade as a subsoil cap and new planting root growth zone.
B. Soil must be loosely compacted and protected from heavy compaction by equipment and stockpiling of materials by barriers during construction.



Plazas and Open Space Requirements

Hardscape Requirements

A. Plaza spaces shall be paved with a combination of concrete, brick, pavers, or bluestone. Asphalt is not allowed in plaza spaces or in the pedestrian way.
B. Pathways within the main park areas are encouraged to be constructed of recycled materials and should be no narrower than five feet in width.
C. All plaza spaces should have attractive drainage solutions that utilize clean runoff for irrigation.
D. The Landscape Plan shall incorporate structures such as pergolas and awnings to provide shade for visitors.

Planting Requirements

A. All open space areas in plazas and courtyards 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.
B. The landscape plan shall consider sun exposure and provide adequate protection through year round vegetation.
C. All landscaped areas must be well maintained, cleared, clipped and pruned to provide a positive healthy visual character.
D. Trees should only be planted during appropriate spring and fall planting seasons to the highest arboricultural industry standards; appropriate root barriers shall be installed at the time of planting.
E. 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.
F. Native tree species with proven success in urban areas shall be thoroughly searched by a plant broker before consideration of alternate species. (Suggested native tree species can be found at the end of this section.)
G. All trees shall be monitored and treated annually for potential disease of decline in physical condition.

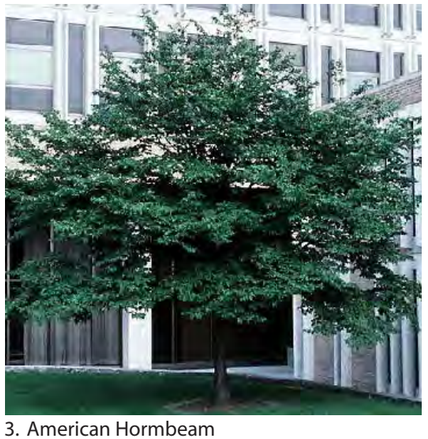
Lighting Requirements

A. Unique overhead lighting should be incorporated in the Pedestrian Way. An example can be seen to the left.
B. The Pedestrian Way and Plaza Space should be lit with energy efficient lights that are dark sky compliant.
C. Low level lighting should be incorporated into plaza spaces that provides visual interest and addresses safety concerns at night.

Suggested Plant List


1. Green Ash


2. River Birch


3. American Hormbeam


4. Red Maple


5. Hackberry


6. Serviceberry


7. Eastern Red Bud


8. Flowering Dogwood

Suggested Plant List

A. All plants shall be drought tolerant in order to reduce the need for irrigation.
B. All boulevard street tree plantings shall have surface watering/fertilizing access pipes and subsurface drainage outlets.
C. All sodded areas, planting beds, and street tree planting strips shall have in ground irrigation systems.
D. 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.
E. Site grading and permeable surfaces shall promote maximum return of clean rainwater within parkland and green spaces, with flat areas graded to a 2% minimum.
F. Plant trees only during appropriate Spring and Fall planting seasons to the highest arboricultural industry standards.
G. All trees shall be monitored and treated annually by the developer for potential disease or decline in physical condition.
H. Green Ash, American Hormbeam, Red Maple, and Hackberry have been suggested as street trees because they are native species that have been proven to be tolerant of urban environments.
I. River Birch, Serviceberry, Eastern Redbud, and Flowering Dogwood have been suggested as small trees for park space, plazas, and semi public edges. These trees are native species with multiple season interest.
J. Native species shall be used before other alternatives.
K. No trees with tap roots shall be permitted anywhere on the site.

Suggested Plant List: ***Shade and Flowering Trees (see pictures on left)***

1. Fraxinus pennsylvanica, Green Ash
2. Betula nigra, River Birch
3. Carpinus caroliniana, American Hornbeam
4. Acer rubrum, Red Maple
5. Celtis occidentalis, Hackberry
6. Amelanchier Canadensis, Serviceberry
7. Cercis canadensis, Eastern Red Bud
8. Cornus florida, Flowering Dogwood

Suggested Plant List
CONTINUED

L. Suggested shrubs and grasses should be used in conjunction with other native, non invasive, vegetation.
M. Areas of open space should be set aside to allow for native grasses and flowers grow with annual mowing. Regular edge maintenance of these areas is needed to keep parks tidy. A well kept 6 foot grass strip surrounding these spaces is suggested.


9. Cranberry Bush


10. Maple Leaf Viburnum


11. Possumhaw Viburnum


12. Black Haw


13. American Holly


14. Blue Joint Grass


15. Little Blue Stem Grass


16. Switch Grass


17. Steeplebush

Suggested Plant List: ***Shrubs and Grasses***
(see pictures on left)

9. Viburnum trilobum, Cranberry Bush
10. Viburnum acerifolium, Maple Leaf Viburnum
11. Viburnum nudem, Possumhaw Viburnmum
12. Viburnum prunifolium, Black Haw
13. Illex opaca, American Holly
14. Calamagrostis canadensis, Blue Joint Grass
15. Schizachyrium scoparium, Little Blue Stem Grass
16.. Panicum virgatum, Switch Grass
17. Spiraea tomentosa, Steeplebush
18. Gaultheria procumbens, Wintergreen
19. Illex verticillata, Winter Berry
20. Aronia melanocarpa, Black Chokeberry


18. Wintergreen


19. Winter Berry


19. Winter Berry (Winter)


20. Black Chokeberry Flower


20. Black Chokeberry (Fall)

SECTION 7 PARKING & UTILITIES PLAN

PARKING

GENERAL PARKING REQUIREMENTS

For the purpose of thorough communication, redundancies may exist in the text. If there are any conflicts between these General Parking Requirements and information contained elsewhere in this section, these General Parking Requirements will take precedence.

Areas designated for parking are shown on Exhibits 128, 129, 130, 131, and 132. The Exhibits illustrate five types of parking:

A. Parking under building recessed into the ground 6 to 10 feet (see Exhibit 129).
B. Dependent on building type (See General Building Regulations), any embedded parking shall be located on the second through eighth floor in the center of a typical block (see Exhibit 134). The parking is surrounded by a liner building using a single loaded corridor. Above the parking levels, the residential returns to double loaded over the roof of the parking structure.
C. Free standing parking structure must have decorative façade where exposed to public view.
D. Parking can be exposed on upper floors above offices or retail on the ground floor provided that the building façade for the parking is designed in the same form as the building above.
E. On-street metered parking. There are over 600 on-street parking spaces that are not assigned to any building use. They will be used for guest parking, additional retail, and recreational uses.
F. For residential uses, the parking surface shall be elevated a minimum of one foot above the flood plain.
G. In the event of sloped site conditions (see Grading Plan Exhibit 120), the one façade of the basement parking can be fully exposed at the lowest elevation of the site.
H. Embedded parking levels must have a minimum height clearance of 8 feet from the finished floor to accommodate typical vehicles. The first level of embedded parking must have a minimum height clearance of 11 feet to accommodate service vehicles.

The amount and design of parking shall be in accordance with the following maximum requirements:

A. Office: Two (2) spaces for each 1,000 square feet of gross floor area.
B. Retail: Three (3) spaces for each 1,000 square feet of gross floor area.
C. Residential: One and two-tenths (1.2) spaces per unit.
D. Restaurants: One (1) space for every four seats.
E. Hotel: Seventy-five hundredths (0.75) per room

Parking requirements may be suspended for select retail uses of 1,000 square feet or less, outdoor restaurant seating, and neighborhood daycare, provided that access to a shared parking facility is available.

Shared parking may be utilized to fulfill the off-street parking requirements.

Parking spaces shall be a minimum of 8.5 by 18 feet (8 by 16 feet for compact cars) and aisles shall be between 22 and 24 feet wide. Curb cuts made for access to parking structures or under building parking shall be a maximum of 22 feet in width.

PARKING

SHARED PARKING REQUIREMENTS

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: 1) the applicant demonstrates to the Planning Board's satisfaction that demand for these shared parking spaces by each use, based on time of day, will not substantially overlap; 2) no more than 75 percent of the parking spaces counted towards any use are shared spaces. In the absence of extenuating circumstances, office and residential uses shall be deemed non-overlapping uses.

PARKING
ADDITIONAL PARKING REQUIREMENTS

The following additional parking standards shall be applied for the buildings:

A. Parking structures shall be a minimum of two bays wide (60 feet) wherever possible.
B. Parking structures shall have pedestrian entrances with direct access by elevator onto a sidewalk.
C. Entrances shall be located and designed as to minimize conflict with pedestrian flows. To the extent possible, parking entrances should be located such that they are accessible by a right turn from the street.
D. Parking Entrances (pedestrian) – If a parking structure has a public use beyond direct use by patrons of businesses or residential units, access shall be provided to sidewalks such that users may exit the parking facility without entering a building lobby unless a separate passageway is specifically designed for this purpose. Pedestrian entrance doors shall be of a complementary architectural style and color to that of the building.
E. Safety elements such as a warning device for pedestrian walkways near out-going car entries should be provided. Sufficient space for cars to stop before proceeding out onto the pedestrian realm should be considered.
F. Each ingress/egress should have a door that can be activated by remote for each resident vehicle.
G. Vehicular access into any parking facility shall be a minimum of 11 feet wide if one-way and a minimum of 22 feet wide if two-way. A minimum of one two-way vehicular entrance and exit shall be sufficient for up to 500 spaces in a parking structure with low turn-over.
H. All vertical circulation areas within a parking facility should be designed to allow easy and convenient egress. Vertical circulation elements must be lit in with energy efficient compact fluorescent lighting.
I. The interior walls of parking areas shall be painted white or light colors, with clear designations for each floor. Secure elevators and stairwells shall be well lit with compact fluorescent lighting.
J. Mechanical or robotic parking may be substituted for standard parking structures.
K. Each parking Area servicing each building shall be designed so as to accommodate easy access to elevators, garbage dumpsters, and recycling containers by tenants.
L. Unique parking layouts and tandem parking can occur only with an accompanying parking attendant.
M. Valet parking may be allowed with the approval of the Jersey City Planning Board, if it can be demonstrated that a safe means of operation can be provided.
N. Additional residential parking requests can be purchased or leased from one of the larger parking facilities elsewhere on the site, specifically the stand alone parking structure.
O. Parking requirements can be met using parking adjacent to any block within a five (5) minute walk provided that a long term contract for the use of such space is provided at the time of site plan approval.
P. In furtherance of the Plan and any necessary modifications to the Plan parking may be reconfigured upon review and approval by the Planning Board.
Q. Bicycle parking shall be provided through bicycle racks and bike lockers.
R. Bicycle parking shall be provided at all public plazas and parks.
S. At least two public bike racks shall be provided per block.
T. In an effort to develop and implement a "green" set of standards there must be enough bicycle parking for 5% of tenants for commercial buildings and 15% of residential buildings. These facilities must be covered and possibly within the building. In addition, each commercial or mixed-use building over 50,000 square feet or 200 employees shall provide showers and changing areas.

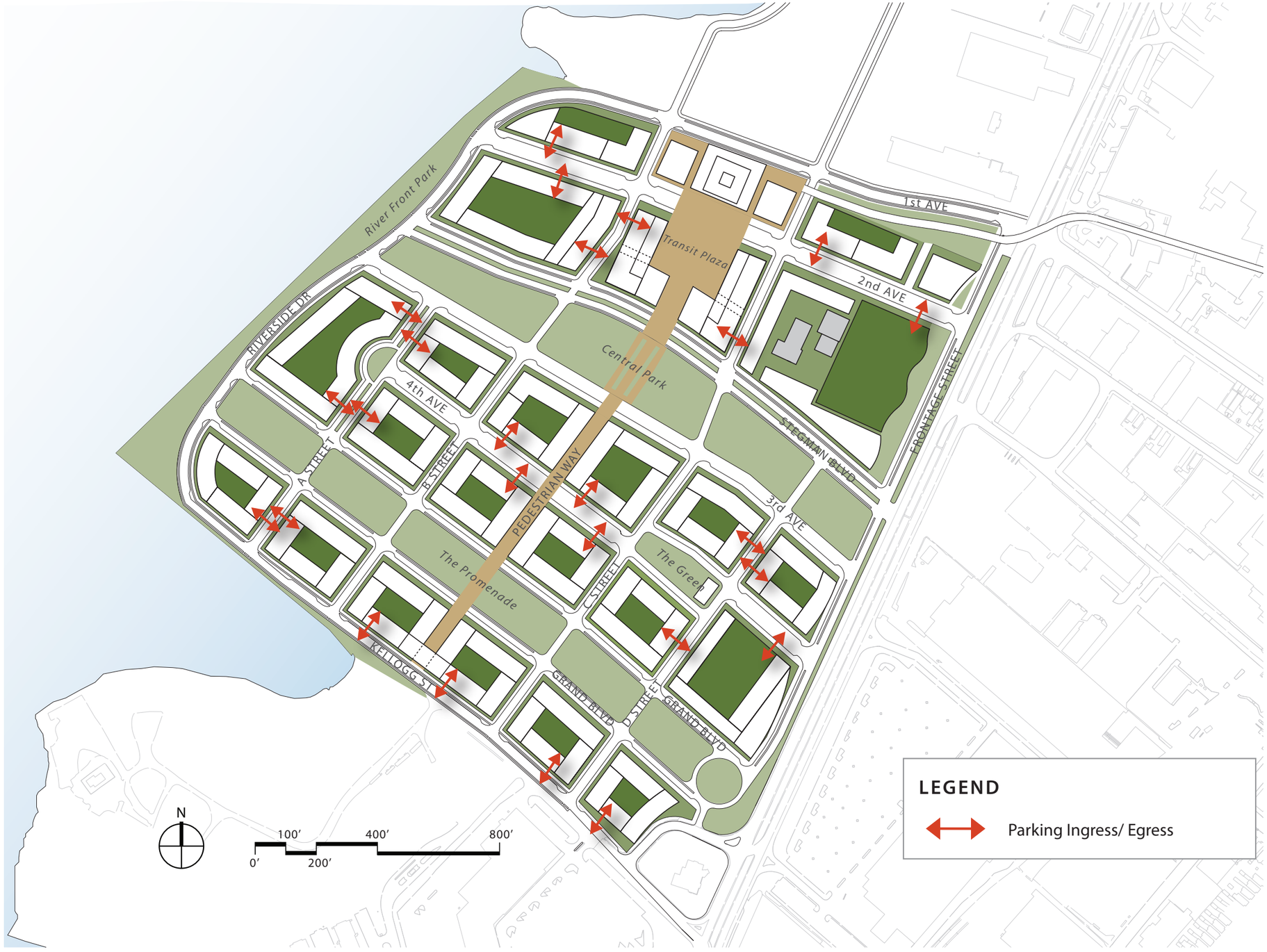


Exhibit 127
PARKING INGRESS/EGRESS PLAN

The Parking Ingress/Egress Plan makes recommendations as to parking ingress/egress locations for each block. Parking ingress/egress will ultimately be determined by the building layout and function. However, where possible, all parking ingress/egress will be located on "Streets" (A, B, C, D Streets), and not the "Avenues". This will ensure a clear point of entry and exit and place minimal effect on the east/west movements within the Area. Ingress and egress points should also be avoided on the bus circulator streets (B and C Streets). The Parking Regulating Plan will have recommended locations for internal circulation and should be considered for the placement of ingress/egress locations.

Ingress and egress driveways must be designed to create minimum interference with the vehicular flow on the thoroughfares as well as protecting the safety of the pedestrian. The entrances must be carefully designed and incorporated into the building wall in order to create a seamless pedestrian realm and streetscape.

An additional access point is provided on Second Avenue to provide access to the JCMUA pump station and grit chamber. In addition, an access point must be provided off of Stegman Boulevard for a possible police and fire department.

EXHIBIT 128
PARKING PLAN : STAND ALONE STRUCTURE

One stand alone parking structure is proposed for the area and should be located on Block 6. This structure is necessary to accommodate surrounding buildings, the Jersey City MUA parking needs, as well as additional demand from transit commuters and residents seeking additional parking spaces beyond those provided with their unit.

This structure can be up to 12 stories but should be designed with a decorative screen and/or facade that emulates an office building along all publicly exposed elevations. The ground floor must be a minimum of 12 feet high to accommodate MUA vehicles, which will have the rights to all parking on the first floor. The upper floors should be 9 to 10 feet. The green roof can be dedicated to recreation facilities.

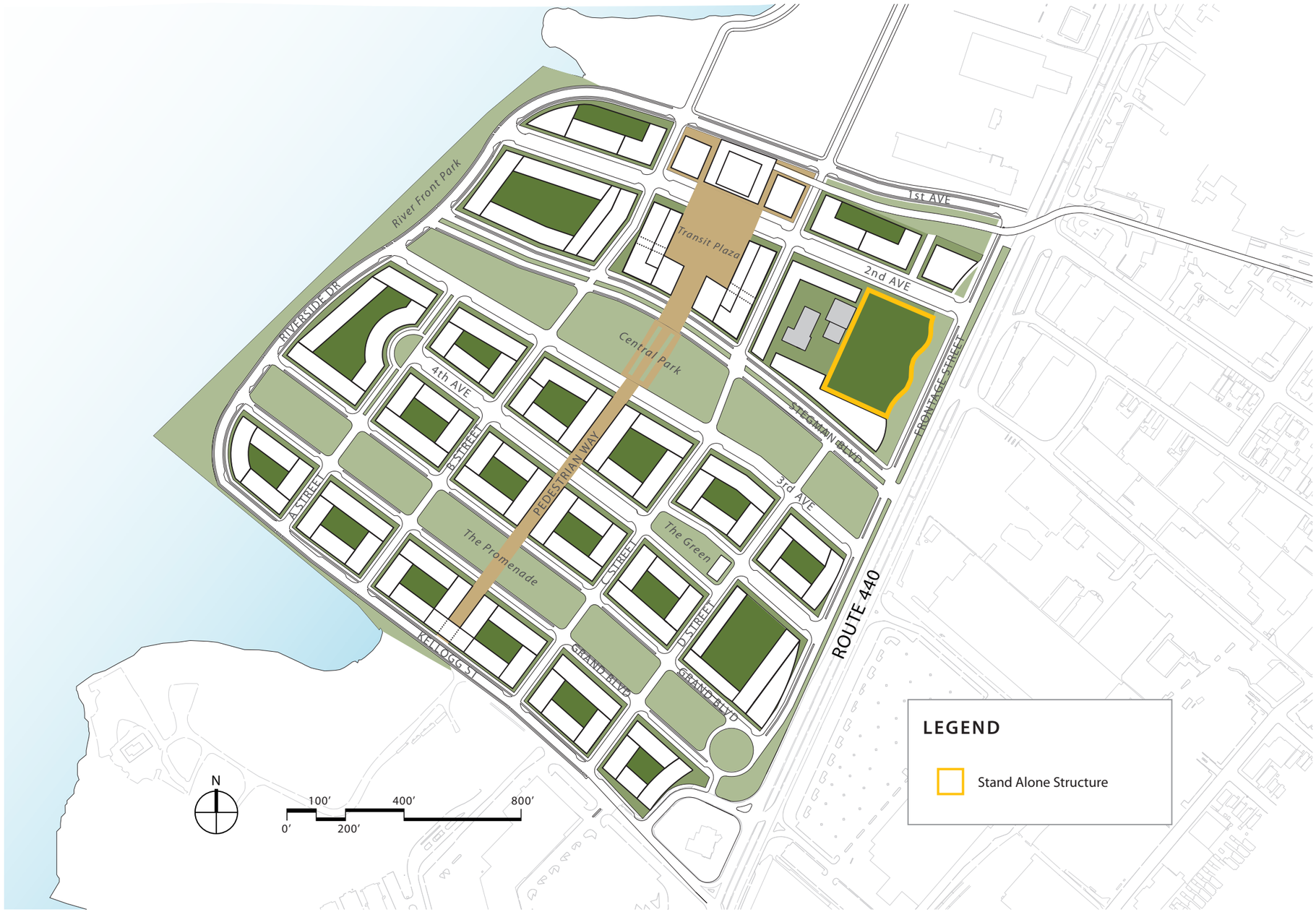


EXHIBIT 129
UNDER BUILDING PARKING LOTS

This map indicates those buildings where it is permitted for parking to be located under the ground floor of the building and/or block, provided that the lowest level is located one foot above the flood plain.

Recommended ingress/egress points for these structures are indicated in Exhibit 127.

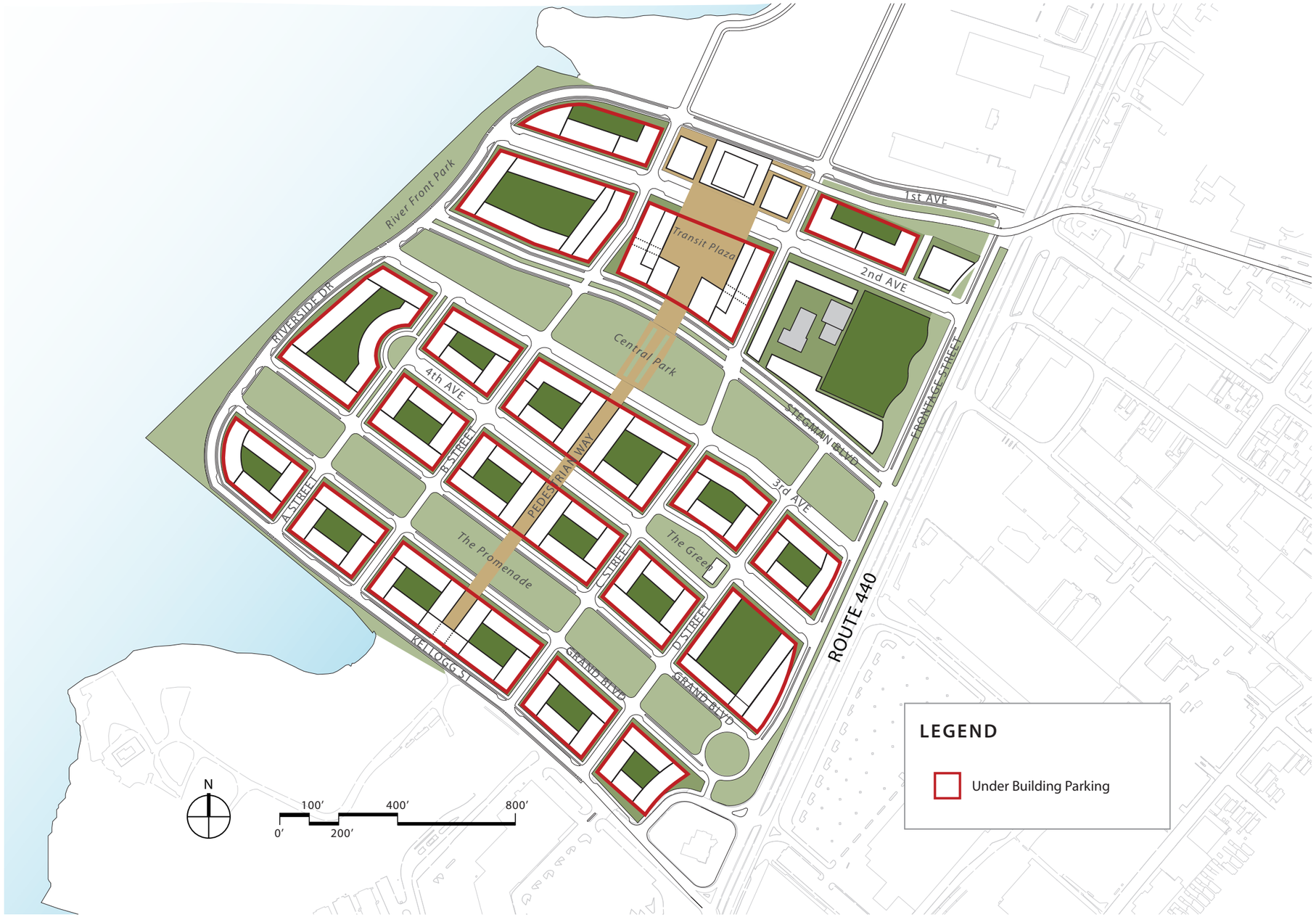


Exhibit 130
EXPOSED PARKING

This map illustrates where parking can be exposed at the second level and higher of a building. At these locations the façade of the building shall match the character and design of the adjacent facades.

See pages 196-198 for more standards on parking structures.

EXHIBIT 131
EMBEDDED PARKING LOTS

This exhibit indicates buildings where embedded parking is necessary in order to meet the parking requirements. Embedded parking necessitates that no portion of the parking is to be visible from the street. It is typically "lined" with a corridor serving either residential, office, or retail uses.

The roof of this type of parking shall have a "green roof".

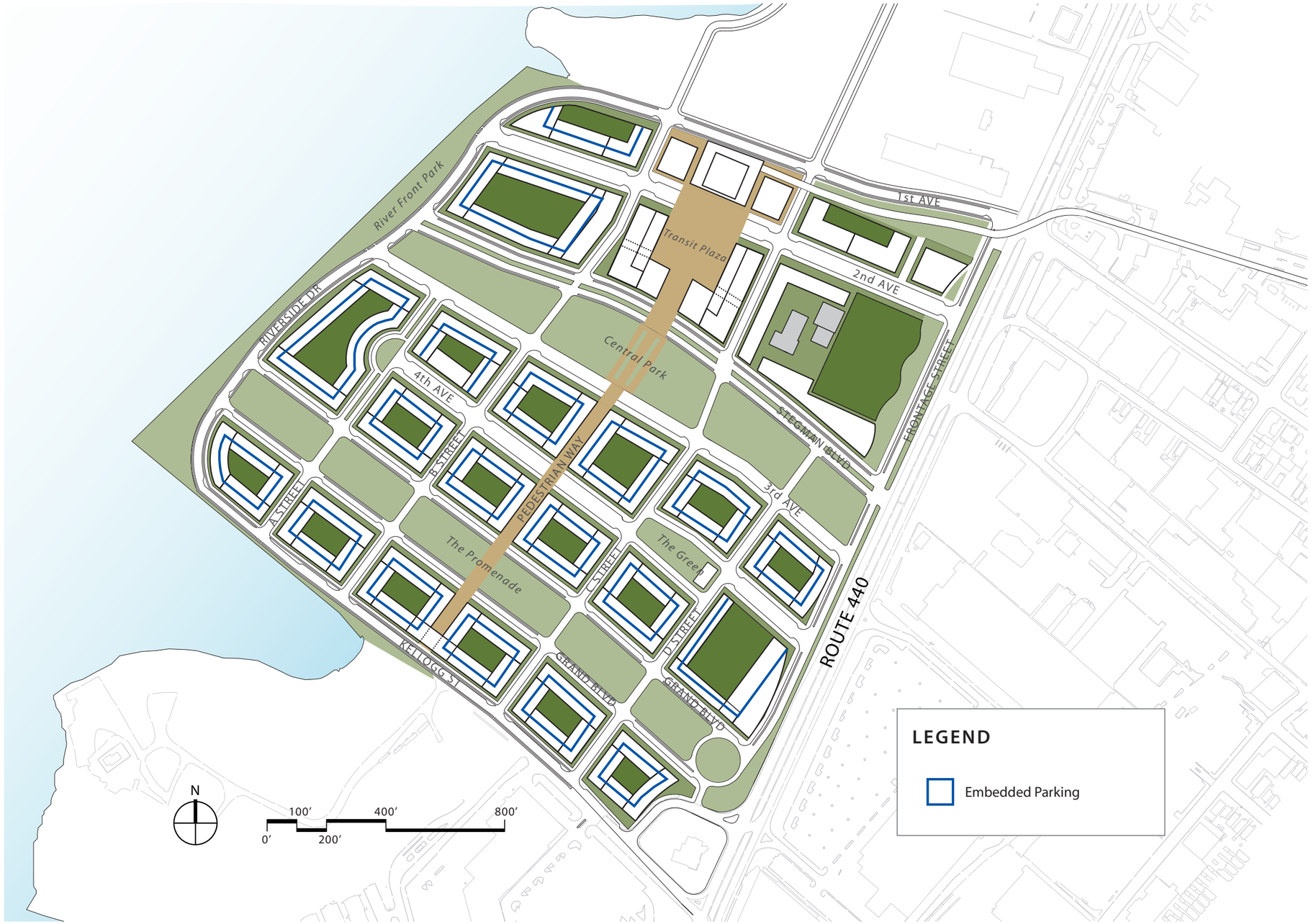


EXHIBIT 132
ON STREET PARKING

This exhibit indicates where on-street parking is permitted. On-street parking may be used for retail, office, and residential purposes. On-street parking must be metered or permitted for adjacent uses and can be used towards overall parking requirements. Stegman Boulevard and 2nd Avenue where they intersects the Transit Plaza, as well as the Frontage Street do not permit on-street parking. A, B C, and D streets do not allow for on-street parking.

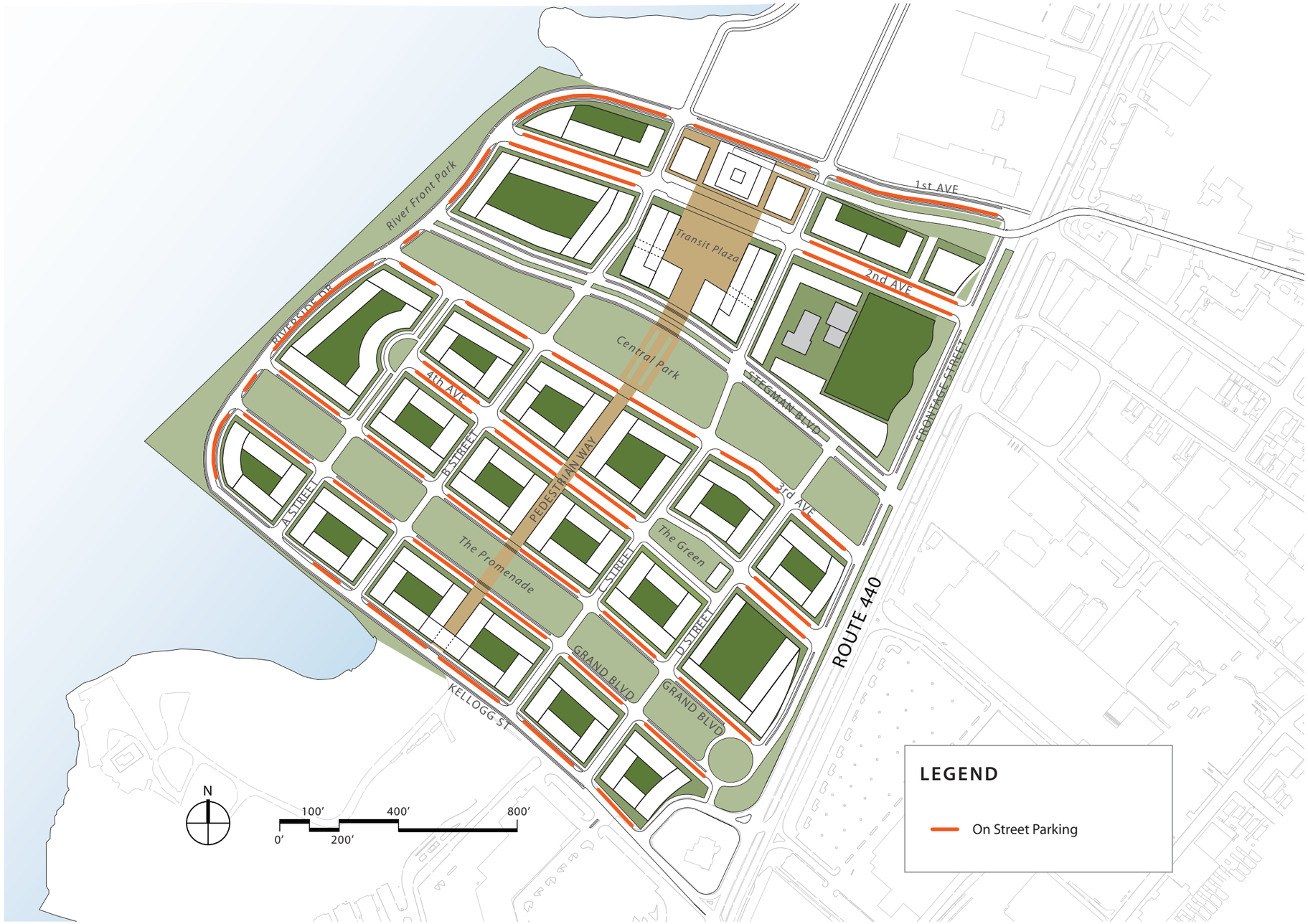
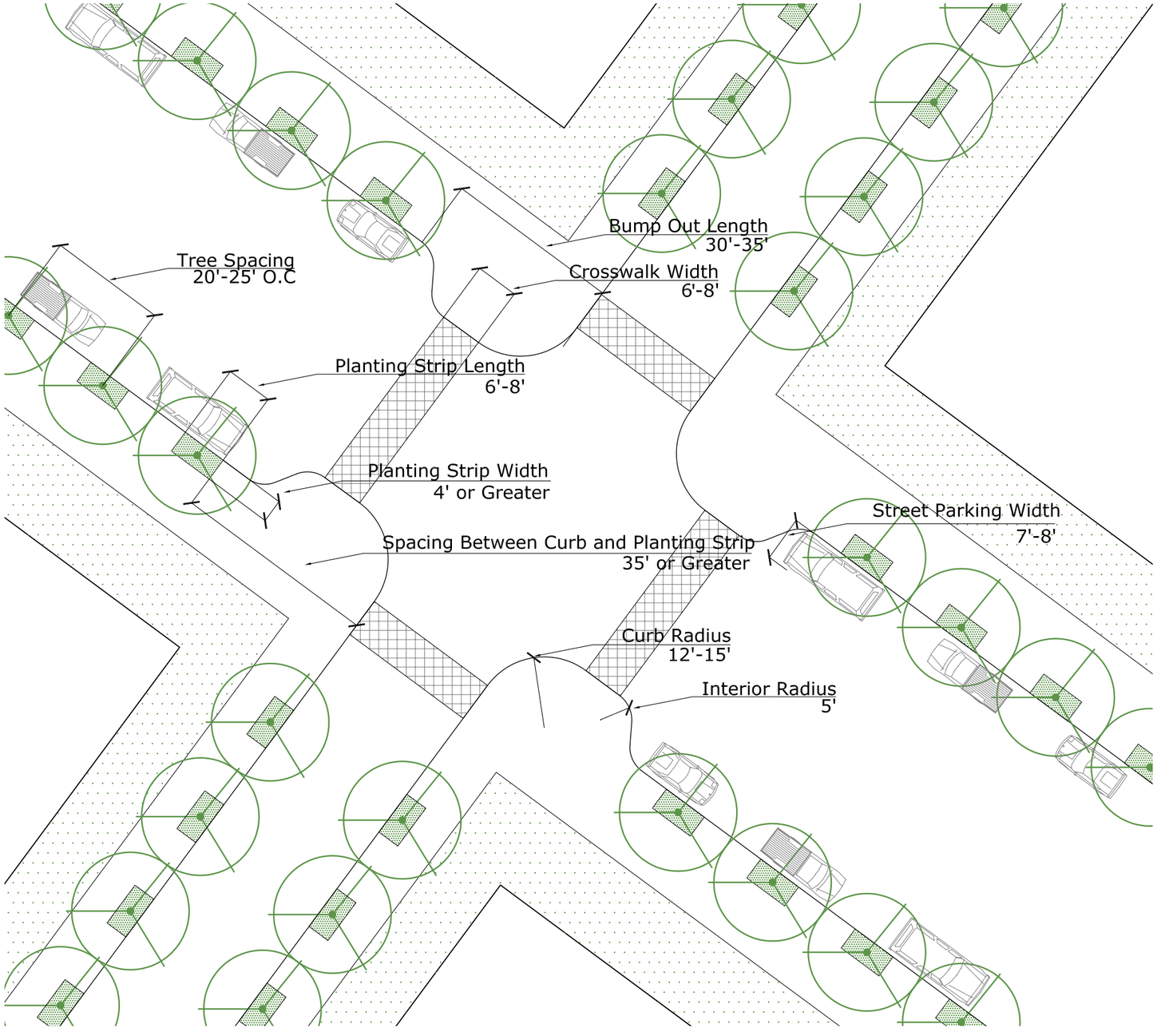


EXHIBIT 133
CURB BUMP OUTS



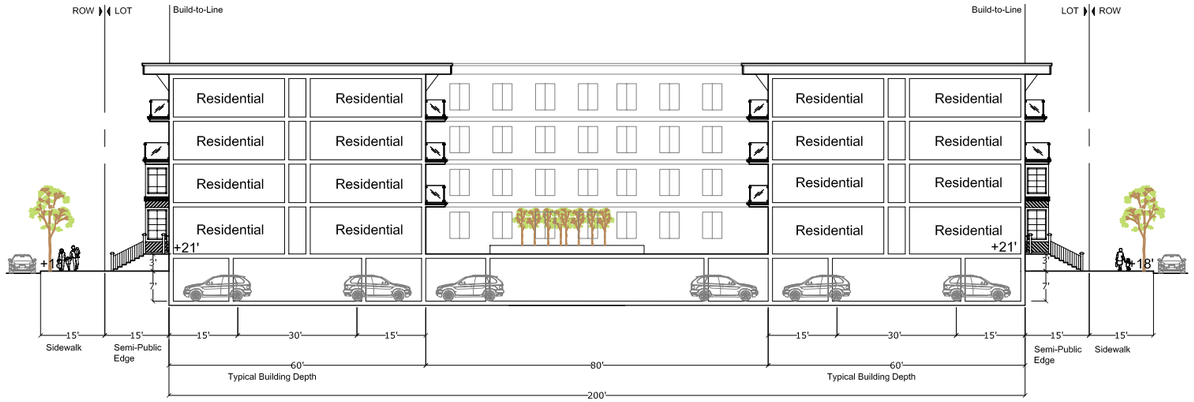
This exhibit indicates recommended curb bump out design standards. The curb radius should range between 12 to 15 feet. The interior radius of the curb bump out should be 5 feet. The bump out length should range from 30 to 35 feet in length. Crosswalks should range between 6 and 8 feet, dependant on the scale of the road. All curb edges of crosswalks shall be ADA compliant. On-street parking spaces should range between 7 and 8 feet in width.

Planting strips should be 4 feet wide or greater and should be between 6 to 8 feet long. Where street trees are present, tree spacing should be between 20 and 25 feet on center.

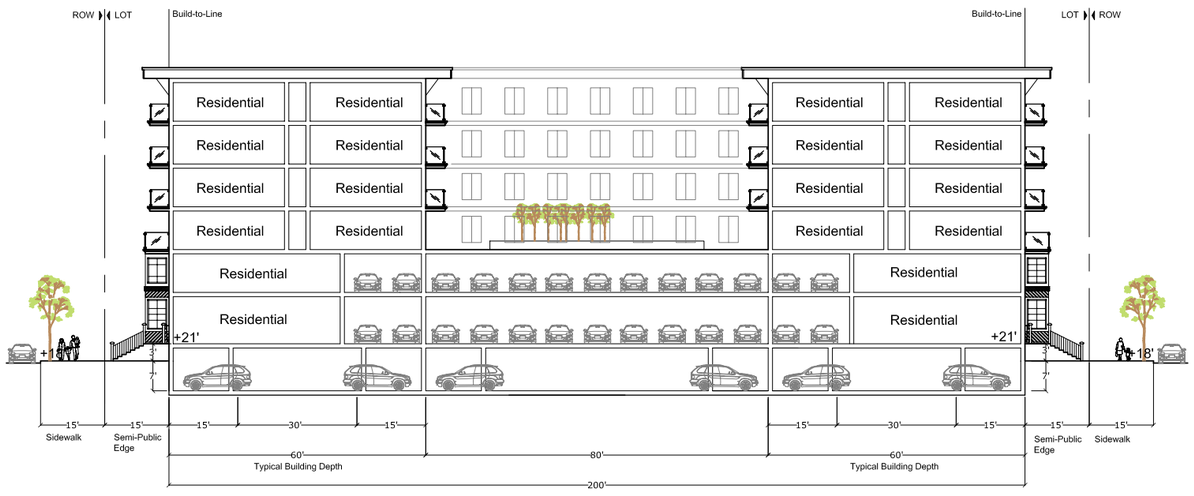
EXHIBIT 134
PARKING INTENSITY OPTIONS

This exhibit shows various intensity options available for parking within a building. The Under Building Only parking option is for buildings with fewer stories, while the Low Intensity Embedded and Under Building parking option is available for mid-range buildings in the Area. The High Intensity Embedded and Under Building Parking option is for the tallest buildings in the Area where a parking option is located within the building.

Under Building

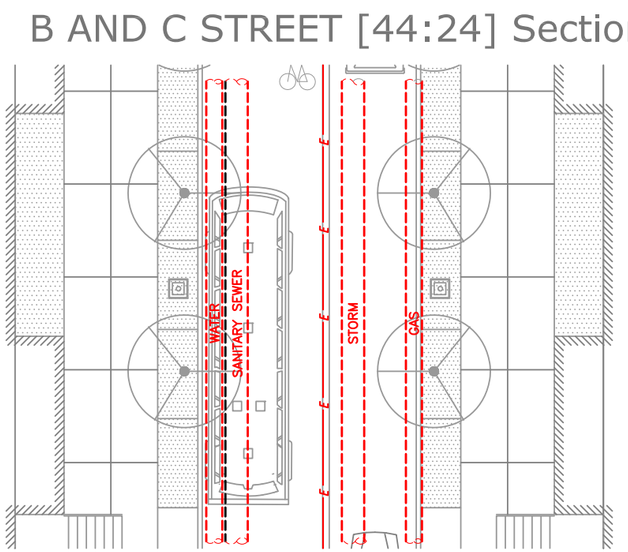


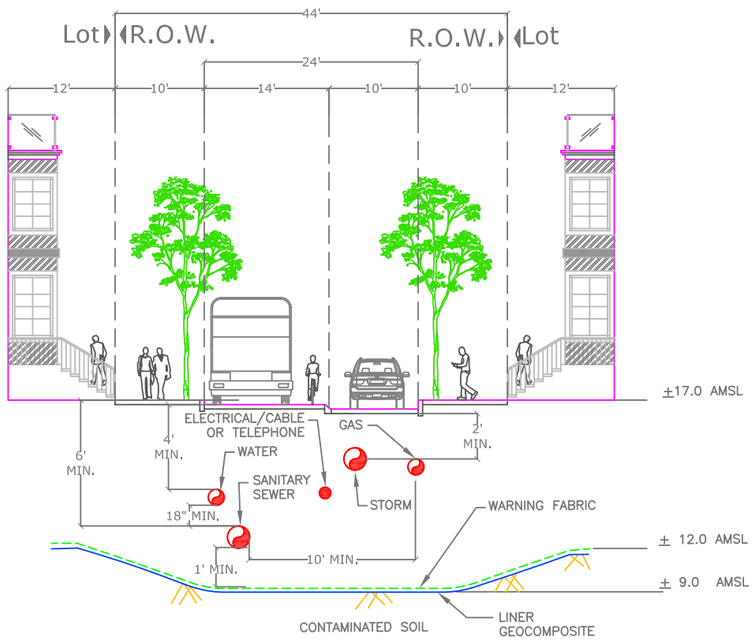
Low Intensity Embedded and Under Building



High Intensity Embedded and Under Building

EXHIBIT 135
UTILITIES DIAGRAM





General Utilities Requirements
All places related to utilities, infrastructure, stormwater management, water, sewer, and wireless proposed for this Area shall be subject to approval by the relevant City agency. In addition, the following requirements shall be met by any proposed Plan for the Area.

The designated developer shall satisfy City requirements, by which the provision for the necessary utilities is accomplished in a way that advances the health, safety, and welfare of the general public.

A. 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 and can be located in the semi-public edge provided that the exposure is screed by landscaping material. 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.

B. 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.

C. No development of any parcel in the Plan Area that results in an increase in wastewater from that parcel shall be permitted until the planned project wastewater piping systems for the removal of effluent and stormwater 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 of effluent and stormwater 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.

D. All machinery and the mechanical controls for same, including but not limited to transformers, dumpsters, junction boxes, lift stations, electrical meters, condensers, and signal boxes, shall be 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.

E. All utilities with the exception of stormwater shall be placed under the streets (see Exhibit 135). The top surface of this tunnel shall be under the sidewalk with access hatch covers that match the texture and material of the sidewalk.

Stormwater Management Plan
The Plan shall meet Jersey City and New Jersey Department of Environmental Protection stormwater requirements. The use of sustainable technique to minimize stormwater runoff should include green roofs, water cisterns and use of stored water for irrigation.

Detention Facilities may be provided to meet the runoff calculations (taking into consideration green roofs and other mechanisms proposed to capture and hold rain water). Detention facilities must not be open, above ground, or on grade.

Wireless System Requirements
Wireless technology or wide band service must be available to all units, businesses, and retail uses in the Area. Any wireless antennas shall be integrated in to the architectural design of the buildings.

All offices must have the opportunity to connect to fiber optic service.

SECTION 8 LEGAL PROVISIONS

Legal Requirements

Validity of the Plan
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.

Zoning Map Revisions
The Zoning Map of the City of Jersey City is hereby amended and shall be revised to show boundaries of the Bayfront I Redevelopment Area and identify the district as the "Area". In addition, the Zoning Map of the City of Jersey City is hereby amended and shall be revised to show boundaries of the Bayfront I Redevelopment Plan and all provisions of this plan shall apply. This Redevelopment Plan shall supersede all provisions of the Jersey City Zoning Ordinance that are specifically addressed herein. Any zoning related question that is not addressed herein shall refer to the Jersey City Zoning Ordinance for clarification. No variance from the requirements herein shall be cognizable by the Zoning Board of Adjustment. The Planning board alone shall have the authority to grant deviations from the requirements of this Plan, as provided herein. Upon final adoption of this Plan by the City Council of Jersey City, The Jersey City Zoning Map shall be amended to rezone the Redevelopment Area covered by this Plan as the Bayfront I Redevelopment Plan Area, and all underlying zoning will be voided.

Parcelization
The diagrams, images and other graphic representations provided in this Redevelopment Plan are intended to complement the written standards and regulations contained herein. Nothing in this Redevelopment Plan shall preclude the partial redevelopment of a block depicted in such diagrams, images or other graphic representations, provided that such subdivision or re-subdivision and partial redevelopment of a block is fully in conformance with the written standards, diagrams and regulations contained herein. (Such parcelization of any disposition parcel shall be subject to approval by the Planning Board and shall be reflected within the Redeveloper Agreements as may be executed between the Redevelopment Entity and such Redevelopers as may be designated by the Redevelopment Entity.)

Amendment to the Bayfront I Redevelopment Plan
The Bayfront I Redevelopment Plan may be amended from time to time upon compliance with the requirements of the law. Any proposed amendment to the Redevelopment Plan shall be by ordinance, formally adopted by the City Council after public hearing. Prior to such action by the City Council, the proposed amendment shall be referred to the Planning Board for review and recommendation by the Board pursuant to NJSA 40:12A-7.

As development occurs within the Area, development priorities and market demands may change. This Plan should have the adaptability to meet the changing needs of market demand, the City of Jersey City and its citizens. Amendments may be required in order to accommodate these changes.

An application to amend this Redevelopment Plan shall include any required modifications to the following sections:

A. Illustrative Plan
B. Circulation Plans
    1. Vehicular
    2. Pedestrian
C. Street Sections and Associated Map
D. Land Use Plan
E. Building Typologies and Associated Map
F. Building Frontage Map
G. Parking Plan
H. Landscape and Open Space Plan
I. All related tables and charts

An application to amend this Redevelopment Plan shall include a Plan Consistency Review section, which examines the relationships between the development plan and the applicable regulatory documents, including the Master Plans of the City of Jersey City and surrounding municipalities, the Master Plan of Hudson County, and New Jersey State Development and Redevelopment Plan.

Any amendment to the Bayfront I Redevelopment Plan should adhere to the thoroughfare locations and typologies within the confines of the nature of the design character and intent set forth within this Plan, regardless of intended use.

Minor Variations in Site Plan Design
At the time of site plan review, the Planning Board may approve site plans reflecting minor modifications from the written standards, diagrams, images and other representations set forth herein in the interest of project implementation and in furtherance of this Plan and the standards set forth herein. Modifications from standards which are expressly stated to be "mandatory" under the Land Use Regulations of this Plan, including the allocation of uses and the breakdown of building areas among individual development blocks, may be approved by the Planning Board only by formal grant of a deviation as provided below.

Deviations
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 of a principal structure which exceeds by 10 feet or 10% the maximum height permitted in the district, (4) an increase in the permitted floor area ratio, (5) an increase in the permitted density.

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 which have any one of the following effects:

A. Exceeding the maximum development capacity of either square footage or dwelling units, as required according to the Regulations and Standards and the Capacity Calculation sections of this Redevelopment Plan.
B. Varying the minimum or maximum number of stories or their location as such story limitations are outlined and other requirements as outlined in the Height Plans, and the Frontage Plan, sections of this Plan;
C. Increasing or decreasing story height from that which is specifically permitted in the Urban and Architectural Regulations;
D. Varying in any way from the Use Standards Section of this Plan;
E. Varying the grid-like pattern of the Thoroughfare Network Plan, as generally described in the text of the Mobility section of the Redevelopment Plan in relation to thoroughfare type, R-O-width, and pavement width beyond normal adjustments encountered during survey synchronization;
F. Non-completion of minimum 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 his or her property because of the application of a particular requirement of the redevelopment plan, the Planning Board shall also be authorized to grant a deviation from that portion of the plan.

Plan Consistency Review

Plan Consistency Review
In accordance with Section 40A:12A-7. Adoption of Redevelopment Plan, this plan will include:
(5) Any significant relationship of the redevelopment plan to (a) the master plans of contiguous municipalities, (b) the Master Plan of the county in which the municipality is located, and (c) the State Development and Redevelopment Plan adopted pursuant to the "State Planning Act," P.L. 1985, c.398 (C.52.18A-196 et al).

In accordance with NJSA 40:12A-1 et seq., Chapter 79, Laws of New Jersey 1992, known as the "Local Redevelopment and Housing Law", the following statements are made:

A. The Plan herein has delineated a definite relationship to local objectives as to the appropriate land uses, density of population and improved traffic and public transportation, public utilities, recreation and community facilities, and other public improvements using general regulations and the specific form based codes required in this Plan.
B. The Plan has laid out various strategies needed to be implemented in order to carry out the objectives of the Plan.
C. The Plan has set forth proposed thoroughfare layouts and standards, land uses and building requirements for the Redevelopment Plan

Relationship to the Master Plan of the City of Jersey City, Hudson County
The most recent Master Plan for Jersey City was adopted by the Jersey City Planning Board in August 2000. The Master Plan designated the Area and the immediate surrounding areas as Waterfront Planned Development. The Master Plan states that, "the Hackensack River portion of the Waterfront Planned Development district has considerable redevelopment potential but has experienced little actual redevelopment. It is distinguished by an incompatible and obsolete mix of uses".

The recent Area in Need of Redevelopment Report for Bayfront I, dated December 31, 2007, states: "The Master Plan does recognize the large planned residential development (i.e. Droyers Point lying just to the south of the Study Area) and the significant retail uses (i.e. Hudson Mall lying just to the north of the Study Area). However, these development areas stand in stark contrast to the conditions of the Study Area itself. Clearly the Master Plan's statement related to an incompatible and obsolete mix of uses, and that the area has considerable redevelopment potential but has experienced little actual redevelopment is directly applicable to the Study Area."

The Master Plan recommends expanding the mix of complementary uses, eliminating incompatible industrial uses, encouraging residential development, improving the function of route 440, improving pedestrian, vehicular and mass transit access, developing a Riverfront Water Walkway and addressing the constraints to development caused by contaminated land.

Based on the above and other reviews the Plan is in compliance with the Jersey City Master Plan.

The Plan is also in compliance with the Master Plan of the County of Hudson.

Consistency of the Redevelopment Plan with the New Jersey State Development and Redevelopment Plan
On March, 2001, the State Planning Commission ("SPC") adopted the new State Development and Redevelopment Plan ("SDRP"). The SDRP establishes a proposed statewide planning framework that is designed to maintain and revitalize existing cities and towns and organizing new growth in "centers" – compact, mixed-use communities that provide a variety of choices in housing, employment opportunities, entertainment, services, transportation and social interaction. The Redevelopment Area is in Metropolitan Planning Area 1 (PA-1) in the SDRP. According to the State Plan, the intent of the Metropolitan Planning Area is to:

- Provide for much of the state's future development;
- Revitalize cities and towns;
- Promote growth in compact forms;
- Protect the character of existing stable communities.

The State Plan recommends adopting the principles of Smart Growth, Transit Oriented Development and maximizing Sustainability. The Plan for Bayfront I is consistent with the intent of the Metropolitan Planning Area as enunciated in the SDRP.

The Redevelopment Plan will advance the SDRP's objectives for physical and economic redevelopment, and improved quality of life. Therefore, the Bayfront I Redevelopment Plan is consistent with the goals and objectives of the 2001 SDRP.

Relationship with Zoning Ordinance
The current Jersey City Land Development Ordinance was adopted in April of 2001. The Land Development Ordinance is consistent with the recommendations of the Master Plan. The Study Area and the immediate surrounding area are zoned Waterfront Planned Development District. The purpose of the district states, "The purpose of the Waterfront Planned Development District is to identify areas where the redevelopment of water oriented commercial, residential and recreational uses has occurred and has the potential to occur." The permitted principal uses within the district are marinas, offices, townhouses and multi-family dwellings, retail sales of goods and services and theatres.

Consistency of the Redevelopment Plan with Master Plans of Municipalities Adjacent to Jersey City
No conflict is determined to exist between the Bayfront I Redevelopment Plan and the Master Plans of adjacent municipalities.

Redevelopment Plan Implementation

Master Plan
All redevelopers shall submit a Master Plan to the Planning Board identifying their specific project area within the overall Redevelopment Plan. The specific project submission for review and approval must identify bulk distribution, open spaces/parks and plazas, street improvements, building elevations, typical floor plans, and a program of uses. Utility location and capacity, detention, and landscape plans must also be presented. The Planning Board must be satisfied that the project meets the requirements and the goals and objectives of this Plan and the specific form based standards for streets and blocks, providing for a satisfactory diversity of type, size and use, height of buildings, designated landscape features and other amenities and the projected timing of same.

40A:12A-15. Implementation of Redevelopment Plan
In accordance with the provisions of a Redevelopment Plan adopted pursuant to section 7 of P.L. 1992, c.79 (C.40A:12A-7), a municipality or redevelopment entity may proceed with clearance, re-planning, conservation, development, redevelopment and rehabilitation of an area in need of redevelopment. With respect to a redevelopment project in an area in need of redevelopment, the municipality or redevelopment entity, upon the adoption of a redevelopment plan for the area, may perform any of the actions set forth in Section 8 of P.L. 1992, c.79 (C.40A:12A-8).

Redevelopment Agreement
No project shall be undertaken within the Area except pursuant to a redevelopment agreement approved by the Redevelopment Entity. The agreements will be constructed on a project by project basis. This requirement may be waived at the Redevelopment Entity's discretion for minor projects.

Acquisition Plan
There are nineteen (19) lots within the designated redevelopment area as illustrated in Exhibit 2. Within this area there two major property owners, Honeywell Corporation and the City of Jersey City which encompasses the Jersey City Municipal Utilities Authority and the Jersey City Incinerator Authority. These four entities own the vast majority of the property. One or more of the remaining parcels might be designated for acquisition in order to realize the Redevelopment Plan. See attached Acquisition Plan.

Development Review Process

Preliminary Design Review
All projects in the area shall be submitted to the Planning staff for a preliminary design review prior to submission of an application to the Planning Board. Applicants are required to attend a workshop meeting with the Planning staff or its designated design review professionals. The meeting(s) will be used to determine if the proposed redevelopment project is consistent with the Redevelopment Plan and conforms to the core design concepts, building requirements, and architectural design guidelines of the Bayfront I Redevelopment Plan and to provide an opportunity for comment and recommendations on the proposed project by the Redevelopment Entity and its professionals. Preliminary design review shall focus on how the proposed project relates to and coordinates other elements and phases of the Redevelopment Plan and how the streets, blocks, parks, plazas, building uses and typologies are integrated with and contribute to the quality and function of the layout and design as presented in the Redevelopment Plan. Prior to the approval of all or a portion of the redevelopment project by the Planning Board, the design review professionals shall provide findings and recommendations to the Planning Board regarding the extent to which the proposed project is consistent with the Bayfront I Redevelopment Plan and adequately addresses the design guidelines contained in the Plan.

Planning Board Review
Pursuant to N.J.S.A. 40A12A-13, all development applications for development of sites governed by the Redevelopment Plan shall be submitted to the Planning Board of Jersey City for review and approval. The following provisions shall govern review of any proposed redevelopment and rehabilitation projects for these sites:

1. Prior to the commencement of: (a) any new construction; (b) reconstruction; (c) rehabilitation; or (d) any change in the 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 (d). above, without site plan review and approval of such work by the Planning Board.

2. The Planning Board shall conduct site plan and subdivision review, if applicable, pursuant to N.J.S.A. 40:55d-1 et seq. and the City's Land Development Ordinance.

3. As part of the site plan approval, the Planning Board may require the redeveloper to furnish performance guarantees for on-tract street improvements and appurtenant utility improvements pursuant to N.J.S.A. 40:55D-53. The performance guarantees shall be in favor of the City of Jersey City and the City Engineer shall determine the amount of any performance guarantees.

4. Any subdivision of lots or parcels of land within the Redevelopment Plan shall be in compliance with the Redevelopment Plan and reviewed by the Planning Board pursuant to the LRHL and N.J.S.A. 40:55D-1 et seq.

5. Once a property has been redeveloped in accordance with the Redevelopment Plan, it may not be converted to any use not expressly permitted in this Redevelopment Plan. A use or structure not conforming to the requirements of this Redevelopment Plan may not be reconstructed in the event of its destruction. The Planning Board shall determine the issue of whether the non-conforming use or building structure has been "destroyed."

6. No variances, deviations, or waivers may be granted by the Planning Board which will result in permitting a use prohibited or not expressly permitted within this Redevelopment Plan or which will result in a density that exceeds the densities permitted in this plan.

7. The regulations and controls of this Redevelopment Plan shall be implemented, where applicable, by appropriate covenants, or other provisions, or through agreements for land disposition and conveyance between the redeveloper and municipality pursuant to N.J.S.A. 40A:12A-8 and 40A:12A-9.

8. Any and all definitions contained within the Redevelopment Plan shall prevail. In the absence of a definition, the definition found within the City's Land Development Ordinance shall prevail. Any and all definitions inconsistent with N.J.S.A. 40A:12-3 shall be invalid.

9. A redeveloper shall be required to pay all applicable escrow fees and other required charges in accordance with applicable provisions of the City's Land Development Ordinance and New Jersey law. Additionally, a redeveloper may be required to pay for their proportional share of the cost of any studies, plans, reports, or analysis prepared by the City or its design professionals as part of the Redevelopment Plan review. Any such payments are required to reimburse the City or the Redevelopment Entity.

The above provisions are all subject to approval by ordinance and/or resolution according to law. If a Court of competent jurisdiction finds any word, phrase, clause, section or provision of the Redevelopment Plan to be invalid, illegal, or unconstitutional, the word, phrase, clause, section, or provision shall be deemed severed, and the remainder of the Redevelopment Plan and implementing ordinances shall remain in full force and effect.

Revenue Allocation District
Pursuant to N.J.S.A. 52:27D-462, the entire Bayfront Redevelopment Area is hereby designated as a Revenue Allocation District, subject to the City Council taking all of the statutory steps required for the creation of such a Revenue Allocation District pursuant to the provisions of the Revenue Allocation District Financing Act, N.J.S.A. 52:27D-459 et seq.

EXHIBIT 136
ACQUISITION PLAN

Schedule and Duration of the Plan

Schedule for Performance
Any site plan executed for purposes of implementing this Redevelopment Plan shall contain a schedule for performance for the construction of the improvements. In addition to a schedule for commencement of improvements, such plans shall include a schedule that indicates the approximate time period for property acquisition, development approvals, construction permits, relocation, etc. required prior to construction as well as a projected date for project completion. The Plan shall also set forth the interim uses for the property and the duration of the period during which such interim uses will be in place.

Duration of the Plan
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 City Council of the City of Jersey City.

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.

A. Phasing Plan:
Any applicant seeking to develop properties located within this redevelopment plan area shall be required to provide a Phasing Plan for review and approval by the Jersey City Planning Board, which shall establish the parameters under which public improvements which are the subject of the application for site plan approval shall be constructed in conjunction with permitted residential, retail and commercial development. "Public Improvement" is defined as any and all of the following: 1) the mandatory improvements identified in Landscape Plan; 2) the Waterfront Walkway; and 3) the mandatory improvements identified in the Mobility Plan. The Plan shall set a schedule for completion of Public Improvements within the property owned or controlled by the applicant in which the percentage of completion of public improvements is approximately equal to or greater than the percentage of completion of all other development on property owned or controlled by the applicant. At a minimum, the Board shall impose construction of the waterfront walkway linked and phased to a percentage of the redevelopment project area constructed.

B. Additional Requirements:
The Public open space improvements shall be constructed contemporaneously with any development of the surrounding Blocks.

Certificates of Completion and Compliance
Upon the inspection and verification by the Redevelopment Entity that the redevelopment of a parcel has been completed, a Certificate of Completion and Compliance shall be issued to the redeveloper as such parcel shall be deemed no longer in need of redevelopment. At the discretion of the Redevelopment Entity, the redeveloper may submit a final Certificate of Occupancy for approval by the Redevelopment Entity to serve as the Certificate of Completion.

The Redevelopment Plan, as it may be amended from time to time, shall be in full force and effect upon its adoption by ordinance by the City Council of the City of Jersey City. The redeveloper agreement may include provisions for a certificate of project completion in accordance with the Redevelopment Plan.

Other Provisions

Non-Discrimination Provision
No covenant, lease, conveyance or other instrument shall be affected or executed by the City Council of the City of Jersey City or by a developer or any of its successors or assigns, whereby land within the redevelopment area is restricted by the City Council of the City of Jersey City, or the developer, upon the basis of race, creed, color, or national origin in the sale, lease, use or occupancy thereof. There shall be no restrictions of occupancy or use if any part of the redevelopment area on the basis of race, creed, color or national origin.

Affordable Housing
Affordable housing and workforce housing shall be provided in accordance with the following guidelines: (a) ten percent (10%) of the residential units shall be affordable or workforce units, to be provided as follows: (b) fifty percent (50%) of the affordable or workforce units shall be provided on site and the remaining fifty percent (50%) of the affordable or workforce unit requirements may be met by making a payment in lieu of providing on site affordable or workforce units; (c) of the affordable or workforce units which are provided on site, the mix of low income, moderate income and workforce on site units, as well as the location, size, fixtures, number of bedrooms and other attributes of the on site affordable or workforce units shall be mutually agreeable to the City and the Redeveloper; (d) with respect to the fifty percent (50%) of the required affordable or workforce units for which a payment may be made in lieu of construction of on site units, the maximum contribution required shall be $150,000 per affordable or workforce unit; (e) for the administration of the on site affordable units for their rental, lease, purchase or occupancy, the regulations of the New Jersey Council on Affordable Housing and the New Jersey Mortgage Finance Agency shall apply, but such regulations shall not apply to the number of affordable units required, to the maximum contribution required for a payment in lieu of the provision of on site units and to the mix of unit types, location, size, fixtures, number of bedrooms and other attributes of the on site affordable units, all of which shall be in accordance with the foregoing provisions.

Project Signs and Advertising
In order to facilitate the overall redevelopment of the Area, and to encourage further investment in the surrounding area and the City of Jersey City in general, all advertising, signage, renderings and other promotion of the development and redevelopment of the Study Area shall contain references to the proposed project's location in Jersey City, so as to promote the positive aspects of the project, the Bayside I Redevelopment Plan and the City of Jersey City.

SECTION 9 ACKNOWLEDGEMENTS

ACKNOWLEDGEMENTS

Acknowledgements

Jersey City Mayor:
Jerramiah T. Healy

Municipal Council:

Mariano Vega, Jr.	Council President
Peter Brennan	Councilman-at-Large
Willie Flood	Councilwoman-at-Large
Michael Sottolano	Ward A (Greenville) Councilman
Mary Spinello	Ward B (West Side) Councilwoman
Steve Lipski	Ward C (Journal Square) Councilman
William Gaughan	Ward D (The Heights) Councilman
Steven Fulop	Ward E (Downtown) Councilman
Viola Richardson	Ward F (Bergen/Lafayette) Councilwoman

Jersey City Planning Board:

Michael Ryan	Chairman

Jersey City Division of City Planning:

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