

# Bayfront



# From **Vision** to **Redevelopment**

The Bayside Vision Plan and the Bayfront Redevelopment Plan

The cooperative rehabilitation and redevelopment of the West Side of Jersey City

2003 to 2008



# Bayside 2003 Vision Plan

Based on a Public Participation Visioning Process  
An Extraordinary Collaboration

## **A Plan which Epitomizes**

Smart Growth Principles  
Transit Oriented Development  
A Live Work Play Neighborhood



Secaucus

Hoboken

Harrison

Manhattan

Newark

Bayonne

**Jersey City**  
21 square miles  
240,000 population

**Bayside Study Area**  
2.1 square miles  
21,000 population

**Bayfront**  
100 acres

# The **Bayside Vision** is based on a **Public Participation Process**

## **Five Step Process**

Fieldwork and Analysis

Visual Preference Survey©

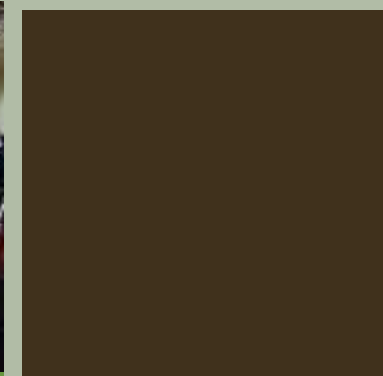
Questionnaire

Vision Translation Workshop

Professional Synthesis

Community Reaction

Comprehensive Vision and  
Implementation Strategies



# Bayside Vision Principles

## Street Network

Interconnected Network of Streets  
**Extend the "Grid"**  
Super Boulevard Route 440 (Jackie Robinson Blvd)

## Parks and Open Space

Increase amount of Open Space on the West Side particularly along the riverfront  
**Area will be "judged" by number of new trees**  
Provide good accessibility to existing and new open space  
Implement a riverwalk along the Hackensack River  
**Provide for small "pocket" parks and plazas**

## Transit/Transportation

Extend Hudson-Bergen Light Rail beyond the West Side Station closer to the riverfront eventually crossing the river to Newark  
Incorporate existing bus services and add new ones to meet the increased demand as a result of new development

## Pedestrian Realm

Develop an interesting and efficient system of sidewalks, crosswalks and pathways  
Include many public amenities, such as benches, trash receptacles, lights, signs, etc.  
Establish consistent lighting and signage standards to delineate between districts, neighborhoods and regions.

## Development Type(s)

Promote and encourage mixed-use development  
Seek a sustainable balance between housing to jobs to retail supply and demand  
Encourage rehabilitation and redevelopment of old and outdated structures




Redevelopment of the West Side of Jersey City

# Bayfront

# There are 7 major elements to the Bayfront Redevelopment Plan

1. An efficient grid of streets that extends the existing West Side grid and creates efficient development blocks.
2. A pedestrian way **acting as a “spine” for the redevelopment** are connecting Droyers Point to the Light Rail Station. The pedestrian only walkway is the major retail focus of the plan.
3. The extension of the Hudson Bergen Light Rail across Route 440 into the redevelopment area and terminating in a signature building on the new transit plaza.
4. A riverfront walkway and park with connections to Droyers Point to the south and anticipated future development to the north as in the Bayside Vision Plan.
5. Three green recreation spaces; Central Park, the Promenade, and the Green.
6. Mixed-uses buildings including residential, retail, office, and parking.
7. An onsite relocation strategy for the MUA in a consolidated community facilities building.





**4,200 to 8,100 Residential Units**  
**250,000 to 600,000 sf Retail**  
**700,000 to 1,000,000 sf Office**  
**Over 20 acres of Parks and Plazas**

**Bayfront  
Redevelopment Area**

# Alternative Transportation : Pedestrian Plan



**Bayfront**

# Alternative Transportation : Light Rail Plan



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# Green Recreation Spaces: Riverfront Park



# Green Recreation Spaces: Central Park



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# Mixed Uses : Land Use



LEGEND	
	Residential
	Civic
	Office
	Mixed-use
	Live-work
	Municipal Facilities
	Green Space Over Parking
	Hotel Permitted
	Elementary School Permitted

# Architectural Styles



Contemporary



Sustainable Green



Victorian

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# Green Recreation Spaces: Green Roofs



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# Renderings

Renderings provide a “view” of the possibilities for future redevelopment.

# The Pedestrian Way



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# Central Park



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# Riverfront Park



# Transit Plaza



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# “Typical” Residential





# From **Vision** to **Redevelopment**

The Bayside Vision Plan to the **Bayfront Redevelopment Plan**

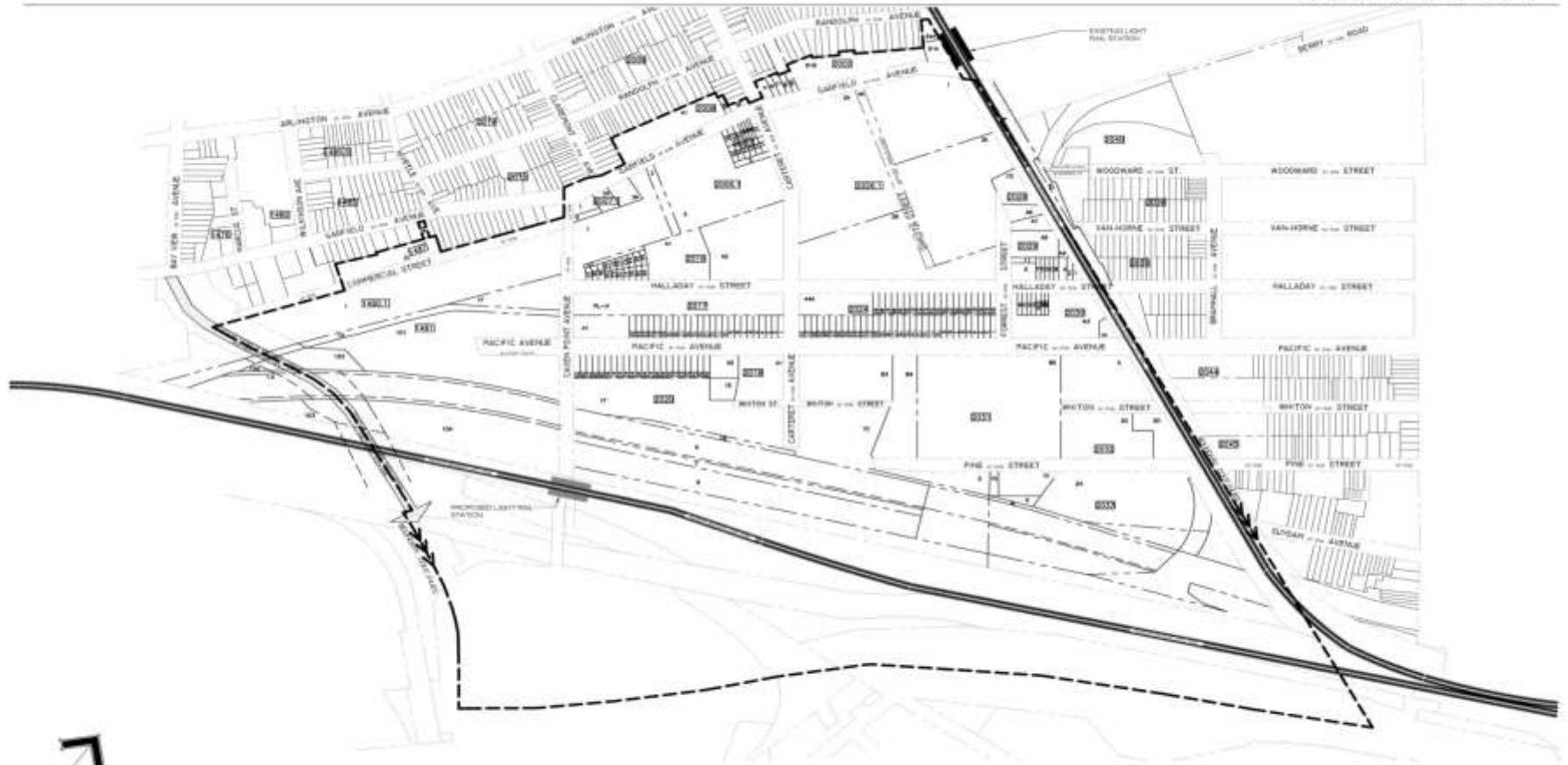
The Bayfront Redevelopment Plan



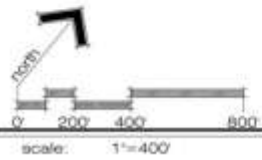


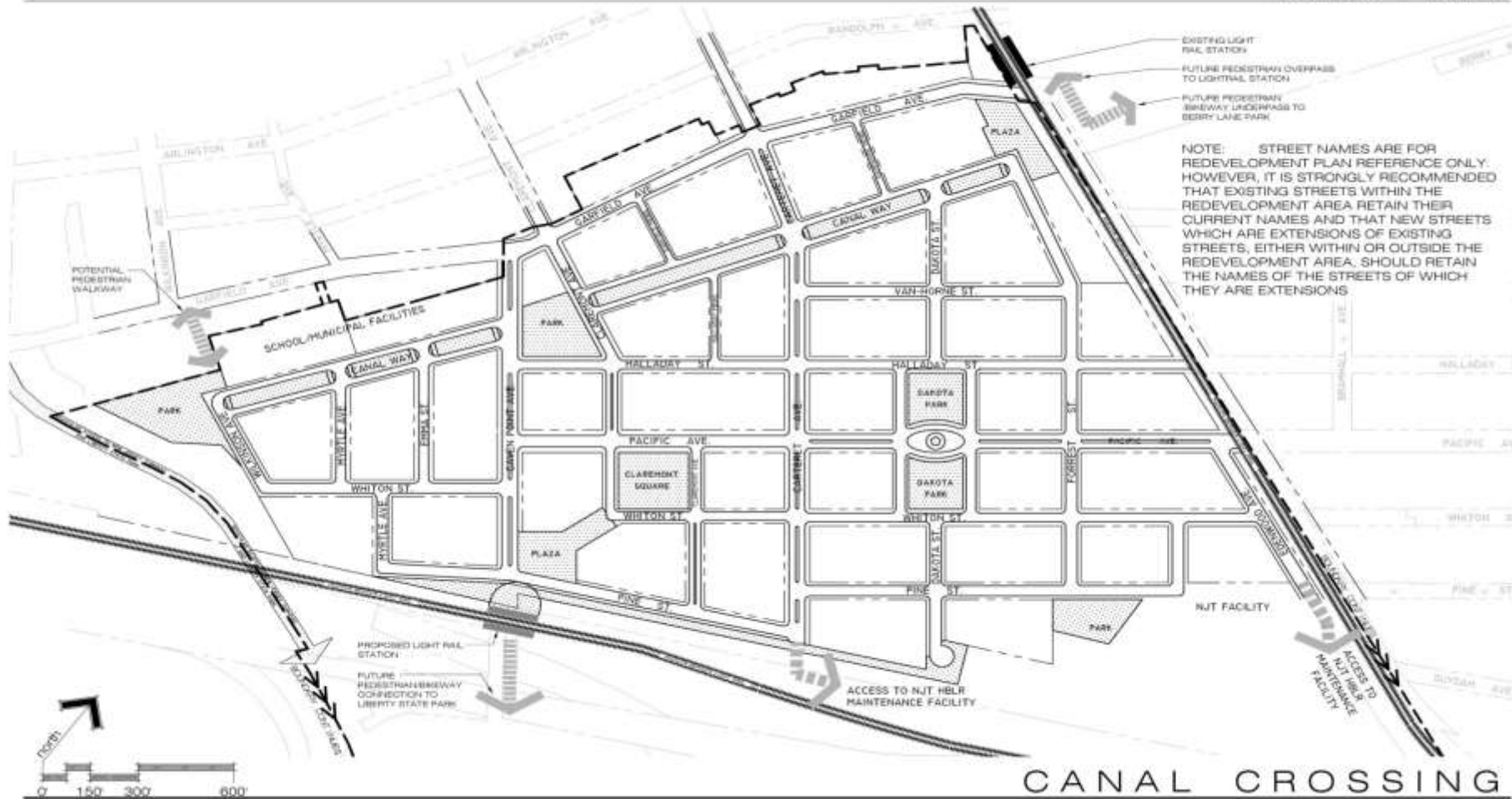






CANAL CROSSING





NOTE: STREET NAMES ARE FOR REDEVELOPMENT PLAN REFERENCE ONLY. HOWEVER, IT IS STRONGLY RECOMMENDED THAT EXISTING STREETS WITHIN THE REDEVELOPMENT AREA RETAIN THEIR CURRENT NAMES AND THAT NEW STREETS WHICH ARE EXTENSIONS OF EXISTING STREETS, EITHER WITHIN OR OUTSIDE THE REDEVELOPMENT AREA, SHOULD RETAIN THE NAMES OF THE STREETS OF WHICH THEY ARE EXTENSIONS.


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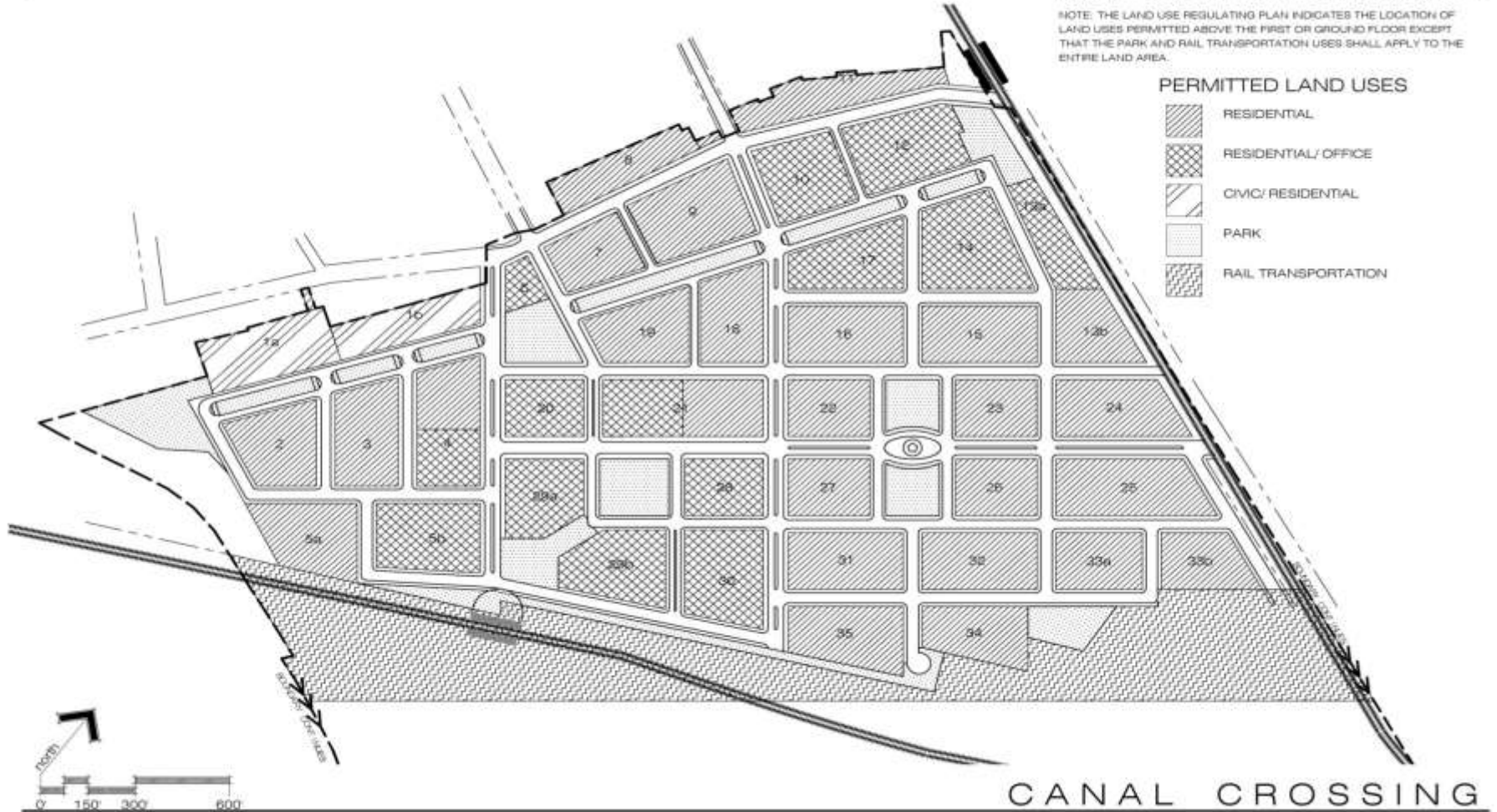


# LAND USE REGULATING PLAN

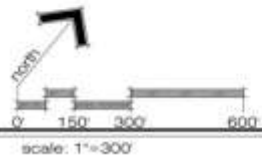
NOTE: THE LAND USE REGULATING PLAN INDICATES THE LOCATION OF LAND USES PERMITTED ABOVE THE FIRST OR GROUND FLOOR EXCEPT THAT THE PARK AND RAIL TRANSPORTATION USES SHALL APPLY TO THE ENTIRE LAND AREA.

## PERMITTED LAND USES

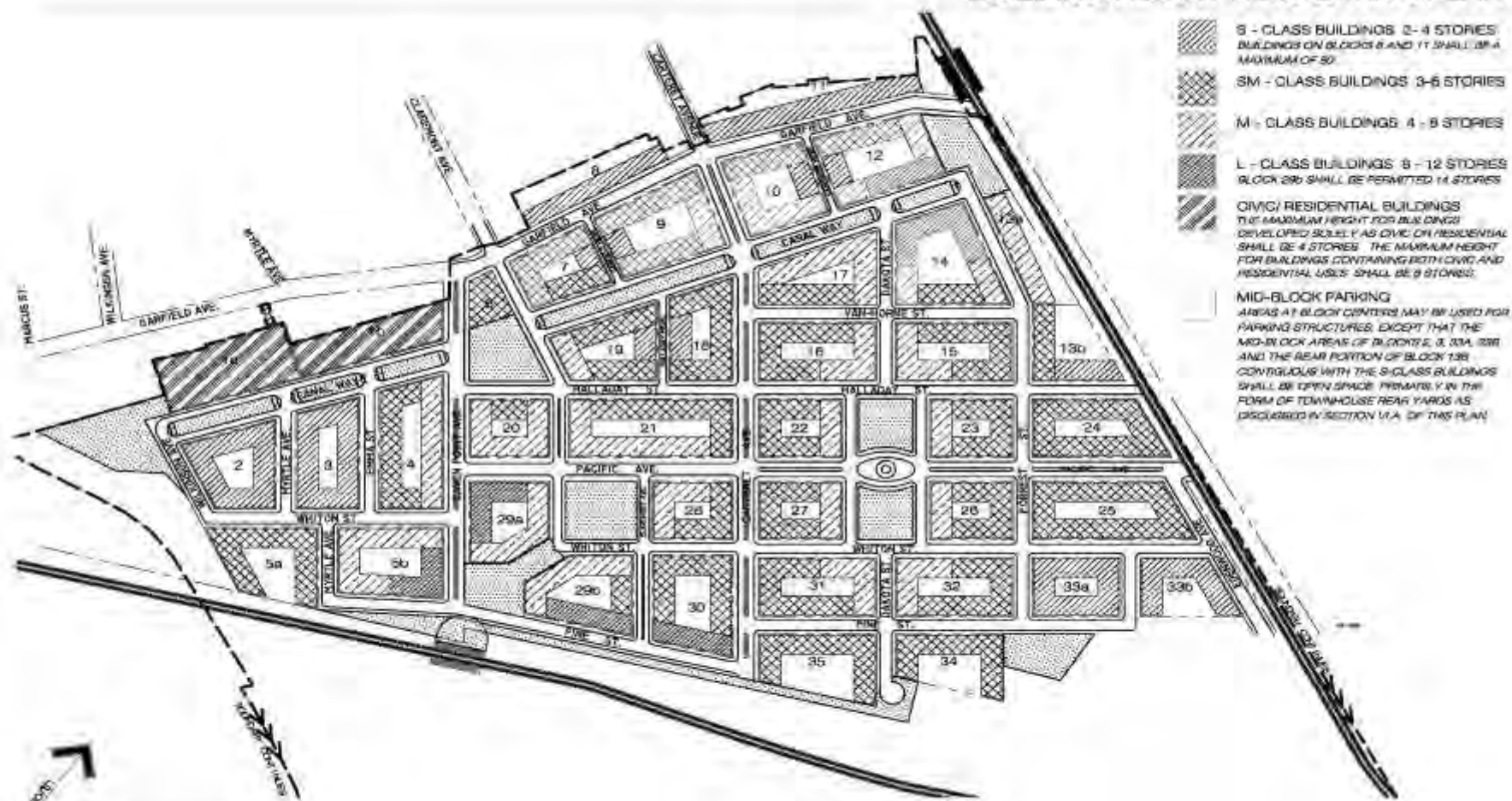
-  RESIDENTIAL
-  RESIDENTIAL/ OFFICE
-  CIVIC/ RESIDENTIAL
-  PARK
-  RAIL TRANSPORTATION








CANAL CROSSING

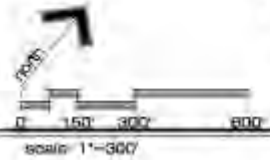


# BUILDING HEIGHT REGULATING PLAN

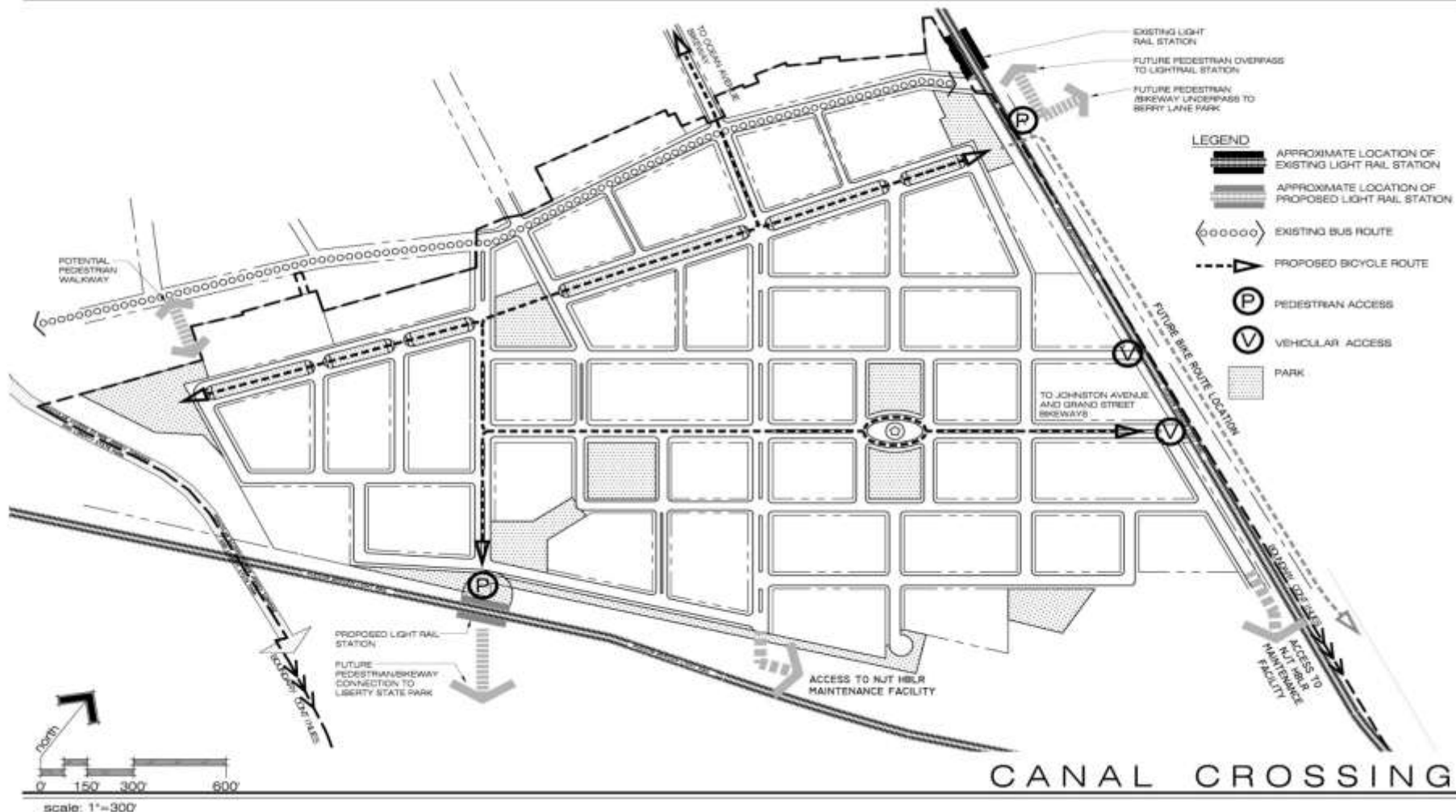


-  S - CLASS BUILDINGS 2-4 STORIES  
BUILDINGS ON BLOCKS 8 AND 11 SHALL BE A  
MAXIMUM OF 50.
-  SM - CLASS BUILDINGS 3-6 STORIES
-  M - CLASS BUILDINGS 4 - 8 STORIES
-  L - CLASS BUILDINGS 8 - 12 STORIES  
BLOCK 29b SHALL BE PERMITTED 14 STORIES
-  CIVIC/ RESIDENTIAL BUILDINGS  
THE MAXIMUM HEIGHT FOR BUILDINGS  
DEVELOPED SOLELY AS CIVIC OR RESIDENTIAL  
SHALL BE 4 STORIES. THE MAXIMUM HEIGHT  
FOR BUILDINGS CONTAINING BOTH CIVIC AND  
RESIDENTIAL USES SHALL BE 8 STORIES.

**MID-BLOCK PARKING**  
AREAS AT BLOCK CENTERS MAY BE USED FOR  
PARKING STRUCTURES, EXCEPT THAT THE  
MID-BLOCK AREAS OF BLOCKS 2, 3, 33a, 33b  
AND THE REAR PORTION OF BLOCK 13b  
CONTIGUOUS WITH THE S-CLASS BUILDINGS  
SHALL BE OPEN SPACE PRIMARILY IN THE  
FORM OF TOWNHOUSE REAR YARDS AS  
DISCUSSED IN SECTION V.A. OF THIS PLAN.

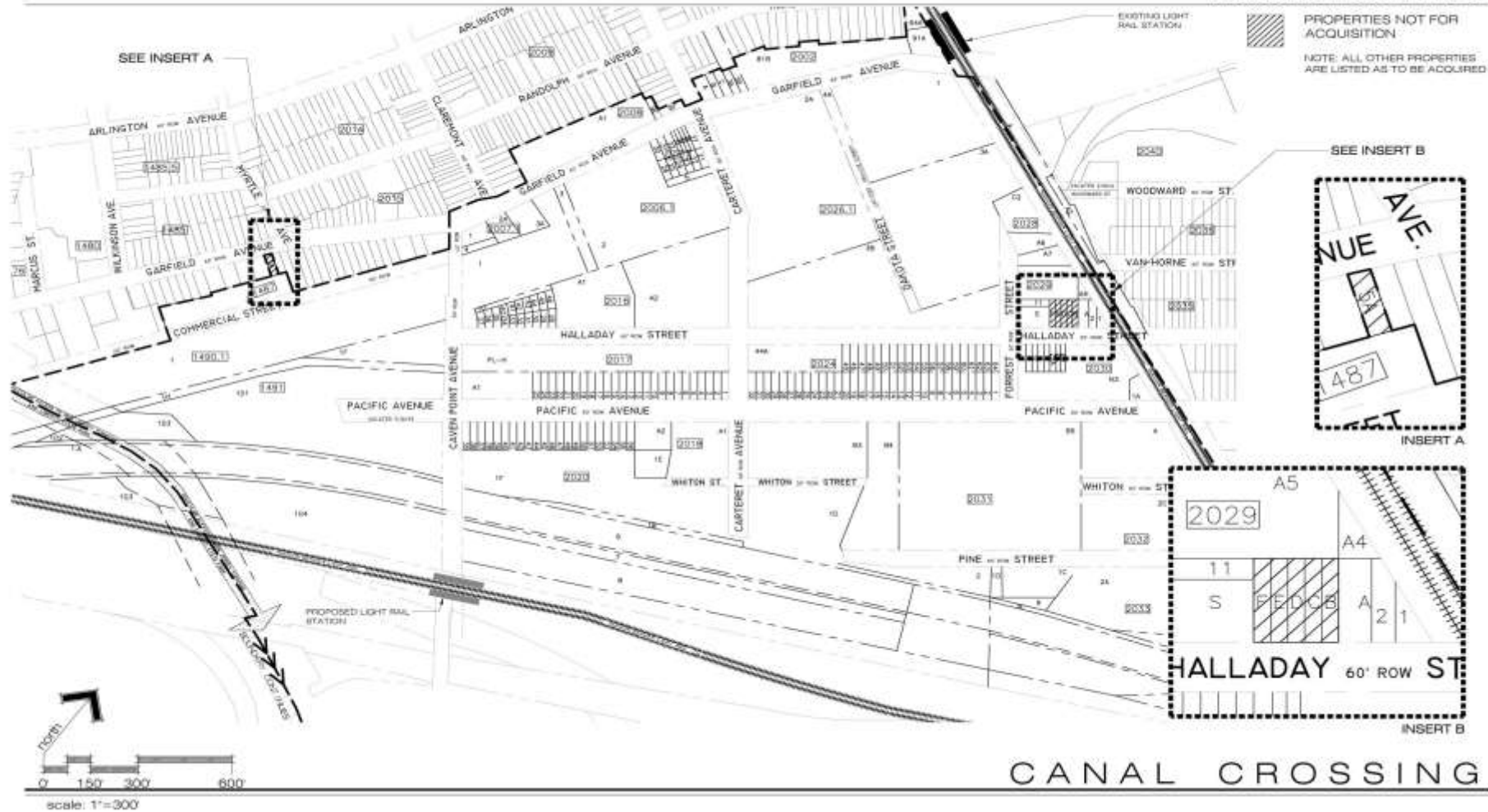


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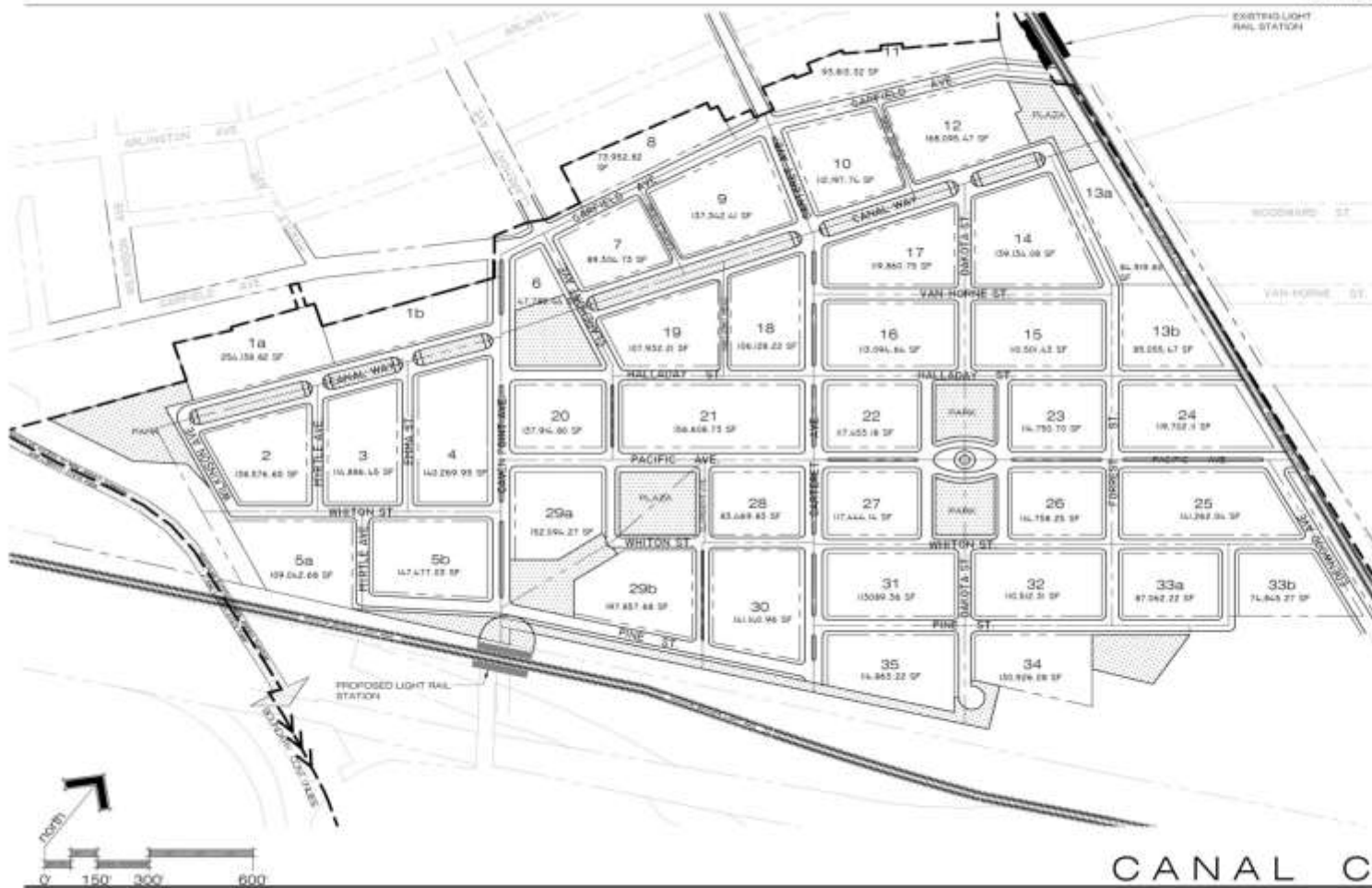




# ACQUISITION PLAN



# GROSS BLOCK AREA



BLOCK ID NUMBER	SQUARE FEET	ACREAGE
1a/1b	254,139.42 SF	5.85
2	135,577	3.19
3	114,886	2.64
4	140,270	3.23
5a	109,043	2.51
5b	147,477	3.39
6	47,785	1.10
7	89,305	2.05
8	73,953	1.70
9	137,342	3.16
10	112,195	2.55
11	93,513	2.18
12	188,095	4.37
13a	84,073	1.95
13b	85,065	1.96
14	139,134	3.20
15	110,501	2.54
16	113,095	2.60
17	119,861	2.76
18	106,128	2.44
19	107,932	2.48
20	137,915	3.17
21	196,600	4.50
22	117,453	2.70
23	114,751	2.64
24	119,702	2.75
25	141,262	3.25
26	114,756	2.64
27	117,444	2.70
28	82,470	1.92
29a	152,034	3.50
29b	197,857	4.55
30	141,141	3.25
31	113,089	2.60
32	110,512	2.54
33a	87,063	2.00
33b	74,845	1.72
34	130,925	3.01
35	114,853	2.64
TOTAL	4,719,254.00	108.34

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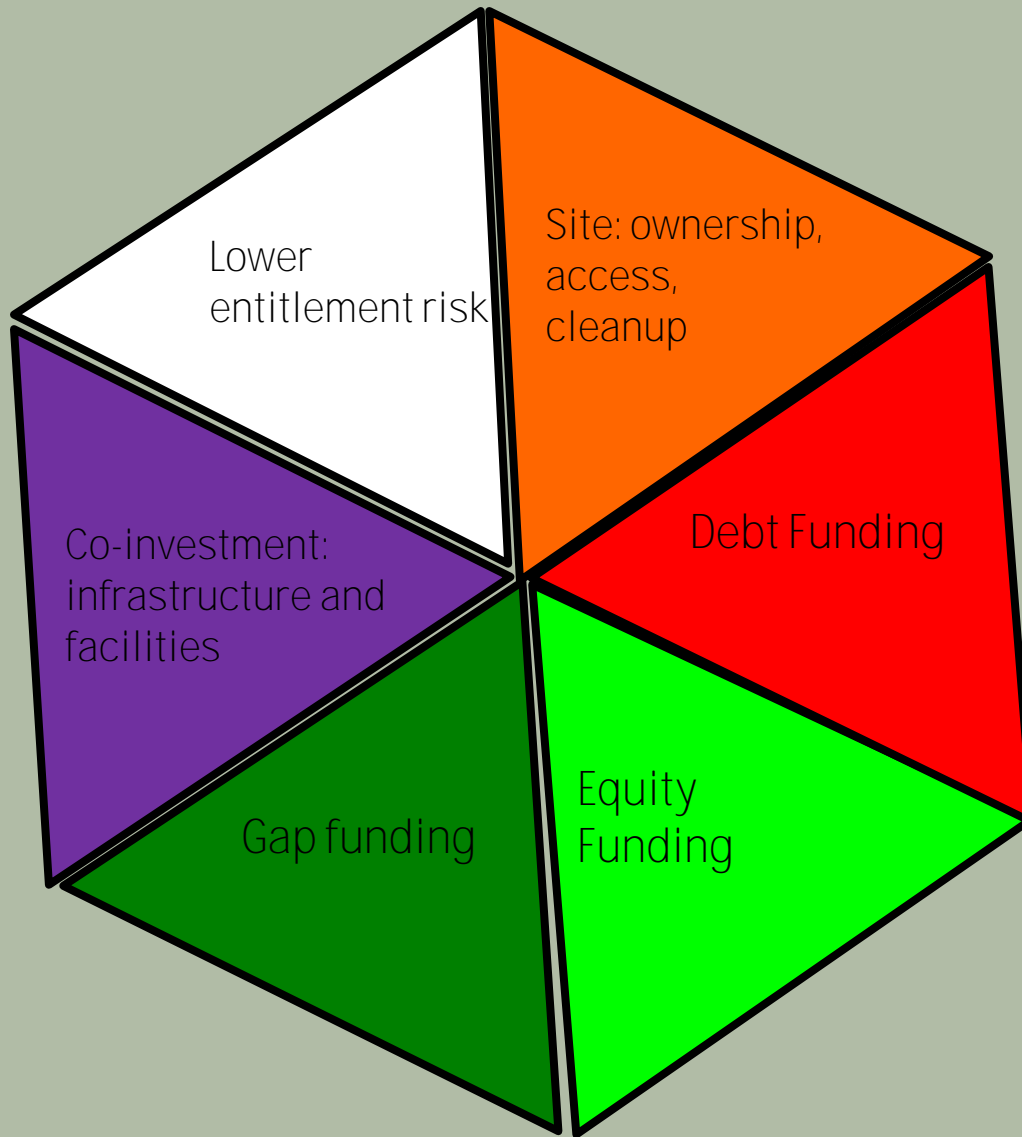
# RELOCATION

- As outlined, the Canal Crossing Redevelopment Plan converts former old industrial sites into new blocks for mixed use residential development. Wherever practical, it is the preference of the Jersey City Redevelopment Agency for existing property owners to participate in such manner that development of the proposed blocks can occur in accordance with this Plan. To that extent, this Plan and the Agency encourage the cooperation among the existing property owners in order for any block to realize its full development potential. Under this scenario, the relocation of persons or businesses should be significantly reduced. In terms of relocation, the vast majority of relocations will only affect businesses, since only one residentially occupied property is currently listed for acquisition.

# The Challenge is!

This doesn't get us where we need to go as a community of property owners and as a city. It doesn't address the brown field issue/chromium clean up. It doesn't address the flooding and other serious infrastructure issues, not to mention planning issues of new grid and transit.

Six areas where public private partnerships  
create value in contemporary real estate  
development.



Thank You